

WIS 23

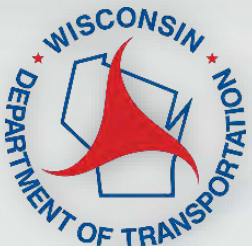
Fond du Lac to Plymouth

Public Hearing

UW–Fond du Lac campus

June 19, 2018

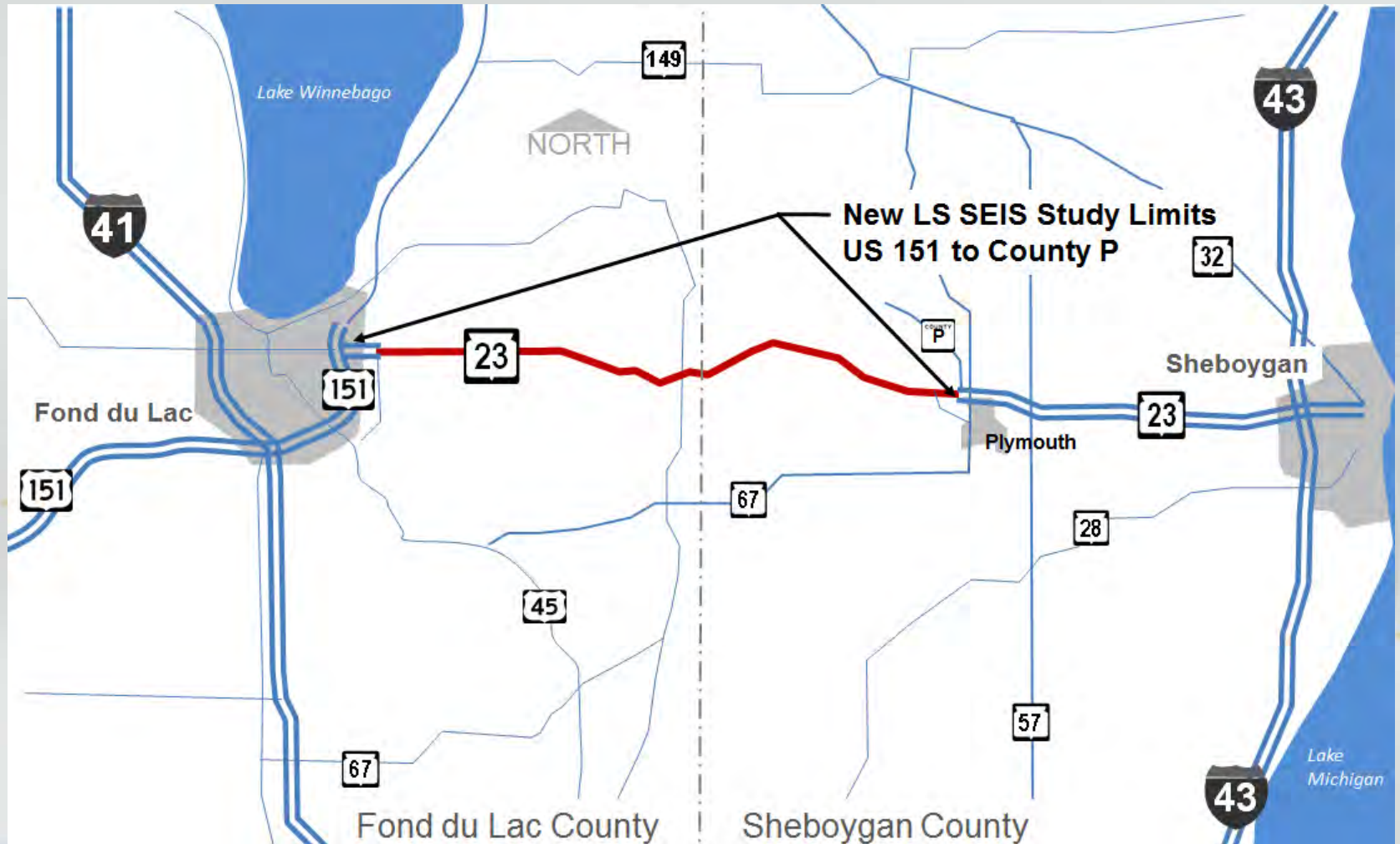
6 to 8 p.m.



Why are we here tonight?

- The purpose of tonight's hearing is to provide information and receive comments on the 2018 Limited Scope Supplemental Draft Environmental Impact Statement prepared by WisDOT and FHWA.
- Presentation agenda:
 - Background
 - Project Purpose and Need
 - Summary of the Range of Alternatives
 - Stakeholder Input
 - Preferred Alternative
 - Information on providing comments/testimony

Project Study Area



Why a new LS SEIS?

Environmental document and Record of Decision (ROD) approved by FHWA and WisDOT.

March 2014

United States District Court for the Eastern District of Wisconsin issued a decision and order vacating the March 17, 2014 ROD.

