

PROJECT ID 1440-13-00 FHWA-WI-EIS-04-03-F
WISCONSIN STATE HIGHWAY 23
FOND DU LAC to PLYMOUTH
FOND DU LAC AND SHEBOYGAN COUNTIES, WISCONSIN

FINAL ENVIRONMENTAL IMPACT STATEMENT
And Section 4(f) Evaluation
Submitted Pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303

By the
U.S. Department of Transportation
Federal Highway Administration
and
Wisconsin Department of Transportation

COOPERATING AGENCY
U.S. Army Corps of Engineers (pursuant to 33 CFR 230)

APPROVALS

6-3-10

Date

For Federal Highway Administration

6/2/10

Date

For Wisconsin Department of Transportation

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ABSTRACT

Wisconsin Highway 23 is part of the National Highway System (NHS) and is a rural principal arterial that connects Fond du Lac and Sheboygan in east central Wisconsin. Both west and east ends of the project are located in the growing urban areas of Fond du Lac and Plymouth. Nearly 20 miles in length, this highway corridor serves high traffic volumes near the urban areas and lower traffic volumes in rural areas. As traffic volumes increase, the existing characteristics of the 2-lane roadway will obstruct smooth and safe traffic flow. Primary impacts include agricultural land acquisition, residential and small business relocations, and encroachments on wetlands and other sensitive natural resources. This document evaluates the No-Build Alternative and a combination of Build Alternatives and discusses how they address the project's purpose and need. It also evaluates a series of corridor preservation alternatives for future transportation improvements. A Preferred Build Alternative has been selected and reconstructs WIS 23 to a 4-lane divided highway on the existing alignment and creates interchanges, connector roads, and a trail. Corridor preservation alternatives evaluate areas needed for future interchanges, overpasses, and connector roads as well as the US 151/WIS 23 interchange.

NATIONAL ENVIRONMENTAL POLICY ACT STATEMENT

The National Environmental Policy Act (NEPA), 42 USC 4321-4347, became effective January 1, 1970. This law requires that all federal agencies have prepared for every recommendation or report on proposals for legislation and other major federal actions significantly affecting the quality of the human environment a detailed Environmental Impact Statement (EIS). The Federal Highway Administration (FHWA) is therefore required to have prepared an EIS on proposals that are funded under its authority if the proposal is determined to be a major action significantly affecting the quality of the human environment.

EISs are required for many transportation projects as outlined in NEPA. The processing of an EIS is carried out in two stages. Draft EISs are first written and forwarded for review and comment to federal, state, and local agencies with jurisdiction by law or special expertise and are made available to the public. This availability to the public must occur at least 15 days before the public hearing and no later than the time of the first public hearing notice or notice of opportunity for a hearing. Normally, 45 days plus mailing time will be allowed for comments to be made on the Draft EIS unless a time extension is granted by the Director of the Bureau of Equity and Environmental Services (Wisconsin Department of Transportation). Supplemental Draft EISs are prepared whenever there are changes, new information, or further developments on a project that result in significant environmental impacts not identified in the most recently distributed version of the DEIS [40 CFR 1502.9(c)]. They have the same review period and hearing requirements as a Draft EIS. After this period has elapsed for a Draft EIS or Supplement Draft EIS, preparation of the Final EIS can begin.

1. Basic content of the Draft Statement (or Supplemental Draft Statement), as amended, due to internal agency comments, editing, additional alternatives being considered, and changes due to the time lag between the Draft, Supplemental Draft, and Final EIS.
2. Summary of public hearing environmental comments.
3. Copies of comments received on the Draft Statement or Supplemental Draft Statement.
4. Evaluation and disposition of each substantive comment.

Administrative action cannot take place sooner than 90 days after circulation of the Draft Statement or Supplemental Draft Statement to the Environmental Protection Agency (EPA) or 30 days after submittal of the Final Statement to the EPA.

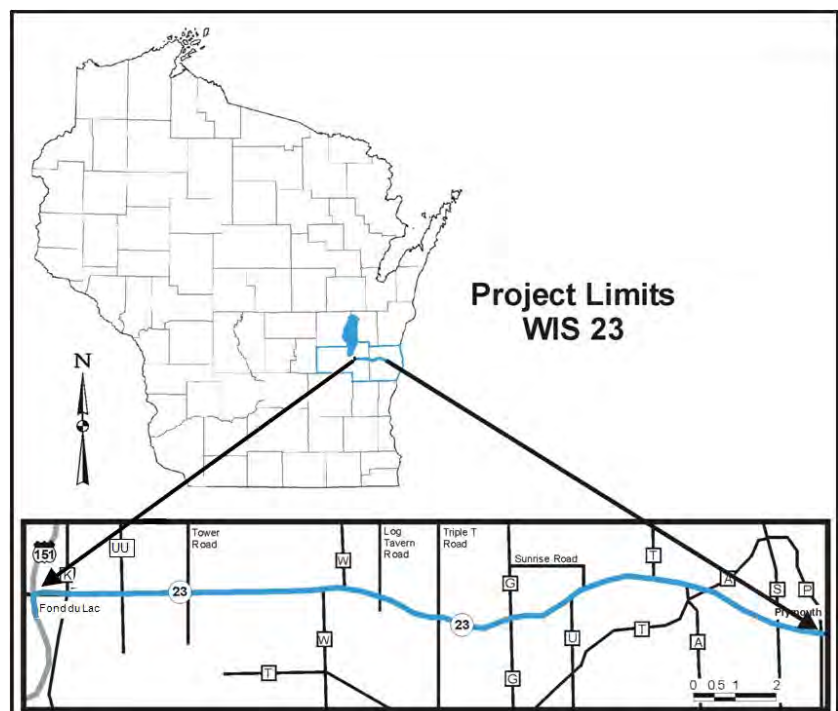
The Draft, Supplemental Draft, and Final EIS are full-disclosure documents, which provide a full description of the proposed project, the existing environment, and an analysis of the anticipated beneficial or adverse environmental effects.

The name, address, and telephone number of the individual from whom additional information can be obtained is listed on the cover of this document.

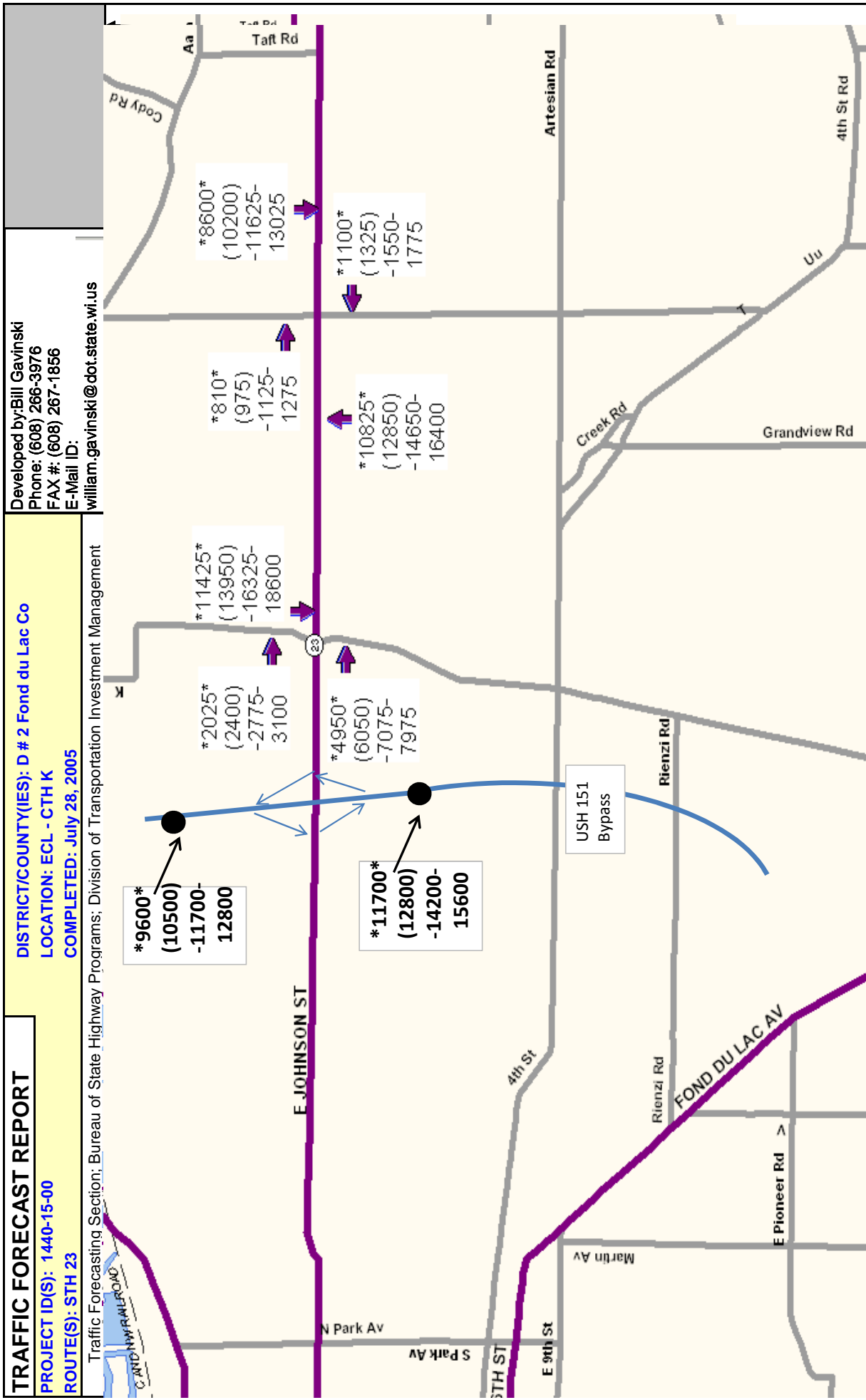
GENERAL REVIEWER INFORMATION

New material in the Final EIS is either highlighted with shading or noted with a vertical line in the margin.

Project Location
Project 1440-13/15-00
WIS 23
Fond du Lac and Sheboygan
Counties



**APPENDIX A
TRAFFIC INFORMATION**



NOTES ON THE FORECAST:

- Mainline volumes were forecasted using historical traffic count data from the coverage count stations located in or adjacent to the project area.
- Truck classification is based upon the the vehicle classification station located on Sth 23 (Sta# 206104).
- Design data based upon similar highway facilities which have similar traffic volumes.
- It is assumed that there will be no new traffic generators located along this highway during the forecast period. It is also assumed that there will not be any significant change in the land use activity near this project.

Specify Last Count/Forecast Years:
 000 Last Traffic Count
 (000) 2016 AADT
 -000- 2026 AADT
 000 2036 AADT

Truck Class %'s	Seg. 1		Seg. 2		Seg. 3	
	Class	2016	2026	2016	2026	2036
2D	3.4	3.4	2.0	2.0	2.3	2.3
3AX	2.0	2.0	2.3	2.3	5.5	5.5
2S1+2S2	2.3	2.3	0.7	0.7	13.9%	13.9%
3-S2	5.5	5.5				
DBL-BTM	0.7	0.7				
TOTAL	13.9%	13.9%				

Design Values (%)	STH 23	
	Design	Volume(s)
K100	10.4	
K30	11.4	
P(PHV)	14.6	
T(DHV)	9.3	
T(PHV)	7.4	
D (Dsgn hr)	55 - 45	

MORE NOTES ON THE FORECAST:

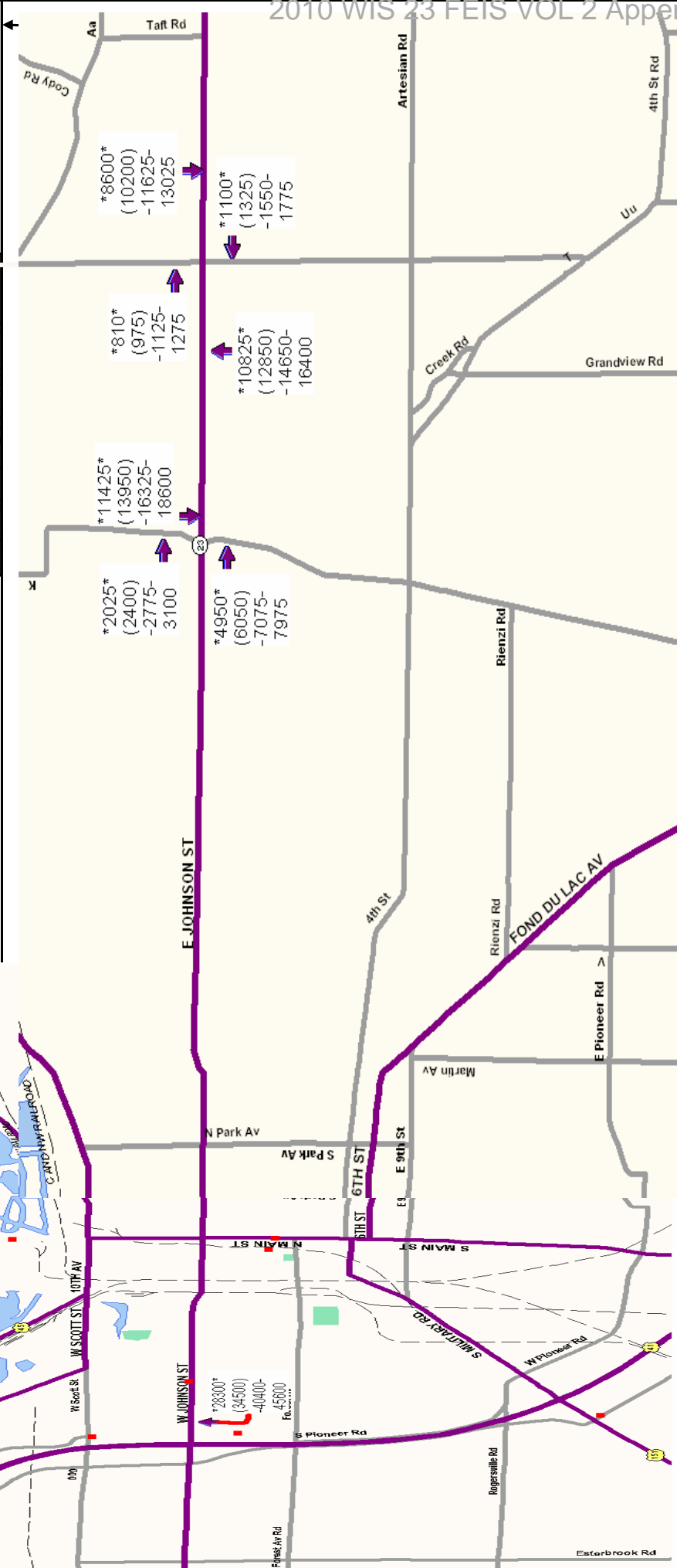
TRAFFIC FORECAST REPORT

PROJECT ID(S): 1440-15-00
ROUTE(S): STH 23

DISTRICT/COUNTY(IES): D # 2 Fond du Lac Co
LOCATION: ECL - CTH K
COMPLETED: July 28, 2005

Developed by: Bill Gavinski
 Phone: (608) 266-3976
 FAX #: (608) 267-1856
 E-Mail ID: william.gavinski@dot.state.wi.us

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management



NOTES ON THE FORECAST:

- Mainline volumes were forecasted using historical traffic count data from the coverage count stations located in or adjacent to the project area.
- Truck classification is based upon the the vehicle classification station located on Sth 23 (Sta# 206104).
- Design data based upon similar highway facilities which have similar traffic volumes.
- It is assumed that there will be no new traffic generators located along this highway during the forecast period. It is also assumed that there will not be any significant change in the land use activity near this project.

Specify Last Count/Forecast Years:

Year	2016 AADT	2026 AADT
000	2016 AADT	2026 AADT
(000)	2016 AADT	2026 AADT
-000-	2016 AADT	2026 AADT
000	2016 AADT	2026 AADT

Truck Class %'s

Class	Seg. 1	Seg. 2	Seg. 3
2D	3.4	--	--
3AX	2.0	--	--
2S1+2S2	2.3	--	--
3-S2	5.5	--	--
DBL-BTM	0.7	--	--
TOTAL	13.9%	--	--

Design Values (%)

Routes	STH 23
K100	10.4
K30	11.4
P(PHV)	14.6
T(DHV)	9.3
T(PHV)	7.4
D (Dsgn hr)	55 - 45

MORE NOTES ON THE FORECAST:

TRAFFIC FORECAST REPORT

PROJECT ID(S): 1440-15-00
 ROUTE(S): STH 23

DISTRICT/COUNTY(IES): D # 2 Fond du Lac Co
 LOCATION: ECL - CTH K
 COMPLETED: July 28, 2005

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management

Developed by: Bill Gavinski
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NOTES ON THE FORECAST:
 1. Mainline volumes were forecasted using historical traffic count data from the coverage count stations located in or adjacent to the project area.
 2. Truck classification is based upon the the vehicle classification station located on Sth 23 (Sta# 206104).
 3. Design data based upon similar highway facilities which have similar traffic volumes.
 4. It is assumed that there will be no new traffic generators located along this highway during the forecast period. It is also assumed that there will not be any significant change in the land use activity near this project.

Specify Last Count/Forecast Years:
 000 Last Traffic Count (000)
 -000- 2016 AADT
 000- 2026 AADT
 000 2036 AADT

Truck Class %'s	Forecast Years		
	2016	2026	2036
TOTAL	13.9%	--	--

Design Routes	Sth 23	
	2016	2026
K100	10.4	--
K30	11.4	--
P(PHV)	14.6	--
T(DHV)	9.3	--
T(PHV)	7.4	--
D (Dsgn hr)	55 - 45	--

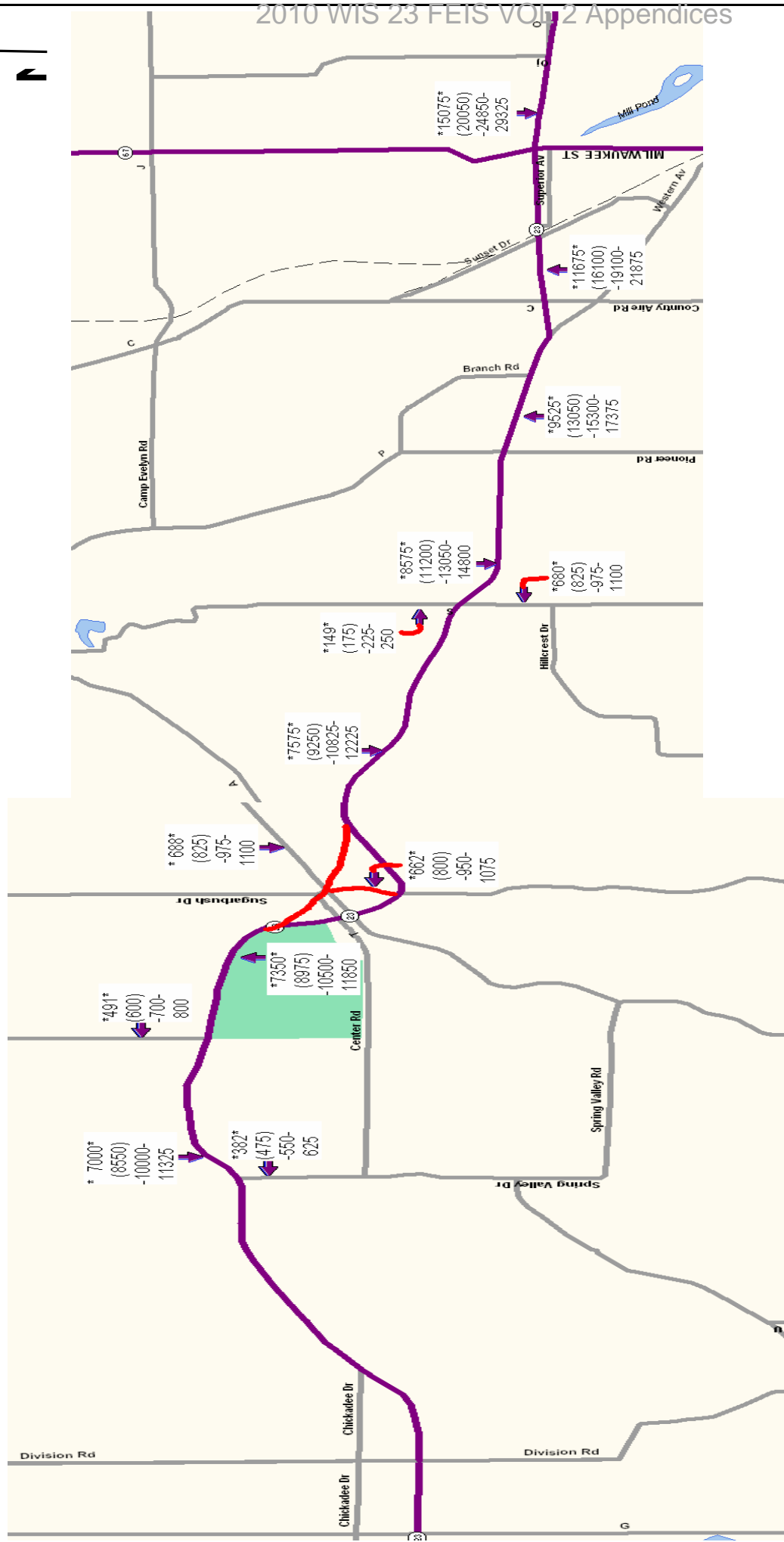
TRAFFIC FORECAST REPORT

PROJECT ID(S): 1440-13-00
ROUTE(S): STH 23

DISTRICT/COUNTY(IES): D # 3 Sheboygan Co
LOCATION: STH 67 - WCL
COMPLETED: July 28, 2005

Developed by: Bill Gavinski
 Phone: (608) 266-3976
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Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management



Design Values (%)

Routes	STH 23
K100	10.3
K30	11.3
P(PHV)	14.4
T(DHV)	9.3
T(PHV)	7.3
D (Dsgn hr)	55 - 45

Truck Class %'s

Class	Seg. 1	Seg. 2	Seg. 3
2D	3.4	--	--
3AX	2.0	--	--
2S1+2S2	2.3	--	--
3-S2	5.5	--	--
DBL-BTM	0.7	--	--
TOTAL	13.9%	--	--

Specify Last Count/Forecast Years:

Volume(s)	*000* Last Traffic Count (000)	2016 AADT	2026 AADT	2036 AADT
K100	--	--	--	--
K30	--	--	--	--
P(PHV)	--	--	--	--
T(DHV)	--	--	--	--
T(PHV)	--	--	--	--
D (Dsgn hr)	55	45	--	--

NOTES ON THE FORECAST:

- Mainline volumes were forecasted using historical traffic count data from the coverage count stations located in or adjacent to the project area. Intersecting road (CTHs) volumes were forecasted using special counts provided by the district.
- Truck classification is based upon the the vehicle classification station located on Sth 23 (Sta# 206104).
- Design data based upon similar highway facilities which have similar traffic volumes.
- It is assumed that there will be no new traffic generators located along this highway during the forecast period. It is also assumed that there will not be any significant change in the land use activity near this project.

MORE NOTES ON THE FORECAST:

Summary of Level of Service Computations

Using HCS2000: Two-Lane Highways Release 4.1c

Segment: County K to County UU

Traffic Year and Highway Type	Peak Hourly Volume	Level of Service	Percent Time Spent Following
2008 – Two Lanes	1170	D	68.9
2030 – Two Lanes	2000	E	88.5
2030 – Four Lanes	2000	B	Not applicable

Segment: County UU to County W

Traffic Year and Highway Type	Peak Hourly Volume	Level of Service	Percent Time Spent Following
2008 – Two Lanes	950	C	61.7
2030 – Two Lanes	1350	D	76.5
2030 – Four Lanes	2000	A	Not applicable
2030 – Passing Lanes	2000	D	67.2

Segment: County W to County T

Traffic Year and Highway Type	Peak Hourly Volume	Level of Service	Percent Time Spent Following
2008 – Two Lanes	735	C	52.7
2030 – Two Lanes	1250	D	74.8
2030 – Four Lanes	2000	A	Not applicable
2030 – Passing Lanes	2000	D	70.6

Segment: County T to County P

Traffic Year and Highway Type	Peak Hourly Volume	Level of Service	Percent Time Spent Following
2008 – Two Lanes	740	C	52.7
2030 – Two Lanes	1500	D	78.8
2030 – Four Lanes	2000	A	Not applicable

Above is a summary of the results from HCS2000 traffic software. Data sheets available upon request.

APPENDIX B
CONCEPTUAL STAGE RELOCATION PROGRAM PLAN

**CONCEPTUAL STAGE RELOCATION
PROGRAM PLAN**

**PROJECT ID 1440-15-00
STH 23
PLYMOUTH TO FOND DU LAC**

**PREPARED BY:
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Wisconsin Department of Transportation
District 3 – Real Estate
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District 3 – Real Estate**

February 02, 2004

**UPDATED BY:
Curtis Van Erem
Wisconsin Department of Transportation
Northeast Region**

September 26, 2006

**UPDATED BY:
Jay Viste
Wisconsin Department of Transportation
Northeast Region**

March 3, 2009

PROJECT DESCRIPTION

The Wisconsin Department of Transportation (WisDOT) is studying additional highway capacity on State Trunk Highway 23, located in east-central Wisconsin, between the cities of Fond du Lac and Plymouth, in Fond du Lac and Sheboygan Counties, respectively. The majority of existing Highway 23 is a rural two-lane highway. The study for highway capacity expansion begins at County Trunk Highway (CTH) K, on the east side of the City of Fond du Lac, about ½ mile east of the USH 151/STH 23 interchange. The existing roadway extends approximately 19 miles east to CTH P on the northwest side of the City of Plymouth.

PROJECT MAP



DEMOGRAPHIC INFORMATION ON COMMUNITIES AFFECTED

Location	Population Year 2004	Race Percentages			Age Profile			Persons per Household
		White, Non Hispanic	African American	Other	Median Age	Under 18	Over 65	
County of Fond du Lac	99,337	97.0%	1.1%	4.0%	N/A	22.8%	14.3%	2.52

County of Sheboygan	114,610	93.8%	1.2%	8.5%	N/A	23.4%	13.8%	2.50
	Population	White, Non Hispanic	African American	Other	Median Age	Over 18	Over 65	
City of Fond du Lac (Year 2003)	42,095	93.6%	1.9%	4.9%	35.7	24.2%	15.3%	2.38
City of Plymouth (Year 2000)	7,781	98.4%	0.2%	2.4%	37.1	74.1%	16.1%	2.35

This table indicates race percentages and age profiles for Fond du Lac and Sheboygan Counties and also for the cities of Fond du Lac and Plymouth. The statistics show a high degree of uniformity between the counties and the municipalities. Therefore it is concluded that the potential displacees should be successful in finding replacement housing in neighborhoods with similar characteristics to their current locations.

**Source: U.S. Census Bureau – State and County Quickfacts
U.S. Census Bureau – American FactFinder**

RELOCATION SERVICES FOR RESIDENTIAL DISPLACEES

In addition to maintaining necessary records and performing various other administrative functions, the relocation staff will offer and provide the following assistance to all displacees:

1. Counsel each individual and family with regard to their specific re-housing needs, resulting in each securing replacement housing that is decent, safe and sanitary; adequate for their needs; suitably located; and within their financial means.
2. Continually gather data commensurate with the relocatee's needs and advise them accordingly. Provide current and continuing information on the availability, prices and rentals of comparable decent, safe and sanitary sales and rental housing and of comparable commercial properties and locations for displaced businesses. Appointments will be made, as well as arrangements for the inspection of referral housing. Inspections will be made of those units that the relocatee indicates a desire to rent or purchase to formally certify adequacy and that they are decent, safe and sanitary.

3. Assist prospective homeowners in obtaining mortgage financing and aid in the preparation and submission of offers to purchase. Assist in obtaining relocated documents, e.g. credit reports, appraisals, surveys, etc.
4. Advise prospective tenants on lease arrangements, tenant/landlord responsibilities, security deposit practices, rental ranges, etc.
5. Provide information and referrals to local welfare and social service assistance agencies when it appears a need for such service.
6. Provide information on school district boundaries and the routing and scheduling of public transportation.
7. Make personal contacts with each displacee regularly for the purpose of discussing and providing leads, referrals and all such other matters regarding re-housing which is of interest to the relocatee and necessary for his successful relocation. Visitation will be geared to the complexity, the specific need and the level of availability and will be repeated regularly to assure that the re-housing responsibilities are discharged completely and fully in compliance with the spirit and intent of the program.
8. Provides assistance of complete claims for relocation payments for which each displacee may be eligible.
9. Assist in making moving arrangements including the transfer of utility service.
10. Provide all required written notices, delivered by personal contact whenever feasible, to insure full understanding of eligibility requirements, payment options project information and other notices required by law, regulations or as otherwise appropriate.
11. Advise them of grievance procedures, arrangements, and agencies involved.

RELOCATION SERVICES FOR COMMERCIAL DISPLACEDS

A. Commercial Project Assurances

“Assist owners of displaced business concerns and farm operations in obtaining and becoming established in suitable business locations or replacement farms.”
(Sec. 32.25(2)(b) of the Wisconsin Statutes)

B. The commercial properties affected by this project will be assisted in their relocation in the following manner:

1. Maintaining listings of vacant commercial properties.
2. Maintaining close contact with local real estate agencies and brokers dealing in commercial space.
3. Informing business concerns of the Small Business Administration entitlements when federal aid is involved.
4. Contacting local development corporations and other similar organizations to make all possible assistance available.
5. Assist in obtaining or transferring business permits and licenses.
6. Assist in securing and making moving arrangements.
7. Joint development of inventory of personal property to be moved.
8. Advise businesses in site management procedures and occupancy terms and conditions.
9. Advise them of their relocation claim entitlements and assist them in filing the claim with documentation.

C. Contact with each commercial displacee will be made at regular intervals during which various leads or referrals will be offered. Visitations will be geared to the complexity, the specific needs and the level of availability of replacement properties and will be repeated until the relocation agent’s responsibilities are completely and fully discharged and are in compliance with the spirit and intent of the program.

Divisive or Disruptive Effects and Other Impacts on the Communities and Neighborhoods

There appears to be no unusual circumstances regarding the residential or business relocations. This project will have a very minimal effect on the communities that remain after the relocation process.

In addition, no significant disruption effects should exist, with the possible exception of the construction period. No known concentration of predominant ethnic minority, elderly, or handicapped people were noted at the previous public meetings.

Real Estate Market Trends

Price Range	2 BR	2 BR including Fond du Lac	3 BR	3 BR including Fond du Lac	4 BR	4 BR including Fond du Lac	5+ BR	5 + BR including Fond du Lac
\$50,000 - \$74,999	0	34	0	37	0	9	0	1
\$75,000 - \$99,999	2	51	0	103	0	11	1	5
\$100,000 - \$124,999	1	22	4	76	0	13	0	1
\$125,000 - \$149,999	2	20	4	51	2	17	1	2
\$150,000 - \$174,999	0	7	8	42	3	13	0	0
\$175,000 - \$199,999	0	0	4	24	3	13	1	1
\$200,000 - \$249,999	0	0	5	20	4	16	0	1
\$250,000 - \$349,999	2	2	9	18	3	10	1	3
\$350,000 - \$500,000	1	1	4	5	4	7	1	1
\$500,000+	0	0	0	1	1	1	0	0
Totals	8	137	38	377	20	110	5	15

This table indicates the number of residential properties that have sold over the last year (9/1/2005 to 9/25/2006) in the immediate area of the project. It is clear from this table that the real estate market is very active with an abundant number of transactions. The potential number of displacements caused by this project will not cause undue hardship to the local real estate market.

Note: Data pulled from the cities of Fond du Lac and Plymouth and the townships of Greenbush, Glenbeulah, Empire, Forest, Taycheedah and Marshfield in Fond du Lac and Sheboygan Counties.

To better understand past homes sold the chart indicates all home sold in the above area and homes sold minus the home located in the City of Fond du Lac. As represented by the volume of home sold the City of Fond du Lac represents a large portion of them.

Inventory of Replacement Properties

Price Range	2 BR	2 BR including Fond du Lac	3 BR	3 BR including Fond du Lac	4 BR	4 BR including Fond du Lac	5+ BR	5 + BR including Fond du Lac
\$50,000 - \$74,999	0	14	0	22	0	4	0	1
\$75,000 - \$99,999	0	25	0	54	0	7	0	1
\$100,000 - \$124,999	1	19	1	50	1	15	0	2
\$125,000 - \$149,999	0	8	3	28	0	10	0	1
\$150,000 - \$174,999	0	20	3	23	7	10	0	1
\$175,000 - \$199,999	0	1	3	22	0	7	0	2
\$200,000 - \$249,999	1	1	2	12	3	23	0	0
\$250,000 - \$349,999	0	0	6	11	3	14	1	2
\$350,000 - \$500,000	0	0	3	6	4	8	2	3
\$500,000+	0	0	3	2	5	5	0	2
Totals	2	88	24	230	23	103	3	15

This table indicates the number of residential properties that are currently listed for sale in the immediate area of the project. It is clear from this table that the real estate market is very strong and the potential displaces will have an abundant number of properties to chose from. The displacees will not experience a hardship in locating a new home. In addition, the length of the construction project will be three years, which will spread out the acquisition of properties, allowing for relocations to take place over a few years time. This will provide more properties to be available as residents relocate.

I have also searched the local commercial real estate market for listings of potential commercial properties available for the potential commercial displacees. The search found properties that would be suitable for the displacements.

Estimate of Relocation Displacements

This project has the potential of impacting 54 properties to the extent to cause their relocation. Of the 54 properties, 46 could require relocation-housing payments and 17 could require relocation business payments. Some of the parcels have both residential and business activities per parcel (example: Home & Business, Home & Ag. Farm). The specifics of the properties are detailed below.

RESIDENTIAL PROPERTIES

Unit	Acquisition Price Est.	Est. Home Occupants	Est. # of bedrooms	Replacement House Payment	Interest And Closing	Moving
1	\$200,000	Tenant	2	\$8,000	\$0.00	\$1,500
1a	\$0.00	Tenant	2	\$8,000	\$0.00	\$1,500
2	\$275,000	Owner	4	\$25,000	\$1,500	\$2,600
2a	\$0.00	Tenant	2	\$8,000	\$0.00	\$1,500
3	\$350,000	Owner	3	\$25,000	\$1,500	\$2,600
3a	\$0.00	Tenant	3	\$8,000	\$0.00	\$1,500
4	\$225,000	Owner	4	\$25,000	\$1,500	\$1,800
6	\$200,000	Owner	3	\$25,000	\$1,500	\$1,800
7	\$200,000	Owner	3	\$25,000	\$1,500	\$2,500
10	\$160,000	Owner	3	\$25,000	\$1,500	\$2,500
11	\$180,000	Owner	3	\$25,000	\$1,500	\$2,500
12	\$100,000	Owner	2	\$25,000	\$1,500	\$1,500
12a	\$0.00	Tenant	2	\$8,000	\$0.00	\$1,200
13	\$175,000	Owner	4	\$25,000	\$1,500	\$2,500
14	\$150,000	Owner	3	\$25,000	\$1,500	\$1,950
15	\$170,000	Owner	3	\$25,000	\$1,500	\$1,500
15a	\$0.00	Tenant	2	\$8,000	\$0.00	\$1,200
16	\$150,000	Owner	3	\$25,000	\$1,500	\$1,800
17	\$155,000	Owner	3	\$25,000	\$1,500	\$1,800
18	\$235,000	Owner	5	\$25,000	\$1,500	\$2,600
19	\$235,000	Owner	5	\$25,000	\$1,500	\$2,500
22	\$140,000	Owner	4	\$25,000	\$1,500	\$2,500
22a	\$0.00	Tenant	2	\$8,000	\$0.00	\$1,500
23	\$240,000	Owner	4	\$35,000	\$1,500	\$3,000
24	\$145,000	Owner	5	\$30,000	\$1,500	\$5,000
25	\$175,000	Owner	4	\$25,000	\$1,500	\$2,500
26	\$200,000	Owner	5	\$30,000	\$1,500	\$5,000
27	\$300,000	Owner	5	\$25,000	\$1,500	\$10,000
28	Removed	N/A	0	\$0	\$0	\$0
29	\$350,000	Owner	4	\$30,000	\$1,500	\$20,000
30	\$275,000	Owner	3	\$25,000	\$1,500	\$10,000

2010 WIS 23 FEIS VOL 2 Appendices

Unit	Acquisition Price Est.	Est. Home Occupants	Est. # of bedrooms	Replacement House Payment	Interest And Closing	Moving
31	\$185,000	Owner	4	\$25,000	\$1,500	\$2,600
32	\$195,000	Owner	3	\$25,000	\$1,500	\$2,500
33	\$130,000	Owner	4	\$25,000	\$1,500	\$2,500
34	\$225,000	Owner	4	\$25,000	\$1,500	\$2,500
35	\$175,000	Owner	4	\$25,000	\$1,500	\$2,600
36	\$140,000	Owner	3	\$25,000	\$1,500	\$1,500
37	\$250,000	Owner	3	\$25,000	\$1,500	\$2,600
38	\$250,000	Owner	3	\$25,000	\$1,500	\$3,500
39	\$300,000	Owner	5	\$25,000	\$1,500	\$2,500
40	\$200,000	Owner	4	\$25,000	\$1,500	\$2,500
41	\$175,000	Owner	4	\$25,000	\$1,500	\$5,000
42	\$250,000	Tenant	4	\$8,000	\$0.00	\$1,500
43	\$275,000	Owner	4	\$25,000	\$1,500	\$2,500
44	\$170,000	Owner	3	\$25,000	\$1,500	\$1,500
45	\$150,000	Owner	4	\$25,000	\$1,500	\$2,500
46	\$175,000	Owner	3	\$25,000	\$1,500	\$2,500
47	\$150,000	Owner	3	\$25,000	\$1,500	\$1,500
47a	\$0	Tenant	2	\$8,000	\$0	\$1,200
48	\$350,000	Owner	4	\$25,000	\$1,500	\$2,500
49	\$150,000	Owner	4	\$25,000	\$1,500	\$2,500
50	\$200,000	Tenant 1	2	\$8,000	\$0	\$1,200
50a	\$0	Tenant 2	2	\$8,000	\$0	\$1,200
50b	\$0	Tenant 3	2	\$8,000	\$0	\$1,200
51	\$175,000	Tenant 1	2	\$8,000	\$0	\$1,200
51a	\$0	Tenant 2	2	\$8,000	\$0	\$1,200
52	\$200,000	Owner	4	\$25,000	\$1,500	\$2,500
53	\$200,000	Owner	2	\$25,000	\$1,500	\$1,200
54	\$200,000	Owner	4	\$25,000	\$1,500	\$2,500

BUSINESS PROPERTIES

Unit	Acquisition Price Est.	Business Name	Type	Replacement Business Payment/Searching Cost/Reestablishment Cost	Interest And Closing	Moving
3	Purchased as residential	Thomas & Janice McGauley	Equestrian Center	Replacement Payment \$50,000 Searching \$2,500 Reestablishment \$10,000	\$0.00	\$10,000
4	Purchased as residential	Birschbach	Small Scale Welding or Ag Repair	Replacement Payment \$20,000 Searching \$0 Reestablishment \$0	\$0.00	\$5,000
5	\$350,000	Ledgeview Precast Concrete	Concrete Products	Replacement Payment \$50,000 Searching \$2,500 Reestablishment \$10,000	\$1,500	\$50,000
8	\$130,000	Currently Vacant	Currently Vacant	Replacement Payment \$30,000 Searching \$2,500 Reestablishment \$10,000	\$1,500	\$5,000
9	\$200,000	I – Deal Auto Sales & Service	Used Car Sale and Repair	Replacement Payment \$30,000 Searching \$2,500 Reestablishment \$10,000	\$1,500	\$10,000
9a	\$0.00	D'Signs Unlimited	Vinyl Graphics	Replacement Payment \$30,000 Searching \$2,500 Reestablishment \$10,000	\$1,500	\$10,000
20	\$300,000	Trailer Business	Trailer Sales	Replacement Payment \$50,000 Searching \$2,500.00 Reestablishment \$10,000.00	\$1,500	\$25,000
21	\$1,000,000	Citgo	C-Store & Diner	Replacement Payment \$50,000 Searching \$2,500.00 Reestablishment \$10,000.00	\$1,500	\$25,000
23	\$100,000	Unknown	Veal Farm	Replacement Payment \$50,000 Searching \$2,500.00 Reestablishment \$10,000.00	\$1,500	\$10,000
24	\$50,000	Dairy Farm	Farm	Replacement Payment \$50,000	\$1,500	\$5,000

				Searching \$2,500.00 Reestablishment \$10,000.00		
29	Included in Residential acquisition	Dairy Farm	Farm	Replacement Payment \$50,000 Searching \$2,500.00 Reestablishment \$10,000.00	\$1,500	\$10,000
37	Included in Residential acquisition	Kiemiracle Wood Works	Wood Working Shop	Replacement Payment \$50,000 Searching \$2,500 Reestablishment \$10,000	\$0.00	\$15,000
40	Included in Residential Acquisition	Cash Crop Farm	Farm	Replacement Payment \$50,000 Searching \$2,500 Reestablishment \$10,000	\$1,500	\$10,000
Unit	Acquisition Price Est.	Business Name	Type	Replacement Business Payment/Searching Cost/Reestablishment Cost	Interest And Closing	Moving
42	Included in Residential Acquisition	Unknown	Tractor Sales & Repair	Replacement Payment \$50,000 Searching \$2,500 Reestablishment \$10,000	\$0.00	\$10,000
48	Included in Residential Acquisition	Unknown	Cedar Furniture & Fencing	Replacement Payment \$50,000 Searching \$2,500 Reestablishment \$10,000	\$1,500	\$5,000
53	Included in Residential Acquisition	Berkhardt's Bar	Bar	Replacement Payment \$50,000 Searching \$2,500 Reestablishment \$10,000	\$0.00	\$2,500

Summary of Estimated Relocation Payments

Total Acquisition Estimate (Residential & Business)	\$11,985,000
Total Replacement Housing Payments	\$1,237,000
Total Residential Moving Payments	\$161,050
Total Incidental and Closing Cost	\$66,000

Unit	Property Type	Inventory of Available Business Properties
3	Equestrian Center	10
4	Small Scale Welding or Ag Repair	13
5	Concrete Products	2
8	Currently Vacant	10
9	Used Car Sale and Repair	4
9a	Vinyl Graphics	7
20	Trailer Sales	10
21	C-Store & Diner	2
23	Veal Farm	10
24	Farm	3
29	Farm	3
37	Wood Working Shop	10
40	Farm	3
Unit	Tractor Sales & Repair	8
42	Cedar Furniture & Fencing	10
49	Bar	4

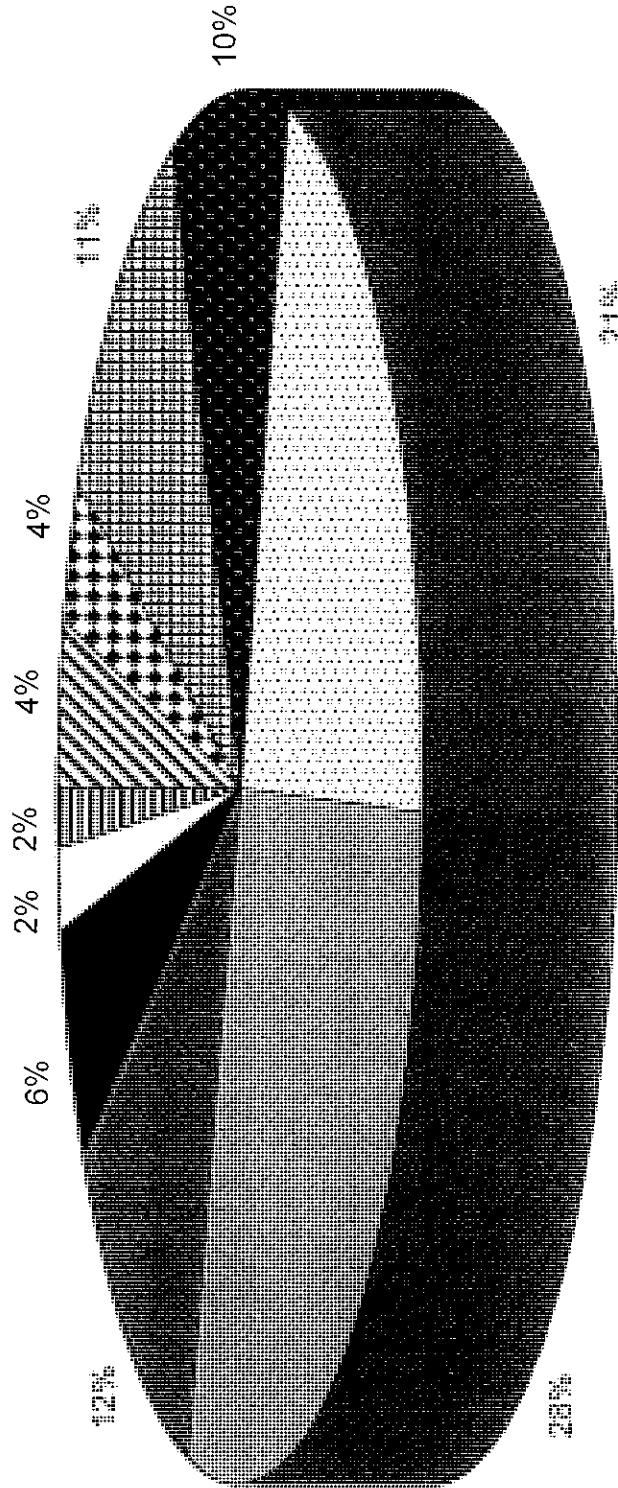
This table indicates the number of commercial properties that are currently listed for sale in the immediate area of the project. It is clear from this table that the real estate market is very strong and the potential displaces will have an abundant number of properties to chose from. The displacees will not experience a hardship in locating to a new business location. In addition, the length of the construction project will be three years, which will spread out the acquisition of properties, allowing for relocations to take place over a few years time. This will provide more properties to be available as businesses relocate.

This section updated by Jay Viste March 3, 2009.

Total Replacement Business Payments	\$760,000
Total Business Moving Payments	\$212,500
Total Business Incidental and Closing Cost	\$16,500
Business Reestablishment Payments	\$160,000
Business Searching Expenses	\$40,000
Total Relocation/Acquisition Cost	\$14,638,050

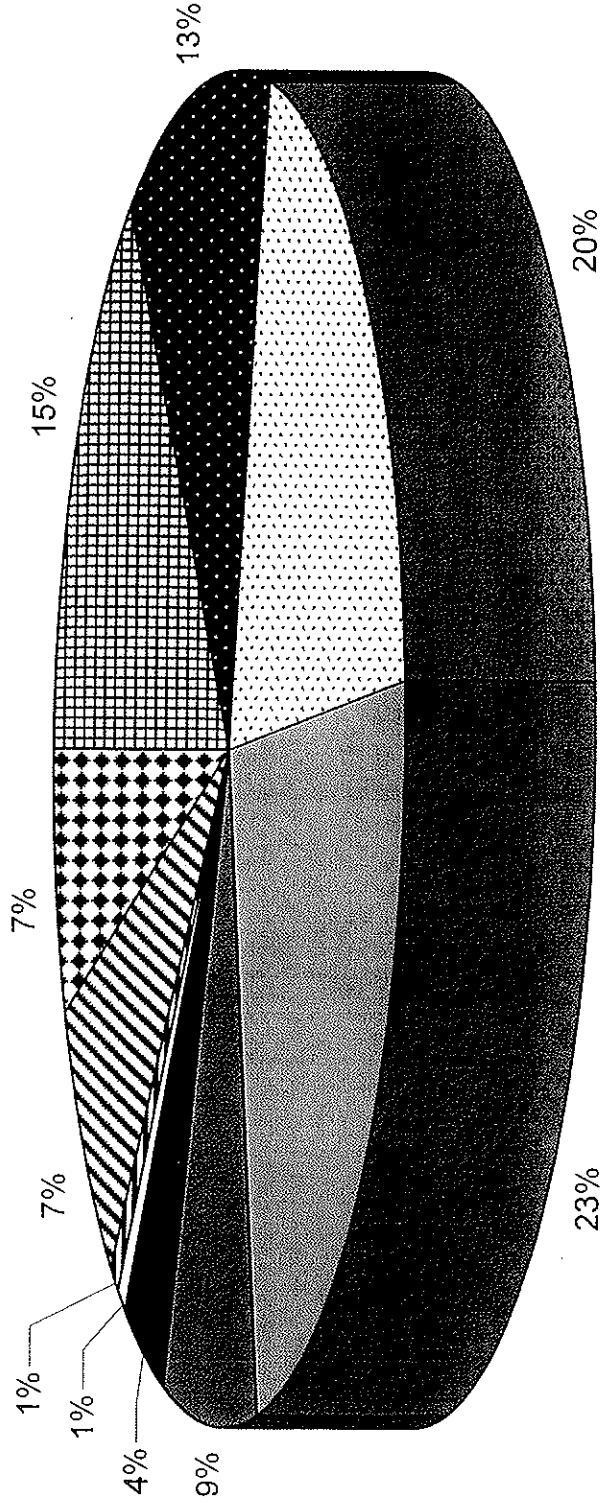
**APPENDIX C
DEMOGRAPHICS**

Town of Forest
Household Income in 1999



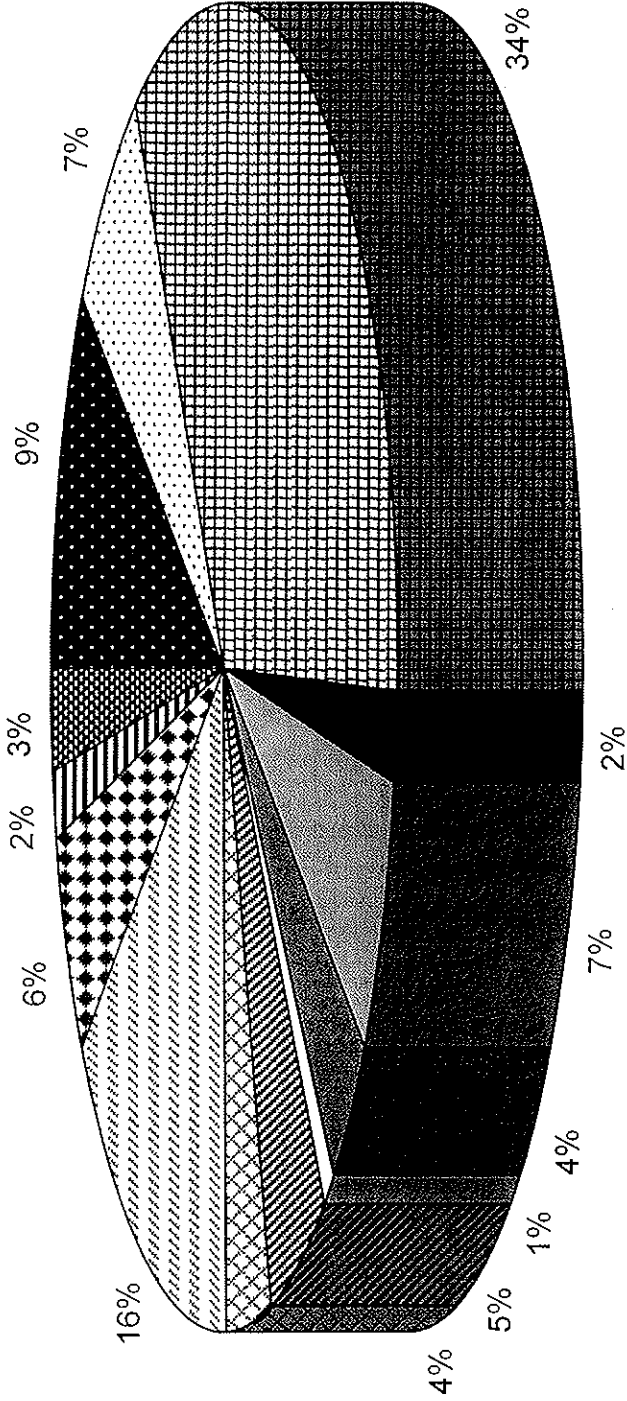
Less than \$10,000	\$10,000 to \$14,999	\$15,000 to \$24,999	\$25,000 to \$34,999	\$35,000 to \$49,999
\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 or more

City of Fond du Lac
Household Income in 1999



Less than \$10,000	\$10,000 to \$14,999	\$15,000 to \$24,999	\$25,000 to \$34,999	\$35,000 to \$49,999
\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 or more

Town of Greenbush
 Industry: Employed Civilian Population 16 Years and Over



■ Agriculture, forestry, fishing and hunting, and mining

▣ Manufacturing

▤ Retail trade

□ Information

▥ Professional, scientific, management, admin, and waste management

▧ Arts, entertainment, recreation, accommodation and food services

▨ Public administration

▩ Construction

■ Wholesale trade

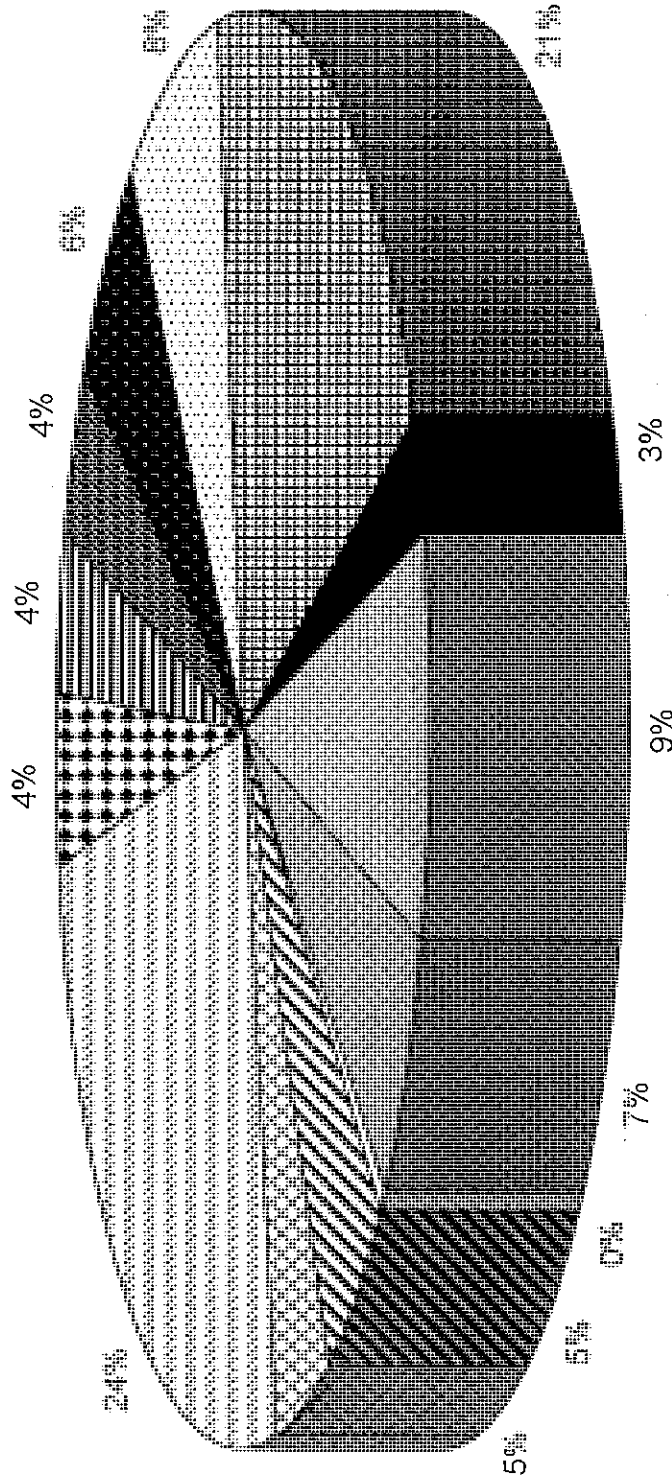
▭ Transportation and warehousing, and utilities

▮ Finance, insurance, real estate, and rental and leasing

▯ Educational, health and social services

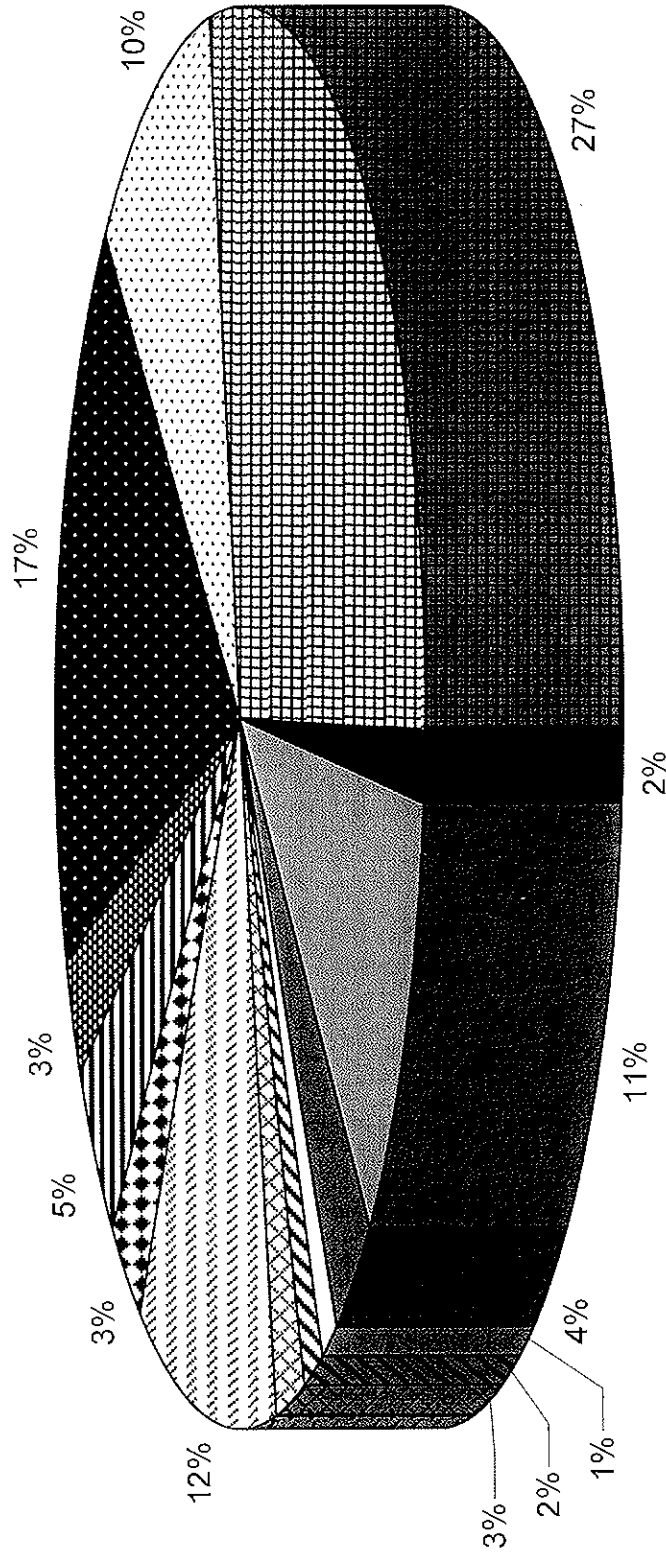
▰ Other services (except public administration)

Town of Empire
 Industry: Employed Civilian Population 16 Years and Over



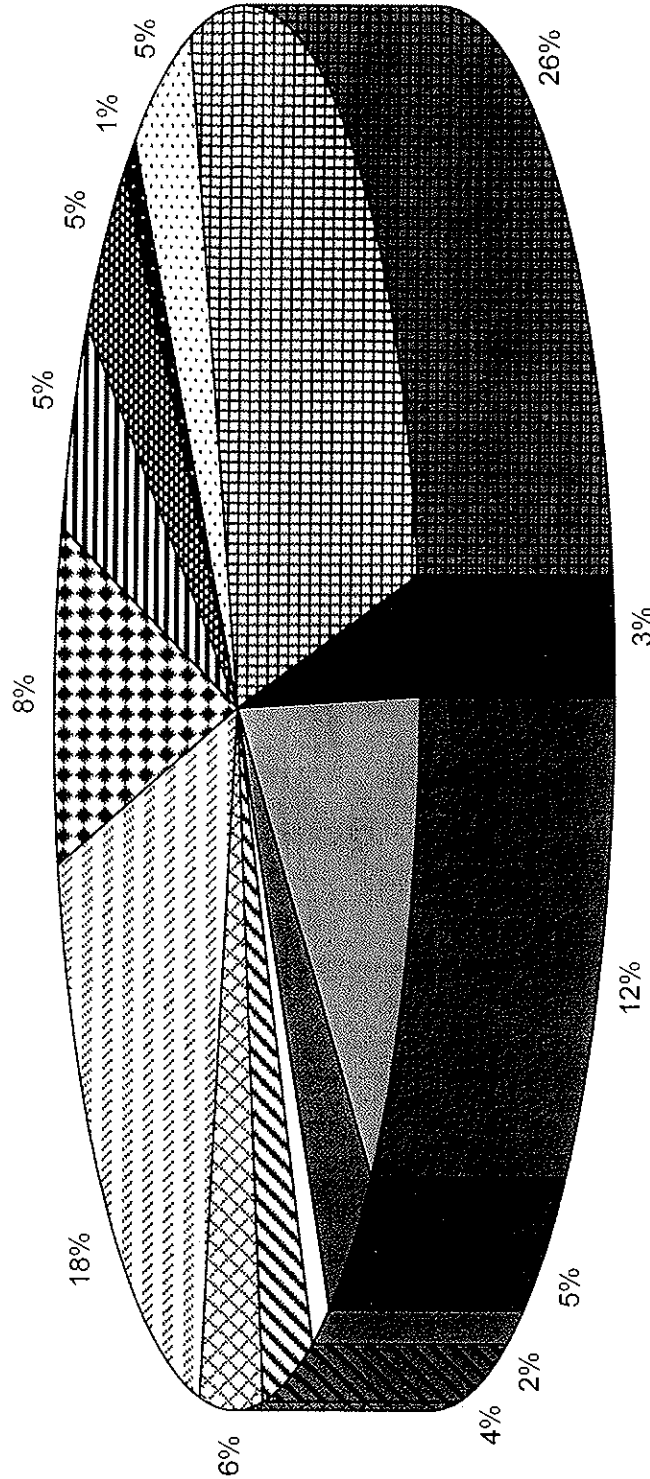
- Agriculture, forestry, fishing and hunting, and mining
- ▣ Manufacturing
- ▤ Retail trade
- Information
- ▥ Professional, scientific, management, admin, and waste management
- ▦ Arts, entertainment, recreation, accommodation and food services
- ▧ Public administration
- ▨ Construction
- Wholesale trade
- ▩ Transportation and warehousing, and utilities
- Finance, insurance, real estate, and rental and leasing
- Educational, health and social services
- ▬ Other services (except public administration)

Town of Forest
 Industry: Employed Civilian Population 16 Years and Over



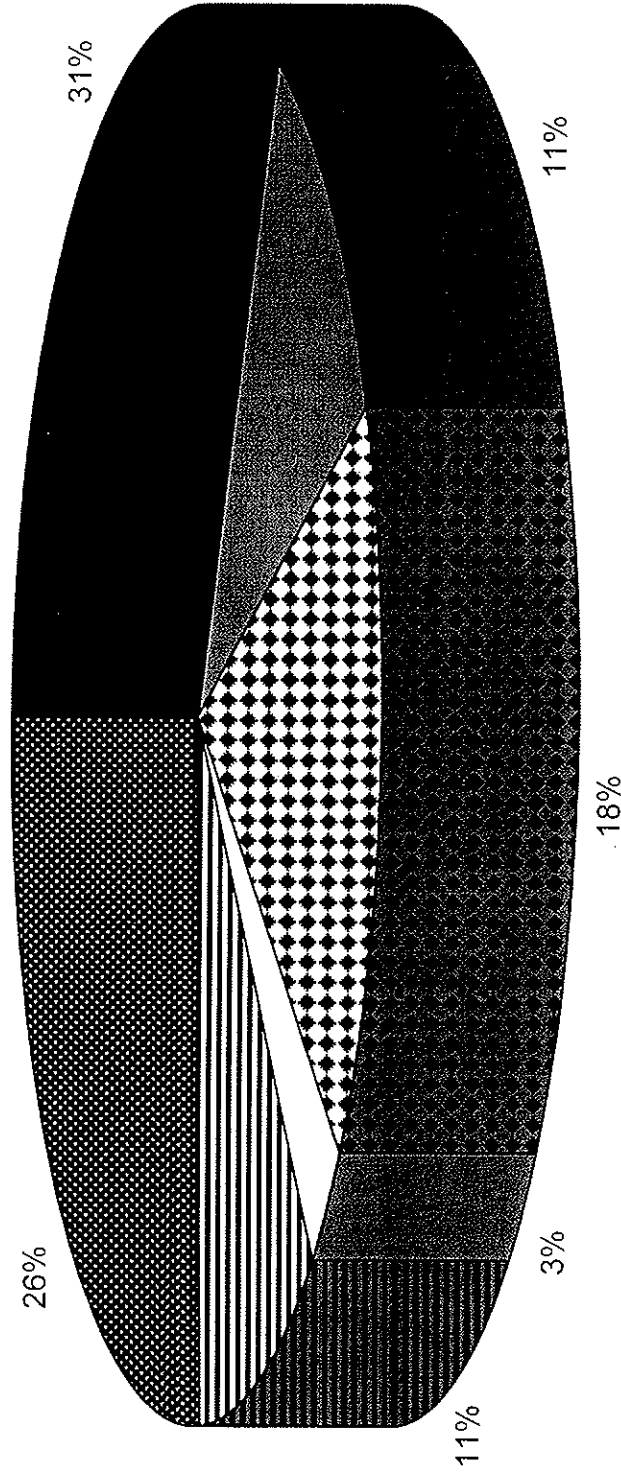
- Agriculture, forestry, fishing and hunting, and mining
- ▣ Manufacturing
- ▤ Retail trade
- Information
- ▥ Professional, scientific, management, admin, and waste management
- ▧ Arts, entertainment, recreation, accommodation and food services
- ▨ Public administration
- ▩ Construction
- Wholesale trade
- ▤ Transportation and warehousing, and utilities
- ▥ Finance, insurance, real estate, and rental and leasing
- ▦ Educational, health and social services
- ▧ Other services (except public administration)

City of Fond du Lac
 Industry: Employed Civilian Population 16 Years and Over



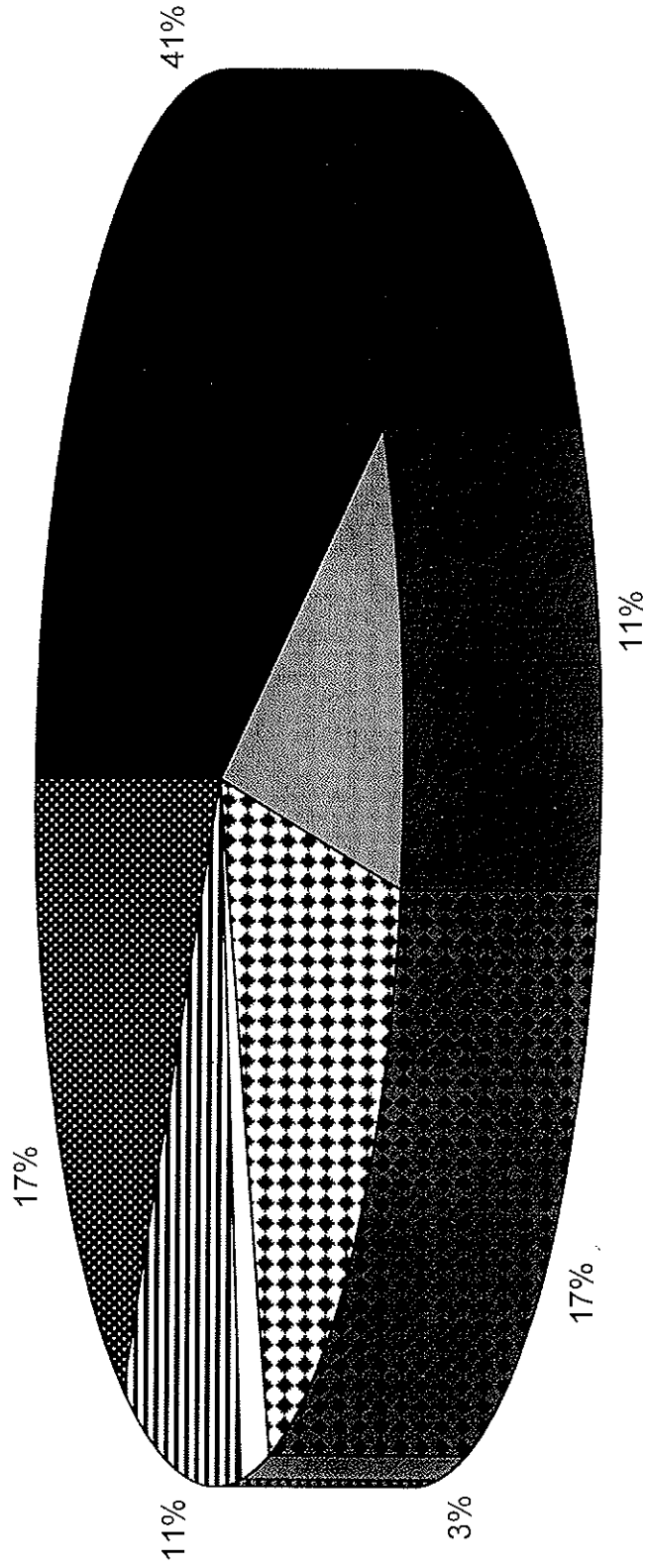
- Agriculture, forestry, fishing and hunting, and mining
- ▤ Manufacturing
- ▥ Retail trade
- Information
- ▧ Professional, scientific, management, admin, and waste management
- ▨ Arts, entertainment, recreation, accommodation and food services
- ▩ Public administration
- Construction
- Wholesale trade
- Transportation and warehousing, and utilities
- ▬ Finance, insurance, real estate, and rental and leasing
- ▭ Educational, health and social services
- ▮ Other services (except public administration)

