

# Hearing Handout Packet

## Public Hearing For

**FHWA Type 2c Categorical Exclusion  
(WisDOT Environmental Report)**

**US 12 (Wisconsin Dells Parkway)**

**WIS 13 to County A  
Project I.D. 6145-01-00**

**County A to Pilgrim Drive  
Project I.D. 6145-01-02**

**Pilgrim Drive to E. Adams St.  
Project I.D. 6145-01-03**

**Sauk County**

**August 24, 2022 from 4:30-6:30 p.m.**

**Frank Fischer Senior Center**

**20 Wisconsin Dells Pkwy,**

**Wisconsin Dells, Wisconsin 53965**



# Handout Packet Contents

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## Welcome

Thank you for attending today’s public hearing for the US 12 (Wisconsin Dells Parkway) project. This public hearing provides you the opportunity to give testimony on the FHWA Type 2c Categorical Exclusion (WisDOT Environmental Report) that contains information regarding proposed transportation improvements that affect both near-term and long-term changes to the corridor.

## Public Hearing Agenda

Time	Item
4:30 p.m.	Sign in, pick up handout, review exhibits, visit with project staff and ask questions about the proposed improvements.
	<b>Important!</b> – Determine if you will be providing testimony. If so, determine which option(s) and follow the instructions*.
	Staff will be available prior to the hearing to answer your individual questions to assist you with preparing your formal testimony. No question and answer session will occur during the formal portion of the hearing.
	Availability to provide <b>Private Verbal Testimony*</b> and <b>Written Testimony*</b> begins. Both options are available until the end of the public hearing.
5:00 p.m.	Project presentation at the Frank Fischer Senior Center located at 20 Wisconsin Dells Parkway, Wisconsin Dells, Wisconsin.
	<b>Public Verbal Testimony*</b> option begins upon completion of project presentation.
	Opportunity to review exhibits and visit with project staff continues.
6:30 p.m.	Public Hearing ends.
	<b>Written (mail in and email) testimony*</b> available to be submitted until September 25, 2022.

\*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 WisDOT and Federal Highway Association (FHWA) as part of the process for choosing the preferred alternative. **Testimony should be limited to tonight’s public hearing**

**aspects (see Page 7), and statements or opinions about the project.** 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, but 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 the court reporter rather than in front of an audience. This option is available during the entire public hearing 4:30 p.m. – 6:30 p.m., although you are also encouraged to attend the project presentation starting at 5:00 p.m. Follow the signs or ask for directions to the location for providing private verbal testimony. Wait for an opening, provide the court reporter with your completed “Registration Slip for Verbal Testimony” (included in this handout packet or at the registration table), 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 5:00 p.m. in the Frank Fischer Senior Center, public verbal testimony will be accepted. Complete a “Registration Slip for Verbal Testimony” (included in this handout packet or at the registration table). Give it to the 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 approximately 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 providing testimony has had the opportunity to do so or until the public hearing ends at 6:30 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 at the registration table). You may also use your own writing materials. 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 also. 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 at the registration table.