May 2015

Construction contract for WIS 23 was cancelled.

May 2015

Why a new LS SEIS?

Request to reinstate ROD is denied.

● April 2016

WisDOT appeal to 7th Court of Appeals dismissed for jurisdictional reasons.

● June 2017

WisDOT and FHWA publish Notice of Intent to prepare a new Limited Scope Supplemental Environmental Impact Statement (LS SEIS).

● August 2017

What does the new LS SEIS do?

1. Updates the traffic forecast and explains the methodology used to develop it.
2. Explains the role of demographic data in traffic forecasts.
3. Addresses new or changed impacts to the human and natural environment since the 2014 LS SEIS.

What does the new LS SEIS do?

4. Reviews the evaluation of reasonable alternatives.
5. Identifies a Preferred Alternative.

As part of the environmental study process, we have obtained and continue to solicit public, state and federal agency, tribal and local unit of government input and comments.

We encourage additional input and comments through the end of the comment period, July 31, 2018.

Project Purpose

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.

Project Need

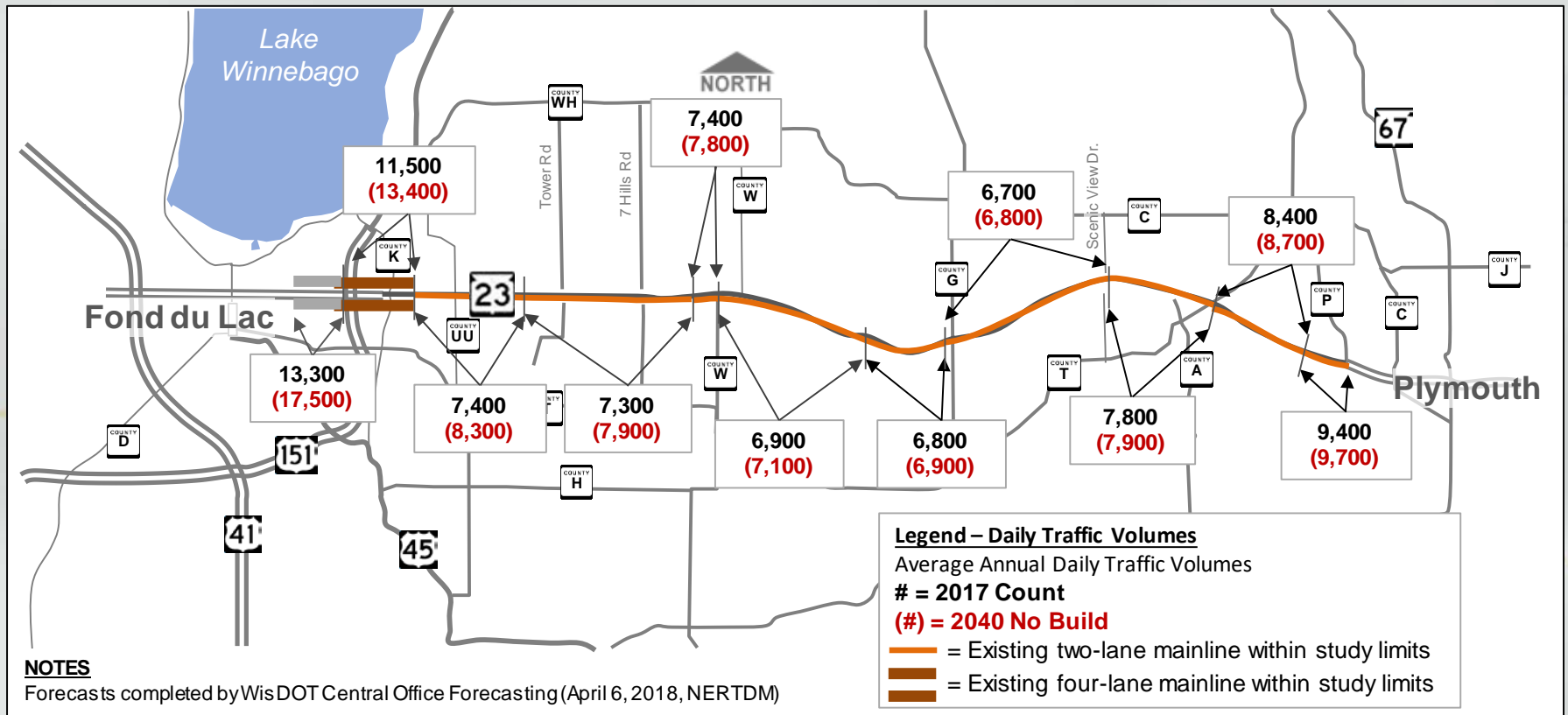
- System linkage and route importance
- Transportation demand and economic development
- Legislative and planning history
- Existing and future traffic volumes and resulting operation
- Existing highway geometric characteristics
- Access
- Safety
- Accommodations for non-motorized travel