Town of Greenbush
 Occupation: Employed Civilian Population 16 Years and Over



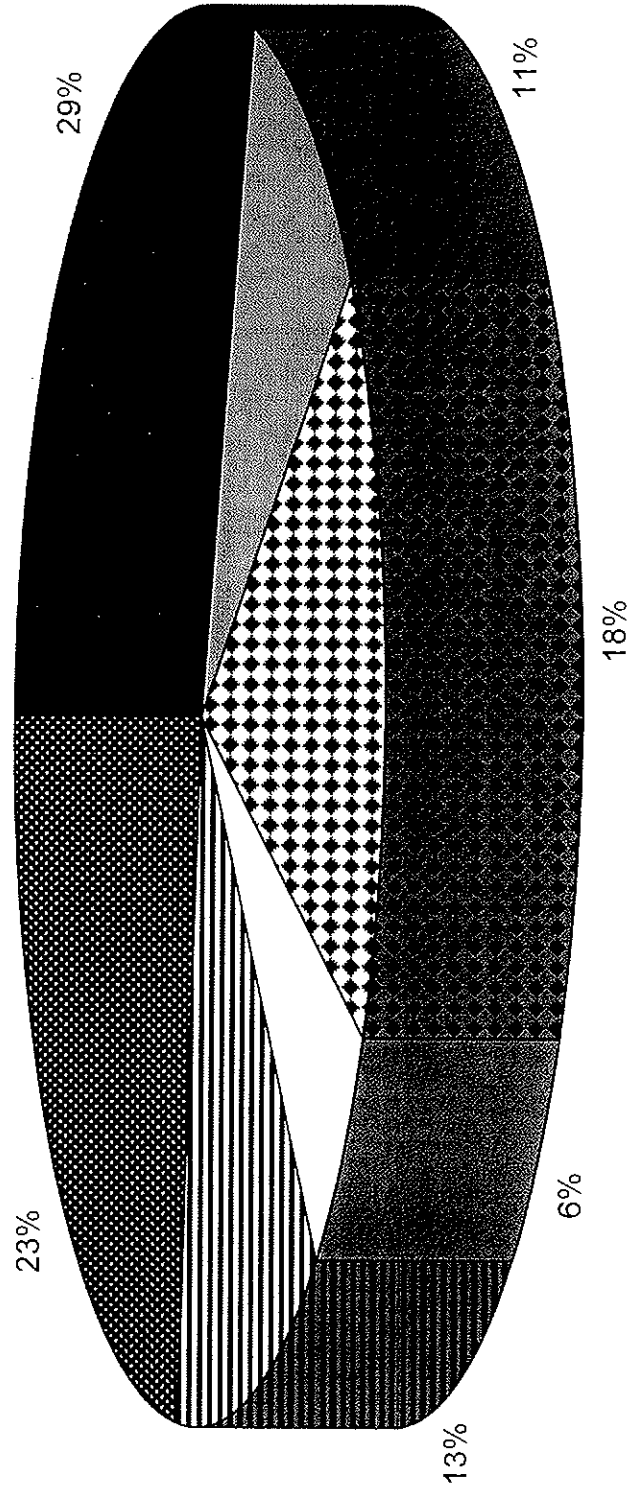
- Management, professional, and related occupations
- ▣ Sales and office occupations
- ▤ Construction, extraction, and maintenance occupations
- ▥ Service occupations
- ▦ Farming, fishing, and forestry occupations
- ▧ Production, transportation, and material moving occupations

Town of Empire
 Occupation: Employed Civilian Population 16 Years and Over



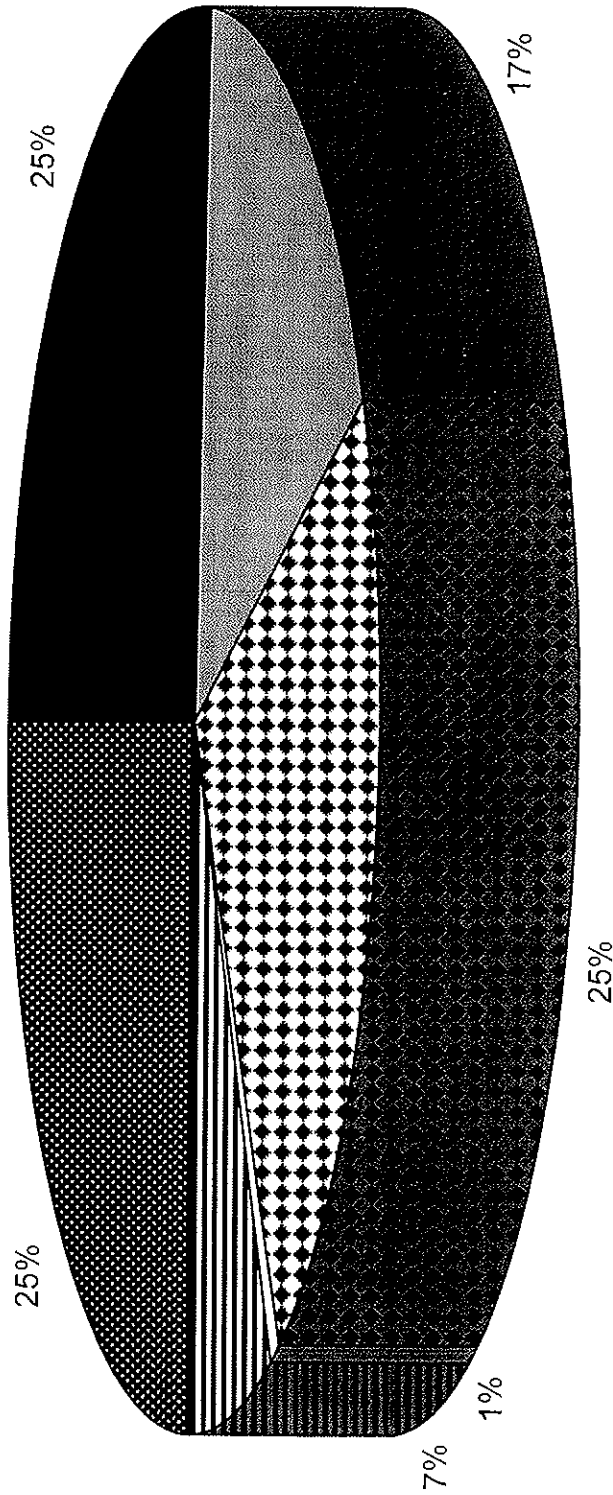
- Management, professional, and related occupations
- ▣ Sales and office occupations
- ▤ Construction, extraction, and maintenance occupations
- ▥ Service occupations
- ▦ Farming, fishing, and forestry occupations
- ▧ Production, transportation, and material moving occupations

Town of Forest
 Occupation: Employed Civilian Population 16 Years and Over



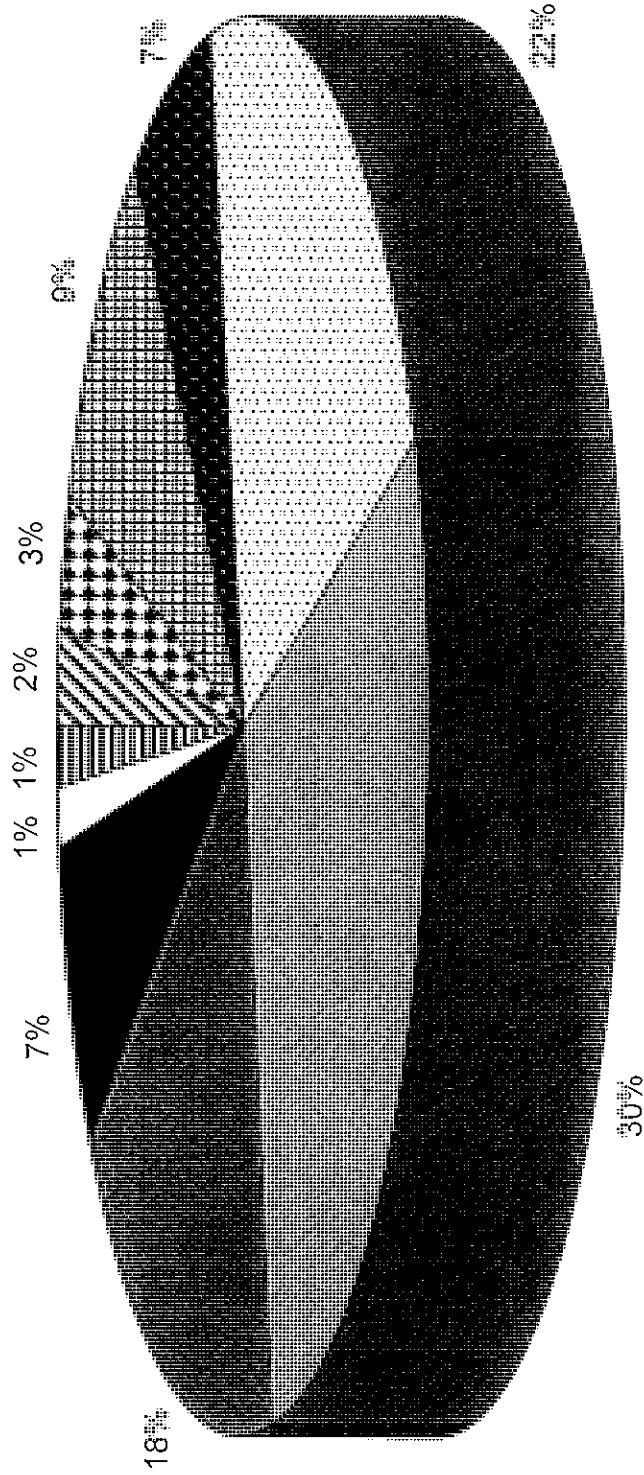
- Management, professional, and related occupations
- ▣ Sales and office occupations
- ▤ Construction, extraction, and maintenance occupations
- ▥ Service occupations
- ▦ Farming, fishing, and forestry occupations
- ▧ Production, transportation, and material moving occupations

City of Fond du Lac
Occupation: Employed Civilian Population 16 Years and Over



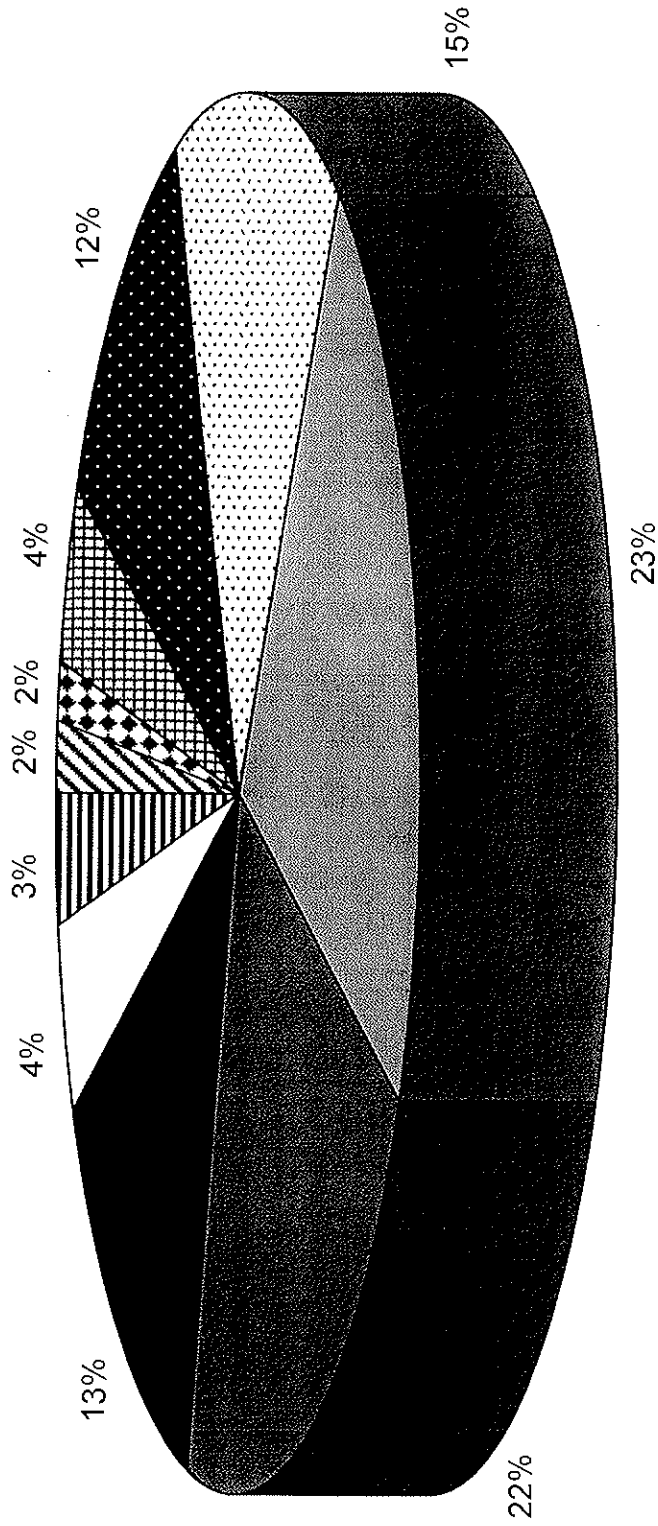
- Management, professional, and related occupations
- ▣ Sales and office occupations
- ▤ Construction, extraction, and maintenance occupations
- ▥ Service occupations
- ▦ Farming, fishing, and forestry occupations
- ▧ Production, transportation, and material moving occupations

Town of Greenbush
Household Income in 1999



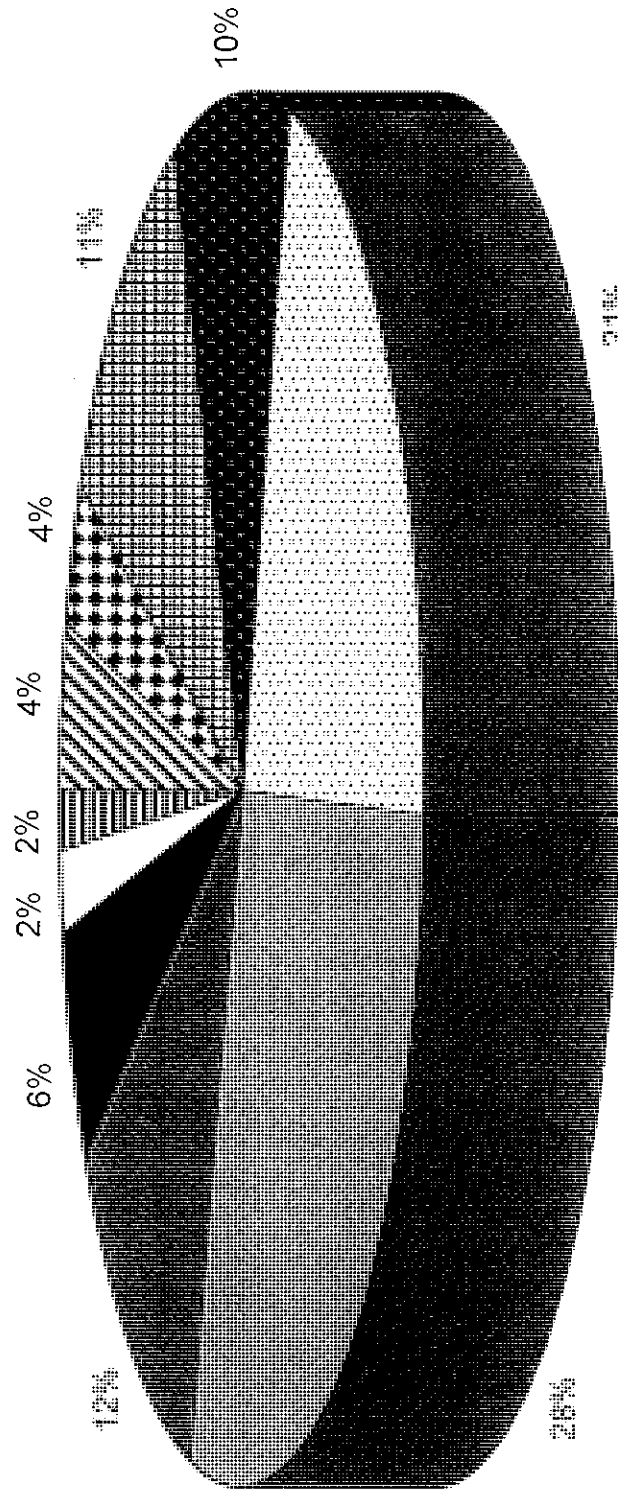
Less than \$10,000	\$10,000 to \$14,999	\$15,000 to \$24,999	\$25,000 to \$34,999	\$35,000 to \$49,999
\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 or more

Town of Empire
Household Income in 1999



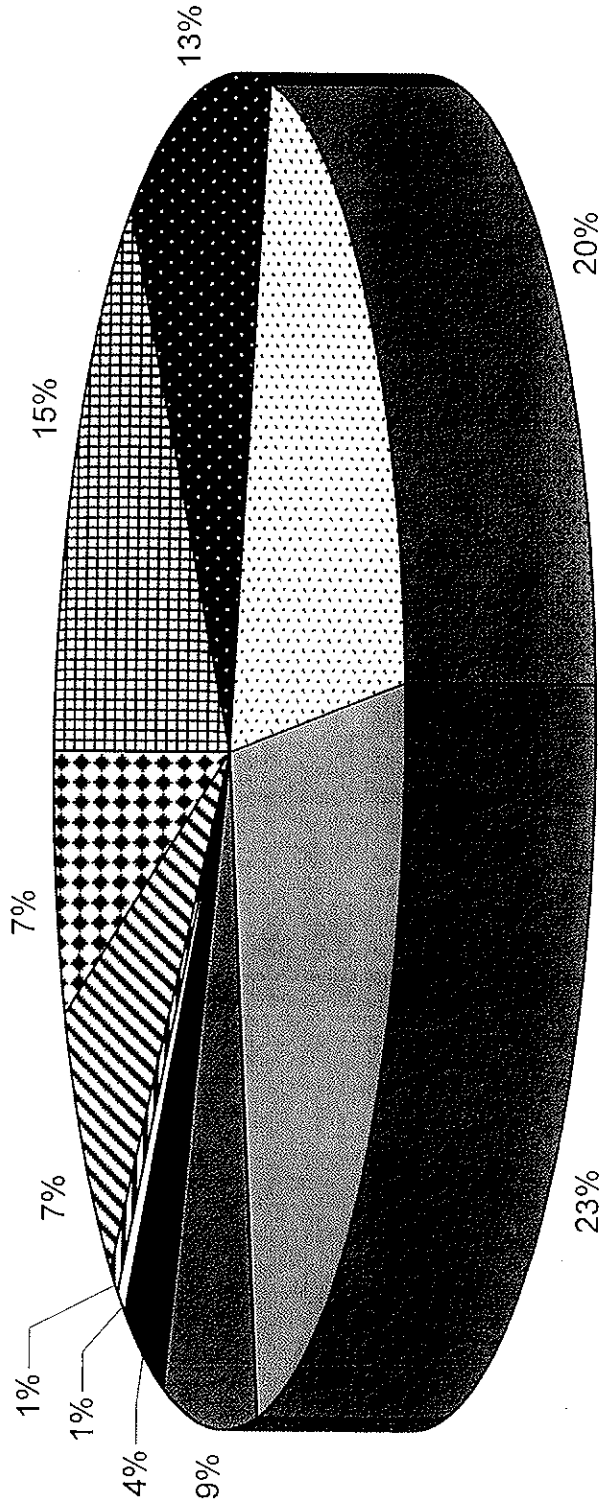
- Less than \$10,000
- \$10,000 to \$14,999
- \$15,000 to \$24,999
- \$25,000 to \$34,999
- \$35,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000 to \$149,999
- \$150,000 to \$199,999
- \$200,000 or more

Town of Forest
Household Income in 1999



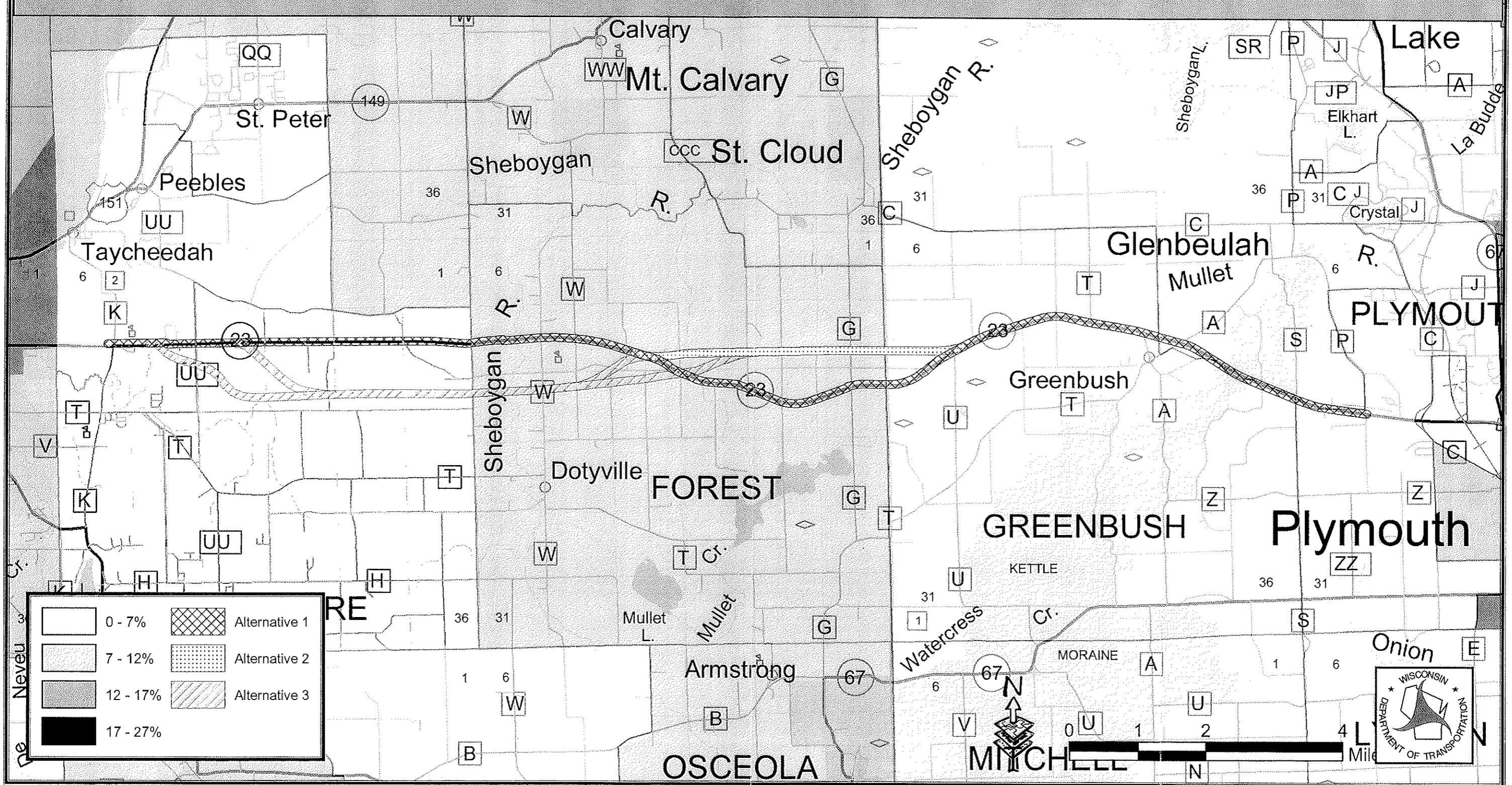
Less than \$10,000	\$10,000 to \$14,999	\$15,000 to \$24,999	\$25,000 to \$34,999	\$35,000 to \$49,999
\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 or more

City of Fond du Lac
Household Income in 1999

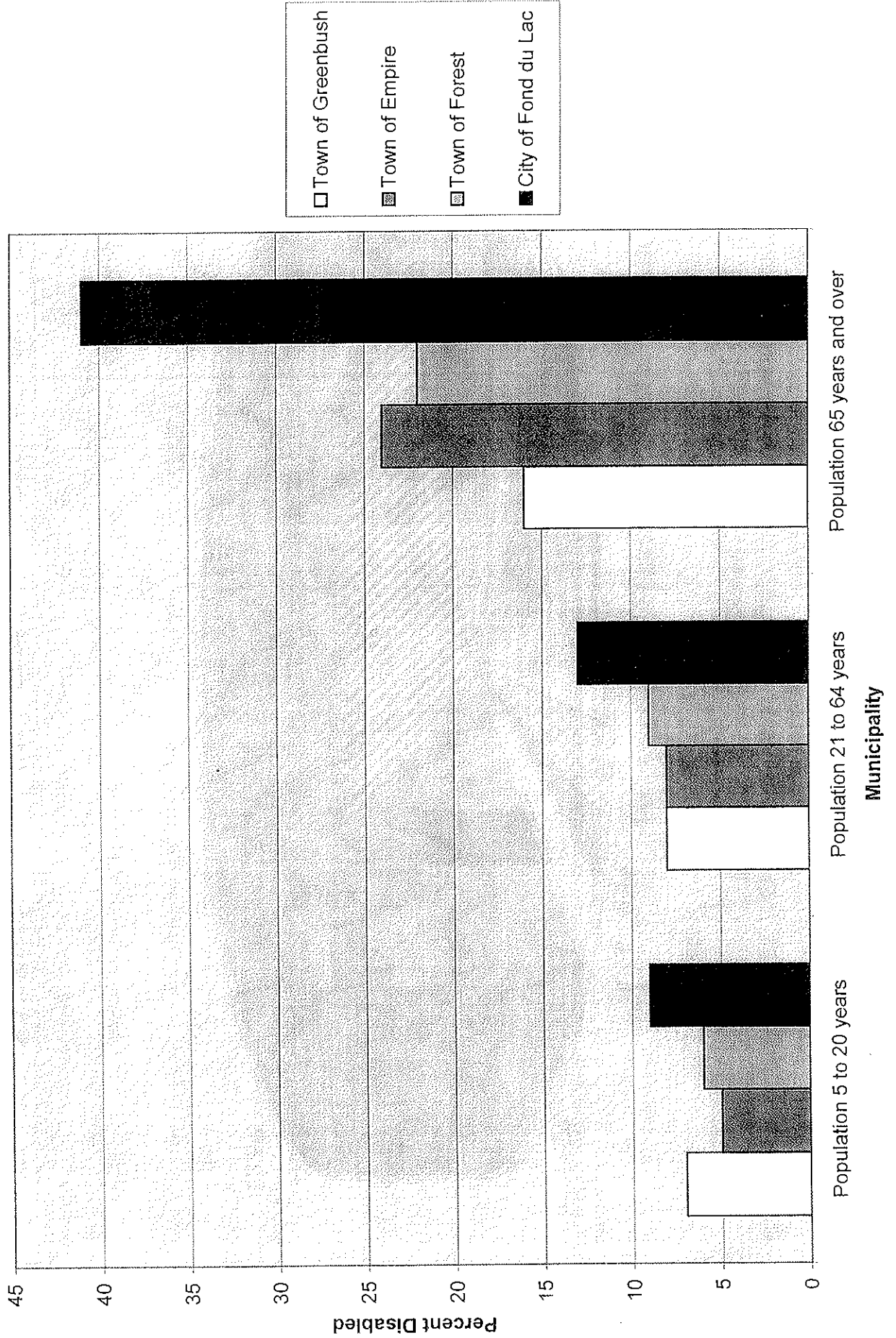


Less than \$10,000	\$10,000 to \$14,999	\$15,000 to \$24,999	\$25,000 to \$34,999	\$35,000 to \$49,999
\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 to \$199,999	\$200,000 or more

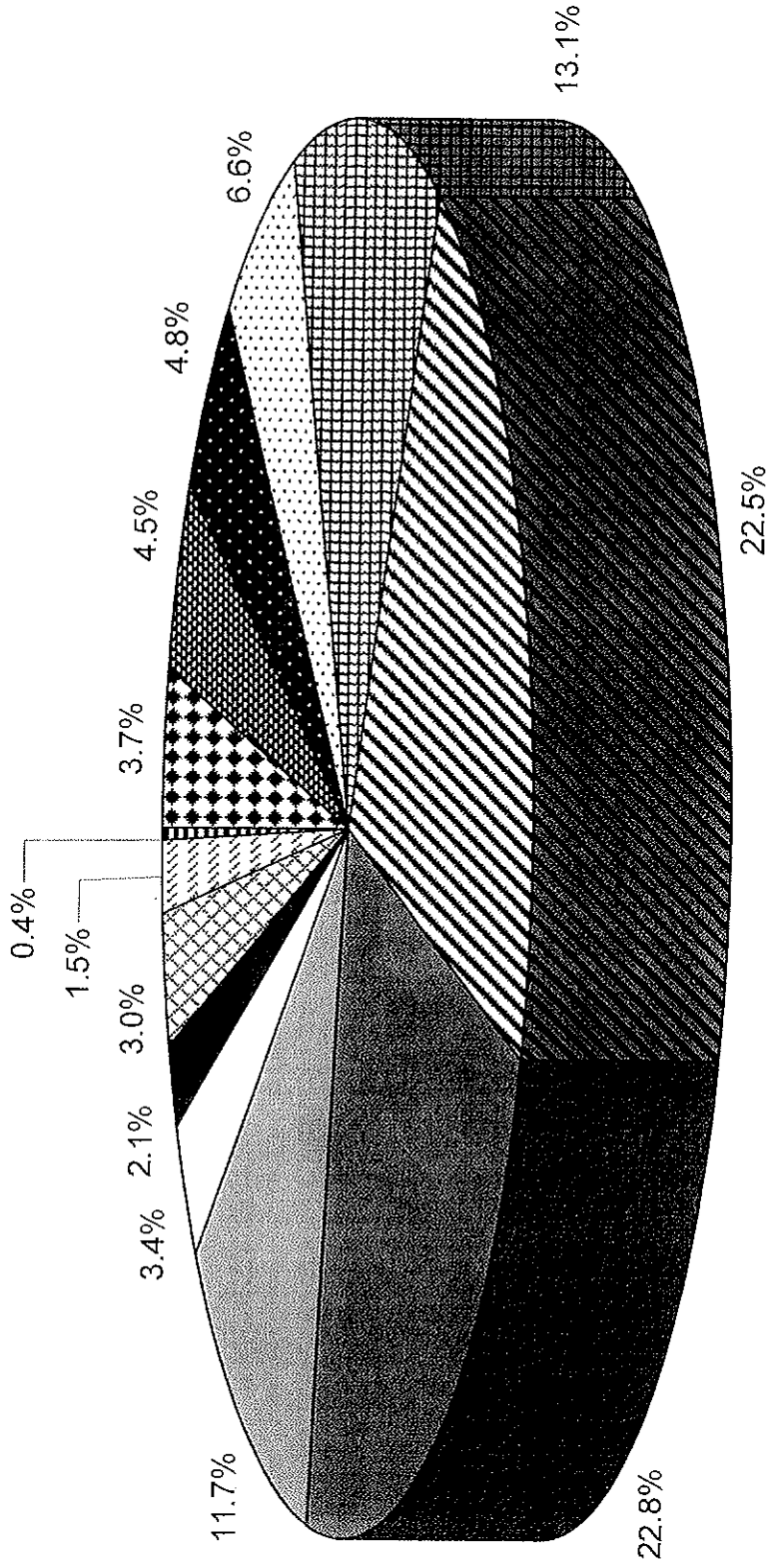
Percent of Households with Income Less than \$20,000/Year



Disability Status of the Civilian Noninstitutionalized Population

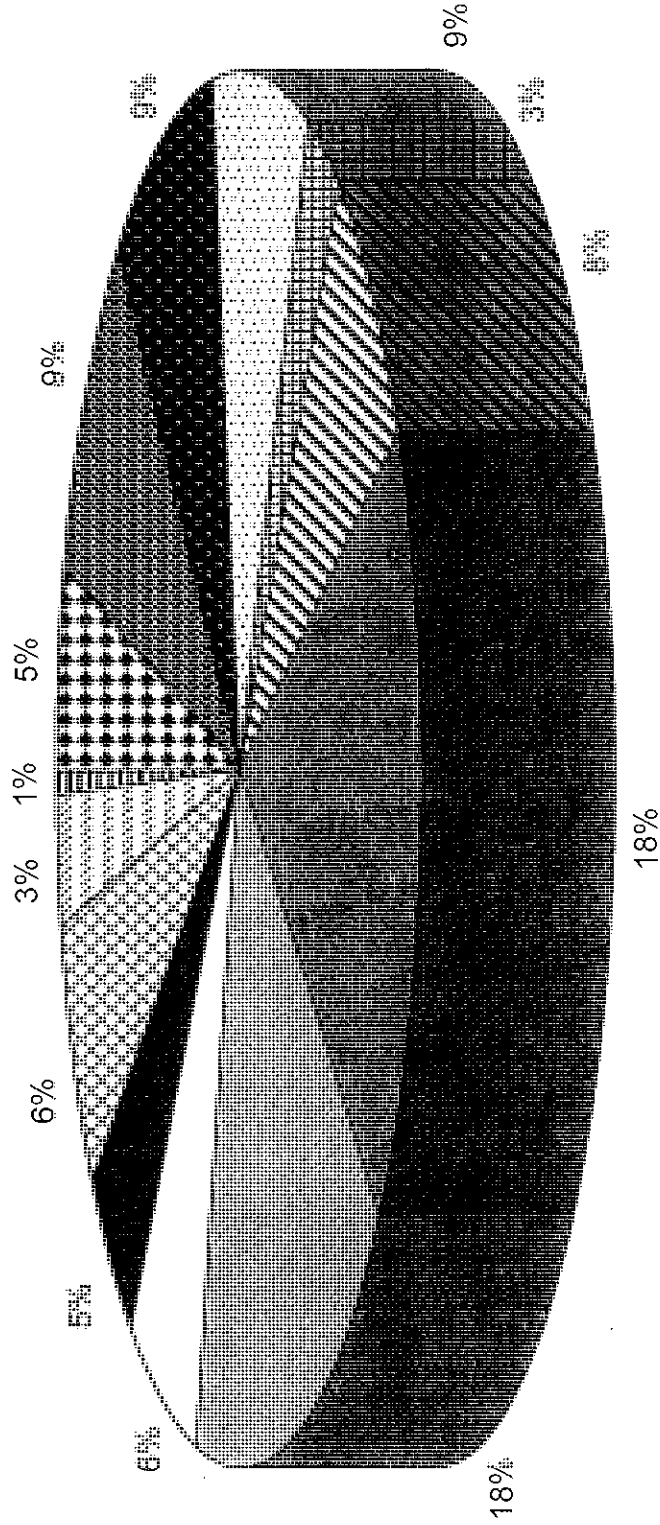


Town of Greenbush
Age



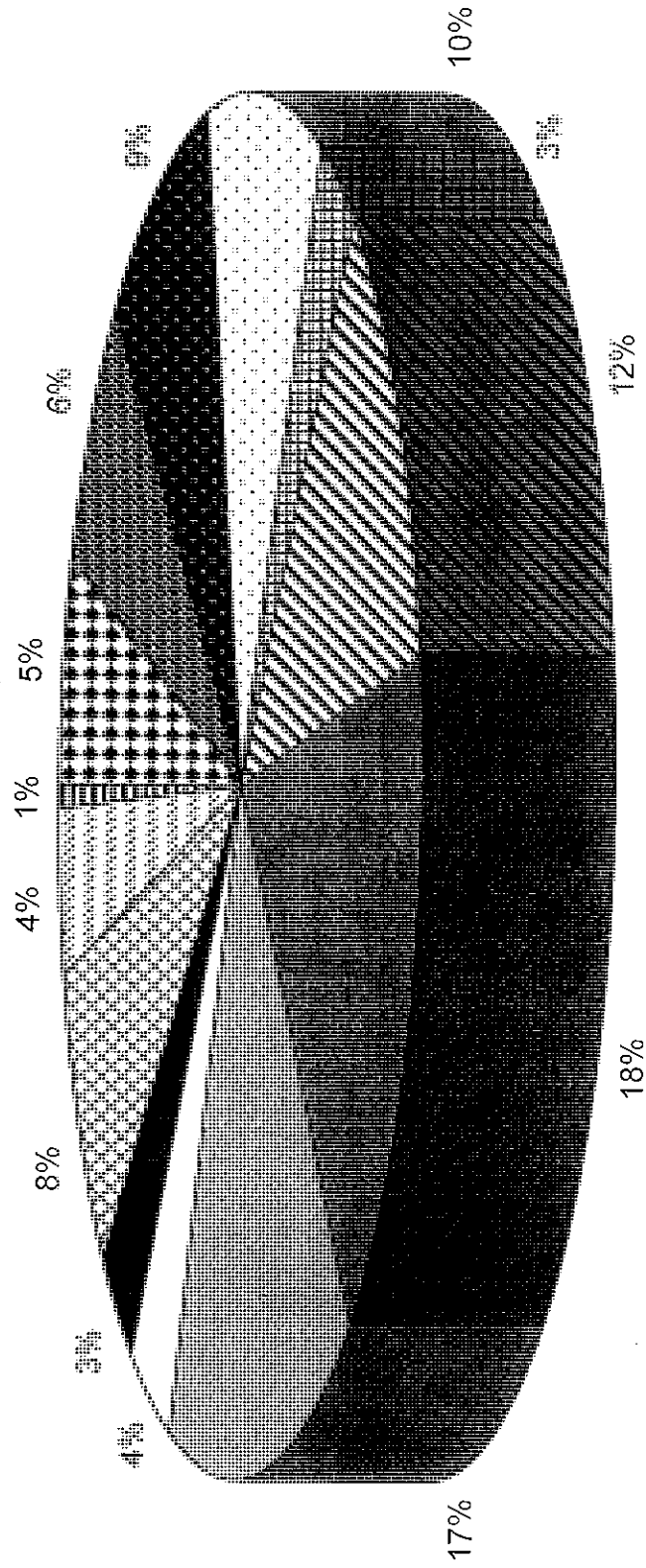
Under 5 years	5 to 9 years	10 to 14 years	15 to 19 years	20 to 24 years
25 to 34 years	35 to 44 years	45 to 54 years	55 to 59 years	60 to 64 years
65 to 74 years	75 to 84 years	85 years and over		

Town of Empire
Age



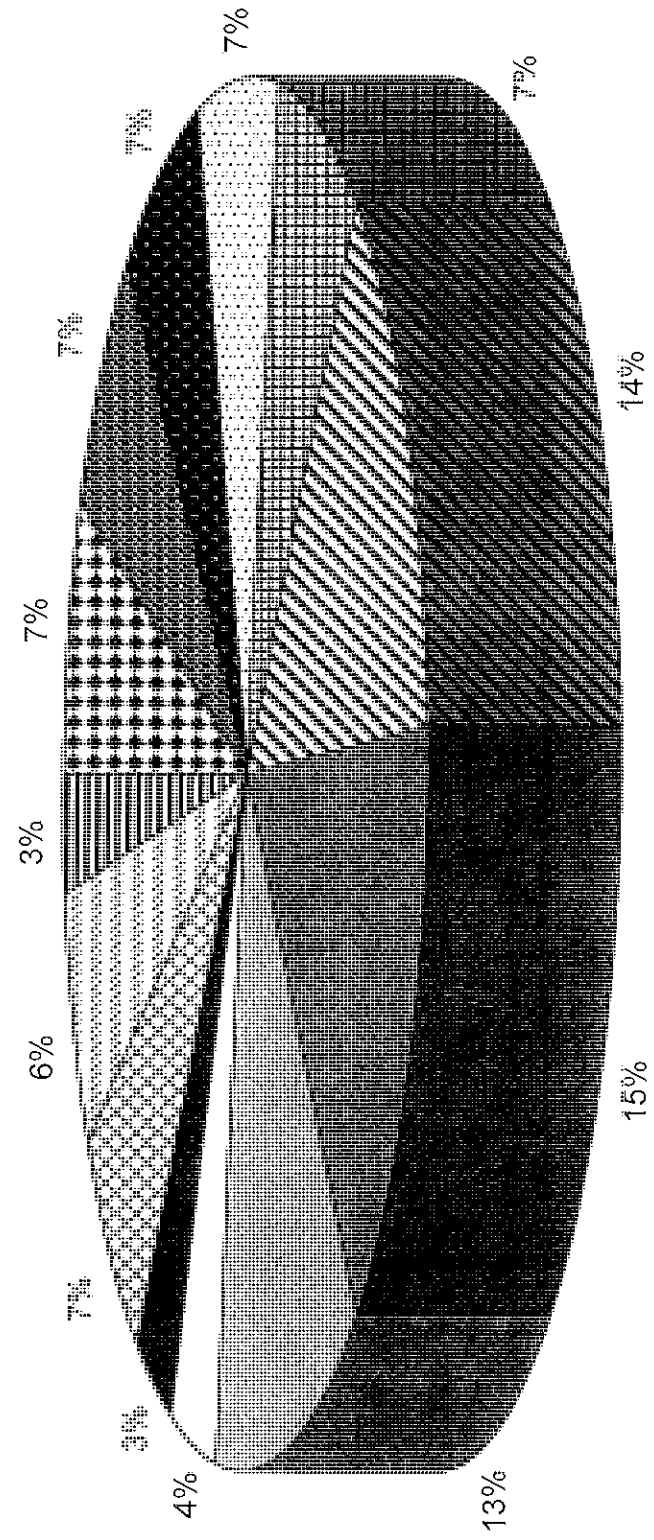
- Under 5 years
- 5 to 9 years
- 10 to 14 years
- 15 to 19 years
- 20 to 24 years
- 25 to 34 years
- 35 to 44 years
- 45 to 54 years
- 55 to 59 years
- 60 to 64 years
- 65 to 74 years
- 75 to 84 years
- 85 years and over

Town of Forest
Age



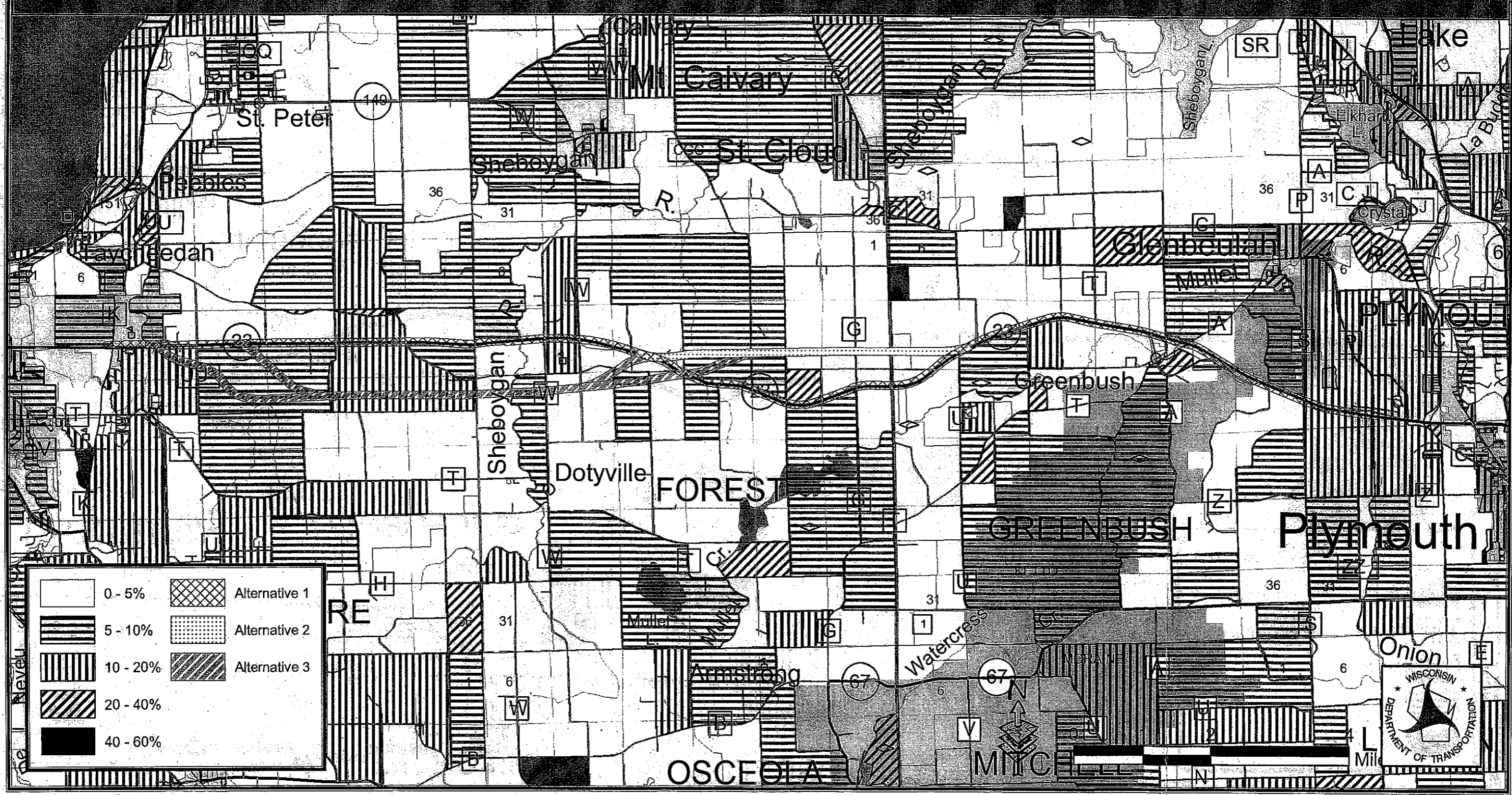
Under 5 years	5 to 9 years	10 to 14 years	15 to 19 years	20 to 24 years
25 to 34 years	35 to 44 years	45 to 54 years	55 to 59 years	60 to 64 years
65 to 74 years	75 to 84 years	85 years and over		

City of Fond du Lac
Age

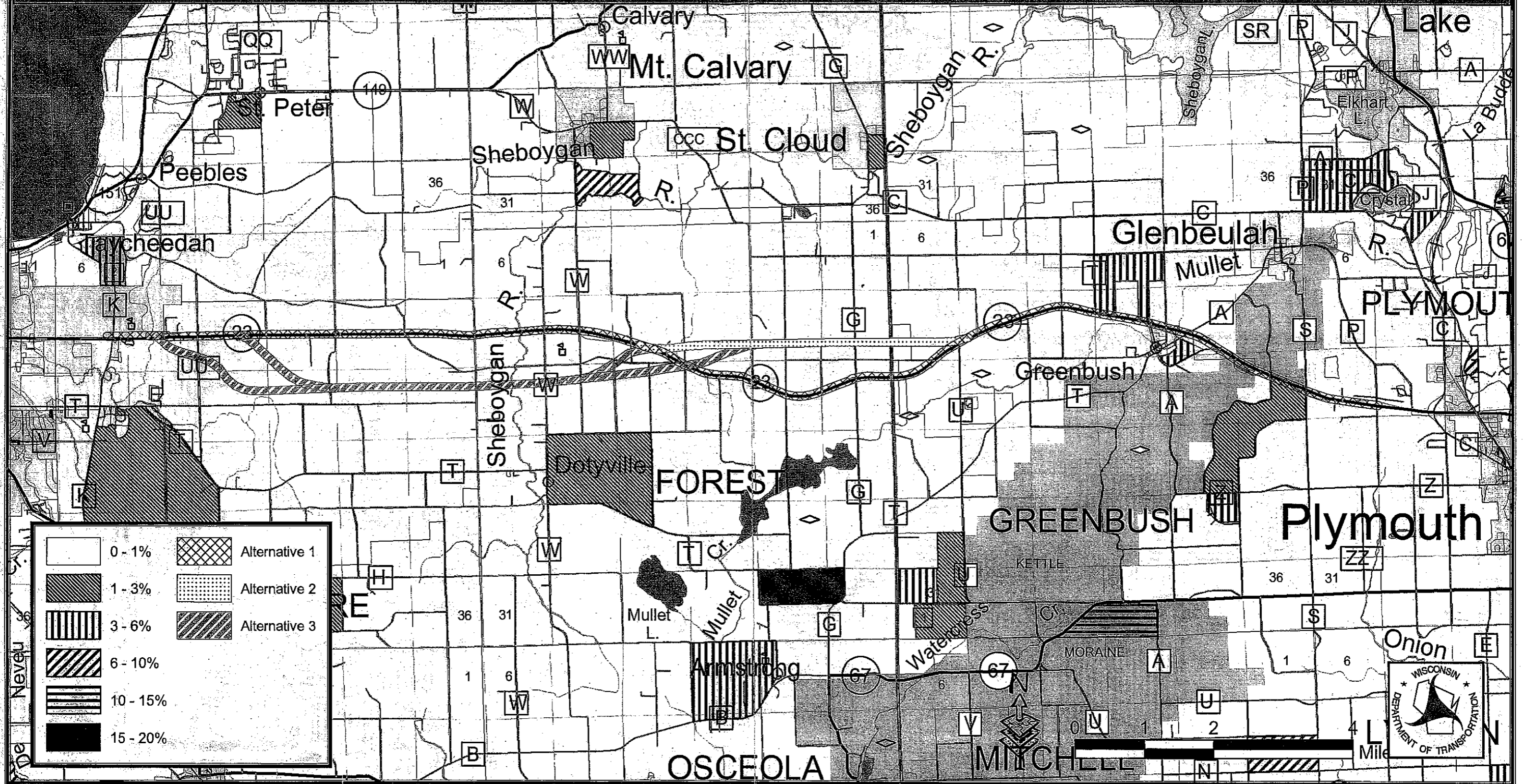


- Under 5 years
- 5 to 9 years
- 10 to 14 years
- 15 to 19 years
- 20 to 24 years
- 25 to 34 years
- 35 to 44 years
- 45 to 54 years
- 55 to 59 years
- 60 to 64 years
- 65 to 74 years
- 75 to 84 years
- 85 years and over

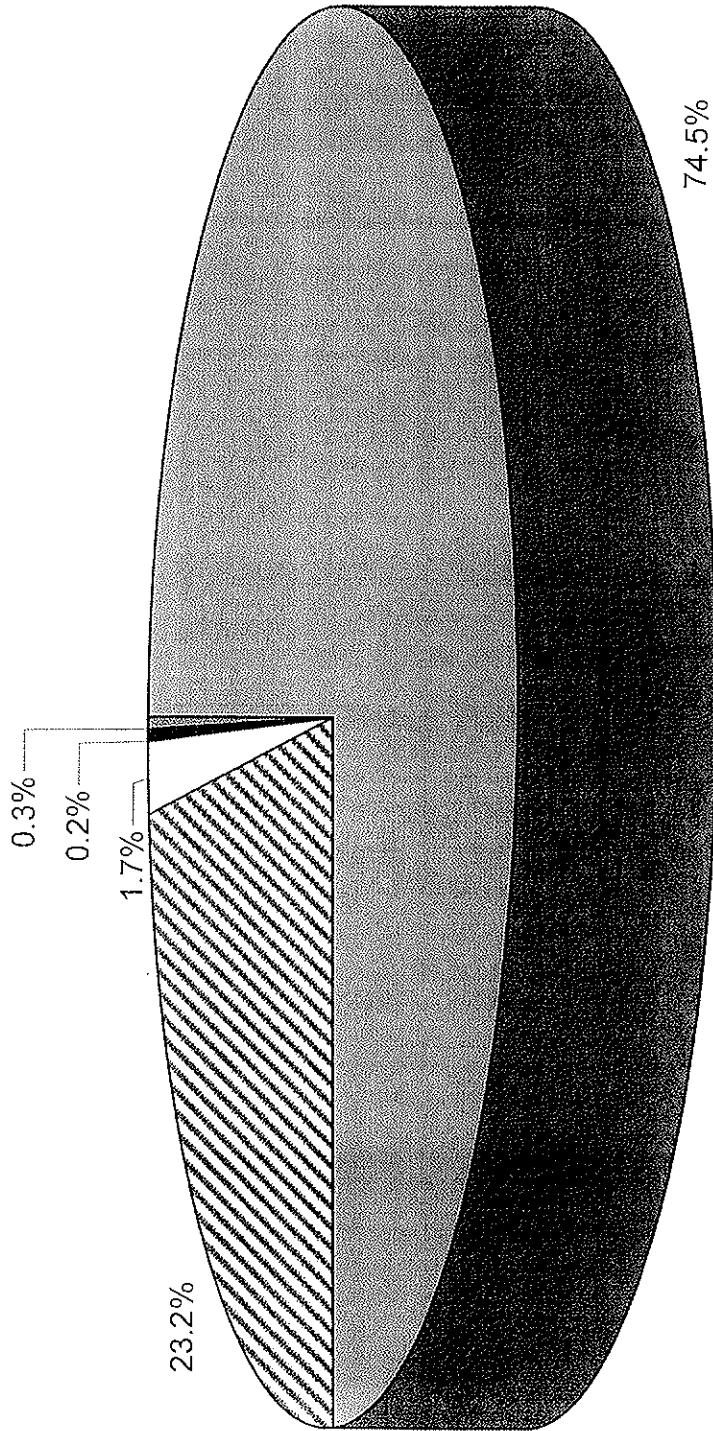
Percent of Population 60 Years and Older



Percent of Population American Indian and Alaskan Native

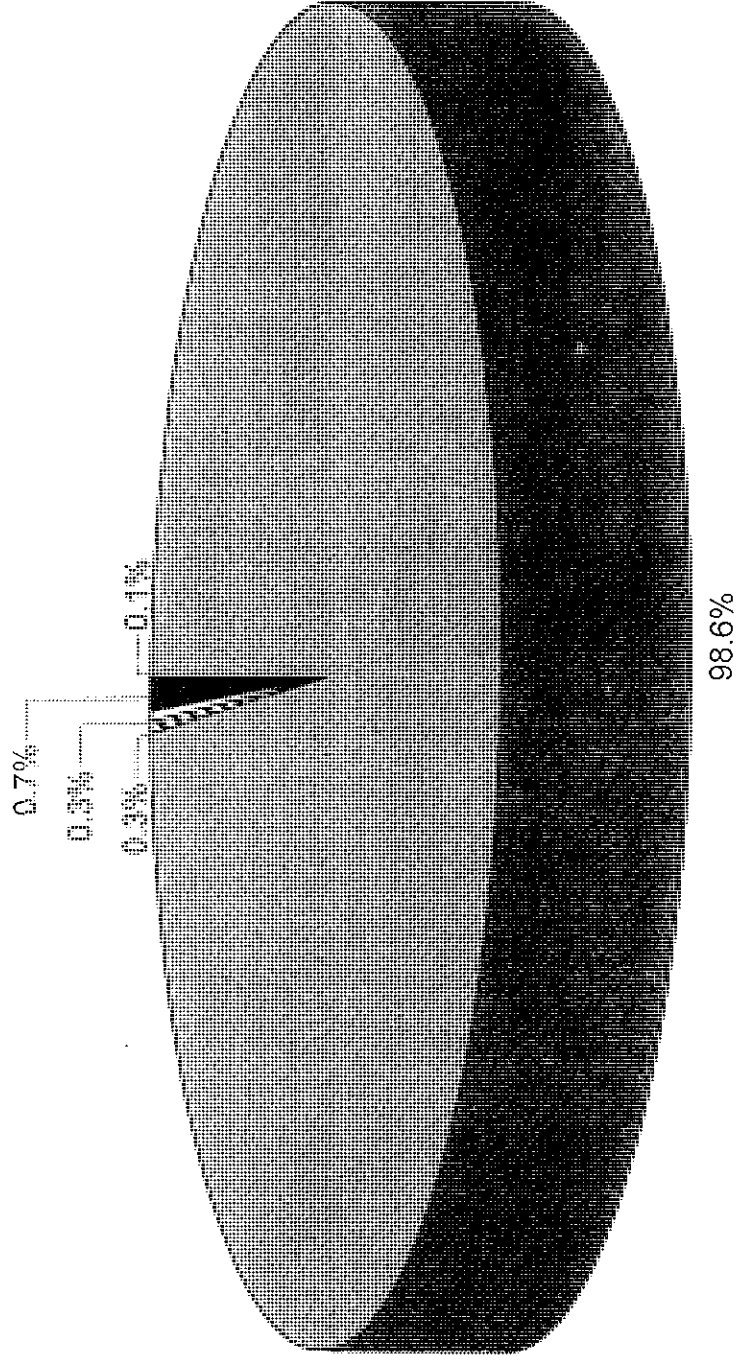


Town of Greenbush Race



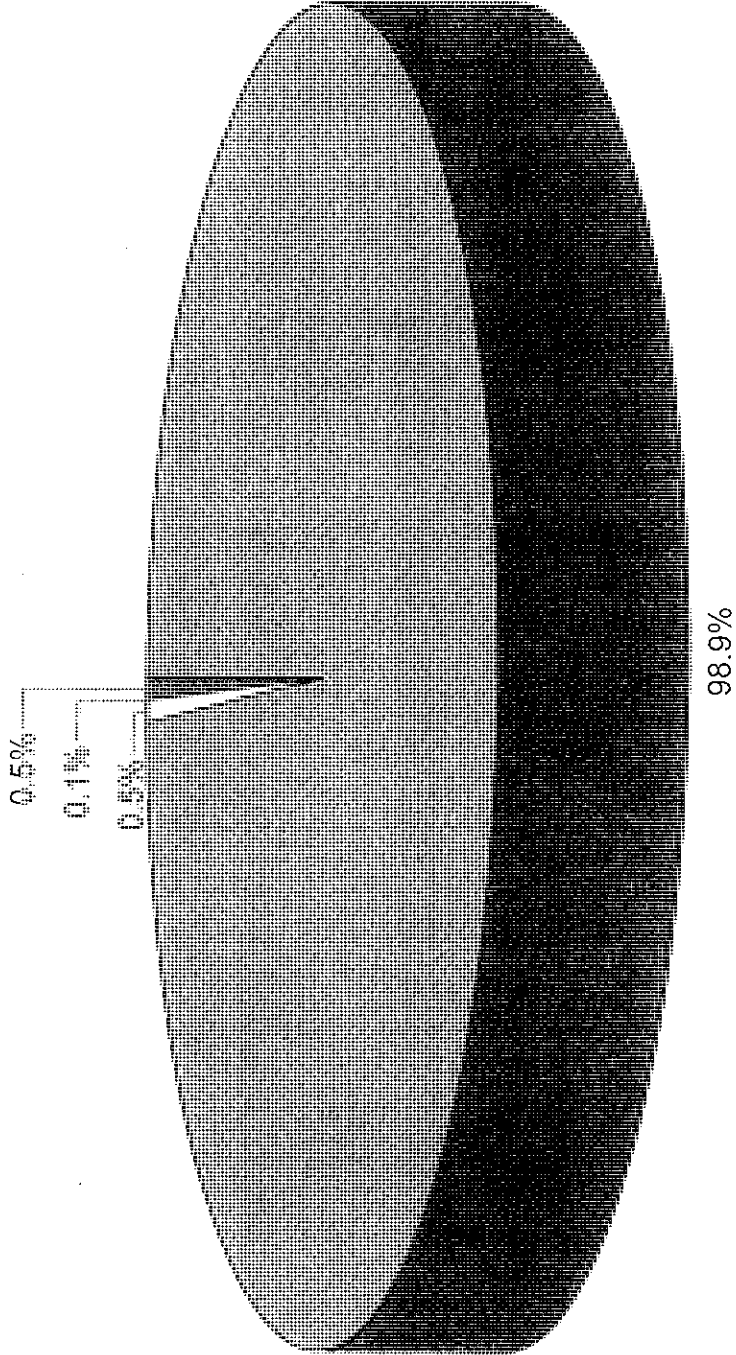
- White
- American Indian and Alaska Native
- Native Hawaiian and Other Pacific Islander
- Black or African American
- Asian
- Some other race

Town of Empire
Race



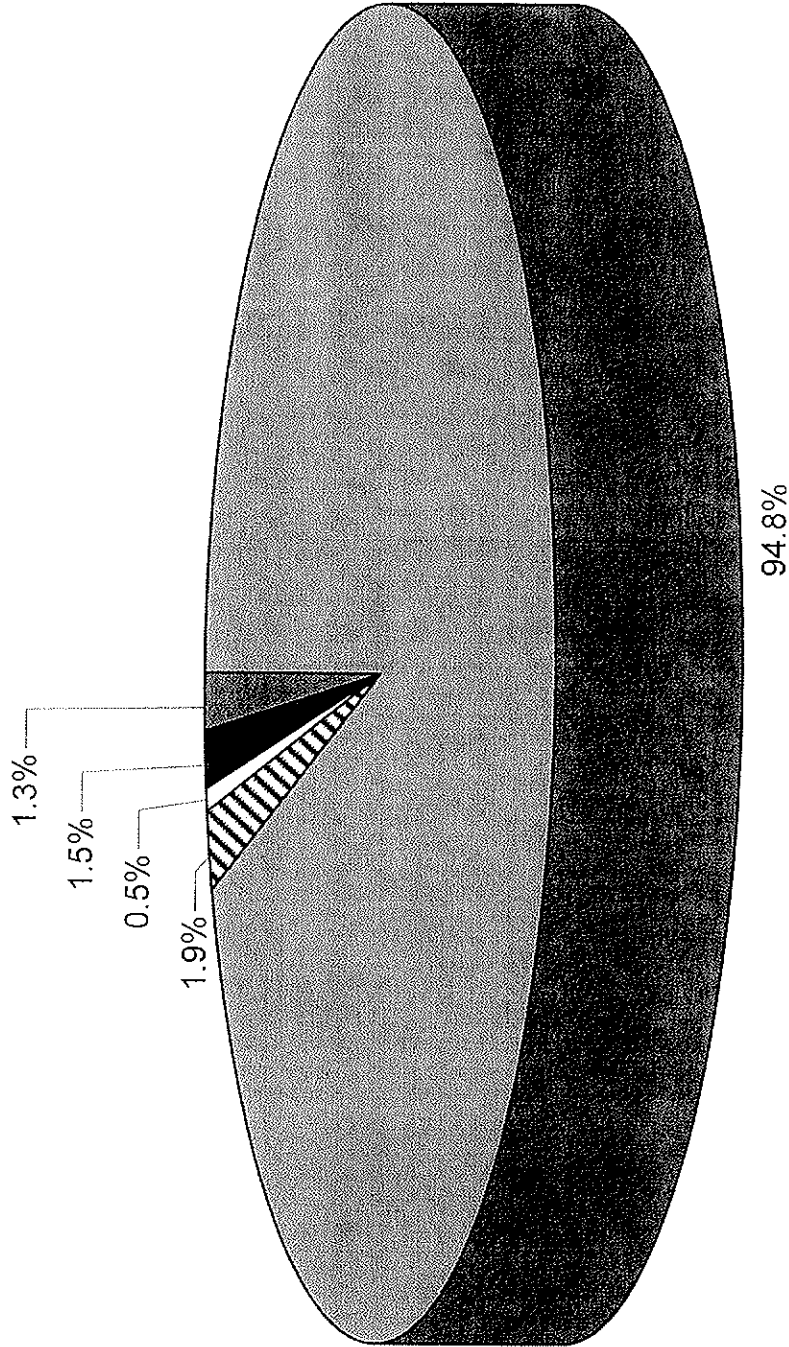
- White
- American Indian and Alaska Native
- Native Hawaiian and Other Pacific Islander
- Black or African American
- Asian
- Some other race

Town of Forest Race



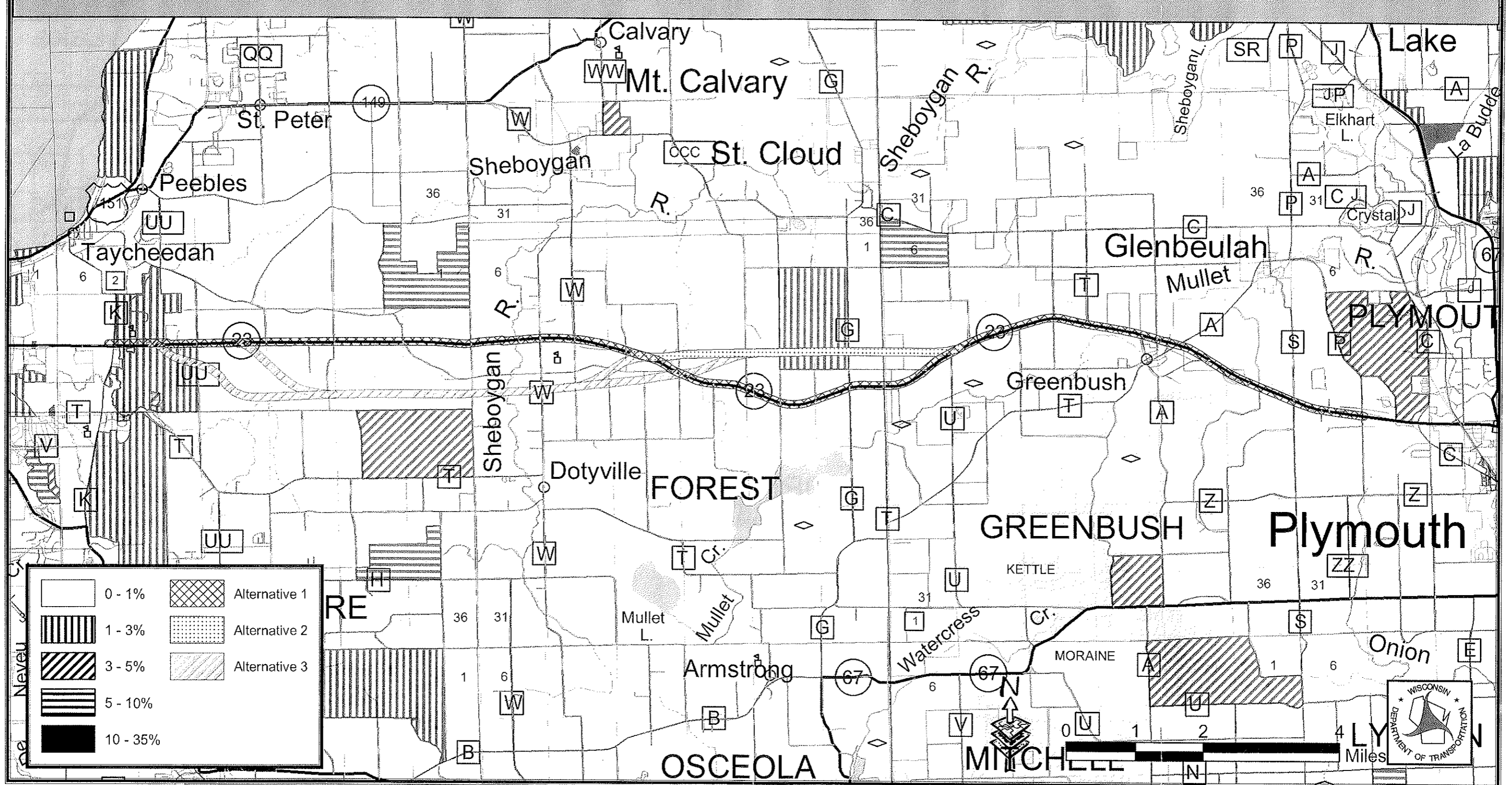
- White
- American Indian and Alaska Native
- Native Hawaiian and Other Pacific Islander
- Black or African American
- Asian
- Some other race

