

# Hearing Handout Packet



## **Public Hearing For DRAFT ENVIRONMENTAL IMPACT STATEMENT I-43 North-South Freeway Corridor Study**

**(Silver Spring Drive to WIS 60)**

**Milwaukee and Ozaukee counties**

**Project ID: 1229-04-01**

**Nicolet High School**  
**April 30, 2014 *from 5 to 8 p.m.***

**Christ Church**  
**May 01, 2014 *from 4 to 7 p.m.***



U.S. Department of Transportation  
**Federal Highway Administration**



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## Welcome and Purpose of Public Hearing

Thank you for attending tonight's public hearing for the I-43 North-South Freeway Corridor Study project. The purpose of this public hearing is to provide you the opportunity to give testimony on the Draft Environmental Impact Statement (Draft EIS) that contains information regarding proposed transportation improvements that affect both near-term and long-term changes to the corridor. The Draft EIS recommends a "preferred" alternative. The Final EIS will address comments made by the public and agencies on the Draft EIS and will present a decision on the preferred alternative.

This public hearing is part of the process for involving the public in transportation decision-making. This is your opportunity to have a voice in proposed improvements to the I-43 North-South Corridor and its associated design and environmental aspects.

This public hearing includes a project presentation and opportunities to provide public/private verbal testimony to a court reporter and/or written testimony. All testimony will be entered into the public hearing record, along with other public hearing presentations, exhibits and materials.

This public hearing will focus on the following aspects of the proposed I-43 North-South Freeway Corridor Study project:

- The location and design features of the proposed improvements and alternatives being considered.
- The National and Wisconsin Environmental Policy Act public hearing process, as applicable, on projects which include preparation of an environmental document. The Final Environmental Impact Statement and Record of Decision prepared following this public hearing will be the decision documents for the proposed improvements. Copies of the Draft Environmental Impact Statement document are available for review at this public hearing.
- Project activities that require authorization from the U.S. Army Corps of Engineers under the Clean Water Act for placing fill into waters of the United States including wetlands.



## Public Hearing Agenda

### Nicolet High School – April 30, 2014

Time	Item
5:00 p.m.	Sign in, pick up handout, review exhibits, visit with project staff and ask questions about the proposed improvements.
	<b>Important!</b> – Decide if you will be providing testimony. If so, determine which option(s) and follow the instructions*.
	Availability to provide <b>Private Verbal Testimony*</b> and <b>Written Testimony*</b> begins. Both options are available until the end of the public hearing.
5:30 p.m.	Project presentation in Cafeteria.
6:00 p.m.	<b>Public Verbal Testimony*</b> option begins in Cafeteria after the presentation.
	Opportunity to review exhibits and visit with project staff continues.
8:00 p.m.	Public Hearing ends.
	<b>Submit written testimony via mail or email by*</b> May 12, 2014.

### Christ Church – May 1, 2014

Time	Item
4:00 p.m.	Sign in, pick up handout, review exhibits, visit with project staff and ask questions about the proposed improvements.
	<b>Important!</b> – Decide if you will be providing testimony. If so, determine which option(s) and follow the instructions*.
	Availability to provide <b>Private Verbal Testimony*</b> and <b>Written Testimony*</b> begins. Both options are available until the end of the public hearing.
4:30 p.m.	Project presentation in the Main Worship Room.
5:00 p.m.	<b>Public Verbal Testimony*</b> option begins in the Main Worship Room after the presentation.
	Opportunity to review exhibits and visit with project staff continues.
7:00 p.m.	Public Hearing ends.
	<b>Submit written testimony via mail or email by*</b> May 12, 2014.

**\*See the following “Options and Instructions for Providing Testimony”**



## Options and Instructions for Providing Testimony

There are several options for providing testimony. However you wish to provide testimony, it will become part of the public hearing record, and the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) will review and consider your testimony. Provide comments on the alternative(s) you support or oppose and your reasons. **Testimony should be limited to tonight’s public hearing aspects (listed on Page 3) and statements or opinions about the proposed project.** Project staff is available to answer questions related to the project during the informal discussions, but any comments will not be recorded by the court reporter or included in the public hearing record. The options for providing testimony are:

- Private Verbal Testimony
- Public Verbal Testimony
- Written Testimony

### Private Verbal Testimony

You may prefer this option if you wish to make your statement privately to the court reporter rather than in front of an audience. This option is available during the entire public hearing although you are also encouraged to attend the project presentation. **See presentation start times listed in the Public Hearing Agenda on page 4.**

- Provide the court reporter with your completed “Registration Slip for Verbal Testimony” (included in this handout packet and at the sign in table), state your name, address, and if applicable, the group, organization or business you are representing.
- Give the court reporter your testimony.

### Public Verbal Testimony

Public verbal testimony will be accepted following the presentation. **See presentation start times listed in the Public Hearing Agenda on page 4.**

- Complete a “Registration Slip for Verbal Testimony” (included in this handout packet and at the sign in table). Give it to designated project staff any time before, during or immediately following the project presentation. Your name will be called in the order the registration slips are received.
- When you are called to the microphone to provide testimony, please state your name, address, and if applicable, the group, organization or business you are representing.
- Please limit your testimony to three (3) minutes to allow time for others to provide their testimony in public. You can testify again as part of the public verbal testimony after others wishing to testify have done so.

**Public verbal testimony will continue until everyone interested in providing testimony has had the opportunity to do so or until the public hearing ends (see end times on page 4), whichever comes first.**



## Written Testimony

You may provide written testimony in addition to, or in place of, verbal testimony.

- Complete the “Written Testimony Form” (included in this handout packet and at the sign in and comment tables). You may also use your own stationery. Include your name, address, and if applicable, the group, organization or business you are representing.
- If you prepared written testimony prior to the public hearing, you may submit that also.

There are two options for submitting your written testimony:

1. **Submit Tonight:** Complete the Written Testimony Form and place the form along with any other supporting documentation in the box located on the comment table.

**OR**

2. **Mail In:** You may prefer this option if you would like additional time to organize your thoughts/testimony. **Self-addressed, postage paid envelopes are available at the sign-in table for your convenience.**

You may also send written testimony via e-mail. See “WisDOT Contact Information” on Page 23 of this handout. Mailed or e-mailed testimony must be postmarked no later than May 12, 2014 to be included in the official public hearing record.

## **Information for the Public Hearing Record**

In addition to the testimony provided at this public hearing, all exhibits, handouts, presentations and displays at the public hearing will be included in the official public hearing record. Page 22 of this handout contains a summary listing of these materials. Other materials, along with other written testimony received after the public hearing, will be added to the official public hearing record provided they are postmarked no later than May 12, 2014.



