

# **WIS 23**

# **Fond du Lac to**

# **Plymouth**

**Public Involvement Meeting**

**UW –Fond du Lac**

October 12, 2017



# Project Study Area



# Purpose of the meeting

Inform the public that FHWA and WisDOT are reengaging the environmental process with a new Limited Scope Supplemental Environmental Impact Statement (LS SEIS).

Overview of what the new environmental document and study will include.

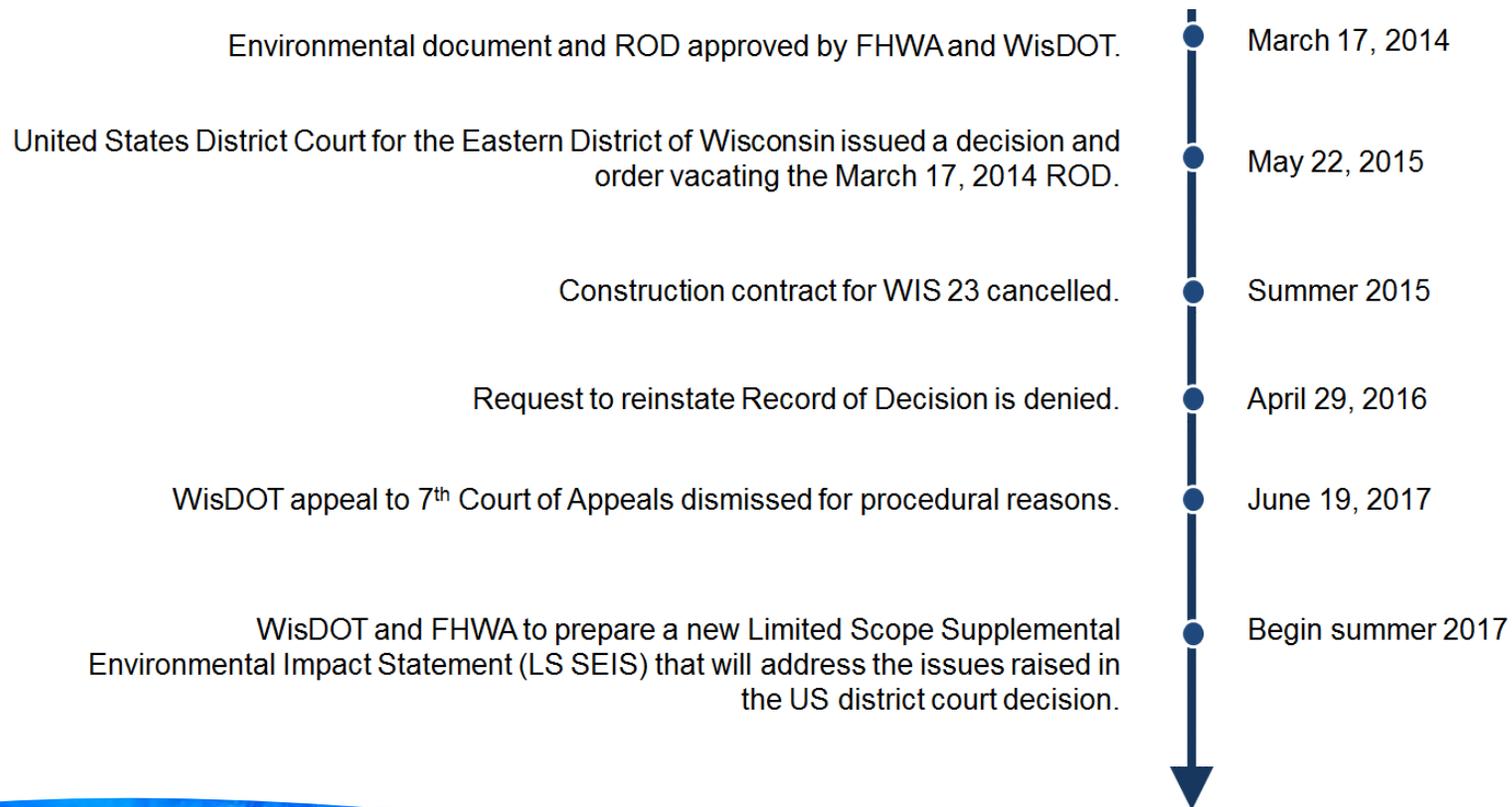
Share a schedule for the new LS SEIS.

Gather information from you about changed conditions on the corridor. Get your comments and concerns about the project.



# Why a new LS SEIS?

## Limited Scope Supplemental Environmental Impact Statement



# What will the new LS SEIS do?

## Limited Scope Supplemental Environmental Impact Statement

The new LS SEIS will:

- Update the traffic forecast and explain the methodology used to develop it.
- Explain the role of demographic data in traffic forecasts.
- Evaluate and provide additional analysis, if needed, on any new or changed impacts to the human and natural environment since the 2014 LS SEIS.

...more...



# What will the new LS SEIS do?

## Limited Scope Supplemental Environmental Impact Statement

The new LS SEIS will also:

- Review the evaluation of reasonable alternatives.

As part of the environmental study process, we will obtain additional public, state and federal agency, tribal and local unit of government input and comments through meetings and public hearing(s).



# Purpose and Need

Provide additional highway capacity (i.e., to provide appropriate and effective Level of Service) to serve existing and projected traffic volumes and improve operational efficiency and safety for local and through traffic while avoiding or minimizing environmental effects.