System Linkage and Route Importance



Existing and Future Traffic

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



Traffic and Resulting Operations

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

Table 1.3-2 Projected 2040 No-Build Level of Service in 2-Lane Sections of WIS 23

	County UU to County G	County G to County P
Length	9.7 miles	8.0 miles
Westbound		
Weighted Forecast Average Daily Volume* (both directions -vehicles per day) 2040	7,610	7,810
% Time Spent Following	66.6%	64.9%
Numeric LOS	4.11	3.99 [#]
LOS	D	C
Eastbound		
Weighted Forecast Average Daily Volume* (both directions -vehicles per day) 2040	7,610	7,810
% Time Spent Following	66.3%	62.0%
Numeric LOS	4.09	3.80
LOS	D	C

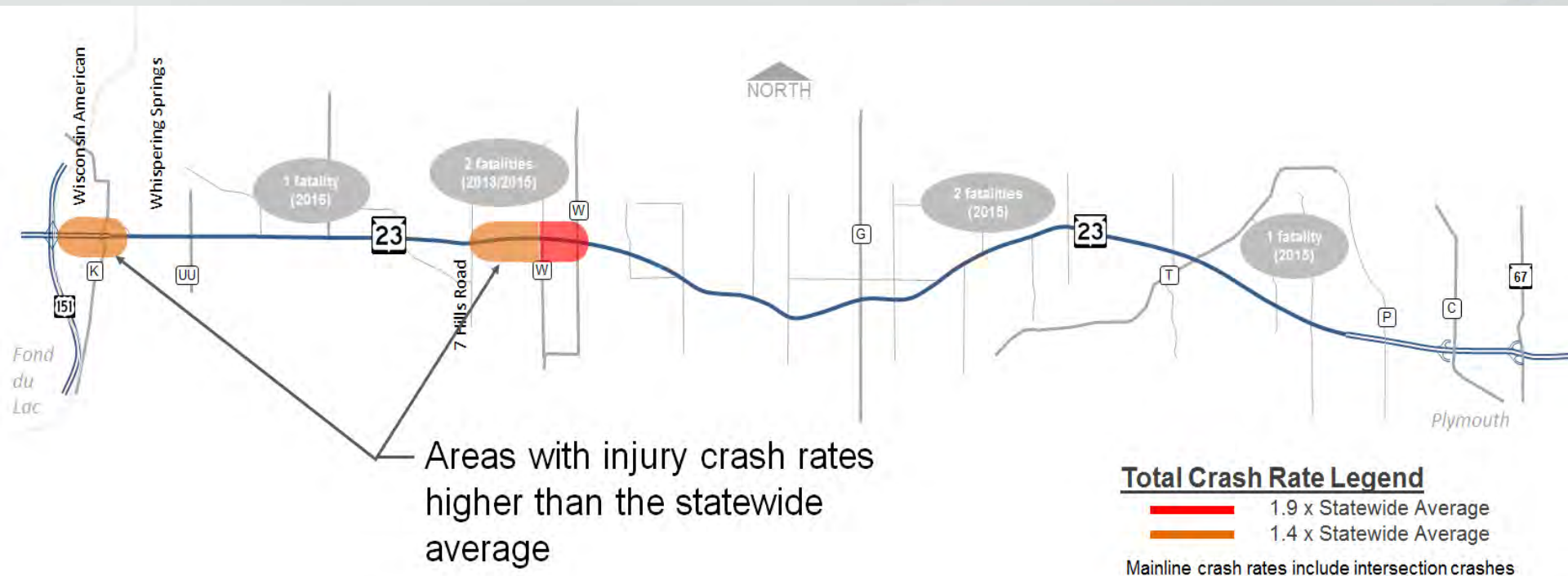
[#] The numeric 2040 No-Build LOS of 3.99 is just 0.02 away from LOS D.

* Weighted daily volume by the total length of roadway, which is needed for traffic operations analysis.

