

Hearing Handout Packet



Public Hearing

for
Limited Scope
Supplemental Draft Environmental Impact Statement
and
Wisconsin State Statute 84.295(10)
Expressway Designation and Preservation

WIS 23
Fond du Lac to Plymouth
Fond du Lac and Sheboygan Counties
Project ID 1440-13/15-00

UW-Fond du Lac campus
400 University Drive, Fond du Lac, WI

June 19, 2018

6 to 8 p.m.



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Welcome

Thank you for attending today’s public hearing for the WIS 23 project. This public hearing provides you the opportunity to give testimony on the 2018 Limited Scope Supplemental Draft Environmental Impact Statement (LS SDEIS) that contains information regarding proposed transportation improvements that affect both near-term and long-term changes to the corridor, corridor preservation and expressway designation.

Public Hearing Agenda

Time	Item
6 p.m.	Sign in, pick up handout, and review exhibits. Visit with project staff and ask questions about the proposed improvements.
	Important! – Determine if you will be providing testimony. If so, determine which option(s) and follow the instructions.*
	Availability to provide Private Verbal Testimony* and Written Testimony* begins. Both options are available until the end of the public hearing.
6:30 p.m.	Project presentation in the Prairie Theater.
7 p.m.	Public Verbal Testimony* option begins in the Prairie Theater upon completion of project presentation.
	Opportunity to review exhibits and visit with project staff continues.
8 p.m.	Public Hearing ends.
Written testimony* via mail or email available until July 31, 2018.	

***See the following “Options and Instructions for Providing Testimony”**

Options and Instructions for Providing Testimony

There are several options for providing testimony as described below. Your testimony will be reviewed and considered by the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) as part of the process for choosing the selected alternative.

Testimony should be limited to tonight's public hearing aspects (see Page 6), and statements or opinions about the project. Please provide comments on the alternative(s) you support or oppose and your reasons. Questions related to the project can be directed to project staff during the informal discussions. Questions will not be recorded by the court reporter or included in the public hearing record.

Private Verbal Testimony

This option may be preferred if you wish to make your statement privately to a court reporter rather than in front of an audience. This option is available during the entire public hearing [6 to 8 p.m.], although you are also encouraged to attend the project presentation starting at 6:30 p.m. Follow the signs or ask for directions to the location of the court reporter. Wait for an opening, provide the court reporter with your completed "Registration Slip for Verbal Testimony" (included in this handout packet or on a table in the University Center Commons), state your name, address, and if applicable, the group, organization or business you are representing. Then give the court reporter your testimony.

Public Verbal Testimony

Following the project presentation at 6:30 p.m. in the Prairie Theater, public verbal testimony will be accepted. Complete a "Registration Slip for Verbal Testimony" (included in this handout packet or on a table in the University Center Commons). Give it to designated project staff any time before, during or immediately following the project presentation. Your name will be called in the order the registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and if applicable, the group, organization or business you are representing. Please limit your testimony to 3 minutes to allow time for others to provide their testimony in public. You can testify again as part of the public verbal testimony after others wishing to testify have done so. Public verbal testimony will continue until everyone interested in publicly testifying is finished or until the public hearing ends at 8 p.m., whichever comes first.