- ▶ System linkage and route importance
- ▶ Transportation demand and economic development
- ▶ Legislative and planning history
- ▶ Existing and future traffic volumes and resulting operation
- ▶ Existing highway geometric characteristics
- ▶ Access
- ▶ Safety
- ▶ Accommodations for non-motorized travel



# System linkage and route importance



# Traffic and resulting operations

Provide sufficient capacity for existing and future traffic volumes and resulting operations.

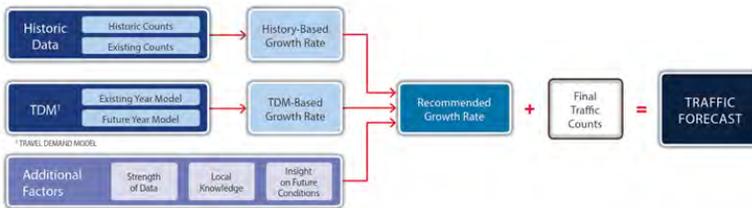


# Future traffic volumes

## How WisDOT develops and uses traffic forecasts

Traffic forecasts are fundamentally important for planning and engineering any transportation project. Forecasts explain what the traffic needs of the future will more likely be and provide benchmarks for proper design and efficient transportation system operation. While each traffic forecast is unique to a specific project, all forecasts are built around WisDOT's standard forecasting process.

### THE TRAFFIC FORECASTING PROCESS



### WHAT GOES INTO THE FORECAST



### FOUR-STEP MODEL PROCESS (Travel Demand Model)



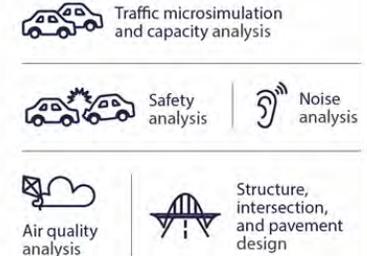
For more information  
 WisDOT Transportation Planning Manual  
[wisconsindot.gov/Documents/projects/data-plan/plan-res/tpm/9.pdf](http://wisconsindot.gov/Documents/projects/data-plan/plan-res/tpm/9.pdf)  
 Jen Murray, WisDOT Program and Policy Chief 608-264-8722 Jennifer.murray@dot.wi.gov

### WHAT COMES OUT OF THE FORECAST



### USING THE FORECAST

WisDOT uses the traffic forecast volumes for several study analyses:



### ADDITIONAL FACTORS



### EXPERTS AT EVERY STEP

#### FORECASTING DECISIONS

Forecasting experts incorporate the calculated results from the various available sources, including historical data and the Travel Demand Model (TDM). They then follow WisDOT's forecasting process to develop the final traffic forecast.

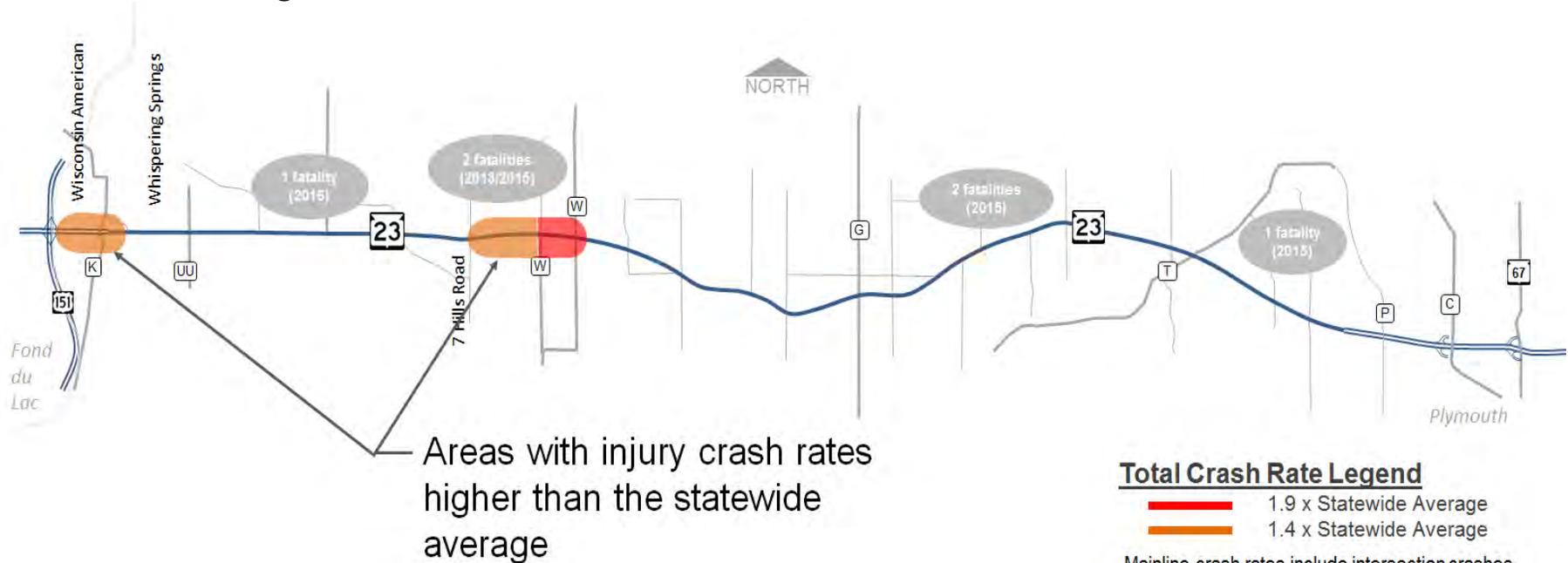
#### REFINING THE FORECAST

Transportation projects evolve during the planning and design phases, and traffic forecasts are subsequently refined periodically with updated data and detailed design aspects.