City of Fond du Lac Race

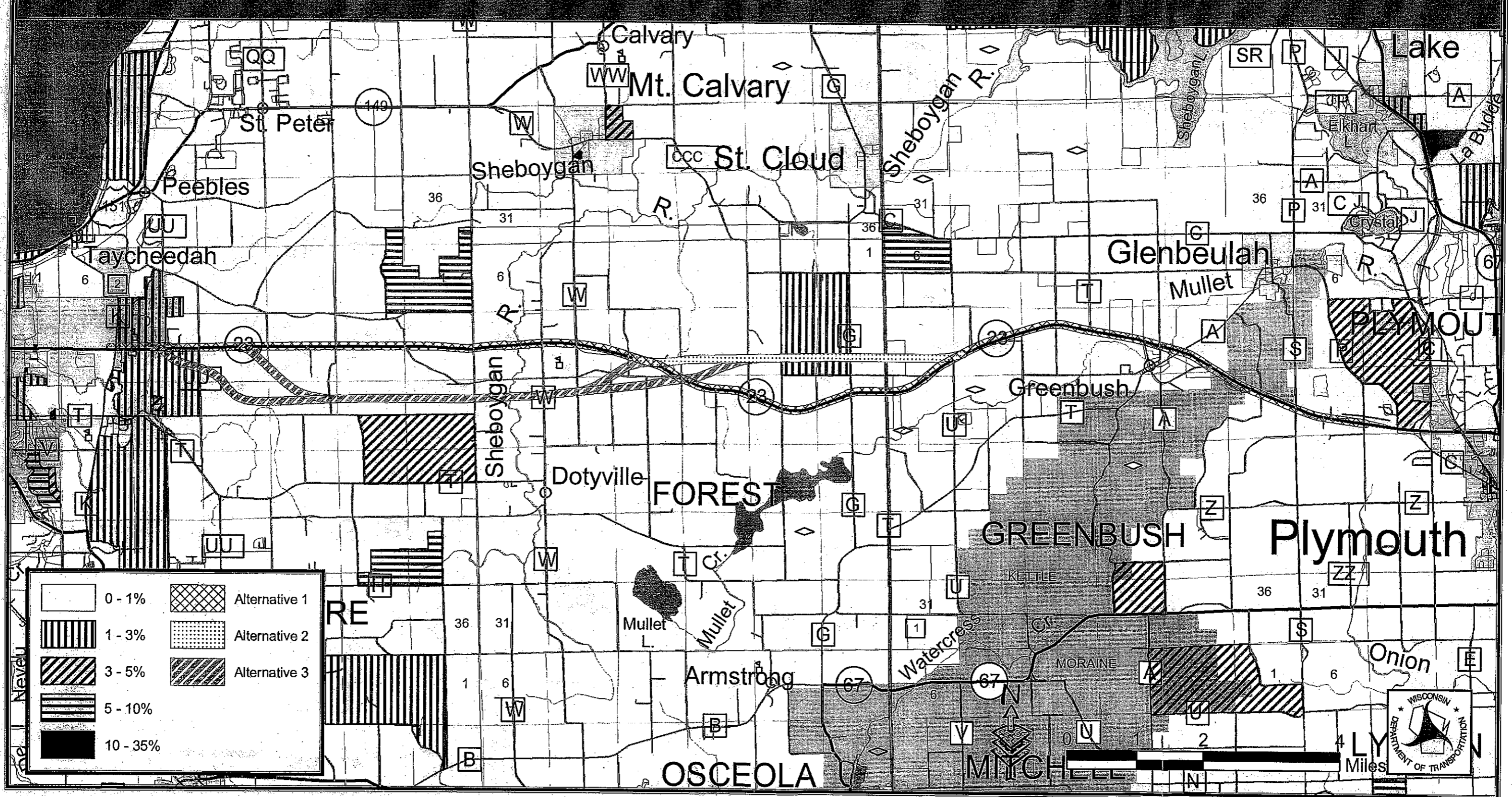


- White
- American Indian and Alaska Native
- Native Hawaiian and Other Pacific Islander
- Black or African American
- Asian
- Some other race

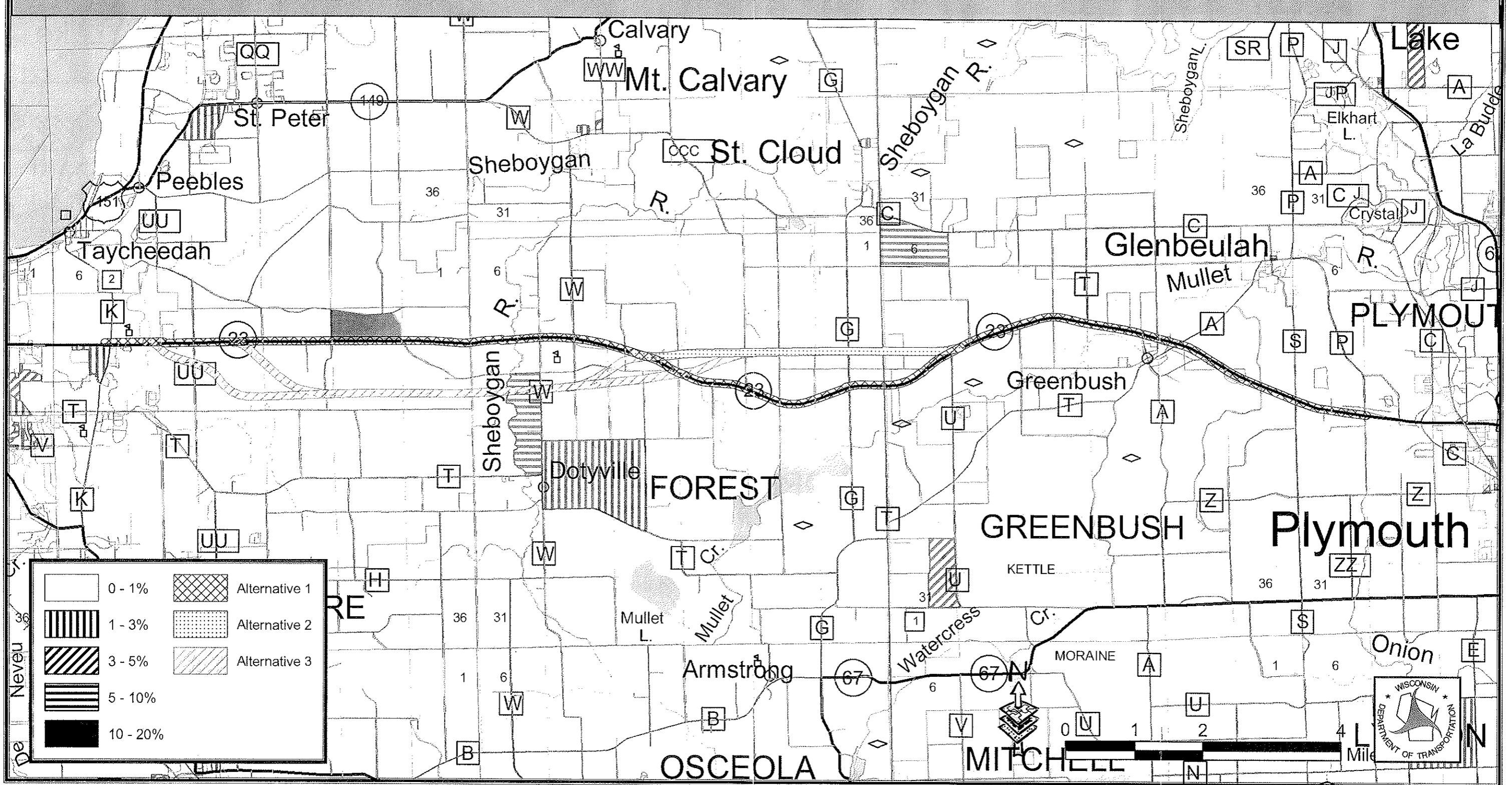
Percent of Population Asian



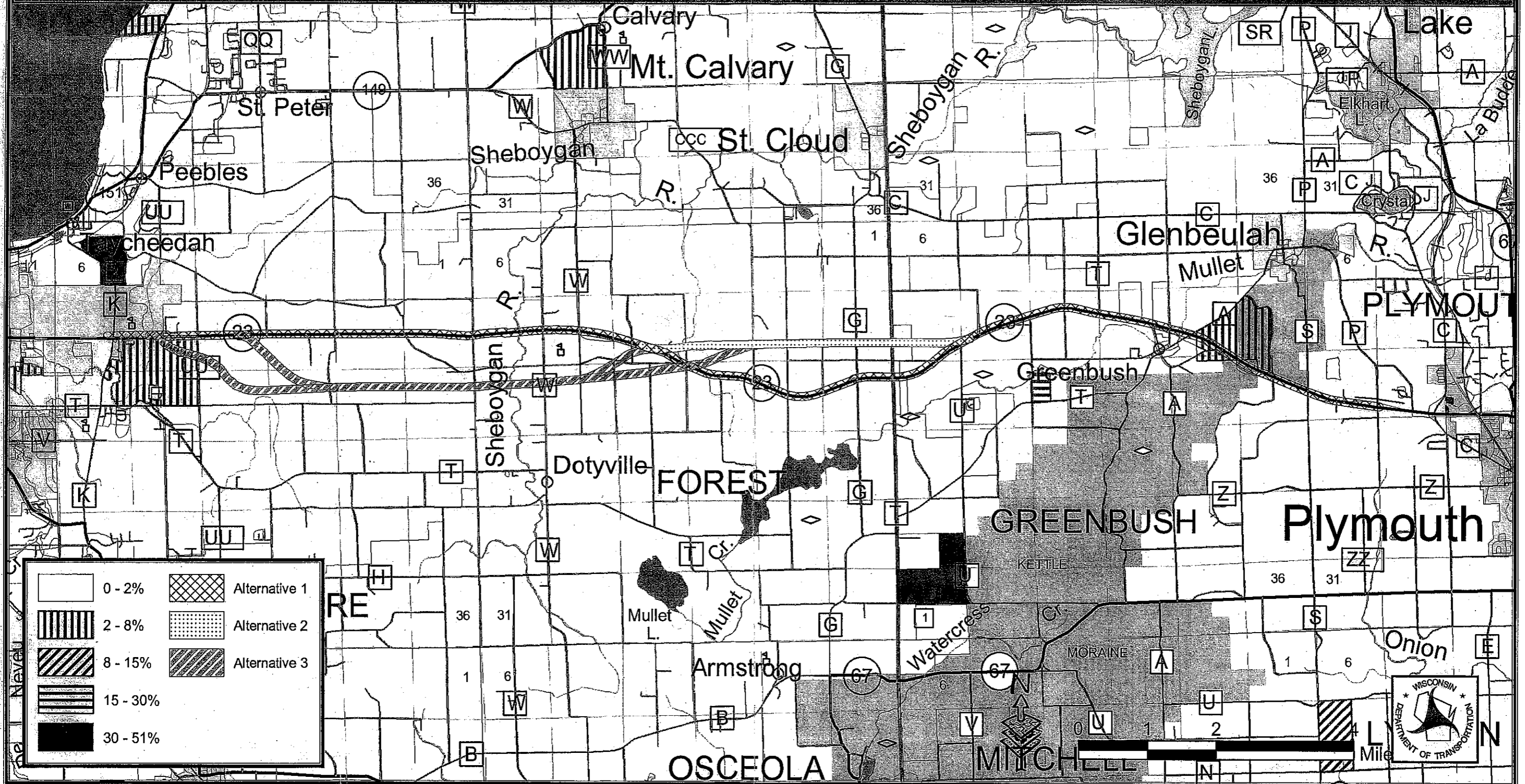
Percent of Population Asian



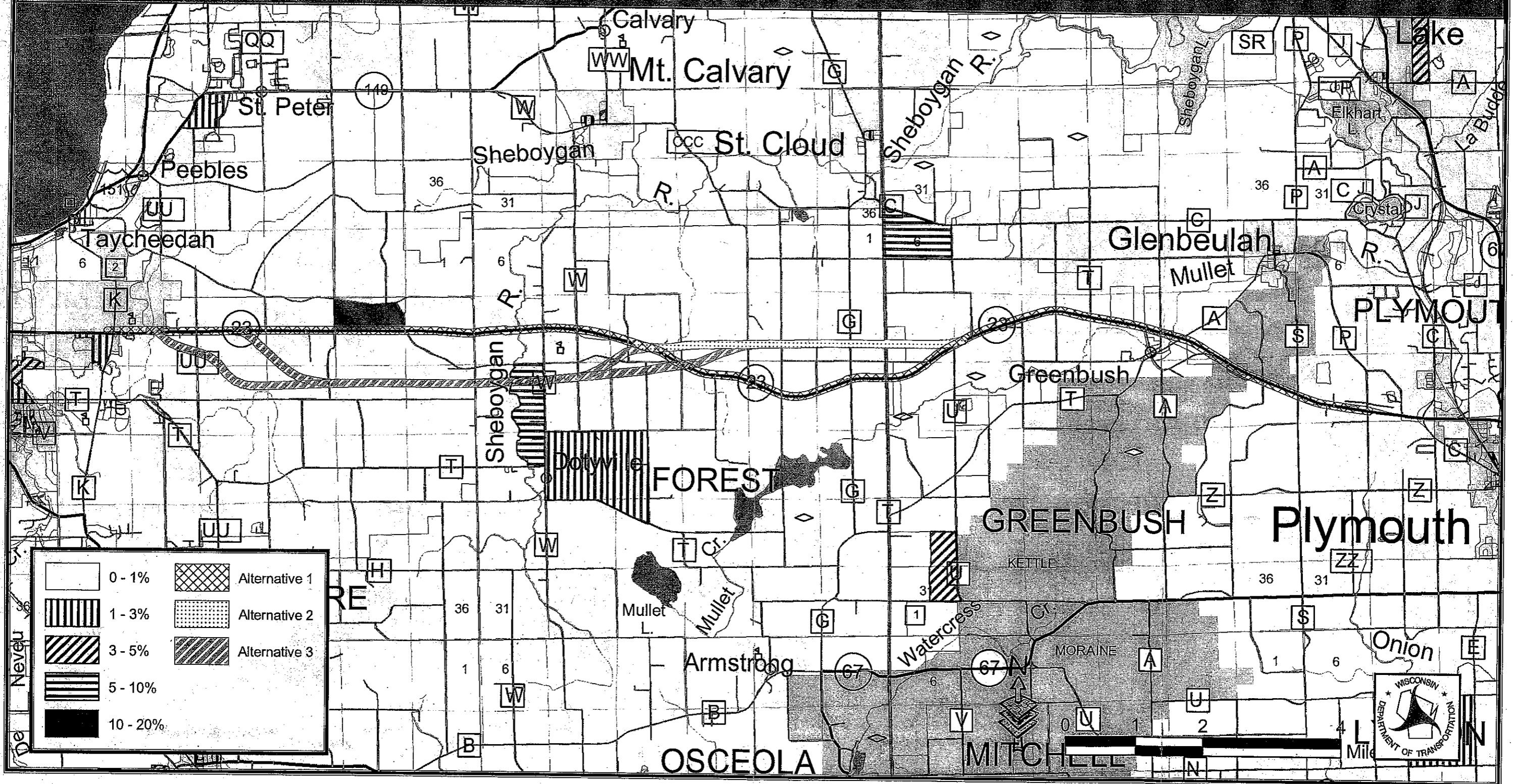
Percent of Population Other Race



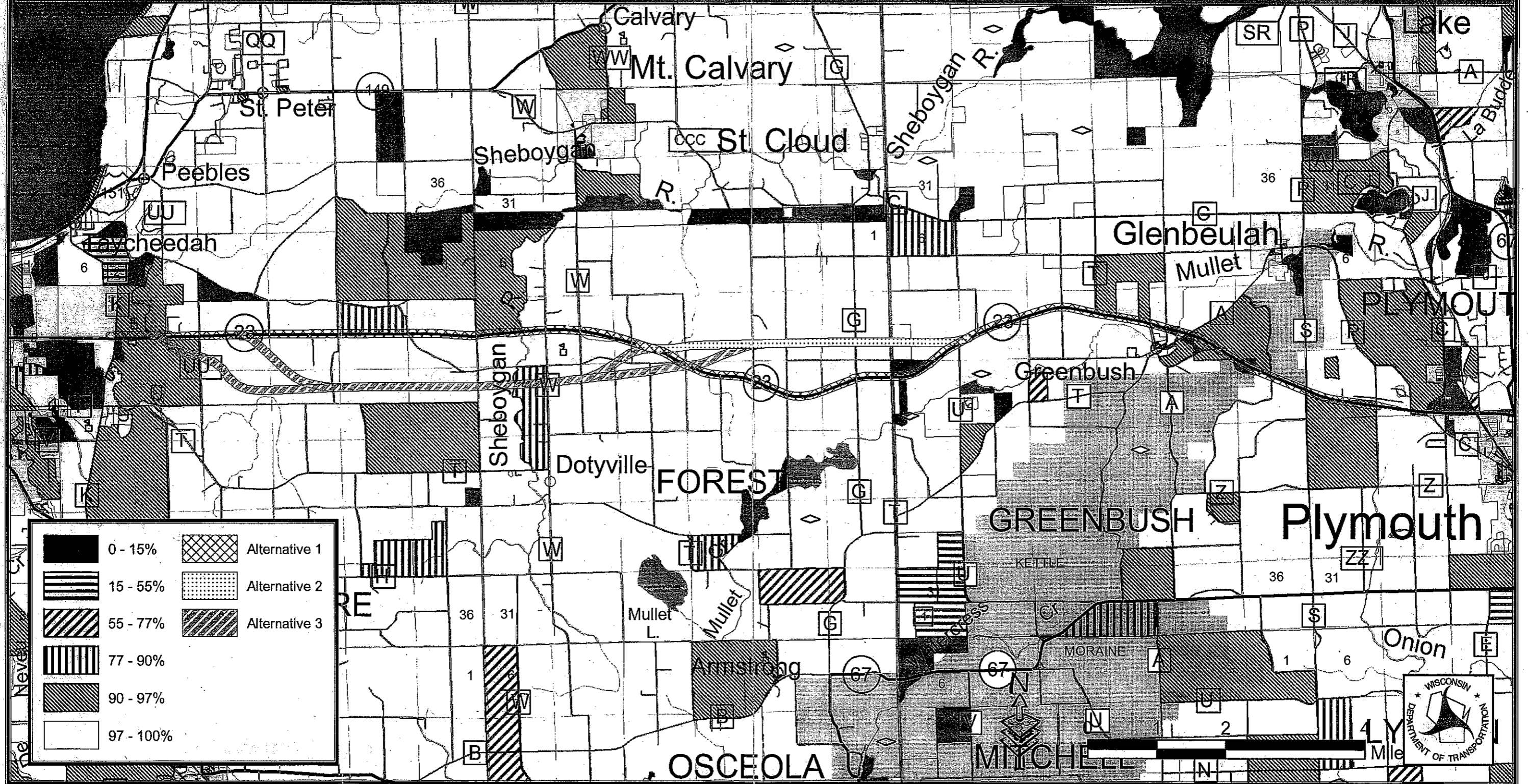
Percent of Population Black or African American



Percent of Population Other Race



Percent of Population White



**APPENDIX D
MEMOS AND CORRESPONDENCE**

Hellermann, Luke

From: Wagner, Robert - DOT (Northeast Region) [Robert.Wagner@dot.wi.gov]
Sent: Monday, April 26, 2010 2:51 PM
To: Hellermann, Luke
Subject: FW: Hwy 23 Corridor SDEIS
Attachments: map-overhillview.pdf

Luke, Please plan on adding this to comments from the SDEIS, perhaps to the agency meeting minutes as an "addendum". We should have the DNR's concerns in there, as I think we will probably not be mapping this. It may be something we add to the ROD.
Rob

From: Fischer, Bobbi J - DNR
Sent: Wednesday, April 21, 2010 6:59 AM
To: Wagner, Robert - DOT (Northeast Region)
Subject: FW: Hwy 23 Corridor SDEIS

Hello. We were hoping DOT could "un-map" Hillview Road as an overpass for the reasons Mark lists below.

I, Mark S - DNR
February 26, 2010 4:05 PM
Bobbi J - DNR
Mark S - DNR
Hwy 23 Corridor SDEIS

Hi Bobbi Jo,

Attended DOT public hearing regarding the Hwy 23 Corridor SDEIS. About 150 attended the public hearing. I would like to discuss the proposed overpass at Hillview Road Fond du Lac County.

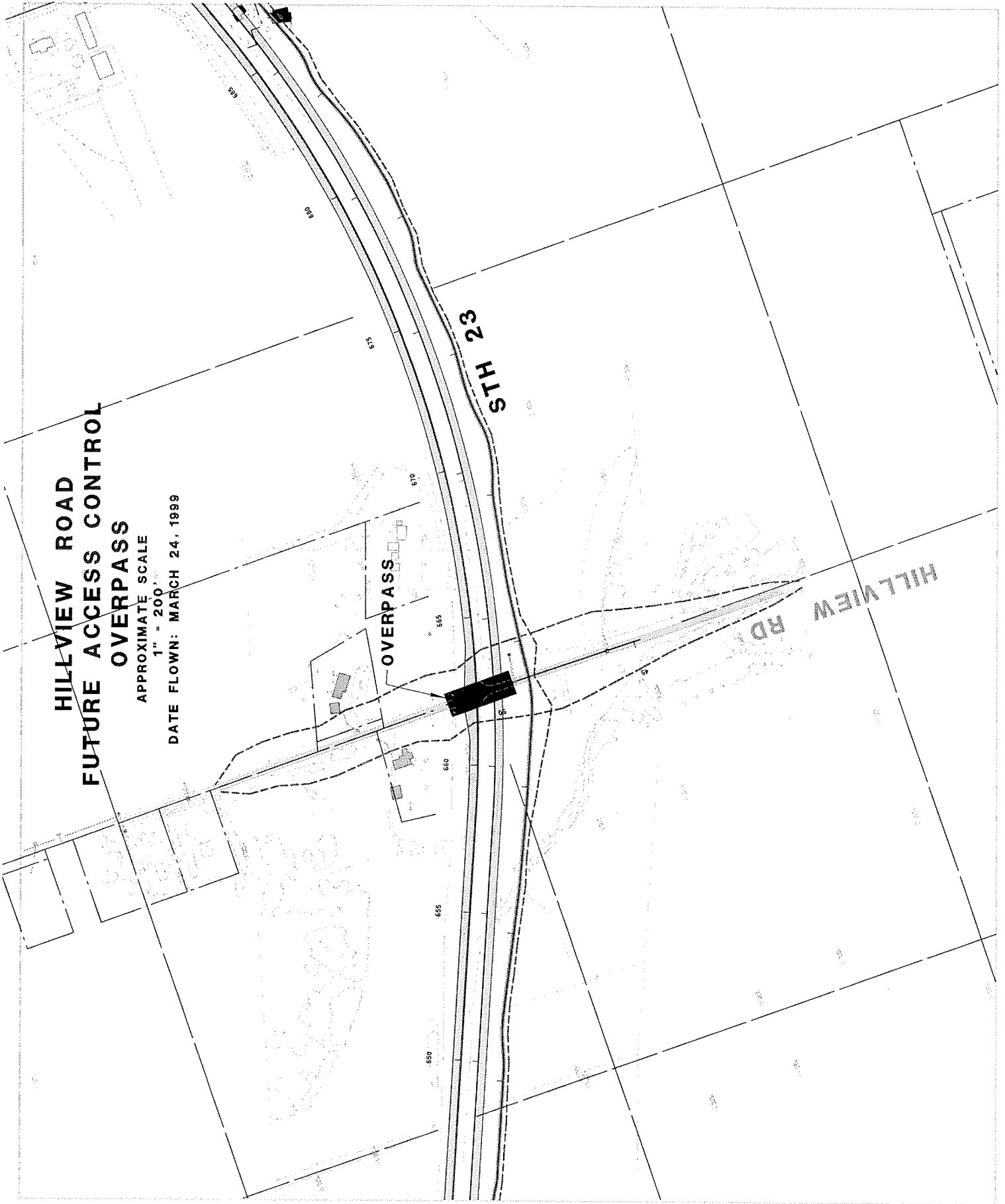
About 1/4 mile south on Hillview Road begins Mullet Creek Wildlife Area. Farther to the south is where Mullet Creek flows through culverts to the NW. Hillview Road has a long history of flooding events since the wildlife area was created. It has always been discussed that if the township would ever close Hillview Road we could manage waterlevels more effectively for waterfowl habitat and not worry about flooding Hillview Road. That has not happened but I see an opportunity with the Hwy 23 expansion.

There is always traffic congestion by the culverts in the fall with duck hunters putting their skiffs in to waterfowl hunt. Township reduced speed limit to 45 mph but that is even too fast. Concerns for human and hunting dog safety. Most people do not abide the 45 mph speed limit. Additionally, the unknown number of wildlife mortality trying to cross the road, especially reptiles, amphibians and Canada goose broods.

This road continually sinks due to the organic soils requiring constant uplifts to reduce the number of flooding events.

I would like to see a cul-de-sac placed on the south side of 23 at Hillview Road rather than an overpass. This would solve a lot of problems associated with this section of Hillview Road. Let's discuss.

 Mark S. Randall
Senior Wildlife Biologist
Bureau of Wildlife Management
Wisconsin Department of Natural Resources
Oshkosh Service Center
625 E. Co. Rd. 'Y', Suite 700
Oshkosh, WI 54901-9731
(☎) phone: (920) 424-7896



**HILLVIEW ROAD
FUTURE ACCESS CONTROL
OVERPASS**

APPROXIMATE SCALE
1" = 200'
DATE FLOWN: MARCH 24, 1999

March 18, 2010

Mr. Robert Wagner, Project Manager
Wisconsin Department of Transportation – NE Region
944 Vanderperren Way
PO Box 28080
Green Bay, WI 54324-0080

Re: Wisconsin State Highway 23, Fond du Lac to Plymouth, Project 1440-13-00

Dear Mr. Wagner:

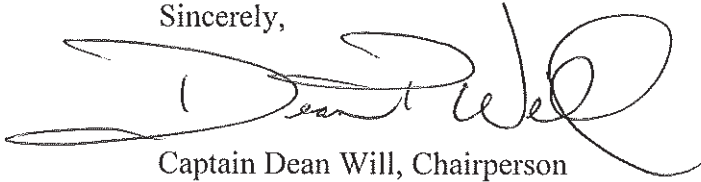
The Fond du Lac County Traffic Safety Commission met on March 17, 2010, for its scheduled quarterly meeting. One of the functions of the Traffic Safety Commission is to review and make recommendations for safety enhancements within our transportation system. During this past meeting we discussed the proposed Wisconsin Department of Transportation WIS 23 major project from Fond du Lac to Plymouth and the preferred alternative of J-turns to some of the intersections particularly CTH G and WIS 23 intersection. We fully understand the need to construct this corridor and appreciate the fact that WisDOT is looking into ways to enhance the safety particularly problematic intersections like CTH G which has a recent accident history. We also discussed the recent approved resolution by the Fond du Lac County Board of Supervisors supporting the construction of a proposed interchange at this location in place of any at grade intersection as well as the Fond du Lac County Highway Departments report and recommendations of an interchange at this intersection.

The Traffic Safety Committee voted unanimously to support the Fond du Lac County Resolution requesting that the Wisconsin Department of Transportation to strongly consider design and construction of a full interchange at CTH G and WIS 23 intersection. We wanted to further go on record with this support. The consensus of the Traffic Safety Committee was that although implementation of J-turns would assist with improving safety at this intersection it would create other issues with additional travel time for emergency response and potential conflicts during winter maintenance efforts. It was further noted in our meeting that CTH G has a significant amount of truck traffic from local businesses that a J-turn intersection is not ideal for accommodating. The Traffic Safety Committee felt simply that constructing J-turns at this intersection is not enough and that construction of a full interchange would be the best alternative for this intersection by further reduction of conflict points.

One other point not brought up specifically at the meeting is that the proposed bike trail that will be constructed as part of this project is located on the south side of WIS 23. With the construction of a full interchange it will further reduce the risk of pedestrian, bike and vehicle conflicts from pedestrians and bikes that will access the trail from Village of St. Cloud. A full interchange will allow pedestrians and bike traffic to travel over WIS 23 in place of having to cross essentially four lanes of WIS 23 traffic traveling at 55 mph.

Given the above issues we recommend a full interchange be constructed for this intersection. Thank you for your consideration on these important topics.

Sincerely,

A handwritten signature in black ink, appearing to read "Dean Will", written over a horizontal line.

Captain Dean Will, Chairperson
Fond du Lac County Traffic Safety Commission

Cc: Allen J. Buechel, County Executive
Thomas Janke, Highway Commissioner
Joseph Koch, Highway Committee Chairperson
Joseph Leibham, Senator, 9th Senatorial District
Steve Kestell, Representative, 27th Assembly District
Glen Grothman, Senator, 20th Senatorial District
Randy Hopper, Senator 18th Senatorial District
John F. Townsend, Representative, 52nd Assembly District
Richard Spanbauer, Representative, 53rd Assembly District
Michael J. Berg, WisDOT NE Regional Director



Fond du Lac County

LISA FREIBERG, COUNTY CLERK
(920) 929-3000 FAX (920) 929-3293

City/County Government Center
160 South Macy Street, P.O. Box 1557
Fond du Lac, WI 54936-1557

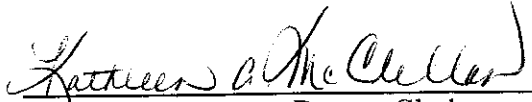
STATE OF WISCONSIN)
(SS
FOND DU LAC COUNTY)

I, Lisa Freiberg, County Clerk of the County of Fond du Lac, State of Wisconsin, do hereby certify the attached to be a true and exact copy of **“RESOLUTION NO. 135-09, RESOLUTION REQUESTING THE WISCONSIN DEPARTMENT OF TRANSPORTATION TO STRONGLY CONSIDER DESIGN AND CONSTRUCTION OF A FULL INTERCHANGE AT THE COUNTY TRUNK HIGHWAY G AND STATE HIGHWAY 23 INTERSECTION,”** adopted by the Fond du Lac County Board of Supervisors on March 16, 2010 by a vote of Ayes, 15. Nays, 0. Absent, 3 and approved by the County Executive.



COUNTY CLERK

Subscribed and sworn to before me
this 17th day of March, 2010



Fond du Lac County Deputy Clerk
Term expires January 7, 2013

RESOLUTION NO. 135-09

RESOLUTION REQUESTING THE WISCONSIN DEPARTMENT OF TRANSPORTATION TO STRONGLY CONSIDER DESIGN AND CONSTRUCTION OF A FULL INTERCHANGE AT THE COUNTY TRUNK HIGHWAY G AND STATE HIGHWAY 23 INTERSECTION

WHEREAS, the Wisconsin Department of Transportation determined there is a need to provide for additional capacity and improve operational efficiency and safety for local and through traffic on the existing State Highway 23 (WIS 23) from Plymouth to Fond du Lac and has scheduled construction of the improvements to start in 2013, and

WHEREAS, as a requirement for federally funded projects, the Wisconsin Department of Transportation prepared a Draft Environmental Impact Statement and Supplemental Draft Environmental Impact Statement, when changes to said draft statement are extensive, for major projects affecting the quality of the human environment, and

WHEREAS, the Wisconsin Department of Transportation seeks public input on the Supplemental Draft Environmental Impact Statement and had a public hearing on February 24, 2010, revealing the department's preferred alternative of implementing J-turns at the intersection of CTH G and WIS 23, and

WHEREAS, J-turns would eliminate through traffic on CTH G and the ability for traffic from CTH G to turn left onto WIS 23, significantly affecting travel patterns for both the residents of the Village of St. Cloud and the businesses located in the area, and

WHEREAS, the J-turns would adversely affect the response time for emergency vehicles traveling on CTH G through the intersection of WIS 23, and

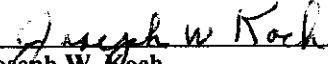
WHEREAS, the J-turns are impractical for trucks using CTH G, as CTH G is a north/south major collector and a designated long truck route by the Wisconsin Department of Transportation, and

WHEREAS, the Fond du Lac County Highway Department has further studied the intersection and traffic volumes and movements and recommends construction of a diamond interchange, which would greatly enhance safety and make the intersection fully functional.


NOW, THEREFORE, BE IT RESOLVED by the Fond du Lac County Board of Supervisors that Fond du Lac County is requesting the Wisconsin Department of Transportation to consider construction of a diamond interchange with a grade separation at the intersection of CTH G and WIS 23 and that the Wisconsin Department of Transportation refers to this as the preferred method for design and construction to start in 2013.

Dated March 16, 2010

**SUBMITTED BY:
HIGHWAY, AIRPORT AND
FACILITIES COMMITTEE**



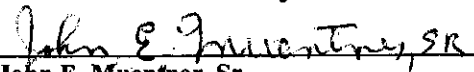
Joseph W. Koch




Robert M. Fox



Karen Madigan



John E. Muenfner, Sr.



John G. Zorn

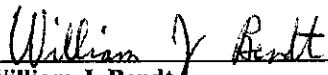
FISCAL NOTE: This resolution does not require an appropriation from the County General Fund.

APPROVED BY:



Allen J. Buechel
COUNTY EXECUTIVE

APPROVED BY:



William J. Bendt
CORPORATION COUNSEL

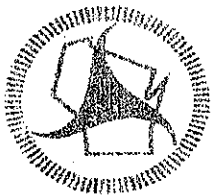
St. Cloud Volunteer Firemen's Association, Inc.

ST. CLOUD, WI 53079

1105 Main Street
St. Cloud, WI 53079
Office Phone (920) 999-1234
Chief: Home (920) 999-5005
Office: Fax (920) 999-3473

Fax Memo

To: Bob Wagner (Wis DOT NE Region)
From: St. Cloud Fire Dept.
Re: Hwy 23 expansion
Number of Pages including fax cover letter: 4



Wisconsin Department of Transportation

COMMENT SHEET

Project I.D. 1440-13-00
For the Proposed Improvement of WIS 23
Fond du Lac to Plymouth
Fond du Lac and Sheboygan Counties, Wisconsin

From: (Please Print)

To:

Name: _____
Address: _____
_____ Zip: _____
Phone Number: _____

Rob Wagner
WisDOT NE Region Planning Section
944 Vanderperren Way
PO Box 28080
Green Bay, WI 54324-0080

Project Comments:

*See enclosed
comments*

Comments to improve future meetings:

St. Cloud Volunteer Firemen's Association, Inc.

March 10, 2010

ST. CLOUD, WI 53079

On Saturday, February 27th, Joe Leibham, State Senator, had conducted a town meeting in St. Cloud for the surrounding area. The main topic of concern for constituents was the Hwy 23 and G exchange possibly proposed as a "J" intersection.

We, as residents oppose this. As members of the local volunteer St. Cloud Fire Dept. we find that a "J" intersection would greatly reduced time for an emergency call. This intersection is a main intersection for St. Cloud Fire Department as well as our neighboring departments Mt. Calvary, Campbellsport and Eden. It also is a highly utilized crossing for local First Responders and the Mt. Calvary Ambulance.

This intersection also serves as a main exit to the Village of St. Cloud and remainder of the Holy Land which will also impact our restaurant businesses, local schools, banks and car dealership. This exit also serves a large volume of truck hauling for the dairy industry, a local cheese factory and other transportation trucking firms. We don't believe any study would indicate that this intersection serves a low volume of traffic. To even construct a "J" intersection at this time and to look at it in the future years for an overpass is not acceptable. Road construction cost will soon double again and this will be the likely excuse to keep the "J" intersection. If the Dept. of Transportation feels that the volume of traffic on Hwy 23 is so low and slow moving, then they might as well put in one of their 'roundabouts'.

Westward Ho Campground, the number 1 rated campground in the state, is approximately 2 miles south of this intersection. You should send one of your expertise engineers sit at this intersection on Memorial Day weekend when the more than 2,000 plus campers venture to this Kettle Moraine area. This is only the beginning of the 4-5 month activity taking place at Westward Ho.

This intersection has seen it share of fatal accidents and can easily be compared to the Hwy 23 and "C" intersection whereas an overpass was RECONSTRUCTED back in 2007. We have seen the severe mixup of exits Fond du Lac residents have endured with the Hwy 151 construction of 2008 and do not want to be part of the WI Dept of Transportations high costly mistakes. As tax payers of this state, maybe it's time legislators start running certain aspects of government as a business. It might cost a little more money to build this intersection the correct way (with an overpass) as well as other busy intersections affected in this proposed project. Just like a good business person thinks, they build for the future, not for today. Let's get it right the first time!

Sincerely,

St. Cloud Fire Department members

St. Cloud Volunteer Firemen's Association, Inc.

ST. CLOUD, WI 53079

Neal Buschle

James K. Supt

Benji Bink

~~Eric H.~~

Andrew Sutz

John Horn

Bob Hill

Joe Berens

Bob Beckman

Dan Rose

Dale Bink

Jay Miller

Late Heiser

Redd Spil

Timothy Berens

James Zellmer

Mark Baumgartner

Thomas M. Turner

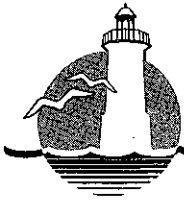
Steven Preder

Michael Frank

John Dieck

Chad M. Weber

Mark Lutz



Fond du Lac County

OFFICE OF THE COUNTY HIGHWAY COMMISSION
PHONE (920) 929-3485
FAX (920) 929-3698

301 Dixie Street, P.O. Box 1234
Fond du Lac, Wisconsin 54936-1234

March 5, 2010

Robert Wagner, Project Manager
Wisconsin Department of Transportation – NE Region
944 Vanderperren Way
PO Box 28080
Green Bay, Wisconsin 54324-0080

Re: Wisconsin State Highway 23, Fond du Lac to Plymouth, Project 1440-13-00

Dear Mr. Wagner,

The Fond du Lac County Highway department has reviewed the Supplemental Draft Environmental Impact Statement dated December 23, 2009 for Wisconsin State Highway 23 from Fond du Lac to Plymouth. Please see the enclosed report with recommendations for the project. The Fond du Lac County Highway department prepared the report as a formal response to the SDEIS for your consideration.

In summary, the report recommends that the Wisconsin Department of Transportation construct the proposed interchange at CTH G concurrently with the planned reconstruction of WIS 23 scheduled for 2013 - 2015. The report recommends keeping full access of CTH W with at grade intersections without the use of J-turns, while still mapping out a future interchange to be built as conditions better warrant.

If you have any questions, please call me. Thank you.

Sincerely,

Thomas J. Janke
Highway Commissioner

Encl.

cc: Allen J. Buechel, Fond du Lac County Executive
Joseph W. Koch, Highway, Airport and Facilities Committee Chairperson
Joseph Leibham, Senator, 9th Senatorial District
Randy Hopper, Senator, 18th Senatorial District
Glen Grothman, Senator, 20th Senatorial District
Steve Kestell, Representative, 27th Assembly District
John F. Townsend, Representative, 52nd Assembly District
Richard Spanbauer, Representative, 53rd Assembly District
Daniel R. LeMahieu, Representative, 59th Assembly District

Fond du Lac County Highway Commission

Assessment and Recommendations for the Wisconsin State Highway 23 Expansion Project

Upon reviewing the Supplemental Draft Environmental Impact Statement (SDEIS) dated December 23, 2009 for the Wisconsin State Highway 23 (WIS 23) expansion project, the Fond du Lac County Highway Department has prepared the following report to assess the proposed project as outlined in the SDEIS and make recommendations for the proposed project. We will show that building an interchange now at County Trunk Highway (CTH) G is in the best interest of the people of Fond du Lac County and the State of Wisconsin. Building it at some other undetermined time in the future, as the Wisconsin Department of Transportation (DOT) proposes, is not recommended. Instead of building a J-turn at the two CTH W intersections, the County recommends that the DOT maintain the existing off-set alignment of CTH W, provide unrestricted access to CTH W with at-grade intersections using channelized turn lanes with acceleration and deceleration lanes, and close the town road access at those intersections. The County agrees with mapping the proposed CTH W realignment and interchange then for future construction as needed.

CTH G AT WIS 23

In the SDEIS, the DOT has proposed building J-turns at the CTH G intersection with WIS 23 and mapping the intersection for a future interchange at some undetermined date. The Fond du Lac County Highway Department recognizes that interchanges are expensive and that the CTH G intersection does not quite meet the standard warrants for interchanges, but after considering other factors, the County considers that building an interchange at CTH G concurrently with the expansion project is in the best interest of the County and the State.

Interchange Warrants

The Wisconsin Facilities Development Manual (FDM) Chapter 11-30-1 sites a “general ‘rule of thumb’ that interchanges warrant consideration when the design year mainline and side road combined AADT > 12,000 and the side road AADT >2,000.” While the combined ADT of WIS 23 and CTH G easily meet the criteria for the design year, the side road ADT comes close but is only about 1,400, less than the 2,000 required (see the table below with data obtained from the SDEIS).

Traffic Counts at WIS 23 and CTH G

Location	2005 ADT	2035 ADT
WIS 23	9,150	13,400 - 14,700
CTH G North ²	1,100	1,483
CTH G South ²	980	1,321
Combined ¹	10,190	14,802 - 16,102

1. Combined ADT includes WIS 23 ADT combined with the average ADT of the two legs of CTH G.

2. The 2035 Design year ADT is computed using an annual increase of 1%.

Looking to the west at the CTH UU intersection with similar 2005 ADTs of 1100-1200, the DOT has already determined to construct an interchange. The DOT must have considered other factors for CTH UU and should consider those factors for CTH G as well. While the CTH G intersection comes close to meeting the interchange warrant requirements based on traffic counts, combined with other warranting factors specified by the FDM such as safety or practicality, the County believes the interchange is warranted. There are other interchanges in the state that have similar traffic counts such as the interchange at the US 10 expressway at CTH A near Amherst. That interchange has a side road with an ADT of 1100, similar to traffic counts at CTH G at WIS 23.

While the CTH G intersection doesn't meet many of the six warrants of the American Association of State and Highway Transportation Official's (AASHTO) "A Policy of the Geometric Design of Highways and Streets (2004) (Green Book)", the County considers that the intersection does meet the requirements of the warrant for Safety Improvements. The County recognizes that the intersection has the potential for serious crashes as the Green Book states that "crash-prone intersections (that) are frequently found at the junction of comparatively light-traveled highways in sparsely settled rural areas where speeds are high." Certainly, the county recognizes that the proposed J-turns could permit the full use of the intersection in an inexpensive and safe manner avoiding the expense of an interchange at this potentially "crash-prone intersection". Indeed as proven on the USH 151 by-pass around the City of Fond du Lac, the County feels that a normal at-grade intersection will not work at the CTH G location. On USH 151, the high speed expressway along with the CTH T and both CTH V highway crossings lead to numerous severe crashes. As a solution to those crashes since the construction of the by-pass, the DOT has restricted access of cross traffic and left turns. While that action has significantly improved safety, it has effectively destroyed vital links connecting the City of Fond du Lac to eastern and southern portions of the county. J-turns, while providing better access than the limited access of county highways on USH 151, would similarly divide the county, if only by public perception because of its inconvenience factor.

CTH G Intersection Study

While J-turns would still permit full use of the intersection, it would be impractical and even unsafe for this location considering many factors we'll show in the following paragraphs. These factors include truck traffic, farm traffic, Kettle Moraine State Forest traffic which includes recreational vehicles, and significant platooning and queuing of vehicles from an area factory. The county did conduct a spot intersection study in early 2010, counting turning movements and trucks at CTH G and WIS 23. While the study is limited in scope with only one three-hour

morning count, it shows some trends worth looking into and worth considering for further study. See the results of the intersection all vehicle counts in Appendix 1.

While J-turns would provide for cross traffic and left turn movements, those movements are difficult and impractical for a significant portion of the traffic using CTH G. During the three hour morning count, of the total vehicles going north bound on the south leg, 64% (35 of 55) of them (cross traffic and left turns) would have had to use the J-turn. Of the vehicles going southbound on the north leg, 44% (43 of 97) of them would have had to use the J-turn. Comparing these percentages with the current ADT, over 600 vehicles a day would have to negotiate the J-turn at CTH G.

Truck Traffic

Besides the high percentage of CTH G traffic that would be forced to use the J-turns, CTH G is also heavily used as a truck route. In fact, the DOT has designated CTH G as a Wisconsin Long Truck Route showing the importance of this route to the area. Designing the J-turns to handle the long trucks permitted on the route is possible, but would be impractical. The SDEIS states that "Truck volumes on WIS 23 are very high. The average daily truck traffic comprises almost 14% of the total volume on WIS 23." Just like WIS 23, CTH G also has significantly high truck volumes. During this intersection study, the county counted 40 trucks using the south leg out of 118 total vehicles, or 33% of the volume. On the north leg, the county counted 19 trucks out of 139 total vehicles, or 14% of the volume. A significant portion of those trucks would have had to use the J-turn as well interfering with the fast moving traffic of the expressway. The combination of high truck volumes on both WIS 23 and CTH G has potential for conflict. An interchange would permit smoother and safer movement of those trucks onto and off the expressway, unlike dangerous slow moving vehicles forced to weave from the right lane to the left lane to make a J-turn. Details of the intersection truck counts are included in Appendix 2.

About 2.5 miles south of the CTH G intersection, Baker Cheese Factory, Inc. currently employs about 185 people. It is a significant industry serviced by this intersection. That factory contributes a significant amount of truck traffic already to CTH G. It is currently expanding its facilities which will employ up to 225 people and will contribute even more truck traffic to the highway. The factory has already indicated to the County that J-turns would negatively impact their trucking operations. There are other trucking businesses, such as Ottery Bros. Trucking and Charles Poch, Inc., in the area that use the intersection that also would be greatly affected.

Other Factors

Other factors need to be considered also. While Baker Cheese Factory, Inc. adds significant truck traffic to CTH G, its employee shift changes also platoons vehicles which would cause significant queuing and weaving movements at the J-turn. Besides the large slowly accelerating trucks, other slow moving vehicles use the intersection regularly, especially oversized farm equipment. The J-turn will force numerous farm vehicles to travel both directions of a significant length of the expressway that is filled with much faster moving vehicles. The county

observes numerous slow moving recreational vehicles using the intersection to access Kettle Moraine State Forest. Added to the concerns of slow moving vehicles using the J-turns, WIS 23 is curved at the intersection limiting sight distances. CTH G is also a route that services the Kettle Moraine Correctional Institution on Forest Drive south of WIS 23 and its employees. Besides these factors, traffic on CTH G will increase as town local roads are restricted from access to WIS 23. While other communities immediately along the corridor are often mentioned in the SDEIS, the Village of St. Cloud which is serviced by the intersection and has a population of about 500 just outside the study area, seems to be rarely considered in the report.

Beyond the traffic counts and practical reasons to build the interchange, the cost of building an interchange later as currently planned will not get any cheaper. While the DOT may save money now by building a J-turn, construction costs are far outpacing the rate of inflation. It makes sense to build the interchange now rather than wait for a time where the public demands the J-turns be removed or the traffic count and crash rate better justify an interchange. Waiting will only significantly increase the construction costs. As with any construction project, there are the impacts of traffic delays. Building it all at once would save many of those future delays.

Build It Right the First Time

To this day, even years after the construction of the USH 151 bypass, the county continues to receive complaints of the county highway intersections on USH 151 bypass. Newspaper opinion pages and internet blogs are filled with citizen complaints about those intersections whenever any area highway project is mentioned in the paper, receiving even more comments than the first two proposed roundabouts in the county. The fact that the high volume intersections did not receive better treatment when the bypass was first built, that the intersections were reconstructed a second time with slotted turn lanes, that they were then reconstructed a third time to eliminate cross traffic, and that now an interchange is finally being considered in a fourth construction project all in a short couple of years, gives the public the perception that the County and the DOT do not know what they are doing and are not spending tax dollars wisely.

In that light and given all the reasons listed above in what can be considered good engineering judgment and common sense, the County recommends that the CTH G intersection should be built right the first time with an interchange, thus saving significant inconvenience and tax dollars in the long term. Combined with engineering judgment and historical experience, the Fond du Lac County Highway Department believes an interchange constructed at CTH G is warranted for safety, practicality, and cost savings, and is in the best interest of the State and County.

CTH W AT WIS 23

While the County would like to see an interchange at CTH W for many of the same reasons as at CTH G, we recognize that the route has less traffic than CTH G. Besides, it already has a significant safety advantage built in since it is an intersection with an offset alignment. With the northern and southern legs of CTH W a half mile apart, many of the dangerous cross traffic and turning movements associated with a normal intersection are eliminated or reduced. For this reason, instead of realigning CTH W and building an interchange or building J-turns at both CTH W intersections, the County recommends that the DOT maintain the existing off-set alignment of CTH W, provide unrestricted access to CTH W with at-grade intersections using channelized turn lanes with acceleration and deceleration lanes, and close the local road access at those intersections. The County agrees then that the DOT map the proposed CTH W realignment and interchange for future construction as needed. With this recommendation, we will show that the unrestricted at grade intersections can be designed just as safe as the impractical J-turns, yet saving the cost of building an interchange until the needs are more fully met.

Again, the SDEIS shows traffic counts that almost warrant an interchange, but the side road counts fall a bit short, as summarized in the table below. The north leg of CTH W has a design year ADT of nearly 1900 vehicles, compared with the need of 2000 to warrant an interchange. Comparing both legs of the CTH intersections, the significantly higher counts on the north leg show that highway services the Village of Mt. Calvary, a community of about 1100 people that has little mention in the SDEIS.

Traffic Counts at WIS 23 and CTH W

Location	2005 ADT	2035 ADT
WIS 23	8,600	11,592
CTH W North ²	1,400	1,887
CTH W South ²	910	1,227
Combined ¹	9,755	13,149

1. Combined ADT includes WIS 23 ADT combined with the average ADT of the two legs of CTH W.

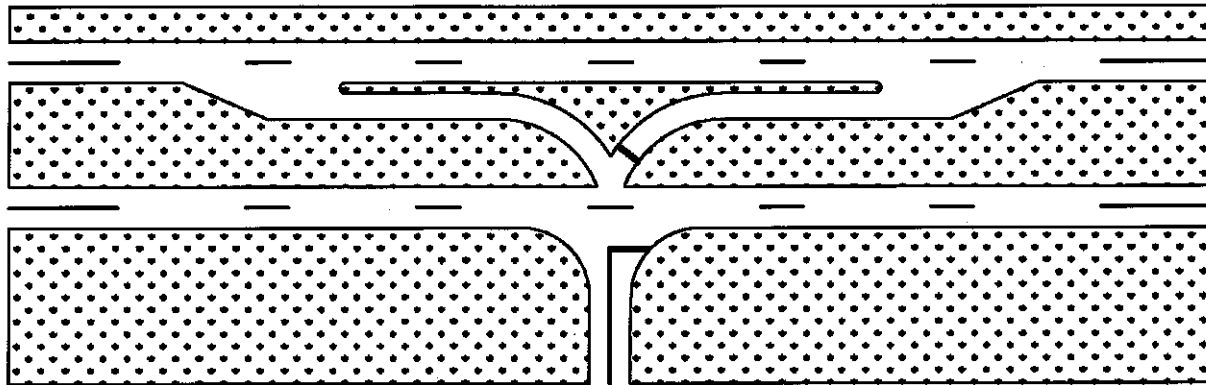
2. The 2035 Design year ADT is computed using an annual increase of 1%.

The intersection counts, including truck counts, taken in early 2010 are provided in Appendices 3 – 6 for comparison to CTH G. The study is limited in scope, showing only three hours from one morning, but it provides a basis for further study. Truck traffic does make up 16% of the total traffic using the north leg, although very little truck traffic was observed on the south leg. Nearly all the traffic from Loehr Road would have needed to use the J-turn, while 34 % of the north leg of CTH W would have had to use the J-turn. On Hinn Rd, 40% of the traffic would have had to use the J-turn, while 47% of the south leg of CTH W would have used the J-turn. The cross traffic at both locations is quite low. Note especially the very low total vehicle counts for Hinn Road and Loehr Road.

With the low vehicle counts on the Hinn Rd and Loehr Rd legs of these two intersections and the limited cross traffic at those locations, the County recommends closing access of these roads, thus eliminating dangerous cross traffic maneuvers. Studies such as the Federal Highway Administration's technical report FHWA-RD-02-89 dated July 2002: "Safety Effectiveness of

Intersection Left- and Right-Turn Lanes” and the National Cooperative Highway Research Program’s report NCHRP 375 (1995) recognize that three-legged expressway intersections are far safer than four-legged expressway intersections, with only 11 conflict points in a three-legged expressway intersection, compared to 42 conflict points in a four-legged expressway intersection. The local traffic can access WIS 23 via other roads while the safety of the intersections is vastly improved without the need of installing J-turns. To further improve safety of the intersections, channelized turn lanes along with acceleration and deceleration lanes could be built. Below is a sketch of a suggested layout for these intersections.

Three-legged intersection with channelized turn lanes



MAINTENANCE

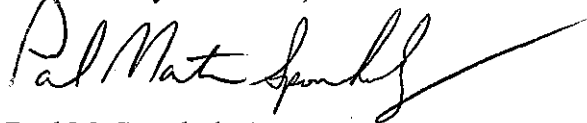
As Fond du Lac County and other counties are the maintenance organization for state highways, we need to also mention the additional effort required to keep J-turns plowed in the winter. With ever limiting funds available for maintenance, the state should consider the extra effort it will require to maintain J-turns in the winter. Additional plows, time and funding will be required to clear the snow from the J-turns and plow drivers will have to be observant in not pushing snow into the expressway lanes.

FINAL RECOMMENDATIONS

In summary, the Fond du Lac County Highway department has the following recommendations for the WIS 23 expansion project:

1. Construct the interchange at CTH G now with the main reconstruction of WIS 23, saving money by building it right the first time, and providing safe practical access to CTH G.
2. Maintain the existing off-set alignment of CTH W. Provide unrestricted access to CTH W with at-grade intersections using channelized turn lanes with acceleration and deceleration lanes. Close the town road access at those intersections. Then map the proposed CTH W realignment and interchange for future construction as needed.

Respectfully submitted,




Paul M. Sponholz, P.E.
Fond du Lac County Highway Engineer

Approved by:



Thomas J. Janke
Fond du Lac County Highway Commissioner



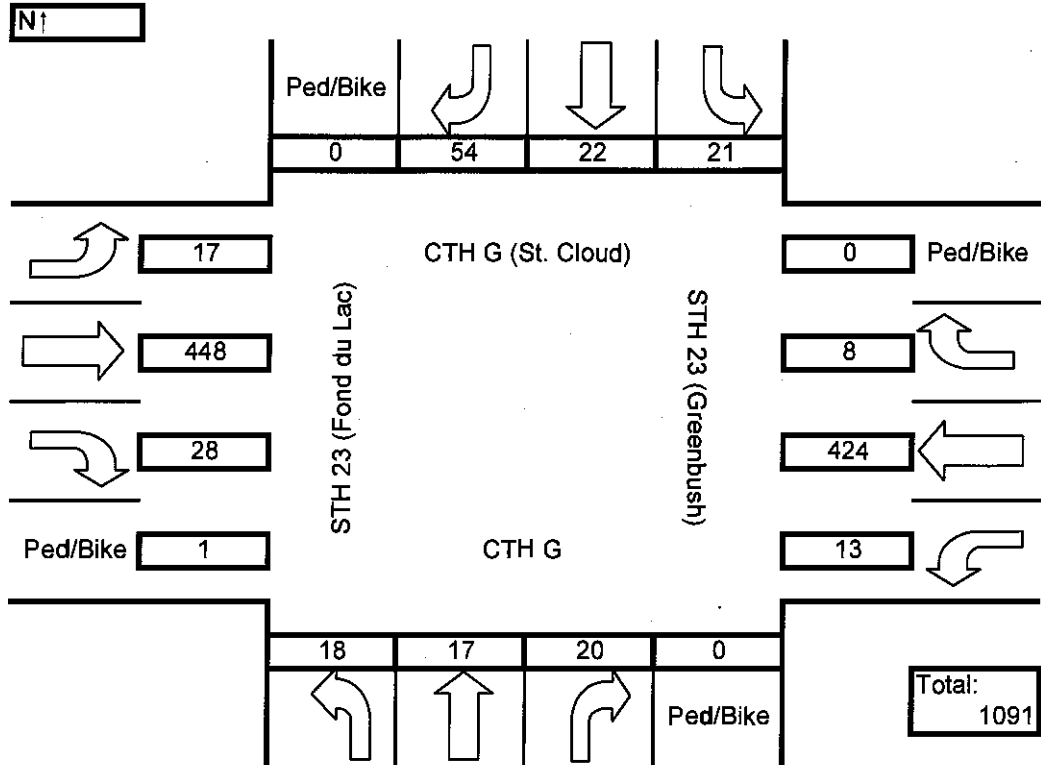
Joseph Koch
Fond du Lac County Highway Committee Chairperson



Allen J. Buechel
Fond du Lac County Executive

Appendix 1

**CTH G at STH 23
All Vehicles**

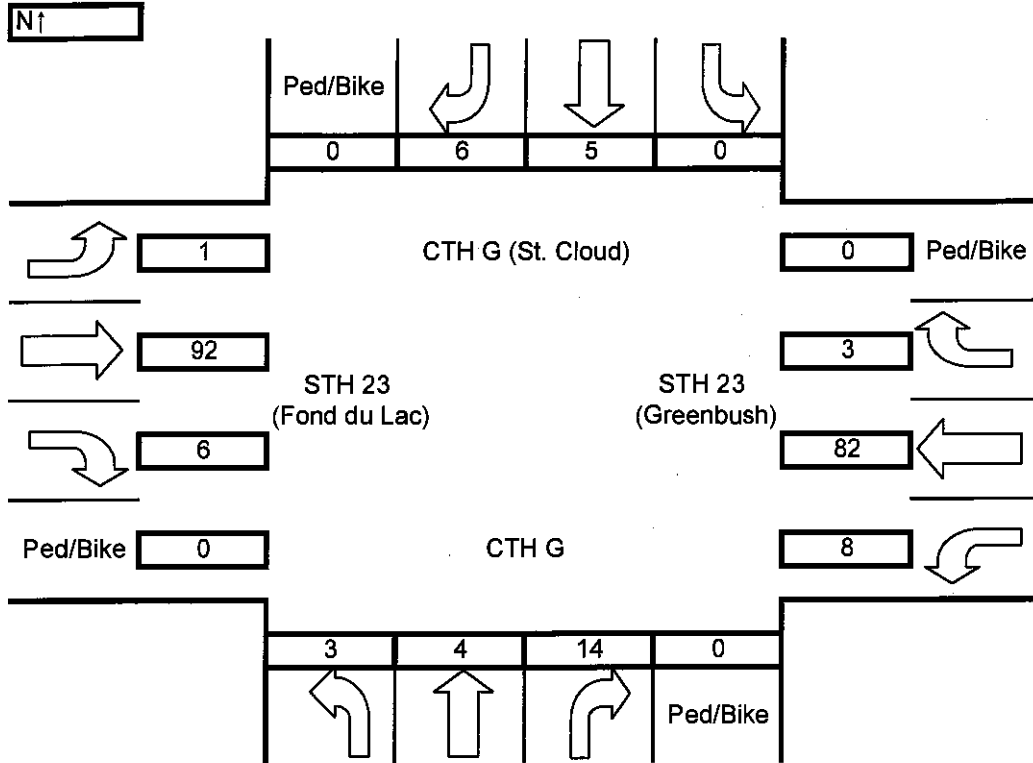


One snowmobile was documented during the study

3 hour count, 7:45 to 10:45am, Tuesday, January 12, 2010

Appendix 2

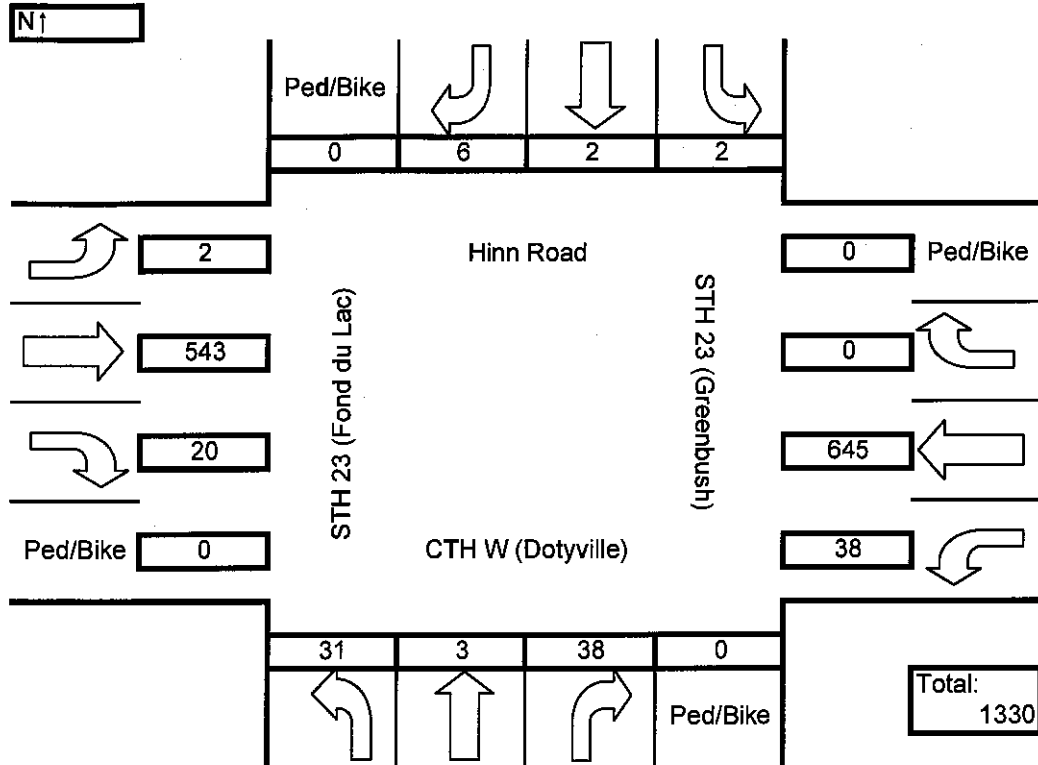
CTH G at STH 23
Truck Traffic only



3 hour count, 7:45 to 10:45am, Tuesday, January 12, 2010

Appendix 3

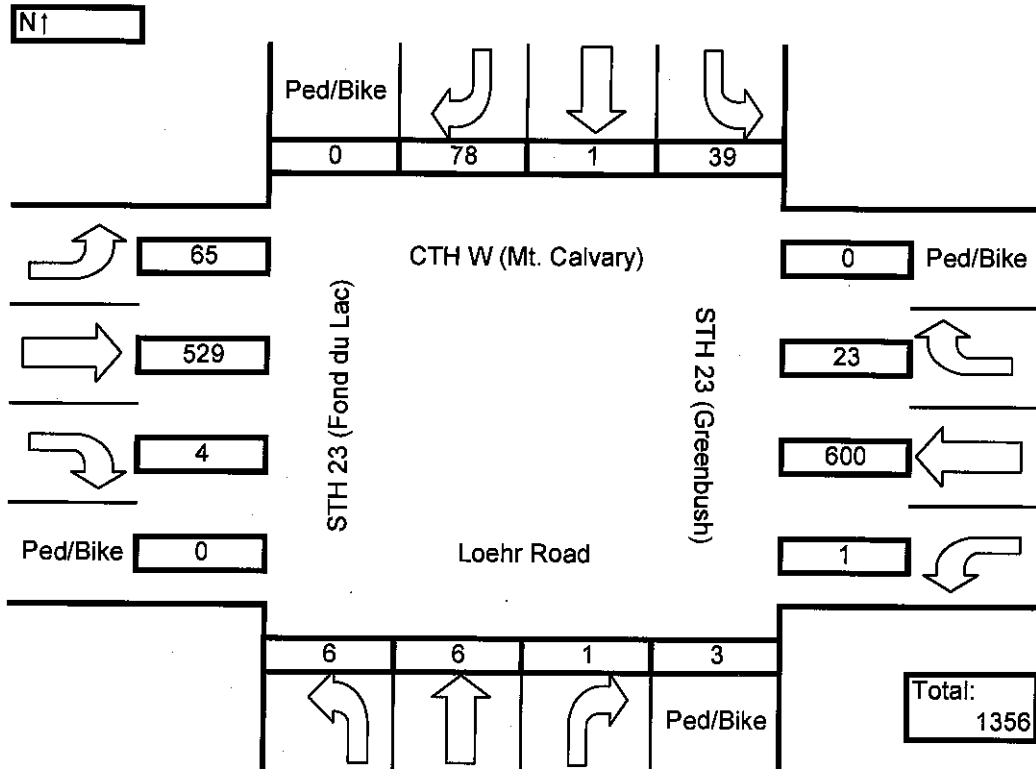
CTH W (South)/Hinn Rd at STH 23
All Vehicles



3 hour count, 7:40 to 10:40am, Wednesday, January 13, 2010

Appendix 4

CTH W (North)/Loehr Rd at STH 23
All Vehicles

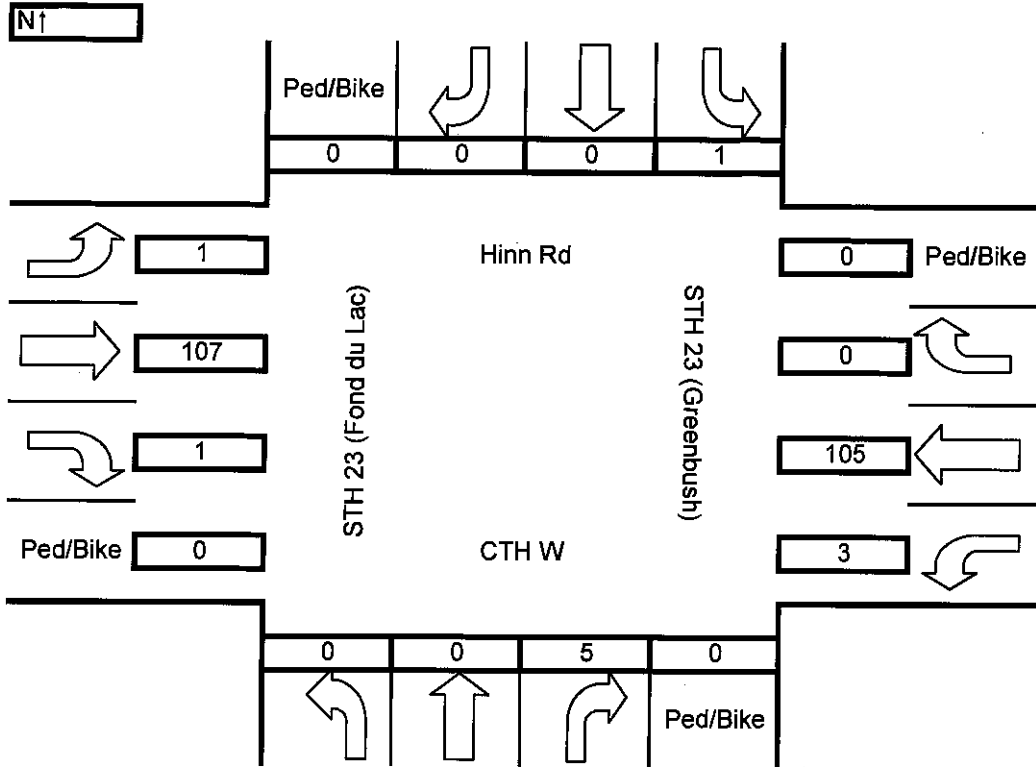


3 hour count, 7:55 to 10:55am, Thursday, February 11, 2010

One snowmobile crossed STH 23 during the study.