Written Testimony

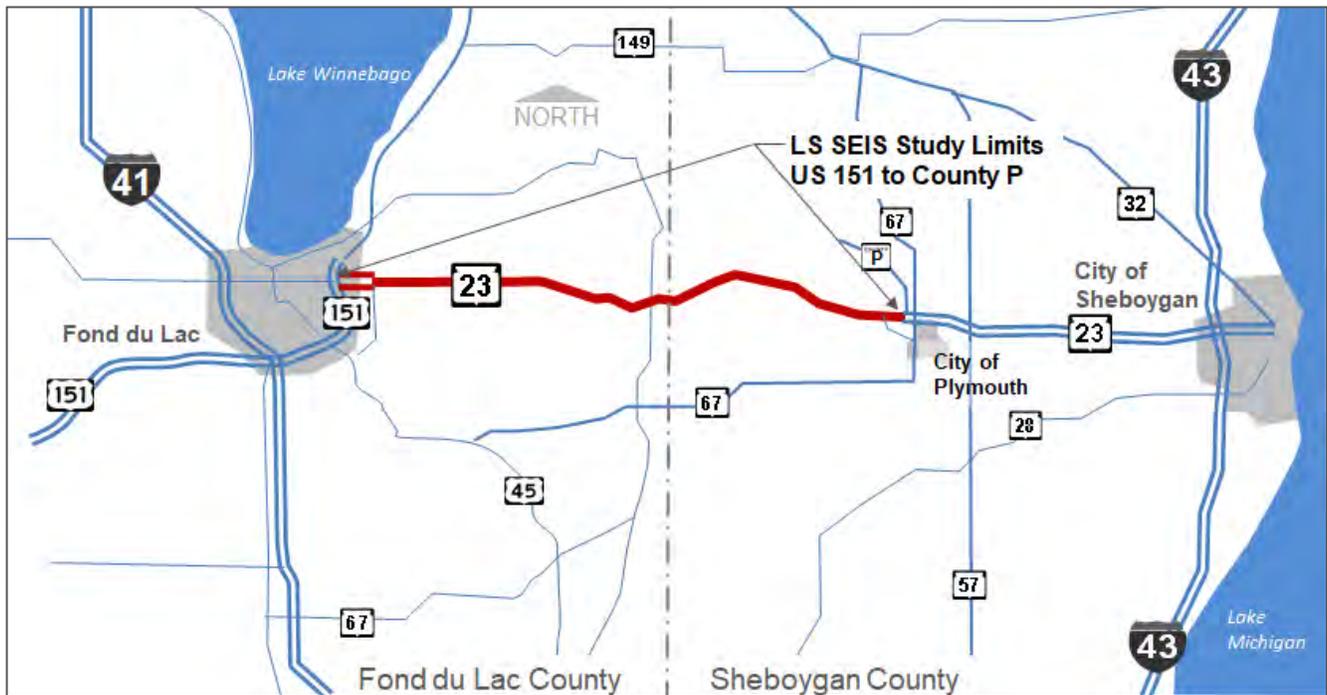
You may provide written testimony in addition to, or in place of, verbal testimony. Complete the "Written Testimony Form" (included in this handout packet or on a table in the University Center Commons) or use your own stationary. Include your name, address, and if applicable, the group, organization or business you are representing. If you prepared written testimony prior to the public hearing, you may submit that. There are two options for submitting your written testimony as described below.

Submit Tonight: Complete the Written Testimony Form and place the form along with any other supporting documentation in the box located on the table in the University Center Commons.

OR,

Mail In: You may prefer this option if you would like additional time to organize your thoughts/testimony. Mail your testimony in a pre-addressed envelope that is available on the table in the University Center Commons and does not require postage. You may also send written testimony via e-mail. See "WisDOT Contact Information" on Page 15 of this handout. Mailed or emailed testimony must be postmarked or received no later than **July 31, 2018** to be included in the official public hearing record.

Project Location Map



Purpose of the Public Hearing

The objective of the public hearing and environmental document availability period is to get the most complete expression of public opinion regarding the project aspects listed in this handout on the record. Testimony provided during this public hearing and during the environmental document availability period will be considered along with all other judgments and opinions received before further decisions are made on the proposed project alternatives. This public hearing includes a project presentation and opportunities to provide public/private verbal testimony to a court reporter and/or written testimony. All testimony provided by July 31, 2018 will be entered into the public hearing record along with other public hearing presentations, exhibits and materials.

This public hearing will focus on the following aspects of the proposed WIS 23 project:

- The location and design features of the proposed improvements and alternatives being considered.
- The National and Wisconsin Environmental Policy Act public hearing process, as applicable, on projects which include preparation of an environmental document. The final environmental document prepared following this public hearing will be the decision document for the proposed improvements. Copies of the draft environmental document are available for review on a table in the Commons area at this public hearing.
- Project activities that require authorization from the U.S. Army Corps of Engineers under the Clean Water Act for placing fill into waters of the United States including wetlands.
- Corridor Preservation to preserve future highway improvement right of way.
- Expressway designation under state statute 84.295(10).

Environmental Document Process

The environmental documentation process includes development of a project purpose and need, range of alternatives, evaluation and screening of alternatives and selection of a preferred alternative. Numerous factors are considered throughout the environmental document development process including safety, mobility, compatibility with state/regional/local plans, engineering design standards, impacts to the socio-economic, natural and physical environment, cost, and input from the public and state/federal review agencies.

WisDOT and FHWA are preparing this new 2018 Limited Scope Supplemental Draft Environmental Impact Statement (LS SDEIS) to evaluate and provide additional analysis on new or changed impacts since the March 2014 Limited Scope Supplemental Final Environmental Impact Statement (LS SFEIS). This 2018 LS SEIS will:

- Update and explain the methodology used to develop the traffic forecasts.
- Explain the role of demographic data in traffic forecasts.
- Address new or changed impacts to the human and natural environment since the March 2014 LS SFEIS.
- Review the evaluation of reasonable alternatives in light of updated demographic, traffic, and environmental data.

This 2018 LS SEIS was prepared in accordance with Title 23, Part 771.130 of the Code of Federal Regulations (23 CFR 771.130).