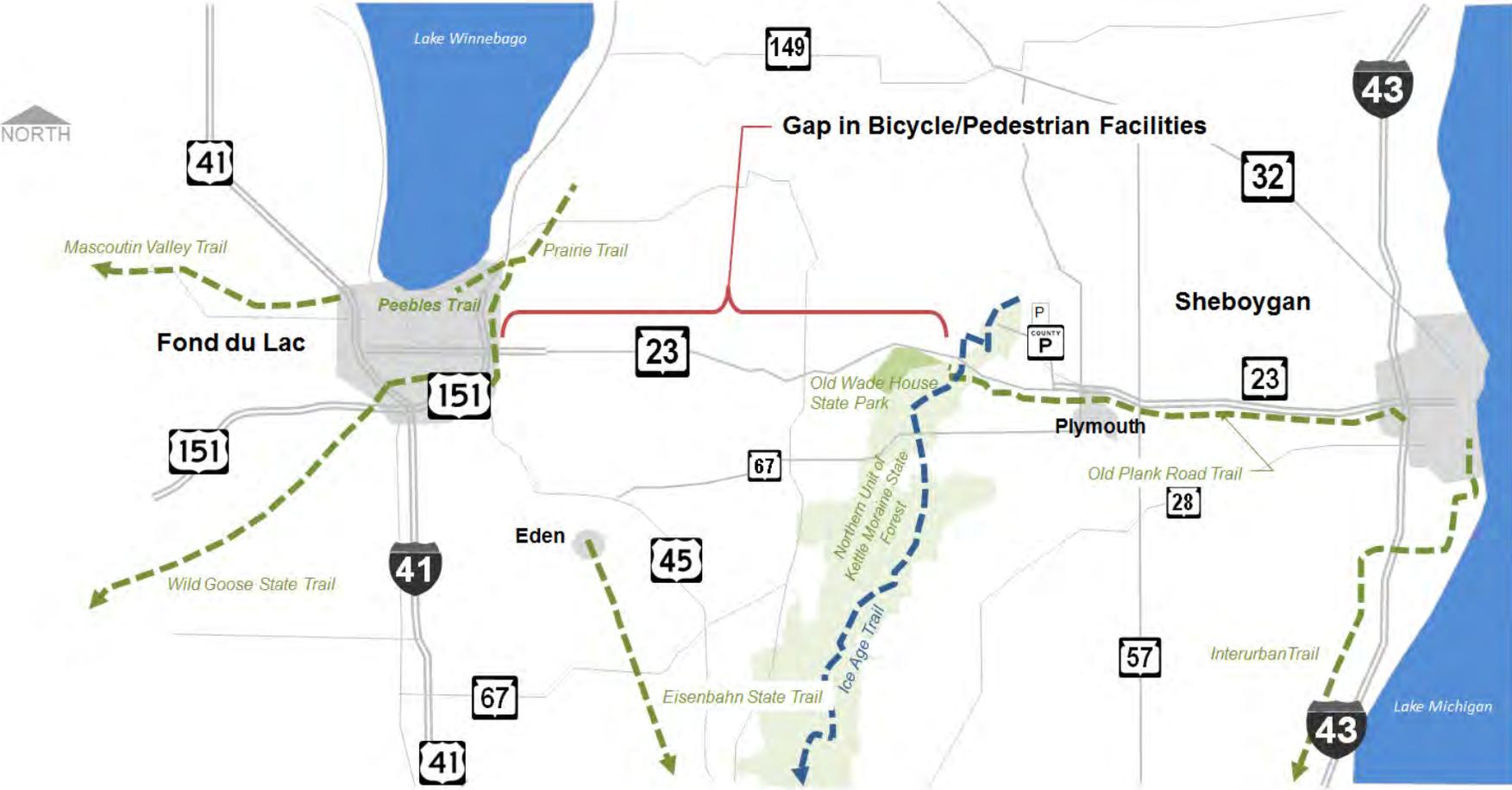
# Improve safety

## Injury and Fatality Crash Rates

From 2012-2016 there were 42 crashes that involved injuries, including 6 fatalities, along the corridor



# Accommodations for all modes



# Alternatives in the 2014 LS SEIS

The 2014 LS SEIS reviewed a full range of alternatives that included:

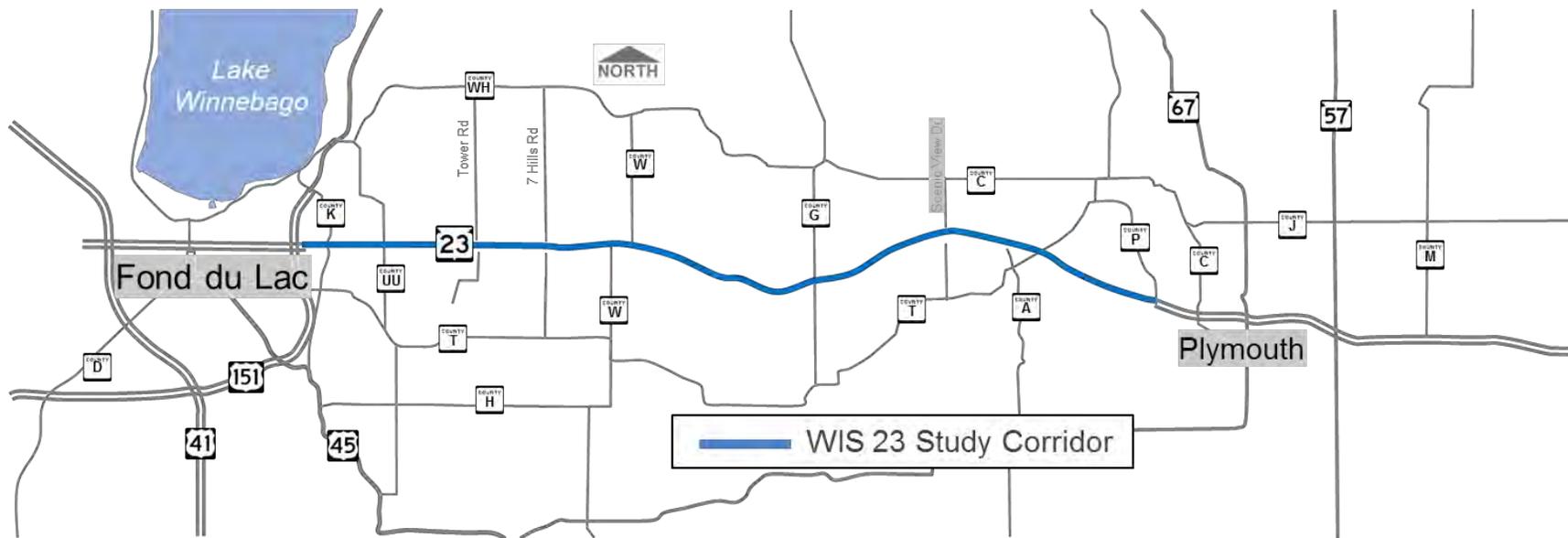
- No Build Alternative
- Transportation System Management (TSM) Alternative
- 2-lane alternatives that included Passing Lane Alternatives
- Hybrid alternative with 2- and 4-lane improvements
- 4-lane Build On-alignment Alternative
- 4-lane Off-alignment Alternatives

**Are there other alternatives that should be reviewed with the new LS SEIS?**



# No-Build alternative

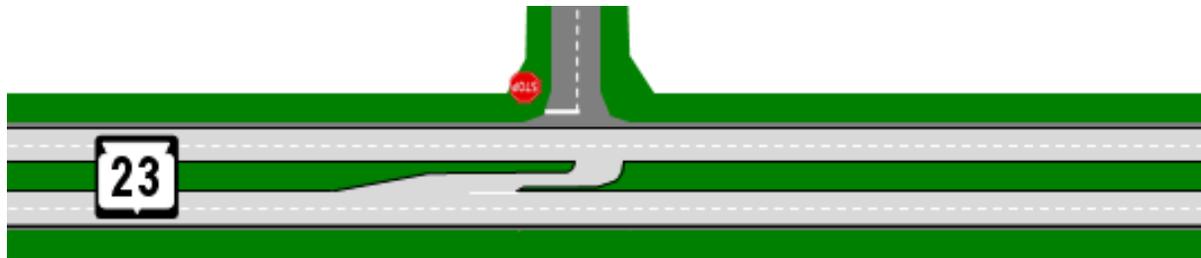
- The No-Build Alternative does not make any improvements to the corridor except for routine roadway maintenance.



# TSM Alternative

Transportation System Management (TSM) consists of low-cost improvements to increase the efficiency of a roadway, such as:

- innovative roadway designs
- improved signals
- access management
- intelligent transportation systems (ITS).