Improve Safety

Injury and Fatality Crash Rates

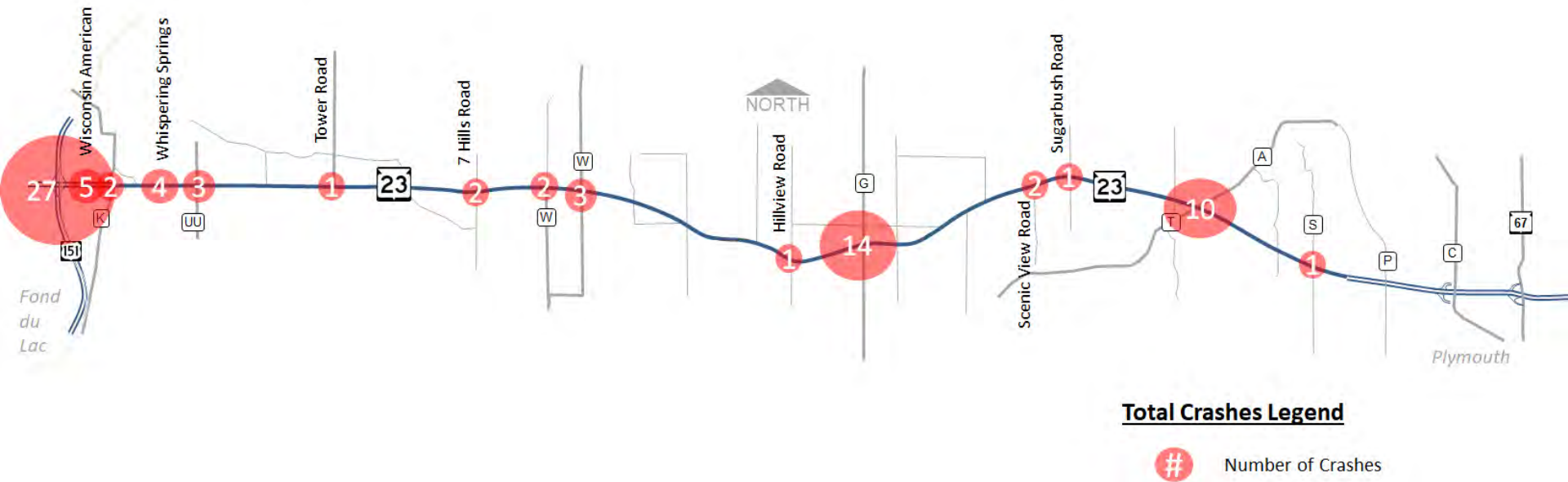
From 2012-2016 there were 42 crashes that involved injuries, including 6 fatalities, along the corridor.