Appendix 5

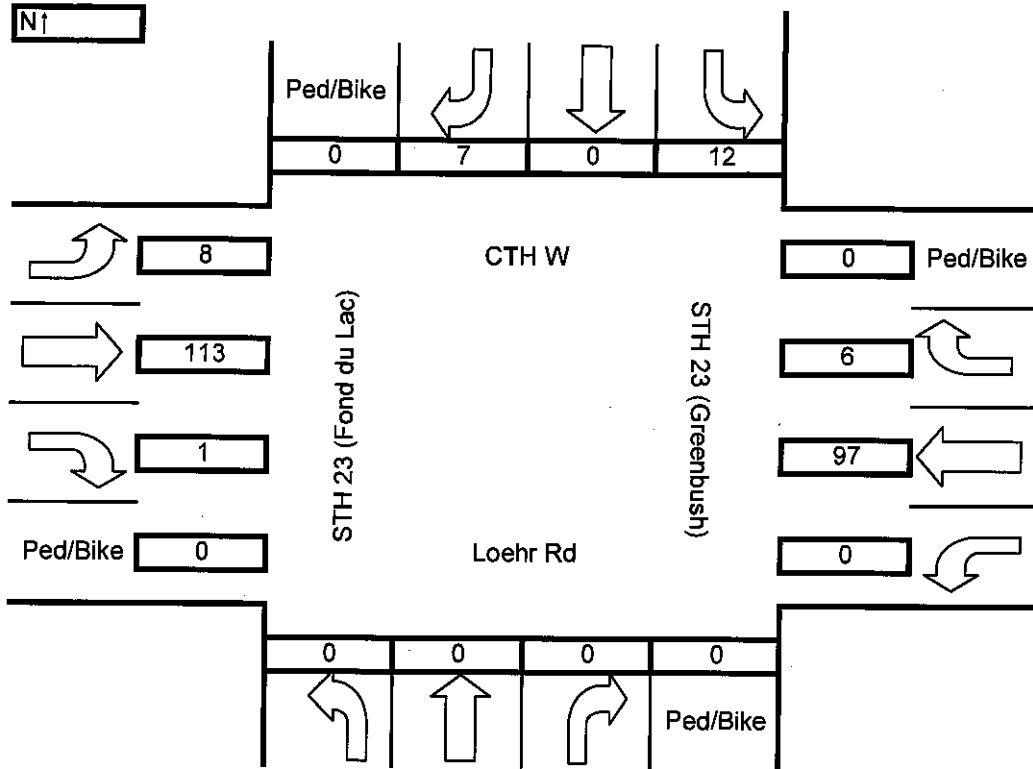
CTH W (South)/Hinn Rd at STH 23
Truck Traffic only



3 hour count, 7:40 to 10:40am, Wednesday, January 13, 2010

Appendix 6

CTH W (North)/Loehr Rd at STH 23
Truck Traffic only



3 hour count, 7:55 to 10:55am, Thursday, February 11, 2010



Wisconsin Department of Transportation

COMMENT SHEET

**Project I.D. 1440-13-00
For the Proposed Improvement of WIS 23
Fond du Lac to Plymouth
Fond du Lac and Sheboygan Counties, Wisconsin**

From: (Please Print)

To:

Name: <u>ST. CLOUD VILLAGE BOARD</u>
Address: <u>P.O. Box 395</u>
<u>ST. CLOUD, WI</u> Zip: <u>53079</u>
Phone Number: <u>920-999-4762</u>

Rob Wagner
WisDOT NE Region Planning Section
944 Vanderperren Way
PO Box 28080
Green Bay, WI 54324-0080

Project Comments: CTH "G" AND STH 23 INTERSECTION.
WE, THE VILLAGE BOARD OF ST. CLOUD, FEEL AN INTERCHANGE
SHOULD BE BUILT AT THIS INTERSECTION. WE HAVE 500
RESIDENTS ACCESSING HWY 23. BAKER'S CHEESE HAS THEIR
EMPLOYEES AND MANY TRUCKS USING THIS INTERSECTION. THERE
IS ALSO OTTERY TRANSPORTATION INC, TIMBLIN TRUCKING CO, CHARLES POCH,
SCHWIND TRUCKING ALL ACCESSING HWY 23 FROM THE SOUTH.
THERE IS ALSO WESTWARD HO CAMP RESORT, A LARGE CAMPGROUND,
A FEW MILES SOUTH WITH MANY LARGE CAMPER-TRUCK RIGS
UTILIZING THIS INTERSECTION. THIS INTERSECTION HAS A
HISTORY OF MANY ACCIDENTS RESULTING IN DEATHS AND INJURIES
TO RESIDENTS OF THE AREA. AN INTERCHANGE WILL BE
THE SAFEST AND MOST SENSIBLE SOLUTION.

<u>Mary Steffen, clerk</u>	<u>Tom Jahnke Trustee</u>
<u>Grant Jumbly, president</u>	<u>Dan Dieffert TRUSTEE</u>
<u>Michael P. K. Trustee</u>	
<u>Janet A. DeWitt Trustee</u>	
<u>Janice B. Baedert Trustee</u>	

Comments to improve future meetings: _____

2010 MAR -14 AM 11:53

Meeting Summary
 Local Stakeholders Committee Meeting
 US 151 Fond du Lac Bypass Corridor Preservation Study
 Project I.D. 4050-12-00
 March 3, 2010, UW-Fond du Lac

I. Initial Outcome of WIS 23 Public Hearing

Rob Wagner provided a brief summary of the comments received during the WIS 23 public hearing held on February 24, 2010. About 150 people attended to date their have been relatively few comments – 12 or so. Most of the comments had to do with individual property access and the right-of-way needed for the Old Plank Road trail. There was relatively little comment on the system interchange corridor preservation alternatives 23-1 or 23-2. Because he had not recently received any new comments, Rob did not there will be many more.

II. Agency Meeting

WisDOT held a meeting with the US Corps of Engineers and Wisconsin DNR on March 2, 2010. They felt that the FEIS should include more documentation for the Purpose and Need for the Old Plank Rail. As far as the system interchange corridor preservation alternatives, they stated that more wetlands and woodlands were needed for Option 23-1, yet Option 23-2 would be more difficult to get a wetland permit because it impacts a wetland mitigation site. Both options could be possible. They expressed a slight preference for Option 23-2.

III. Discussion and Recommendation for System Interchange Corridor Preservation Option.

Rob Wagner then re-explained the two main system interchange alternatives. Option 23-1 is a 2 level interchange that severs the Wisconsin American Business Park. It actually has greater wetland impacts that 23-2 (12 acres vs 9 acres) but it does not impact the Taycheedah Creek Wetland Mitigation Site. Option 23-2 is a 3 level interchange that travels over the existing US 151/WIS 23 interchange. It does not sever the Wisconsin American Business Park, but does encroach on the Taycheedah Creek Wetland Mitigation site. The following table broadly summarizes the impacts associated with each.

	23 1	23 2
Home Relocations	10	0
Business Relocations	2	0
Total Land Converted to R/W	60 ac	48 ac
Wetlands	12 ac	9 ac
Uplands/Woodlands	10 ac	0.4 ac
Cost	~\$50 million	~\$70 million
Other Factors	Severs Wisconsin American Business Park	Impacts Taycheedah Creek Wetland Mitigation Site

Meeting Summary
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Tom Lynch then led the group through a ranking exercise that evaluated each alternative in various categories. The following bullets summarize the discussion in each of the categories.

- **Backbone Connection** – At the meeting Tom stated that both connections were sufficient for a backbone connection (note – since the meeting WisDOT Bureau of Infrastructure has indicated a preference for Option 23-1 because the design speed fully meets the connection requirements)
- **Minimize Ledge Impacts** – Because both options travel through the same WIS 23 corridor, they both minimize impacts to the ledge.
- **Access at County T** – Both alternatives do not preclude a half diamond interchange at County T. A full diamond interchange is not possible at this location with either Option 23-1 or 23-2.
- **Emergency Response** – Emergency responders at the meeting felt both alternatives were comparable.
- **Agricultural Impacts** – Option 23-2 has almost 25 acres more agricultural impacts. Wayne Rollin suggested that when this is built, the land probably would not be not be classified as agricultural.
-

The results of the ranking exercise suggest that Alternatives 23-1 and 23-2 show the most promise in terms of meeting multiple criteria. The Stakeholder Committee discussed and agreed that alternatives 23-7, 9, and 11 probably do not warrant additional investigation.

Among alternatives 23-1 and 23-2 there appeared to be a slight preference toward alternative 23-2.

Question: Does this mean that alternatives 23-7, 9, and 11 are eliminated from the study?

Not yet. The results of the ranking exercise and the Stakeholder Committee's preference for narrowing the field to 23-1 and 23-2 will be taken to WisDOT decision makers. There are many factors that WisDOT must consider when evaluating alternatives including:

- WisDOT transportation system needs
- Environmental impacts
- Cultural impacts (archaeological and historic)
- Socio-economic impacts (relocations and business impacts)
- Costs
- Local preferences

IV. Next Steps

Tom and Rob reviewed the next steps in the study. These include:

- Committee preference transmitted to WisDOT decision makers
- US 41 Service Interchange – interchange justification report needed
- Environmental documentation
- Official mapping

Question: What happened to September 14 PIM?

Meeting Summary
Local Stakeholders Committee Meeting
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WisDOT will re-evaluate the need for an additional PIM pending the decisions regarding the WIS 23 system alternatives. **(Note: the September 14 PIM has been cancelled and will be rescheduled for this winter.)**



WisDOT
I.D. 1440-13/15-00
WIS 23, Fond du Lac to Plymouth
Fond du Lac and and Sheboygan Counties, Wisconsin
Supplemental Draft Environmental Impact Statement

Agency Meeting Minutes
March 2, 2010

Wisconsin Department of Transportation (WisDOT)
Northeast Region Office
10:00 A.M.

Participants: Joey Shoemaker, USACE
Bobbi Jo Fischer, WDNR
Joanne Kline, WDNR
Rob Wagner, WisDOT Proj Manager
Jill Michaelson, WisDOT
Kathie Van Price, WisDOT

Jay Waldschmidt, WisDOT BEES
Paul Brauer, WisDOT, NE PDS
Joshua Falk, NE PDS
Colleen Harris, WisDOT
Mike Helmrick, WisDOT
Luke Hellermann, Strand

Exhibits: Large-scale plots with aerial background showing the WIS 23 preferred alignment and proposed local road and intersection improvements. Slides from the February 24, 2010 Public Hearing power point presentation.

Handouts included: Agenda, Impact Summary Tables, and details of the Hwy 151/23 Interchange connection options (23-1 and 23-2).

Action items: ▪ **Noted in bold.**

1. Welcome and Introductions

Rob Wagner welcomed everyone and introductions were made. Rob then gave a brief overview of project milestones from the DEIS in 2004 to the current SDEIS, the Public Hearing last week (February 24, 2010), and pending FEIS.

2. Power Point Slides and Discussion

Rob utilized power point slides from the recent Public Hearing to step through project development and discussion items. Rob discussed project purpose & need, the alternatives development for the DEIS and SDEIS, and what's new. Describing what's new with the SDEIS, Rob pointed out the Old Plank Trail, the interchanges at County K and County UU, local road improvements, preservation for the overpasses and interchanges, and the US 151/WIS 23 connection.

- Bobbi Jo Fischer asked about the trail and Rob specified it is an extension of the Old Plank trail from Greenbush, connecting to trails in Fond du Lac and typical sections for the trail were reviewed.
- Jay Waldschmidt asked about the steep grade at K and if local road connections can be made as shown. Rob indicated that KL Engineering's preliminary design included a retaining wall there and coordination with EMS and residents is complete.



WisDOT
I.D. 1440-13/15-00
WIS 23, Fond du Lac to Plymouth
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Supplemental Draft Environmental Impact Statement

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- Rob showed the slide of County UU and discussed the interchange, local road changes, and trail crossing to the north side of WIS 23. The trail will be within WisDOT R/W but will be signed and maintained by the County.
- Rob showed the Ice Age Trail crossing area at the Kettle Moraine State Forest and discussed the park replacement lands, agency coordination with WDNR, US Parks, and US Fish & Wildlife. Details of the crossing were discussed – 12 feet high, 12 feet wide and having a stepped/raised 4 foot wide section for pedestrians. The lower section allows drainage section and crossing by horses. The total length is about 88 feet and the median area between bridge structures will be about 48 feet wide and open, allowing natural light into the crossing.
- Joey Shoemaker pointed out that with this SDEIS we are adding R/W and Wetland acre impacts due to the Old Plank Trail. This needs to be substantiated in the Purpose and Need of the document. Mike Helmrick questions the 12 acres of wetland impact related to the trail, feels it may be high, Joey concurs with that.
 - **Strand and WisDOT will review acreage impacts related to the trail.**
 - **Strand and WisDOT will add to OPT discussion to P&N.**
- Joey would like to see more discussion in the document on the wetland identification process. When was it done, how, by whom, etc... Bobbi Jo and Mike indicated that there was a wetland determination completed and not a delineation. It was completed by Mike, Bobbi Jo and Carrie Webb for the DEIS. The determination was rough and based on vegetation and existing mapping. The plan is to refine and delineate with final design. Joey would like to be involved with that delineation.
 - **Strand and WisDOT will revise document text and add more detail on wetland determination efforts completed and the planned delineation efforts to be completed with final design.**
- Rob showed slides and discussed current project improvements compared to future/official mapping. Park & Ride would be a future improvement.
- Rob showed slides on intersection improvements and discussed right-in/right-out, J-Turns, etc... Mike asked if FHWA is in agreement with the use of J-turns on the project and questions the left turning across traffic. Rob confirmed that FHWA agrees they should be implemented where it makes sense. Jay indicated that several people at last week's public hearing voiced concerns about the J-turns specifically in the 7 Hills area. Rob went through some of the reasoning behind the proposed use of J-turns and why the Department and FHWA agree they should be implemented where it makes sense. The main thing is that the at-grade crossing requires 100 to 120 feet of median and the J-turn does not. This means J-Turns have less impact and J-Turns are safer.
- Rob showed slides on the US 151/WIS 23 system interchange options and discussed pros and cons for the 23-1 and 23-2 alternatives. The 23-2 option cost is



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20 million more, but has fewer relocations and less wetland impact. The 23-1 option is cheaper, but has more impact to wetlands and severs the business park. Rob indicated a stakeholders meeting will be held tomorrow night (3/3/10) to discuss the 2 options and an internal meeting is scheduled for next week. The Agencies were asked for any input on the 2 options.

- Jay mentioned that the existing trail would be impacted with either the 23-1 or 23-2 options and it may be a 4(f) issue to be dealt with in the future.
- Joey indicated that he is aware of no specific COE policy on impacts to a wetland bank site. And currently, there is not enough detail on what the 23-1 and 23-2 impacts might be.
- Mike agreed that the exact impacts to the mitigation site are unknown and the current design shows bridging of the area, maybe one pier in the site, and bridges that might shade a portion of the site. Will need to evaluate in the future when details are available. Jay commented that to BEES an impact to a mitigation site is a “red flag” impact.
- Bobbi Jo indicated that the 23-2 wetland mitigation site is also a floodplain mitigation site for the Taycheedah Creek bridges floodplain encroachment; as required by FEMA. Someone should touch base with FEMA to determine if the area proposed to be impacted is considered the floodplain mitigation area and if they have any concerns or requirements. As a sidebar, the 23-1 option will add two new bridges to Taycheedah Creek that will likely also need floodplain mitigation; that should be factored into the decision making process.

The 23-2 option will result in less wetland impacts than 23-1. Avoidance of wetland impacts is required by federal and state law.

The Department has concern about DOT choosing option 23-1 as it will also remove a large portion of woodland that is directly connected to the escarpment woodlands. Fond du Lac County has very few large contiguous woodlots; the escarpment woodland is the largest. Large blocks of woodland provide significant habitat for diverse populations of wildlife.

With the limited amount of information presented at this time, the DNR encourages DOT to further investigate option 23-2 over 23-1 as it appears to have far less significant environmental impacts.

- Rob showed the Schedule slide and indicated the rural section would be built first in 2013 to 2014 and the urban section would be in 2015. The system interchange would be sometime in the future, when warranted.
- Rob summarized the action items for the meeting, so far:



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- Revise Purpose and Need to account for Old Plank Trail
- Add discussion of wetland determination completed and planned delineation with final design.

- Joey asked about specific mapping in the document on the Ice Age Trail, current route and proposed alignment. Luke confirmed that it is in Appendix P with the 4(f) and 6(f) site evaluations. Joey asked about the potential need to update air quality section and stream discussions in the document. Joey indicated the 303D list is updated every 2 years.
 - **Luke will check Air Quality and Streams factor sheets and update document if needed.**

- Joanne, Mike, Kathy, and Bobbi Jo discussed wetland mitigation site identification and the desire by both DNR and WisDOT to use sites in the project corridor or within the same county and within the project's drainage basin(s). There is also agreement that larger, contiguous wetland mitigation sites are preferable to several small, scattered sites. Kathy suggested coordination between WisDOT and DNR and sharing existing knowledge of potential sites so that the best mitigation site(s) can be identified for the project.

- Joey asked that the COE be involved regarding pre-application for wetland mitigation site selection and the 404 permit details. Joey is the project manager for the WIS 23 project (not split by County). Joey indicated the COE is taking more of a watershed approach to wetland mitigation and is finding that banking is more acceptable now because it has been found to be successful. Mike agrees and confirms WisDOT approach is to find local mitigation sites within the watershed first and a bank site is the last option.

- Joey indicated he will send a letter with COE comments by 3/12/10.

The meeting concluded at 11:45 a.m.

Stockbridge-Munsee Tribal Historic Preservation Office

*Sherry White - Tribal Historic Preservation Officer
W13447 Camp 14 Road
P.O. Box 70
Bowler, WI 54416*

January 13, 2010

WisDOT
Robert Wagner
Project Manager – Planning Unit
944 Vanderperren Way
P.O. Box 28080
Green Bay, WI 54324

RE: Project ID 1440-13-00
Wisconsin State Highway 23
Fond du Lac to Plymouth
Fond du Lac and Sheboygan Counties

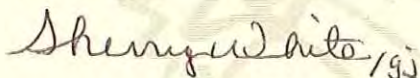
Dear Mr. Wagner:

Thank you for contacting the Stockbridge-Munsee Tribe regarding the above referenced projects. The Tribe is committed to protecting archaeological sites that are important to tribal heritage, culture and religion. Furthermore, the Tribe is particularly concerned with archaeological sites that may contain human burial remains and associated funerary objects.

As described in your correspondence, the proposed ground disturbing activity of this project is not in a region of archaeological interest to the Stockbridge-Munsee Tribe.

We appreciate your cooperation in notifying the Historic Preservation Office. Should you have any questions, feel free to contact me.

Sincerely,



Sherry White,
Tribal Historic Preservation Officer

2010 JAN 14 A 10:13

RE-EVALUATION

of the

Draft Environmental Impact Statement

for

Project I.D. 1440-13/15-00
Wisconsin State Highway 23
Fond du Lac to Plymouth
Fond du Lac and Sheboygan Counties, Wisconsin

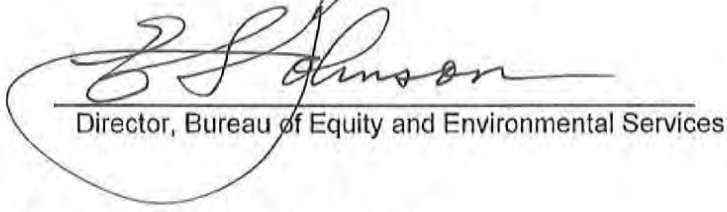
**To Determine the Need for a Supplemental Draft Environmental Impact Statement
and the
Application of SAFETEA-LU Section 6002**

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION**

Date 12/23/09


Region Director

Date 12/23/09


Director, Bureau of Equity and Environmental Services

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

Wisconsin Division

Date 12/23/09


Division Administrator

I. PURPOSE

This reevaluation has been prepared in accordance with the requirements of the Council on Environmental Quality Rules for the implementation of the National Environmental Policy Act (NEPA) ; U.S. DOT Order 5610.1C; Title VI of the Civil Rights Act and Executive Order 12898—Federal Actions to Address Environmental Justice in Minority Populations and Low-income Population; Federal Highway Administration (FHWA) Rules and Regulations set forth in 23 CFR 771.129(a); the Wisconsin Environmental Policy Act; and the policy of the Wisconsin Department of Transportation (WisDOT) to evaluate the status of a project's environmental documentation prior to authorization of each major project development step.

The Draft Environmental Impact Statement (DEIS) was approved by FHWA on November 5, 2004. Since that approval, there have been new requirements and changes in emphasis regarding previous requirements. In addition, the re-evaluation process has become more specific and formalized. Therefore, the DEIS was reviewed in detail along with the applicability of current requirements to determine whether supplemental environmental documentation would need to be prepared and circulated for review and comment. Elements considered in the reevaluation were:

1. Whether the consideration of alternatives, impacts, existing environmental, and mitigation measures as set forth in the DEIS remain applicable, accurate and valid.
2. Whether there have been any significant changes in these factors or the regulations associated with them.
3. Whether design refinements might result in identification of new impacts or require further study of environmental factors prior to construction authorization.

II. SPECIFIC RE-EVALUATION ISSUES

A. Changes in Project Concept

This project addresses safety and capacity concerns associated with WIS 23 from Fond du Lac to Plymouth in Fond du Lac and Sheboygan Counties. All Build Alternatives expand the existing two-lane roadway to a four-lane divided facility.

1. Major Actions to Advance Project Since DEIS Approval

Approval Date Month, Day, Year	Major Action Undertaken	Authority
April 2005	Selection of Preferred Build Alternative	WisDOT
August 10, 2009	106 Memorandum of Agreement	ACHP

2. Work Completed to Date

Currently no work has been completed on the project. Because of the duration of the study process, 19 homes have been purchased under the hardship acquisition procedures of the WisDOT. These purchases have been evaluated under their own Type 3 NEPA document in reference to this project (signed on February 9, 2009). Land has also been purchased to fulfill Section 6(f) conversion requirements.

3. Current Section to be Let to Contract

No section of the project is scheduled to be let to Contract.

4. Changes in Project Concept

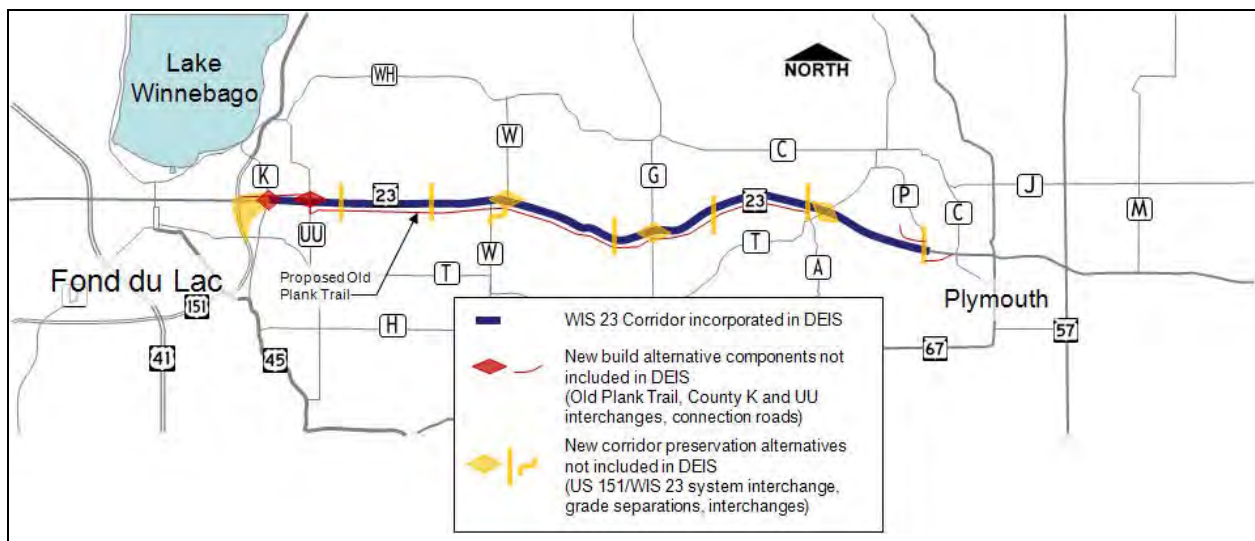
Based on the comments and information gathered with the release of the DEIS in November of 2004, WisDOT selected a Preferred Build Alternative for the WIS 23 corridor in April of 2005. Following comments from the public, agencies, and WisDOT departments, additional components were added to the Preferred Build Alternative to enhance its function and meet community needs. These added components include extending a multiuse trail alongside WIS 23, and providing grade-separated interchanges/connections at several high use intersections. These are new build alternative components that were not included in the DEIS.

WisDOT also seeks to implement corridor preservation measures that preserve future right-of-way (R/W) where roadway improvements are likely to be needed. This corridor preservation is accomplished through the official mapping provisions under §84.295(10) of the Wisconsin State Statutes. WIS 23 has several areas where transportation improvements are likely to be needed in the future and WisDOT would like to preserve the future R/W under the provisions of §84.295(10).

There are two project elements for which corridor preservation is being considered. The first focuses on the WIS 23 corridor and what land may be needed for future interchanges, grade separations, and connection roads. Future interchange areas where corridor preservation is being considered include County W, County G, and County A. There are six areas where corridor preservation for grade separations is being considered: Tower Road, 7 Hills Road, Hillview Road, Scenic View Drive, Sugarbush Road, and County P.

The second corridor preservation element focuses on the US 151/WIS 23 interchange. The adjacent US 151 Fond du Lac bypass corridor preservation study investigated the interchange alternatives for this connection, yet the connection more fully falls within the logical termini of this WIS 23 project. Both of these corridor preservation actions are new alternatives that were not incorporated in the DEIS.

The following figure schematically illustrates these changes in project concept.



B. Changes in the Affected Environment

Since the publication of the DEIS, there have been several changes to the Affected Environment near the western project terminus:

1. Changes in the Transportation System

The US 151 Fond du Lac bypass from US 41 to WIS 23 was completed in 2005. The section of the bypass from US 151 to US 41, along with access improvements/restrictions, were implemented in 2008. This project provided a high-mobility four-lane divided roadway around the City of Fond du Lac. Once completed, WisDOT initiated a corridor preservation study for the bypass, which investigated high mobility connections between US 151 and WIS 23, both Connectors in WisDOT’s Connections 2030 State Highway Plan.

2. Changes in Land Use

The completion of the US 151 bypass has spurred development on the east end of Fond du Lac and the western terminus of the WIS 23 study corridor. These changes in land use include the development of the Wisconsin-American Business Park and platting/partial construction of several new residential subdivisions. Additionally, construction of the US 151 Fond du Lac bypass required the development of the Taycheedah Creek Wetland mitigation site. This wetland mitigation site is now within the study area of the western terminus of the study corridor.

C. Changes in the Anticipated Impacts

1. Direct R/W Impacts

The modifications in the project concept have led to impact changes. The following tables summarizes the broad impact changes with shaded areas denoting new direct impacts that were not included in the DEIS.

	New R/W Needed	Residential Relocations	Business Relocations	Farm Relocations	Wetlands
DEIS Impacts for Alternative 1	278 ac	26	7	11	58 ac
Preferred Build Alternative 1	212 ac	14	1	14	32 ac
Connection Roads and Interchanges	97 ac	9	4	0	0.3 ac
Old Plank Trail	102 ac	0	0	0	12 ac
Corridor Preservation Alternatives					
WIS 23 Preservation Area	112 ac*	12*	3*	3*	2 ac*
US 151/WIS 23 Interchange Preservation (Option 23-1)	60 ac*	10*	2*	0*	12*
US 151/WIS 23 Interchange Preservation (Option 23-2)	48 ac*	0*	0*	0*	9*
Shaded cells represent impacts from new alternative components.					
*Corridor preservation options will not actually require relocations until transportation improvements are implemented. The actual construction of these access modifications will occur when operational and safety needs dictate.					

2. Physical and Natural Environment Impacts

- a. Noise—A noise analysis was provided in the DEIS for improvements to the WIS 23 corridor. However, potential future noise impacts associated with implementation of

improvements associated with the US 151/WIS 23 system interchange were not included in the DEIS.

- b. Wetlands–The DEIS evaluated wetlands associated with the WIS 23 corridor. One of the US 151/WIS 23 interchange corridor preservation alternatives encroaches on the Taycheedah Creek Wetland Mitigation Site. These impacts were not addressed in the DEIS.
- c. Air Quality–The WIS 23 Build Alternatives are exempt from indirect source permit requirements for carbon monoxide concentrations under NR 411 because of the following reasons:
 - For the WIS 23 portion located in Sheboygan County (a metropolitan county), the increase in peak-hour volume is less than 1200 motor vehicles an hour for all segments.
 - For the modified highway located in Fond du Lac County (not a metropolitan county), the increase in peak-hour volume is less than 1800 motor vehicles per hour for all segments.

In addition to the criteria for air pollutants for which there are national Ambient Air Quality Standards (NAAQS), the United States Environmental Protection Agency (USEPA) also regulates air toxics. Most air toxics originate from humanmade sources, including on-road mobile sources. Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment.

At the time of the publication of the DEIS, an assessment of MSATs was not provided, nor was there enough information available to support an assessment. FHWA has since provided guidance on how to address MSATs in environmental documents.

3. Parks, Recreational Lands, and Historical or Archaeological Properties

Since the release of the DEIS, there has been substantial coordination related to Section 4(f), Section 6(f), and Section 106 properties. The following table summarizes this coordination.

Resource	Status
Northern Unit of the Kettle Moraine State Forest	The Northern Unit of the Kettle Moraine State Forest is a 6(f) property. The Forest is not a 4(f) resource because it has multiple uses, of which only one is recreation. The 6(f) Conversion Request will be completed prior to construction. The WisDOT has purchased replacement 6(f) lands fulfilling a written agreement with the Wisconsin Department of Natural Resources (WDNR).
Ice Age Trail (IAT)	The IAT is a 4(f) resource. To address impacts to the trail, WisDOT will provide a grade-separated trail crossing with WIS 23 traveling over it. Coordination with National Park Service (NPS) and WDNR is complete. A Section 4(f) Evaluation and <i>de minimus</i> impact finding have been prepared.
State Equestrian Trail	The State Equestrian Trail is a 4(f) resource. To address impacts to the trail, WisDOT will provide a grade-separated crossing with WIS 23 traveling over the trail that is shared with the IAT. Coordination with NPS and WDNR is complete. A Section 4(f) Evaluation and <i>de minimus</i> impact finding have been prepared.

Resource	Status
Old Wade House State Park	The Old Wade House State Park is a 4(f) resource for its historic value. The Park will be impacted by R/W needed for improvements to the Old Plank Road Trail. Trail improvements will not adversely affect the historic integrity of the site. A Section 4(f) Evaluation and <i>de minimus</i> impact finding have been prepared.
St Mary's Springs Academy	St. Mary's Springs Academy structures located at the northeast quadrant of the intersection of County K and WIS 23 are a 4(f) resource for their historic value. The proposed improvements will require 0.9 acres of R/W from the south side of the historic boundary. The SHPO has concurred with a finding of conditional no adverse effect. 106 coordination is complete. A Section 4(f) Evaluation Sheet and the <i>de minimus</i> impact finding have been prepared and a Memorandum of Agreement (MOA) has been signed.
Sipple archaeological site	The Sipple archaeological site is a Euro-American homestead site and is a 4(f) resource for its historic value. A data recovery plan has been proposed, 106 coordination is complete, and an MOA has been signed. The proposed improvements will disturb 100 percent of this site. A Section 4(f) Evaluation has been prepared.

4. Cost Impacts or Changes

Since the release of the DEIS, construction and R/W costs have been updated. Also, costs for new alternatives components have been developed. FHWA has requested that costs be adjusted for the anticipated time of expenditure (2015 for the corridor improvements and ~2030 for improvements associated with corridor preservation). The following table summarizes these updated construction and R/W costs, costs for new components, and cost at anticipated time of expenditure.

	2008 Cost ¹	Year of Construction	Cost in Year of Construction ^{1,3}
DEIS Costs for Alternative 1 ²	\$56.3M		
Preferred Build Alternative 1	\$98.6M	2015	\$114.4M
Connection Roads and Interchanges	\$18.0M	2015	\$20.9M
Old Plank Trail	\$6.7M	2015	\$7.8M
Corridor Preservation Measures			
WIS 23 Preservation Area	\$49.0M	2030	\$82.3M
US 151/WIS 23 Interchange Preservation Option 23-1	\$50.3M	2030	\$84.5M
US 151/WIS 23 Interchange Preservation Option 23-2	\$71.8M	2030	\$120.6M
Shaded cells represent costs from new alternative components			
¹ All costs in millions of dollars			
² DEIS costs in 2003 dollars			
³ Cost adjusted using a 2.5% annual increase			

III. **FINDINGS/CONCLUSIONS**

A. **Environmental Impact Statement**

From the information provided in this reevaluation, a Supplemental Draft Environmental Impact Statement (SDEIS) is necessary. The following factors contribute to this decision:

1. Timeframe—According to 23 CFR 771.129, a written evaluation of the DEIS shall be prepared if an acceptable FEIS is not submitted to the Administration within 3 years from the date of the DEIS circulation. The purpose of this reevaluation is to determine if an SDEIS should be prepared.
2. Changes in Project Concept—Whenever there are changes, new information, or further developments on a project that result in significant environmental impacts not identified in the most recently distributed version of the DEIS, a supplemental EIS is necessary (40 CFR 1502.9(c)). The project concept has grown to include new build components as well as new corridor preservation measures. These changes represent new impacts that should be presented to the public and review agencies for comment.

B. SAFETEA-LU

On August 10, 2005, Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The transportation funding law includes a number of significant environmental provisions. SAFETEA-LU affects the implementation of the NEPA process for highway and transit projects, provides funding to support environmental stewardship measures and research, and substantially amends the existing Section 4(f) Law. The law makes substantial changes in agency coordination procedures in the NEPA process.

Below is an excerpt from “FHWA Questions and Answers on the Implementation of SAFETEA-LU Section 6004” Question 10.

Question 10: If a NEPA review for which the Notice of Intent was published prior to the date of enactment of SAFETEA-LU (August 11, 2005) is being re-evaluated due to a 3-year lapse in activity, or re-scoped for any reason, or if a supplemental EIS (SEIS) is needed, must the SAFETEA-LU environmental review process be followed?

Answer: On a project for which the Notice of Intent was published in the Federal Register prior to the enactment of SAFETEA-LU, the SAFETEA-LU environmental review process need not be followed if:

- 1. A re-evaluation of the DEIS or FEIS is performed that results in a determination that an SEIS or new EIS is not needed;*
- 2. An SEIS as described in 23 CFR 771.130, that does not involve the reassessment of the entire action, is needed; or*
- 3. An EIS that was under active development during the 8 months prior to August 11, 2005, is being re-scoped due to changes in plans or priorities, even if a revised Notice of Intent is published. "Active development" is evidenced by one or more of the following actions: documented meetings with members of the public or other agencies, correspondence with other agencies, or publication of project newsletters.*

In all other cases of re-scoping or reassessing the entire action through an SEIS or new EIS, the SAFETEA-LU environmental review process must be followed (except in States with an approved TEA-21 procedure, as described in Question 9).

According to this guidance, this project does not need to follow SAFETEA-LU because:

1. The Notice of Intent for development of the original EIS was published in the Federal Register on November 24, 2003, prior to the enactment of SAFETEA-LU.
2. An SDEIS as described in 23 CFR 771.130 will be prepared that does not involve the reassessment of the entire action or project. The SDEIS instead will evaluate additional project components as described in this re-evaluation document.

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: November 3, 2006

To: Chuck Thiede
Major's Program Manager

Cc: Rory Rhinesmith
Mike Berg
Brett Wallace

From: Colleen Harris
NE Region Planning Supervisor

Subject: Old Plank Trail Extension Follow-up for MP3
Project ID 1440-13-00
Fond du Lac to Plymouth Road
STH 23
Fond du Lac and Sheboygan Counties

Current Proposal:**Extend Old Plank Trail along STH 23 from its termini in Greenbush to the Prairie Trail at the USH 151 bypass.**

- The 17-mile extension of Old Plank Trail was identified as part of the project's environmental and public involvement process. The Old Plank Trail extension is included in the federally approved Draft Environmental Impact Statement (DEIS).
- Coordination has already taken place between DNR, local municipalities and the County, all in support of the trail extension.
 - Fond du Lac and Sheboygan County have signed bicycle/pedestrian agreements for cost share and maintenance of the Old Plank Trail
- WisDOT estimated costs:
 - Real estate and grading (includes delivery)
 - 17 miles of trail
 - \$3.2 million
- Local cost share estimated costs:
 - Base and paving (includes delivery)
 - 17 miles of trail
 - \$2.7 million

- April 6, 2005: Major's Peer Review Committee agreed to fund the purchase of real estate and grade the trail (limited to these two items). The funding for these two items would be clearly identified and marked in FIIPS as federal enhancement funding.

MP3 Committee Request:

Identify the complete cost to construct the trail from Fond du Lac to the eastern limits of the bike commuter shed.

- The bike commuter shed limits were identified in consultation with Tom Huber. The limits are USH 151 to Poplar Road at a distance of 5.25 miles. This entire segment is located in Fond du Lac County.
- WisDOT estimated costs:
 - Real estate, grading, base, and paving (includes delivery)
 - 5.25 miles of trail
 - \$1.8 million
- The overall difference of providing real estate and grading the 17-mile segment vs. a fully constructed 5.25 mile trail in the bike commuter shed is \$1.4 million (\$3.2 M - \$1.8 M).

Suggested Action:

WisDOT commits to purchase the real estate and grade the 17-mile extension of the Old Plank Trail as part of the STH 23 major project.

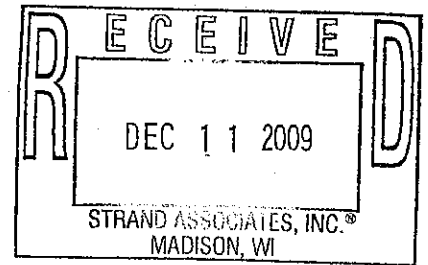
Justification:

- The Old Plank Trail completion was identified and supported as part of the environmental (DEIS) and public involvement process.
- Bicycle/pedestrian trail agreements have been signed by Fond du Lac and Sheboygan County agreeing to maintenance and surfacing of the trail.
- The DNR has been a strong supporter in completing Old Plank trail and it's connection to the Prairie Trail along the USH 151 bypass in Fond du Lac.
- Purchasing real estate and grading the 17-mile segment treats both counties consistently.

- The 5.25-mile segment identified in the bike commuter shed is entirely in Fond du Lac County.
 - Sheboygan County would carry a larger financial burden to complete the trail extension.
- Utilization of federal enhancement funding: The clear identification and separation of trail costs uses federal enhancement dollars and allows more financial flexibility by maximizing different federal funding sources. From a public perspective, it is positive use of Wisconsin's share of federal enhancement dollars.
- For further consideration: A community sensitive design (CSD) budget of 2% (\$1.25 M) was included in the STH 23 major project budget. A significant portion of the CSD budget could be used to fund the trail due to the amount of public and local official support for the trail. Although a portion of the CSD budget should be reserved for final design amenities not yet determined.



WISCONSIN
HISTORICAL
SOCIETY



December 8, 2009

Mr. Jim McCarthy
Strand Associates, Inc.
910 W. Wingra Drive
Madison, WI 53715

Client:	WIS DOT
Project:	Wis 23 + 151
Job No.:	1.089-165 1.089-184
Initials:	JSM

Dear Mr. McCarthy,

In response to our telephone conversation late last week this is the letter you requested regarding the wetland enhancement mitigation which occurred at Wade House Historic Site approximately ten years ago. This mitigation activity was documented with the US Army Corp of Engineers under Permit No. 96-04005-IP-JBK. It was a direct result of a project to restore the Robinson/Herrling dam and reconstruct the sawmill at the Wade House Historic Site.

After a thorough review of the records of the Wisconsin Historical Society both at our headquarters in Madison and at the Wade House Historic Site we found no covenants on file for the wetland enhancement/mitigation that occurred on WHS property south of Highway 23. Site Director David Simmons and I have also been in contact with USACE. They indicated that their files are retained seven years which means those records should have been destroyed by this point. Neither the USACE biologist nor a separate contact with the Wisconsin Department of Natural Resources identified the existence of any covenant associated with this property after reviewing the records they have available. Rebecca Graser, the USACE Biologist located at their Waukesha office who works with Dale Pfeifle did indicate in her response to us:

"In my professional judgment, I would advise the DOT to try to avoid this wetland area - without specific documentation it is likely our agency will review the area conservatively as a mitigation site."

I hope that this letter provides sufficient information for your purposes. Should you or the Department of Transportation require additional information please contact me or David Simmons at Wade House.

Sincerely,

Cheryl E. Sullivan
Deputy Administrator
Division of Historic Sites
Wisconsin Historical Society
816 State Street
Madison, WI 53706

(608) 264-6434 phone
cheryl.sullivan@wisconsinhistory.org
www.wisconsinhistory.org

Cc: Alicia Goehring
David Simmons



Preserving America's Heritage

August 24, 2009

Kathleen Graber
Environmental Program Manager
Federal Highway Administration
Wisconsin Division
525 Junction Road, Suite 8000
Madison, WI 53717

REF: *Filing of executed Memorandum of Agreement regarding the construction of
STH 23: CTH K to CTH P (Project ID 1440-13/15-00)
Fond Du Lac and Sheboygan Counties, Wisconsin*

Dear Ms. Graber:

On August 10, 2009, the Advisory Council on Historic Preservation (ACHP) received the Memorandum of Agreement (MOA) for the above referenced project. In accordance with Section 800.6(b)(1)(iv) of the ACHP's regulations, the ACHP acknowledges receipt of the MOA. The filing of the MOA, and execution of its terms, completes the requirements of Section 106 of the National Historic Preservation Act and the ACHP's regulations.

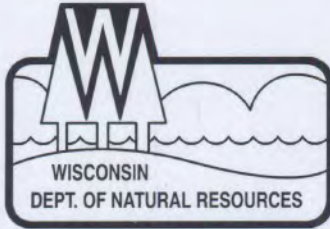
We appreciate your providing us with a copy of this MOA and will retain it for inclusion in our records regarding this project. Should you have any questions or require additional assistance, please contact me at (202) 606-8509 or by e-mail at ljohnson@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov


State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
 Matthew J. Frank, Secretary
 Ronald W. Kazmierczak, Regional Director

Wautoma Service Center
 427 East Tower Drive
 Suite 100
 Wautoma, Wisconsin 54982
 Telephone 920-787-4686
 FAX 920-787-2477
 TTY Access via relay - 711

June 11, 2009

Corridor Study Letter—
 USH 151/STH 23 Interchange Alternatives

Robert Wagner
 WisDOT Northeast Region
 944 Vanderperren Way
 PO Box 28080
 Green Bay, WI 54324-0080

**USH 151
 USH 151-STH 23 Interchange Alternatives
 Fond du Lac Bypass
 Corridor Preservation Plan**

Dear Mr. Wagner:

Thank you for requesting DNR comments regarding the USH 151-STH 23 Interchange Alternatives being proposed as part of the USH 151 Corridor Preservation Plan.

Unfortunately, the DNR is unable to fully support any alternative which creates a new roadway bisecting the Niagara Escarpment. This includes alignments 23-7 (the series), 23-9 and 23-11. The primary reason for this is because the DNR has identified the Niagara Escarpment as a critical natural resource area due to its unique geology, presence of rare plants and animals, and sees the negative impact growing development pressures are having on this feature. The DNR created a report in 2002 entitled, *The Niagara Escarpment Inventory Findings 1999-2001 and Considerations for Management*. This report compiles information about the rich biodiversity of the escarpment. The information in the report is intended to support current and future planning efforts for the DNR, local planning agencies, concerned community groups, and other organizations. This report provides a tool with which to evaluate the ecological significance of the Escarpment and provide background for conservation efforts and management considerations. A copy of this report may be found at:

http://dnr.wi.gov/org/land/er/publications/niagara/report_download.htm

In keeping with the format of the report, the alignments which create new roadway over the escarpment (23-7 series, 23-9, and 23-11) may pose the following threats to this unique resource in the following ways:

Hydrologic disruption. Springs, sinkholes and other karst features along the Niagara Escarpment provide unique habitats for a vast array of rare species and natural communities, many of which are susceptible to hydrologic disruptions. The construction of these alignments can directly or indirectly affect groundwater infiltration rates and consequently change the amount of water that discharges from a spring. Changes in spring discharge can disrupt the health of rare species populations and some natural communities.

Hydrologic disruption to wetlands such as draining or isolation can alter the functions of a wetland and reduce or eliminate important habitat for many species. The ephemeral ponds as noted in our field reviews along these alignments are examples of fragile ecosystems that are highly susceptible to hydrologic disruption. The ephemeral ponds we noted are depressions with impeded drainage in a forested landscape that holds water for a period of time following snowmelt and spring rains but typically dries out by mid-summer.

Groundwater contamination. The construction of these alignments could create new pathways for water movement through rock leading directly to the ground water with little or no filtration. An example of construction activities that may create new pathways for water movement is blasting to remove rock for the new roadway. After construction is completed road salt and non-point source pollution from storm water run-off can make its way from roadways and neighboring lands via roadway ditches into the groundwater potentially causing contamination.

Quarrying. Gravel and crushed stone are extracted from quarries for roadway construction materials. These materials are generally found from local sources, which in this case may be directly from the escarpment. These alignments create numerous additional miles off-alignment and will likely increase the amount of material needing to be extracted from local quarries. Quarrying can result in direct habitat destruction and fragmentation. A less obvious effect of quarrying can be the alteration of the hydrology and microclimate of the Escarpment.

Invasive/Exotic Species. These alignments will fragment habitat. The escarpment is one of the largest contiguous woodland blocks found in Fond du Lac County. It provides abundant wildlife habitat. As habitats become more fragmented invasive species can be introduced into high quality habitat; thus, substantially altering the structure and functioning of high quality natural communities. Further, invasive species can displace or eliminate native species, particularly rare species that have specific habitat requirements.

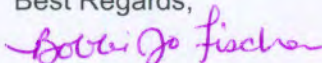
Land Use Impacts. These alignments may spur more development on and along the escarpment. Development has similar impacts to the escarpment as the roadway impacts listed above.

In summary, the DNR discourages DOT from choosing alignments in the 23-7 series, 23-9, or 23-11. More specifically, alignments in the 23-7 series are *strongly* discouraged because of the high quality natural communities that exist within these alignments that are highly susceptible to the threats listed above. Additionally, known endangered resources such as the Forked Aster, State Threatened plant species, are known to occur within this corridor series. The DNR also discourages DOT from choosing alignments 23-9 and 23-11 unless it can be shown that hydrologic disruptions, ground water contamination, increased quarry pressures along the escarpment, introduction of invasive/exotic species, and secondary land use impacts can be controlled. Further, a detailed endangered resource survey for plants and animals for the latter two alignments would need to be conducted.

The Department strongly encourages DOT to choose alignments 23-1 and 23-2 as these alternatives remain close to the existing alignment and utilize the existing STH 23 corridor already bisecting the escarpment. These alternatives have the least threat to the escarpment in terms of hydrologic disruptions, ground water contamination, increased quarrying pressures, new introduction of invasive/exotic species to natural habitats, and secondary land use impacts.

If you have any questions or concerns regarding the above subject matter, I may be reached at bobbi.fischer@wisconsin.gov or 920-787-4686 (x3007).

Best Regards,



Bobbi Jo Fischer
Environmental Review and Analysis Specialist

C: Mike Helmrick; DOT NER Lead Environmental Coordinator—Green Bay
Lisie Kitchel; DNR Bureau of Endangered Resources Specialist—Madison
Mark Randall; WDNR Wildlife Biologist—Oshkosh

March 2, 2009

Rob Wagner
Wisconsin Department of Transportation
PO Box 28080
944 Vanderperren Way
Green Bay WI 54304-0080

2009 MAR -9 P 12: 37

WISDOT-DIST 3

RE: Proposed Highway 23 Project Fond du Lac to Sheboygan

Dear Mr. Wagner,

We understand you are the project manager for the STH 23 rebuild in Fond du Lac County. We have been told the intersection with CTH G is designed to be an "at grade intersection".

Since 2004, there have been 10 accidents resulting in 1 death, 27 injuries, with 4 flights for life at this intersection and many more accidents occurring before 2004. Many of these accidents affect our residents in the Village of St Cloud and surrounding area. Homebound traffic on STH 23 from Fond du Lac going east to CTH G attempting to make a left hand turn on to CTH G have no protection from being rear ended or a head on hit from the east. This intersection is on a hill and a curve. Another problem is that CTH G is a straight through intersection with inattentive drivers on CTH G failing to stop and slamming into STH 23 drivers.


Please ensure the safe design of this intersection is given top priority and be moved up on the schedule as soon as possible. A grade separation with an interchange would give us the greatest safety.

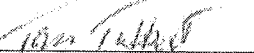
We have not been informed of any public informational meetings in the past on this project and would appreciate being placed on a contact list. Our Village Clerk's email address is villagesc@charter.net

Respectfully,


The St Cloud Village Board


Tom Michels, President


Mike Born, Trustee


Tom Tabbert, Trustee


Dan Dreifuerst, Trustee


Mary Steffes, Clerk


Joel Ditter, Trustee


Don Daun, Trustee


Jeff Horn, Trustee

For Anyone Using State Highway 23

We, with our signature, petition the Wisconsin Department of Transportation, to change their decision about at grade intersections on State Highway 23's new four lane construction at County Highway W and County Highway G. We petition that these at grade intersections be changed to interchanges for the following reasons:

- 1) **Fire Protection-** Both Mt. Calvary and St. Cloud Volunteer Fire Departments' protection area crosses State Highway 23. Four lanes would be more difficult to cross for emergencies.
- 2) **Traffic Safety-** There is an abundance of accidents at these intersections now with the present two lanes. The new construction of four lanes could increase the number of accidents.
- 3) **Township of Forest Comprehensive Plan-** The Plan approved by the Township, the State and the County Highway Department to have interchanges was ignored by the Department of Transportation.

Signature	Address
<i>[Signature]</i>	305 Ledgerwood FDL WI 54935
<i>[Signature]</i>	W10623 CTH F PLY W 53073
<i>[Signature]</i>	N6259 TTRd Mt Calvary 53057
<i>[Signature]</i>	N7357 CTH W Mt. Calvary 53057
<i>[Signature]</i>	N8701 Elm Rd Mt Calvary WI 53049
<i>[Signature]</i>	W1559 Hwy 23 Mt. Calvary WI
<i>[Signature]</i>	W1559 Hwy 23 Mt. Calvary WI
<i>[Signature]</i>	PO. Box 188 Mt. Calvary, WI
<i>[Signature]</i>	W10000 W102 Ln Mt. Calvary
<i>[Signature]</i>	W855 Pleasant View Ct. Mt. Calvary
<i>[Signature]</i>	N6333 P.T Rd Mt. Calvary
<i>[Signature]</i>	N7601 Lender Ln. St. Cloud
<i>[Signature]</i>	N2631 County Rd 55 Campbellport, WI 53010
<i>[Signature]</i>	112 Herman Rd Mt Calvary 53057
<i>[Signature]</i>	112 Herman Rd Mt Calvary 53057
<i>[Signature]</i>	3331 Patti Drive Plover, WI 53077
<i>[Signature]</i>	383 Oneida St. FDL, WI 54935
<i>[Signature]</i>	W1012 P.T Rd Mt. Calvary WI 53057

Memorandum of Agreement (February 19, 2009) Final
Project ID 1440-13/15-00 (STH 23: CTH K to CTH P)
Sheboygan and Fond du Lac Counties, Wisconsin

WHS#06-0864/FD/S/B RECEIVED

JUN 09 2009

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION
AND THE WISCONSIN STATE HISTORIC PRESERVATION OFFICE
REGARDING CONSTRUCTION OF STH 23: CTH K TO CTH P (PROJECT ID 1440-
13/15-00) FOND DU LAC AND SHEBOYGAN COUNTIES, WISCONSIN
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36CFR 800.6(a)**

DIV HIST PRES

RECEIVED BY:

JUL 17 2009

FHWA - Wisconsin Division Office

Whereas, the Federal Highway Administration [FHWA] has determined that the reconstruction of STH 23: CTH K to CTH P (Project ID 1440-13/15-00) in the counties of Fond du Lac and Sheboygan Counties, Wisconsin may have an effect on historic properties that are eligible for inclusion in the National Register of Historic Places [NRHP], and has consulted with the Wisconsin State Historic Preservation Office [SHPO] pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C 470f); and

Whereas, the Sippel site (47SB394) is eligible for the National Register, and

Whereas, the St. Mary's Springs Academy Complex is eligible for the National Register; and

Whereas, the undertaking could have effects on the Sippel site (47SB394) and the St. Mary's Springs Academy Complex,

Whereas, the Storm Front (47FD497) site and the Forest Home Cemetery (BFD-0092) were identified through field research; and have been avoided by project redesign; and

Whereas the Ho-Chunk Nation, Oneida Nation of Wisconsin, Menominee Indian Tribe of Wisconsin, and the Iowa Tribe of Oklahoma have been provided a copy of this MOA, the archaeological report titled: *Archaeological Investigations Along STH 23 and Alternate Corridors from CTH K in Fond du Lac County to CTH P. in Sheboygan County, Wisconsin*, and the data recovery plan titled: *A Mid Nineteenth Century Yankee Homestead in the Town of Greenbush, Sheboygan County* addressing findings and effects; and

Whereas, the Wisconsin Department of Transportation [WisDOT] has participated in the consultation and has been invited to be a signatory in this MOA; and

Whereas, this undertaking is not on federal or tribal land, and all burials will be treated as inadvertent and un-cataloged discoveries in accordance with Wis. Stat. §157.70; and

Whereas, it is in the public interest to expend public funds to minimize and mitigate the potential impacts of this project on significant historic properties; and

Now, therefore, the FHWA, the Wisconsin SHPO and the Advisory Council on Historic Preservation [ACHP] agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

Memorandum of Agreement (February 19, 2009) Final
Project ID 1440-13/15-00 (STH 23: CTH K to CTH P)
Sheboygan and Fond du Lac Counties, Wisconsin

STIPULATIONS

The FHWA shall ensure that the following measures are carried out:

I. Historic Building/Structure

HB/S1. The proposed undertaking will have no adverse effect on the characteristics that qualify St. Mary's Springs Academy Complex for the National Register if the following conditions are adhered to.

A. Bike Trail

- i. The WisDOT Northeast Regional Project Team (Project Team) will provide final plans for the bike trail to St. Mary's Springs Academy for review and comment.
- ii. The St. Mary's Springs Academy has reviewed preliminary plans and is in agreement with the bike trail proposal as presented in those preliminary plans. If the St. Mary's Springs Academy is not satisfied with the final design for or actual construction of the bike trail, the St. Mary's Springs Academy will request a meeting with the Project Team to resolve any concerns. If the St. Mary's Springs Academy is not satisfied with the response of the Project Team, the St. Mary's Springs Academy will request that the Project Team request that SHPO mediate the dispute. If the SHPO declines to mediate or is unable to resolve the concerns, the SHPO will contact the ACHP to determine how to proceed.

B. Guardian Angel Statue

- i. WisDOT or its agent will move the Guardian Angel with Child Statue to an appropriate agreed location within the St. Mary's Springs Academy Complex.
- ii. The move will be accomplished before construction of the bike trail and in accordance with the procedures set forth in Attachment 1 to this document.
- iii. Within 6 months of the move, WisDOT or its agent shall provide all consulting parties appropriate visual documentation showing the statue at its new location.

HB/S2. WisDOT (*Regional Project Team*) shall provide St. Mary's Springs Academy with a final report documenting the conclusion of project activities with respect to the Academy. Preparation of the final report may include a face-to-face meeting or telephone conference call.

Memorandum of Agreement (February 19, 2009) Final
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Sheboygan and Fond du Lac Counties, Wisconsin

II. Archaeological Resources

- AR1. The Sipple (47SB394) archaeological site is located entirely within the Area of Potential Effects (APE) and cannot be avoided through project redesign. The WisDOT will implement the project data recovery plan titled: *The Sippel (47SB394) Site: A Mid Nineteenth Century Yankee Homestead in the Town of Greenbush, Sheboygan County (attachment #2)*.
- AR2. Prior to construction, WisDOT or its agent will ensure that protective fencing is placed at the Storm Front (47FD497) to prevent inadvertent disturbances. A qualified archaeologist shall assist in the location and placement of the fence. This area shall not be used for the staging of equipment and personnel, sources of borrow, or a location for the placement of waste material or batch plant.

III. Discoveries – 36 CFR 800.6(b)(1)(c)(6)

D1. Archaeological

- A. The WisDOT Project Engineer (PE) or Project Manager (PM) shall notify all parties of this MOA in writing ten working days prior to the start of construction and monitoring.
- B. At preconstruction meetings, the WisDOT PE/PM shall ensure the stipulations contained in this MOA are reviewed with and understood by the responsible party(ies). Responsible parties also include sub-contractors.
- C. Prior to construction, the WisDOT or authorized agent shall petition the Director of the Wisconsin Historical Society (WHS) for permission to work within the recorded boundaries of two known uncatalogued burial sites, Academy Hill Mound (47 FD-17/BFD0150) and the unnamed burial site (47 FD-245), in compliance with Wis. Stat. §157.70. These activities include, but are not limited to, removal of the existing pavement, sidewalk, roadbed (Sub-grade and Base course), parking surfaces, building foundation wall/floor removal, and any excavation below the ground/soil elevation for underground utilities or other designated features.
1. A professional archaeologist, as defined in the Secretary of the Interior's Professional qualifications Standards (48 FR 44738), will monitor construction-related activities within the recorded boundaries of the Academy Hill Mound (47 FD-17/BFD0150) and unnamed burial site (47FD245).
 2. Upon completion of monitoring, the archaeologist will submit a summary report of the results of the monitoring.
- D. Upon discovery of a significant undisturbed archaeological resource, the archaeologist will inform the on-site WisDOT PE/PM to stop construction

Memorandum of Agreement (February 19, 2009) Final
Project ID 1440-13/15-00 (STH 23: CTH K to CTH P)
Sheboygan and Fond du Lac Counties, Wisconsin

activities in the immediate area. The on-site WisDOT PE/PM shall ensure protective fencing is installed. The archaeologist will provide the on-site WisDOT PE/PM with a time estimate for completion of field activities. The area will remain fenced until field activities are completed. Upon completion, the archaeologist shall notify the WisDOT PE/PM that construction activities may resume.

- E. WisDOT will ensure that all construction contracts contain provisions describing potential delays to the contractor, in the event of a discovery of archaeological materials or human remains during construction. This will include language to stop construction in the area of the discovery to permit implementation of mitigation measures. These provisions shall include the opportunity for consulting tribes to perform tribal ceremonial activities.
- F. The WisDOT on site PE/PM will immediately notify WisDOT BEES, who will notify all signatories of this MOA of any discoveries encountered during construction.
- G. All archaeological research undertaken for this project will meet the *Wisconsin Archaeological Survey Guidelines for Public Archaeology, as Revised (dated 1997)*.
- H. WisDOT shall ensure a qualified archaeologist conducts archaeological surveys for all proposed borrow sites, batch plants, waste sites and staging areas to be used for this undertaking. Upon completion of these efforts, the archaeologist will submit a summary report of the results.
 - 1. Non-tribal land:
 - a). If potentially significant archaeological materials unrelated to a human burial are discovered, the on-site WisDOT PE/PM in consultation with WisDOT BEES shall ensure Section 106 procedures pursuant to 36 CFR 800 will be followed or another area will be obtained.
 - b). If human remains are discovered, all activities will cease, and the on-site WisDOT PE/PM will ensure compliance with Wis. Stat. §157.70.
 - 2. Tribal Land: Prior to any proposal request, for any activity on tribal land, consultation with appropriate THPO or Tribal Representative is required.

Consultation with the THPO or Tribal Representative will establish the appropriate protocols to be followed when investigating any area(s) being proposed for use.

D2. Human Remains

- A. Because this project does not involve federal or tribal land, treatment of discovered human remains will comply with Wis. Stat. §157.70 Any such finds will be considered within the category of a “known uncatalogued burial site”, and a Wisconsin Historic Preservation Division standard contract for treatment of human remains will be followed. (**Attachment #3**).

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Project ID 1440-13/15-00 (STH 23; CTH K to CTH P)
Sheboygan and Fond du Lac Counties, Wisconsin

- B. WisDOT BEES, will notify all signatories of this MOA of any human remains discoveries encountered during construction

- C. Human skeletal elements discovered in non-burial context (unintended or accidental location) are considered isolated human remains.
 - 1. Isolated remains may include, but not limited to; teeth, bones in previously disturbed context (e.g. fill), and bones in refuse context.
 - 2. Disposition of these remains will be coordinated with the signatories of this MOA upon completion of the construction activities.

IV. Public Interpretation

- P1. The WisDOT or its agent shall prepare appropriate material for public interpretation of the significant information gained from the historic properties investigated as part of WisDOT Project ID 1440-13/15-00, (STH 23/CTH "K" to CTH "P"), Sheboygan and Fond du Lac Counties. The extent of public interpretation will proportionally reflect the significance and quantity of recovered historic materials. The FHWA/WisDOT will make the final determination regarding sufficient funding to appropriately interpret the data recovered and to account for inflationary costs. The anticipated cost of the public interpretation for this undertaking is not to exceed \$15,000.

- P2. WisDOT shall form a committee, known as the "Public Interpretation Committee" [PIC] consisting of the FHWA, WisDOT, SHPO, Consulting Tribes, archaeology consultant, and a representative of a local historical society or local state historic site.

- P3. The PIC shall establish a Public interpretation plan [Plan]. The Plan shall include background information on the general nineteenth century history of the area and specifically, information based on the archaeological and architectural history survey results and analyses of what activities occurred historically in and around the project area. As well, the Plan shall include a description of what surveys were undertaken to derive this information, and how they were carried out.

- P4. The PIC shall incorporate into the Plan: a mechanism(s) to display the public interpretation, and include locations for the public interpretation.
 - A. Potential mechanisms for public interpretation may include signage, portable/temporary public or museum type displays, handouts and Internet-based materials.
 - B. Potential locations for public interpretive displays may include the WHS Wade House Historic Site, other public buildings, or historical centers.

- P5. The mechanism for the public interpretation will be chosen within one (1) year after the data recovery is completed. The public interpretation plan will be completed within one (1) year after the mechanism(s) of interpretation is selected.

- P6. WisDOT, in coordination with interested parties, will conduct a media day during the field portion of the project. Any media contacts will be reported to BEES and FHWA.

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V. Curation

- C1. WisDOT will ensure all appropriate records and materials resulting from the archaeological investigations are curated in accordance with the Secretary of Interior Guidelines, 36 CFR 79. The designated curation facility is the Museum Division of the Wisconsin Historical Society under its cooperative agreement with the WisDOT.

VI. Administrative Conditions

A. Reports on Implementation – 36 CFR 800.6(b)(1)(c)(4)

- R1. On or before January 1 of each year until the terms of this agreement have been fulfilled, FHWA or its agent shall prepare and provide an annual report to the SHPO, consulting tribes addressing the stipulations in this MOA.
- R2. WisDOT will ensure that an interim report of findings will be submitted to the SHPO annually, until completion of the data recovery, which consists of field and laboratory work.
- R3. The archaeologist will provide WisDOT a draft technical report for review and approval within two (2) years upon completion of the data recovery, which includes lab analysis and historical research. All reports will be in compliance with contemporary professional standards and with the *Department of Interior's Format Standards for Final Reports of Data Recovery Programs* (47 FR 5377-79). Precise locational data may be provided only in a separate appendix if it appears that its release could jeopardize the security of the archaeological site(s).

B. Professional Qualifications

- Q1. WisDOT shall ensure that all archaeological and architecture/history work conducted pursuant to this agreement is carried out by or under the supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards. These guidelines include field research, analysis, report preparation and curation.
- Q2. WisDOT will ensure that all archaeological efforts pertaining to human remains are carried out by or under the supervision of a person or persons meeting qualifications stipulated in Wis. Stat. §157.70.

C. ASI Updates

- D1. WisDOT will ensure that information resulting from the archaeological monitor and data recovery is provided to the State Archaeologist in a form acceptable for inclusion in the WHS Historic Preservation - Public History Division database.

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D. Failure to resolve Adverse Effects – 36 CFR 800.7

CR1. Should any signatory to this MOA object to any action carried out or proposed by the FHWA with respect to the implementation of this MOA for the STH 23: CTH K to CTH P undertaking (WisDOT ID: 1440-13/15-00) Sheboygan and Fond du Lac Counties Wisconsin. The FHWA shall consult with the objecting signatory to resolve the objection. The signatories shall resolve disputes regarding the completion of the terms of the Agreement in compliance with 36 CFR 800.6(a)(1). If the signatories cannot agree regarding a dispute, any one of the signatories may request the participation of the ACHP to assist. If after initiating such consultation the FHWA determines that the objection cannot be resolved through consultation, the FHWA shall forward all documentation relevant to the objection to the Council in accordance with 36 CFR 800.7.

CR2. Disputes regarding disposition of human remains will be in accordance with stipulations set forth in Wis. Stat. §157.70.

E. Amendments/Termination – 36 CFR 800.6(b)(1)(c)(7/8)

Any party to this agreement may propose to the FHWA that the agreement be amended or terminated, whereupon the agency shall consult with the other parties to this agreement to consider such an action. The execution of any such action shall be governed by 36 CFR 800.6.(c)(1).

F. Duration – 36 CFR 800.6(b)(1)(c)(5)

This agreement shall be null and void if its terms are not carried out within three (3) years of date of completion of construction (2015 projected), which includes field and laboratory work, unless the signatories agree to an extension for carrying out its terms. In such event, FHWA shall so notify the parties to this agreement and if it chooses to continue with the undertaking, shall re-initiate review of the undertaking in accordance with 36 CFR Part 800.

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Execution of this Memorandum of Agreement by the FHWA, the WisDOT and the Wisconsin SHPO, and its subsequent acceptance by the ACHP, and implementation of its terms, evidence that FHWA has afforded the ACHP an opportunity to comment on the STH 23: CTH K to CTH P undertaking (WisDOT ID: 1440-13/15-00) Sheboygan and Fond du Lac Counties Wisconsin, and the plan for taking in account archaeological and historic properties during implementation of the undertaking.

Federal Highway Administration

By: Kathleen Caraber

Date: 6/8/09

Wisconsin State Historic Preservation Office

By: Mary Stevens

Date: 7/15/09

Invited Signatories:

Wisconsin Department of Transportation

By: B. Johnson

Date: 5/19/09

St. Mary's Springs Academy

By: Janet Schmidt

Date: 2/20/09

By: [Signature]

Date: 2/20/09

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Attachment #1

Relocation of the Guardian Angel with Child Statue

1. The new location for the Statue will:
 - a. Be within the historic boundaries of the St. Mary's Springs Academy Complex.
 - b. Not detract from any other contributing element in the Complex.
 - c. Involve as short a move as possible given that it meets the above criteria.
2. The SHPO will be given an opportunity to comment on the new location in sufficient time before the move so that adjustments to the location can be made if necessary.
3. WisDOT or its agent will consult with the St. Mary's Springs Academy to determine the roles and responsibilities for accomplishing the move of the Guardian Angel with Child Statue (the Statue).
 - a. It is permissible under the terms of this MOA, for the St. Mary's Springs Academy to assume the lead or principal role in overseeing the relocation of the Statue.
 - b. If the St. Mary's Springs Academy does assume the lead or principal role, the costs associated with this role will be reimbursable by WisDOT.
 - c. If the St. Mary's Springs Academy does assume the lead or principal role WisDOT or its agent will arrange a meeting to establish how the activities will be done and what contracts and approvals may be needed to facilitate WisDOT's reimbursement of the St. Mary's Springs Academy.
 - d. If the St. Mary's Springs Academy does not assume the lead or principal role WisDOT BEES and WisDOT Northeast Region will consult on who will be responsible for which specific activities.
4. WisDOT BEES or WisDOT Northeast Region will develop and confirm with the St. Mary's Springs Academy the role of insuring the proper relocation of the Statue.
 - a. The St. Mary's Springs Academy's role will include identifying the appropriate relocation site, alerting appropriate St. Mary's Springs Academy staff about the impending move, and establishing appropriate safeguards for the safety of students and staff at the St. Mary's Springs Academy during site preparation, moving the Statue, and restoration of the former site.
 - b. Costs for such identifying, preparing and safeguarding the site and the move shall be reimbursable, provided the St. Mary's Springs Academy follows the procedures provided to it by WisDOT.
5. WisDOT or the St. Mary's Springs Academy per Item 1 above, will ensure that the Statue is moved by a qualified professional mover who has the capacity to move large historic objects properly
 - a. Prior experience with similar moves is preferred.
 - b. Familiarity with John Obed Curtis, Moving Historic Buildings, 1979, (Moving Historic Buildings) will be required. The mover may gain this familiarity after being selected, but before s/he is awarded the contract.
 - c. Familiarity with Moving Historic Buildings will be demonstrated to BEES by a mutually agreeable method including but not limited to face-to-face meeting, written response/proposal, or telephone conference call.