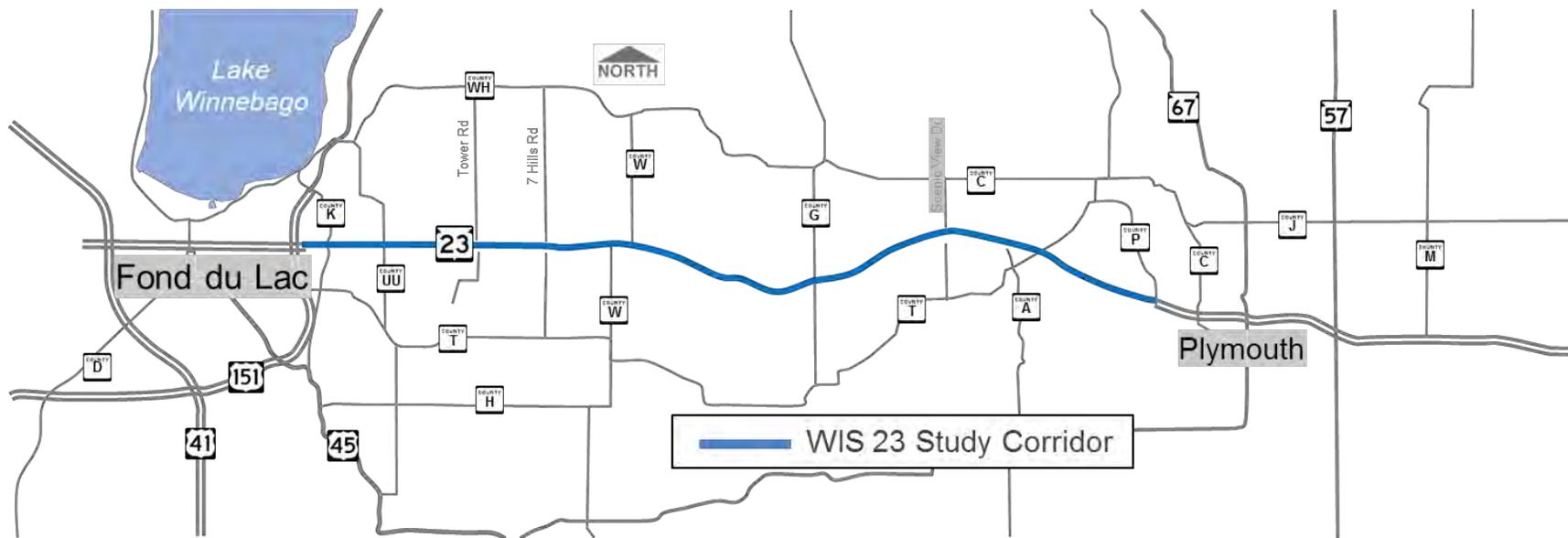


Examples of TSM include access management, like this intersection which restricts left turns out of a side road.

# 2-lane alternatives

## 2-Lane Reconstruction

This alternative would reconstruct the existing roadway and construct auxiliary turn lanes at intersections.

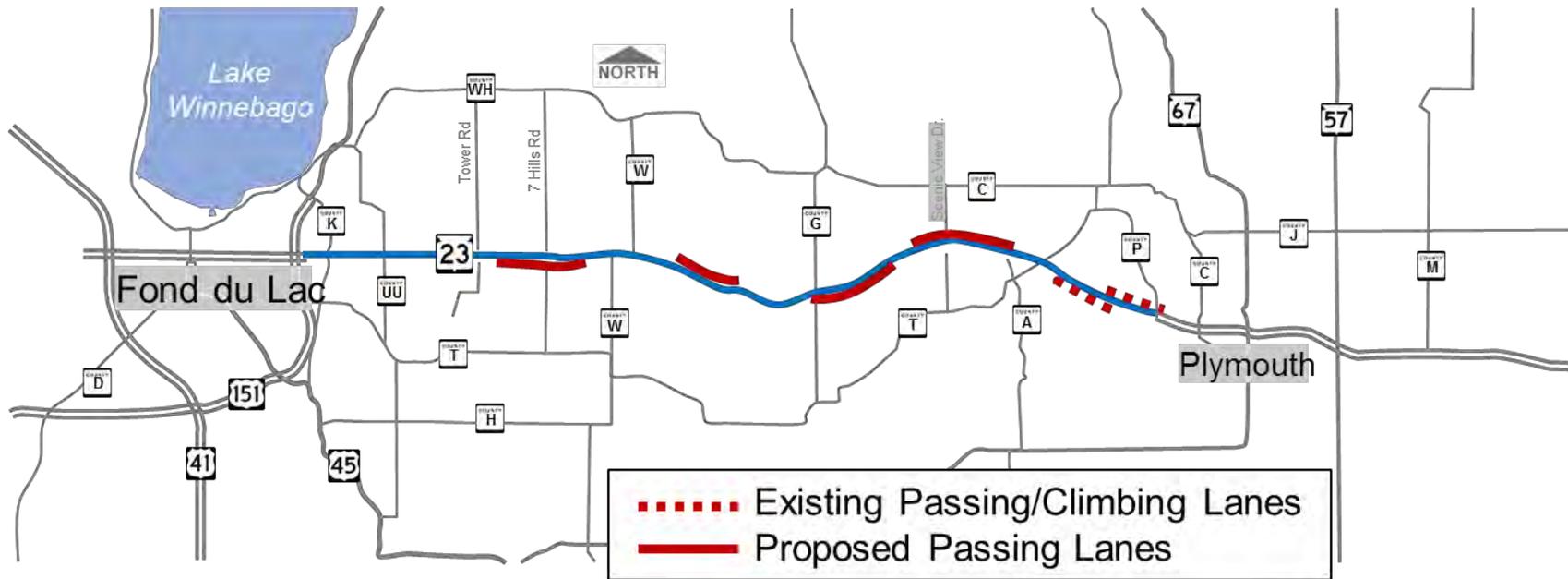


Alternative includes Old Plank Road Trail extension from Fond du Lac to Sheboygan

