



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. 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.
- 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.
- Has the support of the majority of local governmental entities and commenting stakeholders.

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

Corridor preservation implemented under State Statute 84.295(10) is included with the 4-lane On-alignment Alternative. It would designate WIS 23 as an expressway and preserve right of way for future access improvements and modifications. Including corridor preservation with the preferred alternative:

- Protects right of way for transportation improvements that are likely to be needed in the future. Development within those areas can be minimized or avoided, reducing costs for WisDOT.
- Will reduce long-term impacts to the property owners. Without corridor preservation, these property owners may invest in improvements that may later need to be removed or relocated for transportation improvements.
- Implementation of improvements associated with the WIS 23 Corridor Preservation measures is likely to occur within the planning horizon (30 years from official mapping).
- Provides information useful to local property owners and governments as they make property acquisition and development approval decisions.
- Will facilitate future access reductions and improvements. Without preserving right of way needed for future access roads, development could make access removal prohibitively expensive. This in turn would diminish the future safety and mobility of the corridor.
- Designating WIS 23 as an expressway will provide cost savings in the future as right of way can be purchased before development can occur, will allow for fully conceptualized design concepts to be developed and approved, and will help local units of government in planning their development along the corridor.

Additional environmental documentation would need to be completed prior to construction of improvements associated with corridor preservation measures.

Wisconsin Department of Transportation – Dedicated people creating transportation solutions



WisDOT NE Region
944 Vanderperren Way
Green Bay, WI 54304-5344

WIS 23 public hearing scheduled for June 19

The Wisconsin Department of Transportation (WisDOT) will hold a public hearing on Tuesday, June 19, from 6 to 8 p.m. at the UW-Fond du Lac campus. At the hearing, displays will describe the reasons for the 2018 Limited Scope Supplemental Draft Environmental Impact Statement (LS SDEIS), show updated traffic and crash information, illustrate the alternatives considered for the project, design concepts for intersections, overpasses, interchanges, and project impacts. Displays describing the State Statute 84.295(10) expressway designation and corridor preservation process will also be shown (see page 3 of this newsletter for more on this). There will be opportunities to provide verbal and written testimony before a court reporter throughout the hearing. The hearing will have an open house format starting at 6 p.m. A presentation will be given at 6:30 p.m., followed by the opportunity to provide formal public testimony.

All interested persons are invited to provide comments on the environmental and design aspects of the alternatives and the establishment of approximate right of way locations necessary for the proposed future expressway in accordance with the provisions of State Statute 84.295(10). Persons with an interest in or knowledge about historical and archaeological resources in the project area are invited to present such information at the public hearing. More information on the project can be found online at:

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

Limited Scope Supplemental Draft Environmental Impact Statement Available for Review

The 2018 LS SDEIS has been approved by the Federal Highway Administration and is available for review. The LS SDEIS can be viewed at the following locations:

Fond du Lac Public Library
32 Sheboygan Street
Fond du Lac, WI 54935

Plymouth Public Library
130 Division Street
Plymouth, WI 53073

East Central Wisconsin Regional
Planning Commission
400 Ahnaip Street, Suite 100
Menasha, WI 54952

Bay-Lake Regional Planning
Commission
425 S Adams St #201
Green Bay, WI 54301

Northeast Region Office
Wisconsin Dept. of Transportation
944 Vanderperren Way
Green Bay, WI 54304

Bureau of Technical Services
Wisconsin Department of Transportation
4822 Madison Yards Way, 5th Floor
Madison, WI 53705

The LS SDEIS can also be viewed on WisDOT's website at the following link:

<http://wisconsin.gov/Pages/projects/by-region/ne/wis23exp/enviro.aspx>

Comments can be made via mail, email or phone to WisDOT Project Manager Bryan Lipke (see Contacts box). Comments are due no later than July 31, 2018.



Public hearing scheduled

- Tuesday, June 19, 2018
- 6 to 8 p.m.
- Presentation at 6:30 p.m. followed by traditional public hearing.
- Opportunities to provide verbal and written testimony throughout the evening.
- UW-Fond du Lac campus
400 University Drive
Fond du Lac

Contacts

For more information about the WIS 23 project or to submit comments, contact:

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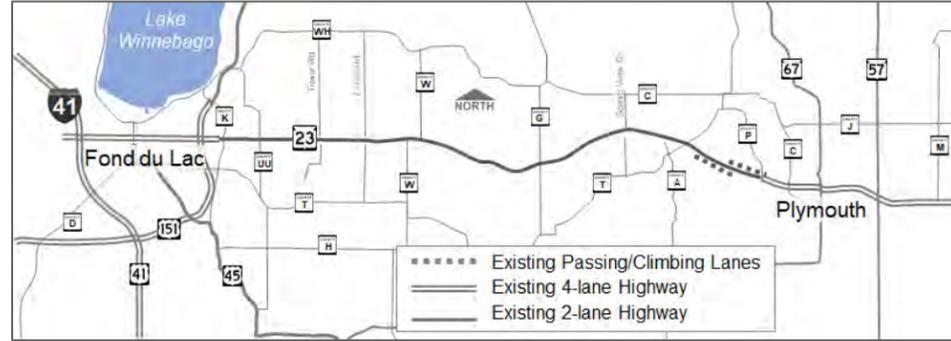
Mission statement:
Provide leadership in the development and operation of a safe and efficient transportation system.