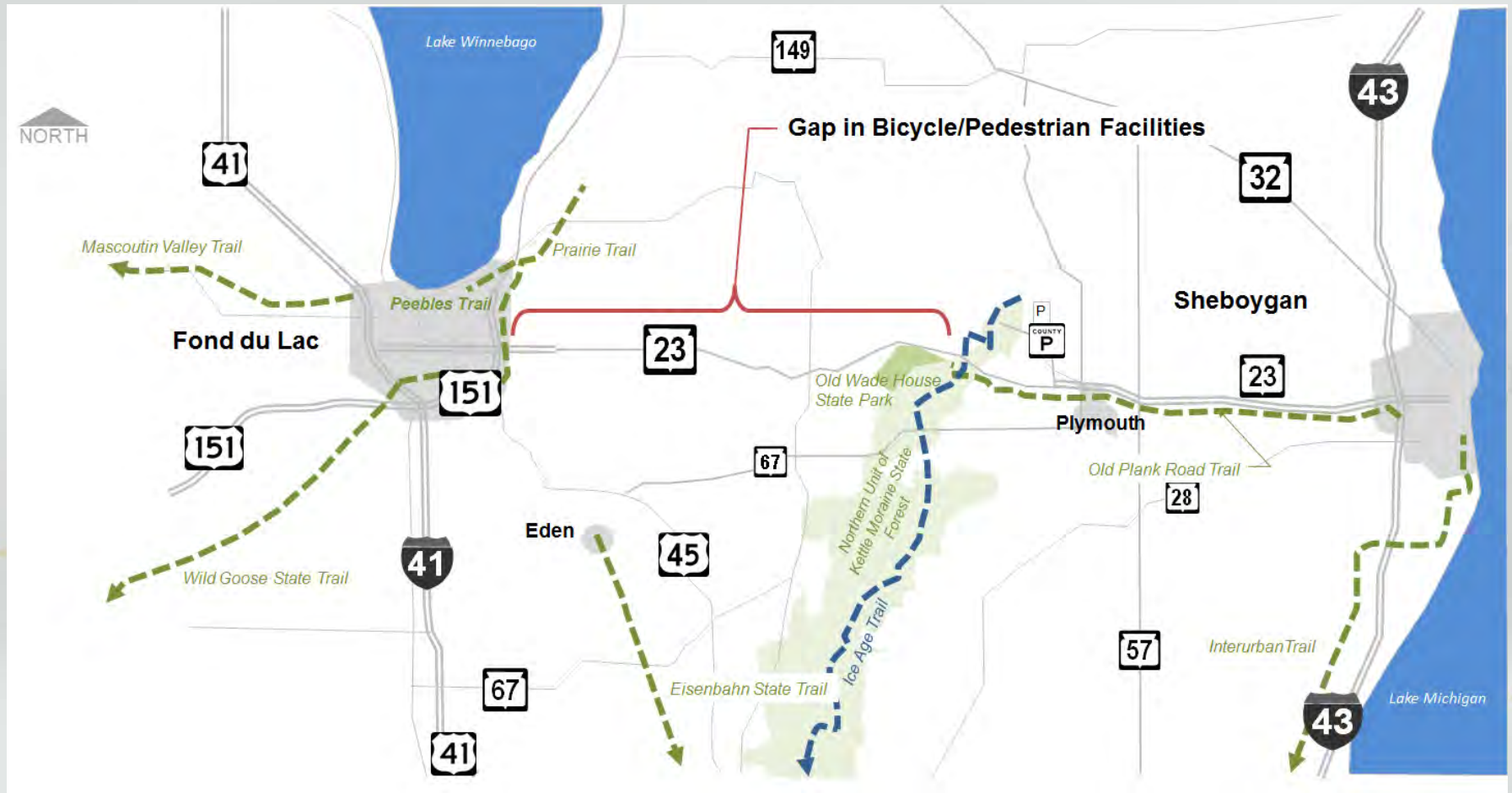
Improve Safety

Intersection Crash Numbers

The figure below shows crashes that occurred at intersections during the five-year period of 2012 through 2016.



Accommodations for Bikes/Peds



Alternatives in the 2014 LS SEIS

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

- No Build Alternative
- Transportation System Management (TSM) Alternative
- Transit and Alternate Mode 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

Alternatives in this 2018 LS SEIS

Eliminated Alternatives

Off-alignment
North
Alternatives

Off-alignment
South
Alternatives
(Alts 2-6)

Transit
TSM

US 151/WIS 23
Interchange
Corridor
Preservation

Alternatives Brought Forward for Detailed Evaluation

No Build

Passing Lane Alternatives

- With and without left turn lanes
- Old Plank Road Trail extension
- County K jug-handle

Corridor Preservation Associated with Passing Lane Alternatives

Hybrid Alternative

- W and w/o left turn lanes
- Old Plank Road Trail extension
- County K jug handle
- County UU and G interchanges

Corridor Preservation Associated with Hybrid Alternative

4-lane On-alignment Alternative

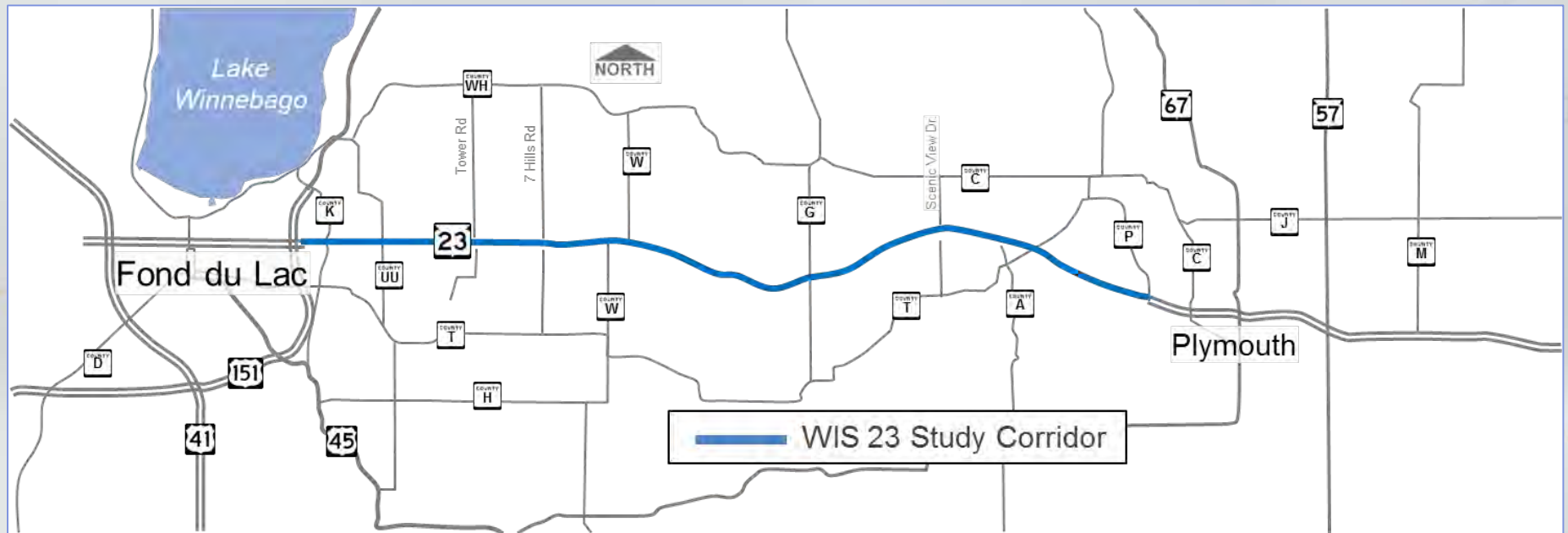
- Old Plank Road Trail extension
- County K jug handle
- County UU and G interchange

Corridor Preservation Associated with 4-lane On-alignment Alternative

Evaluation of Corridor Preservation [§84.295(10)] associated with each of the Build alternatives was performed.