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Attachment #2

Data Recovery Plan

**The Sippel (47SB394) Site:
A Mid Nineteenth Century Yankee Homestead in the
Town of Greenbush, Sheboygan County**

Prepared for
The Wisconsin Department of Transportation

WisDOT ID: 1440-15-00
Fond du Lac and Sheboygan Counties
STH 23: CTH K to CTH P
MAP ID: 02-5017

April 2007

prepared by
Rodney Riggs
Kelly Hamilton

Museum Archaeology Program, Wisconsin Historical Society

Research conducted for this project was authorized and funded by the Wisconsin Department of Transportation in compliance with Sections 106 and 110 of the National Historic Preservation Act of 1966, as amended. The project was conducted in compliance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation as amended and annotated, Wisconsin Archaeological Survey Guidelines for Public Archaeology in Wisconsin as revised in 1997, and Chapters 44.40 and 157.70 of Wisconsin Statutes

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Attachment #3

Standard Contract

This agreement is made with _____ (insert landowner's name and address), the Wisconsin Historical Society (WHS) and _____, (insert archaeological contractor's name and address) for archaeological and analytical services to be performed at _____ (provide address). The purpose of this Contract is to ensure that the excavation and analysis of human remains and associated objects are performed and completed in a timely manner and that sufficient information is provided to the Director of the Wisconsin Historical Society to allow for a disposition decision per Wis. Stat. §157.70(6) and HS 2.05(1) following the completion of the excavation and skeletal analysis.

Deliverables include:

1. The professional archaeological excavation and removal of human remains and any associated objects.
2. The determination of either direct kinship, or the cultural, tribal or religious affiliation of the remains by a "Qualified Skeletal Analyst" as defined in HS 2.02(12) and HS 2.04(6)(b) as well as the minimum and maximum number of individuals identified, including their age, and sex, if possible. To the extent necessary to make the determination, the analysis may also include documentation and description of trauma, evidence for cultural and/or medical intervention, the presence and documentation of pathology, as well as any relevant taphonomic factors. Refer to "Standards for data Collection From Human Skeletal Remains" by J. E. Buikstra and D. H. Ubelaker
3. Soil removed from the bones during cleaning must be retained with the remains for future disposition.
4. It is the responsibility of the archaeological contractor to retain the services of a "Qualified Skeletal Analyst." A current listing of those individuals is appended to this contract and may be found at http://www.wisconsinhistory.org/hp/burialsites/about/bs_skeletalanalyst.pdf.
5. The preparation of an overall site map that references the location of the burial(s) relative to a permanent datum point as well as the preparation of an *in-situ* plan view and profile drawings of the excavation and each burial.
6. Scaled photometric documentation of the disturbance, the excavation and any associated objects.
7. The completion and submittal of an archaeological site inventory (ASI) form to the State Archaeologist's office at the WHS.
8. The archaeological contractor shall be responsible for submitting two copies of his/her report to the director of the WHS for review once the excavation and analysis are completed. The report must include information on the context of discovery and any associated cultural information that would aid in determining the antiquity and direct kinship, or the cultural, tribal or religious affiliation of the remains.
9. The archaeological contractor shall be responsible for transferring all reports generated and copies of field notes, maps, and photographs related to the burial site to the Wisconsin Historical Society, under HS 2.04(10).

A complete literature search and interviews with local residents should be undertaken prior to

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beginning the excavation. No bone samples may be harvested for study without the expressed permission of the director under HS 2.04(9) and particular care should be taken to follow pages 84-102 of the 1997 Wisconsin Archaeological Survey "Guidelines for Public Archaeology in Wisconsin, as Revised," during the excavation and recording of the human remains and associated objects. It is the responsibility of the archaeological contractor to secure a field permit under Wis. Stat. §44.47(4) from the State Archaeologist prior to initiating fieldwork on state, county or municipal land. No images, pictures, or video of the burial, or work on the human remains, may be used in any public presentation or report. Drawings and illustrations based upon the above and the fieldnotes are appropriate.

The terms of payment shall be arranged between _____ (the landowner) and _____, (the archaeological contractor), but in no case shall more than 50% of the total agreed upon payment shall be paid to the archaeological contractor until the report is received and approved by the director of the WHS. An 'archaeologist qualified to excavate burials' shall be on-site at all times during the excavation and the archaeological contractor will hold temporary custody of the remains and any associated artifacts in a secure facility until such time as a disposition decision is made by the Wisconsin Historical Society. The excavation will be completed no later than _____. The analysis will be completed by _____ and the report will be submitted to the director of WHS no later than _____.

If the stipulations stated above are not carried out by the agreed upon timelines contained in this contract; the project sponsor retains responsibility of the remains and shall execute a new contract for the service deliverables contained in this contract. This contract will remain in effect until the work has been successfully completed and agreed upon by the Director or designee of the Historical Society.

It is understood by all parties that inadvertent discoveries during the course of the excavation may result in unforeseen delays; such delays must be immediately communicated to and coordinated with the Program Coordinator, Mr. Sherman Banker (608-264-6507), at the Wisconsin Historical Society so that a new field completion date may be negotiated. Results of the analysis may not be published or presented in a public forum prior to the acceptance of the final report by the Wisconsin Historical Society.

Signed/Dated: _____ (the Wisconsin Department of Transportation).

Signed/Dated: _____ (the archaeological contractor).

Signed/Dated: _____ (Wisconsin Historical Society).

USH 151/Fond du Lac
 ID 4050-12-00
 Agency Field Meeting
 November 5, 2007, 10 A.M.

Representatives from the Wisconsin Department of Natural Resources (DNR), Wisconsin Department of Transportation (WisDOT), Army Corps of Engineers, and Strand Associates attended this meeting.

Present	Representing
Michael Helmrick	WisDOT
Paul Vraney	WisDOT Project Manager
Bobbi Reiser	DNR
Todd Vesperman	U.S. Army Corps of Engineers
James McCarthy	Strand Associates, Inc.
Tom Lynch	Strand Associates, Inc

The meeting began at a local restaurant with review of the purpose. WisDOT desires to develop a long-term plan that eventually converts the US 151 bypass to a freeway. A freeway has no at-grade intersections; all intersections are converted to cul-de-sacs, grade separations, or interchanges. The alternatives are grouped into three areas:

1. US 41 Alternatives—Alternatives associated with the installation of a system interchange at US 151/US 41 (Implemented in 20 to 30 years in the future). Included with this focus area is a local desire to restore a service interchange connection to WIS 175 (Main Street).
2. Middle Alternatives—Connection alternatives between County V and US 45. There is a strong desire to provide a service interchange access to the bypass in this location.
3. East Alternatives—Connection alternatives that include a partial system interchange connection with WIS 23, a grade separation of County T, and perhaps even an interchange at Rienzi Road.

1. US 41 Alternatives (Include WIS 175, Main Street, Camelot Drive, and Martin Road)
 - a. The DNR did not seem to have strong concerns regarding the system interchange footprints that were being considered. Wetlands exist (and some constructed stormwater basin or borrow ponds) in the southeast quadrant of the possible future system interchange. The majority of this area is Poygan soils and wet areas south.
 - b. WisDOT wetland mitigation and Federal Emergency Management Association (FEMA) floodplain mitigation site exists in southwest quadrant. Mike Helmrick will request southeast region materials that may be pertinent.
 - c. At Martin Road a water tower, power substation, and grade-separated railroad crossing exist. Wetlands, farmed wetlands, and ditched wetlands exist to the south.
 - d. The DNR expressed a land use regulation concern associated with the Record of Decision for the Fond du Lac bypass. In a previous meeting with local land use officials, a commitment was obtained to increase the river and wetland buffers in the area west of WIS 175 and east of County D. Bobbi indicated these commitments were associated with the previous Record of

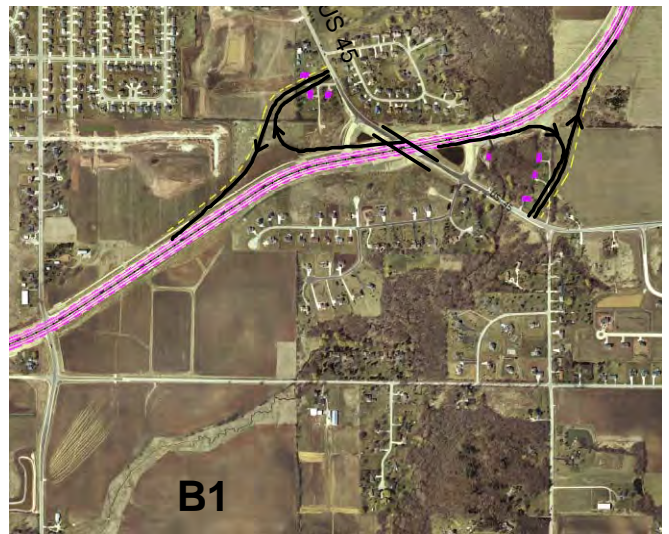


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Decision. These requests/commitments do not seem to have been honored by Fond du Lac in the development of the business park.

2. Middle Alternatives

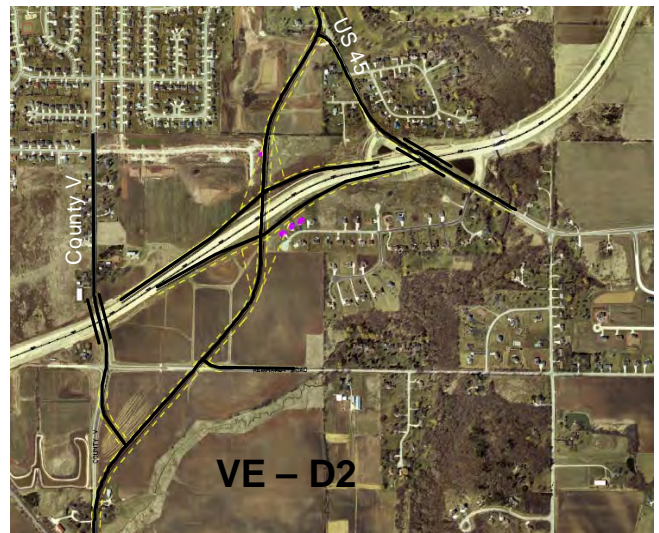
- a. Three main middle alternatives are being considered between County V and US 45. One is a partial cloverleaf interchange at County V (Alternative A-3), one is a partial cloverleaf at US 45 (Alternative B1), and one is a diamond interchange between County V and US 45 (Alternative VE D-2).



- b. With Alternative A-3 (interchange at County V), the Reihnhard Road is realigned to the south near a drainage sway. This should be reviewed to provide adequate buffer.

- c. Alternative B1 impacts wetlands and wooded uplands, particularly to the south. The DNR seemed to express concerns regarding wetland impacts to this area and stated that more investigation would be required if this alternative was pursued further.

- d. The DNR did not have any strong concerns with Alternative VE D-2. The revised County V alignment crosses US 151 on a



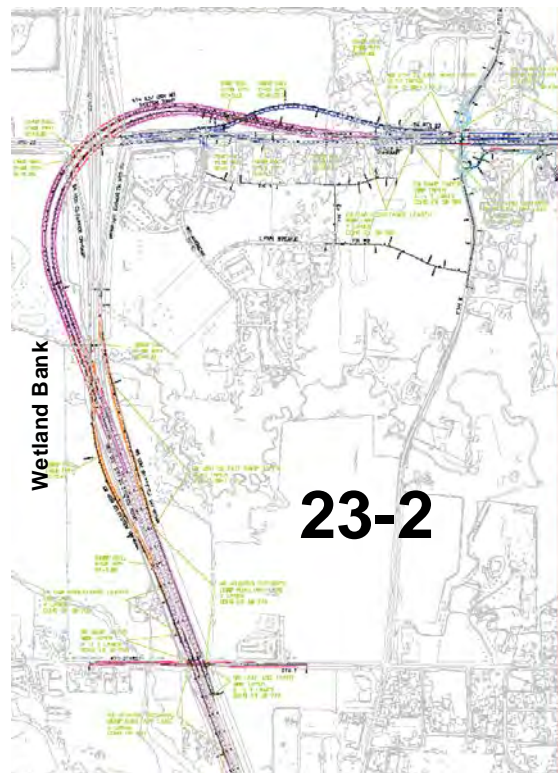
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knoll that is currently farmed. Of the three alternatives for the middle section, this seemed to have the fewest environmental concerns.

3. East Alternatives

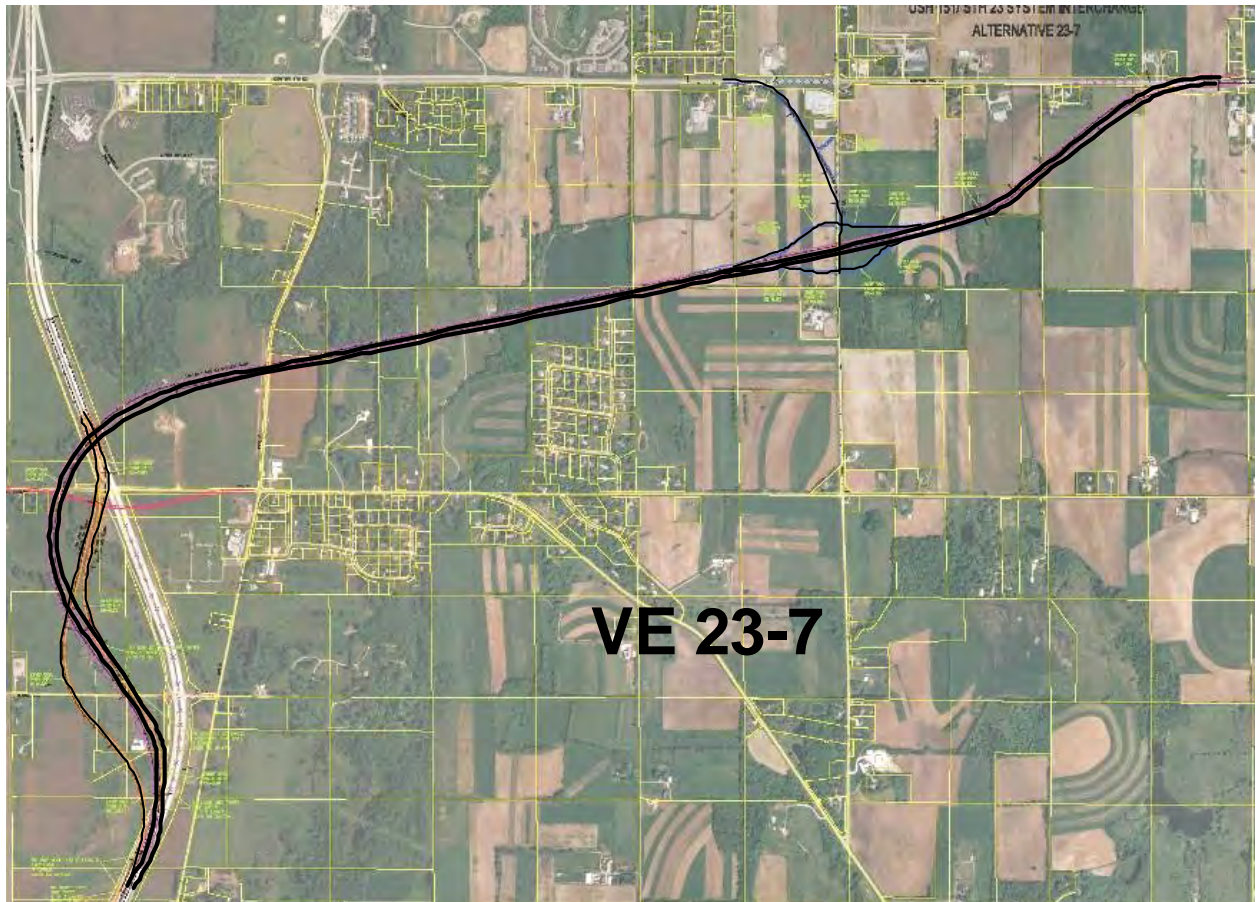
- a. Three alternatives are being considered for the WIS 23 connection. Two of the system interchange alternatives (VE 23-1 and 23-2) are located primarily near the existing WIS 23 interchange. The third alternative being considered (23-7) leaves the WIS 23 alignment south of County T and travels off-alignment for about 3 miles before joining the existing WIS 23 roadway.
- b. The DNR indicated that a wetland mitigation bank exists in the southwest quadrant of the interchange. This was created as part of the US 151 bypass project. Both VE 23-1 and -2 impact this wetland, with VE 23-2 impacting to a greater extent. The DNR indicated that it would probably be difficult to obtain permits for it. The Corps of Engineers and the DNR are to review their policies on that and the DOT will likewise review site documentation.

Note: Mitigation site impacts would not be considered 4f or 6f. The impacts would be written up as a unique area. If there were the potential to reopen this area for potential impacts, the Corps of Engineers believes all agencies would need to respond to a new environmental document generated for the area.



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- c. With Alternative 23-7, WIS 23 leaves US 151 around County T and travels east over the Niagara Escarpment. The DNR voiced strong concern regarding this alignment. Specific resources mentioned that would be impacted included springs, threatened endangered species, and microcommunities. It also creates a second cut through the escarpment and could increase secondary development. The DNR would like WisDOT to dismiss the alternative. If WisDOT continues to pursue it, they would like to walk the alignment and look at the resources more closely.
- d. Southwest of the WIS 23 interchange, a floodplain/wetland mitigation site exists that was completed for the past construction project. The DNR anticipates it would be substantially difficult to permit impacts for that area.



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4. County V/Rienzi Road

- a. WisDOT stated that an interchange at Rienzi Road is unlikely but possible. Much of the east side is wetlands, with cattail and some shrub–scrub (SS). (Note: the eastern approach is an entrance to a cemetery.)
- b. A western frontage road between Rienzi Road and Fourth Street/CTH T is a local network need that could be part of the total transportation improvement package for the area. This may impact up to three tributary crossings and/or field depressions.

Tasks to Do

- Mike Helmrick will obtain and forward Southeast Region materials (plat, covenants) applicable to the mitigation site in the southwest quadrant of US 151/WIS 23.
- The WisDOT and DNR will review the commitments for the Record of Decision (ROD) of the US 151 bypass improvement.
- Strand will prepare a meeting summary.
- The DNR will provide Paul Vraney with a general comment summary of this review. This summary may include more specific comments regarding Alternative 23-7.

c: All Present

**Wisconsin DOT
WIS 23 FEIS, I.D. 1440-13-00
Fond du Lac to Plymouth**

Section 106 Status Meeting

September 29, 2006
Archaeology Lab, Madison

Attended: Rob Wagner, WisDOT NE
Jim Becker, WisDOT
Luke Hellermann, Strand Associates
Carrie Webb, WisDOT NE
Tim Heggland, Wisconsin Historical Society
Kent Dickerson, Wisconsin Historical Society
Tom Lynch, Strand Associates

Handouts: Agenda

1. Introductions

Rob, Carrie, and Jim via phone conference.

2. Discussion of Historic & Archaeological Sites

Jim clarifies that he can review archaeological documents and that Bob Newberry makes the call on historic issues.

Historic Discussion (Factor Sheet P Summary Table)

Sites potentially affected by preferred alternative (Alt 1) are:

St. Mary's
Spruce Rd House (overpass on Sugarbush make cause impact)
House/Barn on CTH K (local road connection and K Jug Handle area)

- Spruce Rd House and House/Barn on CTH K

Based on discussion and input from Tim, it seems unlikely that DOEs will be needed for these 2 sites. However, agreed that Bob Newberry and Tim need to make the call after review of design plans.

Action: Rob will send plans showing slope intercepts to Tim Heggland. Tim will package and get to Bob Newberry for review. After review, get verbal or e-mail concurrence on whether DOEs are needed for these 2 sites.

- St. Mary's

Alternative considering a frontage between the site and WIS 23 is not being pursued and a Jug Handle is planned. Rob is not sure if R/W will be needed from the "historic" portion of the site (NE quadrant). If R/W needed it would be a small portion associated with the grade separation. Rob indicates R/W is needed from NW quad., but no historical significance there.

NE quad is 4(f) for historic issues if R/W acquisition needed. Plan would be to pursue Deminimus determination for this if 4(f). Requires a letter to St. Mary's stating impacts and intent to pursue Deminimus and an approval letter back from St. Mary's on R/W

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acquisition/project. Then package information and submit to FHWA for sign off. If needed, Strand will send draft St. Mary's letter to Rob and Rob will forward to St. Mary's.

Action: Rob will determine if R/W needed from NW quadrant of St. Mary's and send plans to Tim and Strand.

If R/W to be acquired, Tim will update DOE and Arch/History Survey Form (if needed). Tim and Strand will package information with 106 Form and submit to Bob Newberry. During review by Bob Newberry and SHPO, MAP can prepare the Determination of No Adverse Effect documentation.

Archaeology Discussion (Factor Sheet Q Summary Table)

Sites potentially affected by preferred alternative (Alt 1) are:

Several listed on summary table, but Kent indicates that his evaluations have determined only the Sipple site is eligible and requires a DOE. Other sites are not eligible and this will be documented in his pending reports.

- Sipple Site

Action: Kent and Tim will submit to Rob the Historic and Archaeological reports and DOE. Strand will package with 106 Form and submit to Jim Becker and Bob Newberry (by end of October). Jim and Bob will review and send on to SHPO (anticipated by mid November).

During review by SHPO, MAP can prepare the Determination of No Adverse Effect documentation and submit after SHPO concurrence received (SHPO concurrence anticipated mid December).

Sipple site is also 4(f) and a full 4(f) Evaluation is needed. The Evaluation and a Determination and Approval Form needs to be sent to BEES and FHWA for review and sign off. Strand and Rob will work on completing this.

Kent indicates that it appears unlikely that Tribes will be interested in the Sipple site but still should be invited to consultation.

3. Other Issues - 4(f) or 6(f)

- Kettle Moraine State Forest is 6(f) and WDNR has jurisdiction.

Action: Strand and Rob will look into what agency concurrence has been documented to date, update the Evaluation, and submit the Determination and Approval Form to BEES and FHWA for review and sign off.

- Ice Age Trail is 4(f)

Action: Strand and Rob will look into what agency concurrence has been documented to date, update the Evaluation, and submit the Determination and Approval Form to BEES and FHWA for review and sign off (a letter from Tom Gilbert with NPS (DOI) is in the file supporting bridge crossings).

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- State Equestrian Trail is 4(f)

Action: This trail is adjacent to the Ice Age Trail and crosses WIS 23 at the same location. Strand and Rob will look into what agency concurrence has been documented to date and submit the Determination and Approval Form to BEES and FHWA for review and sign off.

4. Questions

Questions for Jacki Lawton.

Can we release FEIS with some of these issues unresolved (ES consultation)?

Can we get FEIS out in January and indicate that MOA and consultation is pending?

Schedule – 106

Early Oct – Slope intercepts to MAP

End of Oct – MAP sends Phase II Arch to WisDOT
WisDOT sends 106 Form, DOEs and Phase IIs to BEES

Mid Nov- After BEES review, BEES sends Packet to SHPO

Mid Nov- MAP starts Determination of Effect for sites and sends to BEES

Dec- Response from SHPO on DOEs

Jan- Release FEIS

Jan- Begin to organize consultation

August 2, 2006 Aurora Meeting

Re: WIS 23 4-lane expansion project- Access at STH 23 and Wisconsin American Drive.

Issue:

Aurora Clinic officials are opposed to the proposed access change for the intersection of WIS 23 and Wisconsin American Drive. WisDOT NE Regional Office has recommended closing the median access to WIS 23, leaving only a right-in/right-out access.

Reason for restriction:

- The access change at Wisconsin American Drive is directly related to it's proximity of the existing interchange at USH 151, the proposed jug-handle intersection at CTH K and the proposed interchange at CTH UU.
- An operational analysis has determined that all median access should be removed between USH 151 to CTH UU.
- Several local developments between USH 151 and CTH UU, like Wisconsin American Drive, currently have access to WIS 23. None of the developments will have median crossings.
- WisDOT and FHWA has recognized that this growing area of Fond du Lac will be congested in the future, similar to the problematic section of WIS 21 in Oshkosh west of USH 41.
- Considerable planning effort and public outreach has been invested in this access plan from USH 151 to CTH UU. Allowing a median crossing at Wisconsin American Drive may jeopardize the proposals and agreements already in place for these other development.

Justification of restriction:

- The corridor study and related environmental impact study have documented the public safety concern for the CTH K intersection with WIS 23.
- Wisconsin's state highway plan identifies WIS 23 from Sheboygan to USH 151 as a C2030 Connector Route. Our vision for WIS 23 from USH 151 to Sheboygan is an unsignalized corridor with limited access throughout. Introducing signals at the Wisconsin American intersection, which would be the only location between USH 151 and IH43, is not consistent with entire WIS 23 corridor.
- Design standards for access around the CTH K jug-handle intersection do not allow a median crossing within ½ mile of the on/off access ramps for safety and operational reasons. Wisconsin American Drive falls in this restricted access area.
- Wisconsin American Drive is a local business development route that does not provide the local street continuity that CTH K provides as an arterial roadway.
- The NE Region has reviewed plans with local officials and local emergency providers in the Fond du Lac area and has gained their support for our proposals. The Fond du Lac Fire Department indicated that they currently the use CTH T (4th Street), not Johnson Street (WIS 23) as the route to CTH K, and Aurora.

Summary:

A median crossing at Wisconsin American Drive would diminish our proposed plans to improve local safety concerns between USH 151 and CTH UU. This plan improves the safety and mobility experienced by the traveling public and outweighs the indirection to the experienced by those using Wisconsin American Drive. We believe this access plan will provide the safest possible travel for the customers and employees of the Aurora Clinic while preserving the mobility on WIS 23.

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: 6/29/06

To: District 3 Files

From: Rob Wagner

Subject: Project 1440-13/15-00
STH 23 (Fond du Lac - Plymouth)
Fond du Lac & Sheboygan Counties

Re: Connection road to Whispering Springs from CTH UU

Attendees: Wayne Rollins and Mark Lentz of the City of FDL, Ernie Winters and Sam Tobias of the FDL County, John George Empire, Ed Huck and Bill Ritter of Whispering Springs development, Dan Segerstrom and Rob Wagner.

A meeting was held in Fond du Lac to determine the location for connection road to Whispering Springs and the Hilltop subdivisions. Three alternative connections were shown. All attendees preferred the connection road along the section line and border of the Towns of Empire and Taycheedah. Specifics for the road would include:

- A 32 foot paved roadway with a rural section.
- The road will connect to Oelke Road, providing access for Hilltop residents.
- The city/town/developer should work on design details later with final design. Items such as roundabout connections, or additional road treatments.

The Final EIS will be completed later this year followed by official mapping early next year. At that time WisDOT will coordinate with the City or appropriate officials to have the road mapped for them as well.

CTH U / Sunrise Connection

- Previous discussions (never on any access plans) have show a possible connection between Sunrise and CTH U.
- Initial Real Estate estimate shows the parcel needed for this connection will be purchased for this project.
- The issue is to consider this connection for the current project or possibly in the future preservation plan.

Action: It was decided to leave the access plans as they are and not pursue the connection.

CTH C / Branch and Inez Road Connections

- The Branch and Inez Road intersections with WIS 23 were left in the 2004 expansion and interchange at CTH C project.
- The intersections do not meet the spacing requirements with proximity to CTH C.
- There has been public push to correct this situation and FHWA has approved the correction of this under this project.
- Concepts have shown a connection back to CTH C on some old road locations and a connection to Pioneer Road (opposite CTH P).

Action: PDS will provide a summary of the costs for all the connections and provide a display of for the PIM.

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: June 26, 2006

To: NE Region Files

From: Rob Wagner

Subject: Review of various issues in relation to not building interchanges at W, G, and A in the construction year 2014.

Attendees: Rob Wagner, Brett Wallace, Bruce Enke, Mike King, Matt Haefs, Brian Edwards, Dave Nielson, Kip Pelegrin, and Jay Viste.

Old Plank Trail

- Guidance from Tom Huber (FHWA concurrence) is not to have any at-grade crossings of WIS 23.
- Planned crossings of WIS 23 had been at the CTH A interchange, and the overpasses at Division Rd and Sugarbush Rd. Costs saving considerations and some preliminary public input not in favor of the Sugarbush overpass have led to some reevaluations of the trail location.
- In question is whether to continue the trail along the south side of WIS 23 from the existing trail head (south side) and cross to the north in the area around CTH W or cross to the north at the Ice Age Trail Crossing and continue north to Fond du Lac.

Action: PDS will put together a synopsis of the relocation costs, wetland impacts, crossing costs and any major trail costs by Wednesday. The trail location will be determined at that time.

CTH G Interchange

- PDS had determined that a 50' shift to the south would save up to \$6 million.
- Real Estate for the future interchange will be purchased for this project.
- The new issue for this interchange is whether to construct the add-lanes adjacent to the existing, effectively making the new pavement a future throwaway cost or building both sets of lanes on the shifted location, incurring the higher upfront costs and but without future throw away costs.

Action: PDS will provide a summary of the costs after the Old Plank Trail location is determined.

CTH G to Division Frontage Road or Division Grade Separation

- Previous access plans have shown a grade separation with the CTH G interchange. With the likelihood of the Old Plank Trail staying on either just the north or south side, the structure would only be needed for access to the south side of Division Rd.
- A frontage road connection may be more cost efficient and provide the needed access.

Action: PDS will provide a summary of the costs. Both options may be shown for comment at the PIM.

From: "Wagner, Rob - NE Region" <robert.wagner@dot.state.wi.us>
To: "Tory Kress (E-mail)" <tory.kress@strand.com>
Date: 6/21/2006 7:15:24 AM
Subject: FW: 1440-13/15-00; history survey update

-----Original Message-----

From: Kelly Hamilton [mailto:kehamilton@whs.wisc.edu]
Sent: Friday, June 09, 2006 2:43 PM
To: robert.wagner@dot.state.wi.us
Cc: carrie.webb@dot.state.wi.us
Subject: ID: 1440-13/15-00; history survey update

WisDOT Project ID: 1440-13-00 and 1440-15-00
Sheboygan and Fond du Lac Counties
STH 23 Corridor Study
MAP project ID: 02-5016 and 5017

Good afternoon Tim and Carrie,

MAP's architectural historian (Tim Heggland) has surveyed the additional areas of potential effect and identified two additional properties. The following is a summary of his findings.

House located 0.4 miles south of the intersection of STH 23/CTH K. A clapboard-clad Gothic Revival style house and a barn are located within a wooded parcel. The house appears to be vacant and the fire number/address has not been identified as yet. The house structure is considered to be potentially eligible for the NRHP due to its architectural significance and possibly its historic significance. The wooded parcel lies immediately south of the area of potential effect depicted for the intersection of Road 2/CTH K, thus it appears that adverse effect can be avoided.

House located at W7710 Spruce Street in Greenbush. This Queen Anne style house is considered to be potentially eligible despite the recent construction of a large vinyl-sided carriage house/garage. The area of potential effect for S. Sugarbush Road extends into this parcel, suggesting that the proposed improvements would have an adverse effect on this property. Additional information on the proposed design is necessary in order to determine whether adverse effect can be avoided.

St. Mary's Springs Academy Complex. This property still is considered to be potentially eligible for the NRHP despite the recent removal of the Boyle Hall, Second Powerhouse, and garage. The surviving contributing structures include the Academy Building and associated landscape features. As requested, Tim will update the DOE form to reflect the loss of these three structures. It will be necessary to consult with the SHPO to determine if the proposed alterations to CTH K north of the intersection with STH 23 would be considered to have an adverse effect.

House located at N6601 Tower Road.

Tim would like to revise an earlier interpretation of eligibility. This Side Gable-form brick house has been adversely effected by alterations and additions. Although the owners have been sensitive to the historic building when designing these changes, the structure no longer meets the NRHP criteria of eligibility.

Please feel free to contact me if you have any questions.
Kelly

CORRESPONDENCE/MEMORANDUM **State of Wisconsin**

Date: 05/24/06
To: NE Region Files
From: Rob Wagner
Subject: WIS 23 Traffic/access issues at Greenbush/CTH A.

Attendees: Rob Wagner, Dan Segerstrom, Paul Brauer, Matt Haefs, Mike King, Bruce Enke, Bob Schuurmans, Scott Nelson, Dave Nielson.

We met today to discuss traffic concerns/thoughts on the concept of a jughandle intersection in Greenbush. Some main discussion points follow:

- It is not known yet if this and/or other interchanges on this major project would be funded for this project in 2013-14.
- There are three basic scenarios for the Greenbush area:
 1. At-grade intersections at CTH A and Sugarbush in 2014, mapped interchange for the future at CTH A (grade separate Sugarbush).
 2. Interchange built at CTH A in 2014 (grade separate Sugarbush).
 3. Jug-handle intersection with grade separation at Sugarbush and a future interchange mapped at Sugarbush. This option would include either a grade separation at CTH A or a north connection road from Sugarbush to CTH A.
- Bob has concerns with the profile on Sugarbush.
- Scott stated that the jug-handle should operate fine, better than an at-intersection.
- Scott thought that the ultimate interchange should have greater consideration now.
- Would a roundabout fit at the intersection of Sugarbush and the jug handles.
- Does it make sense to change our plan to fit the fire station if we plan to remove it when we build an interchange at Sugarbush?
- Bruce stated that if standards warrant an interchange than the interchange option built should be to standards.
- Bruce stated that a time delay vs. access synopsis could be done for the Greenbush Fire Department to address their concerns.
- If the Old Plank Trail extension can be built on the south side of WIS 23, then the necessity to build a grade separation at Sugarbush in 2014 would be removed.
- There was some discussion on traffic counts in the design/construction year and if they included combined sideroad numbers. The forecasted counts are combined and summarized below:

CTH	Mainline ADT	Sideroad ADT
A	(2015) 9,000	(2015) 800/1500*
	(2035) 12,000	(2035) 1100/2000*

*Estimated ADT with consolidated numbers from existing sideroads

Follow up items:

- Matt will provide a Tech Memo for the Old Plank Trail between CTH G and Sugarbush.
- Matt will provide a plan/profile of the jug-handle at Sugarbush to be reviewed by traffic and possibly Pat Flemming.
- Planning will put together a synopsis for the fire department travel time.
- Planning will be meeting (6/7/06) with the Majors Peer Review Committee to determine the level of funding for this area and other interchange areas on WIS 23.
- Pending the outcome of the Majors meeting, we will review the options at Greenbush, likely at the 6/20/06 WIS 23 Group Meeting.



2010 WIS 23 FEIS VOL 2 Appendices

Division of Transportation
System Development
Northeast Regional Office
944 Vanderperren Way
PO Box 28080
Green Bay, WI 54324-0080

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
Internet web site: www.dot.wisconsin.gov

Telephone: (920)492-5643
Teletypewriter (TTY): (920)492-5673
Facsimile (FAX): (920)492-5640
E-mail: greenbay.dtd@dot.state.wi.us

May 18, 2006

Michael R. Scholl
Hammes Company
18000 West Sarah Lane, Suite 250
Brookfield, WI 53045

Dear Mr. Scholl,

I received your letter dated March 23, 2006, regarding our proposed STH 23 Improvements. We certainly look forward to any meeting with you and/or representatives of Aurora Health Care.

Our planning staff at WisDOT's Northeast Region is committed to the completion of the WIS 23 Final Environmental Impact Study (FEIS), required by the Federal Highway Administration (FHWA), by this fall of 2006. In order to complete this FEIS in a timely fashion, we have been meeting with local officials, public groups, and private entities since last fall to gather as much information and finalizing concepts as much as possible to develop our plans.

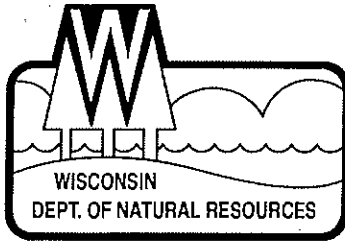
We will be holding a Public Information Meeting in July to present our final concepts and preliminary design to the public. Soon after this meeting we will submit our FEIS to the FHWA for approval.

Our proposed plan has addressed the significant safety concerns of CTH K by local officials and the general public. Although there are some access changes to those in proximity to the WIS 23/CTH K intersection, the overall improved safety to the traveling public outweighs the indirection experienced by others. The meetings we have held have confirmed these concepts as the appropriate solution for the needs of this growing side of Fond du Lac. This proposal will allow for a safe and easy access to WIS 23 via the improved intersection at County K. We believe this access scenario will service Aurora and the other businesses on Wisconsin American well into the future.

If you would like to schedule a meeting or if you have any questions, please give me a call at (920)-492-5983.

Sincerely,

Robert J. Wagner P.E.
WIS 23 Project Manager



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Scott Hassett, Secretary
Gloria L. McCutcheon, Regional Director

Kettle Moraine State Forest
N1765 Highway G
Campbellsport, Wisconsin 53010
Telephone 262-626-2116
FAX 262-626-2117

May 17, 2006

Mr. Robert Wagner
Wisconsin Department of Transportation – District 3
944 Vanderperren Way
PO Box 28080
Green Bay, WI 54324-0080

Reference: WIS 23/Final Environmental Impact Statement
Ice Age National Scenic Trail
Kettle Moraine State Forest – NU Equestrian Trail

Dear Mr. Wagner:

At the March 13th, 2006 WIS 23 Project Meeting, held at the Greenbush Town Hall, you invited the Wisconsin Department of Natural Resources to make written comments on the proposed routing of the Ice Age National Scenic Trail and the State Forest Equestrian Trail as it relates to the WIS 23 road improvements.

The project identifies these two major trail systems in the Kettle Moraine State Forest – Northern Unit to cross State Highway (STH) 23 using a shared underpass structure. The underpass will be located approximately 1,700 feet west of the existing at-grade trail crossing. To re-connect to the trails on the north side of the highway, there are two routing alternatives.

Alternative # 1. Route a shared trail in the highway's right-of-way easterly approximately 1,700 feet and re-connect to the existing trails.

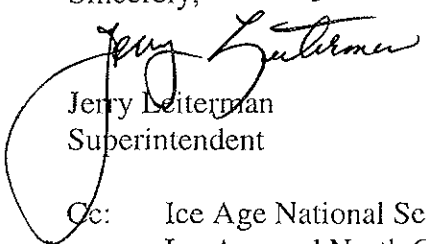
Alternative # 2. Route a shared trail in the highway's right-of-way easterly approximately 750 feet. At this point, the trail would head north onto state forest property. Once on state forest property, it will be the responsibility of the Department to re-connect to the existing trails.

These alternatives have been reviewed by the Department and discussed with affected users groups; the Ice Age Park and Trail Foundation – Northern Kettle Moraine Chapter and the Northern Kettle Moraine Horse Trail Association. Additionally, these options have been shared with David Hine, W7136 STH 23, Glenbeulah, WI, property owner who lives adjacent to the affected area.

Alternative #2 was recommended by all parties. Removing hikers and horseback riders from the highway's visual and noise impacts, as soon as possible, was of utmost priority.

We appreciate the opportunity to respond.

Sincerely,



Jerry Leiterman
Superintendent

Cc: Ice Age National Scenic Trail, Madison, WI Attn: Pam Schuler
Ice Age and North Country Trails, Madison, WI Attn: Tom Gilbert
Ice Age Park and Trail Foundation – NKM Chapter, Sheboygan Falls, WI Attn: Sarah Gierke
Northern Kettle Moraine Horse Trail Association, Campbellsport, WI Attn: Joann Schill
Wisconsin DNR, Milwaukee, WI Attn: Joanne Kline
David Hine, Glenbeulah, WI

Town of Forest

Fond du Lac County

May 16, 2006

Robert J. Wagner, P.E.
District 3, WisDOT
P.O Box 28080
Green Bay, WI 54324-0080

RE: STH 23 Expansion Project ID1440-13/15-00 Redone Maps-Dec. 22,
2005

Rob,

Our Town Board has reviewed the redone maps of the three scenarios for future road access.

Your letter mentioned that the interchanges were dependent on funding.

We are asking that you give very serious consideration to earlier construction of the grade separation interchanges at Highway 23 and CTH W and at CTH G for the following reasons:

CTG W and CTH G are designated collectors within the Town. They funnel traffic to and from local roads to access with or cross over HWY 23.

We expect substantial traffic count increases at CTH W and CTH G intersections due to planned closures of up to seven town roads.

It would be less intrusive and more efficient to build the interchanges immediately rather than re-engineer and reconstruct after a fairly short period, otherwise we may have the same problems that exist on the Highway 151 by-pass in Fond du Lac.

We would also ask you to consider and reconsider staying on the north side for the additional lanes on Highway 23 from Plymouth to Fond du Lac.

Thanks for your consideration.

Sincerely,
Norman Loche Chairperson
✓

PLYMOUTH



TRAIL RIDERS

April 17, 2006

Robert J. Wagner, P.E.
Corridor Planning Engineer
WisDOT-Northeast Region
944 Vederperren Way
PO Box 28080
Green Bay, WI 54324-0080

RE: Hwy. 23 Trail Crossing

Dear Rob,

Thanks again for keeping us involved in the underpass discussion. At the Plymouth Trail Riders general club meeting on April 4, 2006, we reviewed both options for the proposed Highway 23 trail crossing at Julie Court. After discussing the positive and negative aspects of each option, our preference is the Slab Span construction. We feel it would be safer for all, and especially the equestrian, users.

I have attached a copy of the signatures from all members in attendance at our April meeting and obtained permission to use the list to send to you in support of the Slab Span option at the trail crossing.

If you have any additional questions or would like to further discuss this matter, please contact me using the information below or our Vice President, Krista Salm, at (920) 980-9309.

Sincerely,

Beccie Bennin, Secretary
W5231 Sumac Road
Plymouth, WI 53073
info@plymouthtrailriders.com

Encl.: April meeting attendance sheet w/signatures

PLYMOUTH TRAIL RIDERS

Meeting Date: _____

April 4 2006

Beccie Bennin	Leola Turner
Nichelle MacArthur	Dorel Johnson
LeAnn Fisher	Wendy Koster
Janet Maygat	Donna Koster
Edwina Moore	Ann Bennett
Joye Roth	Jacky Schwartz
Wes Bloch	Jermy Meyer
Dennis Swas	Jayne Birkholz
Vicki Schaffer	Erinny Rabbit
Jacky Schuch	Christy Tuttle
Robert Baker	Mark Gault
Gail Haden	Laura Simons
Stanna Tice	Krista Salen
TAMMY PERCIVAL	Jana Tuttle
Connie Langford	
Gail Detweiler	
Olton Hull	
Shirley Brown	
Paula Brown	
Marlene	
Becky	

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: April 12, 2006

To: NE Region Files

From: Rob Wagner

Subject: Meeting with Greenbush Town Board

Attendees: Rob Wagner

Notes from meetings:

I met with the Town Board upon their request concerning the Sugarbush Road overpass and the CTH A interchange. There were approximately 25 people in attendance. Mike Limberg, the Town Chairman asked me to review our access proposals and why a bridge is needed at Sugarbush.

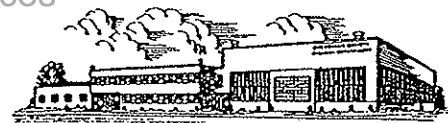
I went over the interchange warrants, guidelines, as well as the Old Plank Trail Crossing.

The town board and audience in the end did not seem very supportive of an overpass or an interchange. There major concerns were:

- Additional time to and from the fire station for calls to the west. Up to 1.5 each way.
- They wanted to see an access point for emergency vehicles, whether a ramp off Sugarbush, a connection via Plank Road to the west.
- The grade of the Sugarbush overpass and how it would affect the entrance to the Town Hall/Fire Station.
- The fact that there is no access to the west from Sugarbush Road.
- If existing CTH T (north) is closed off of WIS 23, then they would have to go across Glen Road, down Sugarbush, into town and back on at CTH A.

I did not give any indication that we could allow anything different than what was already proposed.

SHEBOYGAN COUNTY HIGHWAY DEPARTMENT



P. O. BOX 716 + 1211 NORTH 23RD STREET + SHEBOYGAN, WISCONSIN 53081

PHONE (920) 459-3822 + FAX (920) 459-3831 + www.co.sheboygan.wi.us

A. ROGER LANING
Highway Commissioner

March 28, 2006

Robert J. Wagner PE
WI DOT Northeast Region
P. O. Box 28080
Green Bay, WI 54324-0080

Dear Mr. Wagner,

On February 6, 2006, the Sheboygan County Transportation Committee reviewed the "Proposed Public Street Access Changes" to State Road 23 in the Towns of Plymouth and Greenbush. The proposed changes as detailed by the Wisconsin Department of Transportation staff show each intersection road treatment as they would look as part of the "23" four lane extension construction in 2013-2014, as well as 2035 or beyond.

It is the consensus of the Sheboygan County Transportation Committee to concur in concept, with the proposed side road access changes. Please keep the Sheboygan County Transportation Committee informed as to progress on this roadway expansion project.

Sincerely,
Sheboygan County Highway Department

A handwritten signature in cursive script that reads "Roger Laning". The signature is written in black ink and is positioned above the printed name and title.

Roger Laning
Highway Commissioner

RL/tld

**STATE/COUNTY TRAIL AGREEMENT
FOR**

**Project : 1440-13-00
Plymouth-Fond du Lac
STH 23
Sheboygan & Fond du Lac Counties**

This agreement will document understandings reached between the Wisconsin Department of Transportation, hereinafter called the "Department", and the County of Sheboygan, hereinafter called the "County", regarding the above referenced project.

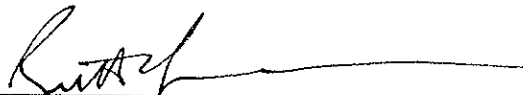
Proposed Improvement

The Department is proposing to reconstruct State Highway 23 from Plymouth to Fond du Lac as a four-lane divided expressway in Sheboygan and Fond du Lac Counties. In conjunction with this project, the Department has proposed to provide right-of-way for a bicycle/pedestrian trail, hereinafter called the "bike/pedestrian trail", along the proposed roadway. Federal requirements prevent any motorized use to be permitted on this trail except for snowmobiles if specifically permitted by county ordinance.

The purpose of the bike/pedestrian trail is to provide a safe traveling route for bicycles and pedestrians, and its usage will be restricted to non-motorized transportation purposes. A woven wire fence on the ultimate Highway 23 right-of-way, which will be offset approximately 3 feet from the ultimate Highway 23 right-of-way line, will be used to separate the bike/pedestrian trail from the ultimate Highway 23 right-of-way. In addition to the right-of-way acquisition for the bike/pedestrian trail, the Department proposes to grade the bicycle/pedestrian trail 14 feet. Sheboygan County will be responsible for surfacing the bike/pedestrian trail from its current trail end to the Fond du Lac County line. Upon completion of the Highway 23 and the bicycle/pedestrian trail construction, the Department will maintain ownership of the trail right-of-way and the County will maintain the bike/pedestrian trail for the portion in Sheboygan County. The County will then be responsible for all future operation and maintenance of the bike/pedestrian trail for the portion in Sheboygan County.

The signatures below signify that the Department and the Municipality accept and agree to all terms as outlined in this agreement.


Approved by: STATE OF WISCONSIN, DEPARTMENT OF TRANSPORTATION



Brett Wallace, P.E.
Systems Planning & Operations Chief
WisDOT NE Region

Date 4-28-06

Approved by: SHEBOYGAN COUNTY BOARD OF SUPERVISORS



William Goehring, Sheboygan County Board of Supervisors

Date 4/17/06

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: March 14, 2006

To: NE Region Files

From: Rob Wagner

Subject: WIS 23 Meeting with Whispering Springs and Hilltop Developments

Attendees: Rob Wagner, Colleen Harris, Brian Chlopek, Dan Segerstrom, Paul Brauer and approximately 55 residents of the Whispering Springs and Hilltop developments.

Notes from meetings:

- A short presentation was given, summarizing WisDOT's plan proposals and access changes between USH 151 and CTH UU. Also shown was a frontage road from CTH K to Whispering Springs along the north side of WIS 23 (at their request from the meeting in Nov. 2006).
- Residents were concerned with the amount of traffic that may increase on their residential streets.
- Residents were concerned with the extra driving distance and time.
- WDNR does not support the frontage road. The city of FDL does not believe the design is acceptable with over 10% grade.
- The right-in/right-out access to WIS 23 as well as the emergency vehicle access there was for the most part accepted as a viable option.
- Overall, those in attendance seemed accepting of the proposals.
- There was some interest in relocating the proposed access to Whispering Springs from CTH UU. WisDOT will look into an access road along the section line between roads 7 and 8. Follow-up: A meeting with the Town of Empire, the City and County of Fond du Lac, and Ed Huck from Whispering Springs discussed the new access road on the section line. All those in attendance agreed that to location was acceptable.

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: March 13, 2006
To: NE Region Files
From: Rob Wagner
Subject: WIS 23 Meeting with Mary Hill Park Subdivision

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Brian Chlopek and approximately 27 residents of the subdivision.

Notes from meetings:

- A short presentation was given, summarizing WisDOT's plan proposals and access changes between USH 151 and CTH UU. Also shown were four preliminary layouts for an access road for the subdivision, rather than access from WIS 23 (at their request from the meeting in Nov. 2006).
- Residents were concerned with options 2, 3, and 4 that falls between two homes and would disturb an old stand of trees that they've been trying to preserve for several decades.
- The residents would like no braking (Jake Brake) for semis on WIS 23.
- They would prefer the Frontage Road option (#1) along the south side of WIS 23 from CTH K, easterly to their existing driveway.
- They did not like the fact that Option 1 went through their well pump house and would rather the road curve more sharply to avoid it.
- WisDOT will put together a design to avoid it and find out if the Town of Empire and the Eden Fire Department would accept the design. Follow-up: Both the Town and Fire Department were acceptable of the tighter, slower design of the frontage road.
- Ann Beard of the subdivision would like to know if noise walls could be built behind their homes, south of WIS 23. Follow-up: Carrie Webb verified (per email of 5-12-06) that noise barriers are not required since there will be no significant change in the horizontal or vertical alignment of WIS 23.

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: March 13, 2006

To: NE Region Files

From: Rob Wagner

Subject: WIS 23 Meeting with St. Mary's Springs Academy Board

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Brian Chlopek.

Notes from meetings:

- A short presentation was given, summarizing WisDOT's plan proposals and access changes between USH 151 and CTH UU. Additionally shown was the preliminary layout for a frontage road from CTH K to the Whispering Springs development (at their request).
- Boyle Hall was recently razed, which was a significant part of the historical consideration by the Museum of Archaeology. The area will now be a memorial with several statues that may be in the area of the retaining wall needed for a possible north frontage road.
- The board has concerns with building a frontage road there, especially with the 10% grade and the school, specifically concerns with student drivers.
- They would like the drainage of the property across CTH K looked at, as it's been a drainage problem since the last project.
- The board was supportive of the round-about proposal at the jug-handle intersection for WIS 23 and CTH K.
- The board was against the Whispering Springs frontage road on the north side of WIS 23.

CORRESPONDENCE/MEMORANDUM**State of Wisconsin****Date:** March 13, 2006**To:** District 3 Files**From:** Rob Wagner**Subject:** Project 1440-13/15-00
STH 23 (Fond du Lac - Plymouth)
Fond du Lac & Sheboygan Counties**Re:** WIS 23 Agency Update Meeting and Ice Age Trail Crossing Discussion

Attendees: Joanne Kline - WisDNR, Dan Kaemmerer – WisDNR, Johnny Gerbitz – FHWA, Mark Chandler – FHWA, Leakhena Au – USF&WS, Julia Guenther – USEPA, Jerry Leiterman Kettle Moraine State Forest Superintendent, Tom Gilbert and Pam Schuler of NPS, Carrie Webb, Colleen Harris, Dan Segerstrom, Matt Haefs, and Rob Wagner of WisDOT. There were also 3 members of the local equestrian trail club.

Expansion Project Update

- Rob reviewed the project history and provided a synopsis of expansion project including:
 - Construction schedule
 - Updated traffic forecast and interchange warrants
 - Passing Lane report
 - Preservation plan
 - Update of project impacts
 - Old Plank Trail extension
- Rob showed the location of the add-lanes and the preliminary location of the Old Plank Trail.
- The updated impacts for the add-lanes, trail, and the future interchange were discussed.
- The results of passing lane report were discussed and why it was passing lanes were not recommended.

Ice Age Trail Crossing

- Rob reviewed the commitments made in the DEIS for the IAT crossing.
 - The trail would be grade separated
 - Both the IAT and the State Equestrian Trail would pass through it
 - The crossing would be a minimum of 12 feet wide Old Plank Trail extension
- Matt presented the typical sections and depictions for a slab span bridge vs box culvert options.
 - The slab spans let more light in
 - The slab spans allow for a wider passage with segregated trails.
 - The box culvert is cheaper and has lower future maintenance costs.
 - The slab spans are more dangerous for drivers and noisier for trail users.
 - The box culvert will have a longer passage, but will echo more.

Actions

- Those in attendance felt the slab span bridge option is the best option overall for the trail users.
- Jerry will work with user groups to determine the best trail hook connection point on the north side. Follow up: Jerry Leiterman met with locals and they determined to have the new crossing connect up with a new north trail head connection, approximately 1100 feet west of the existing.

Wagner, Rob - NE Region

From: Reiser, Bobbi J [Bobbi.Reiser@dnr.state.wi.us]
Sent: Thursday, March 09, 2006 9:30 AM
To: Wagner, Rob - NE Region; Webb, Carrie
Subject: FW: ID 1440-15-01 Fond du Lac - Plymouth Road (CTH K - CTH W) STH 23 Fond du Lac County

It didn't go through the first time so I am breaking up the attachments into two e-mails.

From: Reiser, Bobbi J
Sent: Thursday, March 09, 2006 9:27 AM
To: Wagner, Rob - NE Region
Cc: Helmrick, Michael; Webb, Carrie; Kline, Joanne; Stranz, Allan M.
Subject: FW: ID 1440-15-01 Fond du Lac - Plymouth Road (CTH K - CTH W) STH 23 Fond du Lac County

Hello Rob.

I regret to inform you that I will be unable to make the STH 23 meeting on March 13th.

Mike Helmrick and I field reviewed the frontage road alignments near CTH K and the Escarpment. Here are the Department's concerns and recommendations:

Frontage Roads South of STH 23

Alignment 1--this alignment connects Hills Park Drive with Bellevue Boulevard. This alignment cuts through a younger hickory/oak/maple forest on the north 1/2 of the alignment. It then cuts through rock rubble, shrubs, and two open home lots on the south 1/2. The terrain is hilly. No "ledge rock" outcroppings were exposed. This alignment would breakup a block of forest and wildlife habitat, degrade natural scenic beauty of the escarpment, and may have some secondary landuse impacts.

Alignment 2--this alignment is directly south of existing STH 23. This alternative cuts through open filed, a topsoil pile and a small portion of the escarpment. Again, no ledge rock outcroppings were exposed. This alternative would not break up forest habitat, degrade natural scenic beauty, nor likely have secondary impacts to landuse.

Alternative 2 is the Department's preferred alternative.

**Please contact the Town of Empire, James Pierquet, to discuss their position on these alternatives. They will have a better handle on the local land use issues and their smart growth plan.

Frontage Roads North of STH 23

The proposed frontage road cuts through the escarpment near the water tower on a portion of the St. Mary's Springs property. The forested area this alignment cuts through on the escarpment is made up of mature oak and hickory with an understory with some prairie plants (species to be identified during the growing season). Additionally, there are springs which originate from a hillside seep and cross onto the proposed frontage road alignment. The springs are currently running. There is watercress and skunk cabbage growing within this spring run. These plants are indicators of excellent water quality. To avoid disturbance to this habitat and to the hydrology of the springs, the Department would not recommend this frontage road alignment.

In addition to the spring, there is/are:

1. a snowmobile trail
2. solid waste piles

3/10/2006

(2)

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: March 9, 2006

To: NE Region Files

From: Rob Wagner

Subject: WIS 23 FDL Urban Area Meeting on Wednesday February 8, 2006 the FDL Government Building

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Dan Segerstrom, Mike Berg, Mike King, Sam Tobias, Ernie Winters, Wayne Rollin, Mark Lentz, Rick Goding, Kevin Lemke, Tom Herre, Allen Buechel, and Tony Barthuly.

WisDOT showed the updated proposed improvements from the USH 151 Bypass to the CTH UU intersection. Exhibits were shown and discussion on the following:

- Current, construction, and design year traffic counts and corresponding levels of service for existing intersections.
- Design standards for interchanges and how they affect the access to Mary Hill Park, Whispering Springs, and Wisconsin American Drive.
- The possibility of constructing a frontage road from Whispering Springs to CTH K. The best design of the road is a marginal design and not likely to be supported by the City PWD and engineer.
- Concerns over emergency response time to Whispering Springs were discussed and details for an emergency cross over near the right-in/out were shown.
- Travel times were discussed and compared for different access options to Whispering Springs.
- WisDOT expressed that a left-in access to Whispering Springs would not be compatible with interchange design at CTH UU or CTH K.
- The city felt that any new connection road to Mary Hill Park should be a town road.
- Generally, local representative at meeting were in agreement of the proposals and understood the interchanges serve the needs of the general public and there will be access impacts to those in Whispering Springs.



2010 WIS 23 FEIS VOL 2 Appendices

Division of Transportation
System Development
Northeast Regional Office
944 Vanderperren Way
PO Box 28080
Green Bay, WI 54324-0080

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
Internet web site: www.dot.wisconsin.gov

Telephone: (920)492-5643
Teletypewriter (TTY): (920)492-5673
Facsimile (FAX): (920)492-5640
E-mail: greenbay.dtd@dot.state.wi.us

February 16, 2006

Jennifer Walters
Aurora Health Clinic
210 Wisconsin American Dr
Hwy. 23 East
Fond du Lac, WI 54935

Dear Jennifer,

Colleen Harris, Brett Wallace and I met with you on December 16, 2005 concerning the future of the access of Wisconsin American Drive to WIS 23. We will soon be finalizing our access plan along WIS 23 between USH 151 and County UU. I want to make sure that the Aurora Health has had a chance to provide their input and concerns.

At that meeting you expressed concern over the intersection as well Aurora's hope to have Wisconsin American connected up with County T to the south. Although we cannot address the connection to County T with this project, WisDOT will introduce this concept in the future preservation plan of the USH 151 Bypass, as it would alleviate traffic on WIS 23.

We have met with the Fond du Lac Fire and Police departments concerning the access to the Wisconsin American Drive developments. They indicated their preference is to take 4th Avenue (County T) from the station rather than Johnson Street (WIS 23) and would use County K once the connection is made via Lynn Avenue.

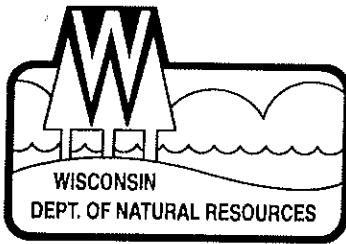
Another concern brought up was the length of the eastbound turn-lane into Wisconsin American Drive. This will be addressed in our WIS 23 expansion project, including safe and easy access to WIS 23 via the interchange with County K. We believe this access scenario will service Aurora and the other businesses on Wisconsin American well into the future.

We'd be glad to meet with you or any Aurora representatives concerning the improvements on WIS 23. If we haven't received an official response from Aurora by March 24, 2006, we will presume all company concerns were addressed and met with our access proposals.

If you would like to meet again or if you have any questions, please give me a call at (920)-492-5983.

Sincerely,

Robert J. Wagner P.E.
WIS 23 Project Manager



Jim Doyle, Governor
Scott Hassett, Secretary
Ronald W. Kazmierczak, Regional Director

Oshkosh Service Center
625 East County Road Y
Suite 700
Oshkosh, Wisconsin 54901-9731
Telephone 920-424-3050
FAX 920-424-4404
TTY Access via relay - 711

February 7, 2006

Robert Wagner
WisDOT Northeast Region Project Manager
944 Vanderperren Way
PO Box 28080
Green Bay, WI 54324-0080

**EIS Corridor Selection
STH 23
(Plymouth – Fond du Lac)
(Sheboygan/Fond du Lac County Line – Fond du Lac)
Fond du Lac County**

Dear Mr. Wagner:

Thank you for requesting final Wisconsin DNR concurrence in accordance with the NEPA/404 process (request letter attached).

The Department concurs with WisDOT's proposed expansion along the existing highway (Alternative 1) from the Sheboygan/Fond du Lac County Line to Fond du Lac. This concurrence does not indicate that the project must be built or that a permit will be issued. Rather, concurrence signifies that the information presented is adequate to agree to advance to the next stage of project development. Further, the Department requires that each segment of this project be designed in conformance with the DNR/DOT Cooperative agreement and be refined to avoid impacts to the environment to the greatest extent practicable. Examples of refinement include avoiding, minimizing and mitigating wetland impacts, avoiding impacts to endangered resources, managing and designing for storm water management, managing for air and waste concerns, and coordinating land use planning with the local municipalities.

If you have any questions regarding this concurrence, please contact me at bobbi.reiser@dnr.state.wi.us or (920) 303-5442.

Best regards,

Bobbi Jo Reiser
Environmental Analysis & Review Specialist

- C: Mike Helmrick; WisDOT Environmental Coordinator; 944 Vanderperren Way; PO Box 28080; Green Bay, WI 54324-0080
JoAnne Kline; WDNR Environmental Analysis & Review Specialist—Milwaukee
Jackie Lawton; FHWA; 567 D'Onofrio Drive; High Point Office Park; Madison, WI 53719-2814
Johnny Gerbitz; FHWA; 567 D'Onofrio Drive; High Point Office Park; Madison, WI 53719-2814
Jay Waldschmidt; WisDOT BOE; 4802 Sheboygan Ave 451; Madison, WI 53702

Wagner, Rob - NE Region

From: Reiser, Bobbi J [Bobbi.Reiser@dnr.state.wi.us]
Sent: Tuesday, February 07, 2006 10:44 AM
To: Wagner, Rob - NE Region
Cc: Helmrick, Michael
Subject: RE: WIS 23 - Whispering Spring Frontage Road

Hello Rob,

Thank you for asking the Department's position on this issue. As we stated in our October 11, 2001 letter to WisDOT, the Niagara Escarpment is a unique geological feature containing micro-climates that provide habitat for some endangered resources. The slightest disturbance to this habitat may be detrimental to these populations. If WisDOT proposes to disturb this resource for road development, WDNR will require a study to determine if endangered resources existing within the project boundaries. Thus, increasing the project boundaries to include a local frontage road will increase the study area and may increase the likelihood for uncovering endangered resource habitat.

Additionally, the addition of a frontage road up the escarpment will degrade the natural scenic beauty of this resource.

The Department strongly discourages the addition of a frontage road up the escarpment.

Best regards,
Bobbi Jo Reiser

From: Wagner, Rob - NE Region [mailto:robert.wagner@dot.state.wi.us]
Sent: Friday, January 20, 2006 3:34 PM
To: Reiser, Bobbi J
Subject: WIS 23 - Whispering Spring Frontage Road

Hi Bobbi Jo,

As a part of our Environmental Impact Study, we are completing an Access Control Plan to help determine the public street access for when WIS 23 is built and for future years out to help prevent development pressures along the highway. We have met with local officials and residents to propose our access changes. There was some local interest to see if a frontage road could be constructed from their existing entrance on WIS 23 to the west, down the Niagara Escarpment and connecting into CTH K. We told them that we had not considered it for possible historic-4(f) impacts and impacts to the escarpment. Please review the attached pdf and respond with your agencies concerns, including the likelihood of your concurrence of building the road connection. Your attention to this issue by February 10th is greatly appreciated. If you have any questions concerning the layout on the pdf, please call me. Thanks.

Sincerely,

> Robert J. Wagner, P.E.
> Corridor Planning Engineer
> WisDOT-Northeast Region
> 920-492-5983 (FAX: 920-492-5640)
> robert.wagner@dot.state.wi.us
>
> <<WhispSprFrontRd.pdf>>

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: January 31, 2006
To: NE Region Files
From: Rob Wagner
Subject: WIS 23 Study Group Meeting #3

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Paul Brauer, Chris Culotta, Mike King, Matt Haefs, Brian Chlopek, Bob Schuurmans, Mike Berg, Will Dorsey, Al Rommel, Jim Keuhn, Mike Helmrick, Dave Nielsen and Dan Segerstrom.

Notes from meeting:

ISSUE #1 – Existing roadbed - inslopes

- In areas where the existing roadway is remaining in place for sections of the expansion, the existing inslopes are 4:1. Should it be the typical standard is 6:1, or remain as is? The cost/impacts/right-of-way needed for grading to 6:1 is not justified at this time.
- Keeping the inslopes at 4:1 would not require a formal exception to standards.
- The FEIS should include the new and existing slopes on the typical.
- Make sure KL work reflects the

Decision: Leave existing roadway slopes at 4:1.

ISSUE #2 – Early Buyouts

- Should we proceed with the early acquisition request by Victoria Krocka and Don Cooper.
- Both properties are needed regardless of which side the add lanes will be placed. Both properties have at least 40 acres. Mike Helmrick will check on the possibility for using the remaining land for wetland mitigation.

Decision: Ok to proceed. Jim Kuehn will follow-up with property owners.

ADDITIONAL ISSUE – Use of Foundry Sand from a request by Kohler.

- The Draft EIS includes statements the industrial by-products could be used on the project.
- The decision and coordination to use the by-products should be done in the final design stage.



Village of Glenbeulah
GLENBEULAH, WIS. 53023

December 30, 2005

Christopher D. Culotta
Transportation Planner WI DOT
944 Vanderperren Way
PO Box 28080
Green Bay, WI 54324-0080

Dear Mr. Culotta

After the Village Board had reviewed the Vision and Goal Statements for the Lake Country Smart Growth meeting, they would like to re-emphasize the importance of the County A access to State Highway 23. This access is a main entrance into Glenbeulah. It would be directing traffic into our new Tax Incremental District and right into our downtown area. If this access would to close it could be a detriment to the Village of Glenbeulah and any new growth that is taking place.

Sincerely

THE VILLAGE OF GLENBEULAH

Michele Bertram
Clerk/Treasurer

WIS 23 KL/PDS Update Meeting December 19, 2005

Items needed by January 15:

Traffic Operational Analysis

- Including signals at 151 ramps, Wis-Amer Drive, CTH K, CTH UU
- Turn counts needed
- LOS at each, travel time analysis between 151 and UU
- Crash rates at intersection
- Conceptual lane layout
- Summary of signal layout and current proposed layout

Whispering Springs

- Layout of frontage road
- Tech Memo with costs, impacts
- Emergency service median crossing detail
- Cost of connection to CTH UUs

Mary Hill Park Alternatives

- Tech Memo with costs, impacts
- Presentable display for public viewing

Interchange layout for access decision – purchase vs connection roads

- Tech memo

Ice Age Trail Crossing

- Detailed specs of crossing options, cost, presentable display

Early acquisition data for purchasing Krocka property

Items needed by February 1:

60% Design at all interchanges

- Including costs and tech memos for access options

60% Design from USH 151 to CTH UU

- WB lanes using existing, transitioning to north by CTH UU
- Trail location and costs to connect under 151 to Prairie Trail
- Retaining walls
- CTH K including accel/decel lanes, roundabouts vs signals on K
- Costs and impacts of Lynn Ave, Hilltop, Whispering Springs, CTH UU frontage roads or connections

30% Design on remainder of project

- Plan sheets, typicals, costs and impacts

Footprints and costs for overpasses along project

Old Plank Trail plan including separate impacts and costs

Trail head/park and rides at CTH UU and CTH G

Ag Impacts

- Each farm identified by owner with acreage taken, and buildings impacted

Wetland Impacts

- Each location with acreage taken including impact description

Design and costs for frontage road connecting CTH P and Inez Court

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: December 16, 2005
To: NE Region Files
From: Rob Wagner
Subject: WIS 23 Access in the Towns of Forest –follow up meeting

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Norm Loehr and members of the Town Board.