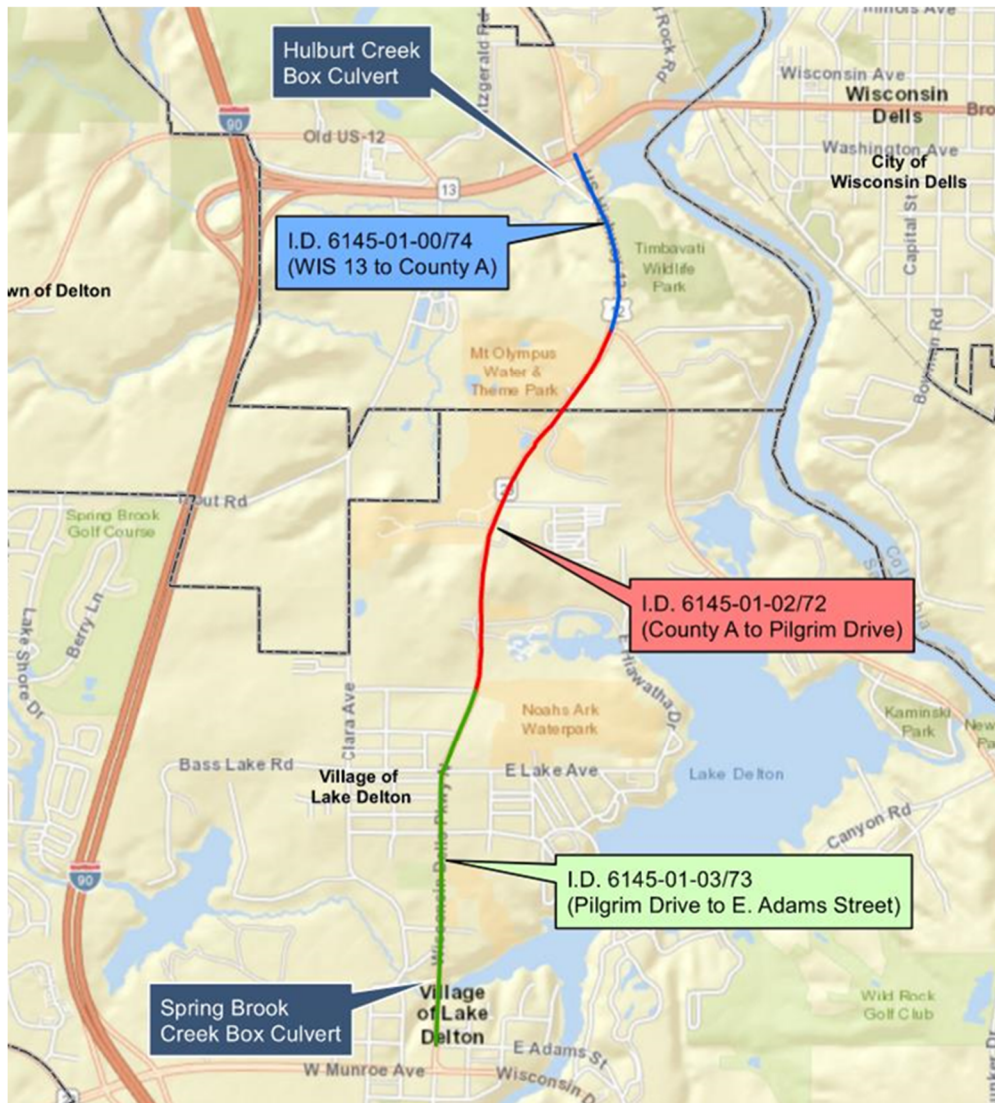
**OR,**

**Mail In:** You may prefer this option if you would like additional time to organize your thoughts/testimony. If you wish to mail the Written Testimony Form, a pre-addressed/stamped envelope is available at the registration table. You may also send written testimony via e-mail. See “WisDOT Contact Information” on Page 15 of this handout. Mailed or e-mailed testimony must be postmarked or received no later than September 25, 2022 to be included in the official public hearing record.

## Project/Study Location Map

The US 12, Wisconsin Dells Parkway project is located in the Village of Lake Delton and the City of Wisconsin Dells in Sauk County, WI. The project is designed and will be constructed under three project IDs identified by geographical limits noted below:

- ID 6145-01-00/74 – US 12, WIS 13 to County A (North)
- ID 6145-01-02/72 – US 12, County A to Pilgrim Drive (Center)
- ID 6145-01-03/73 – US 12, Pilgrim Drive to E. Adams Street (South)



## 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 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 US 12, Wisconsin Dells Parkway 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 environmental document are available for review at this public hearing and at the following locations (please note, a fee may be required for copying service):

Southwest Region Office  
Wisconsin Dept. of Transportation  
2101 Wright Street  
Madison, WI 53704

Bureau of Technical Services  
Wisconsin Dept. of Transportation  
4822 Madison Yards Way, 5 South  
5th Floor South S512.17  
Madison, WI 53705

Village of Lake Delton  
Administration Building  
50 Wisconsin Dells Pkwy South  
Lake Delton, WI 53940

City of Wisconsin Dells  
Municipal Building  
300 La Crosse Street  
Wisconsin Dells, WI 53965

## 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.

The US 12, Wisconsin Dells Parkway project is currently at the Draft Environmental Report stage. The Draft Environmental Report 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 development of the purpose and need and refinement of alternatives. The final environmental document will identify the preferred alternative, reasons for its selection and summarize the results of public testimony provided during the public hearing and document availability period other comments from the public, tribes, local governments, and other agencies on the draft environmental report.

