

way but would reduce the present 55 mph (90 km/h) speed limit to 45 mph (70 km/h). The rural open nature of this WIS 83 segment is conducive to maintaining the present 55 mph (90 km/h) speed limit. This alternative would also lack the storm water quality advantages provided with the hybrid urban/rural alternative.

The best-fit alignment combination would be:

- Widen down the middle from 1700 feet (520 meters) north of County NN to near the Fox River Tributary

Widening down the middle balances residential proximity impacts of both sides of WIS 83.

- Widen west from near the Fox River Tributary to Sugden Road

Widening west balances residential proximity impacts on the east side with some wetland impacts on the west side. Although widening west would impact approximately 1.5 acres (0.6 ha) of wetland compared to approximately 0.8 acres (0.3 ha) for widening down the middle, area residents east of the existing highway have expressed substantial opposition to moving the roadway closer to their homes. Widening west would provide construction staging advantages compared to widening down the middle. One hill would be cut and one valley filled approximately ½ mile (0.3 km) north of County NN.

- Widen east from Sugden Road to approximately 1,000 feet (305 meters) north of County I

Widening east minimizes residential proximity impacts and wetland impacts on the west side and would provide construction staging advantages compared to widening down the middle. One hill would be cut midway between Sugden Road and County I.

- Widen west from approximately 1,000 feet (305 meters) north of County I to County X

Widening west would minimize potential residential displacements on the east side in the area north of County X and would provide construction staging advantages compared to widening down the middle. One hill would be cut just north of County X. County X would be realigned to intersect WIS 83 at a safer angle of 90 degrees.

Section 2—County X to County DE/E

Traffic in this WIS 83 section (Exhibit 2-4) is forecast to reach 11,300 AADT in Design Year 2026. The threshold volume that can be safely handled at an acceptable service level on the existing suburban/urban 2-lane highway is 13,800 AADT. Traffic forecasts indicate this WIS 83 section would not need additional traffic capacity within an approximate 20-year planning period.

Therefore, the reasonable alternatives evaluated in this project section include the No Build Alternative as described on page 2-1 and the 2-Lane Reconstruction Alternative. These alternatives could be implemented as interim improvements until or if traffic in this section reaches the 13,800 AADT threshold.

The reasonable alternatives also include a long-term 4-Lane Corridor Preservation Alternative that would provide an opportunity for local officials to make prudent land use/development decisions that would allow for future capacity expansion if and when traffic volumes or safety factors indicate the need. Additional information on the 4-Lane Corridor Preservation Alternative as it relates to consistency with the regional transportation plan and the Transportation Improvement Program (TIP) is provided under “Selection of a Preferred Alternative”.

Because there are unique characteristics within the overall County X to County DE/E project section relative to appropriate alternatives, the discussion below is organized further by roadway subsections.

Section 2—County X to County DE/E (County X to Walnut Street)

No Build Alternative

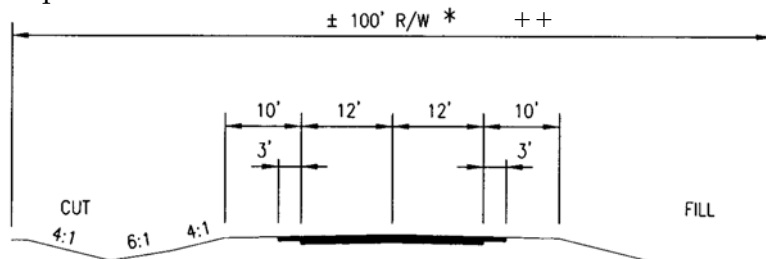
The No Build Alternative would consist of resurfacing the existing roadway and making safety improvements when pavement and structure conditions warrant and when safety concerns or capacity problems develop at isolated locations. Improvements would generally be made within existing right-of-way, and impacts would be minimal. This alternative would be implemented over time by adding such improvements to the TIP.

2-Lane Reconstruction Alternative

This interim improvement alternative would consist of reconstructing the existing 2-lane roadway to modern design standards. This alternative would be implemented over time by adding such improvements to the TIP. For example, there is a project in the 2005-2007 TIP that calls for improving WIS 83 from County NN to WIS 59 (includes the County X to Walnut Street segment).