To allow for arranging assistance for special accommodations needed to participate in the public hearing, please contact the project manager no later than three working days prior to the public hearing. The meeting facility is wheelchair accessible. Deaf or hard of hearing persons needing assistance should contact the Wisconsin Telecommunications Relay System (dial 711).

Alternatives Considered

No-Build Alternative

The No-Build Alternative involves the continued use of existing WIS 23 between the project limits of US 151 and County P without reconstruction or enhancements of the existing roadway. It includes routine maintenance activities necessary to keep the highway infrastructure in satisfactory condition.



Corridor Preservation

State Statute 84.295(10) provides WisDOT the authority to designate a state trunk highway as a future Freeway/Expressway. Corridor preservation seeks to preserve right of way for transportation improvements that are likely to be needed in the future. This is done through the process of Official Mapping. In §84.295 (10), WisDOT is given the authority to establish locations and right-of-way widths for future freeways or expressways and provides WisDOT the authority to purchase Officially Mapped lands as right of way. Through the official mapping action, conflicts with economic development can be minimized or avoided within those corridor preservation areas. Resources within the corridor preservation areas 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.

The No-Build Alternative would not have corridor preservation. The Passing Lane, Hybrid, and 4-lane On-alignment Alternatives could have corridor preservation measures associated with them, as described in the paragraphs below. Additional environmental documentation would need to be completed prior to construction of improvements associated with corridor preservation measures.

Passing Lane Alternative

The Passing Lane Alternative installs two passing lanes in the eastbound direction and two passing lanes in the westbound direction to complement the existing eastbound and westbound climbing lanes located 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. The Old Plank Road Trail would be extended west to the city of Fond du Lac.



Corridor Preservation associated with the Passing Lane Alternative

For the Passing Lane Alternative, Corridor Preservation consists of preserving the right of way needed to expand WIS 23 to a 4-lane roadway. Improvements would also include construction of overpasses and interchanges which would allow conversion of WIS 23 to expressway standards.



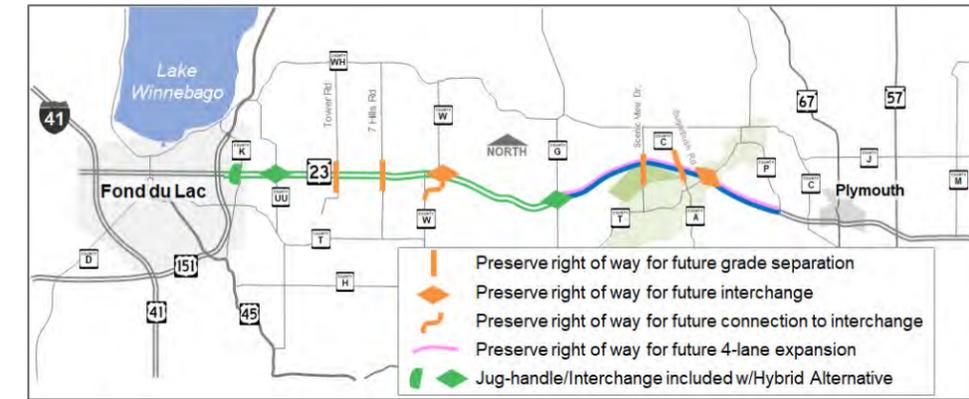
Hybrid Alternative

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.



Corridor Preservation associated with the Hybrid Alternative

Corridor Preservation for the Hybrid Alternative includes preserving right of way needed to expand the WIS 23 section from County G to County P to a 4-lane roadway. Improvements would also include construction of overpasses and interchanges which would allow conversion of WIS 23 to expressway standards.



4-lane On-alignment Alternative

The 4-lane On-alignment Alternative provides 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.



Corridor Preservation associated with the 4-lane On-alignment Alternative

Corridor preservation for the 4-lane On-alignment Alternative includes preserving right of way for future access modifications if needed. Improvements would include construction of overpasses and interchanges which would allow conversion of WIS 23 to expressway standards.