## 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. Other materials, along with other written testimony received after the public hearing, will be added to the official public hearing record provided they are postmarked or received no later than September 25, 2022.

## Project Statement

The Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA), are proposing to improve the United States Highway (US) 12 (Wisconsin Dells Parkway) corridor to address safety and operational concerns, pavement deficiencies, and bicycle and pedestrian facility needs.

The project limits start approximately 100 feet south of Wisconsin State Highway 13 on the north and end 200 feet north of E. Adams Street on the south. This approximately 2.55-mile long section of US 12, runs north-south.

Prior to the study phase of this project which began in 2020, local tourism businesses were working with the village of Lake Delton on plans to create a new public road running between US 12 and Clara Avenue approximately 800 feet north of Pilgrim Drive. This road will create a new intersection with US 12 which requires WisDOT approval. The developer and the village of Lake Delton have submitted a Traffic Impact Analysis which is a specialized engineering study to determine the potential traffic impacts of the proposed roadway on US 12 to WisDOT as the first step in moving forward with the creation of the new public road connection. This proposed public roadway is referred to as Olympus Road in project documentation. The construction of the two projects will be coordinated as they move forward into future design phases.

## Purpose & Need

The purpose of the proposed improvements in the US 12 (Wisconsin Dells Parkway) corridor is to address the following:

- Deteriorating pavement condition
- Safety and operations

- Modal interrelationships for pedestrians and bicyclists

The need for the project is summarized below:

The need for transportation improvements in the US 12 corridor is demonstrated through a combination of factors that include pavement condition, safety and operational concerns, and pedestrian and bicycle travel needs.

*Pavement Condition:*

The pavement structure of the US 12 (Wisconsin Dells Parkway) corridor is at the end of its useful life.

The existing alignment of the US 12 (Wisconsin Dells Parkway) corridor was initially built as a 2-lane rural roadway in 1929. The corridor was widened to a 4-lane urban roadway in 1957. The roadway has been rehabilitated three times since then (1982, 1995, and 2012). The typical life of a rehabilitation project is 12-15 years. Typical roadway life from initial construction is 50 years.

Currently, the pavement is in poor to very poor condition with substantial transverse and longitudinal cracking, spalling of the cracks and joints, alligator cracking, and numerous patches that create a rough driving surface.

*Safety:*

Select areas within the US 12 project limits have crash rates that are near or exceed the statewide average for similar urban roadways. The project corridor experiences a high frequency of rear-end crashes, along with several pedestrian and bicycle related crashes.

Over the 5-year analysis period (2017-2021), the US 12 project corridor averaged approximately 68 crashes per year. Year 2020 saw the lowest number of overall crashes, which aligns with the closure or reduced operating conditions for many area attractions and business due to the COVID19 pandemic. This resulted in fewer patrons and employees traveling along the US 12 corridor. Year 2021 saw the highest overall number of crashes as activity in the area started to resume, however some attractions remained on reduced operating hours and/or with reduced staff during the year. A review of older data showed that during the three years prior (2013-2016), the US 12 project corridor experienced approximately 30% higher crash frequency on a per year basis as compared to the current analysis period.

*Operations:*

Year 2021 daily traffic volume along US 12 ranged from 7,000 to 21,000 vehicles per day (vpd) during the winter/tourist off-peak season (November through February) and increased to 20,000 to 37,000 during in the summer peak tourist season (June through mid-August).



Weekday volumes were consistently lower than weekend volumes. A total of 111 driveways are present within the full 2.5-mile corridor limits along US 12 from WIS 13 to E. Adams Street. The high driveway density significantly degrades the corridor operations.

Section operations are measured by Level of Service (LOS) which is a quantitative measure that refers to the overall quality of flow on a corridor, ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. LOS takes into account traffic volumes, traffic related characteristics such as truck percentages and peak hour surging, and roadway-related characteristics such as number of driving lanes, lane and shoulder widths, vertical grades, traffic signals, access type and spacing, and passing lanes.