The 2018 LS SDEIS documents the project purpose and need for the proposed improvements, alternatives considered, environmental impacts of the alternatives retained for detailed study, and public involvement and agency coordination during the project development process. It also identifies the preferred alternative.

The final environmental document will identify if the preferred alternative was selected, reasons the alternative was selected and summarize the results of public testimony provided during the public hearing and document availability period along with agency comments on the LS SDEIS.

Information for the Public Hearing Record

In addition to the testimony provided at this public hearing, all exhibits, handouts, audio/visual presentations and displays available for viewing at the public hearing will be included in the official public hearing record. Page 14 of this handout contains a complete listing of these materials. All displays and handouts are available on the project website, see page 15 for the link. Other materials, along with other written testimony received after the public hearing, will be added to the official public hearing record provided they are received no later than **July 31, 2018**.

Project Statement

The purpose of the WIS 23 project is to provide additional highway capacity (i.e., to provide appropriate and effective Level of Service (LOS)) to serve existing and projected traffic volumes and improve operational efficiency and safety for local and through traffic while avoiding or minimizing environmental effects. Needs that support this purpose include:

System Linkage and Route Importance—WIS 23 is on the National Highway System and is a Corridors 2030 Connector route. It is a rural principal arterial between the city of Fond du Lac and

the city of Sheboygan and a major east-west connecting highway between these and other population centers of east central Wisconsin.

Transportation Demand and Regional Economic Development—WIS 23 provides a connection to numerous economic sectors within the east Wisconsin region.

Legislative and Planning History—As a Corridors 2030 Connector route in the Connections 2030 Statewide Long-Range Transportation Plan, WIS 23 warrants increasing attention to mobility and safety. Because of this, in the 1999 biennial budget, the legislature enumerated WIS 23 as a major project.

Existing and Future Traffic Volumes and Resulting Operation—Portions of WIS 23 have existing and future traffic operations that warrant consideration of capacity expansion. The lack of adequate capacity creates service levels that are below desirable standards for a Connector Route.

Existing Highway Geometric Characteristics—Much of the route is marked for no passing and when passing zones are available, opposing traffic volumes reduce passing opportunities and result in a lower Level of Service.

Access—The high number of access points impacts both highway safety and mobility.

Safety—While the overall WIS 23 crash rate is below the statewide average for a 2-lane rural state trunk highway, some sections, particularly near high-use intersections, experience higher-than-average crash rates.

Nonmotorized Travel Accommodations—Currently, there are no good east-west routes or accommodations on WIS 23 for nonmotorized travel between Fond du Lac's Prairie Trail and Sheboygan County's Old Plank Road Trail.

The 2018 LS SEIS evaluates the range of reasonable alternatives in light of current socio-economic data, crash data, and updated traffic forecasts. Because of this updated information, two alternatives that were previously dismissed in the 2014 LS SFEIS (Passing Lane and Hybrid Alternatives) satisfy more of the Purpose and Need criteria, specifically criteria related to traffic operations. These two alternatives are brought forward for detailed evaluation in this 2018 LS SEIS to provide lower impact alternatives for comparison to the 4-lane On-alignment Alternative.

The 2014 LS SFEIS included a Corridor Preservation Alternative associated with the 4-lane On-alignment Alternative that would preserve right of way for future transportation improvements. It included preserving right of way for four grade separations (overpasses) as well as a diamond interchange at County W and County A. With this 2018 LS SEIS, the Passing Lane Alternative and the Hybrid Alternative also have Corridor Preservation associated with them.

Adopting the decision from the 2014 LS SFEIS¹ and adding the alternatives that are now deemed reasonable based on the updated traffic forecasts produces the following range of alternatives that are evaluated in the 2018 LS SFEIS.

¹ The 2014 LS SFEIS eliminated the stand-alone alternatives of Transportation System Management (TSM) and Transit-and-Alternate-Mode, and the 4-lane Off-alignment alternatives. Corridor preservation of US 151/WIS 23 interchange was also eliminated.

Alternatives

1. **The No-Build Alternative** provides a baseline for comparison to the build alternatives.

The No-Build Alternative involves the continued use of the existing WIS 23 without reconstruction or enhancements of the existing roadway. It does not require any property acquisition and has no impacts to the 100-year flood plain. It includes routine maintenance activities necessary to keep the highway infrastructure in satisfactory condition. An example of a routine maintenance activity is the 2018 overlay of WIS 23 in Sheboygan County to address poor pavement conditions. That project is being mobilized and will start in the next few weeks.