WisDOT reviewed the proposed improvement and access changes on WIS 23.

Meeting highlights:

- Many farmers rent land on either side of WIS 23 and therefore will need access.
- Pit Road needs to stay open. Connection with Triple T (aka Poplar) is ok but still need the one access point on WIS 23. Future grade-separation is ok.
- If Hinn Road is closed, there might need to be a connection to CTH W via Mueller Road.
- Other than Pit Road, all other access points seem agreeable to the board. They will have this item on the board agenda in January possibly with WisDOT on the agenda.
- Updated maps sent out Dec. 23, 2005

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: December 16, 2005

To: NE Region Files

From: Rob Wagner

Subject: Meeting with FDL Emergency Services

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Joseph Clow, Fire Chief, and Tony ??, Police Chief.

Meeting highlights:

- Both Chiefs were aware of the proposed changes from meeting with Wayne Rollin prior to this meeting.
- The right-in/right-out access change at Wisconsin American Drive is not a problem as the main access to Aurora is off of 4th Street.
- Both Chiefs were concerned with any complete removal of a left in turn lane accessing Whispering Springs. Driving all the way around could be too far for emergency services.
- Both Chiefs said they would agree to a special median crossover only for emergency services. Specifics would need to be presented and approved by them, with the following concepts:
 - **The crossover would have to be concrete with a mountable curb and enough clearance for fire trucks.**
 - **The crossover would be signed such that it could only be used when red lights and sirens were on. Normal patrols would use alternative access.**
 - **The crossover would be staggered west of the Whispering Springs entrance. Vehicles would travel a short distance easterly on the WB lanes, preventing public usage.**
- Both Chiefs like the plan and it made the highway and intersections safer, as long as the big concern of emergency access to Whispering Springs is allowed.
- The police chief felt that a frontage road connection to CTH K would be a problem with speeding and safety.
- They are considering a future fire department this northeast side of Fond du Lac (near US 151/CTH K) that could change the approach of fire and rescue. Currently they use 4th Street (CTH T) to get to CTH K and Whispering Springs.

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: December 15, 2005

To: NE Region Files

From: Rob Wagner

Subject: Whispering Springs access road, coversation with CO

Phone Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Bob Fasik, Bonnie Tripoli, and Becky Krugman

Notes from meetings:

- Developer would have had an outline of what to improve for the intersection if a permit was issued.
- A legal permit was not issued; therefore the street could be removed especially since there is an alternative access point.
- Bonnie, this is what could happen: May have to put in a left turn lane but have it removed when it becomes problematic. If a TIA shows a left turn lane can't work then it should not be allowed.
- Emergency services could be provided with an emergency access across a special median opening.

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: December 14, 2005

To: NE Region Files

From: Rob Wagner

Subject: FDL urban area operational analysis discussion with traffic section

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Bob Schuurmans, Scott Nelson.

Notes from meetings:

- A traffic operational analysis should be done to evaluate the corridor from the 151 bypass to CTH UU.
- There has already been a request to install signal at the ramps for 151. Ramp counts are being done. They likely wouldn't show the need to extend WB left turn lane to WisAmer Dr. Intersections are below the 1000' minimum spacing requirements.
- Additional turn counts should be done at Wisconsin American Drive, CTH K and CTH UU to perform the analysis including a TIA. The LOS and travel time within the 'system' will probably not be real bad with signals.
- Reasons for not providing improvements and leaving a low speed facility are:
 - **Following the State Highway Plan**
 - **Safety problem at CTH K is not solved**
 - **Traffic volumes at CTH UU are above the warrants for building an interchange.**
- A TIA should be done and would likely advise that access control should be removed when problems arise. D2 projections should be checked.
- The operational analysis (to be done by KL Engineering) should be done showing how the intersections will operate with signals on them. Data included should be speed, travel time, LOS, crash rates. These points will likely determine what needs to be done at CTH K. If a jug-handle is needed, then that overrides all issues if it is to be improved.

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: December 13, 2005

To: NE Region Files

From: Rob Wagner

Subject: WIS 23 Access History with Whispering Springs Blvd

Access Timeline

1975 – 84.09 Access Control – 1 AP

July 28, 1993 – DOT receives Ledgewood Heights Subdivision Plat showing public street connection to STH 23

August 11, 1993 – DOT objects to Ledgewood Heights Subdivision Plat citing Section 33.04 – Vision Corner required and Section 33.05 – Access Restriction Clause required and recordable covenant required on remaining unplatted lands.

August 23, 1993 – DOT receives description of unplatted contiguous lands to the east of Whispering Springs Boulevard.

September 14, 1993 – DOT prepares access covenant for owner signature

September 22, 1993 – DOT receives Ledgewood Heights Subdivision Plat

September 23, 1993 – DOT objects to Ledgewood Heights Subdivision indicating an access covenant is required on the remaining unplatted lands.

October 7, 1993 – DOT sends access covenant to Register of Deeds Office to be recorded (unclear when DOT received signed covenant)

October 18, 1993 – DOT receives Ledgewood Heights Subdivision showing Whispering Springs Boulevard

October 22, 1993 – DOT sends letter of non-objection for Ledgewood Heights Subdivision including the paragraph that before a public street connection can be constructed a permit must be obtained as required under Section 86.07, Wisconsin Statutes.

1994 – Whispering Springs Boulevard is constructed connecting to WIS23.
December 6, 1999 – DOT receives 2-Lot CSM showing no access to STH 23 except by way of Whispering Springs Boulevard.

January 10, 2000 – DOT sends letter indicating no objection to CSM. Letter includes paragraph that before a public street connection can be constructed a permit must be obtained as required under Section 86.07, Wisconsin Statutes.

December 18, 2000 – DOT receives letter from Fond du Lac County Highway Commissioner requesting DOT financial help for improvements required to the Whispering Springs Boulevard intersection.

February 5, 2001 – DOT response to County Highway Commissioner saying if they had obtained the permit to construct the street, the necessary improvements would have been outlined as part of the permit process. DOT agreed to modify a nearby box culvert.

Fall 2002 – The WIS23 Environmental Impact Study for highway expansion is initiated.

April 2005 – WisDOT announces the preferred corridor along the existing highway. FHWA has expressed concern during the EIS process that the access conditions on WIS 23 from the USH 151 Bypass to CTH UU need to be improved and controlled, with commitments published in the FEIS.

Oct 2005 – New traffic counts taken in 2005 have shown that all potential interchange areas meet the required threshold for construction in the build year of 2015, with the exception of CTH A meeting it in the design year (2035). The Major Peer Review Committee recommended building the interchanges with the 2013-2014 project if it fits in the Majors budget already set for WIS23.

Nov 2005 – WisDOT unveils a preliminary access plan for the urban area of Fond du Lac out to CTH UU. The plan includes an interchange at CTH UU and a jug handle interchange at CTH K with no median turn movements. Meetings were set up with affected property owners. Specifically, residents of Whispering Springs voiced concern about having to use the new CTH UU interchange to get into their development when traveling east from Fond du Lac. See map below. Additionally, they expressed extreme concern over the current, dangerous condition for turning into the development and safety improvements were imperative.

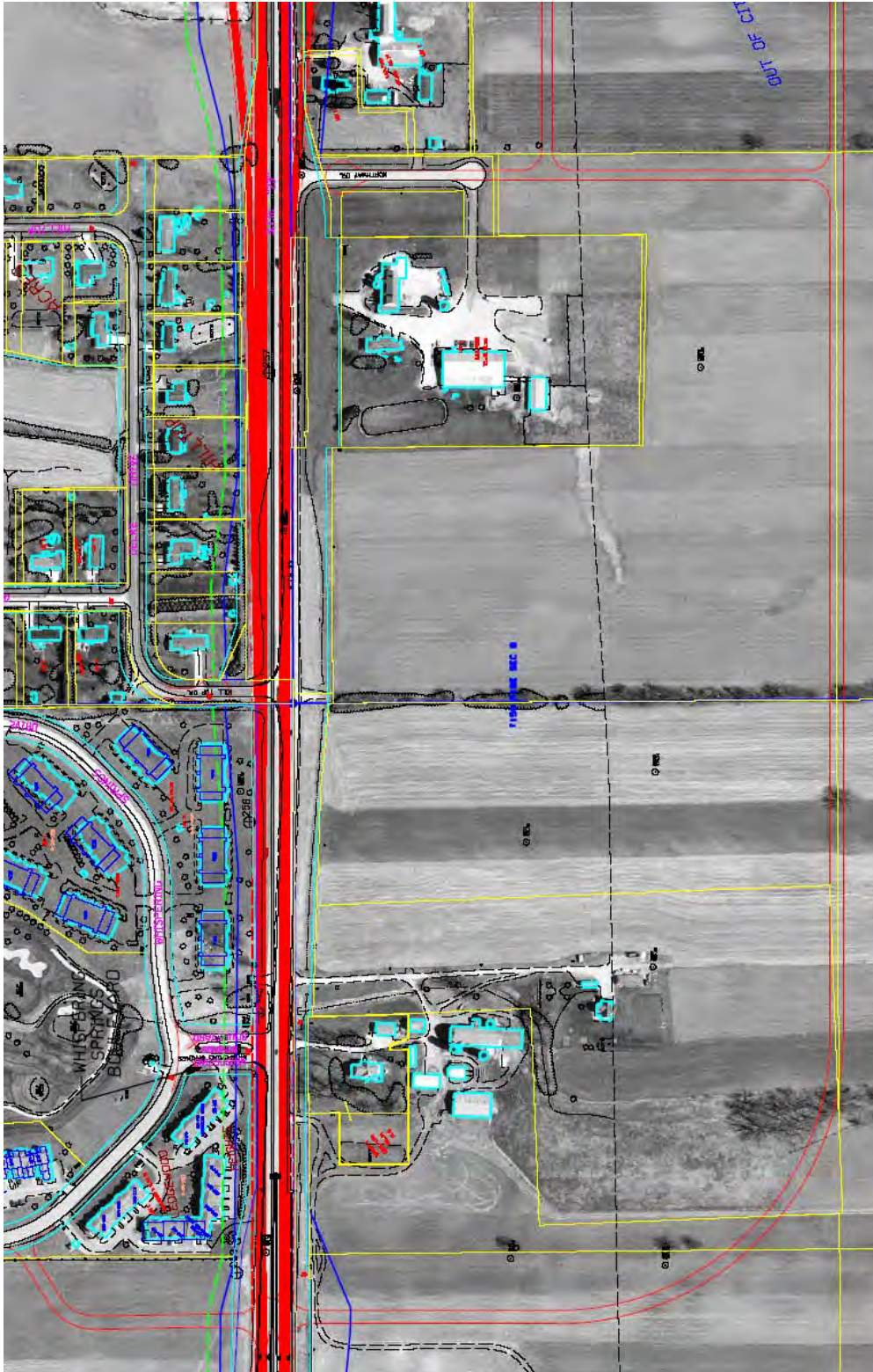
Dec 2005 – WisDOT met with Johnny Gerbitz of FHWA to review the proposals and concerns in the FDL urban area. Johnny fully expects that if the CTH UU intersection meets the warrants for an interchange, than it should be built, with the required access controls, as a part of the 2013-2014 improvements.

NE Region Proposed Action

If the Whispering Springs Blvd proves to have not been permitted, WisDOT would:

- Perform or require the City of Fond du Lac to perform a TIA, per FDM 11-5-5 requirement to justify the less than desirable right-in/right-out access point location.
- Pursue a signed agreement with the City of Fond du Lac for the removal of the existing access point and replace with a right-in/right-out access point constructed in the 2013-2014 improvements (if approved via TIA).

- Permit Whispering Springs Blvd as a public street if the above agreement is signed by Fond du Lac. Commit to improving the existing intersection with appropriate safety enhancements as soon as possible.
- Require the Whispering Springs developer or City of Fond du Lac to construct the connector road to CTH UU approximately ½ mile north of WIS 23 prior to the 2013-2014 improvements.



CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: December 12, 2005

To: NE Region Files

From: Rob Wagner

Subject: Fire and Rescue for Mt. Calvary

Phone Attendees: Rob Wagner, Gary Birschback – Fire Chief for Mt. Calvary Fire & Rescue

Notes from conversation:

- The proposed access changes were discussed for both the 2015 construction and for future changes.
- Gary felt that the changes did not alter their emergency routes and was acceptable.
- Gary would review the access concepts with his staff (map was sent 12-19-05) and get back to me.

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: December 12, 2005

To: NE Region Files

From: Rob Wagner

Subject: Fire and Rescue for Empire

Phone Attendees: Rob Wagner, Ed Costello – Fire Chief for Eden Fire & Rescue

Notes from conversation:

- The proposed access changes were discussed for both the 2015 construction and for future changes.
- Ed felt that the changes did not alter their emergency routes and was acceptable.
- Ambulance service for this area is covered by FDL and would need to be addressed by them.
- Ed felt the access to Mary Hill and Hilltop were improvements as they would not have to deal with crossing or merging with WIS 23 traffic.
- Ed would review the access concepts with his staff (map was sent 12-19-05) and get back to me.

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: December 2, 2005
To: NE Region Files
From: Rob Wagner
Subject: WIS 23 Meeting with Roger Laning

Attendees: Rob Wagner, Chris Culotta, Brian Chlopek, Craig Treadway, Mike King, Steve Noel and Roger Lanning of Sheboygan County.

County P

- Intersection was improved with the completion of the WIS 23 project in 2005. The intersection should remain the same for the 2015 expansion.
- The long-term treatment should be a grade separation/ no access with WIS 23.
- A frontage road should be constructed from CTH P connecting Inez court and homes currently using WIS 23 for access. This frontage road will be cleared in the FEIS so it could be built with this project. This frontage road could be connected with CTH C when CTH P is grade separated.
- When CTH P is grade separated, it will be extended south to CTH Z on existing Pioneer Road, with upgrades to county standards. This would allow for the removal of CTH S access to WIS 23 in the future.

County S

- Would be left as an at grade intersection with the construction project. The long-term treatment should be right-in right-out on both legs. CTH S would be transferred from the county system to the town.

Ridge Road

- The north leg should be closed for the 2015 project. The south leg should be a T-intersection for 2015 and long term.

Julie Court

- 2015 and long-term access should be a T-intersection with WIS 23 from the existing easterly intersection.

Cul-de-Sac across from Julie Court

- If the interchange at CTH A is not built in 2015, access can remain as is. Long-term, when interchange is constructed, the access needs to be removed, or relocated along frontage road back to CTH A.

County Pit

- If the interchange at CTH A is not built in 2015, access can remain as is. Long-term – the pit will likely be shut down and access removed. If the interchange with CTH A is built in 2015, then a frontage road would be needed to CTH A.

County T

- The existing intersection coming from CTH C would be removed from the county road system. The existing road would not have access to WIS 23. A grade separation will be built in 2015 at Sugarbush Road. CTH T could be placed on this road, connecting CTH C to CTH A. Or possibly CTH T could terminate at CTH A in Greenbush.

Division Road

- If an interchange is built at CTH G in 2015, then a grade separation at Division road is likely. If the interchange is built long-term, then Division would likely be a right-in/right-out intersection.

Spring Valley Road and CTH U

- Both roads would remain as they are today.

Scenic View Road

- The existing road would remain as an at-grade intersection in 2015 and would be grade separated with no access to WIS 23 in the future.

Sunrise Road

- The existing T-intersection will remain in 2015 and become a right-in/right-out in the future.

Next steps:

Rob will put together a map and concepts of the 2015 access and the future access beyond that for Roger to present to the Sheboygan County Highway Board.

After Sheboygan County and the impacted towns agree to the access points – Chris Culotta and Al Page will ready concept jurisdictional transfer and local road agreements along WIS 23. Will need to make sure Brian Revello knows our process. Does the Division Administrator need to sign the concept jurisdictional transfers?

Future preservation study (separate from this major study) should also map r/w needed for grade separations at CTH E and OJ so the City of Plymouth can plan for the frontage road south of WIS 23 (preserve concepts in the Memorandum of Agreement signed by Sheboygan County, City of Plymouth, Town of Plymouth and WisDOT).

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: November 15, 2005

To: NE Region Files

From: Rob Wagner

Subject: WIS 23 FDL Urban Area Meeting with Whispering Spring Residents

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Brian Chlopek, and local residents (see sign in sheet)

WisDOT showed the proposed improvements from the USH 151 Bypass to the CTH UU intersection.

Meeting highlights:

- A frontage road connecting to CTH K should be considered.
- There are 269 residential units in the development with over 500 people.
- Concern over the redirection of traffic into Hilltop subdivision in Empire.
- Concern over emergency service access.
- Most traffic coming out of Whispering Springs goes west.
- Approximately 25,000 rounds of golf are played there per year.
- Residents expect a posted speed of 45 mph or less with transition to 55mph only occurring east of CTH UU.
- Residents wanted an evaluation of impacts to them that is additional cost due to increased mileage.
- Since the area is in the FDL city limits it should be considered urban and have a lower speed.
- There is a strong concern currently on the safety of the EB traffic turning left into Whispering Springs and it should be addressed asap.
- An alternate to using Irene Dr would be to build a connection, about ½ mile north on CTH UU, going into a current undeveloped cul-de-sac.
- The Whispering Springs and Hilltop subdivisions should be separate.
- The golf course separates Whispering Springs.

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: November 14, 2005

To: NE Region Files

From: Rob Wagner

Subject: WIS 23 FDL Urban Area Meeting with WIS 23 Residents near
Wisconsin American Drive

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Brian Chlopek, and local residents (see sign in sheet)

WisDOT showed the proposed improvements from the USH 151 Bypass to the CTH UU intersection.

Meeting highlights:

- No big opposition to improvements.
- Residents seemed accepting of 'backage' road and the reversing of driveway access, off of WIS 23.
- For the most part, residents seemed as if they knew this was coming, along with development.

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: November 14, 2005

To: NE Region Files

From: Rob Wagner

Subject: WIS 23 FDL Urban Area Meeting with Mary Hill Park Residents

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Brian Chlopek, and local residents (see sign in sheet)

WisDOT showed the proposed improvements from the USH 151 Bypass to the CTH UU intersection.

Meeting highlights:

- A frontage road connecting to CTH K should be considered. More options to residents should be offered.
- There is a concern with city vs town ownership.
- Right-in/right-out is not a viable option to residents.
- About 20 families live in the development.
- Wondered why a left out couldn't remain.
- Questioned if a bridge over WIS 23 would be feasible.
- Residents were strongly against connection to CTH UU out the east side of the development.
- WisDOT stated that a connection with WIS 23 would be removed if Mary Hill Park Drive is connected to CTH K.
- There is a privately owned water pump house near the existing entrance from WIS 23.
- Some thought that EB traffic that is turning north onto CTH K should be routed up the new 151 bypass.

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: November 14, 2005

To: NE Region Files

From: Rob Wagner

Subject: WIS 23 FDL Urban Area Meeting with with the Sisters of St. Agnus and others located on CTH K.

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Brian Chlopek, and businesses (see sign in sheet).

WisDOT showed the proposed improvements from the USH 151 Bypass to the CTH UU intersection.

Meeting highlights:

- The sisters have removed the large building east of the escarpment and are now using the area for retreat cabins. The existing driveway connection with WIS 23 may not be necessary and could be a field entrance off of the Whispering Springs right-in/out. They will look into it.
- The area needed for Whispering Springs is leased to a local farmer.
- Would like to know how emergency service would be affected.
- They would like the impacts to their property minimized.
- They support the project and the Old Plank Trail extension.

Note: We met separately with Fond du Lac Springs Academy on December 16, 2005. Their representatives were Tom Wonderling, Rod Krug, and Ralph ??

- They are having a centennial celebration in 2009 and will be having a major campaign for capital improvements.
- Possible changes may include expansion to K-12 and could be planned around the project improvements. They like the proposed improvements.
- There is a new Catholic Church going in on CTH K down near CTH T.
- There are a number of students from the Whispering Springs.
- A frontage road along WIS 23 up to Whispering Springs may work well to serve constituents.
- They would like to see if the old left over r/w from CTH K is available.
- They will see if we can come to their Feb 15 board meeting at 6:00pm.

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: November 14, 2005

To: NE Region Files

From: Rob Wagner

Subject: WIS 23 FDL Urban Area Meeting with Wisconsin American Drive businesses.

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Brian Chlopek, and businesses (see sign in sheet).

WisDOT showed the proposed improvements from the USH 151 Bypass to the CTH UU intersection.

Meeting highlights:

- Crashes at WIS 23 and Wisconsin American Drive are a concern.
- There was no opposition to the proposal as long as Lynn Ave was extended to CTH K.
- There is interest in getting Wisconsin American Drive connected south to CTH T (4th Street Rd).
- Members of the Immanuel Trinity Church seemed to be the most concerned with losing normal access to WIS 23.
- Aurora Health Care not present.

Note: We met separately with Aurora Health Care on December 16, 2005. Their representative Jennifer Walters expressed concern over the intersection as well.

- She stated their desire to also connect up with CTH T to the south. Have tried to work with the city to make connection. WisDOT will bring this up in future preservation plan, as it would alleviate traffic on WIS 23.
- She also stated that there is a good chance that the site would be added on to with a new hospital.
- They feel that there should be a longer EB right turn lane into Wis Amer.
- For the most part, it was acceptable to have only right-in/right-out access as long as there is good, safe access at CTH K.
- The WisDOT proposal would be brought to the Aurora CFO, Don Nester.
- They support the improvements on WIS 23.

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: November 14, 2005
To: NE Region Files
From: Rob Wagner
Subject: WIS 23 Access in the Towns Greenbush

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Brian Chlopek, Dan Klahn, Mike Limberg, and two other board members.

WisDOT showed the proposed improvement and access changes on WIS 23.

Meeting highlights:

- Members of the Greenbush Fire Dept, Dan and Mike felt that closing of Division Road was not acceptable for fire protection. An overpass, which can be used by the Old Plank Trail, is acceptable as long as there is right-in/right-out access at Chickadee Road. If there is not an interchange built in 2014 at CTH G, then Division should remain as an at-grade intersection.
- Many farmers in Greenbush farm on both sides of WIS 23 and therefore need to be able to cross the highway safely and crossover location will be important.
- Spring Valley Road should remain as a T-intersection as farmers on Spring Valley use the farm fields to the north.
- If the overpass at Sugarbush Road is built, we may need to make some improvements into Greenbush up to CTH A.
- We will provide new maps of the access layouts to the Town so we can get a signed agreement on the changes.

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: October 26, 2005

To: NE Region Files

From: Chris Cullotta

Subject: WIS 23 Old Plank Trail Meeting on Wednesday, October 26th at the Town of Greenbush Hall

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Chris Culotta, PF O'Conner, Brian Chlopek, Tom Huber, Shannon Hayden, Roger Lanning, and Sam Tobias.

Propose Fond du Lac County maintain the 2 mile section of trail in the City of Fond du Lac.

Meeting highlights:

- Opportunity for City/Counties to send a letter requesting recommendations for trailhead or park and ride lot locations on the WIS 23 corridor. *Fond du Lac County supports park and rides lots at the UU, W and G interchanges.*
- Sheboygan County has four trailheads along the existing 17 mile trail.
- Preferable that no at-grade trail crossings are provided. Already have safety issues with the Prairie Trail at-grade crossing of WIS 23.
- WisDOT should consider another crossing or culvert in the urban area in addition to CTH K and CTH UU
- City could cost share for another future over/underpass crossing at Whispering Springs (preserve r/w and build when the area develops).
- By 2030 - may have a solid urban area extending from the City of Fond du Lac to CTH UU (may need an additional overpass or box culvert crossing of WIS 23).
- WisDOT will own the trail right-of-way (consistent with existing Old Road Plank Trail and Prairie Trail).
- Section of trail will be fenced at the right-of-way line (preferred for maintenance reasons).
- No snowmobiles on trail. Snowmobiles may cross at grade and WisDOT will work with counties to facilitate crossings by providing width in specified areas.
- Trail is to be paved because:
 - 1) Limited right-of-way for trail - maintenance impacts when motorized and non-motorized uses share same facility.

2) More accommodating for pedestrians, wheelchairs, grade issues, counties have desire to pave trail and trail system continuity.

- Crushed stone may not be preferred by bicyclists and pedestrians and encourages illegal use by ATVs.
- Counties prefer a 10 foot wide trail. Wider trail should be evaluated in the urban area.

Counties prefer inclusion of trail paving as part of WIS 23 project - county funded.

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: October 26, 2005

To: NE Region Files

From: Rob Wagner

Subject: WIS 23 FDL Urban Area Meeting on Tuesday, October 25th at the FDL Government Building

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Brian Chlopek, Sam Tobias, Ernie Winters, Wayne Rollin, Mark Lentz, Rick Goding.

WisDOT showed the proposed improvements from the USH 151 Bypass to the CTH UU intersection.

Meeting highlights:

- Issues will be for the access to Mary Hill Park, Whispering Springs, and Aurora Health Care.
- Many complaints about the dangerous left turn out of Wisconsin American Drive.
- Locals were concerned that the issues raised with this plan may derail the project.
- Many calls about the left turn into Whispering Springs, not safe. Public wants a turn lane.
- Lynn Ave is mapped and has been planned but will not be built until development demands it. Currently connection to CTH K is in the Town of Empire
- Wayne Rollin wanted to know why it was not a 5-lane road (twiddle), and that it would be adequate.
- Locals felt that local leaders, developers, residential groups should be notified of these proposals. Ed Huck (golf course developer) would be an important contact.
- Hilltop residents would also be concerned over the proposals.
- Generally, locals at meeting were in agreement that proposals were good and certainly met the long-term needs of the area. They wanted WisDOT to meet with local groups and discuss these access changes.

CORRESPONDENCE/MEMORANDUM

State of Wisconsin

Date: October 26, 2005
To: NE Region Files
From: Rob Wagner
Subject: WIS 23 Access in the Towns of Forest and Empire

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Brian Chlopek, Jim Pierquet of Empire and Norm Loehr of Forest.

WisDOT showed the proposed improvement and access changes on WIS 23.

Meeting highlights:

TOWN of EMPIRE

- Jim Pierquet, Town Chairman for Empire was support of the proposals. Has some concerns over the Mary Hill Park and Hilltop residents, but felt if access is provided reasonably close that it would work.
- Empire really has no development or street plan for expansion, so proposed improvements would definitely need to be cleared and built by WisDOT.
- If the CTH U interchange is built, then the proposed access roads and access to public and private drives should be fine. Jim said he would talk to the Empire Town Board.

TOWN of FOREST

- Norm Loehr, Town Chairman for Forest was also supportive of the proposals.
- Norm agreed with the redirection and improvement of CTH W along with the possibility of an interchange.
- Norm felt that Pit Road and Triple T (aka Poplar) could be connected to allow for one access point on WIS 23 rather than two.
- Norm was accepting of road closures of Poplar, the south side of Log Tavern Road, Banner Road, Hickory Road, and Hinn Road (if the W interchange is built).
- Norm would bring the proposals to the Forest Town Board to discuss.

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: October 7, 2005

To: NE Region Files

From: Rob Wagner

Subject: WIS 23 Study Group Meeting #2

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Jenny Cavanaugh, Chris Culotta, Bruce Enke, Mike King, Jason Lahm, Brian Chlopek, PF O'Conner, Mike Berg, Will Dorsey, Al Rommel, Jim Keuhn, Mike Helmrick, and Carrie Lutz.

Notes from meeting:

REVISITED ISSUE – Median width

- Project will have a rural section with a 60-foot median.

ISSUE #1 – ALIGNMENT OF WIS 23 FROM USH 151 TO CTH UU

- Alignment will follow the existing roadway, avoiding high impacts when possible.
- A tight-diamond interchange will be designed for CTH UU.
- Whether the section will be urban or an expressway has not been determined. More coordination with the locals and design work will be needed before deciding.
- Design will look at the feasibility of roundabouts.

Follow-up Action: Meetings with locals, additional design on interchange, frontage roads, and interchange before making final section type.

ISSUE #2 – Alignment of CTH W

- Due to environmental impact of the wetland mitigation site to the east and because of flexibility, the add lanes should be constructed south of the existing highway.
- Design should proceed with a diamond interchange.

Follow-up Action: Continue design with estimates to include this interchange.

ISSUE #3 – Location of WIS 23 Around CTH G

- A diamond interchange should be designed around the existing alignment.
- Further investigation should be done to evaluate the impacts of complete buyout of necessary properties versus some local connection roads.

Follow-up Action: Continue design with estimates to include this interchange.

ISSUE #4 – Local of WIS 23 Around Greenbush

- Map interchange along the existing alignment.
- Look into building grade separation at Sugarbush Road.

Follow-up Action: Continue design and work with locals.

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: September 1, 2005

To: NE Region Files

From: Rob Wagner

Subject: WIS 23 Study Group Meeting #1

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Jenny Cavanaugh, Chris Culotta, Scott Nelson, Bob Schuurmans, Bruce Enke, Mike King, Jason Lahm, PF O'Conner, Will Dorsey, Al Rommel, Jim Keuhn, Mike Helmrick, and Carrie Lutz.

Notes from meeting:

ISSUE #1 – Facility Type from USH 151 to CTH UU

- Will busses fit in 28'-32' median?
- Intersection control will be an issue when the road is built and later if not addressed.
- Opposition for r-in/r-out will like arise, could be political. May lead to frontage roads.
- Noise walls may be necessary if road is moved closer to the buildings on the north side.

Follow-up Action: Resolve issues upfront so they won't perpetuate. Enact 84.295 shortly after ROD. Work with locals concerning intersection control.

ISSUE #2 – Median Width from CTH UU to CTH P

- Existing 60' medians with cable guard are being looked at nationally to prevent crossover crashes.
- FHWA is looking at a new standard of 80'.
- Extra width might be a trade off if median needs to be retrofit with cable guard later.
- Interchange areas should be evaluated for amount of farm traffic.
- Intersection control will be an issue when the road is built and later if not addressed.
- Opposition for r-in/r-out will like arise, could be political. May lead to frontage roads.
- Noise walls may be necessary if road is moved closer to the buildings on the north side.

Follow-up Action: Check standards with FHWA and Pat Fleming

ISSUE #3 – Interchange Options

- Should interchanges at CTH UU, W, G, and A be built with the project?

Follow-up Action: Request at Majors Peer meeting, then possibly approval by secretary. Large-scale maps and table of intersection data should be available.

ISSUE #4 – CTH K Grade Separation

- Splitting up access points will spread out vehicles.
- Jug-handle intersection is OK, but needs an agreement with the locals.
- American Drive access should be removed, right-in/out at worst.

Follow-up Action: Work with locals to acquire agreement for jug-handle intersection.

ISSUE #5 – Local Road Connections for Whispering Springs Developing Area.

- What form of access are we willing to close? Close median?

Follow-up Action: Develop plan with associated impacts and work with locals.

ISSUE #6 – Wide Outside Shoulders

- Stick with standard 8' paved shoulders.

Follow-up Action: None

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: 08/18/05

To: NE Region Files

From: Rob Wagner

Subject: WIS 23 design/facility type/interchange questions for FHWA

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Jason Lahm, Mike King, and Johnny Gerbitz and Mark Chandler of FHWA.

We met with FHWA today to discuss the different configurations presented for the Fond du lac area and interchange areas at CTH G, and CTH A in the Greenbush area. Specifically from a planning/EIS perspective, how the out of EIS study corridor options would affect the FEIS or if they required a Supplemental EIS. Some main discussion points follow:

- If the design options at CTH UU and CTH G that are out of EIS study corridor are brought forward as the design option, then a Supplemental EIS (SEIS) will have to be written.
- The SEIS will have to include:
 1. New public input
 2. Updated impact information
 3. Additional information requested from agencies for FEIS
 4. Local official input
 5. Agency input
 6. Solicitation for public comment
 7. Public hearing
- The preliminary design option at CTH A, or any option that out of the study corridor, but close to the preferred alignment may be admissible for the FEIS if the impacts are not markedly greater. In these cases, it is likely a SEIS can be avoided. FHWA will make the recommendation for the SEIS or FEIS when the design recommendations are further design with impact comparisons to the baseline options. This should be done after the Study Group meets to determine the specific roadway locations on Sept 27.
- If a SEIS is necessary, it is unlikely a FEIS or ROD will be completed by Fall 2006.
- Plan staging/logical sequencing of interchange footprint areas should be addressed in the FEIS because of operational and safety issues.

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: 08/08/05

To: District 3 Files

From: Rob Wagner

Subject: Phone conversation with J. Lawton of FHWA on a Supplemental EIS

Attendees: Rob Wagner, Brett Wallace, Colleen Harris, Jackie Lawton.

We had a conference call today with Jackie Lawton about the logistics and possibility of having to do a Supplemental EIS for the WIS 23 expansion project. The question has risen due to the possibility that some future mapped interchange design options may extend outside of the cleared area for the chosen alternative for expansion – on the existing highway location. Some main discussion points follow:

- Information on the impacts of the differences should be shared with the agencies and possibly local officials.
- Depending upon the reaction and comments, an amendment could be issued if there is support. A supplemental EIS likely if not supportive.
- A Supplemental EIS would have to be approved, issued and a followed with a hearing like the draft EIS.
- A Supp EIS should answer questions from the agencies that would have been answered in the FEIS.
- **TRAIL>>>If the trail is in WisDOT r/w, then the trail in not 4f. If is transferred to the county, 4f issues would arise.**
- A meeting should be set up with the agencies if the out-of-corridor options are pursued.

Robert J. Wagner, P.E.
Corridor Planning Engineer
WisDOT-District #3
920-492-5983 (FAX: 920-492-5640)
robert.wagner@dot.state.wi.us

CORRESPONDENCE/MEMORANDUM**State of Wisconsin****Date:** 04/21/05**To:** District 3 Files**From:** Rob Wagner**Subject:** Project 1440-13/15-00
STH 23 (Fond du Lac - Plymouth)
Fond du Lac & Sheboygan Counties**Re:** WIS 23 Agency Scoping Meeting for Preferred Corridor Concurrence

Attendees: Joanne Kline - WisDNR, Bobbi Jo Reiser – WisDNR, Johnny Gerbitz – FHWA, Jackie Lawton – FHWA, Leakhena Au – USF&WS, Peter Nauth – DATCP, Julia Guenther – USEPA, Jerry Smith, AcoE, and Steve Noel, Jim Thompson, Carrie Webb, Craig Treadway, Chris Culotta, and Rob Wagner of WisDOT.

Issues Discussed

- Rob reviewed the project history and provided a synopsis of the public hearing and comment period.
- Rob presented the WisDOT's preferred selection of Alternate 1 with the extension of the Old Plank Trail.
- WisDOT is committed to acquiring r/w for the ultimate 4-lanes but will conduct a feasibility study of using passing lanes as an interim project. A decision to use this interim solution will also depend upon a benefit-cost study. These studies will be included in the FEIS. WisDOT will share the information with the agencies prior to FEIS publication.
- Bobbi Jo expressed concern that a large contingent at the public hearing was against the 4-lane project. A synopsis of the comments from the comment period was reviewed showing there was large support for the expansion project.
- The project history/enumeration versus the new TPC process was discussed and how it affects this project.
- The implementation of passing lanes was discussed and that the study results should be included in the FEIS.
- The passing lane information in the FEIS should be combined and elaborated on as to why the passing lane 'alternative' does not work or fit the project's purpose and need or bring it forward as a new alternative if it meets the ultimate needs. If it is not the ultimate solution, show why it works as an interim solution.
- Bobbi Jo would like to see a combination of improvements such as passing lanes or geometric improvements as an alternative or why it isn't an alternative.
- Purpose and Need (P&N) does not address traffic patterns.

Actions

- A letter will be sent out to the agencies requesting official concurrence on the preferred corridor. This concurrence is for only the corridor location of the improvements, not the type of facility, such as 4-lanes, passing lanes, or a combination of them. The letter should include verbiage about the state statute that allows WisDOT to acquire 4-lane or interchange r/w or to prevent the development of it. The letter should summarize why the corridor was selected.

Chuck Theide's notes from Major Peer Review of April 6, 2005

STH 23 (STH 67 - USH 41)

The Committee accepted the District's recommendation of Alternative #1 (existing alignment) as the preferred corridor.

They agreed with the approach of first selecting a four-lane corridor and then evaluating passing lanes, as appropriate, for whatever corridor is selected.

There was concurrence that passing lanes should be evaluated as an interim improvement for what will ultimately be a four-lane expressway-type facility. It was suggested that the timing of construction of any passing lanes might be coordinated with the need for pavement rehabilitation or replacement on the existing highway.

Regarding the bike trail, it was agreed that funding to purchase the real estate and grade the trail only will be provided by the Majors Program (approval limited to these two specific items). However, Bob St. Clair wants this funding clearly identified and marked in FIIPS as enhancement funding. The County will fund the rest of the project.

The question of ownership (state or county) of the completed bike trail facility was still left undecided. It is a broader question of consistent statewide Departmental policy that needs to be decided for this and similar facilities in a bigger arena than the Peer Review Committee.

The real estate for a four-lane expressway-type facility should be reserved. All the tools available to WisDOT should be employed to accomplish this result. The corridor should be officially designated as a Freeway-Expressway under Section 84.295, Wisconsin Statutes. It should be mapped, including areas anticipated to be needed for future interchanges. But in terms of actually purchasing real estate at this time, the Committee recommends that it be limited to hardship cases only. We should only buy properties if there is an interest on the part of the owner to have us purchase their property (willing seller). The Committee recognizes that it might ultimately be more expensive to forgo purchasing some parcels now, but there needs to be a balance in the Majors Program between real estate and construction. We can't devote an inordinate amount of dollars to real estate in any single year to the exclusion or significant reduction of construction activities.

The District should offer to make a project status report to the Secretary's Office at this time. They may or may not accept, but are likely to want a briefing after the passing lane studies are completed.

There were questions raised about the cost estimates presented compared to those in the April 1 Status Report and the recommended plan for rebalancing the Program. By selecting Alternative #1, there appears to be about a \$11.2 million reduction in the cost estimate for the project. Chuck Thiede will work with the District to revise the figures in the Committee's recommended rebalancing plan to reflect Alternative #1 costs. Previously, the recommended plan had included the costs for the most expensive alternative.

The \$5.25 million identified as 3R dollars should definitely be excluded from the Majors Program and not be included in the Majors report to the TPC.



Wisconsin Department of Transportation

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April 20, 2005

Bobbi Jo Reiser, Liaison
Wisconsin Department of Natural Resources
625 East CTH Y, Suite 700
Oshkosh, WI 54901-9731

Dear Bobbi Jo,

In accordance to the NEPA/404 process, I am requesting your concurrence for the third and final concurrence point for the selected corridor in our WIS 23 Environmental Impact Study (EIS). WisDOT has recommended Alternative 1 for the expansion project, which is along the existing highway for the entire 19-mile length.

WisDOT has selected Alternate 1 over the others in the study as it has the least overall environmental impacts, is the lowest cost, and has overwhelming support for the public, local officials, and the WIS 23 Advisory committee. In addition to selecting the existing roadway alternative, WisDOT is also recommending extending the Old Plank Trail from Greenbush to Fond du Lac along the highway.

WIS 23 will be officially designated as a Freeway-Expressway under Section 84.295 of the Wisconsin Statutes. This designation will allow WisDOT to map and preserve the needed right-of-way for a 4-lane highway as well as future interchange locations at County Highways UU, W, G, and A.

Prior to completing the Final EIS, WisDOT will perform an evaluation of passing lanes as an interim improvement to the ultimate 4-lane project. A cost/benefit study will be used to help determine the viability of passing lanes being used as an interim improvement. The results of these additional studies will be included in the FEIS.

Please let me know if you have any questions and contact me at (920) 492-5983 or at robert.wagner@dot.state.wi.us.

Sincerely,

A handwritten signature in cursive script, appearing to read "Robert J. Wagner", followed by a horizontal line.

Robert Wagner, Project Manager

Cc: Jay Waldschmidt, WisDot/BOE
Jackie Lawton, FHWA
Johnny Gerbitz, FHWA

CORRESPONDENCE/MEMORANDUM**State of Wisconsin****Date:** March 1, 2005**To:** District 3 Files**From:** Rob Wagner**Subject:** Project 1440-13/15-00
STH 23 (Fond du Lac - Plymouth)
Fond du Lac & Sheboygan Counties**Re:** Corridor Selection Meeting at District 3 Office Feb 28, 2005. 1:00pm

Attendees: Johnny Gerbitz - FHWA, Jay Waldschmidt – BEES, Brian Revello – BHD, Chuck Thiede - BSHP, Will Dorsey, Brett Wallace, Bruce Enke, Colleen Harris, Steve Noel, Mike Helmrick, Carrie Lutz, Craig Treadway, Jason Lahm, Tony Allard, Ken Hanzel, Bob Schuurmans, Jim Kuehn, Chris Cullotta, Jennette Cavanaugh and Rob Wagner of WisDOT-D3.

Issues Discussed

- Rob started the meeting with introductions, and then described the project location, existing facility, and the proposed action.
- Brett discussed the issue of passing lanes and that they will be further evaluated as an interim improvement to building 4-lanes, yet being committed to buying 4-lane r/w.
 - When the corridor is announced in a newsletter, the passing lane issue will be included.
- Chuck mentioned to check on that the passing lane map used in the EIS as it's intent for showing passing lanes may not be consistent with the C2020 report.
- Rob further describe the projects Purpose & Need, history, alternatives, impacts, VE Study, Old Plank Trail, CTH K intersection, and public involvement, including results from the hearing.
 - There was no public or Agency support for Alternatives 3-6. Suggestion to drop Alts 3-6.
- Johnny mentions an evaluation of EC2 from the EPA was a good grade for EIS. He would like to see access recommendation from US 151 to CTH UU developed for FEIS.
- Jay mentioned to check with other districts about STH 83 and US 12 on the specifics of the adjacent trail and how it was developed.
- Additional impacts from trail are not in the draft EIS but will be included in the FEIS.
- Jay questioned the need of the IAT structure.
 - Johnny said the commitment was made by DOT to construct the separation as a part of the project.

Corridor Discussion

- Materials - Ken mentioned subgrade improvement being likely in the area and that using the existing roadbed would decrease the cost.
- Materials -Tony indicated either Alternative 1 or 2 is fine, mostly depending on farm operations.
- No concerns from the Maintenance Section.

- Traffic -Bob - Alternative 1 or 2 is fine with traffic operations. Thinks a frontage road from K to UU is necessary if interchange is built at UU. Jug handle access is OK if the area does not grow commercially, i.e. big box development. Access points need to be tied down to help locals on their road systems.
- Real Estate – Jim mentioned the importance to balance the relocation costs. The relocation and farm costs on Alt 2 might offset the costs along the existing.
- Project Development – Craig mentioned that many public people initially for Alt 2 are now in favor of Alt 1, demonstrating the overwhelming support for Alt 1.
- PD – Bruce mentioned that 84.295 should be used in mapping 4-lanes rather than purchasing all at once. That future access from FDL to UU should be considered. Supports the extension of the OPT and that it needs Majors Comm. Approval and that a well-defined document needs to be in place with maintenance issues worked out.
- Environmental – Mike said that the resource agencies would be happy with the existing route being picked. The locals could build the trail and DNR coordination at the local level is less stringent than state levels, but could cause less than desirable standards.
- Central Office – BEES – Jay said that limited development in the existing Sheboygan County section has been controlled and thinks it would be similar in this area. Some 4f impacts have not been extensively studied yet and may create problems.
- BHD – Brain thought it is important to focus on the urban section from CTH KK to CTH UU. That the middle segment should combine roads and access where possible, build 2 of the finished four lanes on r/w for 4 lanes and design standards of 70mph. Four lanes should be built up to CTH S on the east side of the project.
- BSHP – Chuck said that Alternative 1 appears to be the least expensive and other than that he shouldn't comment.
- FHWA – Johnny restated that 2-lanes with passing option will be looked at as an interim solution versus a 4-lane alternative. The final decision will have to be based on criteria to be decided by WisDOT central office. Strongly feels that preserving r/w between USH 151 and CTH UU is necessary. Also stated that there are benefits to purchasing 4-lanes or r/w over mapping it.
- Brett – four lanes will be purchased/mapped and passing lanes will be looked at for the interim.

Actions

- District 3 recommends using Alternative 1, the existing highway alignment for the WIS 23 improvement. After corridor approval from Madison, further investigation will be done on the interim improvement of WIS 23 using passing lanes with right-of-way for 4-lanes being officially mapped and possibly purchased.
- District 3 supports the extension of the Old Plank Trail. Plans and coordination must be developed with local jurisdictions.
- The District would like to continue preliminary design in the CTH K / CTH UU area near Fond du Lac before recommending a treatment to those intersections and between.

Project 1440-13/15-00
STH 23 (Fond du Lac - Plymouth)
Fond du Lac & Sheboygan Counties

February 17, 2005
 Local Officials' Meeting
 UW FDL

Fond du Lac 10:00 a.m. - 11:30 a.m.

Attendance:

Colleen Harris	WisDOT Planning Supervisor
Rob Wagner	Project Manager
Jenny Cavanaugh	WisDOT Staff
Walt Raith	ECWPRC
Jeff Agee-Aguayo	Bay Lake Regional Planning Commission
Allen Buechel	Fond du Lac County Executive
Sen. Joe Leibham	9 th Senate District
Norman Loehr	Town of Forest Chairman
Jim Pierquet	Town of Empire Chairman
Mike Limberg	Town of Greenbush
David Biebel	City of Sheboygan
Tom Holtan	City of Sheboygan
Paulette Enders	City of Sheboygan
Bob Schweder	Representing U.S. Sen. Feingold
Charles Conrardy	Sheboygan County Highway Committee
Adam Payne	Sheboygan County
Jerald Holub	Sheboygan County Transportation Committee Chairman
Bruce Neerhof	Village of Kohler
Wayne Rollin	City of Fond du Lac
Sam Tobias	Fond du Lac County
Mike Gannon	Fond du Lac County Highway Commission
Joseph Koch	Fond du Lac County Highway Commission
Robert Lax	Fond du Lac County Highway Commission
Melissa Kok	U.S. Rep. Petri
Karen Madigan	Fond du Lac County Highway Commission
Dick Flood	Fond du Lac County Highway Commission
Ernest Winters	Fond du Lac County Highway Commissioner

Also in attendance: Leonard Sobczak, a landowner along WIS 23 and a citizen member of the Transportation Projects Committee.

Purpose of the Meeting:

To brief local officials regarding project status and results of the public hearing. All those present were able to state comments in addition to or in lieu of testimony submitted during the open comment period. The upcoming project milestones and timetable were also discussed.

Meeting Minutes:

Rob Wagner opened the meeting with introductions and a review of the project from its enumeration in 1999, to the development of the corridors, and the approval of the Draft EIS. General comments from the public hearing were reviewed, broken down to those for and against, and also by corridor. The comments from local officials follow.

Melissa Cook. – The majority of comments received by Rep. Petri's office are in favor of the project.

Allen Buechel – Supports the project for its safety aspect and benefit to the economy. Also supports the extension of the Old Plank Trail (OPT) that would tie into trails throughout the state system. The CTH K improvement with a grade separation is needed. Majority of people support Alternate 1.

Sen. Joe Liebham - Has been involved in the push for 23 expansion since the 80's as a member of the Sheboygan Chamber of Commerce. He is supportive of it for the positive economic impact on businesses, and the increased safety for the users. 23 is a vital corridor in east central Wisconsin. Sen. Liebham is a strong advocate of property rights and urged the DOT to be respectful to citizens and work carefully with them.

Norm Loehr – The Town of Forest supports Alternative 1 and the extension of the OPT.

Jim Pierquet – The Town of Empire supports Alternative 1 and OPT and is concerned about local road access to WIS 23.

Mike Limberg – The Town of Greenbush recently completed survey. Results include 53% of residents in favor of 4-lanes. Favors Alternative 1. Intersections of CTH K, G, and W need to be improved.

David Biebel – The City of Sheboygan needs good access to the west.

Tom Holton – The City of Sheboygan strongly supports project and it is very important for tourism.

Paulette Enders - WIS 23 expansion is a top priority for their department.

Bob Schweder – Representing Sen. Fiengold is collecting data for the Senator.

Charles Conrardy, Adam Payne, Jerry Holub – The Sheboygan County Highway Dept is all in favor of Alternative 1, extension of the OPT. They believe the project will greatly help the economy and improve safety.

Bruce Neerhof – The Village of Kohler supports the expansion of WIS 23 and the extension of the OPT. The Village will have a resolution in support.

Leonard Sobczak- Spoke on his own behalf against the project, citing many reasons that the project should not go on, largely because of the way it was enumerated.

Wayne Rollin – The City of FDL supports Alternative 1 and the extension of the OPT. They are in support of a grade separation at CTH K and would like access to remain between CTH K - CTH UU.

Sam Tobias – FDL County supports Alternative 1 and the extension of the OPT. Resolutions have been done in support of both.

Mike Gannon, Joseph Koch, Robert Lax, Karen Madigan, and Dick Flood – All of the Fond du Lac County Highway Commission are in support of the project, using Alternative 1. The intersections of CTH G, W, and K are dangerous and need to be improved. The feeling is, that by the time it is built, the 4-lanes will be needed. Any longer of a wait will be too late.

Ernest Winters - Supports project, Alternative 1 and OPT extension. CTH K needs a grade separation and continued access. CTH W needs improvement, realignment. CTH G needs improvement.

Walt Raith – Fully supports the project. Improved safety alone is reason enough for the project. Additionally, the improved highway will benefit the economy, mobility and overall improve the local quality of life.

**Notes for STH 23 Committee Meeting on February 14, 2005
Greenbush Town Hall**

Introductions by Walt Raith:

Advisory Committee Members Present:

Roger Laning, Ernest Winters, Shannon Hayden, Sam Tobias, Wayne Rollin, Dave Such, Ellen Eldridge Tate, Norman Loehr, Dan Klahn, Mike Limberg, Mary Toriello, Ned Sippel, Sara Davis, Don Cooper, Traci Hankwitz, Jim Horning, and Joyce Wessel.

WisDOT and Regional Planning Staff:

Walt Raith of East Central Planning Commission, Colleen Harris, Craig Treadway, and Robert Wagner of WisDOT District 3 Green Bay.

Walt opened the meeting by thanking the Town of Greenbush for allowing us to use their facilities and the entire group for their participation.

Rob additionally thanked everyone for his or her time and efforts. He reviewed the work that was done, such as refining the alternatives for study, helping to determine the type of highway facility this would be, and for being a representative for the locals.

Rob reviewed the general results of the Hearing from those who comment via the mailer or court reporter, including local officials, businesses and groups and from the agencies.

Rob then went through the upcoming work and milestones for the project including:

- o Upcoming local officials meeting, agency meeting, and the corridor selection meeting within the next month. Following those meetings, the preferred alternative will be brought to the Major Projects Committee and hopefully approved by the appropriate sources in Madison.
- o Additional work to be done this summer and prior to the FEIS including decisions on the CTH K intersection, the Old Plank Trail extension, access of local roads (work with townships), required agency mitigation and Phase II archaeological study for the selected alternative.
- o Craig briefly discussed the design process and timelines. Once the corridor is approved design will begin and within a year or so, design staff will be meeting with the public to get the best results and ideas for the project.

The opportunity for everyone on the committee to give their comments or concerns was then given. A summary of comments follows:

Sam: Fond du Lac County prefers expansion along Alternate 1 and would like the Old Plank Trail (OPT) connected to FDL.

Ernie: Echoes the same comments, and additionally that CTH's K, UU, and W need to be addressed and will work closely with the DOT to do so. The OPT should be extended. The VE study did not help the process or the project out very much.

Roger L: Nothing to add.

Ellen: WIS 23 needs to be safer and needs four lanes to better access USH's 151 and 41. Stay on the current alignment.

Wayne: Liked the process that we went through, thankful to DOT on behalf of FDL. The City of FDL is on record as supporting Alternate 1, having CTH K upgraded and extending the OPT. They do have concerns on local road access and maintenance.

2010 WIS 23 FEIS VOL 2 Appendices

Dave: Has been working with local communities lately and just received back questionnaire from locals in Greenbush. Nearly 40% of those mail responded with 53% wanting 4-lanes, 33% wanting passing lanes/improved intersections, 11% no change and 1% wanting a freeway. Most comments are in support of Alternate 1.

Joyce: Expressed concern on the values that would be given and paid to those that will have their homes purchased.

Ned: Has received letters, with a majority wanting Alternate 1 and a few for Alternate 2. Objectively he feels that Alt 1 is best due to cost. Feels that CTH G and W are terrible now and need to be fixed. Felt that it is very important to keep contact with people along the preferred route throughout the design process. It will ease the pain and make the process better.

Traci: Echoes Neds remarks. Received 20 letters, 18 for Alternate 1 and two for Alternate 2. Feels it should stay on existing as it costs less and fits the Town of Forest plan.

Jim: All the businesses he has spoken with support the project on Alternate 1. All letters support the project and that contact should continue.

Mary: Has already spoken on record as favoring Alternate 1, and all the letters she has gotten support that. It's important to keep in contact with people.

Norm: Build Alternate 1 as an expressway and improve CTH G & W intersections.

Mike: Most letters say stay on Alternate 1. Hopes that the DOT treats landowners fairly as past experiences have been bad.

Dan: Everyone wants Alternate 1. Keep locals well informed of what is going on.

Sera: Everyone is for Alternate 1. People from Taycheedah are still favoring using Tower Rd and 7 Hills Road for access to 23 and that these need to be addressed and should certainly have acceleration/turning lanes.

Shannon: Sheboygan County prefers Alternate 1. The County Board had adopted a resolution to extend the OPT to the county line.

Most members indicated that they would like to continue to serve on this or a similar committee through the design process for the project.

Town of Forest
W2170 Walnut Rd.
Mt. Calvary, WI 53057

May 9, 2004

Rob Wagner, Project Manager
Wis. DOT Dist. 3
744 VanderPerren Way
P.O. Box 28080
Green Bay, WI 54303

RE: HWY 23 Project

Dear Mr. Wagner:

At the Annual Meeting of the Town of Forest, held on April 19, 2004, a discussion was held on the proposal for the HWY 23 rebuilding project.

After debating the issues a vote was held:

- 18 people voted to follow the existing corridor.
- 8 people voted for the alternate route along Chickadee Rd.

This does not necessarily represent the opinion of the Town Board.

Sincerely,



Edward M. Leonard, Clerk
Town of Forest

dll

CORRESPONDENCE/MEMORANDUM**State of Wisconsin**

Date: 04/27/04
To: District 3 Files
From: Rob Wagner
Subject: South option using Existing alignment

Attendees: Rob Wagner, Jason Lahm, Craig Treadway, local residents Gary & Kim Thimmig, Ned Sipple, Judy Remo.

A suggestion at the March PIM brought up the idea of avoiding the curves, and farms between Pit Road and Hillview Roads. This meeting, on April 7, 2004, was to get an idea for what the Banner Feed Mill and local farmers would think about the new alignment and how it will affect their farms.

The local residents were opposed to moving the STH 23 alignment to the south of their houses. They said that it would put their farm operations out of business and put their houses between to roadways. Feed Mill owner (Ned) said he would want access to STH 23 if the alignment were moved to the south.

PD put together cost estimates for staying on alignment, going to the south of the farm operations, and going north through the feed mill saving the farm operations. Costs were approximately \$2million more to drop to the south, outweighing the cost of relocating the mill or both farms. In addition, impacts to the operations would be disturbed nearly the same for either option.

Action: The alignment will not be brought forward for study, as the impacts are equal to or great than remaining on the existing roadway. See attached.

Robert J. Wagner, P.E.
Corridor Planning Engineer
WisDOT-District #3
920-492-5983 (FAX: 920-492-5640)
robert.wagner@dot.state.wi.us

EDEN FIRE DEPARTMENT



104 SOUTH PINE STREET • EDEN, WISCONSIN 53019 • 920-477-3131

ED COSTELLO
Chief
920-923-2129

PAUL TIBBETTS
1st Assistant Chief
920-477-4455

ED O'BRIEN
2nd Assistant Chief
920-477-3051



ROBERT J. WAGNER P.E.
DOT SYSTEM DEVELOPMENT
NE REGIONAL OFFICE
944 VANDERPERREN WAY
PO BOX 28080
GREEN BAY, WI 54324-0080

~~September 18, 2003~~

Date letter received 4/24/1

Dear Mr. Wagner.

The officers of the Eden Fire Dept. have reviewed your plans for the access road for Mary Hill Park in Fond du Lac county at the intersection of State Highway 23 and County Road K. We feel that our vehicles can access the subdivision even though there is an 11% incline as the road enters Mary Hill Park subdivision.

There was an initial concern about the retaining wall to be constructed between Hwy 23 and the access road. The concern was the drifting of snow clogging the drive during winter months. After discussing the issue, it was decided that we would advise the township of Empire to monitor and clear the road as needed.

I have enclosed my business card, so I may be reached by phone or e-mail if there are any questions.

Sincerely,

Ed Costello, Chief
Eden Fire Department

✓



Fond du Lac County

OFFICE OF THE COUNTY HIGHWAY COMMISSION

PHONE (920) 929-3485

FAX (920) 929-3698

301 Dixie Street, P.O. Box 1234
Fond du Lac, Wisconsin 54936-1234

April 22, 2004

Rob Wagner
WisDOT District 3
744 Vanderperren Way
P.O. Box 28080
Green Bay, WI 54303

RE: STH 23 Project
Fond du Lac to Plymouth
EIS Process

Dear Mr. Wagner:

The Fond du Lac County Highway Committee and I are very interested in the STH 23 EIS process currently underway. We have been following the status of this project and would like to go on record with several comments and suggestions.

One critical segment of this project is the CTH K intersections with STH 23. The traffic volumes combined with the accident history at this location are high enough to warrant strong consideration for a grade separation. DOT has put forward a design that would incorporate CTH K going over STH 23 with access to both by two low speed ramps, one on each side of STH 23. While a conventional diamond interchange would be much more desirable, we realize that there are restrictions in design due to the proximity of the USH 151 Bypass interchange. The Committee and I are in support of the option of grade separation CTH K over STH 23 with access maintained by two, two way traffic ramps.

Another area of concern on this project is the various alternatives for the "off existing alignment" options currently being considered. While we understand the reasons for considering all of these options, building the project on the existing alignment seems to be far and away the best alternative. The Committee and I support the building of this project on the existing alignment. We are hopeful that the DOT strongly considers the input of the Advisory Committee and local officials and residents when making this important decision.

Finally, the "Value Engineering Study" done by the DOT last year makes a recommendation regarding leaving a portion of this project as a two lane highway until such time as traffic volumes increase and an expansion is warranted. The Committee and I strongly disagree with this position. A very large percentage of the traffic departing

western Sheboygan County heading west is traveling all the way to Fond du Lac. If the highway is going to be expanded west of Plymouth and east of Fond du Lac, we would recommend that the entire corridor be fully expanded to 4 lanes.

It's our understanding that final decisions will be made shortly on all of these issues. We hope very much that the opinions of all of the stakeholders are taken strongly into consideration in the making of these decisions. After all, we are going to be living with the project for many, many years. We think it's reasonable to weight the opinions of local officials and residents very high when making final improvement decisions.

Please feel free to contact me should you have any questions or comments. I look forward to the EIS being completed and the design process beginning on this project.

Thank you for your consideration

Sincerely:



Ernest G. Winters, Commissioner
Fond du Lac County Highway Department



Richard Flood, Chair
Fond du Lac County Highway Committee



FOND DU LAC AREA ASSOCIATION OF COMMERCE

Building Community and Commerce

March 29, 2004

Mr. Rob Wagner
Project Manager
WisDOT District 3
944 Vanderperren Way
Green Bay, WI 54303

Subject: Highway 23 East

Dear Mr. Wagner,

Please accept this letter as my response to the Public Information meeting your Department held on March 23, 2004 regarding the proposed upgrade of Highway 23 between Plymouth and Fond du Lac.

I would begin by stating my support for the overall project and extending my thanks to the Wisconsin Department of Transportation for the professional manner demonstrated by the WisDOT staff when answering some very tough questions.

My concern lies with the stretch of the project identified as Alt. A and Alt A/B, a section covering roughly 6 miles. It has also been referred to as the Chickadee Alternative.

I listened to the explanation by two different members of the DOT staff on the merits of each alternative, A and A/B. What I heard at the meeting was somewhat troubling in that some of the data used to defend the A/B route was based on information that was not fully accurate. In a few cases, the information that stated the number of residences and buildings that would need to be relocated if Alternative A, were chosen is not accurate. The buildings that were identified turned out to be buildings in moderate to extreme disrepair and have not been occupied for sometime. Without these buildings in the equation, I believe you will find the numbers for each alternative route to be roughly the same.

The main area of concern, however, is the cost difference between the two alternatives, which is estimated to be \$8.16 million dollars when this project is funded in 2010 or 2011. By that time, there is no doubt that the competition for highway dollars will be as intense as we have ever seen in the state. In fact, it is now estimated that the demand for highway construction dollars from the city of Milwaukee alone stand to overburden the DOT funds by some two billion dollars within the next 8 years. I believe it is only prudent planning to eliminate all expenses associated with alternative routes when there is not a compelling reason to do so.

Again, based upon the information from the meeting on the 23rd from members of the DOT staff, there is not a need for this alternative route due to public safety, wetland preservation, historical site preservation or habitat


March 30, 2004

concerns. This is not a time where you need to accommodate the DNR or the County Highway Committee. This appears to be based solely on the number of buildings that are in the way on Alternative A.

While I can understand your desire to avoid moving people and businesses as much as possible, I believe in this case keeping to the original design makes to most sense. The cost and turmoil of moving to the alternative A/B route will not produce the results you might desire and you need to preserve every dollar available.

Thank you for your consideration in this matter. If I can be of any further assistance I may be reached at 920.921.9500.

Sincerely,

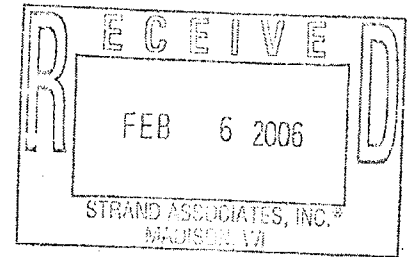


Joseph R. Reitemeier C.C.E.
President and CEO

cc: Senator Carol Roessler, Senator Joe Leibham, Assembly Representative Carol Owens and Assembly Representative John Townsend



W3675 Fourth Street Road
Fond du Lac, WI 54935-9339



March 16, 2004

To: Robert Wagner
Wisconsin DOT, District 3

Dear Mr. Wagner;

As you are probably aware, the proposed State Road 23 widening project will affect a portion of the highway passing through the Town of Empire.

It has come to the Town Board's attention that the extension of the Plank Trail along the highway may be a part of the proposed project.

This is to advise you that at the March 10, 2004 Town Board meeting the Board went on record in support of consideration of this trail extension as part of the State Road 23 reconstruction.

Sincerely;

Michael Morgan
Town Clerk
920-948-3828

STH 23 Corridor Study from Fond du Lac to Sheboygan Public Informational Meetings of March 2004

After attending the meetings held last summer and this March I would urge the committee to select the present HWY 23 route. The area needing the most attention is the intersection of Cty "K" by St. Mary's Springs High School. This is a very busy intersection and has many accidents. This should have been corrected when the "big hill" was made 4 lanes several years ago. The two alternate routes being proposed make no sense at all. The waste of valuable farmland, wetlands and wildlife habitat would be great. This type of land is disappearing rapidly due to roads and city development.

Concern where the new 4 lane road is going to go because my brother and I own the family farm that is recognized by the state as a century farm and we would hate to lose the farm and house due to a road. Also part of our income comes from maple syrup production and the road could potentially take part of our woods, which would cut down our production, and loss of income. We are not in favor of a 4 lane Hwy from Greenbush to the east side of Fond du Lac.

I strongly oppose Alternate C & D option for Hwy 23 project. However I do agree alternate B would be a great improvement to the existing Hwy 23. Widening and upgrading the existing highway structure would only make the most sense. Most of the existing highway is in great shape from the last improvements made. Turn off lanes to side roads and police enforcement of the speed limit would solve most of the dilemmas.

Please leave highway 23 where it is now.

As a member of the Ice Age Park and Trail Foundation, I was very pleased to see that an underpass has been planned for the trail.

My wife and I attended the WISDOT public information meeting at the Greenbush town hall at 2:00 p.m. today, Thursday 3/18/04. We are in favor of the Ice Age Trail and Equestrian underpass for the new STH 23. Also, we are in favor of the proposed location. I am in favor of making the present STH 23 a four lane highway. That is, I am in favor of not taking anymore farmland than necessary for a four lane highway. I am opposed to the plans to straightening the highway. If the highway is converted from two lanes to four lanes the present curves will not be a problem.

Follow existing route, make it four lanes otherwise we will be looking at redoing the highway again in 5-10 years and disturbing property owners.

We have not gotten letters in the mail notifying us of meeting being held. Didn't know until after the fact.

I strongly urge you to keep the highway on the existing corridor, using right of way which is already state owned. This appears to be the least expensive, and preserves farmland, woods and wetlands.

Updated map to include all new houses & towers with guide wires. Truck lanes at busy intersections. Replacement of woods taken by the highway. Access to farmland cut in half with no road access.

I understand that the Chickadee alternative (B) is favored over the current alignment. That choice would be obviously wrong for many reasons. Some are: Wastes farmland. Farm products are one of Wisconsin's key economic resources. No more is being made. Duplicates highways – taxpayer would have to maintain two roads from W to U. Is not justifiable – safety is truly not a big problem on the current alignment. And would be reduced further by expanding on the current alignment. Nearly half of the current access points on the current alignment from W to U could be

eliminated. In other words they could be managed without Alternate B. The VP study was biased toward Alternate B because two members either lived on, or had relatives on the current alignment.

I believe following the present corridor would be more economical and would not destroy as much good agriculture land. I live in this area where the construction will be and I am familiar with the land in this area. One of the proposals would go right through the plat type low land and would require a tremendous amount of fill after the removal of the inadequate loss material. The other off corridor proposal on the east side of Fond du Lac County would go through top quality agricultural land. Therefore following the present corridor really makes more sense.

I believe this project would best be served by staying on the current roadbed. It would be more cost effective as well as it would preserve more farmland as well as undisturbed wooded areas. I hope all aspects are reviewed carefully and without bias.

We've been attending the highway 23 information sessions for the past 1 ½ years or so and we'd really like to know where the improved highway will be. It impacts our farm if the Chickadee route is used. Right now we live on a fairly gravel dead-end sideroad that connects to the south with highway 23. We, of course, would like it to stay on that route and it doesn't need to connect to "23" as we'd have access to "G" to the east. We can't see using the Chickadee route because of the loss of all the farmland, ours as well as neighbors on both sides of us. In fact, out here a Super 2 would be fine, we travel to Fond du Lac 5 – 7 times a week and feel the drivers are the problem.

Prefer the option where 23 over passes "K" with the limited access between the two. Also, the revision to segment B should follow the old highway. The disruption to the pristine area is not worth the significant additional cost. Also, the farms affected by widening 23 is not what it seems since most of the farms have downsized operations.

I've attached a letter mailed to Rob Wagner last March, 2003, re: Certain environmental type questions. In addition to points 2 a-f, I would also like to know what levels of cadmium pollution might be expected as the result of the time wear along the corridor? In all, pleased the route passes our farm; I would certainly appreciate answers to the questions here raised.

Act 5 is the best, following by act 3. Convertible freeway is needed. It would be a waste of taxpayer dollars to not plan for the future. CTH K grade separation is needed. Access roads would be optional. Ice age trail underpass is good. Buy access control. Money is not an important factor. Functionality is what is important.

We are totally for using existing route of 23. Can not believe multi \$\$\$\$ would be spent on "new right-of-way", when most of property is already available on existing route.