US 12 in the South and Center sections (from County A to E. Adams Street) is a four-lane undivided highway, with a high density of driveways to businesses, restaurants, and tourist lodging and attractions. A total of 103 driveways are present within the 2.08 miles from County A to E. Adams Street.

The existing four-lane undivided cross section of US 12 from E. Adams Street to County A provides ample capacity to operate at LOS C or D on all days during the winter (November-February), spring weekdays (March-May), and fall weekdays (September-October) when daily traffic volumes are generally less than 20,000 vpd. Daily traffic volumes on spring/fall weekends and all days during the high tourist season (June-August) are in the mid to upper range for LOS D or E based on the WisDOT FDM. When traffic volumes rise above 30,000 vpd in the high tourist season, LOS and mobility drop substantially along US 12. Much of the mobility degradation is due to left turning traffic queuing in the through lanes as vehicles wait to turn into one of the many driveways along the corridor. This queuing reduces the overall capacity of the roadway as the inside through lanes become de facto left turn lanes.

### Modal Interrelationships

With the extensive family-oriented destinations spread along the project corridor and the large seasonal workforce which may commute on foot or by bicycle, accommodation of multiple modes of transportation is needed and safe interaction between pedestrians, bicyclists, and motorists is necessary.

Sidewalk is found on the east side of US 12 from the north project limits at WIS 13 to County A. Sidewalks are found on both sides of US 12 within the project corridor from County A to the south project limits at E. Adams Street.

The existing US 12 (Wisconsin Dells Parkway) corridor from WIS 13 to E. Adams Street does not include any on street bicycle accommodations. Within the section of US 12 in the city of Wisconsin Dells (WIS 13 to 1,400 feet south of County A), bicycles are prohibited from riding on sidewalks including along US 12. While generally not recognized as a bicycle accommodation by WisDOT, bicycles are allowed to utilize the sidewalk along US 12 in the village of Lake Delton by ordinance. This applies to sidewalks along US 12 from approximately

1,400 feet south of County A to E. Adams Street (part of the Center and all of the South project).

## Alternatives

WisDOT developed a range of alternatives to meet the purpose and need of the project. Alternatives evaluated along the corridor included:

North Segment, WIS 13 to County A:

- no-build
- pavement replacement alternative
- pavement replaced with urban shoulders (preferred)

Center & South Segments: County A to E. Adams Street

- no-build
- pavement replacement alternative as a narrow 5-lane facility with monolithic sidewalk
- pavement replacement alternative as a wider 5-lane facility with terraces and sidewalk (preferred)

The project considered access management as part of both build alternatives.

### ***No-Build Alternative:***

Under the No-Build Alternative, no improvements would be made to the existing roadway beyond routine maintenance activities:

- The existing deteriorated pavement would be left in place.
- No sidewalk would be added to the west side of US 12.
- Existing sidewalk curb ramps that do not meet current ADA requirements would be left in place.

### ***US 12 North Segment, WIS 13 to County A, Alternatives***

Pavement replacement alternative

Under the Pavement Replacement alternative, the four-lane divided highway would be rebuilt with new pavement and sidewalk would be added to the west side of US 12.

Pavement replacement with urban shoulders (preferred)

Under the Pavement Replacement with Urban Shoulder alternative the four-lane divided highway would be rebuilt with new pavement and widened to include an urban shoulder. Sidewalk would be added to the west side of US 12. A 5-foot wide urban shoulder with integral curb and gutter would be added to each side of US 12.

## ***US 12 Central and South Segments, County A to E. Adams Street, Alternatives***

Pavement replacement alternative as a narrow 5-lane facility with monolithic sidewalk

Under the pavement replacement as a narrow 5-lane facility with monolithic sidewalk alternative the roadway would be rebuilt with new pavement and widened to include a center two way left turn lane (TWLTL). TWLTLs are intended for use by vehicles traveling in either direction for deceleration and refuge while making a mid-block left-turn maneuver. TWLTLs consist of a traffic lane in the median area, typically 14-16 feet in clear width, delineated by pavement marking strips. This alternative proposes to use minimum travel lane widths (10-foot wide through lanes), and a substandard 11' TWLTL width. Monolithic sidewalk (no terrace) would be constructed on the east side of US 12 and a shared-use path for bicycles and pedestrians would be added in place of the existing sidewalk on the west side of US 12 from County A to Bonanza Drive where the HAWK signal is located. This alternative includes the closure of driveways along the corridor as discussed below in access management.