# 2-lane alternatives - Passing Lanes

Passing Lanes without Left Turn Lanes

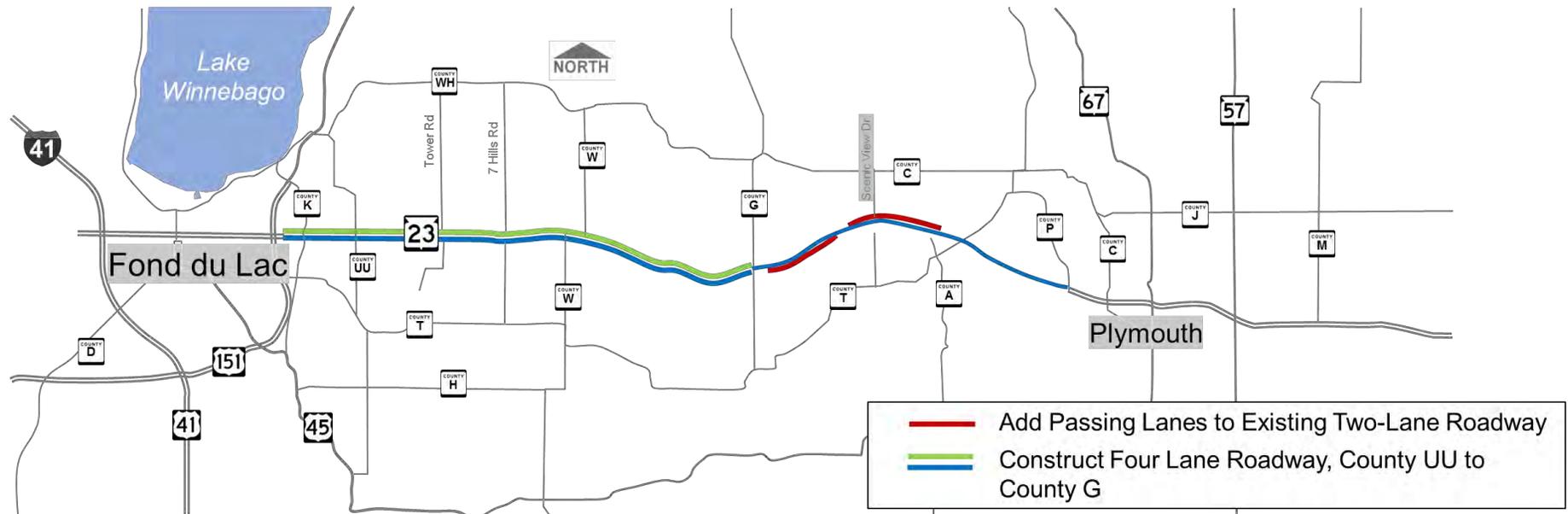
Passing Lane with Left Turn Lanes



Alternatives include Old Plank Road Trail extension from Fond du Lac to Sheboygan



# Hybrid alternative

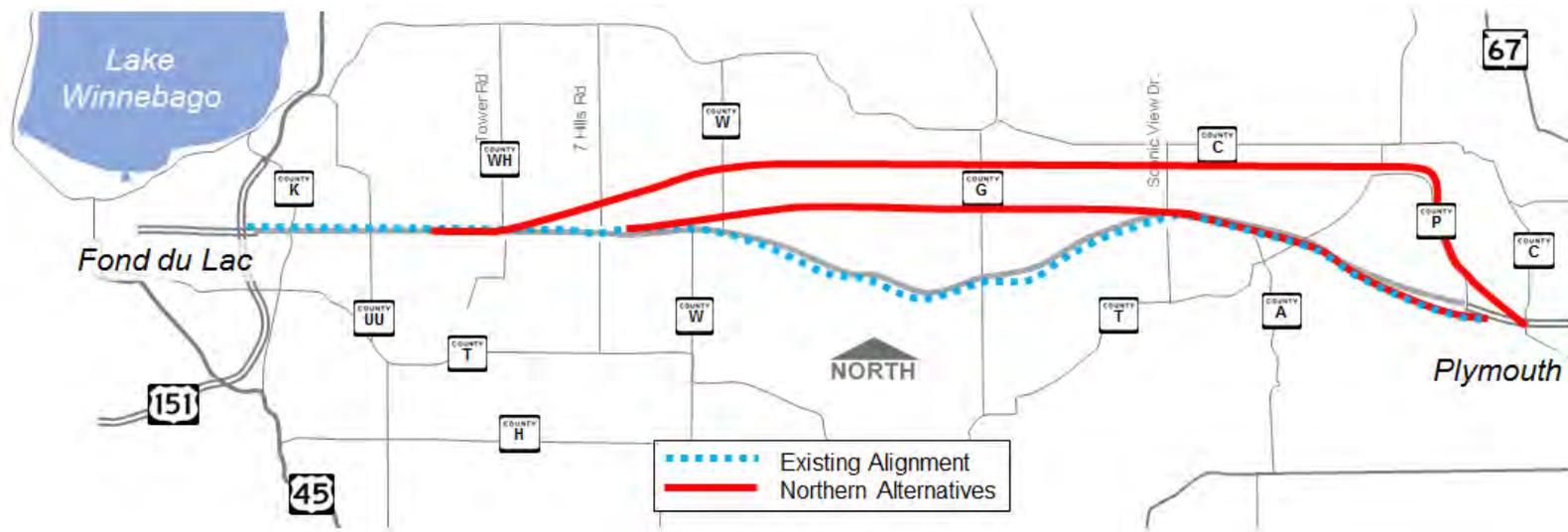


Alternative includes Old Plank Road Trail extension from Fond du Lac to Sheboygan

# 4-lane alternatives

## Northern 4-Lane Roadway Alternatives

Routes that would shift WIS 23 north to avoid the Kettle Moraine State Forest. These options were dismissed early in the process.



Alternatives include Old Plank Road Trail extension from Fond du Lac to Sheboygan