2. **Passing Lane Alternative**

The Passing Lane Alternative adds two passing lanes in the eastbound direction and two passing lanes in the westbound direction to complement the existing eastbound and westbound climbing lanes that exist between County A and County P in Sheboygan County. There are two suboptions with the Passing Lane Alternative: one includes left-turn lanes at higher-volume intersections and one does not include left-turn lanes. In both suboptions, the Old Plank Road Trail would be extended west to the city of Fond du Lac.

- a. **Corridor Preservation associated with the Passing Lane Alternative** consists of preserving the right of way needed to expand WIS 23 to a 4-lane roadway. It would also include preserving right of way for future access modifications (such as future overpasses and interchanges) which would allow conversion of WIS 23 to expressway standards. Additional environmental documentation would be completed prior to the construction of improvements associated with corridor preservation measures.

The Passing Lane Alternative requires 79 acres of right of way, 12 residential relocations, 0 business relocations and 6 farm relocations. Some of these acquisitions were already completed prior to vacating the 2014 Record of Decision. This alternative does not increase the backwater in a 100-year flood.

3. **Hybrid Alternative**

The Hybrid Alternative provides a 4-lane divided highway from US 151 to County G, and a 2-lane roadway with passing lanes from County G to County P. The 4-lane divided highway would extend approximately 12 miles. East of County G, WIS 23 would be a 2-lane roadway with passing lanes and left-turn lanes at higher volume intersections for the remaining 7 miles. The Old Plank Road Trail would be extended west to the city of Fond du Lac.

- a. **Corridor Preservation associated with the Hybrid Alternative** consists of preserving right of way needed to expand the WIS 23 section from County G to County P to a 4-lane roadway. It would also include preserving right of way for future access modifications (such as future overpasses and interchanges) which would allow conversion of WIS 23 to expressway standards. Additional environmental documentation would be completed prior to the construction of improvements associated with corridor preservation measures.

The Hybrid Alternative requires 321 acres of right of way, 28 residential relocations, 4 business relocations and 13 farm relocations. Some of these acquisitions were already completed prior to vacating the 2014 Record of Decision. This alternative would increase the backwater in a 100-year flood at the Sheboygan River, and WisDOT would need to coordinate with the appropriate zoning coordinator (Fond du Lac County).

4. **4-lane On-alignment Alternative**

This alternative would provide a 4-lane divided highway on the existing alignment for the full length of the project. The Old Plank Road Trail would be extended west to the city of Fond du Lac.

From US 151 to County UU, the 4-lane On-alignment typical section would include four 12-foot lanes, and the posted speed for this section of roadway would be 45 miles per hour (mph).

From County UU east to County P in Sheboygan County, WIS 23 has a typical expressway cross section with four 12-foot lanes. Generally, the existing roadbed would carry the eastbound lanes, and the westbound lanes will be constructed north of the existing roadway. The exception to this is between County W and Division Street, where the new lanes would be south of the existing roadbed.

Conversion to a 4-lane expressway would allow for the existing posted speeds of 55 mph along WIS 23 to be increased to 65 mph, similar to portions of WIS 23 east of the study limits.

The 4-lane On-alignment Alternative would eliminate or relocate some movements at many private access points along WIS 23 throughout the corridor, removing many mainline crossing conflicts.

a. Corridor Preservation associated with the 4-lane On-alignment Alternative includes preserving right of way for future access modifications if needed (such as future overpasses and interchanges) which would allow conversion of WIS 23 to expressway standards. Additional environmental documentation would be completed prior to the construction of improvements associated with corridor preservation measures.

The 4-lane On-Alignment Alternative requires 410 acres of right of way, 30 residential relocations, 4 business relocations and 18 farm relocations. Some of these acquisitions were already completed prior to vacating the 2014 Record of Decision. This alternative, like the Hybrid Alternative, would increase the backwater in a 100-year flood at the Sheboygan River, and WisDOT would need to coordinate with the appropriate zoning coordinator (Fond du Lac County).

The Preferred Alternative

The 4-lane On-alignment Alternative with Corridor Preservation is identified as the Preferred Alternative in the 2018 environmental document. It is the same preferred alternative that was identified in the 2014 LS SFEIS. Reasons for this selection include:

- The 4-lane On-alignment Alternative best fulfills WisDOT's statutory mission and responsibilities:
 - It provides better traffic operations.
 - It provides more opportunities to incorporate safety countermeasures.
- The 4-lane On-alignment Alternative most optimally addresses the Purpose and Need factors compared to the other alternatives.
- The impacts do not outweigh the benefits derived from the 4-lane On-alignment Alternative.
- Based on input received prior to the release of the 2018 environmental document, the majority of local governmental entities and commenting stakeholders support the 4-lane On-alignment Alternative.