Fond du Lac County

PLANNING/PARKS DEPARTMENT

(920) 929-3135

FAX (920) 929-7655

City/County Government Center

160 South Macy Street, Fond du Lac, WI 54935

January 27, 2004

Robert J. Wagner, P.E.
Wisconsin Department of Transportation, District 3
944 Vanderperre
Green Bay, WI 54304

RE: Plank Trail Extension, Fond du Lac County

Dear Mr. Wagner:

As promised, enclosed is a certified copy of a recent Fond du Lac County Board of Supervisors resolution in support of an extension of Sheboygan County's Plank Trail to Fond du Lac. We anticipate year round use of this trail. The County asks that you take into consideration as soon as possible, the real estate needs for this trail, the environmental impacts and design considerations. We are in the midst of a similar trail project with Mark Klipstein of District 2 and we envision a similar trail and design/development process for the extension of the Plank Trail.

Best regards,

A handwritten signature in black ink, appearing to read "Sam Tobias". The signature is fluid and cursive, written over a white background.

Sam Tobias
County Planning & Parks Director

cc: Walt Raith, ECWRPC



Fond du Lac County

JOYCE A. BUECHEL, COUNTY CLERK
(920) 929-3000 FAX (920) 929-3293


City/County Government Center
160 South Macy Street, P.O. Box 1557
Fond du Lac, WI 54936-1557

STATE OF WISCONSIN)
(SS
FOND DU LAC COUNTY)

I, Joyce A. Buechel, County Clerk of the County of Fond du Lac, State of Wisconsin, do hereby certify the attached to be a true and exact copy of **RESOLUTION NO. 134-03, RESOLUTION IN SUPPORT OF A MULTIPLE PURPOSE RECREATION TRAIL ADJACENT TO HIGHWAY 23 BETWEEN THE EAST COUNTY LINE AND FOND DU LAC**, adopted by the Fond du Lac County Board of Supervisors on January 20, 2004 by a vote of Ayes, 35. Nays, 0. Absent, 1 and approved by the County Executive.


COUNTY CLERK

Subscribed and sworn to before me
this 26th day of January, 2004


Fond du Lac County Deputy Clerk
Term of Office – January 3, 2005

RESOLUTION NO. 134-03

RESOLUTION IN SUPPORT OF A MULTIPLE PURPOSE
RECREATION TRAIL ADJACENT TO HIGHWAY 23
BETWEEN THE EAST COUNTY LINE AND FOND DU LAC

WHEREAS, there is a plan for the reconstruction of Highway 23 from Fond du Lac to Plymouth as a four lane divided highway with design anticipated to start in 2004 and completion of construction by 2008, and

WHEREAS, the Sheboygan County portion of State Highway 23 includes a multiple purpose recreation trail used by bicyclists, walkers, runners, rollerblades and snowmobiles, and

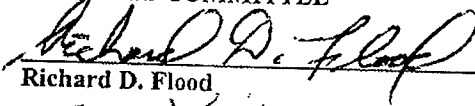
WHEREAS, it would be desirable to extend this trail, known as the Plank Road Trail to Fond du Lac where it would connect with area trails by way of the Prairie Trail along the Highway 151 bypass, and


WHEREAS, it would be helpful for the Wisconsin Department of Transportation to know that there is local support for extension of the Plank Road Trail so that WisDOT can accommodate the trail through their planning and design work for reconstruction of Highway 23 to a four lane divided highway.

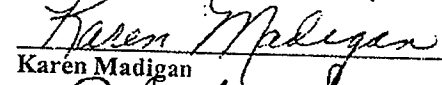
NOW, THEREFORE, BE IT RESOLVED that the Fond du Lac County Board of Supervisors go on record in support of the inclusion of a multiple purpose recreation trail in the planning, design and construction of the upgrading of State Highway 23 between the east county line and the City of Fond du Lac.

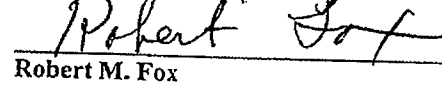
Dated January 20, 2004

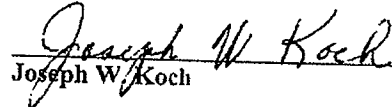
SUBMITTED BY:
HIGHWAY COMMITTEE


Richard D. Flood

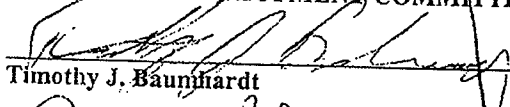

Alex Dudzinski

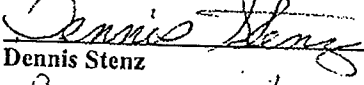

Karen Madigan

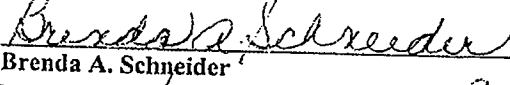

Robert M. Fox

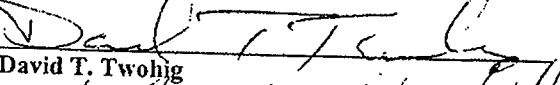

Joseph W. Koch

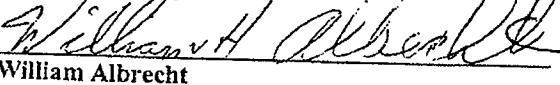
SUBMITTED BY:
PARKS AND DEVELOPMENT COMMITTEE


Timothy J. Baumhardt


Dennis Stenz

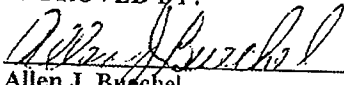

Brenda A. Schneider


David T. Twohig

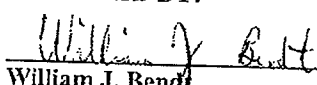

William Albrecht

FISCAL NOTE: No county expenditure is required at this time. If the project moves forward, the 12.5 mile trail portion of the project is estimated to cost \$900,000. The County anticipates securing state and federal grants to cover the cost of 80% to 100% of the trail portion of the project. It is possible the County may need to budget \$180,000 in the future for a local contribution toward the trail project. It is estimated that construction will be completed in 2007-2008.

APPROVED BY:


Allen J. Buechel
COUNTY EXECUTIVE

APPROVED BY:


William J. Burt
CORPORATION COUNSEL



WIS 23 Project Report

Fond du Lac to Plymouth

December 2004

Contact information:

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Fax: (920) 492-5640

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Web site:
www.dot.wisconsin.gov

Note: The WIS 23 project Web address is included on the back page.

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Project Manager
Phone: (920) 492-5983

Kim Rudat
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Phone: (920) 492-5743

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

Included in this issue:

- Draft EIS approved
- Public information meetings scheduled
- Locations to view the WIS 23 Draft EIS

Draft Environmental Impact Statement approved

On November 11, 2004 the Draft Environmental Impact Statement (EIS) was approved by the Federal Highway Administration. The Draft EIS will be available to the public on December 10, 2004.

The EIS will be available for viewing in several places, including the Wisconsin Department of Transportation (WisDOT) website. See the back page of this newsletter for locations.

Two public hearings will be held on Thursday January 5, 2005. The meetings will be held at two different times as a convenience for the public. They can choose to attend the meeting that best fits their schedule. The public will be able to officially comment on the draft EIS to a court reporter at the public hearing. Your comments will aid WisDOT in selecting the best alternative from those presented in the WIS 23 Draft EIS.

There is a 45 day open comment period for

the WIS 23 Draft EIS, closing on January 21, 2005. If you are unable to attend the public hearing, you may send comments to the WisDOT District 3 office to the attention of Project Manager Rob Wagner.

WisDOT staff will meet with local officials, regulatory agencies and the WIS 23 Advisory Committee in February to get their recommendation for the WIS 23 expansion.

In March 2005, WisDOT will convene with the required staff to evaluate comments from all the above sources along with the Draft EIS to determine the preferred alternative for WIS 23 from Fond du Lac to Plymouth.

The recommended alternative will then be announced when it is approved by WisDOT's central office in Madison.



Public information meetings scheduled

WisDOT has scheduled two public hearings to accept comments on the Draft Environmental Impact Statement, being released in early December. Both meetings will feature the same information and agenda.

The meetings are being held in an open-house format with maps and exhibits of the proposed alternatives available for review. The public is encouraged to attend at their convenience and submit written or verbal testimony concerning the project. A court recorder will be available to record comments.

Meeting schedule:

Wednesday January 5, 2005
1:00 pm to 3:00 pm
Greenbush Town Hall
Sugarbush Road

Wednesday January 5, 2005
6:00 pm to 8:00 pm
UW Fond du Lac
Main Entrance

Places to view the WIS 23 Draft EIS

- Fond du Lac and Sheboygan County Highway Departments
- Fond du Lac and Sheboygan County Boards
- Fond du Lac and Sheboygan County Planning Departments
- Fond du Lac and Sheboygan County Land and Water Conservation Departments
- Cities of Fond du Lac and Plymouth
- Towns of Plymouth, Greenbush, Forest, Empire, and Taycheedah
- Bay-Lake Regional Planning Commission
- East Central Wisconsin Regional Planning Commission
- Fond du Lac and Plymouth Public Libraries
- UW-FDL Library
- WisDOT District 3 Office in Green Bay
- WisDOT Web site

WIS 23 PROJECT ON THE WEB!
www.dot.wisconsin.gov/projects/d3/wis23/index.htm

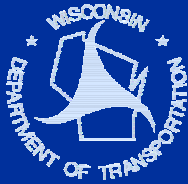
Wisconsin Department of Transportation



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WIS 23 Project Report

Fond du Lac to Plymouth

April 2005

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Recommended alternative selected

The Wisconsin Department of Transportation (WisDOT) selected **Alternative 1** for the location of the 4-lane expansion of WIS 23. This alternative follows the existing highway from Fond du Lac to Plymouth. WisDOT has also recommended **extending the Old Plank Trail** from Greenbush, connecting to the new trail along US 151 in Fond du Lac.

WisDOT will proceed to clear environmental issues with regulatory agencies and commitments necessary for the Final Environmental Impact Study (FEIS). An approved FEIS is required to begin real estate acquisition and the construction of the project.

Design work will now begin to determine which side of the existing roadway will accommodate the additional lanes. This design work will determine exactly how much right of way is needed and what buildings will be acquired. The right of way will be officially mapped for four lanes, and acquired as needed or as it becomes available.

The EIS open comment period has yielded interest in not building the ultimate 4-lane highway initially. WisDOT will reevaluate the viability of passing lanes as an interim solution.



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

Interim improvements to be evaluated

Ultimately, a 4-lane highway will be constructed between Fond du Lac and Plymouth. The timing of the expansion has been a growing issue.

The Draft EIS comment period has yielded sufficient concern for building passing lanes on WIS 23. As a result, WisDOT will conduct an in-depth feasibility study of passing lanes. A benefit-cost study will then be done to determine whether passing lanes would be advantageous as an interim improvement.

Ultimately, four lanes will be constructed for the entire length of this project. It is possible that portions of WIS 23 will be constructed with four lanes and others would remain as a 2-lane highway until needed or the entire four lanes could still be built as one project. As stated earlier, feasibility and benefit-cost studies done this summer will help determine the facility and will be documented in the FEIS, likely to be completed in early 2006.

Included in this issue:

- Alternative 1 selected
- Old Plank Trail to be extended
- Passing lanes to be re evaluated

WIS 23 Project Report

Project budget update

Recently, increased project costs for WIS 23 have been documented in the media. WIS 23 had been assigned an estimated budget cost prior to having a completed draft EIS and a subsequent project scope. Updated project costs have been released as required by recent legislation. More project costs are now being included in the estimate that were not included before. Prior to this law, project costs were referenced and released pertaining only to the construction cost of the road.

The costs now include design and delivery/administration costs that were not included before. Inflationary increases for construction and real estate acquisition have been updated. Additionally, we now have a more defined project as a result of the environmental and public involvement process. Improvements at the County K intersection in Fond du Lac, the extension of the Old Plank Trail, the crossing of the Ice Age Trail, among other items, are now included that were not known in original pre-study project estimate.

WisDOT anticipates the construction of WIS 23 to be complete sometime after 2010.

WIS 23 PROJECT ON THE WEB!

www.dot.wisconsin.gov/projects/d3/wis23/index.htm

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Wisconsin Department of Transportation

WIS 23 Project Report

Fond du Lac to Plymouth

June 2006

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Mission statement:
 To provide leadership in the development and operation of a safe and efficient transportation

Included in this issue:

- Four lanes confirmed
- Preliminary design
- Public informational meetings scheduled

Evaluation confirms four lanes

The Wisconsin Department of Transportation (WisDOT) made the decision to improve WIS 23 as a four-lane roadway from County UU near Fond du Lac to Pioneer Road in Plymouth. Mobility, roadway continuity, costs and user benefits factored into the decision. Public input from the January 2005 public hearing provided support and led to the department's decision for selecting the existing corridor location for the roadway expansion. There was some interest in building passing lanes on WIS 23 as an interim improvement rather than constructing four lanes. As a result, WisDOT completed a passing lane evaluation. The evaluation concluded that passing lanes do not meet the department's mobility goals for the 19 mile stretch of roadway and are not cost beneficial.

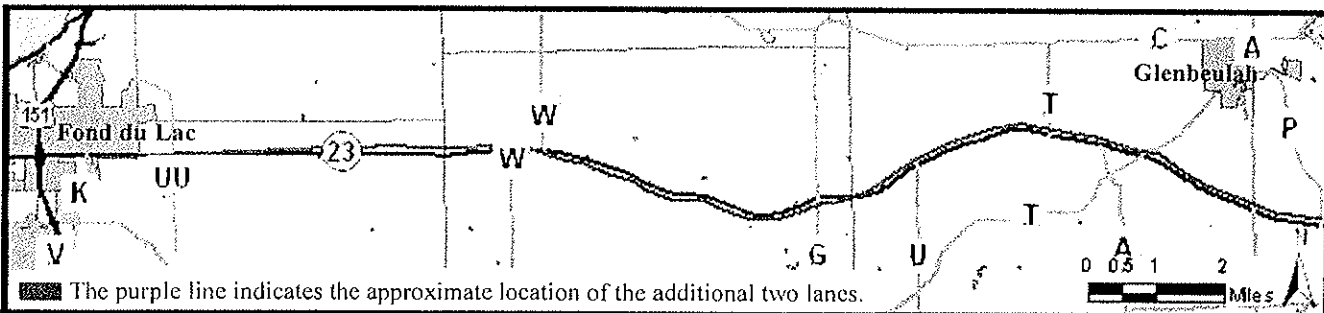
The evaluation found that constructing four lanes provided a greater benefit than constructing passing lanes as an interim improvement. The net present benefit of constructing four lanes is \$1.8 million greater than constructing any passing lane alternative. In addition, the study showed that passing lanes did not meet the department's mobility goals. WIS 23, as a two-lane roadway with passing lanes, will have more congestion than what is desired for Corridor 2020 connector routes. The report can be accessed at our website (see opposite page).

The 4-lane expansion project is scheduled for construction in 2013 and 2014.

Preliminary design identifies impacts

Information from the *Draft* Environmental Impact Statement (DEIS) and subsequent public hearing helped provide WisDOT the direction for design concepts throughout the WIS 23 corridor. These concepts have been addressed and further refined over the last year. Examples of these concepts include: improving safety and operation in the Fond du Lac urban area; extending the Old Plank Trail to Fond du Lac; improving intersection safety and building or locating future interchanges. WisDOT also developed a long-range plan identifying future treatment of public road access to WIS 23.

WisDOT determined the approximate right-of-way needed for transportation improvements during the preliminary design process. Impacts of the additional right-of-way are documented in the *Final* Environmental Impact Study (FEIS). An approved FEIS is required to begin real estate acquisition and construction of the project. The right-of-way will be officially mapped for 4-lanes, including future concepts for interchanges and overpasses. The official mapping and designation of the right-of-way will be completed in 2007.



Wisconsin Department of Transportation – Dedicated people creating transportation solutions through innovation and exceptional service.

WIS 23 Project Report

Public informational meetings scheduled for July 20th

You are invited to a public meeting Thursday, July 20th. One meeting will be held at the Greenbush Town Hall from 2 p.m. to 4 p.m. The other meeting will be held at UW Fond du Lac from 6 p.m. to 8 p.m. Both meetings will feature the same information. Please attend the meeting that is most convenient for your schedule. Preliminary plans showing the approximate location of the added lanes, the impacts to the local area, and the future access plans along the corridor from Fond du Lac to Plymouth will be displayed.

Meeting schedule:

Thursday July 20, 2006
2 p.m. to 4 p.m.
Greenbush Town Hall
Sugarbush Drive

Thursday July 20, 2006
6 p.m. to 8 p.m.
UW Fond du Lac
Main Entrance 400 University Drive

WIS 23 PROJECT ON THE WEB
www.dot.wisconsin.gov/projects/d3/wis23/index.htm

Wisconsin Department of Transportation



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WIS 23 Project Report

Fond du Lac to Plymouth

February 2010

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Mission statement:

To provide leadership in the development and operation of a safe and efficient transportation system.

Included in this issue:

- Project Update
- Summary of SDEIS
- Public Hearing
February 24
- Next Steps Schedule

Construction scheduled for 2013

The ongoing WIS 23 Expansion Project continues to move forward as scheduled, with construction beginning in 2013 and scheduled for completion in 2015. A number of properties along the corridor have already been acquired, with the remaining real estate acquisitions being complete by 2012. Final highway design, the last stage of the project prior to construction, will begin later in 2010.

New challenge

In the past year, a new challenge to the completion of this project has surfaced. The Federal Highway Administration (FHWA) asked WisDOT to map the WIS 23 to US 151 interchange as part of this expansion project, although no construction is scheduled for that interchange. This prompted WisDOT to complete a Supplemental Draft Environmental Statement (SDEIS) to supplement the information contained in the Draft Environmental Impact Statement (DEIS) for this project, signed in November of 2004. An SDEIS is prepared for a project whenever there are changes, additions, or when new information is available.

Public hearing scheduled

WisDOT is holding a Public Hearing on February 24, 2010, at UW-Fond du Lac to provide the public an opportunity to comment on new or existing information. Copies of the entire SDEIS can be found at the following locations: the Fond du Lac and Plymouth public libraries, Fond du Lac and Plymouth city administrative offices, Fond du Lac and Sheboygan County highway departments, and town offices along the corridor. Citizens may also purchase copies. Please check the back page for details on how to obtain a copy of the SDEIS.

Once the review period for the SDEIS has been completed, a Final Environmental Impact Statement (FEIS) will be released addressing major comments received. Final design will then start with construction anticipated to begin in 2013.



WIS 23 near Greenbush Looking West

2010 WIS 23 FEIS VOL 2 Appendices

WIS 23 Project Report

Supplemental Draft Environmental Impact Statement available

The Supplemental Draft Environmental Impact Statement (SDEIS) for WIS 23 improvements in Fond du Lac and Sheboygan counties is available for public review. The document carefully describes the purpose and need for possible improvements, the variety of alternatives investigated to address the project need, and the impacts associated with those alternatives.

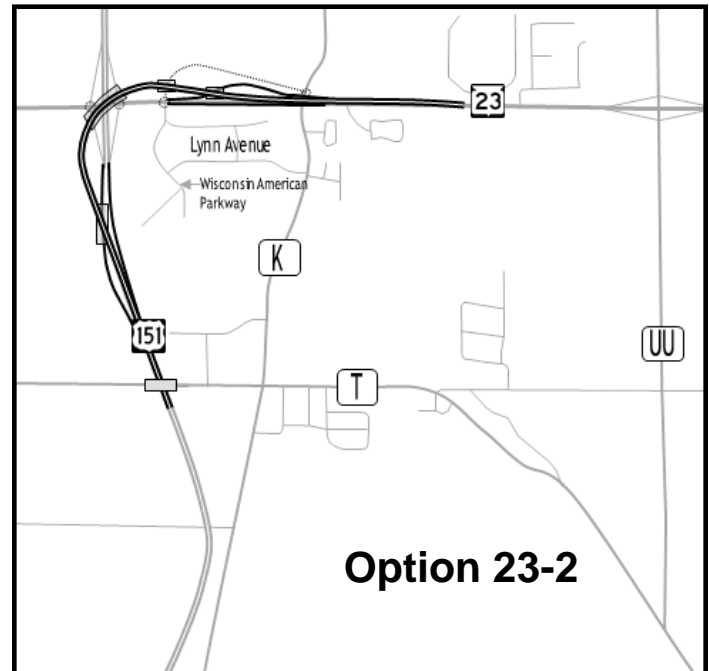
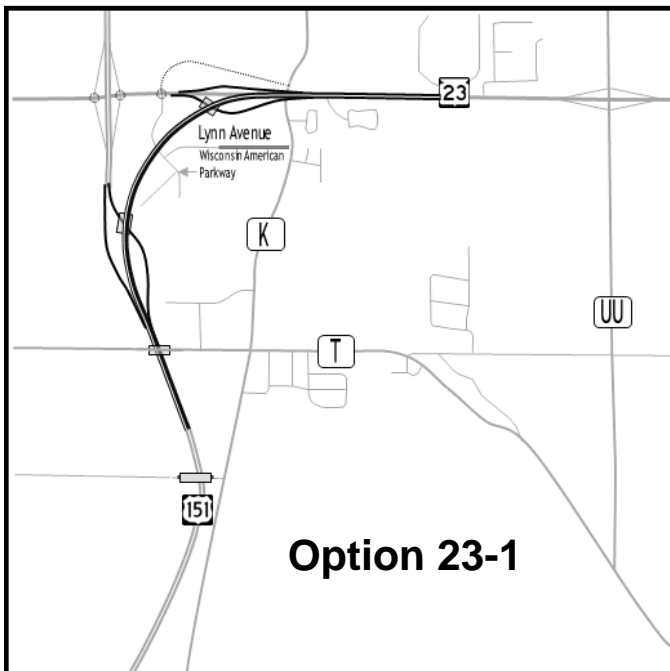
This SDEIS augments the information contained in the Draft Environmental Impact Statement (DEIS) for this project..

During the past few years, WisDOT has examined a freeway-to-freeway connection, also known as a systems interchange, between US 151 (Fond du Lac bypass) and WIS 23. Although construction of this interchange is not scheduled and will not be scheduled for many years, it is important to consider it now and protect a corridor for it. After reviewing many alternatives and considering extensive public input, WisDOT has narrowed all the alternatives to the best two (plus a no-build alternative). These alternatives are evaluated in the SDEIS and shown below. The Public Hearing and open comment period provides the public with an opportunity to share their thoughts on this and the entire WIS 23 Expansion Project. WisDOT encourages citizens to take advantage of this opportunity.

Once the comment period for the SDEIS has ended on **March 12, 2010**, WisDOT will recommend one of the system interchange alternatives and will then complete a Final Environmental Impact Statement (FEIS) that will summarize comments received and address any major issues.

A Supplemental Draft Environmental Impact Statement (SDEIS):

- *Is a document prepared in accordance with the National Environmental Policy Act*
- *Shows changes to the proposed action that would result in significant impacts not evaluated in the Draft Environmental Impact Statement (DEIS)*
- *Includes changes or new information that was not included in the DEIS.*



WIS 23 Project Report

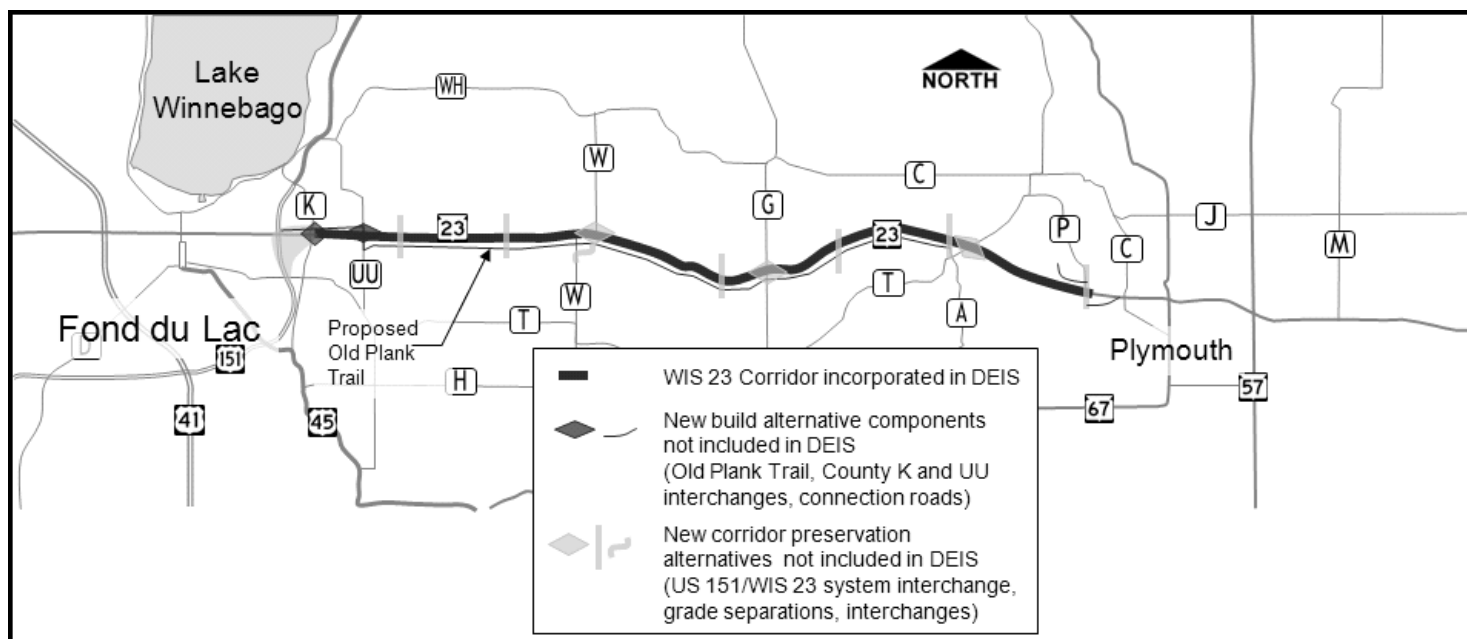
What is WisDOT recommending as part of the SDEIS?

The Draft Environmental Impact Statement (DEIS) of 2004 evaluated transportation alternatives for the WIS 23 corridor from the city of Fond du Lac to the village of Plymouth in Fond du Lac and Sheboygan counties. Alternatives considered include the four-lane expansion of the existing two-lane WIS 23 roadway with the modification and improvement of access. The Supplemental Draft Environmental Impact Statement (SDEIS) provides more information concerning the scope of the project that was not found in the 2004 DEIS.

UPDATED DATA IN SDEIS

This SDEIS highlights highway expansion options, highway corridor locations, intersection treatments, and corridor preservation alternatives with their associated impacts. WisDOT has selected a Preferred Alternative that includes the following components:

- Alternative 1, which expands WIS 23 to a four-lane divided highway on the existing alignment. Alternative 1 uses the existing roadway from US 151 to County W and from Division Road to County P as its eastbound lanes. From County W to Division Road, Alternative 1 uses the existing roadway as its westbound lanes.
- Associated interchanges and local roads, including the County K “jug-handle” interchange, the County UU interchange, the extension of Lynn Avenue, an alternate access to Ledgewood Drive, the extension of Coary Lane, the rerouting of Twinkle Lane, and alternative access to Inez Court.
- Extension of the Old Plank Trail, which is a multiuse trail located parallel to and south of the WIS 23 roadway.
- Corridor preservation measures that preserve future right-of-way where roadway improvements are likely to be needed in the future. Corridor preservation focuses on the WIS 23 corridor and what land may be needed for future interchanges at County W, G, and A, plus future overpasses at Tower Road, Seven Hills Road, Hillview Road, Scenic View Drive, and Sugarbush Road.
- Also to be preserved is the future right-of-way for a system interchange at the US 151/WIS 23 connection, as seen on the previous page. The adjacent US 151 Fond du Lac bypass corridor preservation study investigated the interchange alternatives for this connection; yet the connection more fully falls within the logical limits of this WIS 23 project and is now included in the WIS 23 SDEIS.



Project Alternatives in the WIS 23 SDEIS

WIS 23 Project Report

Public Hearing Set for UW-Fond du Lac on February 24, 2010

A public hearing will be held beginning at 5:30 p.m., February 24, 2010, at the UW-Fond du Lac, Main Entrance, 400 University Drive, Fond du Lac, WI 54935-2950

- 5:30 p.m. to 8 p.m. — Attendees can review exhibits and the Supplemental Draft Environmental Impact Statement (SDEIS).
- 5:30 p.m. to 8 p.m. — A court reporter will be available to record private oral testimony from individuals wishing to express their views. Written comments are also welcome.
- 6 p.m. to 6:15 p.m. — Short presentation will be made on the WIS 23 project and the hearing process.
- 6:15 p.m. to 8 p.m. — Attendees can publicly voice their comments.

In addition to these opportunities, interested individuals may also send comments to be included in the hearing record to the WisDOT Northeast Region office. The address is listed in the block to the right. Written comments on the SDEIS will be accepted through March 12, 2010. This hearing is a formal opportunity for individuals to express their opinions regarding the WIS 23 improvement options. Responses obtained at this hearing will help determine and refine the Preferred Alternative.

Copies of SDEIS available

Printed Copy \$60

Electronic Copy (on CD) - \$5

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Via Internet Free

www.dot.wisconsin.gov/projects/d3/wis23/index.htm



WisDOT NE Region

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WIS 23

Summary of Public Officials

Written Testimony	Opposes	Favors	Reason	Any Alt 1	Alt 2	Alt 3-6	Comments
	4-Lanes	Safety	Econ				
Community							
Sheb Alderman	1					1	Prefers 5 or 6. Proceed now not later when more cost
Town of Plymouth Chairman	1			1			Extend Old Plank Road
FDL County Executive	1		1	1			CTH K should have safe, grade separation w/ access
Sheb Cty Brd Dist 28 Supr	1			1			Most Constituents want it
Sheb Cty Trans Comm	1	1	1	1	1		Board members prefer Alt 1.
Plymouth Mayor	1		1	1			Happy to see section currently being built.
Town of Forest Chair	1			1			Board declares Alt 1 preferred.
Empire Town Clerk	1	1		1			Town board voted for Alt 1, no others seem worth \$.
Town of Wilson Brd Mem	1			1			
Town of Wilson Brd Mem	1			1			
FDL Comm. Devel. Director	1			1			Concerned about CTH K. Should have access, bridge, not signals.
							Supports extension of Old Plank Trail. Maintain road access along 23 between UU and 151 bypass.
Local Officials Meeting							
ECWPRC							
Bay Lake Reg Plan Comm							Supports 4-lanes to help economy, extend trail. Improve mobility.
Fond du Lac County Exec	1						Project is incorporated in Sheboygan Metropolitan Plan.
9th Senate District	1			1			Supports project, trail, CTH K imprvmt. Important for econ/safety
Town of Forest Chairman	1			1			Vital corridor for economy. 4-lane expansion addresses safety
Town of Empire Chairman	1			1			Town is in support of 4-lanes on existing and Old Plank Trail exten
Town of Greenbush	1			1			Keep on existing and extend trail
City of Sheboygan	1			1			53% of town is in favor of 4-lanes from survey. Fix CTH's K, G, W
City of Sheboygan	1			1			23 corridor to west is important to the City of Sheboygan
City of Sheboygan	1			1			Strongly supports. Important for tourism
Representing U.S. Sen. Feingold	1			1			23 is a top priority for their department
Sheboygan Cty Hwy Comm	1						Here to collect input, no comment.
Sheboygan County	1			1			Needed to help safety. Extend trail
Sheb Cty Trans Comm Chmn	1			1			Same comments as above
Village of Kohler	1			1			Same comments as above
City of Fond du Lac	1			1			Kohler supports 4-lanes and trail extension. Will have resolution
Fond du Lac County	1			1			Supports grade separation of K, trail extension. Improve G, W
Fond du Lac Cty Hwy Comm	1			1			Supports project and extension of trail
Fond du Lac Cty Hwy Comm	1			1			Supports project and extension of trail
Fond du Lac Cty Hwy Comm	1			1			Concerns on safety, need to address G, W, and K

Summary of Business or Group Comments

Location	Opposes		Favors				Any Alt 1	Alt 2	Alt3-6	Comments
	State	Bad Budget Time	Safety	Helps Econ	Easier Drive	Other				
Mt Calvary							1			Not against store relocation
Sheboygan				1			1			Sheboygan is just beginning to attract bus
Sheb. Falls			1	1			1			Members support (Nancy Verstrate)
Sheb County			1	1			1			Members fully supports Delores Olsen
Elkhart Lake							1			Entire board unanimously recommends.
Glenbeulah					1		1	1		People against it don't drive it enough
Fond du Lac							1			Needs extension of Old Plank Trail
Milwaukee							1			Supports crossing at least 12' high with skylight.
Sheboygan			1	1	1		1			Major implications if not done. Need link to west.
Sheboygan			1	1			1			Madison/Fox Valley Connection
Sheboygan			1	1			1			Should be extended all the way to I-94.
Elkhart Lake			1	1			1			Provides alt route for those coming from South
Plymouth			1	1			1			Postponement would result in greater impacts.
Sheboygan				1			1			Needs link to Hwy 41.
Sheboygan	1	1	1	1			1			Richard Roesgen with Editorial Board support
Milwaukee						Many				Several attachments against projects P & N, traffic
										projections, no Super 2 alt, public involvement,
										enumeration, budget, health risks, EIS content
										Also includes petition of 212 signatories
										requesting improved 2-lane hwy that utilizes
										current road, improves turn lanes and adds
										passing lanes.
Madison	1	1				Many				For the most part, same arguments as above, in-
										cluding hwy health risks.

Summary of Public Comments

	Opposes			Wrong Timing	Farm Impact	Nat Envir	No Build	Build Pass	Pick Alt 1	Favors			No Reason	Any Alt 1	Alt 2	Alt 3-6	Neither for OT against	Comments
	State Bdgt	Low Traff								Safety	Econ	Helps Drive						
Residence																		
Plymouth										1	1			1				Recommends expansion
Glenbeulah		1			1	1			1					1				Several comments against EIS process.
Sheboygan																		As soon as possible
Fond du Lac													1	1				Don't close K, don't pick offline routes
McCalvary													1	1				Drop alternate 2
St Cloud							1											Keep it as it is now
Kohler										1	1			1				151 to Madison and this would complete link
Cleveland										1				1				Long overdue
St Cloud										1				1				23 will be more dangerous when 151 is open
Sheboygan										1				1				Crossroads are dangerous
Sheboygan										1				1				Preserve environment and scenic beauty
Van Dyne	1				1	1	1											23 Common sense mailer
St Cloud	1								1									Opposes all alternatives except Alt 1
St Cloud	1	1			1	1			1									Finds nothing wrong with traffic or safety
Sheboygan													1					Fully supports 4-lanes from FDL to Plymouth
Sheboygan										1	1			1				Overdue and build overpasses at City Rds
Plymouth										1				1				People who think 23 is safe don't drive it much
Sheboygan										1	1			1				Will provide long term value.
Fond du Lac													1	1				Keep K open, other alts are a waste
Plymouth	1				1	1	1											23 Common sense mailer
Sheboygan										1				1				Safer for all involved
Sheboygan										1				1				Can't come soon enough
Manitowoc										1	1			1				4-Lanes have been recognized by st. leaders
Sheboygan										1				1				Connects to Madison/Fox Cities
Fond du Lac					1	1	1							1				23 Common sense mailer
Cascade					1	1	1											23 Common sense mailer
Sheboygan										1				1				Matches existing four lanes
Sheboygan													1	1				Should go beyond FDL
Fond du Lac													1	1				Preserve as much farmland, wetland, etc.
Cleveland										1	1			1				Will help spur Wis's new economic develop
Fond du Lac										1				1				Farm, truck traffic make it dangerous
Howards Grove										1				1				Hill in Greenbush is dangerous
McCalvary	1				1	1	1											To many roads already. If necc, Alt 1
Kohler					1	1	1											23 Common sense mailer
Plymouth										1				1				Don't use virgin land.
Campbellsport					1	1	1											23 Common sense mailer
St Cloud															1			Extend 4-lanes to I-94
Sheboygan													1	1				Fully supports 4-lanes from FDL to Plymouth
Elkhart Lake	1				1	1	1											23 Common sense mailer
Elkhart Lake	1				1	1	1											23 Common sense mailer
Glenbeulah													1	1				Don't use valuable land going offline.
Sheboygan													1	1				4-Lanes should be built to I-90
Plymouth										1	1			1				Will help business & res growth in Plymouth
Sheboygan										1	1			1				As soon as possible

LETTERS, MEMOS, AND NEWSLETTERS INCLUDED IN APPENDIX D OF DEIS		
Date	Agency/Organization	RE:
3/31/04	US Fish & Wildlife Service	Trail and wildlife crossing
3/29/04	Fond du Lac Area Association of Commerce	Highway 23 East, they are supporting overall project.
4/3/03	St. Paul's Ev. Lutheran Church & School	Widening of Highway 23
10/25/02	Riverside Hunting and Fishing Club	State trunk highway 23 project, Sheboygan & Fond du Lac Counties.
9/5/02	Sheboygan County Conservation Association	State Trunk Highway 23 Project, Sheboygan & Fond du Lac Counties.
2/9/03	Christopher and Sarah Cooper	Petition In favor of the Chickadee Alternative
2/9/03	Dan and Deanna Cooper	To consider the Chickadee Alternative
1/15/04	Plymouth Trail Riders	Interest in Ice Age Trail and Equestrian Trail Crossing
3/16/04	Town of Empire	In support of Old Plank Trail extension
3/15/04	USEPA	Concurrence on Purpose & Need and Alts
3/12/04	Department of the Army	Concurrence on Purpose & Need and Alts
3/11/04	Letter from DNR	Conditional concurrence on alternatives
3/12/04	STH 23 Committee	Notes from mtg. held at Greenbush Town Hall
2/16/04	Memo to Fond du Lac City officials	County K intersection options
2/9/04	WDNR (Bobbie Jo Reiser)	2/3/04 field facts and findings
Feb 2004	Newsletter	
2/5/04	Memo	County K intersection & Ice Age Trail meetings
1/28/04	Memo	Ice Age Trail mitigation – field review and facility type meeting
1/27/04	Fond du Lac County Planning/Parks Department	Resolution in support of Plank Trail Extension, Fond du Lac County.
1/22/04	E-mail from Sheboygan County Planning Director, Shannon K. Haydin	Interest in Old Plank Road Trail Extension to County Line
1/16/04	Memo	County K Intersection Meeting
1/8/04	Memo	County K Intersection, Corridor Access and Schedule Meeting.
12/18/03	Memo	Ice Age Trail Mitigation Teleconference
12/18/03	Memo	Agency Scoping Meeting for Purpose & Need and Corridor Concurrence
12/10/03	Department of Agriculture, Trade, and Consumer Protection	Initial concerns
12/8/03	Department of the Interior, Fish and Wildlife Service	Concurrence with alternatives to be studied
12/4/03	City of Fond du Lac	Letter in support of multi-modal trail extension
11/17/03	Federal Highway Administration	Notice of Intent
12/6/03	US Department of the Interior, National Park Service	Interest in improving safety of the IAT crossing
9/2/03	US Department of the Interior, Fish & Wildlife Service	Concurrence on purpose and need
9/2/03	WDNR (Randal Piette NER/OSH)	Freshwater Mussel Survey Report
3/25/03	Fond du Lac County Highway Commission	Supports staying on-alignment.
3/6/03	WDNR (Bobbi Jo Reiser)	Wetland Delineation Facts and Findings
Feb 2003	Public Comments	PIMs held February 2003
Jan 2003	Newsletter	
12/12/02	Memo	District Update Meeting

LETTERS, MEMOS, AND NEWSLETTERS INCLUDED IN APPENDIX D OF DEIS		
Date	Agency/Organization	RE:
11/19/02	STH 23 Committee	Notes from mtg. held at Greenbush Town Hall
9/3/02	Menominee Indian Tribe of Wisconsin	Expressed interest in project
Sept 2002	Newsletter	
8/28/02	DNR	Initial Environmental Review for Sheboygan Co
7/3/02	Memo	Agency Scoping Meeting for Purpose & Need
6/4/02	STH 23 Committee	Notes from mtg. held at Greenbush Town Hall
6/21/02	Iowa Tribe of Oklahoma	No comments on project.
6/1/02	Town of Empire	Prefer for project to stay on-alignment
5/16/02	Fond du Lac County Planning/Parks Department	Support Alts A and B (stay on alignment)
5/15/02	Letter from Fond du Lac County Highway Commission	Prefer for project to stay on-alignment
5/26/02	Sheboygan County Chamber of Commerce	Prefer for project to stay on-alignment
	Handout	STH 23 Corridor Plan
4/30/02	STH 23 Committee	Notes from mtg. held at Greenbush Town Hall
March 2002	Public Comments	PIMs held March 2002
12/3/01, 12/4/01	Memo – Local Officials Meetings	Discuss corridor plan
6/26/01	Memo	District Corridor Coordination Meeting
12/10/01	Memo	District Corridor Coordination Meeting
12/6/01	City of Fond du Lac	Initial concerns
10/11/01	WDNR	Pre-Preliminary Review

APPENDIX E
VALUE PLANNING STUDY FINAL REPORT-EXECUTIVE SUMMARY

VALUE PLANNING STUDY

**WISCONSIN DEPARTMENT OF
TRANSPORTATION - DISTRICT 3**

**STH-23 Corridor Plan
Fond du Lac to Plymouth**



Final Report

July 2003

RSR

"the value solutions team"

Robinson, Stafford & Rude, Inc.

SECTION 1

EXECUTIVE SUMMARY

SECTION 1

EXECUTIVE SUMMARY

This report presents the results of a Value Planning (VP) study conducted by Robinson, Stafford & Rude, Inc. (RSR) on the corridor planning of a segment of STH-23 from in Fond du Lac to Plymouth, for the Wisconsin Department of Transportation - District 3 (WisDOT). The project was reviewed at the conceptual planning design.

PROJECT DESCRIPTION

The proposed project corridor is a 19-mile segment between the cities of Fond du Lac and Plymouth. The existing roadway is a rural two-lane highway that is experiencing increasing traffic volumes and higher than normal crashes. Portions of the corridor on each end are located in growing urban areas.

The purpose of the project is to provide the additional highway capacity to serve both the existing and projected traffic volumes in a manner that will improve the operational capacity and safety for the local and through traffic while minimizing environmental impacts as much as possible.

VALUE PLANNING PROCEDURE

The VP process used to review this project is an organized, multidisciplinary process designed to find alternative ways to achieve the project's necessary and desired functions. With this process, the VP team identifies the essential project functions and possible alternative ways to achieve them, then selects the best two or three combination of alternatives and develops them into workable solutions for achieving the overall project goals.

The 40-hour workshop took place from July 7 - 11, 2003. The study used a six-step Value Methodology Job Plan specifically aimed at achieving a solution, or more than one solution, to the specific problem being studied. This Job Plan is consistent with the established standard value methodology of SAVE International.

Cost was not an influencing factor in the evaluation and analysis efforts by the value team. As such, none of the recommendations address the cost of the alternative. The cost for the proposed corridor will be determined later in the planning process once the final preferred location is selected. In this manner, the efforts of this value planning study are better able to focus on identifying performance characteristics for a truly successful transportation corridor. The recommendations in this report are based on the selection of the best solution for a roadway corridor that will benefit those using this segment of highway as a connecting link to other regions and to those local residents using the highway for local access and commerce.

Value planning builds consensus for projects by bringing together the owner, roadway corridor users, the designer, and regulatory agencies. Key players who know the most about the project

participated in a facilitated workshop environment with the common goal of achieving a project that truly works.

WORKSHOP RESULTS

The workshop focused on identifying the basic or required functions for the new corridor. From these functions the value team brainstormed 165 creative ideas for potential inclusion in the project corridor. The best of these ideas are then configured, by the value team, into project planning alternatives.

Expressway versus Freeway Recommendation

The value planning team was asked to make their recommendation whether the project corridor should be developed to Expressway Standards or Freeway Standards. The value team recommends the STH -23 Corridor be developed only to Expressway Standards for the following reasons.

- The corridor needs to serve local traffic.
- An Expressway design meets the goals of the Corridors 2020 program without having to build to a more restrictive freeway standard.
- A freeway would mandate total relocation for residential and agricultural properties.
- Local access is needed and must be accommodated in the new corridor plan.
- An Expressway compliments the existing Expressway network already developed for USH 151 and STH 23.
- An Expressway will foster the local economy.

The basis for these reasons is discussed in Section 5 – Workshop Findings.

Failed Alternatives

In the course of their work, the value team concluded that three corridor alternatives that “failed” to meet the required functions for a successful project. These failed alternatives are:

- The Do-Nothing Alternative
- Utilization of the existing green alignment – Alternate A.
- Utilizing the red alignment throughout – Alternate C.

The basis for these failures is discussed in Section 5 – Workshop Findings.

Preferred Alternative

The preferred corridor alternative for this segment of highway corridor is presented in four segments. The team selected these segments because each segment displays its own special and unique design and planning characteristic. Within each segment the team has prepared a series of individual recommendations. The four corridor segments and their features are:

- **Fond du Lac (CTH-K) to CTH-UU** – the recommended configuration is to build a four-lane modified “suburban” design standard with turning and auxiliary lanes along the existing alignment. It is also recommended to grade separate STH-23 over “K” and to cut through the Niagara Escarpment to provide a uniform grade east from “K” road.
- **CTH-UU to CTH-W** – through this segment it is recommended to build a four-lane divided highway along the existing alignment.
- **CTH-W to CTH-T** – along this segment the recommended alignment moves off the existing roadway to the north along the proposed Alternate B, or “Chickadee” alignment. Right-of-way for four lanes would be purchased now, and a two-lane road with passing lanes constructed.
- **CTH-T to Plymouth (CTH-P)** – through this portion of the corridor, the recommended plan is to construct a four-lane divided section through the state forest. It is also recommended to reduce the number of access points at Greenbush and grade separate the Ice Age Trail.

It should also be noted that these corridor alternatives are recommendations only. The final responsibility for acceptance rests with WisDOT as they proceed forward with public meetings and project design. The details of the preferred alternative are discussed in Section 6 – Recommended Alternative.

General Recommendations

In addition to the planning alternates in the previous section, the team identified several general recommendations. These recommendations can be applied individually to any of the new corridor alternates. These should be considered as stand-alone recommendations that will improve the performance of whichever alternate is selected. They address:

- Access control
- Local planning involvement
- Bikes and Pedestrians
- Local access for farm vehicles
- Corridor preservation

These are discussed in Section 7 – General Recommendations.

**APPENDIX F
LIST OF PREPARERS**

Appendix F List of Preparers

Organization	Responsibility	Qualifications
Federal Highway Administration		
Dave Platz, P.E.	Review EIS for environmental and design aspects.	B.S., Civil Engineering. Experience since 1999 in civil engineering; highway-related experience at FHWA since 2002.
Mark Chandler, P.E.	Review EIS for environmental and design aspects.	B.S., Geoengineering. Experience since 1990 in civil engineering; highway-related experience at FHWA since 2000.
Roger Szudera	Review EIS for social and economic aspects including relocation assistance and agricultural impact statement.	B.S., Agricultural Economics. Experience since 1969 in R/W acquisition and environmental document preparation and review.
U. S. Army Corps of Engineers		
Jerry Smith	Project Manager/Ecologist Protection Specialist: Prepares Decision Documents for Corps Regulatory Permits	B.S., Wildlife Management with Graduate Course Work in Wildlife Ecology. Experience in Wetland Regulation with Corps Regulatory Program.
Wisconsin Department of Natural Resources		
Bobbi Jo Reiser	Environmental Analysis and Review Specialist	B.S., Water Resources. With WDNR since 1997 performing environmental assessments of highway design and construction projects.
Joanne Kline Environmental Analysis and Liaison Section	Project Manager: Alternatives Impact Analysis, Environmental Document, 6(f) Property Mitigation, Public Involvement	B.S., Civil Engineering. Experience since 1987 in highway planning, traffic, design, and construction.
Wisconsin Department of Transportation		
Colleen Harris, P.E.	Project Supervisor	B.S., Civil Engineering. Experience since 1990 in highway planning, design, and construction.
Robert Wagner, P.E.	Project Manager: Alternatives Impact Analysis, Environmental Document, Public Involvement	B.S., Civil Engineering. Experience since 1991 in highway planning, design, and construction.
Jenny Cavanaugh	Transportation Planner, Alternative Impact Analysis, and Public Involvement	MUP in Transportation. Experience since 1992 in highway planning and environmental document research.
Chris Cullotta	Public Involvement	B.A., Political Science. Experience since 1998 in highway planning and environmental document research.
Mike Helmrick	Environmental Coordinator for EIS; wetland delineation, wetland mitigation	B.S., Watershed Management. Experience at WisDOT since 1999.
Carrie Webb	Environmental Coordinator for EIS; Environmental Analysis for noise, air, and hazardous materials	B.A., Biological Aspects of Conservation. Experience at WisDOT since 2001.
Norm Pawelczyk	Conceptual Stage Relocation Plan for EIS.	Certified General Appraiser, WI Real Estate Broker License. Experience in R/W acquisition at WisDOT since 1997.
Shirley Stathas	Review EIS for archaeological aspects and for NEPA and WEPA compliance.	B.S., Speech Therapy and English. Experience since 1985 in archaeological resource issues and environmental coordination and review.
Wendy Braun	Review EIS for Stormwater and Erosion Control aspects and NEPA and WEPA compliance.	B.S., Industrial Engineering; M.S., Civil and Environmental Engineering. Experience at WisDOT since 2000.

Appendix F List of Preparers

Organization	Responsibility	Qualifications
Robert Newbery	Central office; Historical review for EIS.	B.A. and M.A., US History. Experience at WisDOT since 1980.
James J. Becker, III	Archaeology Program Coordinator, Liaison with Native American Tribes; Section 106 Coordinator for Archaeology Resources.	B.A., Organizational Management. Experience since 2000 in Transportation Programs.
Carolyn Amegashie	Programming and Planning Analyst for environmental justice and energy issues for EIS.	M.A., Public Policy and Administration. Experience since 1984 in national development issues pertaining to developing countries. Transportation and environmental planning and policy issues since 1992.
Jay Waldschmidt, P.E.	Review EIS for air and noise aspects and for NEPA and WEPA compliance.	B.S., Civil Engineering. Experience since 1990 in air and noise issues, highway design, and environmental coordination and review.
Jon Novick	Environmental Analysis and Review Specialist, Socioeconomics	B.S., Sociology. Experience since 1973 in socioeconomic issues, preparation of environmental procedures, and environmental coordination and review.
John Jackson	Environmental Analysis and Review Specialist, Natural Resources	Ph.D., Entomology. Experience since 1975 in field biology and ecology, systems analysis, and environmental coordination and review.
Kassandra Walbrun	Land Use/Community Effects/Secondary Effects	B.S., Natural Resources-Landscape Architecture; M.A., Public Administration. Certified by the American Institute of Certified Planners. Experience in local, regional, and state level planning issues since 1993.
Rose Casey	Programming and Planning Analyst for air quality issues	B.S., English and Biology. Experience since 1985 in court investigations, community development grants, multicounty liaison, and regulatory compliance. Transportation and air quality issues since 2001.
Gary Birch	Programming and Planning Analyst for State Highway Programs and Endangered Resources Issues	B.S., Natural Resources Management. Experience since 1975 with U.S. Forest Service and WDNR; Transportation issues since 1992.
Wisconsin Historical Society		
Kelly Hamilton, Program Director, Wisconsin Historical Society (WHS)	Principal Investigator/Program Administrator; initial evaluation as to NRHP eligibility, documentation of effect, data recovery plan.	B.A., Anthropology; M.A., Anthropology/Archaeology. 30 years experience in Cultural Resource Management. Director of Museum Archaeology Program, WHS since 2003.
Timothy Heggland, Architectural Historian, WHS	Architecture/history survey and reporting, initial evaluation as to NRHP eligibility, and documentation of effect.	B.A., Art History. 30+ yrs experience; worked as a consultant, with the City of Madison as a Preservation Planner for City of Madison, and for the past 6 yrs with the Museum Archaeology Program, WHS.
Kent Dickerson, Archaeology Field Coordinator, WHS	Co-Principal Investigator/archaeological investigations and technical reporting.	B.A., Sociology/Anthropology; M.S., Anthropology/Archaeology. Experience in Cultural Resource Management since 1989, Project Archaeologist with the Museum Archaeology Program, WHS since 1993.

Appendix F List of Preparers

Organization	Responsibility	Qualifications
Consultants		
Thomas Lynch, P.E., PTOE Strand Associates, Inc.	EIS preparation of purpose and need and alternatives	B.S., Construction and Civil/Environmental Engineering. Professional Engineer in Wisconsin. Experience since 1984 in highway design, construction, and environmental analysis.
Tory Kress, P.E. Strand Associates, Inc.	EIS review and preparation, data gathering, impact analysis, graphics.	B.S., Civil Engineering. Experience since 2000 in environmental reviews associated with transportation improvements.
Jim McCarthy Strand Associates, Inc.	EIS preparation, natural environment data gathering, updates to T&E, wetland, and field review for environmental consequences.	B.S., Environmental Science; M.S., Plant Biology/Restoration. Experience since 1989 in environmental evaluation, wetlands, ecology, land restoration, and management.
Stephanie Berg Strand Associates, Inc.	EIS preparation, data gathering, impact analysis, graphics.	B.S., Civil Engineering. Certificate in Environmental Engineering. Experience since 2005 in environmental evaluation.
Luke Hellermann, P.G. Strand Associates, Inc.	EIS review and preparation, data gathering, impact analysis, graphics.	B.S., Geology. Experience since 1991 in environmental review and compliance, Phase I and II Site Assessments, and environmental documentation.
Jennifer Zlotocha Strand Associates, Inc.	EIS preparation, data gathering, impact analysis, graphics.	B.S., Civil Engineering. Experience at Strand Associates since 2008.

APPENDIX G
FINAL STATE EIS/FEDERAL EA DISTRIBUTION

Federal Agencies

U.S. Federal Highway Administration
 U.S. Environmental Protection Agency
 U.S. Department of Interior, Fish and Wildlife Service
 U.S. Department of Interior, Office of Environmental Policy and Compliance
 U.S. Department of Agriculture, NRCS Office-Madison
 U.S. Army Corps of Engineers

State Agencies

Department of Transportation (various Divisions and Bureaus)
 Department of Administration
 Department of Natural Resources
 Department of Agriculture, Trade and Consumer Protection
 State Historical Society
 Legislative Fiscal Bureau
 Department of Development
 Legislative Reference Library
 State Reference and Loan Library

Federal and State Elected Officials

Governor Jim Doyle
 Honorable Herbert Kohl (U.S. Senator)
 Honorable Russell Feingold (U.S. Senator)
 Honorable Mark Green (U.S. Representative)
 Honorable Thomas Petri (U.S. Representative)
 Honorable Joe Leibham (State Senator)
 Honorable Randy Hopper (State Senator)
 Honorable Steve Kestell (State Representative)
 Honorable John Townsend (State Representative)
 Honorable Terry Van Akkeren (State Representative)
 Honorable Richard Spanbauer (State Representative)

Local Units of Government/Agencies

Fond du Lac and Sheboygan County Highway Departments
 Fond du Lac and Sheboygan County Boards
 Fond du Lac and Sheboygan County Planning Departments
 Fond du Lac and Sheboygan County Land and Water Conservation Departments
 Cities of Fond du Lac and Plymouth
 Towns of Plymouth, Greenbush, Forest, Empire, and Taycheedah
 Bay-Lake Regional Planning Commission
 East Central Wisconsin Regional Planning Commission

Native Americans

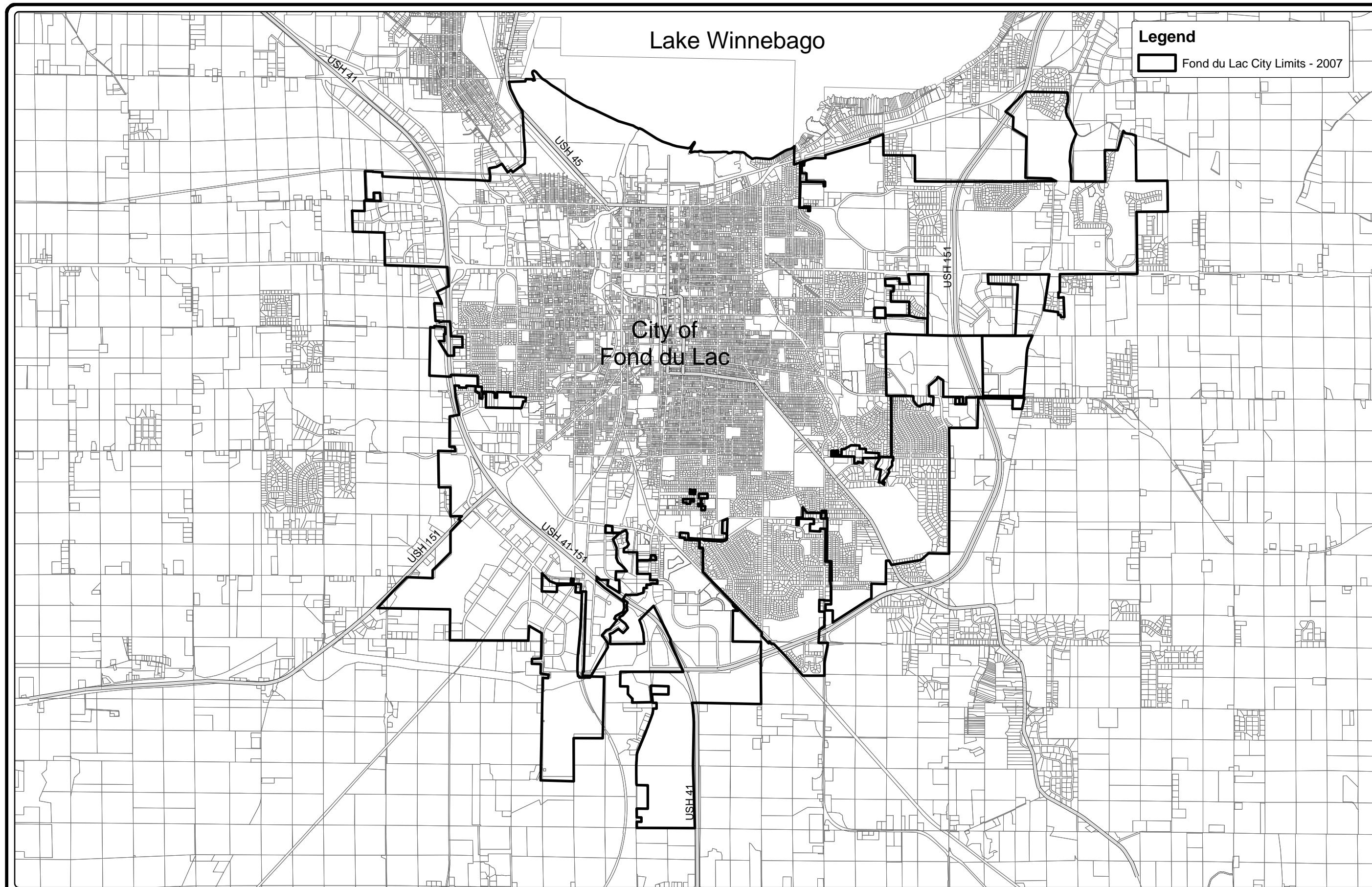
Bureau of Indian Affairs
 Great Lakes Inter-Tribal Council
 Bad River Band of Lake Superior Chippewa Indians of Wisconsin
 Prairie Band Potawatomi Nation
 Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin
 Lac Du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin
 Oneida Tribe of Indians of Wisconsin

Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin
Sokaogon Chippewa (Mole Lake) Community of Wisconsin
St. Croix Chippewa Indians of Wisconsin
Mohican Nation, Stockbridge Munsee Community of Wisconsin
Ho Chunk Nation
Menominee Indian Tribe of Wisconsin
Iowa Tribe of Oklahoma
Sac & Fox Nation of Oklahoma

Interest Groups

Fond du Lac and Plymouth Public Libraries
UW-FDL Library
Wisconsin Department of Transportation, Planning Library
Wisconsin Historical Society
Village of St. Cloud
Village of Mt. Calvary

**APPENDIX H
MISCELLANEOUS MAPS**

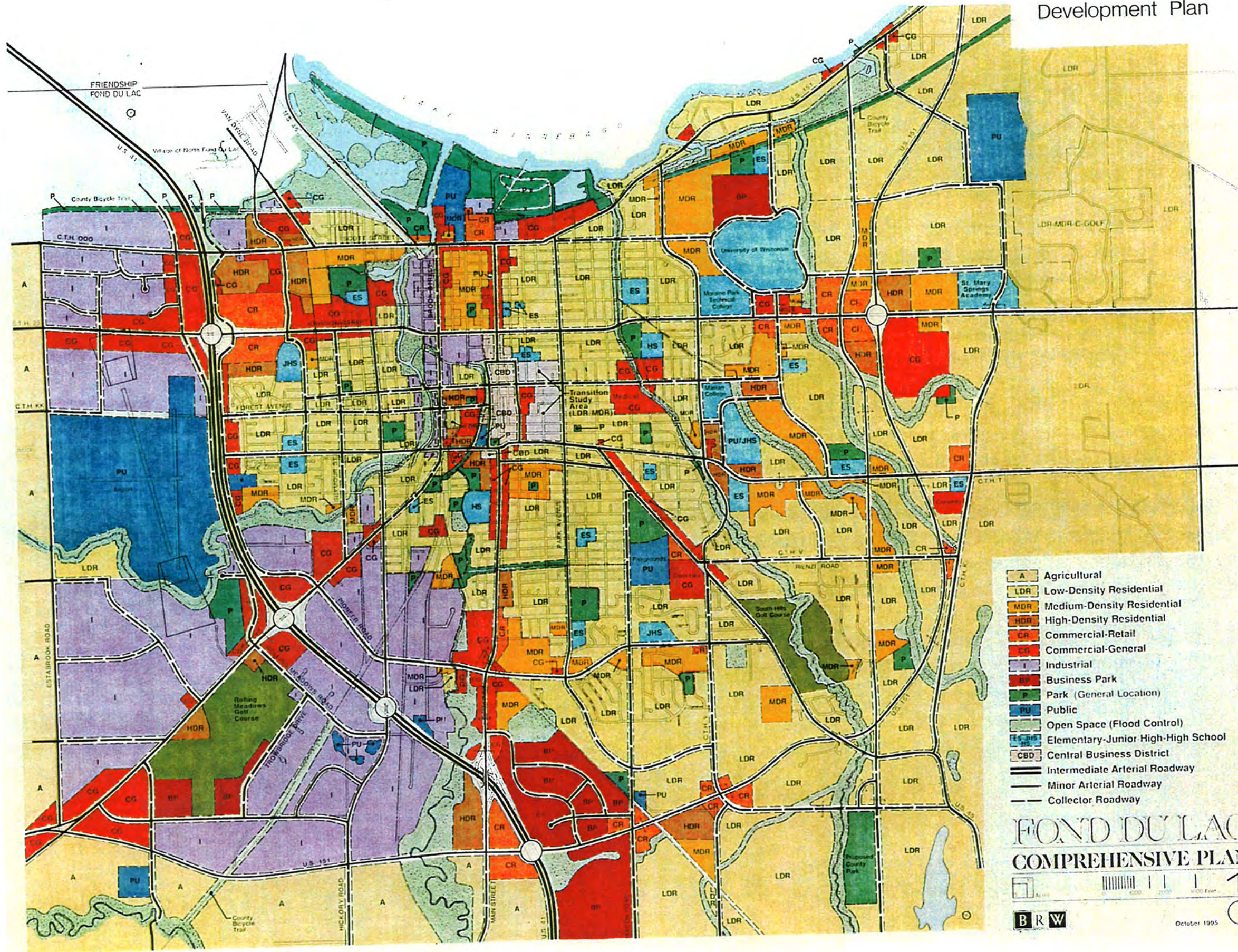


CITY OF FOND DU LAC
FOND DU LAC COUNTY, WISCONSIN



FIGURE 1
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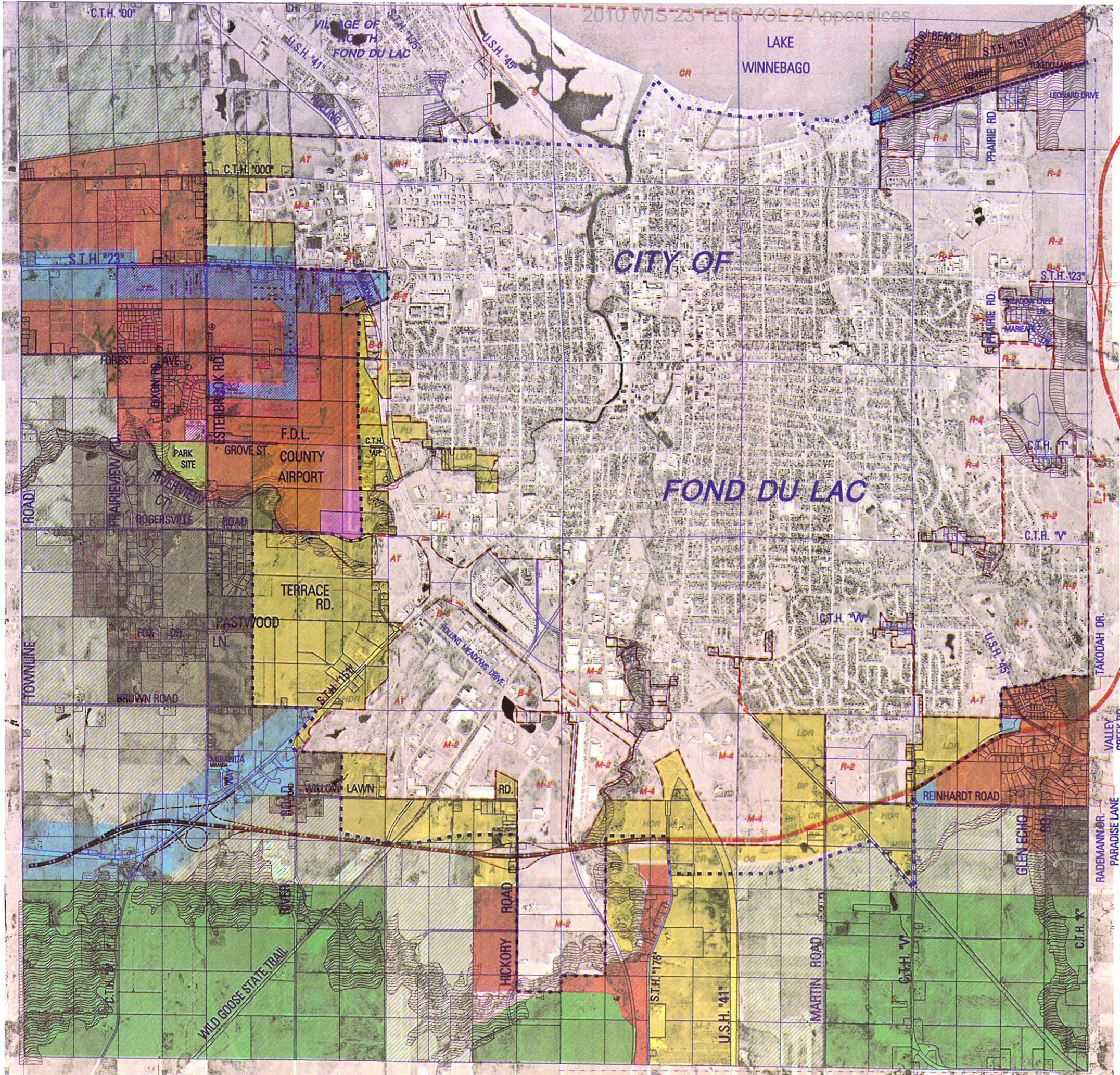
Development Plan



- A** Agricultural
- LDR** Low-Density Residential
- MDR** Medium-Density Residential
- HDR** High-Density Residential
- CR** Commercial-Retail
- CG** Commercial-General
- I** Industrial
- BP** Business Park
- P** Park (General Location)
- PU** Public
- OS** Open Space (Flood Control)
- EJHS** Elementary-Junior High-High School
- CBD** Central Business District
- Intermediate Arterial Roadway
- Minor Arterial Roadway
- Collector Roadway


















FOND DU LAC
COMPREHENSIVE PLAN

Scale bar: 0, 500, 1000 Feet
 North arrow
BRW
 October 1995



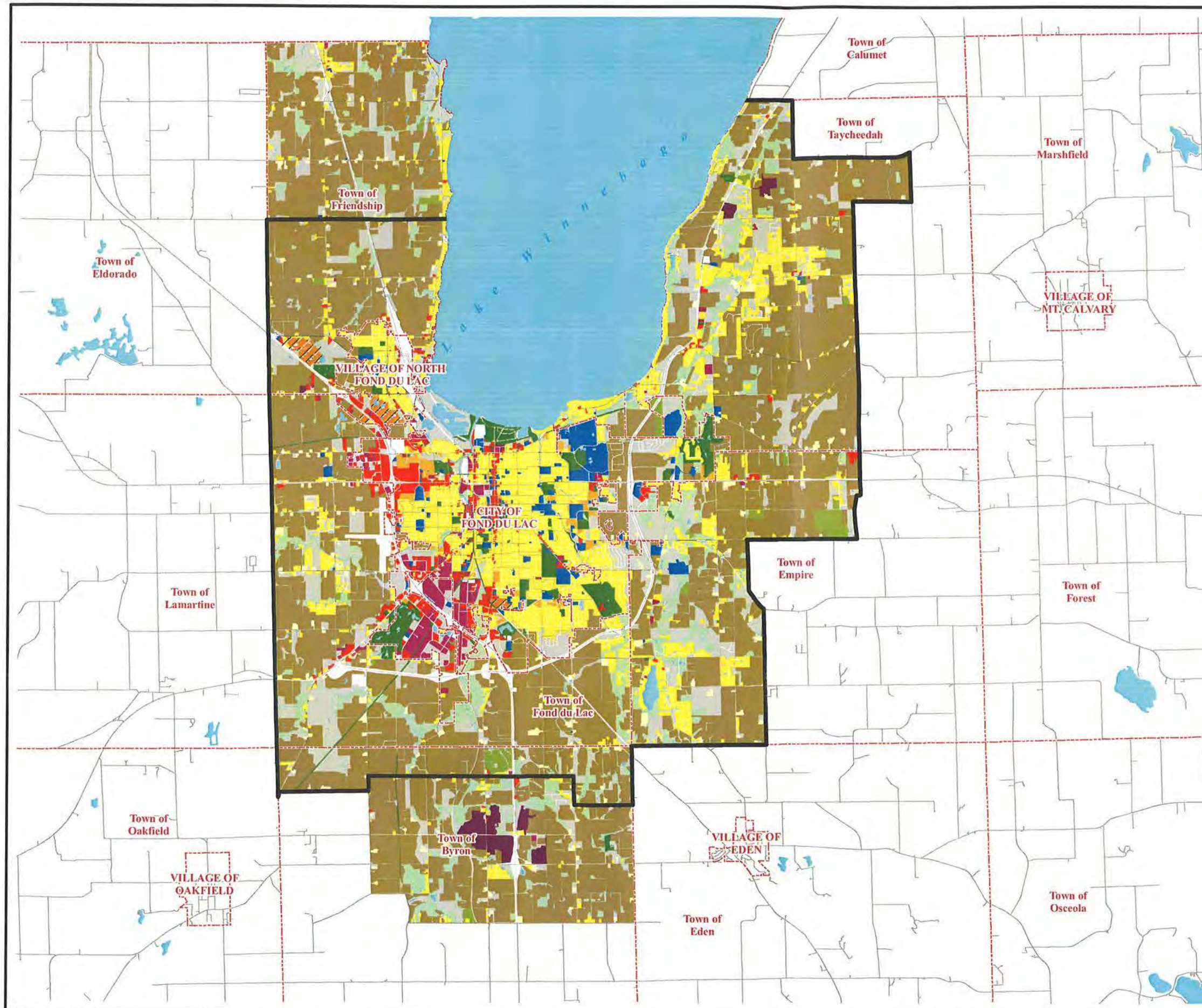
SCALE: 1"=3000'

**Town of Fond du Lac
Proposed Land Use Plan
LEGEND:**

- | | | | |
|---|-------------------------|---|--------------------------------------|
|  | RESIDENTIAL SEWERED |  | COMMERCIAL |
|  | RESIDENTIAL RURAL |  | INDUSTRIAL |
|  | PARK/PUBLIC LANDS | CITY GROWTH AREAS | |
|  | AGRICULTURAL |  | LDR = LOW DENSITY RESIDENTIAL |
|  | AGRICULTURAL TRANSITION |  | MDR = MEDIUM-DENSITY RESIDENTIAL |
|  | OFFICE |  | HDR = HIGH-DENSITY RESIDENTIAL |
| | |  | CR = COMMERCIAL-RETAIL |
| | |  | CG = COMMERCIAL-GENERAL |
| | |  | CITY OF FOND DU LAC CORPORATE LIMITS |
| | |  | CITY GROWTH AREA BOUNDARY |
| | |  | NFDL VILLAGE LIMITS |
| | |  | FLOOD PLAIN |

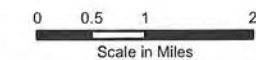
- | | |
|---|--------------------|
|  | I = INDUSTRIAL |
|  | BP = BUSINESS PARK |
|  | P = PARK |
|  | PU = PUBLIC |
|  | OS = OPEN SPACE |

EXHIBIT 3 FOND DU LAC AREA EXISTING LAND USE 2003



- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- GROUP QUARTERS
- MOBILE HOME PARKS
- COMMERCIAL
- WHOLESALE TRADE
- SERVICE
- COMMERCIAL/INDUSTRIAL MIX
- MANUFACTURING
- QUARRIES
- PUBLIC INSTITUTIONAL
- WATER FEATURES
- PARKS/RECREATION
- WOODLANDS
- WETLANDS/RESOURCE PROTECTION
- AGRICULTURAL
- VACANT/UNDEVELOPED
- TRANSPORTATION/UTILITIES
- MUNICIPALITY BOUNDARIES
- 2000 METROPOLITAN PLANNING BOUNDARY

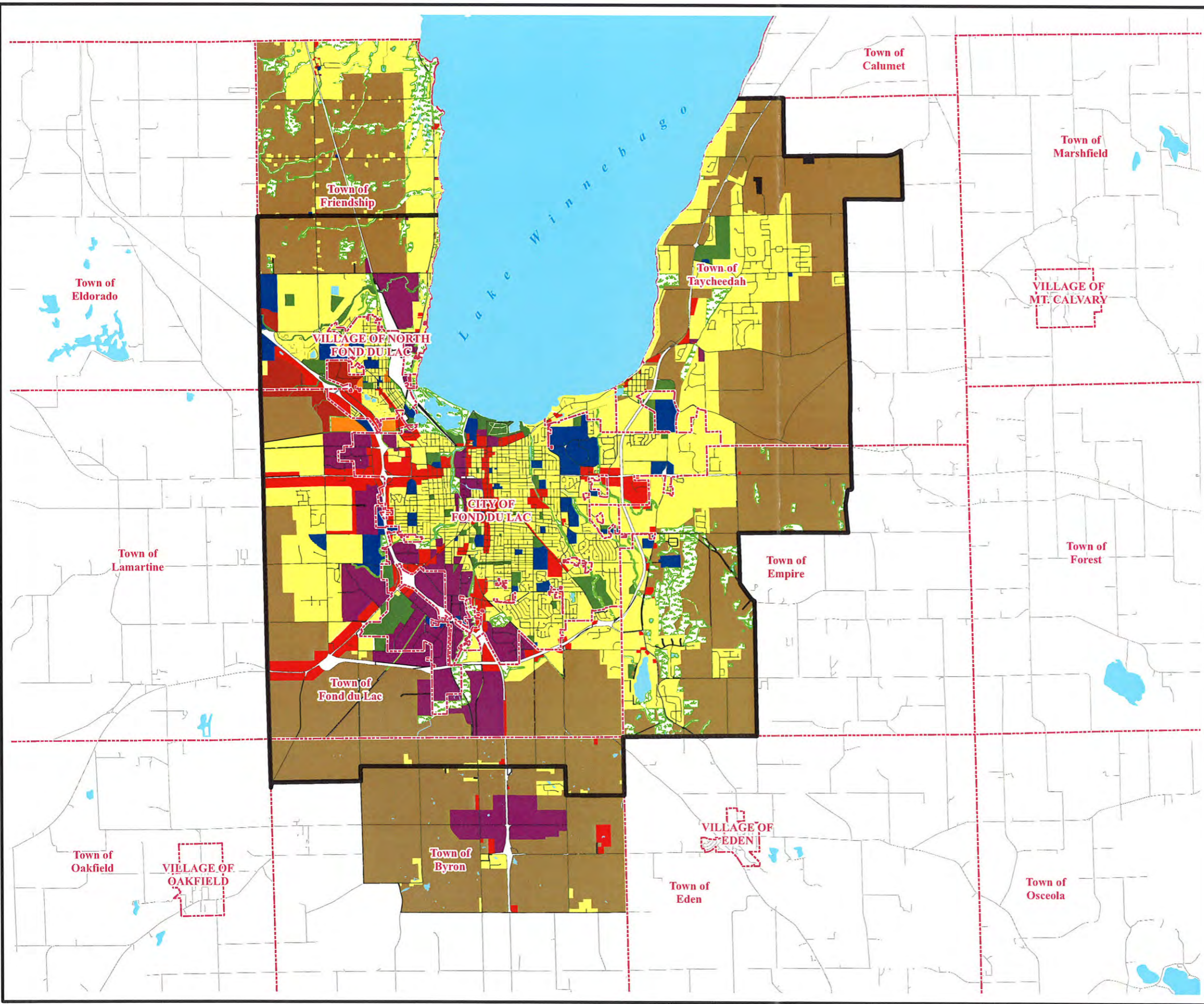
Source: 2002 Base data provided by Fond du Lac County. ECWRPC provided the existing land use, 2003. WisDOT and ECWRPC provided 2000 metropolitan planning boundary.