# Project/Study Location Map

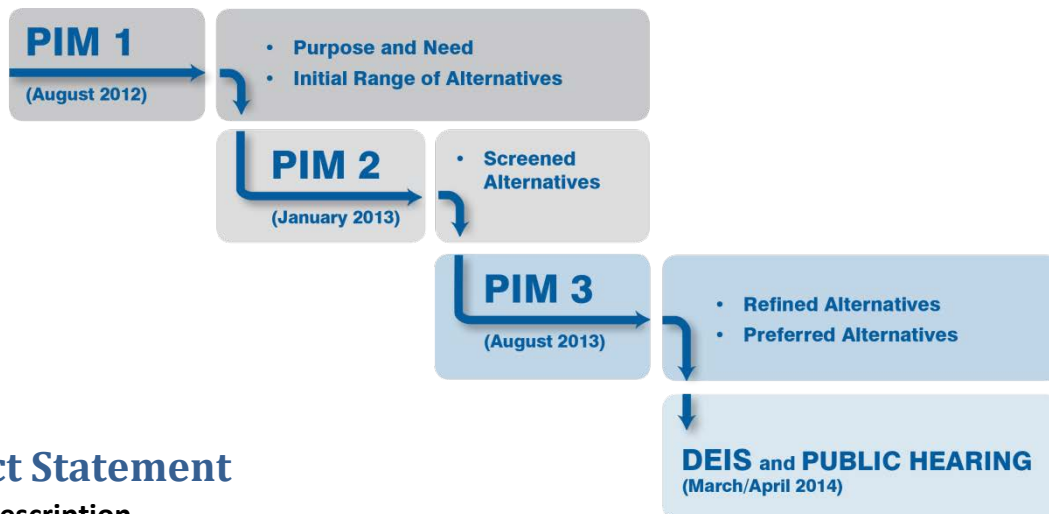




## Environmental Document Process

The environmental documentation process includes development of a project purpose and need, range of alternatives, evaluation and screening of alternatives, and selection of a preferred alternative (**See graphic below**). Numerous factors are considered throughout the environmental document development process including safety, mobility, compatibility with state/regional/local plans, engineering design standards, impacts to the socio-economic, natural and physical environment, cost, and input from the public and state/federal review agencies.

WisDOT and FHWA published a Draft EIS on March 28, 2014. The Draft EIS documents the project purpose and need for the proposed improvements, alternatives considered, environmental impacts of the alternatives retained for detailed study, and public involvement and agency coordination during the development of the purpose and need and refinement of alternatives. The Draft EIS also recommends a preferred alternative. The final environmental document will select the preferred alternative, reasons for its selection and summarize and address public testimony provided during the public hearing and document availability period along with agency comments on the Draft EIS.



## Project Statement

### Project description

The I-43 freeway corridor from Silver Spring Drive on the south to WIS 60 on the north is approximately 14 miles in length. The EIS evaluates the mainline freeway, adjacent arterial roads in Milwaukee and Ozaukee Counties, and the following interchanges: Silver Spring Drive, Good Hope Road, Brown Deer Road, County Line Road, Mequon Road, County C and WIS 60. The Study will also examine the need, cost and potential impacts of constructing a new interchange at I-43 and Highland Road.

The I-43 North-South Freeway is among the busiest routes in the state and is identified as a Corridors 2030 Backbone Route by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). It is a critical Interstate link to both southeastern Wisconsin and the entire state. I-43 provides access to manufacturers, merchants, commuters and tourists within southeastern Wisconsin and the Milwaukee metropolitan area, and to and from other areas including Green Bay, Sheboygan, Manitowoc, and Chicago. WisDOT constructed I-43 in the 1950's through the 1960's. The purpose of this study is to identify methods to accommodate existing and projected future traffic volume, address emerging



pavement and structural needs and address safety issues relating to merge distances and design deficiencies, such as insufficient shoulders, curves, interchange ramps and bridge clearances.

### **Project purpose and need**

The need for the I-43 North-South Freeway Corridor Study sets the stage for improvement alternatives that WisDOT developed through the study process. This need for improvements is demonstrated through the combination of factors listed below:

Pavement, freeway design and geometric deficiencies:

Design standards evolve over time and many features which met design criteria over 50 years ago, when this facility was originally constructed, do not meet today's standards. Furthermore, the pavement has reached the end of its useful life and is in need of replacement.

Increasing traffic volumes:

Currently, the roadway carries between 49,000 vehicles per day near WIS 60 and 85,000 vehicles per day near Silver Spring Drive. Traffic is expected to increase and cause additional congestion and delay throughout the entire length of the corridor over the next 30 years.

Safety Issues:

Between 2006 and 2010, there were 1,087 crashes on the I-43 mainline. Between Silver Spring Drive and Good Hope Road, rear-end crashes and side-swipe crashes are prevalent indicating congested conditions. An additional 219 crashes occurred on interchange ramps, reflecting substandard design and/or heavier traffic.

Consistency with regional planning:

This Study is an integral part of past and ongoing regional land use and transportation planning initiatives to meet continued population growth and travel demand. Southeastern Wisconsin Regional Planning Commission's 2035 Regional Transportation Plan makes several recommendations for the study corridor, including expansion and measures to address design deficiencies.

Maintain regional transportation linkage:

I-43 is part of the National Interstate System and provides a critical commercial/commuter interstate link to major metropolitan areas in Wisconsin.

### **Alternatives**

WisDOT developed, evaluated and screened an initial broad range of highway improvement alternatives based on purpose and need factors, costs, environmental constraints, impacts to natural resources and abutting development, and input from resource agencies, local officials, and the public. The alternatives screening summaries on display here tonight provide information on alternatives screened from further study. The initial range included the following alternatives:



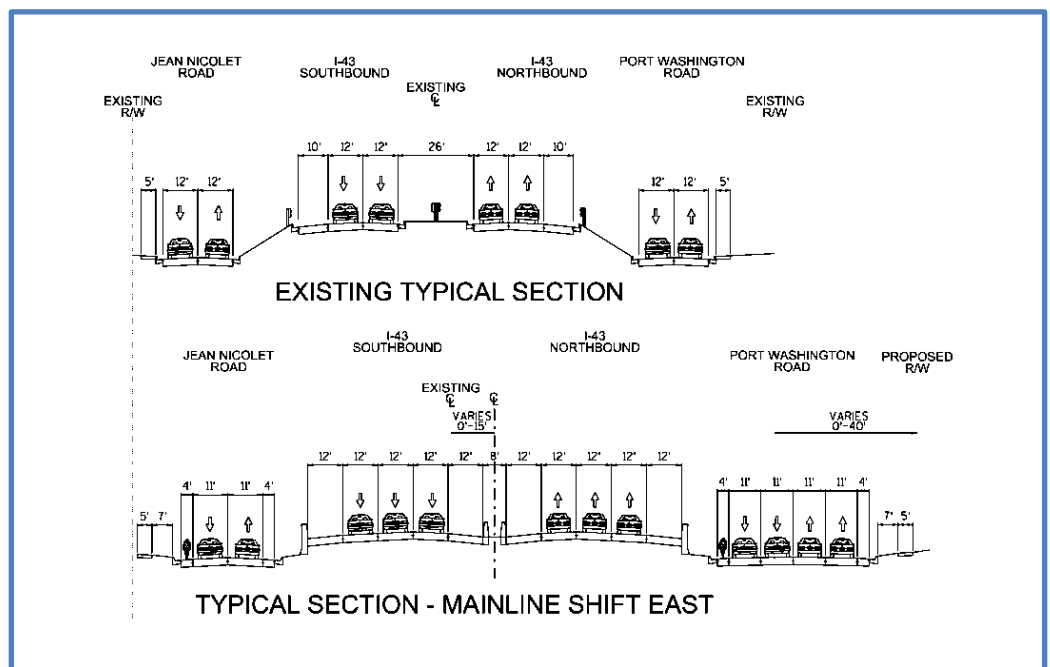
- No Build – maintains I-43 in its current configuration. Over time, WisDOT would replace pavement and structures, as needed
- Transportation Systems Management (TSM) and Travel Demand Management (TDM) - This alternative consists of measures that involve managing traffic and travel demand through lower-cost means. TSM optimizes existing transportation facilities to maximize carrying capacity and travel efficiency. TSM typically would include elements such as ramp meters, freeway advisory signs, traffic detectors and incident management. TDM includes elements to reduce personal vehicular travel, and would typically include public transit and park and ride lots to encourage ride-sharing. WisDOT would continue to include these elements as recommended in the regional long range plan
- Spot improvements – addresses safety deficiencies only, retains existing 4-lane freeway configuration, the freeway is resurfaced but not reconstructed
- I-43 mainline modernization – 4 Lanes – reconstructs to modern design standards without capacity expansion; includes interchange reconstruction
- I-43 mainline modernization – 6 Lanes – reconstructs to modern design standards with capacity expansion; includes interchange reconstruction

The following alternatives, including the preferred alternative, are those WisDOT retained for full evaluation of impacts in the DEIS as reasonable alternatives that meet the purpose and need of the project.

### I-43 Freeway Mainline

South Segment I-43 Mainline: Silver Spring Drive to Green Tree Road. The Modernization – 6 Lanes (Mainline Shifted East) alternative is WisDOT’s preferred alternative in the South Segment. WisDOT proposes to add a travel lane in each direction and reconstruct I-43 to modern design standards.

Between Silver Spring Drive and Bender Road, I-43 is reconfigured to six lanes with spot improvements that replace median barriers and improve inside and outside shoulders. I-43 would then be widened with a “best fit” alignment between Bender Road and the Union Pacific (UP) Railroad bridge but generally offset to the east of the existing freeway

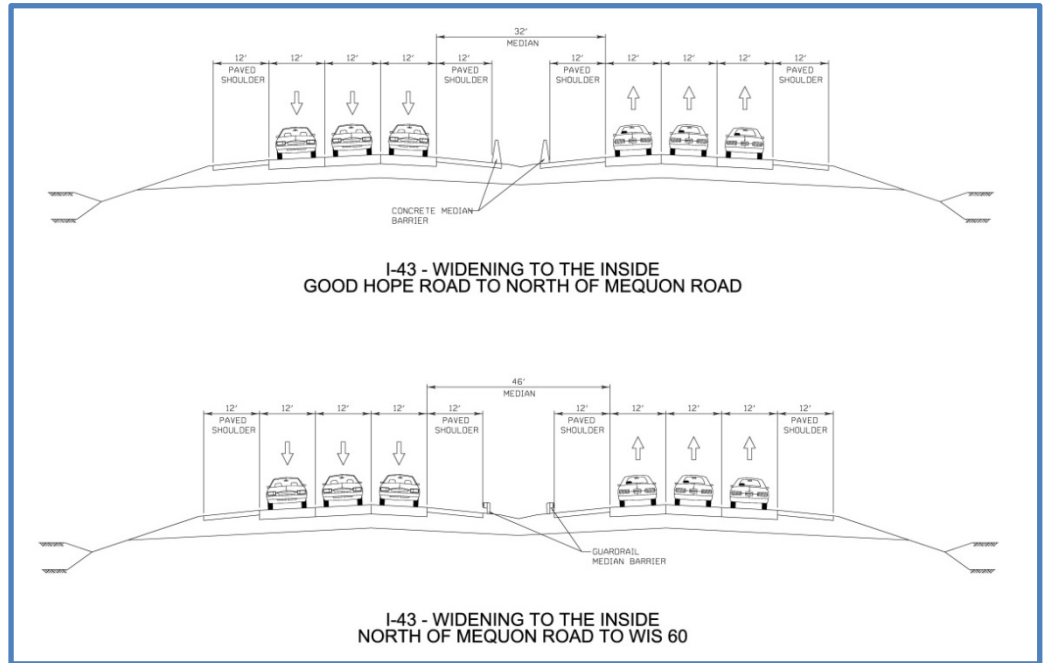


centerline from the UP Railroad bridge to Green Tree Road. The alternative would replace the UP Railroad bridge. Jean Nicolet Road would be reconstructed with an added sidewalk and bike lanes.



The existing two-lane section of Port Washington Road would be reconstructed as a four-lane road between Bender Road and Daphne Road, with an added sidewalk and bike lanes.

North Segment I-43 Mainline: Green Tree Road to WIS 60. The preferred alternative for the North Segment is Modernization – 6 Lanes. WisDOT would reconstruct the North Segment I-43 to modern design standards and replace the existing four-lane freeway with six lanes. Widening is proposed to occur on the inside (median) to minimize right-of-way and wetland impacts in both the Milwaukee County and Ozaukee County portions of the I-43 mainline. Barrier treatment options in the median include a concrete barrier and beam guard.