Corridor preservation that also designates WIS 23 as an expressway would be included with the 4-lane On-alignment Alternative, which preserves right of way for future improvements.

Alternatives Comparison Matrix and Corridor Preservation Comparison

Table 1 summarizes the impacts associated with the No-Build, Passing Lane, Hybrid, and 4-lane On-alignment Alternatives.

WisDOT purchased right of way associated with the 4-lane On-alignment Alternative between 2010 and 2015, prior to the 2014 Record of Decision (ROD) being vacated.

- 38% of the acquisition is completed in Fond du Lac County
- 100% of the acquisition is completed in Sheboygan County.

In some instances, more land was purchased than was needed because not purchasing the land would leave an uneconomic remnant.² This land is considered excess right of way and is shown on the aerial exhibits.

Right of way previously purchased for the 4-lane On-alignment Alternative may not be needed for the Passing Lane or Hybrid Alternatives. It would be needed as part of the Corridor Preservation associated with these alternatives. WisDOT expenditures for right of way already acquired were not considered in the identification of the Preferred Alternative since they are a sunk cost.³

- The land could be resold to abutting landowners, but the cost of the buildings razed is irretrievable.
- Impacts to natural and physical environmental resources associated with right-of-way acquisitions already completed have not occurred.
- Mitigation for potential impacts has not progressed beyond the conceptual evaluation stage other than the Section 6(f) land conversion and boundary update for the Northern Unit of the Kettle Moraine State Forest.

Table 2 summarizes the resources, land types, residences, and businesses within the Corridor Preservation area for the Passing Lane, Hybrid, and 4-lane On-alignment Alternatives. Things to know about corridor preservation includes:

- Resources are not impacted by the act of preservation, except that property owners wishing to erect or alter a structure within that mapped right of way must give WisDOT 60-days notice before beginning that construction.
- In the future, if WisDOT determines that transportation improvements are needed within these preserved areas, a subsequent environmental document would be prepared which evaluates impacts and costs.

² An uneconomic remnant is property remaining after a partial taking, if the property remaining is of such size, shape, or condition as to be of little value or of substantially impaired economic viability.

³ A sunk cost is a cost that has already been incurred and cannot be recovered.

Table 1. Alternative Comparison Matrix		UNIT	No-Build	Passing Lane Alternatives⁴	Hybrid Alternative	4-Lane On-Alignment Alternative
Road Length	Miles	19.10	19.10	19.10	19.10	19.10
COST						
Design	Millions \$	0.4	8.3	9.4	14.4	
Real Estate	Millions \$	0.0	5.8	18.5	26.7	
Real Estate Costs expended prior to vacating 2014 ROD	Millions \$			19.9		
Utility	Millions \$	0.0	5.7	5.7	5.7	
Utility Costs expended prior to vacating 2014 ROD	Millions \$			0.4		
Construction	Millions \$	4.5 ⁸	45.2	72.7	85.8	
TOTAL COSTS¹	Millions \$	4.9	65.0	106.3	132.6	
TOTAL COSTS expended prior to vacating 2014 ROD	Millions \$			20.3		
Area Converted to Highway R/W for Alternative						
Cropland and Pasture needed for R/W	Acres	0	24	171	218	
Cropland and Pasture purchased prior to vacating 2014 ROD	Acres	318	318	318	318	
Cropland and Pasture Still Needed	Acres	0	18	99	99	
Wetland Area needed for R/W	Acres	0	5	21	26	
Wetland Area purchased prior to vacating 2014 ROD	Acres	30	30	30	30	
Wetland Area Still Needed	Acres	0	2	11	11	
Woodland/Upland Area to R/W	Acres	0	5	9	38	
Woodland/Upland Area purchased prior to vacating 2014 ROD	Acres	44	44	44	44	
Woodland/Upland Area Still Needed	Acres	0	2	4	4	
Other Area needed for R/W ²	Acres	0	45	120	128	
Other Area purchased prior to vacating 2014 ROD	Acres	136	136	136	136	
Other Area Still Needed	Acres	0	36	79	79	
Total Land needed for Highway R/W	Acres	0	79	321	410	
Total Land Already Purchased for Highway R/W ⁷	Acres	528	528	528	528	
Total Area Still Needed for Highway R/W	Acres	0	58	193	193	
Excess Right of Way						
Excess R/W Previously Purchased and Not Required for Alternative ⁶	Acres	369	348	241	152	
Wetland Mitigation	Acres	159	159	159	159	
Relocations						
Total Residential Relocations needed	Number	0	12	28	30	
Residences relocated prior to vacating 2014 ROD	Number	30	30	30	30	
Residential Relocations where buildings were razed	Number	27	27	27	27	
Residential Relocations Still Needed	Number	0	0	0	0	
Total Business Relocations Required (Not Including Farms)	Number	0	0	4	4	
Business relocated prior to vacating 2014 ROD	Number	3	3	3	3	
Business Relocations where buildings were razed	Number	3	3	3	3	
Business Relocations Still Needed	Number	0	0	1	1	
Total Farm Relocations Required (One or more farm buildings)	Number	0	6	13	18	
Farms relocated prior to vacating 2014 ROD	Number	17	17	17	17	
Farm Relocations where buildings were razed	Number	16	16	16	16	
Farm Relocations Still Needed	Number	0	0	1	1	
Farms Severed	Number	0	1	5	5	
Other Impacts						
Eligible Historic Structures/Archeological Sites identified	Yes/No	Yes	Yes	Yes	Yes	
Section 106 MOA Required	Yes/No	No	Yes	Yes	Yes	
Section 4(f) Evaluation Required	Yes/No	No	Yes	Yes	Yes	
Section 6(f) Land Conversion Required	Yes/No	No	No ³	No ³	Yes	
Floodplain Encroachment	Yes/No	No	Yes	Yes	Yes	
Total Wetlands Filled (includes wetlands in existing and new R/W)	Acres	0	29.9	45.9	51.8	
Stream Crossings	Number	3	3	3	3	
Threatened/Endangered Species	Yes/No	No	Yes	Yes	Yes	
Noise Analysis Required	Yes/No	No	Yes	Yes	Yes	
Receptors Impacted in the design year	Number	44	ND ⁵	ND ⁵	47	
Contaminated Sites	Number	0	4	6	6	