Pavement replacement alternative as a wider 5-lane facility with terraces and sidewalk (preferred)

Similar to Alternative 1, this alternative would rebuild the existing 4-lane undivided highway as a 4-lane highway with a center two way left turn lane (TWLTL). This alternative would increase the through lanes to 11 feet wide and the TWLTL to 12 feet wide. A shared-use path would be added to the west side of US 12 from County A to the proposed location of Olympus Road. Sidewalk would be reconstructed with a concrete terrace along the west side of US 12 from the proposed location of Olympus Road to Pilgrim Drive and along the east side of US 12 from County A to Pilgrim Drive. This alternative includes the closure of driveways along the corridor as discussed below in access management.

### ***Access Management***

Access management strategies have resulted in recommendations to reduce in the number of driveways along the corridor. Removing these driveways reduces the number of access points and provides greater separation between the remaining driveways, improving operations and safety for traffic along US 12 and the remaining driveways. Eliminating these driveways also creates a safer environment for pedestrians and bicycles as the number of driveway crossings is reduced.

Both alternatives include the same reduction in driveways summarized as follows:

- North segment: 1 of the existing 8 driveways is recommended for removal
- Center segment: 24 of the existing 46 driveways are recommended for removal
- South segment: 28 of the existing 57 driveways are recommended for removal

## **Real Estate Impacts**

The project will require an estimated 1.53 acres of permanent (fee) of real estate acquisition and 7.20 acres of temporary limited easement (TLE) of real estate acquisition to construct the project.

Before any 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 (any) 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.

It is not anticipated that any homes or businesses will need to be acquired as a result of this project. The acquisition of necessary rights-of-way for this project is scheduled to begin in late 2022 or early 2023.

Depending upon the availability of funding, construction could begin in 2025 if a build alternative is selected. The construction is expected to take place over two construction seasons.

# Alternatives Comparison Matrix

The table below compares both build alternatives with the No Build alternative.

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections								
		North			Center			South		
		No Build	Alt. 1	Alt 2 (Preferred)	No Build	Alt. 1	Alt 2 (Preferred)	No Build	Alt. 1	Alt 2 (Preferred)
Project length	Miles	0	0.471	0.471	0	1.110	1.110	0	0.973	0.973
<b>PRELIMINARY COST ESTIMATE (YOE)</b>										
Construction	Million \$	0	2.05	2.63	0	6.01	10.61	0	5.28	9.50
Real Estate	Million \$	0	0.02	0.03	0	0	1.18	0	0.00	2.17
<b>TOTAL</b>	Million \$	0	2.07	2.66	0	6.01	11.79	0	5.28	11.67
<b>LAND CONVERSIONS</b>										
Total area converted to ROW	Acres	0	0	0.009	0	0.100	0.413	0	1.028	1.111
<b>REAL ESTATE</b>										
Number of farms affected	Number	0	0	0	0	0	0	0	0	0
Total area required from farm operations	Acres	0	0	0	0	0	0	0	0	0
AIS required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Farmland rating	Score	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total buildings required	Number	0	0	0	0	0	0	0	0	0
Housing units required	Number	0	0	0	0	0	0	0	0	0
Commercial units required	Number	0	0	0	0	0	0	0	0	0
Other buildings or structures required	Number & Type	0	0	0	0	0	0	0	0	0
<b>ENVIRONMENTAL FACTORS</b>										
Indirect impacts		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Cumulative impacts		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Environmental justice population(s) affected	Number	0	0	0	0	0	0	0	0	0
Number of historic properties affected	Number	0	0	0	0	0	0	0	0	0
Burial site protection (authorization required)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Section 106 MOA required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Section 4(f) evaluation or determination required	Number	0	0	0	0	0	0	0	0	0
Section 6(f) land conversion required	Number	0	0	0	0	0	0	0	0	0
Impacts to other specially funded properties	Number	0	0	0	0	0	0	0	0	0
Floodplain impacts	Number	0	0	0	0	0	0	0	0	0
Unique upland habitat impacted	Number	0	0	0	0	0	0	0	0	0
Total wetlands permanently impacted	Acres	0	0	0	0	0	0	0	0	0
Stream crossings	Number	0	0	0	0	0	0	0	0	0
Noise analysis required receptors impacted	Number	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Contaminated sites impacted	Number	0	0	0	0	2	2	0	4	4

\*If 1 or more acres or in an urbanized area a stormwater permit will be required.