### I-43 INTERCHANGES

The reasonable interchange alternatives retained for detailed study in this draft environmental impact statement are summarized below, and the preferred alternative is identified.

#### Silver Spring Drive

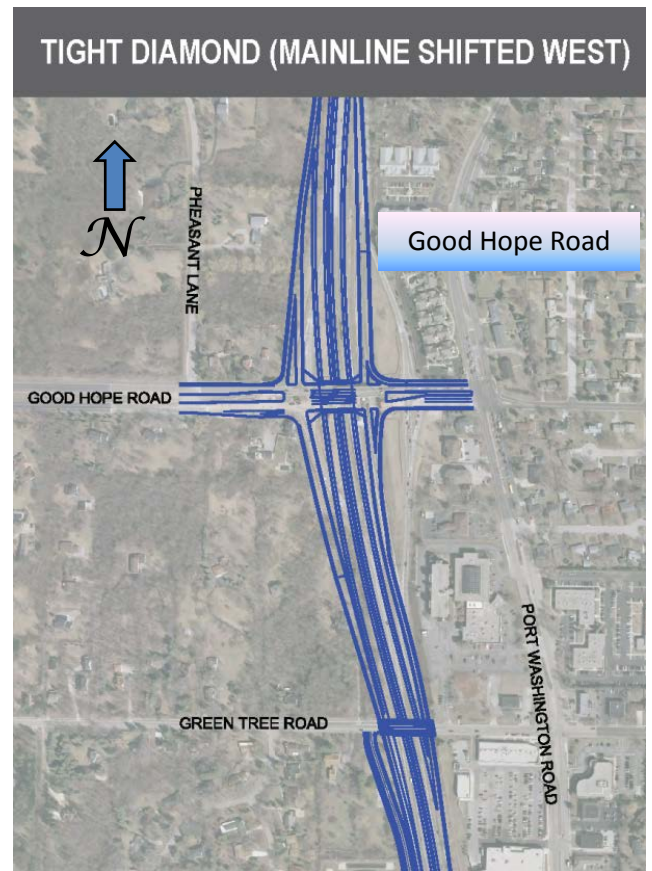
The Silver Spring Interchange was reconstructed in 1992 and upgraded in 2006. It does not require improvements at this time. Long-term, the Silver Spring Drive interchange would be evaluated when I-43 mainline to the south of Silver Spring Drive is studied.



### Good Hope Road

WisDOT's preferred alternative for the Good Hope Road interchange is a Tight Diamond, which would include the following elements:

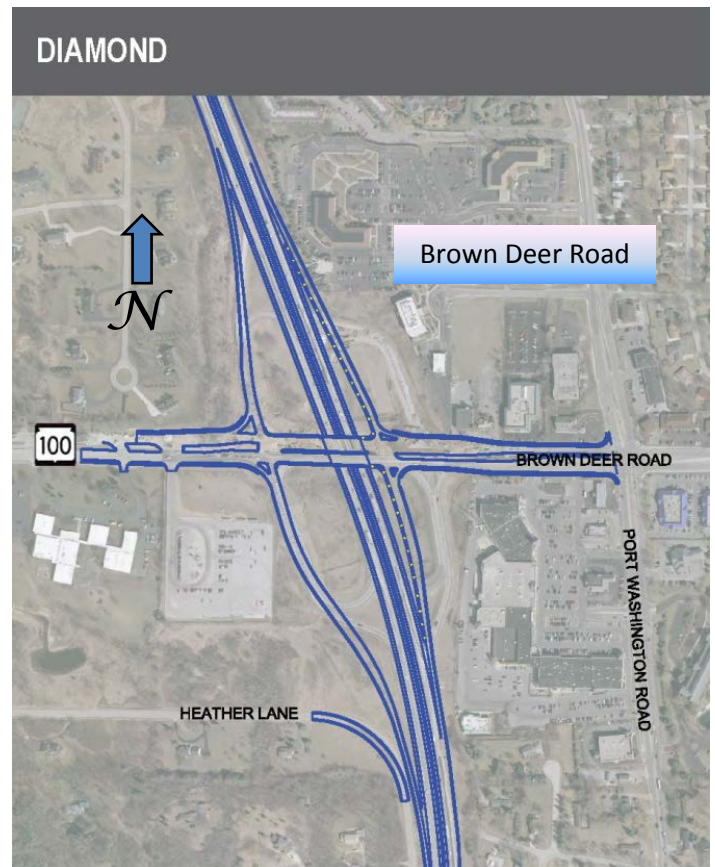
- Reconstructs ramps to current design standards to improve safety.
- Pulls ramps on east side closer to I-43 to maximize distance between the ramps and the Port Washington Road/Good Hope Road intersection for better traffic operations.
- Retains the recently reconstructed Good Hope Road bridges over I-43.



### Brown Deer Road (WIS 100)

WisDOT is considering two reasonable alternatives at the Brown Deer Road interchange. The Diamond alternative would include the following elements:

- Replaces existing loop ramps with standard Diamond ramps.
- Pulls ramps on east side closer to I-43 to maximize distance between ramps and the Port Washington Road/Brown Deer Road intersection for better traffic operations.
- Retains the recently reconstructed Brown Deer Road bridges over I-43.

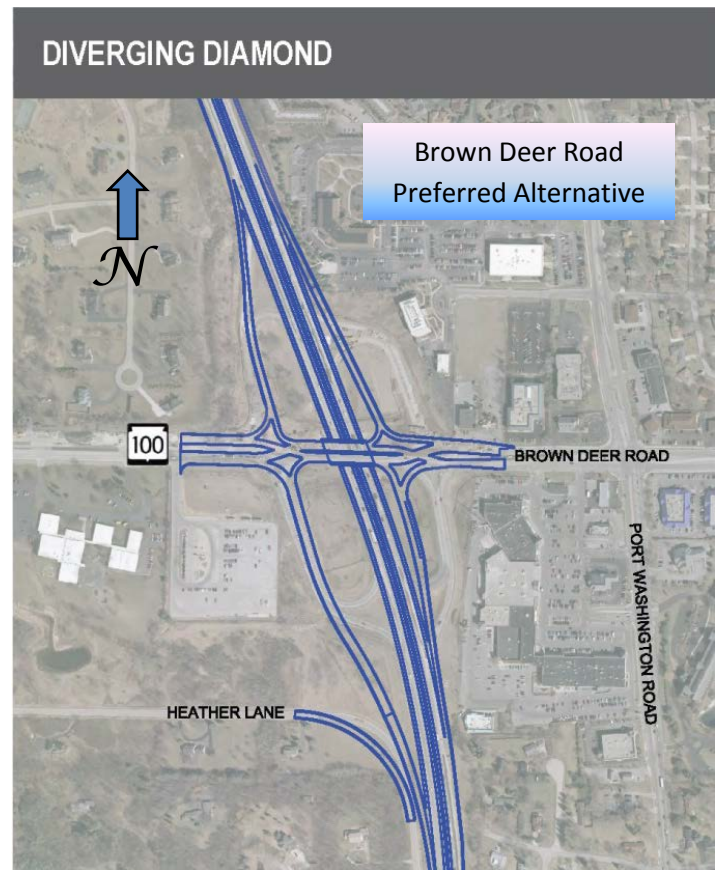




WisDOT is also considering a Diverging Diamond interchange alternative. This alternative would include the following elements:

- Pulls ramps on east side closer to I-43 to maximize distance between ramps and the Port Washington Road/Brown Deer Road intersection.
- Eastbound and westbound traffic on Brown Deer Road cross to opposite lanes on the bridges over I-43 to facilitate turning movements.
- Retains the recently reconstructed Brown Deer Road bridges over I-43.
- Accommodates more traffic into the future than the Diamond interchange.

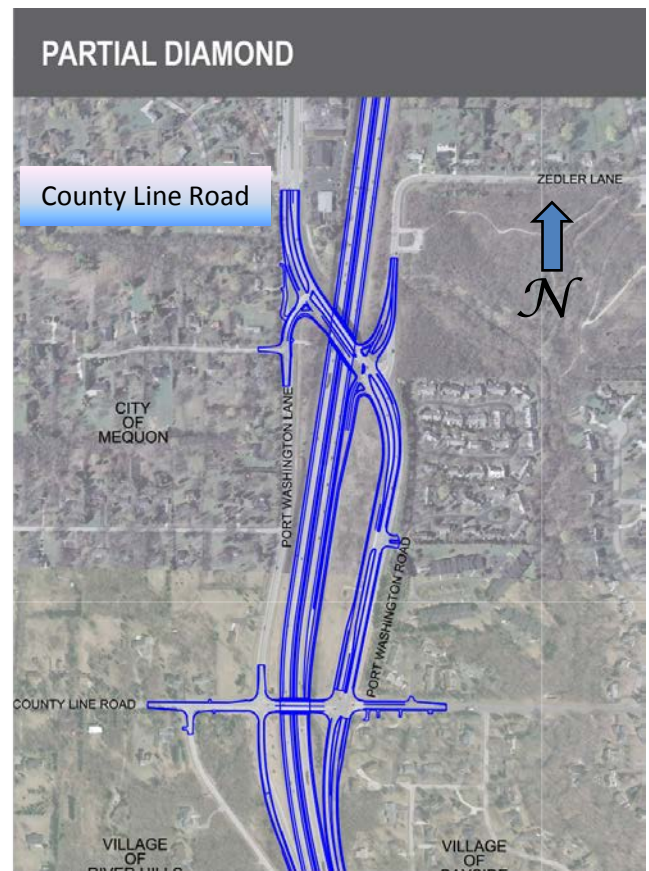
**WisDOT's preferred alternative is the Diverging Diamond interchange.**



## County Line Road

The County Line Road interchange is a partial interchange with I-43 access to and from the south only. FHWA regulations require that interchanges provide for all movements to and from freeways. To meet FHWA requirements, WisDOT is considering a No Access alternative, which removes the existing partial interchange, and reconstructing the interchange as a Split Diamond Hybrid to provide full access.

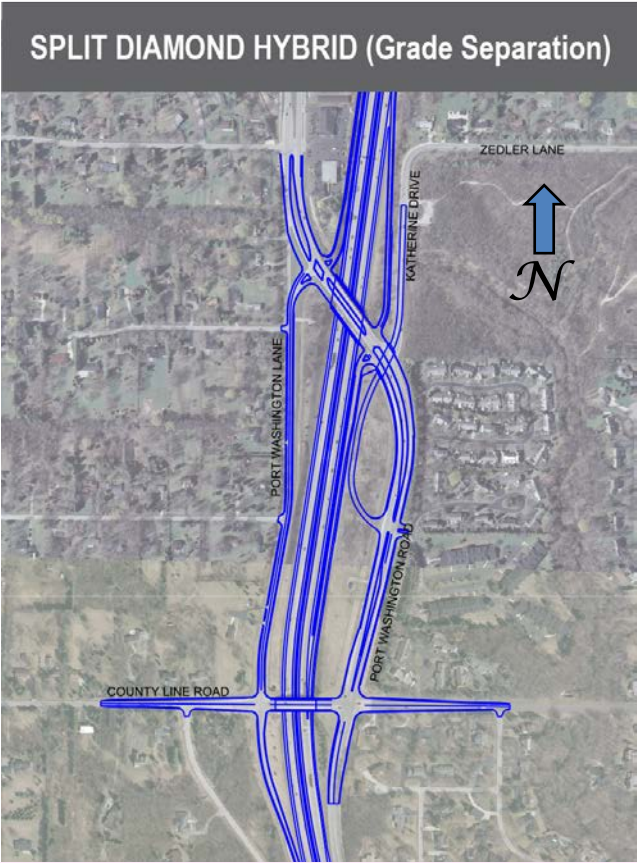
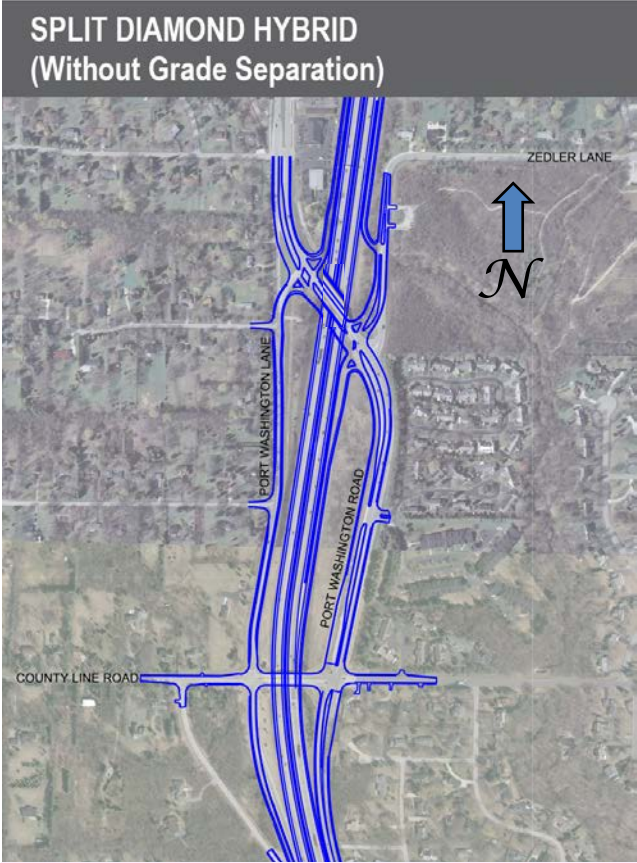
The City of Mequon has requested that WisDOT submit a waiver to FHWA to retain the existing partial interchange configuration. WisDOT is retaining the partial interchange as an alternative should FHWA grant the waiver request. The Partial Interchange alternative would move the existing northbound exit ramp further north to eliminate weaving problems with the northbound entrance ramp from the Brown Deer Road interchange. The existing southbound entrance ramp from County Line Road would be reconstructed in its current location.