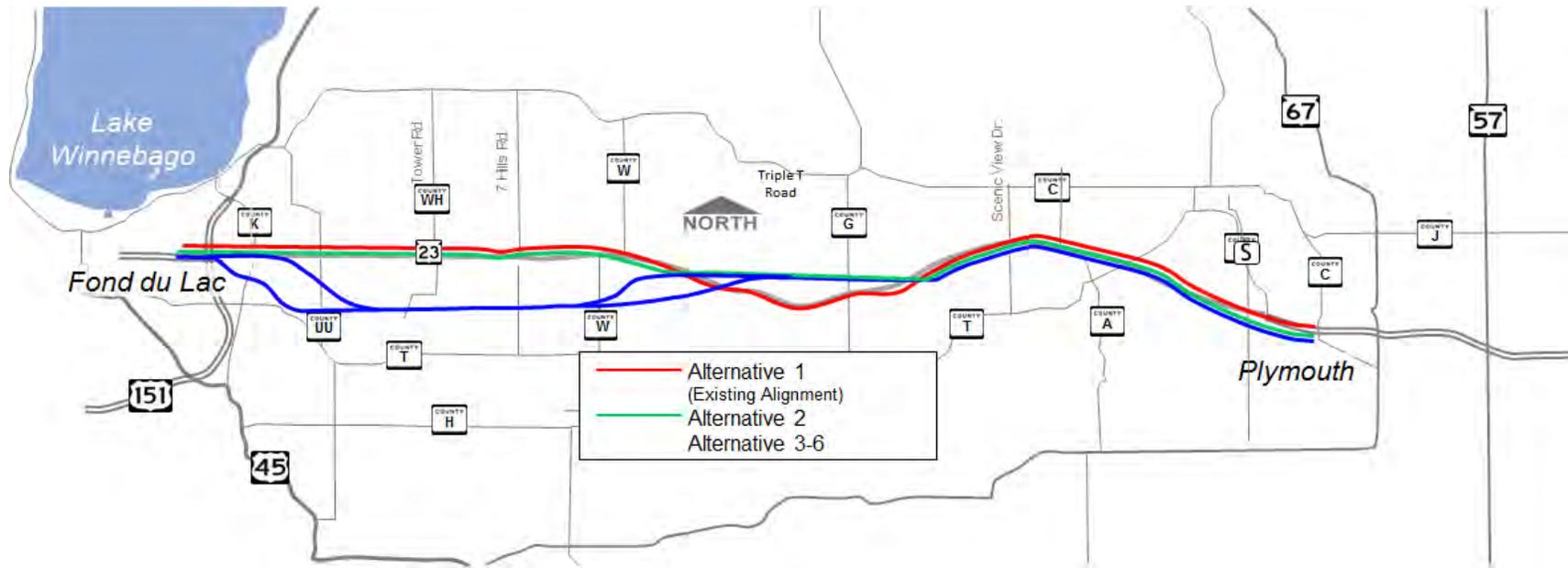
# 4-lane alternatives

## Alternative 1

4-Lane Expansion On-Alignment

## Alternatives 2 – 6

4-Lane expansion south and north of WIS 23 (various alignments)



Alternatives include Old Plank Road Trail extension from Fond du Lac to Sheboygan

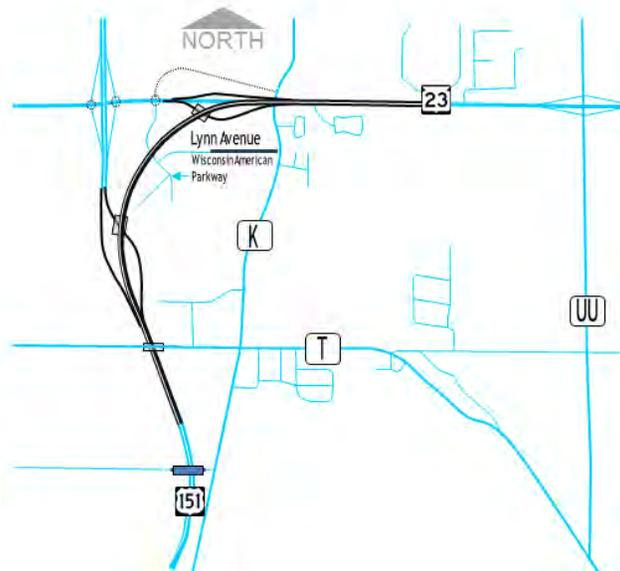
# US 151/WIS 23 System interchange Corridor Preservation alternatives

## No Corridor Preservation

Alternative does not preserve any right of way for anticipated future transportation improvements.