## Property Acquisition/Relocation Assistance and Benefits

Before any property acquisition activities are initiated, members of the WisDOT 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.

## Next Steps

The document will be available for public review until September 25, 2022. At the end of the document availability period, the project team will review and consider all public hearing testimony received on the Draft Environmental Report. This input will be considered by the project team in selecting the preferred alternative. Upcoming milestones in completing the engineering and environmental study for the US 12, Wisconsin Dells Parkway project include the following:

- Public comment period on Draft Environmental Report ends September 25, 2022.
- Review results of public hearing and final environmental document complete in fall 2022.
- Final engineering is planned to begin in late 2022 and continue through summer 2024.
- Real estate acquisitions may begin in late 2022 and continue through summer 2024.
- Construction is planned for 2025 for the north and center segments and for 2026 for the south segment.

## Description of Public Hearing Exhibits

The following exhibits are available for viewing at the public hearing:

- Directions for attendees that would like to provide testimony
- Project Overview
- Purpose and need
- Proposed schedule
- Preferred alternative typical sections – WIS 13 to County A
- Preferred alternative typical sections – County A to Olympus Road
- Preferred alternative typical sections – Olympus Road to E. Adams Street
- Project overview strip exhibit
- Preferred alternative exhibit – WIS 13 to County A
- Preferred alternative exhibit – County A to Olympus Road
- Preferred alternative exhibit – Olympus Road to Hiawatha Drive
- Preferred alternative exhibit – Hiawatha Drive to E. Adams Street

The following documents are available for viewing at the public hearing:

- Draft Environmental Report that includes the study purpose and need, the range of alternatives considered, impacts and potential mitigation and a summary of the public involvement and agency coordination.
- Legal notice, which is the notice published in the Wisconsin State Journal weekly on July 24, 2022, July 31, 2022, August 1, 2022, August 8, 2022 and August 15, 2022 and in the Wisconsin Dells Events in August 2022, advertising the public hearing and the availability of the Draft Environmental Report.
- Preferred alternative strip maps documenting access point numbers
- Brochure - Landowners Rights under Wisconsin Eminent Domain Law

## PowerPoint Presentation

WisDOT is providing a brief presentation as part of the traditional-style portion of this public hearing 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 Draft Environmental Report after this public hearing should be sent to the WisDOT project manager at the 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 no later than September 25, 2022.

Derek Potter, PE  
WisDOT Southwest Region  
2101 Wright Street  
Madison WI 53704  
[derek.potter@dot.wi.gov](mailto:derek.potter@dot.wi.gov)

### Real estate acquisition/relocation questions

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

WisDOT Real Estate  
Greg Messling  
(608) 785-9035  
[greg.messling@dot.wi.gov](mailto:greg.messling@dot.wi.gov)

### Project website (project information, schedule and updates)

For the latest project information, go to: <https://wisconsin.dot.gov/Pages/projects/by-region/sw/us12-dellspkwy/default.aspx>





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*[Stamp or Pre-paid Postage]*

Wisconsin Department of Transportation  
WisDOT Southwest Region  
2101 Wright Street  
Madison WI 53704

Attn: Derek Potter, PE

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Fold here and staple to mail

# Registration Slip for Verbal Testimony

US 12, Wisconsin Dells Parkway, WIS 13 to E. Adams Street  
Public Hearing  
Frank Fischer Senior Center, 20 Wisconsin Dells Pkwy, Wisconsin 53965  
August 24, 2022



This registration slip may be used for providing public or private verbal testimony. Following the project presentation, 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 or organization). 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 approximately 3 minutes.

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: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_