Based on a combination of land use constraints and level of abutting development in the County X to Walnut Street segment, the interim 2-Lane Reconstruction Alternative for this segment is a 2-lane rural roadway as illustrated below and with the following key features:

- Shoulders and ditches on outside edge of driving lanes
- 12-foot (4-meter) wide driving lanes
- 10-foot (3-meter) wide shoulders with 3 feet (1 meter) paved
- Approximately 100 feet (30 meters) total right-of-way (see “++” below)
- Posted speed 55 mph (90 km/h)
- No multi-use path



*Adequate for cuts/fills up to 5 feet. Larger cuts/fills requires additional right-of-way.

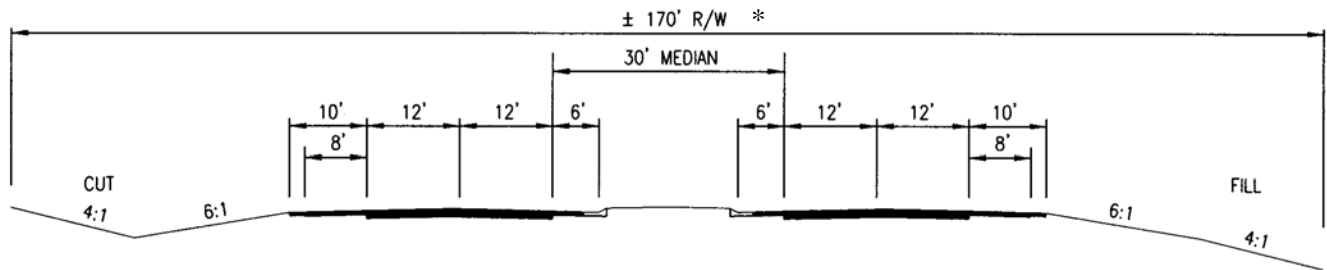
++ Right-of way acquisition in this sub segment would likely be to the 170 feet (52 meters) 4-Lane Corridor Preservation Alternative limits because some right-of-way is needed for the entire sub segment and this would ultimately resolve the environmental issues.

The best-fit alignment would be centered on the existing roadway. This allows partial use of existing pavement core and balances the need for additional right-of-way from both sides of WIS 83. The substandard reverse curve north of McFarlane Road would be replaced with a single horizontal curve to improve safety. Several hills and valleys would be cut and filled to meet current design standards.

4-Lane Corridor Preservation Alternative

The 4-Lane Corridor Preservation Alternative would be a hybrid urban/rural roadway as illustrated below and with the following key features:

- Shoulders and ditches on outside edge of driving lanes
- Approximately 170 feet (52 meters) total right-of-way
- Curb and gutter next to 30-foot (9-meter) median
- Curb on outside edge of pavement in isolated areas to minimize impacts
- Posted speed 55 mph (90 km/h)
- No multi-use path



*Adequate for cuts/fills up to 5 feet. Larger cuts/fills requires additional right-of-way.

The 4-lane hybrid urban/rural alternative would accommodate future traffic if and when the 13,800 AADT threshold would be reached, fits the rural/suburban character of the area, and provides storm water quality advantages with its grassed slopes and ditches. The 4-lane suburban alternative that was eliminated from further consideration would require approximately 130 feet (40 meters) total right-of-way but would reduce the present 55 mph (90 km/h) speed limit to 45 mph (70 km/h). The rural open nature of this WIS 83 segment is conducive to maintaining the present 55 mph (90 km/h) speed limit. This alternative would also lack the storm water quality advantages provided with the hybrid urban/rural alternative.

The best-fit alignment would widen the existing roadway to the west to minimize residential proximity impacts on the east side. Widening west would also provide construction staging advantages compared to widening down the middle. The substandard reverse curve north of McFarlane Road would be reconstructed to improve safety.

The improved roadway under the interim 2-Lane Reconstruction Alternative would serve as the northbound lanes of a future 4-Lane Corridor Preservation Alternative. This would minimize residential proximity impacts east of WIS 83. The substandard reverse curve north of McFarlane Road would be replaced with a single horizontal curve to improve safety. Several hills and valleys would be cut and filled to meet current design standards.

Section 2—County X to County DE/E (Walnut Street to WIS 59)

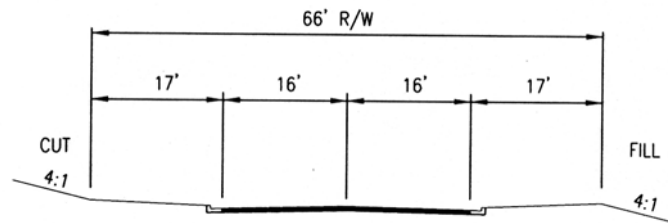
No Build Alternative

The No Build Alternative would consist of resurfacing the existing roadway and making safety improvements when pavement and structure conditions warrant and when safety concerns or capacity problems develop at isolated locations. Improvements would generally be made within existing right-of-way, and impacts would be minimal. This alternative would be implemented over time by adding such improvements to the TIP.