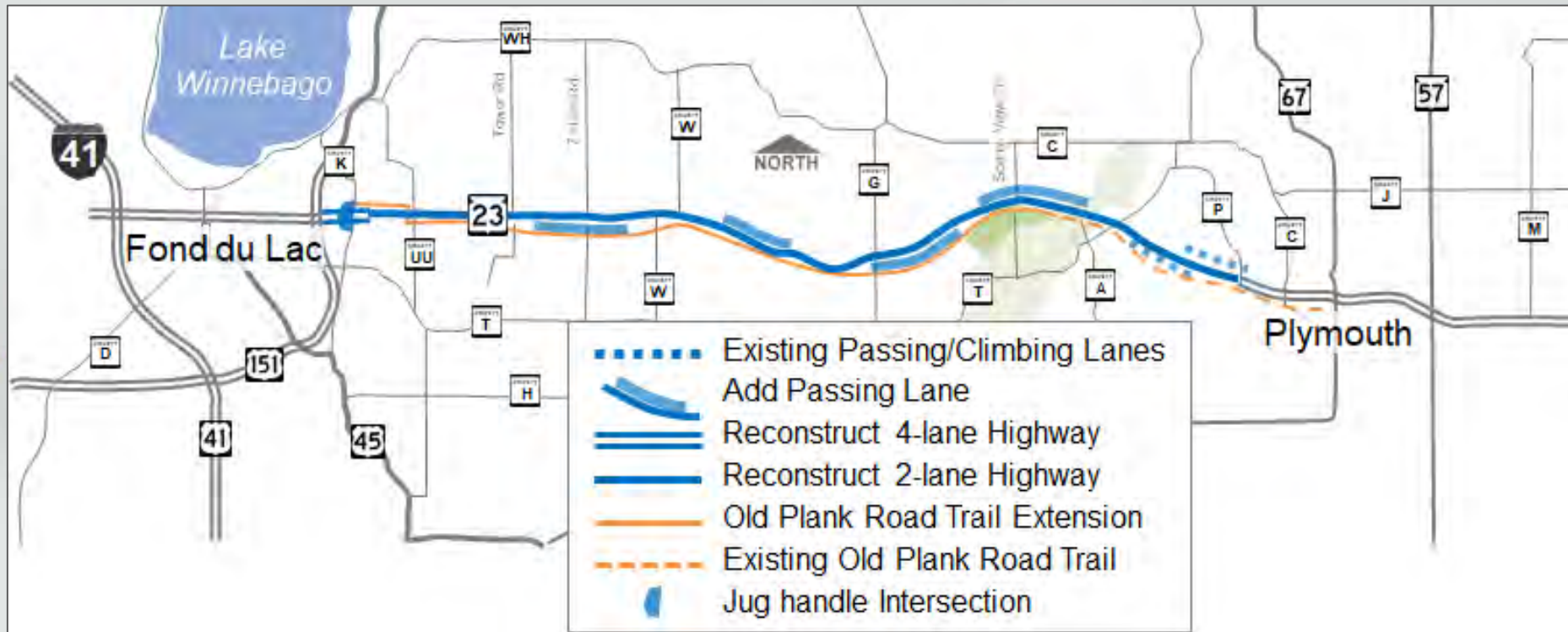
No-Build Alternative

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



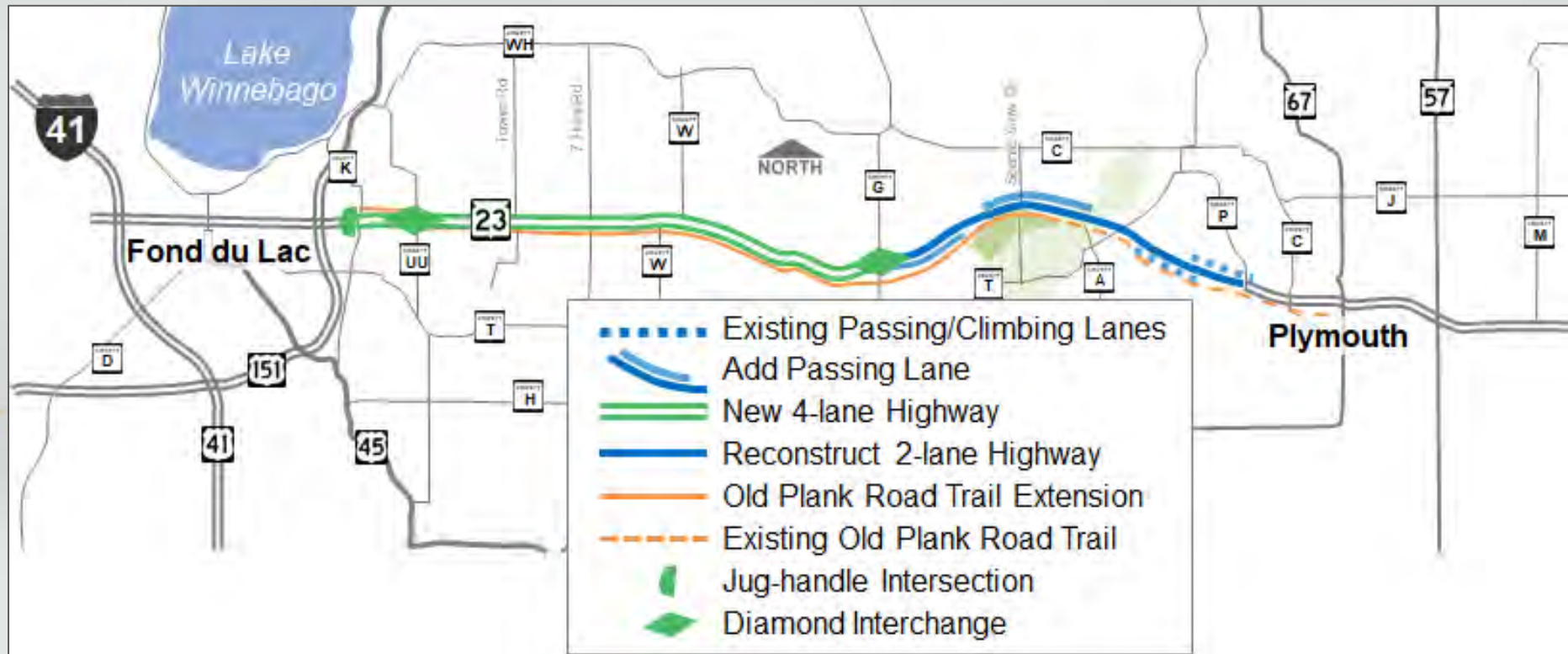
Passing Lane Alternatives

- With left-turn lanes (and median refuge) at higher-volume intersections
- Without left-turn lanes at higher-volume intersections



Hybrid Alternative

- 4-lane divided highway from US 151 to County G
- 2-lane roadway with passing lanes from County G to County P



4-lane On-Alignment Alternative

4-lane divided highway for full length of project



Corridor Preservation [§84.295(10)]

Corridor preservation is an option associated with each of the build alternatives.

In State Statute 84.295(10), WisDOT is given the authority to establish locations and right-of-way widths for future freeways or expressways.

Corridor Preservation [§84.295(10)]

- State Statute 84.295(10) is sometimes informally termed, “official mapping.”
- The preservation action does not impact resources in the mapped area, except that property owners wishing to erect or alter a structure within the mapped area must give WisDOT 60-days notice before beginning construction.
- Through the official mapping action, conflicts with economic development can be minimized or avoided in the corridor preservation areas.

Alternatives and Corridor Preservation [§84.295(10)]

When corridor preservation is not included:

Alternatives do not preserve any right of way for anticipated future transportation improvements.

When corridor preservation is associated with Build Alternatives:

For Passing Lane and Hybrid Alternatives

Preserves the right of way needed to expand WIS 23 to a 4-lane roadway.
Designates WIS 23 an expressway.