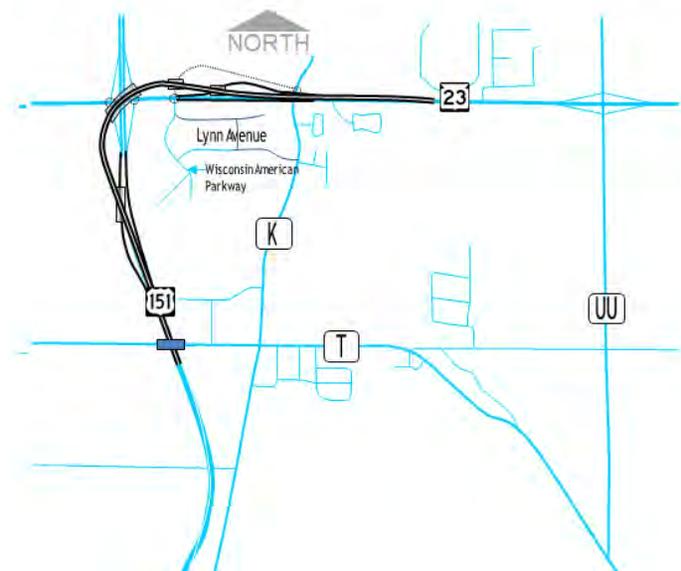
### Option 23-1

System Ramps in the Southeast Quadrant



### Option 23-2

System Ramps over Existing US 151/WIS 23 Interchange



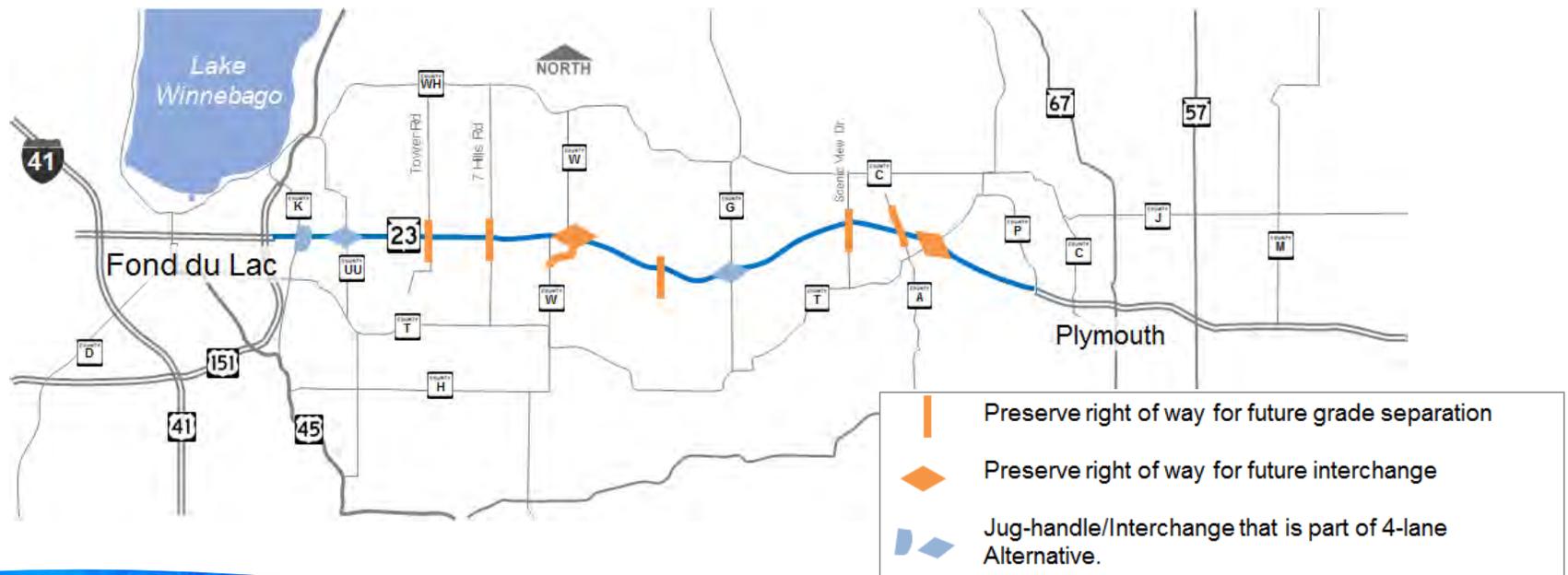
# Corridor preservation

## No Corridor Preservation

Alternative does not preserve any right of way for anticipated future transportation improvements.

## Corridor Preservation

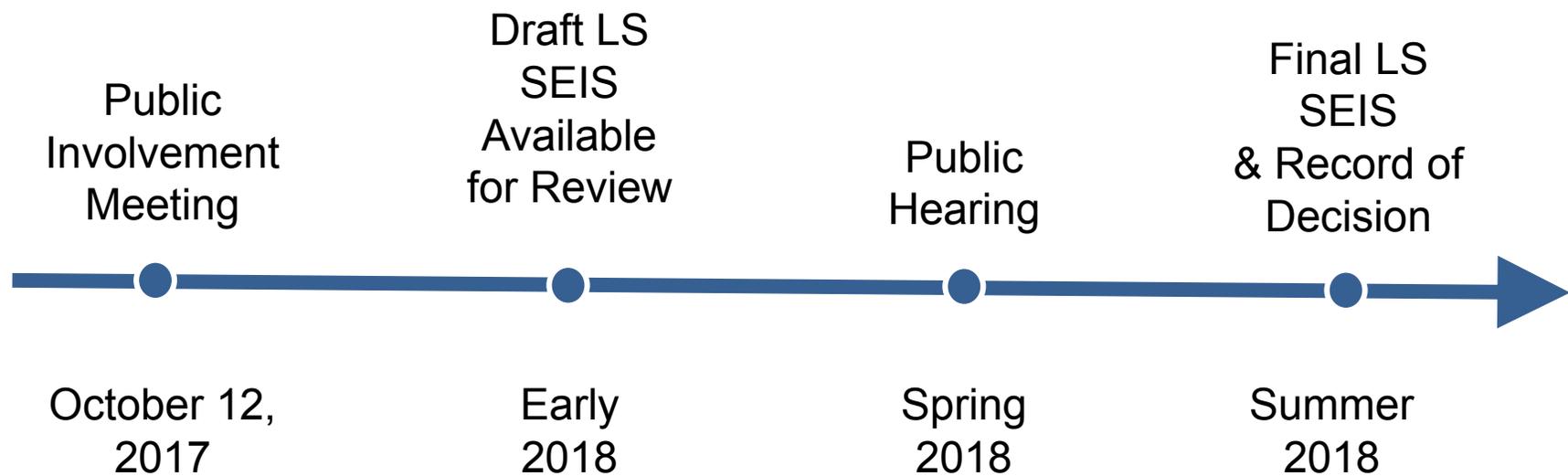
Will preserve right of way needed to construct a 4-lane roadway (if not already constructed) and improve or remove access from WIS 23.



# Old Plank Road Trail extension



# Schedule



Note: There is an asphalt resurfacing project on WIS 23 in Summer 2018 which is necessary to address pavement deterioration.



# Contacts

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WIS 23 Website:

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



# Questions?