2-Lane Reconstruction Alternative

This interim improvement alternative would consist of reconstructing the existing 2-lane roadway to modern design standards and upgrading the WIS 59 intersection. Improvements at specific locations would be implemented over time through the TIP process. Based on the level of abutting development and the desire of the local officials and residents not to provide parking or sidewalks in the Walnut Street to WIS 59 segment, the interim 2-Lane Reconstruction Alternative is a 2-lane urban roadway as illustrated below and with the following key features:

- Curb and gutter on outside edge
- Approximately 66 feet (20 meters) total right-of-way
- Posted speed 35 mph (55 km/h)

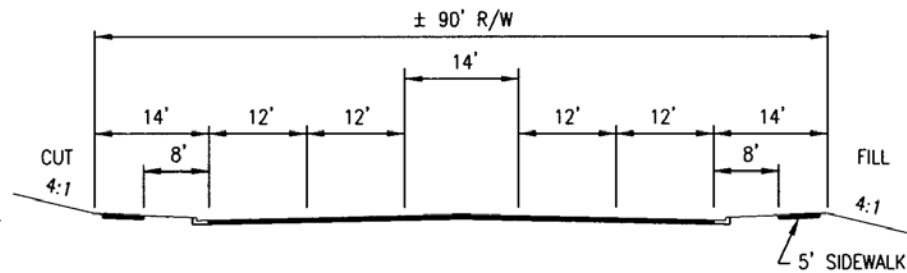


The best-fit alignment would be centered on the existing pavement to minimize residential and business proximity impacts on both sides of WIS 83.

4-Lane Corridor Preservation Alternative

The 4-Lane Corridor Preservation Alternative would be an urban roadway with a two-way center left turn lane as illustrated below and with the following key features:

- Curb and gutter on outside edge of driving lanes
- 14-foot (4-meter) median for left turns
- Approximately 90 feet (27 meters) total right-of-way
- Posted speed 35 mph (55 km/h)
- Pedestrian sidewalk



*Adequate for cuts/fills up to 5 feet. Larger cuts/fills requires additional right-of-way

The 4-lane urban roadway with a center turn lane would accommodate future traffic if or when the 13,800 AADT threshold would be reached, and the center two-way left turn lane would minimize conflicts with through traffic. Sidewalks would provide pedestrian access from the old Village of Genesee to the commercial area along WIS 59.

The best-fit alignment would widen the existing roadway down the middle. This alternative would minimize residential and business displacements on both sides of WIS 83 in this more densely developed segment. The 4-lane divided urban roadway alternative that was eliminated from further consideration would require approximately 100 feet (30 meters) total right-of-way and would increase overall impacts. The 4-lane undivided urban roadway alternative was eliminated from further consideration because it would not offer the safety and operational benefits provided by the proposed 4-lane divided roadway with a center left turn lane. Turning traffic from numerous driveways in this WIS 83 segment conflicts with through traffic and the 4-lane undivided urban roadway would not address this safety concern.

Section 2—County X to County DE/E (WIS 59 to County D)

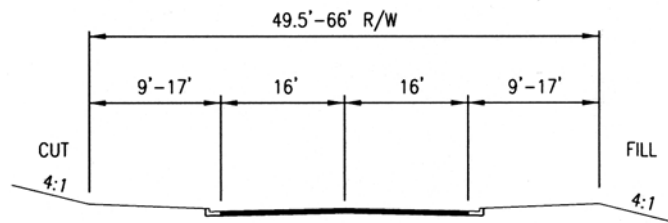
No Build Alternative

The No Build Alternative would consist of resurfacing the existing roadway and making safety improvements when pavement and structure conditions warrant and when safety concerns or capacity problems develop at isolated locations. Improvements would generally be made within existing right-of-way, and impacts would be minimal. This alternative would be implemented over time by adding such improvements to the TIP.