Preserves right of way for future access modifications (such as future overpasses and interchanges).

Corridor Preservation [§84.295(10)]

When corridor preservation is associated with Build Alternatives (cont'd.):

For 4-lane On-alignment Alternative:

Designates WIS 23 an expressway.

Preserves right of way for future access modifications (such as future overpasses and interchanges).

Stakeholder Input/Public Support

Comments received at the October 2017 public involvement meeting and during the 1-month comment period that followed:

- Over 700 comments received.
 - 615 residents supported the 4-lane On-alignment Alternative.
 - 24 residents supported a Passing Lane Alternative.
 - 14 residents supported either a 4-lane On-alignment or Passing Lane Alternative.

Stakeholder Input/Public Support

Letters of support from local governments indicated:

- 8 supported a 4-lane On-alignment Alternative.
- 2 supported an improvement to WIS 23 (any Build Alternative).

Preferred Alternative Identification

The factors used in the identification of the Preferred Build Alternative include:

1. How well the Alternative addresses the Purpose and Need

Alternative Comparison	No Build	Passing Ln	Hybrid	4-lane On-alignment
Purpose and Need Satisfaction				
Number of factors fully or substantially satisfied	0	4-5	3	15
Number of factors moderately satisfied	2	1	10	0
Remaining Impacts ^[1]				
Construction costs	\$4.5	\$45.2M	\$72.7M	\$85.8M
Business and farm relocations still needed	0	0	2	2
Right of Way still needed	0 ac	58 ac	193 ac	193 ac
Wetlands filled	0	29.9 ac	45.9 ac	51.8 ac
Upland/Woodland	0	5 ac	9 ac	38 ac
New stream crossings ^[2]	0	1	4	5
Local governmental support letters ^[3]	0	2	2	8
Public support from Oct 12, 2017 Meeting comments ^[4]	0	38	0	629