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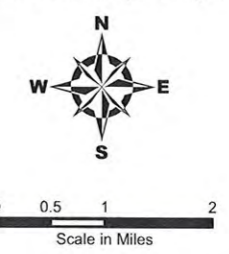
Prepared By
EAST CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION-SEPTEMBER 2005

EXHIBIT 51 FOND DU LAC AREA PROPOSED LAND USE



- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- COMMERCIAL/INDUSTRIAL MIX
- MANUFACTURING
- QUARRIES
- PUBLIC INSTITUTIONAL
- WATER FEATURES
- PARKS/RECREATION
- WETLANDS/RESOURCE PROTECTION
- AGRICULTURE/VACANT/UNDEVELOPED
- TRANSPORTATION/UTILITIES
- 2000 METROPOLITAN PLANNING BOUNDARY
- MUNICIPALITY BOUNDARIES

Source: Proposed land use provided by the City of Fond du Lac, Village of North Fond du Lac, Town of Fond du Lac, Town of Empire, Town of Friendship, Town of Taycheedah and ECWRPC. Zoning data for the Town of Byron provided by Fond du Lac County. Fond du Lac County provided 2004 centerline, municipality, and hydrology data.

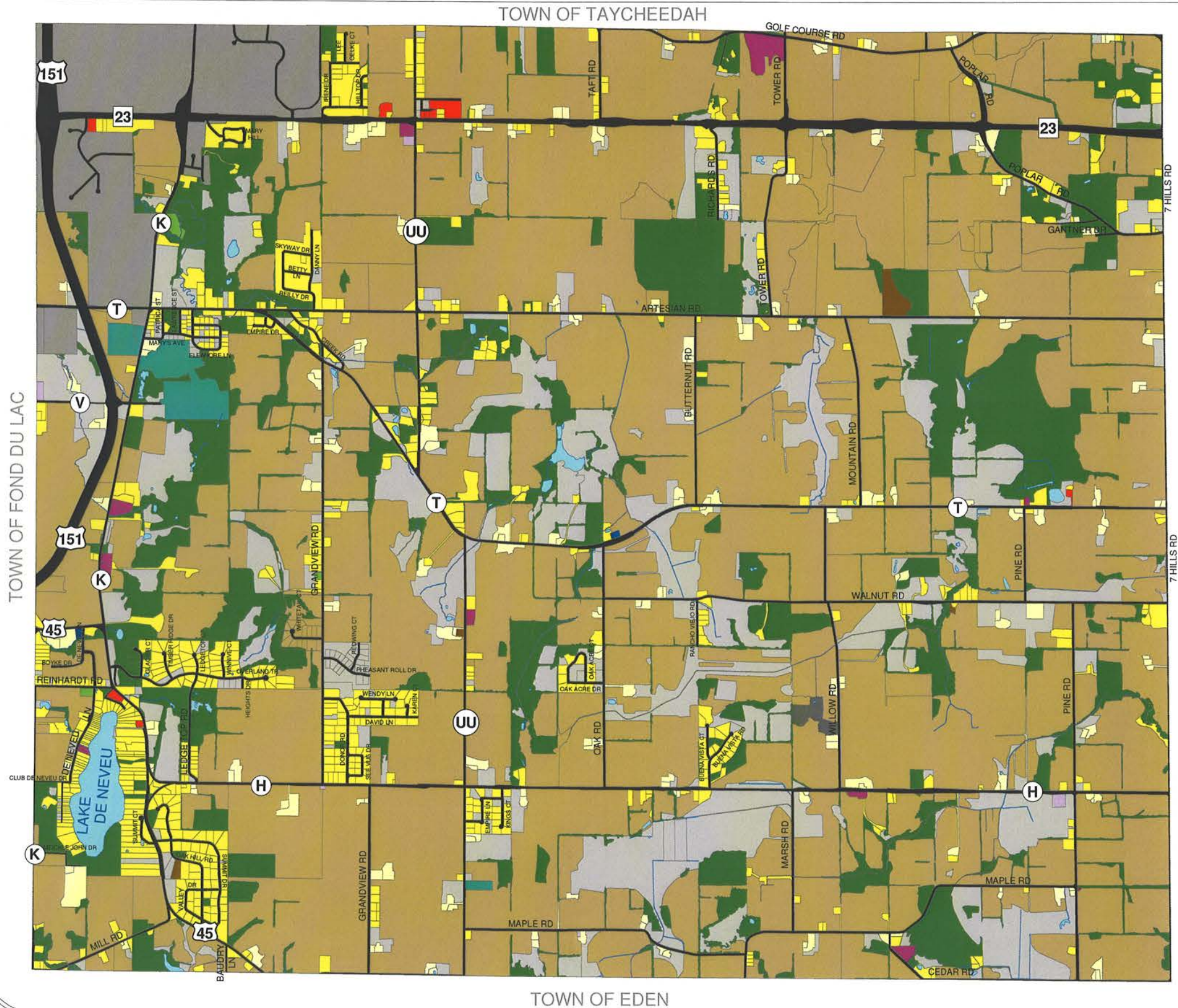


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EAST CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION-SEPTEMBER 2005

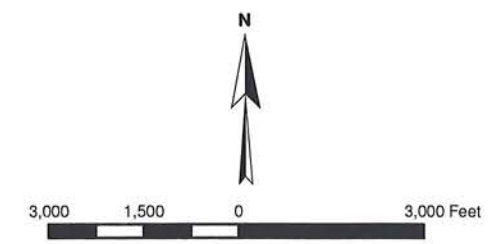
CURRENT LAND USE

TOWN OF EMPIRE



Legend

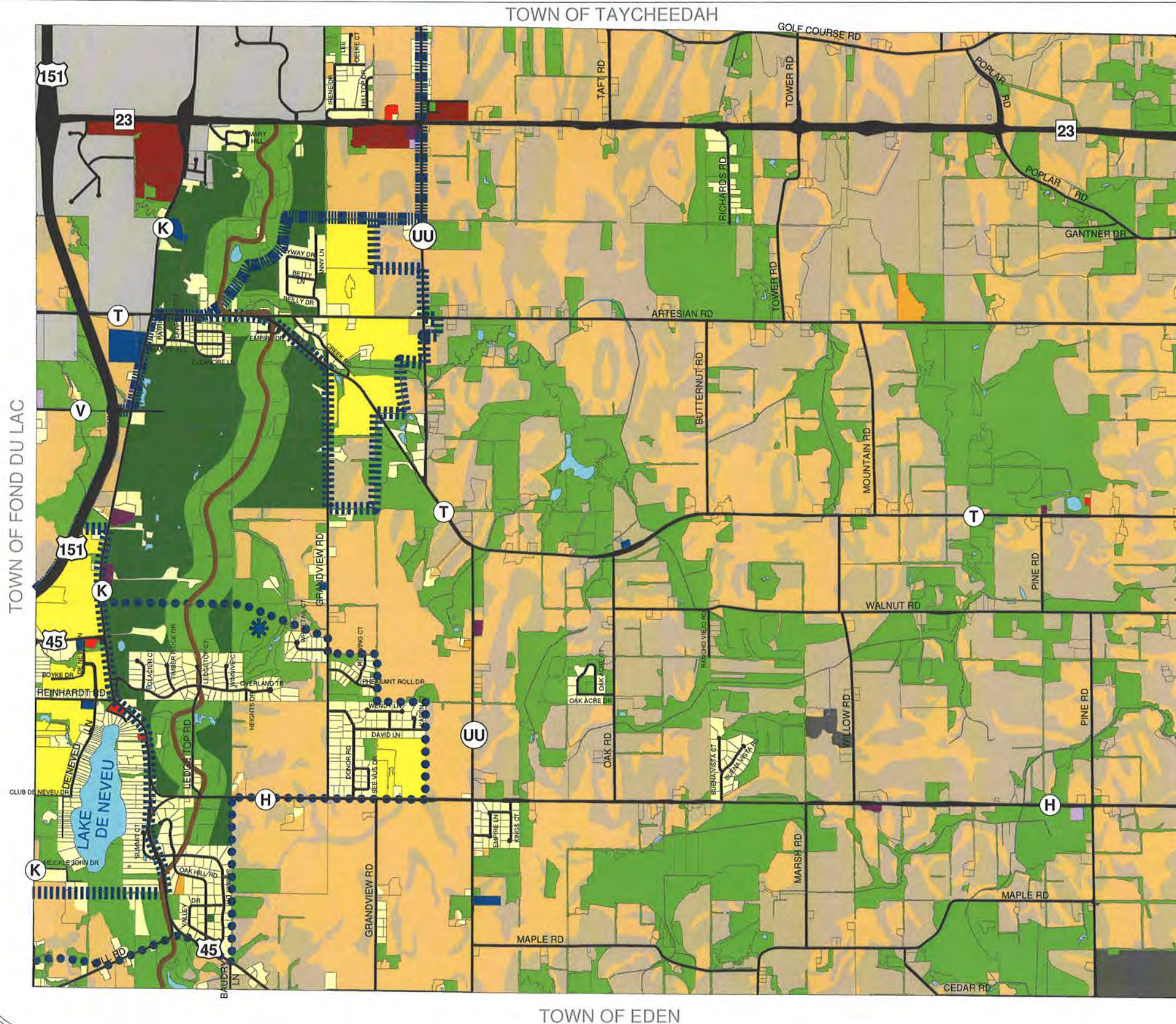
- SINGLE FAMILY
- FARMSTEADS
- MULTIPLE FAMILY
- MOBILE HOMES
- COMMERCIAL
- INDUSTRIAL / MANUFACTURING
- INSTITUTIONAL
- UTILITIES
- CEMETERIES
- MINING
- RECREATIONAL
- WOODLANDS
- FARMLAND
- UNDEVELOPED LAND
- ROADS
- WATER
- CITY OF FOND DU LAC
- RIVERS / STREAMS



OMNI ASSOCIATES
 PROJECT # M1118A03
 DATE: 05/12/2005
 DRAWN BY: KAL
 REVISED: 09/07/05
 ONE SYSTEMS DRIVE APPLETON WI 54914
 PHONE: (920) 735-6900 FAX: (920) 830-6100
 Location: F:\Municipal\Jobs\M1118 (Empire)\GIS\DRAWINGS\Land_Use_11x17.MXD
 Source: Fond du Lac County
 East Central Wisconsin Regional Planning Commission

10-YEAR FUTURE LAND USE

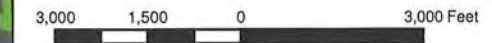
TOWN OF EMPIRE



Legend

- SINGLE FAMILY RESIDENTIAL DEVELOPMENT
- PRIMARY FUTURE RESIDENTIAL DEVELOPMENT AREA
- MOBILE HOMES
- RURAL COMMERCIAL
- HIGHWAY BUSINESS
- INDUSTRIAL
- PUBLIC / INSTITUTIONAL / CEMETERIES
- UTILITIES
- NON-METALLIC MINING
- ENVIRONMENTAL CORRIDOR
- PRESERVATION AREA
- RURAL CHARACTER DISTRICT
- PRIME AGRICULTURAL LANDS
- ROADS
- WATER
- CITY OF FOND DU LAC
- CITY GROWTH AREA
- TOWN GROWTH AREA
- TOWN PLANNING AREA
- ESCARPMENT BROW
- RIVERS / STREAMS
- POTENTIAL PARK SITES

Note: For additional transportation recommendations see the "Transportation Plan Map." For additional utilities and community facilities recommendations see "Utilities & Community Facilities Plan Map."



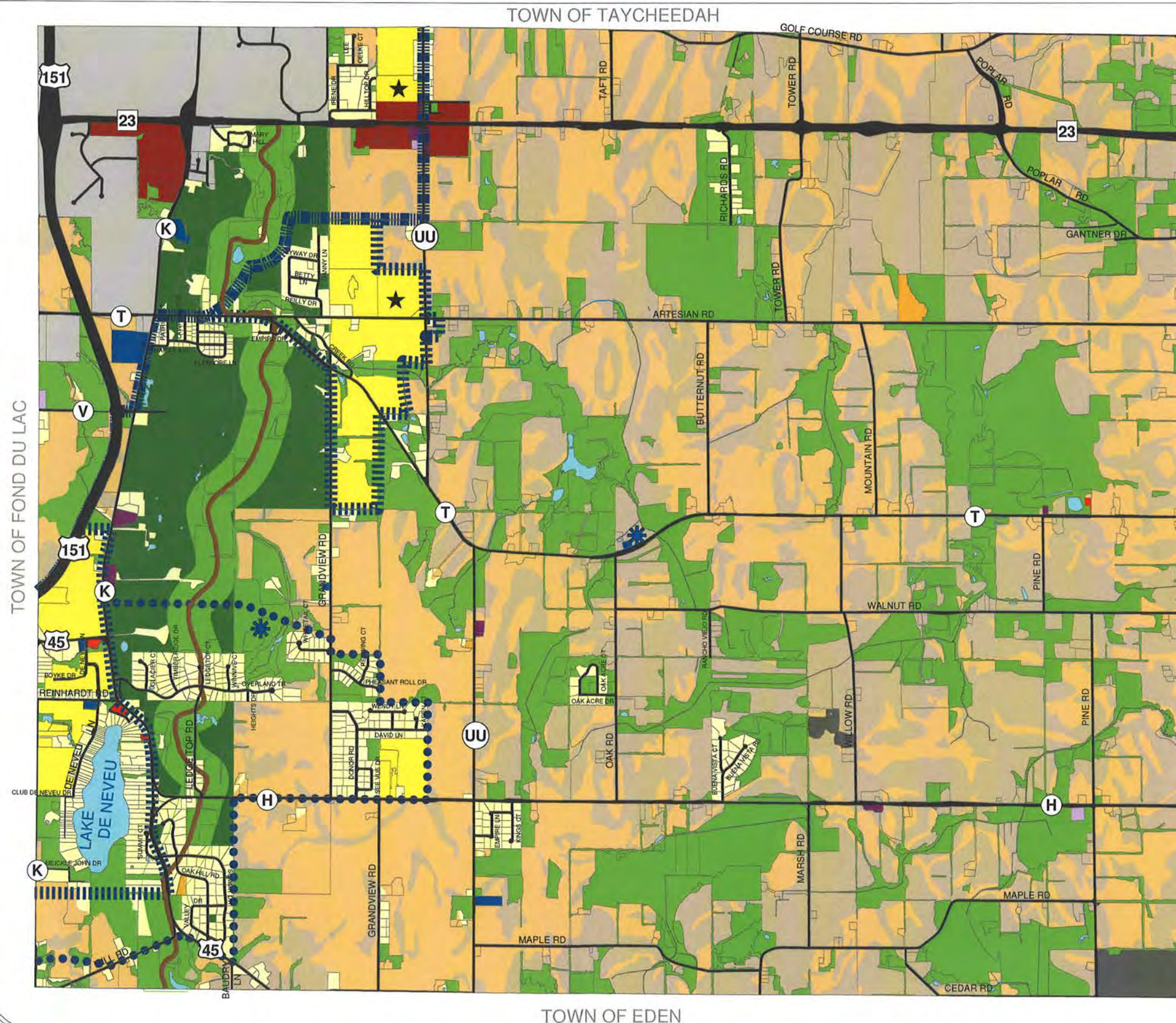
OMNI ASSOCIATES
 PROJECT # M1118A03
 DATE: 02/15/2006
 DRAWN BY: KAL
 REVISED: 05/19/06

ONE SYSTEMS DRIVE APPLETON, WI 54914
 PHONE: (920) 735-6900 FAX: (920) 830-6100
 Location: F:\Municipal\Jobs\M1118 (Empire)\GIS\DRAWINGS\10_Future_Land_Use_11x17.MXD
 Source: Fond du Lac County
 East Central Wisconsin Regional Planning Commission

TOWN OF EDEN

20-YEAR FUTURE LAND USE

TOWN OF EMPIRE



Legend

- SINGLE FAMILY RESIDENTIAL DEVELOPMENT
- PRIMARY FUTURE RESIDENTIAL DEVELOPMENT AREA
- MOBILE HOMES
- RURAL COMMERCIAL
- HIGHWAY BUSINESS
- INDUSTRIAL
- PUBLIC / INSTITUTIONAL / CEMETERIES
- UTILITIES
- NON-METALLIC MINING
- ENVIRONMENTAL CORRIDOR
- PRESERVATION AREA
- RURAL CHARACTER DISTRICT
- PRIME AGRICULTURAL LANDS
- ROADS
- WATER
- CITY OF FOND DU LAC
- CITY GROWTH AREA
- TOWN GROWTH AREA
- TOWN PLANNING AREA
- ESCARPMENT BROW
- RIVERS / STREAMS
- POTENTIAL PARK SITES
- POTENTIAL SENIOR HOUSING SITES

Note: For additional transportation recommendations see the "Transportation Plan Map." For additional utilities and community facilities recommendations see "Utilities & Community Facilities Plan Map."



OMNI ASSOCIATES
 PROJECT # M1118A03
 DATE: 02/15/2006
 DRAWN BY: KAL
 REVISED: 05/30/06

ONE SYSTEMS DRIVE APPLETON, WI 54914
 PHONE: (920) 735-8900 FAX: (920) 830-6100
 Location: F:\Municipal\Jobs\M1118 (Empire)\GIS\DRAWINGS\20_Future_Land_Use_11x17.MXD
 Source: Fond du Lac County
 East Central Wisconsin Regional Planning Commission

TOWN OF EDEN

CURRENT LAND USE TOWN OF TAYCHEEDA

FOND DU LAC COUNTY, WI



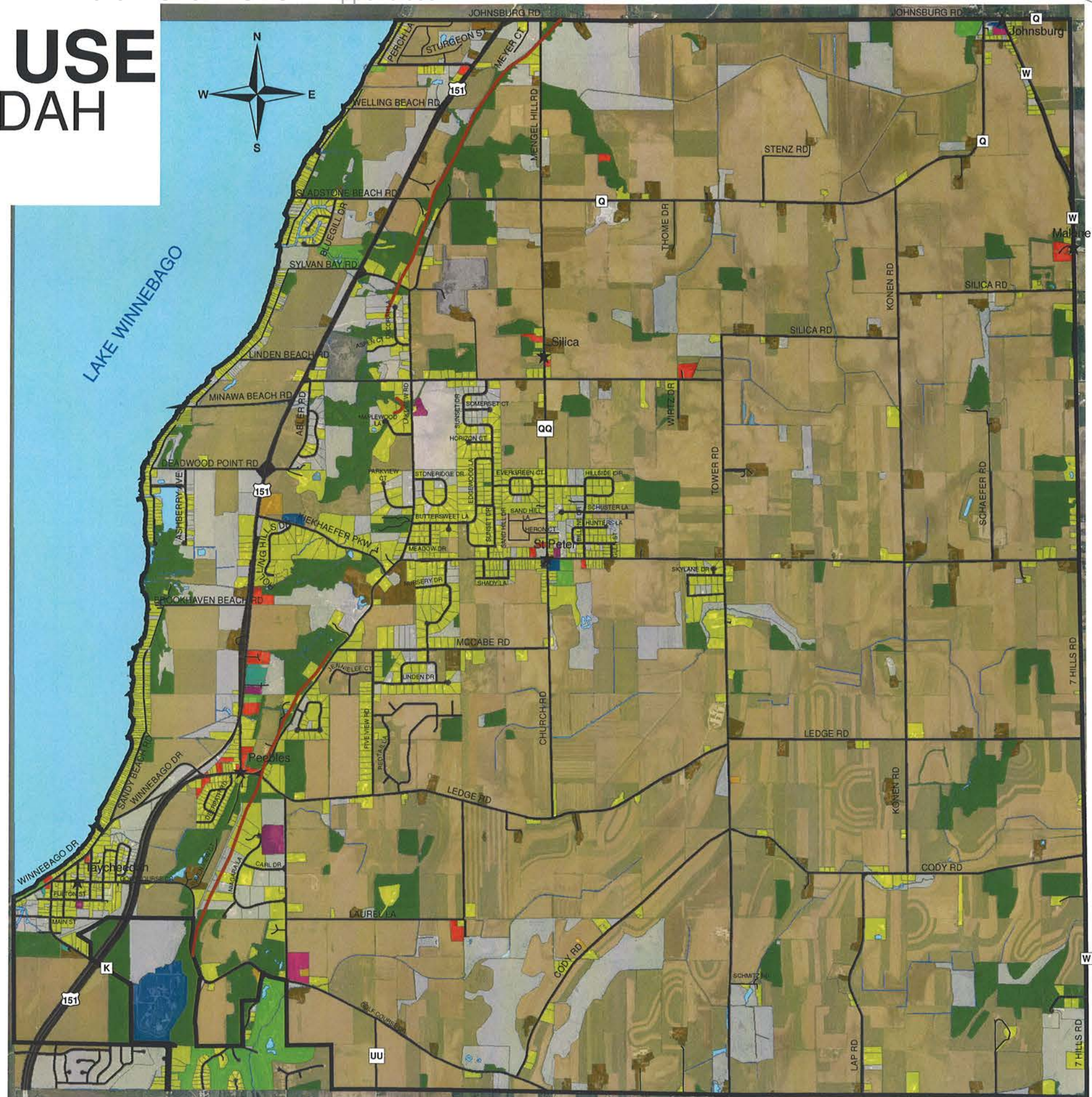
Legend

- Town Boundary
- Single Family
- Multiple Family
- Farmsteads
- Mobile Homes
- Commercial
- Industrial
- Institutional
- Utilities
- Cemeteries
- Agricultural
- Woodlands
- Recreational
- Mining
- Undeveloped
- Roads
- Water
- Unincorporated Areas
- Escarpment

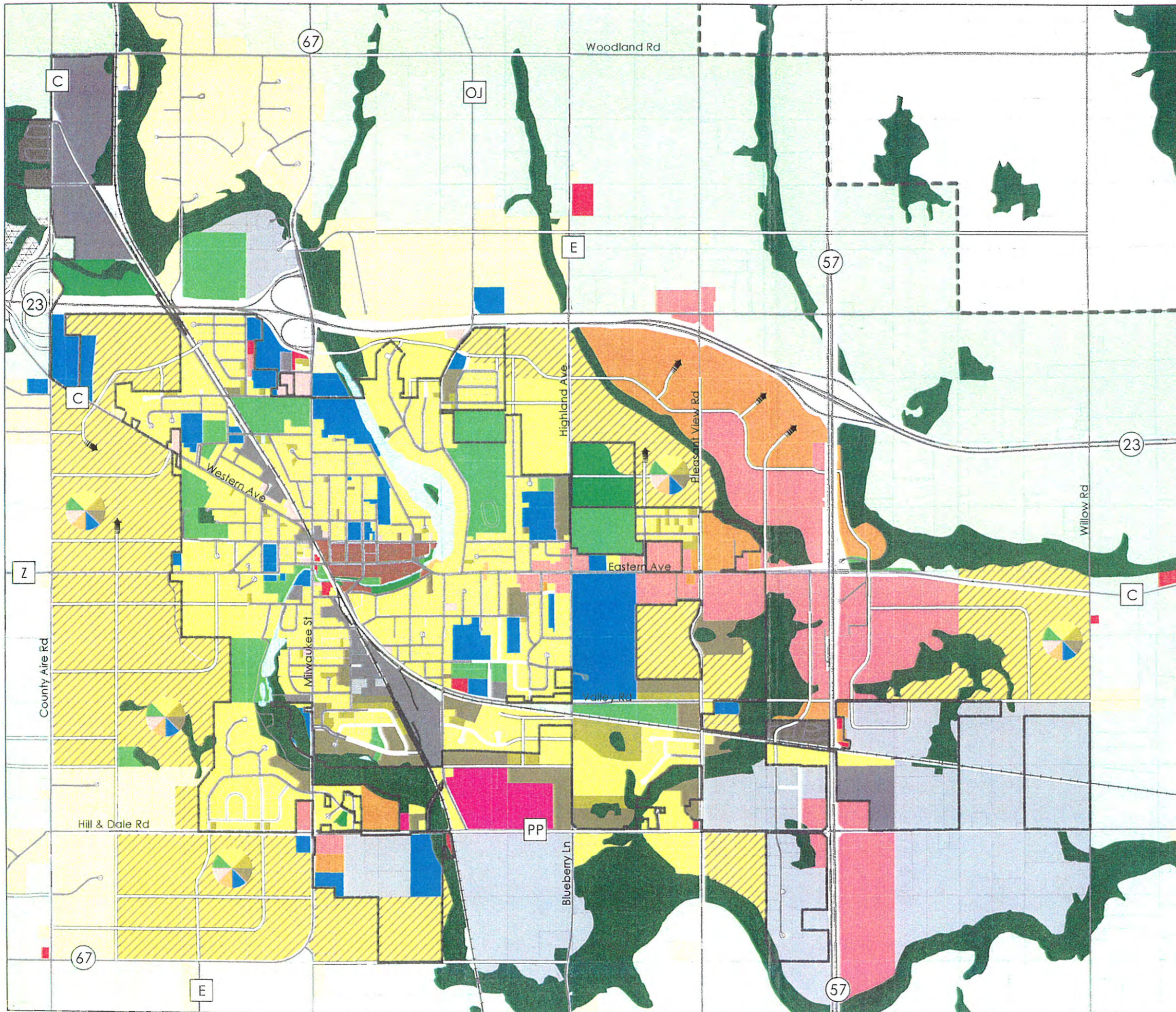
**This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

OMNI ASSOCIATES
 PROJECT: # M1251A06
 DATE: 10-25-2006
 DRAWN BY: KAL
 REVISED:
 ONE SYSTEMS DRIVE APPLETON, WI 54911
 PHONE: (920) 735-6900 FAX: (920) 630-6100

Location: F:\Municipal-Jobs\M1251A06(Taycheedah Comp Plan)\GIS\Land_Use_11x17.MXD
 Source: Fond du Lac County
 East Central Wisconsin Regional Planning Commission

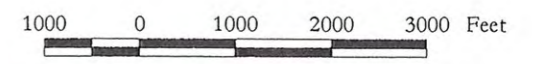
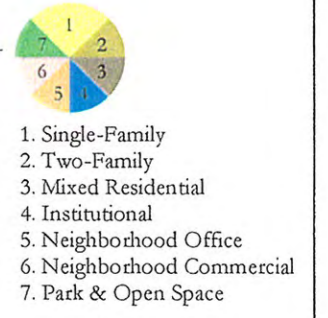


Planned Land Use



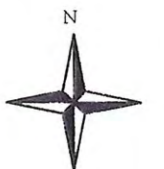
- Extraterritorial Jurisdiction
- City Boundary
- Planned Roads
- Roads
- Railroads

- Planned Land Use
- Agriculture/Rural
 - Exurban Residential
 - Single Family Residential
 - Two-Family Residential
 - Mixed Residential
 - Mobile Home Park
 - Planned Neighborhood
 - Neighborhood Office
 - Planned Office
 - Neighborhood Business
 - Planned Business
 - General Business
 - Central Mixed Use
 - Planned Industrial
 - General Industrial
 - Extraction
 - Institutional
 - Active Recreation
 - Passive Recreation
 - Environmental Corridor
 - Surface Water
 - Special Use



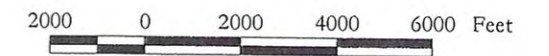
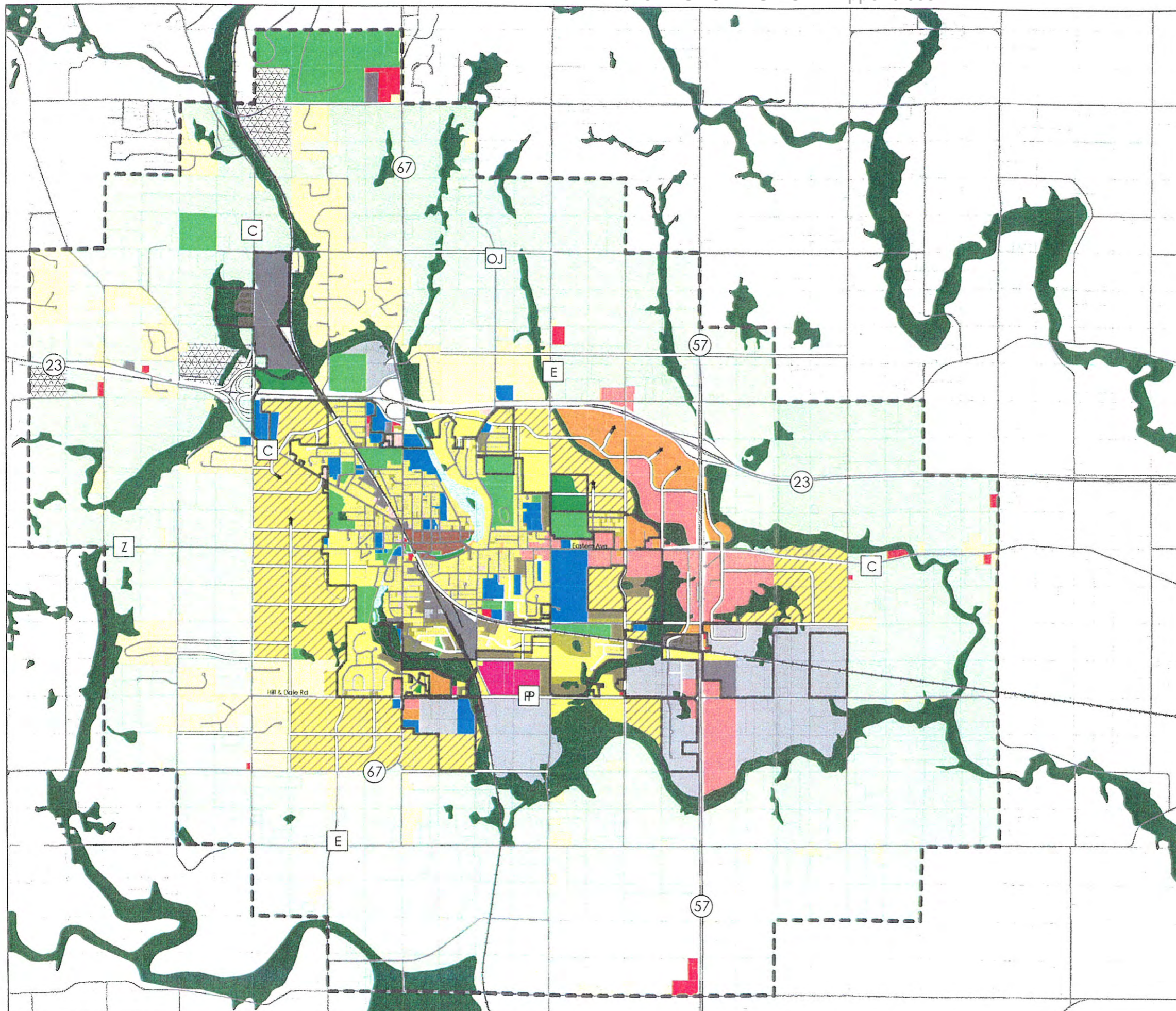
Adopted: June 12, 2001
Source: Sheboygan County

Vandewalle & Associates
Madison & Milwaukee, Wisconsin
Planning - Creating - Rebuilding



Planned Land Use (ETJ Area)

- Extraterritorial Jurisdiction
- City Boundary
- Planned Roads
- Roads
- Railroads
- Planned Land Use**
- Agriculture/Rural
- Exurban Residential
- Single Family Residential
- Two-Family Residential
- Mixed Residential
- Mobile Home Park
- Planned Neighborhood
- Neighborhood Office
- Planned Office
- Neighborhood Business
- Planned Business
- General Business
- Central Mixed Use
- Planned Industrial
- General Industrial
- Extraction
- Institutional
- Active Recreation
- Passive Recreation
- Environmental Corridor
- Surface Water
- Special Use

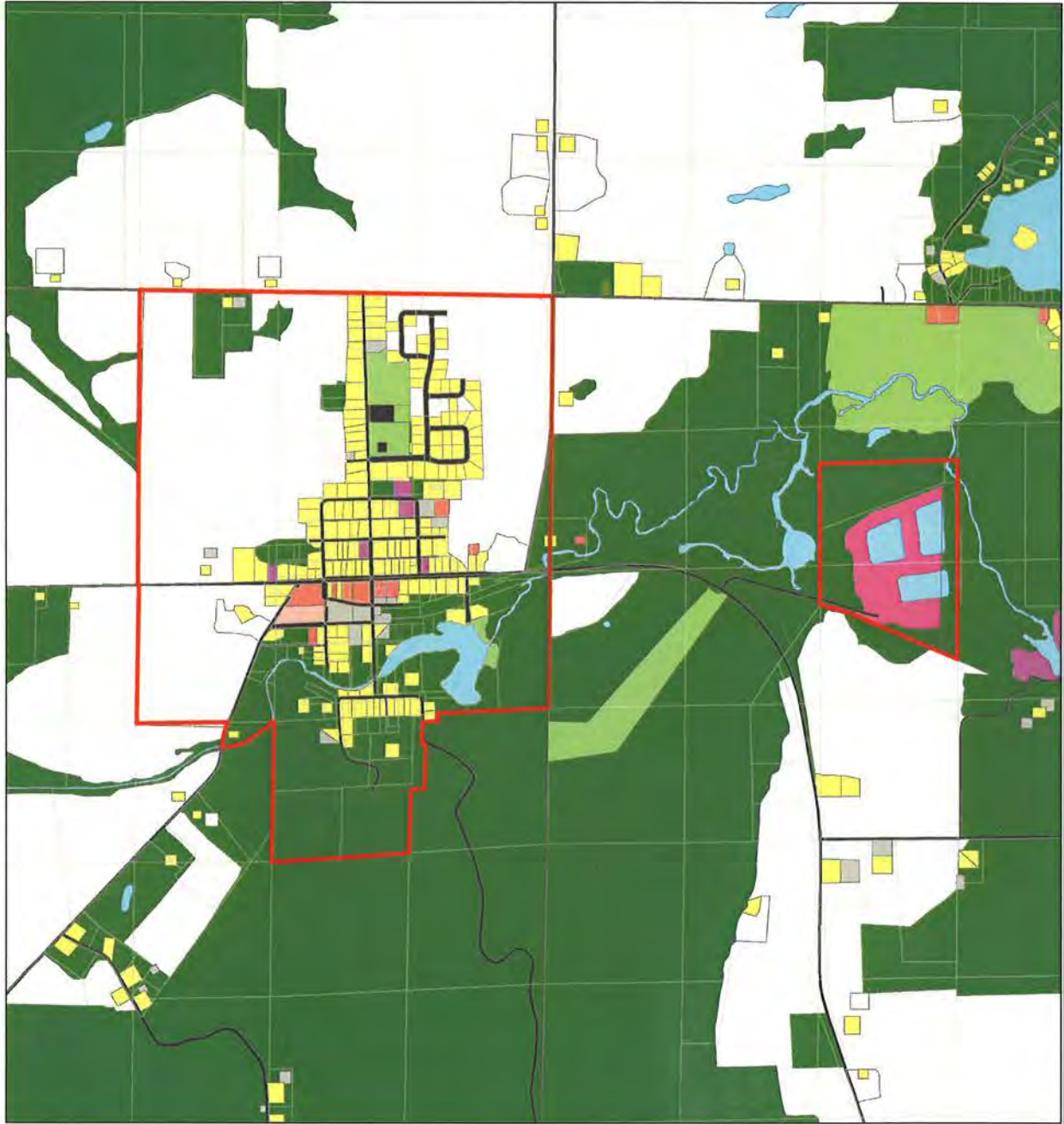


Adopted: June 12, 2001
 Source: Sheboygan County




Vandewalle & Associates
 Madison & Milwaukee, Wisconsin
 Planning - Creating - Rebuilding



Figure 8.4
Current Land Use
Glenbeulah 2007
 Sheboygan County, WI



Legend

- | | |
|---|--|
|  Current Village Limits |  Governmental/Institutional |
| Glen Current Land Use |  Parks & Recreation |
|  Residential |  Natural Areas, Woodlands, Wetlands, Open Space |
|  Commercial |  Agricultural |
|  Industrial |  Water Features |
|  Roads & Transportation |  Land Under Development |
|  Communitation/Utilities | |



1" equals 1,000'

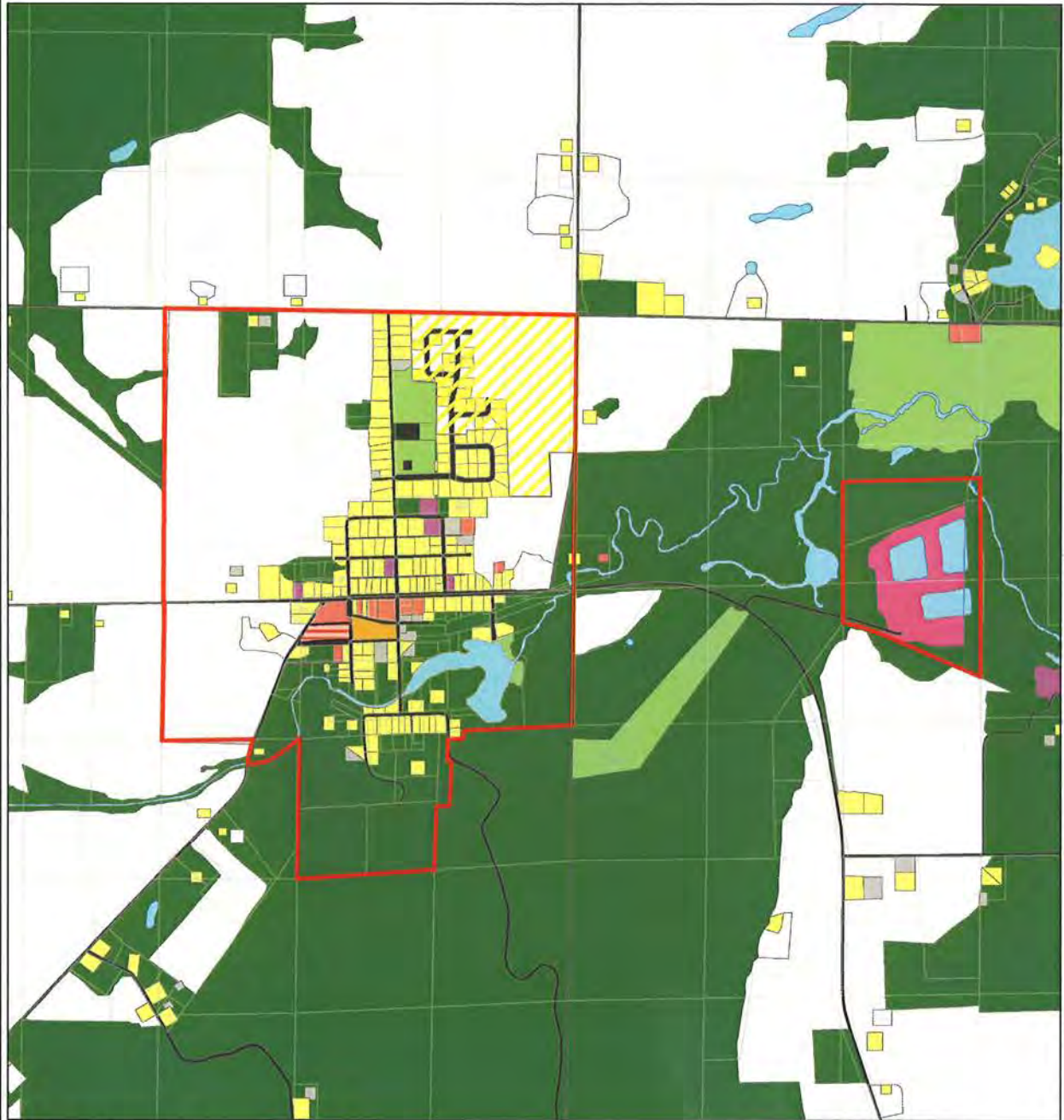
1,100 550 0 1,100 Feet



Prepared for the Village of Glenbeulah by the Sheboygan County Planning Department

Source: Bay Lake Regional Planning Commission 2002, Sheboygan County Planning Department 2007, & Village of Glenbeulah, 2007

Figure 8.7
10-Year Potential Land Use
Glenbeulah - 2017
 Sheboygan County, WI



Legend

Current Village Limits

Potential 2017 Residential

Potential 2017 Commercial

Potential 2017 Commercial or Industrial

Potential 2017 Governmental

Potential 2017 Water Feature

Glen Current Land Use

Residential

Commerical

Industrial

Roads & Transportation

Nat. Areas, Woodlands, Wetlands, Open Space

Communitation/Utilities

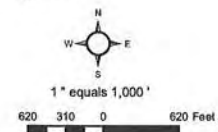
Governmental/Institutional

Parks & Recreation

Agricultural

Water Features

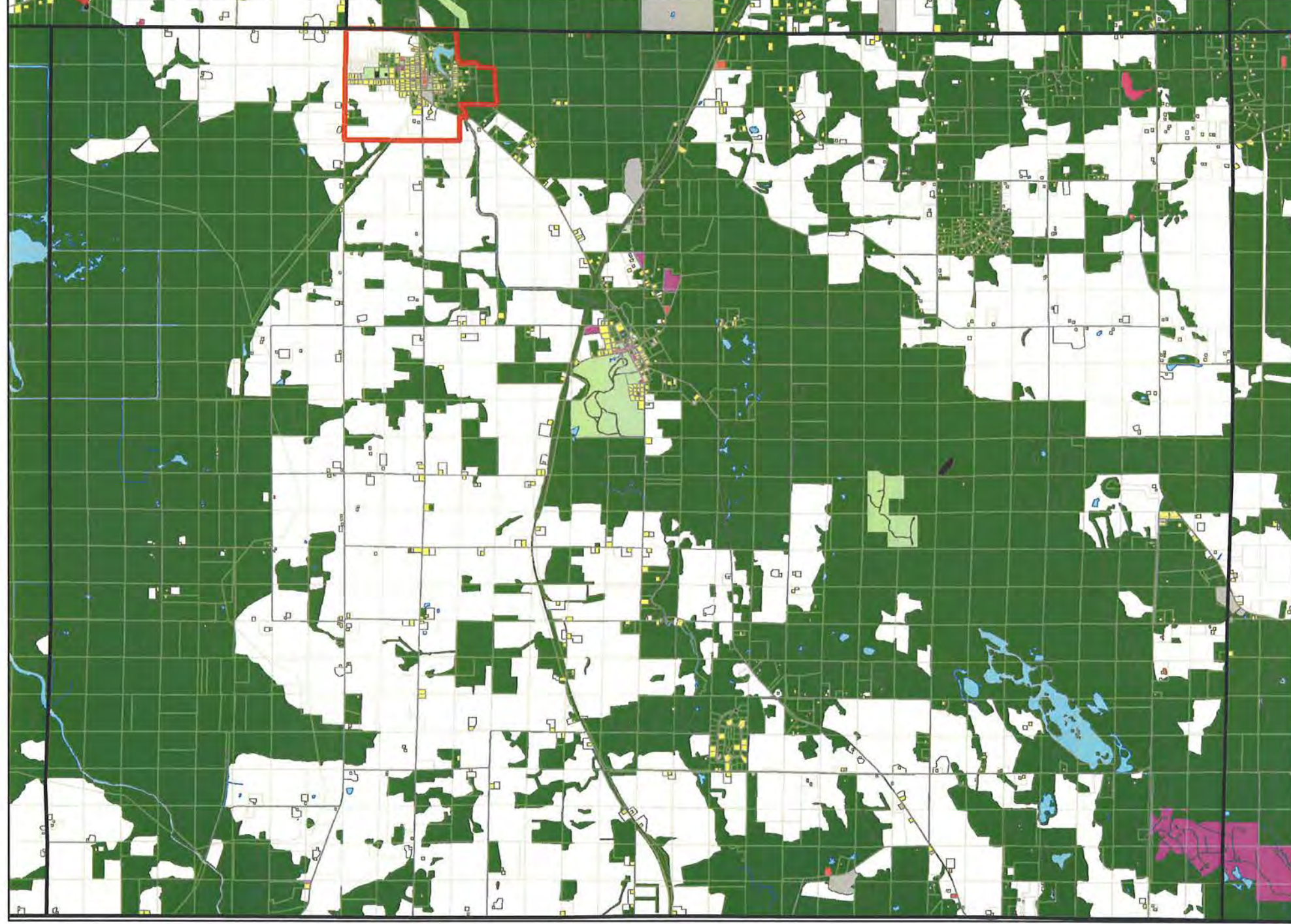
Land Under Development



Prepared for the Village of Glenbeulah by the Sheboygan County Planning Department

Source: Bay Lake Regional Planning Commission 2002, Sheboygan County Planning Department 2007, & Village of Glenbeulah, 2007

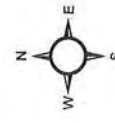
Figure 8.4
Current Land Use
Town of Greenbush
 Sheboygan County, WI



Legend

- Town Limits
- Parcels
- Current Village Limits
- Current Land Use
- Residential
- Commerical
- Industrial
- Roads & Transportation

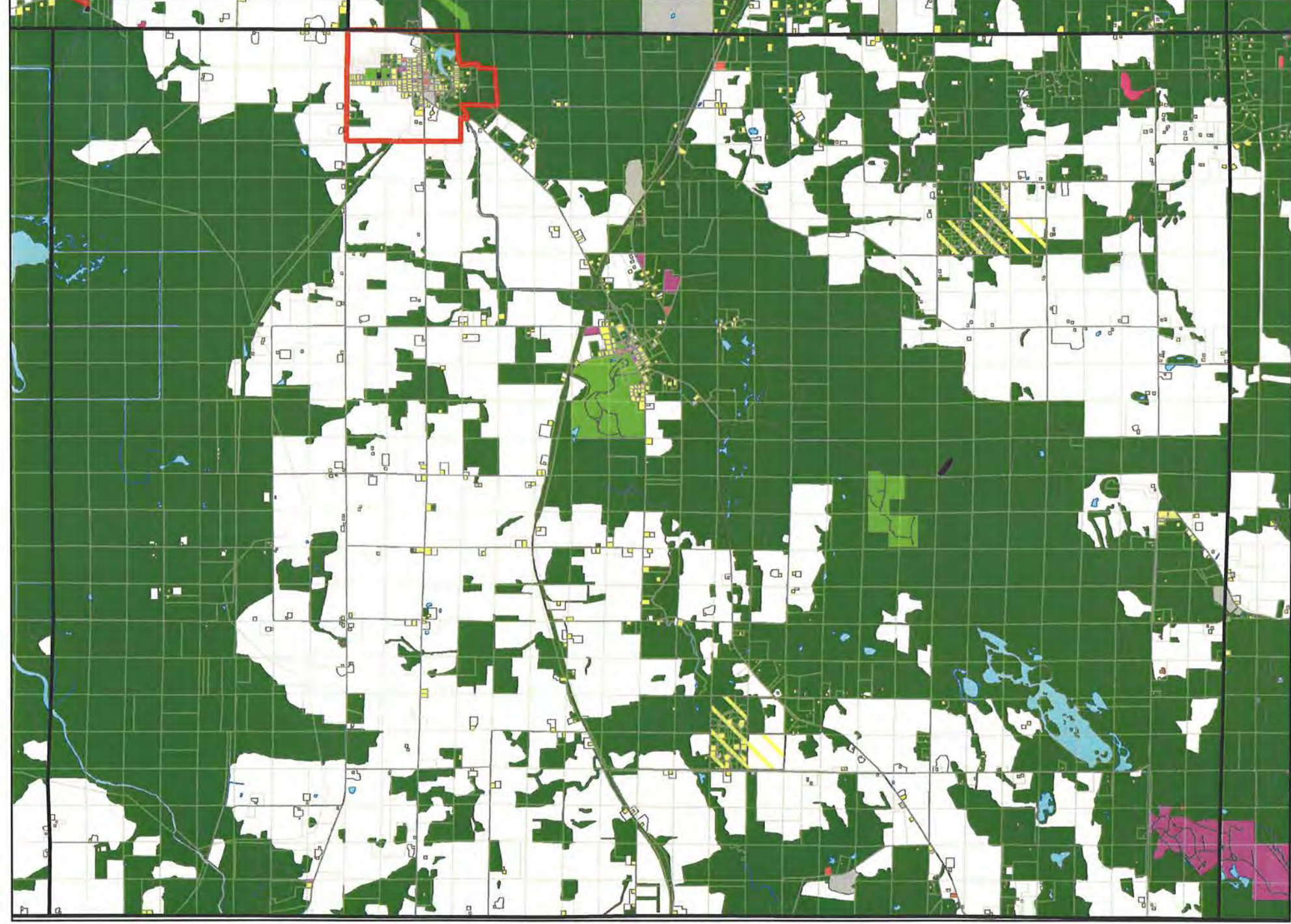
- Communitation/Utilities
- Governmental/Instiutional
- Parks & Recreation
- Nat. Areas, Wood & Wetlands, Open Space
- Agricultural
- Water Features
- Land Under Development





1" equals 4,400'
 2,700,350 0 2,700 Feet

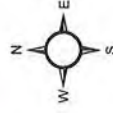
Prepared for the Town of Greenbush
 by the Sheboygan County
 Planning Department
 Source: Bay Lake Regional Planning
 Commission 2002, Sheboygan County
 Planning Deartment 2007, &
 Town of Greenbush, 2007

Figure 8.7
10-Year Potential Land Use
Town of Greenbush 2017
 Sheboygan County, WI



Legend

- | | | | |
|---|----------------------------|---|---|
|  | Town Limits |  | Roads & Transportation |
|  | Parcels |  | Communitation/Utilities |
|  | Current Village Limits |  | Governmental/Institutional |
|  | Potential 2017 Land Use |  | Parks & Recreation |
|  | Potential 2017 Residential |  | Nat. Areas, Wood & Wetlands, Open Space |
|  | Current Land Use |  | Agricultural |
|  | Residential |  | Water Features |
|  | Commerical |  | Land Under Development |
| | Industrial | | |



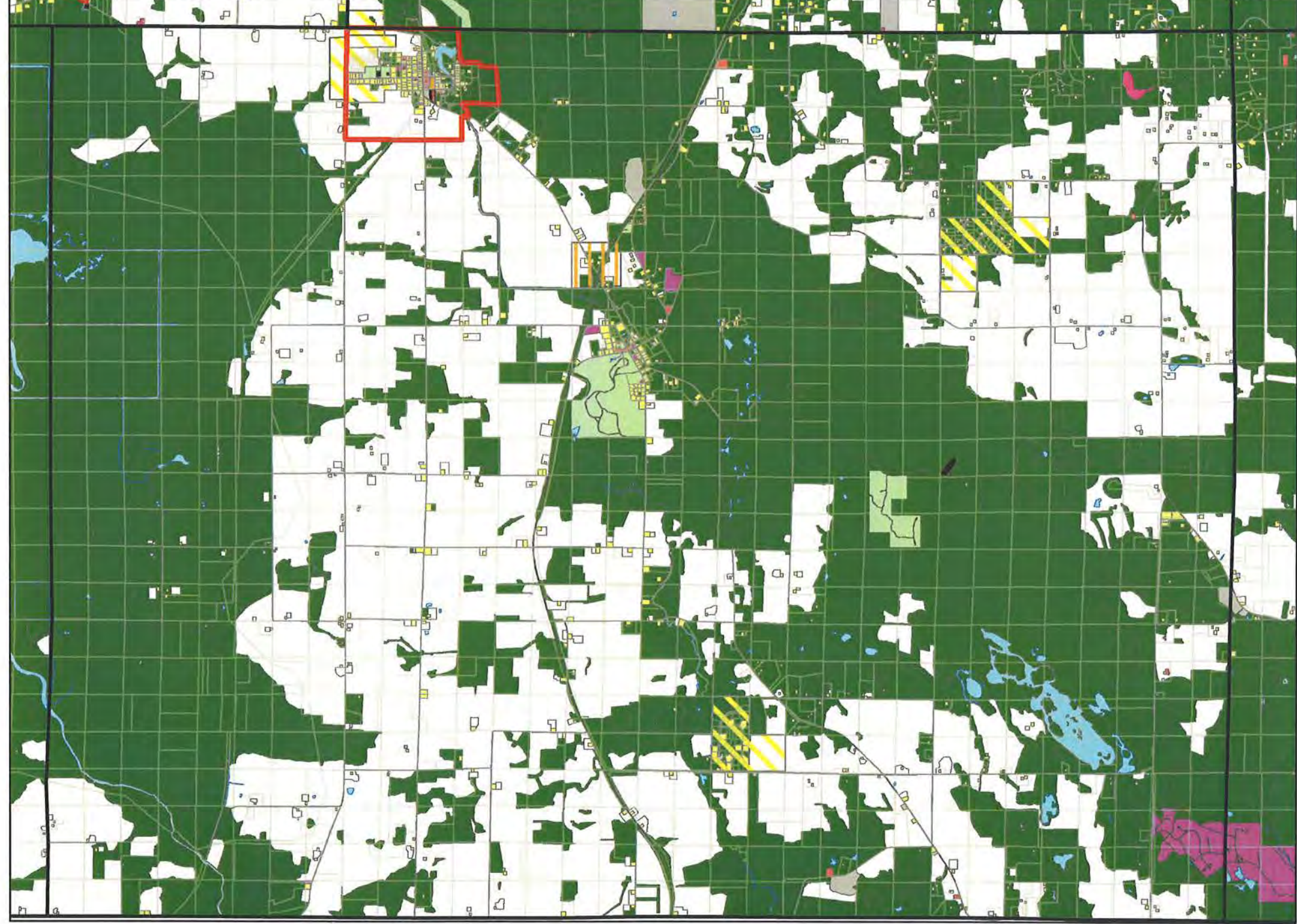
1" equals 4,400'
 2,700,350 0 2,700 Feet



















Prepared for the Town of Greenbush
 by the Sheboygan County
 Planning Department

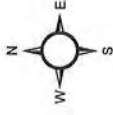
Source: Bay Lake Regional Planning
 Commission 2002, Sheboygan County
 Planning Department 2007, &
 Town of Greenbush, 2007

Figure 8.8
20-Year Potential Land Use
Town of Greenbush - 2027
 Sheboygan County, WI



Legend

- | | |
|--|--|
|  Town Limits |  Roads & Transportation |
|  Parcels |  Communitation/Utilities |
|  Current Village Limits |  Governmental/Institutional |
|  Potential 2027 Residential-Commercial |  Parks & Recreation |
|  Potential 2027 Residential |  Nat. Areas, Wood & Wetlands, Open Space |
| Current Land Use |  Agricultural |
|  Residential |  Water Features |
|  Commercial |  Land Under Development |
|  Industrial | |

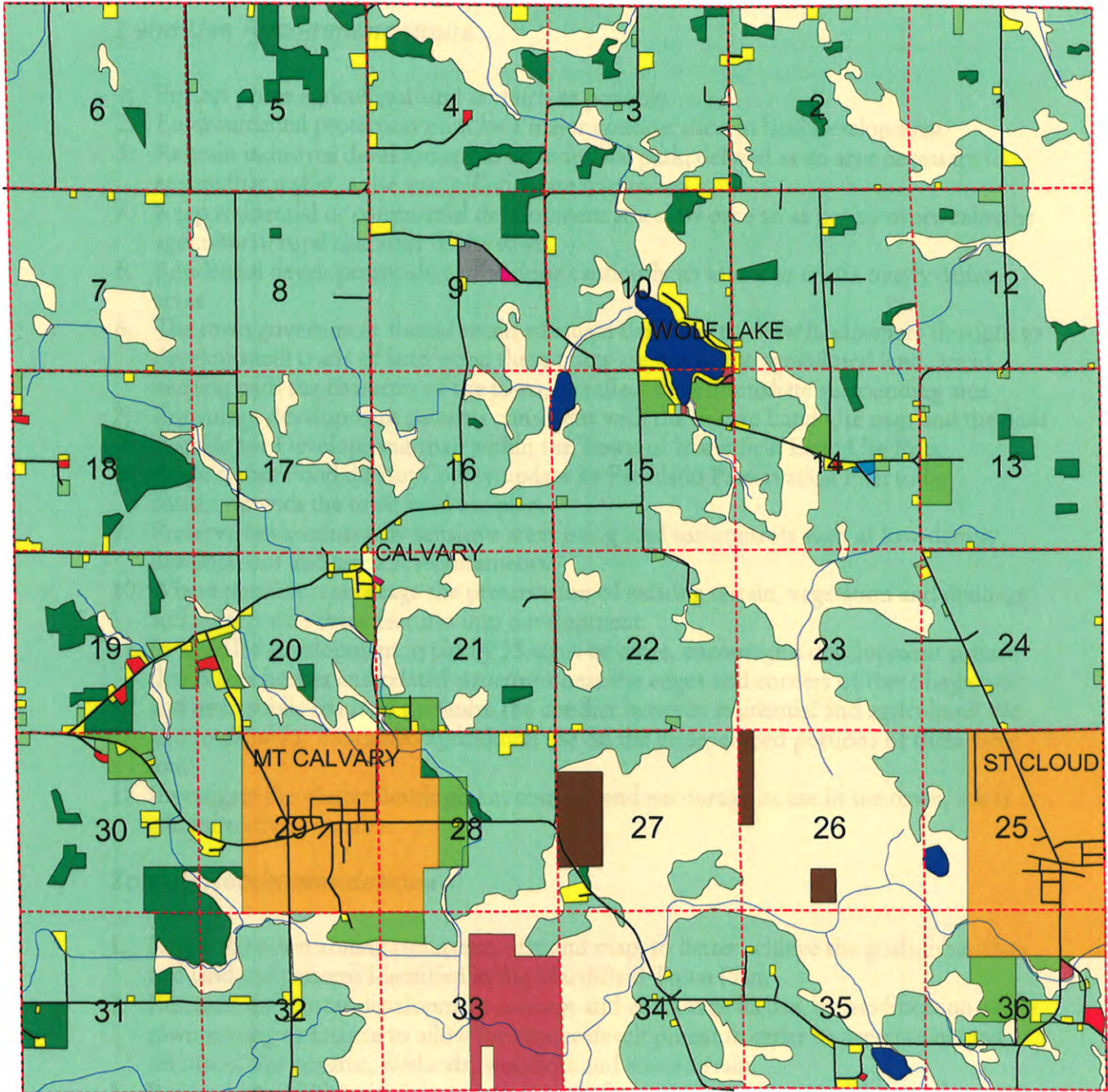


1" equals 4,400'
 2,700, 350 0 2,700 Feet



Prepared for the Town of Greenbush
 by the Sheboygan County
 Planning Department
 Source: Bay Lake Regional Planning
 Commission 2002, Sheboygan County
 Planning Department 2007, &
 Town of Greenbush, 2007

TOWN OF MARSHFIELD
FUTURE LAND USE



Land Use Classification

- | | | |
|-----------------|--------------|--------------------------|
| Ag Transitional | Farnette | State/Federal Recreation |
| Agricultural | Government | Village |
| Business | Industrial | Wetlands |
| Cemetery | Multi-Family | Woods |
| Church | Recreational | |
| Elderly Housing | Residential | |



Prepared by: Fond du Lac County Planning Department
Arcview 3.0
Fond du Lac County Coordinates NAD 83/91
June 1998