¹ Costs are in 2017 dollars.

² Other Area includes: Single- and Multi-Family Residential, Commercial, Industrial, Community, Institutional, Manufacturing, Mining, Retail Trade, Parks/Recreation, Undeveloped, and Transportation.

³ While technically not required, the land conversion has already taken place. Correspondence with National Park Service indicates they expect the provisions of the 6f conversion agreement to be honored through the process.

⁴ Passing Lane Impacts represent the higher impact option: Passing Lane Alternative with Left Turn Lanes.

⁵ The traffic noise analysis in the 2014 LS SFEIS modeled the 4-lane On-alignment Alternative and shows the worst case situation compared to the Passing Lane and Hybrid Alternatives. The Passing Lane and the Hybrid Alternatives (in Sheboygan County) would have a larger separation distance between the roadway traffic and the receptor and therefore the same or fewer receptors impacted in the design year.

⁶ Excess right of way includes parcels purchased resulting in uneconomic remnants and land locked parcels. The purchase of right of way and excess right of way is consistent with normal procedures and is typical for this type of project.

⁷ Actual surveyed amount is 530 acres between excess right of way and wetland mitigation. Value shown represents the approximate amount calculated using GIS parcel line files, not surveyed right of way lines.

⁸ Cost provides a 2" mill resurface for the entire corridor based on 2017 construction costs from Division Road to County P.

ND - Not Determined

Table 2. Corridor Preservation Comparison		Corridor Preservation associated with Passing Lane Alternatives ¹	Corridor Preservation associated with Hybrid Alternative ²	Corridor Preservation associated with 4-Lane On-Alignment Alternative ³
	UNIT			
Land Types within Corridor Preservation Limits				
Cropland and Pasture	Acres	244	97	50
Wetland Area	Acres	22	6	1
Woodland/Upland Area	Acres	40	36	7
Other Area ⁴	Acres	100	26	18
Total Land Converted	Acres	407	165	76
Total Land Already Purchased for Highway R/W ⁶	Acres	528	528	528
Area Still Needed for 84.295 Mapping	Acres	211	75	75
Excess Right of Way				
Excess R/W is R/W Previously Purchased and Not Required for Alternative ⁵	Acres	152	152	152
Wetland Mitigation	Acres	159	159	159
Potential Restriction of Property Improvement (Relocations)				
Residences within Corridor Preservation Area	Number	21	5	3
Residences within Corridor Preservation Area relocated prior to vacating 2014 ROD	Number	18	2	0
Residential relocations where buildings were razed	Number	17	2	0
Businesses within Corridor Preservation Area	Number	6	2	2
Businesses within Corridor Preservation Area relocated prior to vacating 2014 ROD	Number	3	0	0
Business relocations where buildings were razed	Number	3	0	0
Farms within Corridor Preservation Area (One or more farm buildings)	Number	16	9	4
Farm Relocations completed prior to vacating 2014 ROD	Number	11	5	0
Farm Relocations where buildings were razed	Number	10	4	0
Other Impacts (if the planned projects are implemented)				
Wetlands within Corridor Preservation Area (includes wetlands in existing and new R/W)	Acres	24.1	8.1	2.2
¹ Corridor Preservation consists of preserving the right of way needed to convert WIS 23 to a 4-lane facility. It also includes preserving right of way needed for future access modifications and improvements for future overpasses and interchanges.				
² Corridor Preservation consists of preserving the right of way needed to convert WIS 23 to a 4-lane facility from County G to County P. It also includes preserving right of way needed for future access modifications and improvements for future overpasses and interchanges.				
³ Corridor Preservation consists of preserving right of way needed for future access modifications and improvements for future overpasses and interchanges.				
⁴ Other Area includes: Single- and Multi-Family Residential, Commercial, Industrial, Community, Institutional, Manufacturing, Mining, Retail Trade, Parks/Recreation, Undeveloped, and Transportation.				
⁵ Excess right of way includes parcels purchased resulting in uneconomic remnants and land locked parcels. The purchase of right of way and excess right of way is consistent with normal procedures and is typical for this type of project.				
⁶ Actual surveyed amount is 530 acres between excess right of way and wetland mitigation. Value shown represents the approximate amount calculated using GIS parcel line files, not surveyed right of way lines.				
N/A - Not Applicable				