**WisDOT's preferred alternative for the County Line Road interchange is the Split Diamond Hybrid, which would include the following elements:**

- Provides full access with ramps split between County Line Road and Port Washington Road.
- Moves the existing northbound exit ramp further north to eliminate weaving problems with the northbound entrance ramp from the Brown Deer Road interchange
- Maintains local access on Port Washington Lane.



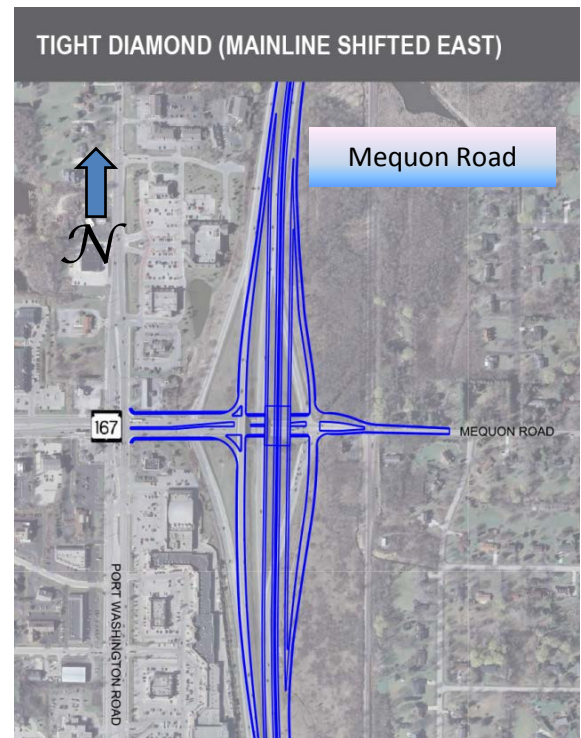
County Line Road (2 Layout Options)



### Mequon Road

WisDOT's preferred alternative for the Mequon Road interchange is the Tight Diamond, which would shift the I-43 mainline east and pulls southbound ramps closer to I-43 to maximize distance between the ramps and the Port Washington Road/Mequon Road intersection.

- Reconstructs ramps to current design standards to improve safety.
- Pulls ramps on west side closer to I-43 and shifts mainline I-43 to the east to maximize distance between ramps and the Port Washington Road and Mequon Road intersection.



### Highland Road

WisDOT is considering both No Access and a Tight Diamond interchange at Highland Road. **WisDOT's preferred alternative is the Tight Diamond interchange**, which would provide new access to and from I-43 and would feature the following elements:

- Pulls interchange ramps in to minimize impacts to UP Railroad tracks east of I-43 and development west of I-43.
- Requires retaining walls.

Construction of a new Highland Road interchange will depend on an agreement between WisDOT and the city of Mequon regarding construction funding. Without an agreement with the city, WisDOT would not build an interchange at Highland Road.

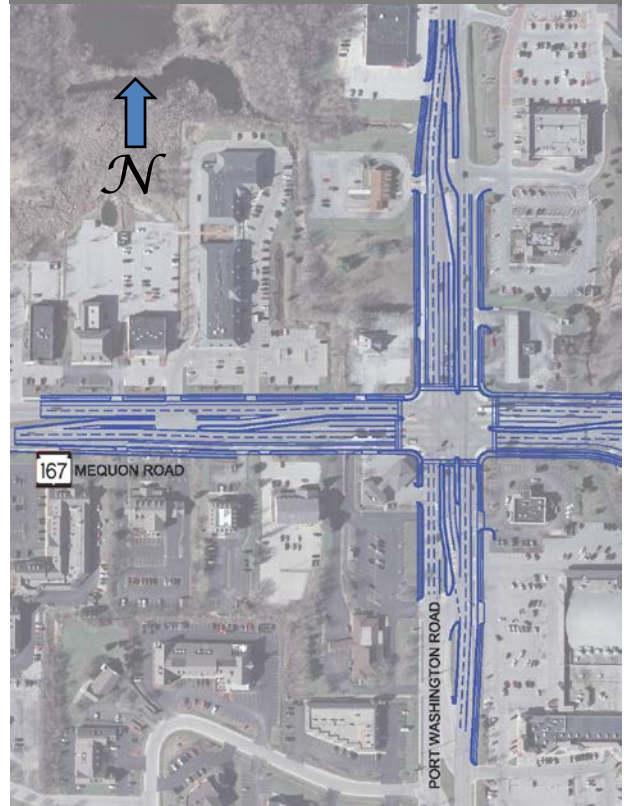


If no interchange is constructed at Highland Road, additional improvements would be needed at the Mequon Road and Port Washington Road intersection which would require additional right of way and changes to access.

Mequon Road and Port Washington Road  
With a Highland Road Interchange



Mequon Road and Port Washington Road  
Without a Highland Road Interchange



County C

WisDOT’s preferred alternative for the County C interchange is the Diamond, which reconstructs the existing diamond interchange to provide more space between the west ramps and the intersection of Port Washington Road/Pioneer Road intersection.

- Reconstructs ramps to current design standards to improve safety.
- Pulls ramps on west side closer to I-43 to the east to maximize distance between ramps and the Port Washington Road and County C intersection.



## WIS 60

The existing ramps on the south side of the WIS 60 interchange would be adjusted slightly to accommodate the I-43 mainline transition from the new six-lane facility to the existing four-lane facility at this location. There would be no substantive changes to the ramps.