Preferred Alternative Identification

The factors used in the identification of the Preferred Build Alternative include:

2. The magnitude and significance of impacts

Alternative Comparison	No Build	Passing Ln	Hybrid	4-lane On-alignment
Purpose and Need Satisfaction				
Number of factors fully or substantially satisfied	0	4-5	3	15
Number of factors moderately satisfied	2	1	10	0
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Preferred Alternative Identification

The factors used in the identification of the Preferred Build Alternative include:

3. Public and Stakeholder Support

Alternative Comparison	No Build	Passing Ln	Hybrid	4-lane On-alignment
Purpose and Need Satisfaction				
Number of factors fully or substantially satisfied	0	4-5	3	15
Number of factors moderately satisfied	2	1	10	0
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Preferred Alternative Identification

4-lane On-alignment Alternative with Corridor Preservation

Reasons 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.

* Legislature's 1999 enumeration of WIS 23 as a major project.

Preferred Alternative Identification

Reasons (continued):

- The impacts do not outweigh the benefits derived from the 4-lane On-alignment Alternative.
- The majority of local governmental entities, along with commenting stakeholders, support the 4-lane On-alignment Alternative.

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

Schedule



Note: There is an asphalt resurfacing project on WIS 23 which is necessary to address pavement deterioration. This project is being mobilized and will start in the next few weeks. The asphalt resurfacing project is not part of this LS SEIS.

Schedule

Limited Scope SDEIS released
(with hearing)
Summer 2018



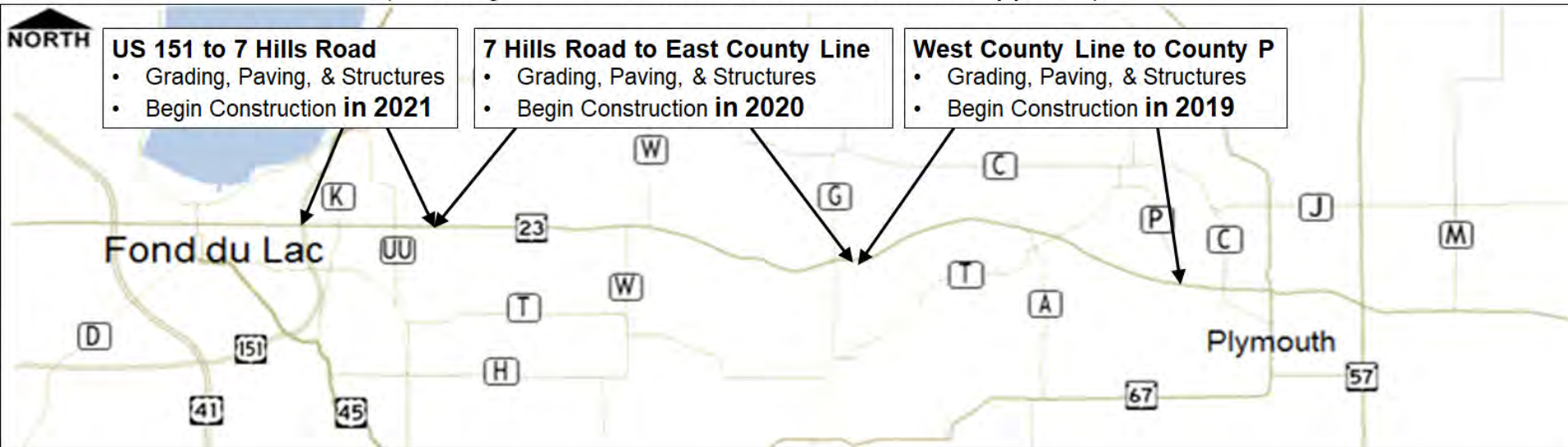
Anticipated Limited Scope SFEIS and Record of Decision
Fall 2018



Final Design, Remaining Right-of-way Acquisition, Construction
Could begin in 2019
and be completed in 2022

Possible construction schedule

(Pending LS SFEIS and Record of Decision approval)



Comments

- All comments on the environmental document should be postmarked or received by July 31, 2018.
- Comments can be submitted tonight at the hearing, or by mail or email after the hearing to:

Bryan Lipke

WisDOT Northeast Region

944 Vanderperren Way

Green Bay, WI 54304

Bryan.Lipke@dot.wi.gov

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

Instructions to Provide Testimony

- Those interested may testify publicly by raising hand and turning in registration slip
- Private testimony will be received both during and after the formal public hearing until 8 p.m.
- Testimony/comments will be added to the official public hearing record and considered in the final environmental document if postmarked or received by July 31, 2018.

Questions?

- The purpose of the general question and answer session is to help you prepare to give your formal testimony.
- We encourage anyone who wishes to make statements do so in their official verbal or written testimony.

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Public Hearing

UW–Fond du Lac campus

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