Property Acquisition/Relocation Assistance and Benefits

WisDOT purchased right of way for the 4-lane On-alignment Alternative between 2010 and 2015, prior to the 2014 Record of Decision (ROD) being vacated. About 38 percent of the acquisition is complete in Fond du Lac County, and 100 percent of the acquisition is complete in Sheboygan County. Much of the land, and corresponding residential and farm relocations associated with the 4 lane On-alignment Alternative has been purchased. Before any additional property acquisition activities are initiated, members of the Region Real Estate staff will contact the property owner to explain the details of the acquisition process and Wisconsin's Eminent Domain Law. All properties to be acquired will be inspected and appraised by one or more professional appraisers. The property owner will be asked to accompany the appraiser during inspection of the property to be acquired, to assure that its value is recognized in the appraisal. Based upon the appraisal or appraisals made, the fair market value of the property to be acquired will be determined, and that amount will be offered to the owner.

Relocation assistance will be made available to anyone displaced by this project. In this regard, a survey of available housing and business locations was updated in November 2017. This survey indicates that there will be sufficient housing, rental units, farms, and business locations available in the project vicinity at the time of the proposed relocations, within the means of the relocatees and meeting the requirements for replacement housing.

The "Relocation Assistance" brochure available to you at the Real Estate table has been prepared to answer many of the general questions frequently asked concerning relocation assistance. Note that in addition to the cost of replacement housing, farms, and business locations, additional monies are available to cover moving expenses, increased rental and mortgage payments and interest rates, and any closing costs incurred.

It is emphasized that no person shall be displaced unless a comparable and/or adequate replacement dwelling, farm, or business location has been provided or made available. In the event a relocated person is dissatisfied with the decision as to eligibility for payments or amounts offered under the relocation assistance program, he or she will be promptly advised of the procedure to follow in making an appeal. Additional property acquisition for this improvement is scheduled to begin in 2019.

This segment of highway shall have expressway status relative to Statute 84.30, which is related to outdoor advertising, if the preferred alternative is selected.

Real estate staff is here this evening to answer questions about the property acquisition and relocation process and the assistance available.

Next Steps/Project Schedule

After July 31, 2018 (document availability period), the project team will review and consider all public hearing testimony received on the LS SDEIS. This input will assist the project team in identifying the selected alternative. WisDOT and FHWA are planning to issue a single combined Limited Scope Supplemental Final Environmental Impact Statement (LS SFEIS) and Record of Decision (ROD) document in Fall 2018 unless FHWA determines statutory criteria or practicability considerations preclude the issuance of the combined document.

If the preferred alternative is selected, construction could begin in Summer 2019.

Description of Public Hearing Exhibits

* All exhibits will be available on the project website (see page 15 for links) following tonight's meeting.

Display Boards

➤ Description and number of boards on easels

- 1 - How to provide testimony
- 1 - Public Hearing agenda
- 1 - Description of the 2018 LS SDEIS
- 3 - Description of the State Statute 84.295(10) expressway designation and corridor preservation process
- 1 - Description of how WisDOT develops and uses traffic forecasts
- 1 - Updated WIS 23 traffic forecasts
- 1 - Level of Service (LOS) explanation
- 1 - Traffic operations for each alternative
- 2 - Updated crash rates for the WIS 23 corridor
- 1 - Description of Restricted Crossing U-Turns (RCUT)
- 1 - Description of roundabouts
- 1 - No-Build Alternative
- 3 - Build Alternatives evaluated (Passing Lane, Hybrid, 4-lane On-alignment)
- 3 - Corridor Preservation associated with the Build Alternatives
- 2 - Section 6(f) land conversion and boundary update
- 3 - Project impacts for alternatives
- 2 - Description of the Preferred Alternative
- 2 - Project schedule
- 14 - Aerial maps of the Preferred Alternative (4-lane On-alignment Alternative with Corridor Preservation) (Aerial maps of Passing Lane and Hybrid Alternatives are available for viewing.)