# Comparison Matrix

The table below and continuing on the next page, provides a summary of impacts associated with all preferred alternatives and those carried through for detailed study. Brown Deer Road, County Line Road and Highland Road have been separated in the summary table to provided comparison impacts for each alternative presented in the Draft Environmental Impact Statement.

Environmental Factors	Alternatives											
	Brown Deer Road Interchange			County Line Road Interchange			Highland Road Interchange					
	No-Build	Build <sup>1</sup>	Diverging Diamond <sup>2</sup>	Diamond	Split Diamond Hybrid <sup>2,3</sup>	Partial Diamond	No Access	Split Diamond Hybrid <sup>2,3</sup>	Partial Diamond	No Access	Tight Diamond <sup>2</sup>	
New right of way (acres)	0	23.12	2.14	1.84	1.72	1.72	1.59	1.72	1.72	0	1.32	
Traffic LOS in design year 2040	E/F	C/D	C/D	C/D	C	C	N/A	C	C	N/A	C	
Residential relocations	0	12	0	0	0	0	0	0	0	0	0	
Commercial relocations	0	3	0	0	0	0	0	0	0	0	0	
Total wetland (acres)	0	20.3	0.72	0.75	1.03	1.03	1.01	1.03	1.03	2.10	5.43	
Advanced identification of wetland disposal areas (acres)	0	2.51	0	0	0	0	0	0	0	0	0	
Environmental corridors and isolated natural resource areas (acres)	0	4.07	0	0	0	0	0	0	0	0	0.16	
Stream crossings	21 <sup>4</sup>	20 <sup>4</sup>	0	0	1	1	1	1	1	0	0	
100-year floodplain crossings	8	7	0	0	0	0	0	0	0	0	1	
100-year floodplain fill (acres)	0	4.78	0	0	0	0	0	0	0	0	0.14	
Farmland (acres)	0	9.6	0	0	0	0	0	0	0	0	0	
Threatened/endangered species (potential for impacts)	No	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>	
Historic structures/properties (North Shore Water Treatment Plant)	0	1	0	0	0	0	0	0	0	0	0	
Archaeological sites	0	0	0	0	0	0	0	0	0	0	0	
Public use facilities (Craig Counsell Park, Nicolet High School land)	0	2	0	0	0	0	0	0	0	0	0	
Noise receptors impacted (design year 2040)	N/A	• 290 residences • 2 school athletic fields • 1 place of worship • 1 day care center	• 290 residences • 2 school athletic fields • 1 place of worship • 1 day care center	• 290 residences • 2 school athletic fields • 1 place of worship • 1 day care center	• 280 residences • 2 school athletic fields • 1 place of worship • 2 day care centers	• 279-280 residences <sup>5</sup> • 2 school athletic fields • 1 place of worship • 1 day care center	• 280 residences • 2 school athletic fields • 1 place of worship • 2 day care centers	• 290 residences • 2 school athletic fields • 1 place of worship • 1 day care center	• 290 residences • 2 school athletic fields • 1 place of worship • 1 day care center	• 290 residences • 2 school athletic fields • 1 place of worship • 1 day care center	• 290 residences • 2 school athletic fields • 1 place of worship • 1 day care center	

Notes:

1. The build alternative includes the preferred 1-43 mainline Modernization – 6 Lanes alternatives for the South and North segments, and preferred alternatives for the interchanges at Good Hope Road, Mequon Road and County C.

2. Preferred alternative.

3. Includes the Split Diamond Hybrid grade separation/without grade separation subalternatives.

4. Stream crossings include Fish Creek, its tributaries and tributaries to the Milwaukee River, including Uiao Creek and Indian Creek. All existing structures are either concrete box culverts or pipe culverts.

5. Potential habitat for the seaside crowfoot (*Ranunculus cymbalaria*), a state-listed threatened species, observed in the study corridor. Impacts to other threatened and endangered species and their habitat in the study corridor can be avoided.

6. Residential noise receptors impacted: 279 with Split Diamond Hybrid (without Grade Separation); 280 with Split Diamond Hybrid (Grade Separation).





Environmental Factors	Alternatives								
	Brown Deer Road Interchange		County Line Road Interchange		Highland Road Interchange				
	No-Build	Build <sup>1</sup>	Diamond	Diverging Diamond <sup>2</sup>	No Access	Split Diamond Hybrid <sup>2,3</sup>	Partial Diamond	No Access	Tight Diamond <sup>2</sup>
Potential contaminated sites (recommended for further investigation)	N/A	30	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives
Air quality concerns	No	No	Limited land use effect: Maintains existing access; businesses and neighborhoods and planned redevelopment within Milwaukee County primary study area	Limited land use effect: Maintains existing access; businesses and neighborhoods and planned redevelopment within Milwaukee County primary study area	Limited land use effect: Established land uses minimize effect; changed travel patterns; access available from nearby interchanges	Limited land use effect: Established land uses minimize effect. Some local concerns about traffic impacts and travel redirection of the "Grade Separation" subalternative; the "without Grade Separation" subalternative minimizes indirectness. Supports Port Washington Road business corridors in Mequon, Bayside and Fox Point.	No change from existing conditions	Limited land use effect: Planned land uses likely to occur regardless of interchange alternative; nearby freeway access is already available.	Improved access and local implementation of the Mequon East Growth Area Plan would facilitate planned land uses.
Indirect effects anticipated?									
Cumulative effects anticipated?	No	Limited effect: Mitigation measures minimize effects	Limited effect: Mitigation measures minimize effects	Limited effect: Mitigation measures minimize effects	Limited effect: Mitigation measures minimize effects	Limited effect: Mitigation measures minimize effects	No change from existing conditions	Limited effect: Mitigation measures minimize effects	Limited effect: Mitigation measures minimize effects
Environmental justice effects anticipated?	No	Build alternative's indirect and cumulative land use effects could facilitate employment land uses in areas that are not accessible by transit.	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives	Part of corridorwide analysis; no difference among interchange alternatives

Notes:

- The build alternative includes the preferred I-43 mainline Modernization – 6 Lanes alternatives for the South and North segments, and preferred alternatives for the interchanges at Good Hope Road, Mequon Road and County C.
- Preferred alternative.
- Includes the Split Diamond Hybrid grade separation/without grade separation subalternatives.
- Stream crossings include Fish Creek, its tributaries and tributaries to the Milwaukee River, including Ulaa Creek and Indian Creek. All existing structures are either concrete box culverts or pipe culverts.
- Potential habitat for the seaside crowfoot (*Ranunculus cymbalaria*), a state-listed threatened species, observed in the study corridor. Impacts to other threatened and endangered species and their habitat in the study corridor can be avoided.
- Residential noise receptors impacted: 279 with Split Diamond Hybrid (without Grade Separation); 280 with Split Diamond Hybrid (Grade Separation).