Handouts (on tables)

Sign-in Table

- **Hearing Handout Packet**
- **Registration Slips for Verbal Testimony** - Forms to fill out for individuals wishing to present verbal testimony publicly or privately to a court reporter. These are also attached to the Hearing Handout Packet.
- **Written Testimony Forms** - Forms that can be filled out to provide written testimony which can be placed in the comment box or mailed in after the hearing. These are also attached to the Hearing Handout Packet.

Real Estate Table

- **The Rights of Landowners Under Wisconsin Eminent Domain Law**
- **Wisconsin Relocation Rights - Business**
- **Wisconsin Relocation Rights - Residential**

Documents Available for Viewing (limited copies provided; please do not remove from tables)

- **2018 Limited Scope Supplemental Draft Environmental Impact Statement (LS SDEIS)**
- **Legal Notice** - Published in the Fond du Lac Reporter and Sheboygan Press to advertise the public hearing, proposed future expressway establishment under State Statute 84.295(10) and availability of the LS SDEIS for public review.
- **A draft Finding, Determination, and Order** for expressway designation according to State Statute 84.295(10).

PowerPoint Presentation

WisDOT is providing a PowerPoint presentation at 6:30 p.m. to update the public on the proposed project alternatives and to explain the public hearing process. The PowerPoint presentation also serves the purpose of providing information required as part of the public hearing Project Statement.

Contact Information

Submittal of Written testimony or general project questions

Additional written public hearing testimony on the LS SDEIS after this public hearing should be sent to the WisDOT project manager at the mailing address or email address given below. Additional testimony will be added to the official public hearing record and considered in the final environmental document provided it is postmarked or received by **July 31, 2018**.

Bryan Lipke, P.E., WisDOT Project Manager
WisDOT Northeast Region
944 Vanderperren Way
Green Bay, WI 54304-5344
Bryan.Lipke@dot.wi.gov

Questions on the project? Call Bryan at (920) 492-5703.

Property acquisition/relocation questions

Questions specific to property acquisition and/or relocations of homes and businesses can be most efficiently answered by real estate staff.

- WisDOT property acquisition representative, Jay Viste, (920) 492-7715, EJay.Viste@dot.wi.gov
- WisDOT relocation assistance representative, Kassandra Walbrun, (608) 266-2369, Kassandra.Walbrun@dot.wi.gov

Project website (project information, schedule and updates)

<http://wisconsindot.gov/Pages/projects/by-region/ne/wis23exp/default.aspx>



Tonight's public hearing exhibits, handouts, etc.

<http://wisconsindot.gov/Pages/projects/by-region/ne/wis23exp/pi.aspx>



**PLEASE REMEMBER TO PICK UP A POSTAGE-PAID ENVELOPE
AT THE SIGN-IN TABLE IF YOU WISH TO MAIL YOUR COMMENTS
AFTER THE HEARING
(BUT THEY MUST BE RECEIVED BY JULY 31, 2018)**

Registration Slip for Verbal Testimony



WIS 23, Fond du Lac to Plymouth
Public Hearing
UW-Fond du Lac, 400 University Drive, Fond du Lac, WI
June 19, 2018

This registration slip may be used for providing public or private verbal testimony. Following the project presentation at 6:30 p.m. in the Prairie Theater, public verbal testimony will take place. Complete this registration slip and submit it to a project team representative during or immediately following the presentation. Your name will be called in the order registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and who you represent if applicable (for example a business). Please speak slowly and clearly. A court reporter will record your testimony. Please limit your testimony to comments and/or opinions regarding the proposed project aspects for which this public hearing is being held. To allow everyone a chance to speak, please limit your testimony to 3 minutes. Once everyone has had an opportunity to present verbal testimony, you may present additional testimony as time allows.

The same process applies for providing private verbal testimony, but this registration slip should be presented directly to the court reporter when a spot is available to provide your private verbal testimony.

If you do not wish to speak, but would like to use this registration slip to record your position on the alternatives being considered at the public hearing, please check the applicable boxes below.

Name: _____

Address: _____

If applicable - group, organization, or business you are representing:

Wishing to speak

Not wishing to speak, but please record my position on the alternatives being considered at the public hearing:

Support, describe: _____

Do Not Support, describe: _____