## Property Acquisition/Relocation Assistance and Benefits

The build alternatives for the I-43 freeway mainline alternatives and interchanges would all require strip right of way for construction. The displays of the various alternatives show locations of potential right of way needed. Most relocations occur along the I-43 mainline South Segment where right of way is constrained and up to 11 residential and 1 business relocations are required. The Good Hope Road and Mequon Road tight diamond interchange alternatives would have one residential and two business relocations, respectively.

Relocation assistance will be made available to anyone displaced by this project. In this regard, surveys were conducted of available housing in July 2013 and of business locations in September 2013. These surveys indicate that there will be sufficient housing, rental units and business locations available in the project vicinity at the time of the proposed relocations, within the means of the relocatees and meeting the requirements for replacement housing and commercial property.

The "Relocation Assistance" brochure made available to you has been prepared to answer many of the general questions frequently asked concerning relocation assistance. Note that in addition to the cost of replacement housing and business locations, additional monies are available to cover moving expenses, increased rental and mortgage payments and interest rates, and any closing costs incurred.

It is emphasized that no person shall be displaced unless a comparable and/or adequate replacement dwelling or business location has been provided or made available. In the event a relocated person is dissatisfied with the decision as to eligibility for payments or amounts offered under the relocation assistance program, he or she will be promptly advised of the procedure to follow in making an appeal.

Property acquisition for this improvement could begin in 2017.

Depending upon the availability of funds and the potential completion of relocations by 2019, construction could begin in 2020 if a build alternative is selected.



## Next Steps

The DEIS is available for public review until May 12, 2014, after which the I-43 project team will review and consider all public hearing testimony and comments received on the Draft EIS. This input will assist the project team in selecting the preferred alternative. Upcoming milestones in completing the engineering and environmental study for the I-43 North-South Freeway Corridor Study project include the following:

- Public comment period ends May 12, 2014
- WisDOT and FHWA will prepare the Final Environmental Impact Statement, selecting the preferred alternative.
- Pending results of the public hearing, FHWA may issue a combined Final EIS and Record of Decision, indicating federal approval of the preferred alternative. Anticipated August 2014.
- Project construction is dependent on legislative approval and funding availability. No construction is scheduled yet.

## Description of Public Hearing Exhibits

The exhibits on display include:

- Alternatives Presented in Draft Environmental Impact Statement; the displays identify which alternatives are the Department's preferred alternative
- Project Need Review and Comments from the first public information meeting in August 2012
- Existing and future traffic, which also describe traffic level of service
- New interchange approval process for Highland Road
- Alternative Screening Summary describing each alternative considered and those retained for detailed study.
- Descriptions of Transportation System Management & Transportation Demand Management
- Noise Barrier Effectiveness describing how barriers are less effective as distance increases
- Typical freeway pavement lifecycle and scheduled 2014 I-43 Resurface Project
- Possible Construction Schedule showing possible engineering, real estate acquisition and construction schedule, pending funding availability and legislative approval
- Study Schedule showing the phases and milestone dates for completing the environmental study and functional plans
- I-43 Impact Summary Table summarizing impacts of alternatives evaluated in the Draft EIS

You will also find the following reports and documents available tonight for viewing:

- Draft Environmental Impact Statement (EIS) summarizing the study purpose and need, the range of alternatives considered, impacts and potential mitigation and a summary of public and agency involvement activities.
- Legal Notice, which is the notice published in the Journal Sentinel (Milwaukee, Wisconsin) advertising the Public Hearing and the availability of the Environmental Impact Statement (EIS) for public review
- Impact Analysis Methodology explaining how the study alternatives' potential impacts will be evaluated during the Environmental Impact Statement (EIS) process
- Coordination Plan describing how study information will be communicated and how input from agencies and the public will be solicited and considered during the (EIS) process.





## Study Presentation

There will be a presentation to update the public on the proposed project alternatives and to explain the public hearing process. The presentation also serves the purpose of providing information required as part of the public hearing Project Statement.

## WisDOT Contact Information

### Submittal of Written testimony or general project questions

Additional written public hearing testimony on the Draft EIS after this public hearing should be sent to the WisDOT project manager at the address or email address given below. Additional testimony will be added to the official public hearing record and considered in the final environmental document provided it is postmarked no later than May 12, 2014.

Steve Hoff, P.E.

(WisDOT)

Project Manager

(262) 548-6718

[doti43northsouth@dot.wi.gov](mailto:doti43northsouth@dot.wi.gov)

Wisconsin Department of Transportation

Southeast Region

141 NW Barstow Street

Waukesha, WI 53187

### Property acquisition/relocation questions

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

Larry Stein

(WisDOT)

Real Estate

(262) 548-8781

[Larry.Stein@dot.wi.gov](mailto:Larry.Stein@dot.wi.gov)

Wisconsin Department of Transportation

Southeast Region

141 NW Barstow Street

Waukesha, WI 53187

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

For the latest project information, go to:

<http://www.dot.wisconsin.gov/projects/seregion/43>









# Registration Slip for Verbal Testimony

I-43 North-South Freeway Corridor Study

Project I.D. 1229-04-01

Silver Spring Drive to WIS 60

Public Hearing



Circle One:      Nicolet High School  
                         April 30, 2014

Christ Church  
May 1, 2014

This registration slip may be used for providing public or private verbal testimony. Following the project presentation, public verbal testimony will take place. Complete this registration slip and submit it to a project team representative during or immediately following the presentation. Your name will be called in the order registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and who you represent if applicable (for example a business). Please speak slowly and clearly. A court reporter will record your testimony. Please limit your testimony to comments and/or opinions regarding the proposed project aspects for which this public hearing is being held. To allow everyone a chance to speak, please limit your testimony to approximately 3 minutes.

The same process applies for providing private verbal testimony, but this registration slip should be presented directly to the court reporter when a spot is available to provide your private verbal testimony.

If you do not wish to speak, but would like to use this registration slip to record your position on the alternatives being considered at the public hearing, please check the applicable boxes below.

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

If applicable - group, organization, or business you are representing:

\_\_\_\_\_

- Wishing to speak**
- Not wishing to speak, but please record my position on the alternatives being considered at the public hearing:**

Support, describe: \_\_\_\_\_

\_\_\_\_\_

Do Not Support, describe: \_\_\_\_\_

\_\_\_\_\_