2-Lane Reconstruction Alternative

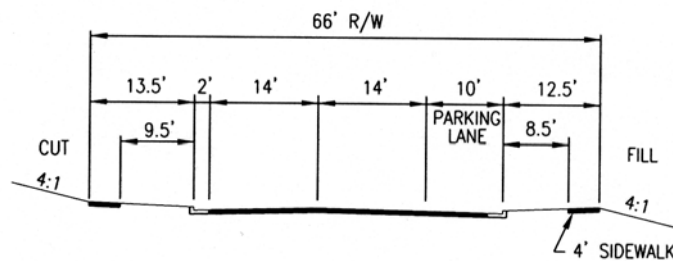
This interim improvement alternative would consist of reconstructing the existing 2-lane roadway to modern design standards and making minor improvements at the Depot Road intersection. Based on land use constraints and the desire of local officials and residents to provide parking and sidewalks only in the commercial area, the interim 2-Lane Reconstruction Alternative in the WIS 59 to County D segment is a 2-lane urban roadway as illustrated below and with the following key features:

- Curb and gutter on outside edge
- Approximately 66 feet (20 meters) total right-of-way
- Posted speed 25-35 mph (40-55 km/h)



The interim 2-Lane Reconstruction Alternative in the commercial/residential segment from the railroad to Depot Road is illustrated below and has the following key features:

- Curb and gutter on outside edge
- Approximately 66 feet (20 meters) total right-of-way
- Posted speed 25 mph (40 km/h)
- Parking on one side
- Pedestrian sidewalk



Commercial/residential segment

(Just south of Railroad to Depot Road, same pavement width as existing)

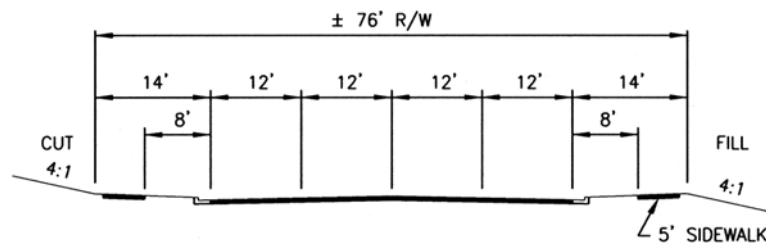
The best-fit alignment would be centered on the existing pavement.

Minor widening of the Depot Road curve to improve safety avoids historical properties and would not result in additional displacements.

4-Lane Corridor Preservation Alternative

The 4-Lane Corridor Preservation Alternative would be an undivided urban roadway as illustrated below and with the following key features:

- Curb and gutter on outside edge of driving lanes
- Approximately 76 feet (23 meters) total right-of-way
- Posted speed 25-35 mph (40-55 km/h)
- Pedestrian sidewalk



*Adequate for cuts/fills up to 5 feet. Larger cuts/fills requires additional right-of-way

The 4-lane undivided urban roadway would accommodate projected traffic if or when the 13,800 AADT threshold would be reached. Sidewalks would provide pedestrian access to the commercial area along WIS 59 and Genesee Depot. The 4-lane divided urban roadway alternative that was eliminated from further consideration would require approximately 100 feet (30 meters) total right-of-way and would increase overall impacts. The 4-lane urban roadway with a center left turn lane that was also eliminated from further consideration would require approximately 90 feet (27 meters) total right-of-way and would increase overall impacts. In addition, a separate left turn lane or median is not practical due to environmental constraints.

The best-fit alignment combination would be:

- Widen west from WIS 59 to approximately 3,200 feet (975 meters) north of WIS 59.

Widening west minimizes impacts to the Carroll College Conservancy and avoids the Woolen Mill Historic District east of WIS 83 that has been found eligible to the National Register of Historic Places. One valley would be filled over the west branch of Genesee Creek.

- Widen down the middle through the curve south of Genesee Depot to approximately 250 feet (76 meters) south of Longacre Road.

Widening down the middle minimizes proximity impacts to residences on both sides of WIS 83 and takes advantage of the existing pavement core.

- Widen west from approximately 250 feet (76 meters) south of Longacre Road to Depot Road.

Widening west would avoid right-of-way acquisition from the Old Genesee Town Hall that is listed on the National Register and the Union House that has been found eligible to the National Register. Both properties are located on the east/north side of WIS 83.

- Widen down the middle from Depot Road to approximately 800 feet (244 meters) north.

Widening down the middle minimizes proximity impacts to residences on both sides of WIS 83 and takes advantage of the existing pavement core. Minor widening of the Depot Road curve to improve safety avoids historical properties and would not result in additional displacements.

- Widen east from approximately 800 feet (244 meters) north of Depot Road to approximately 1,400 feet (427 meters) north of Depot Road.

Widening east avoids right-of-way acquisition from the Ten Chimneys property on the west side of WIS 83. This property is listed on the National Register and is in the process of being listed as a National Historic Landmark.

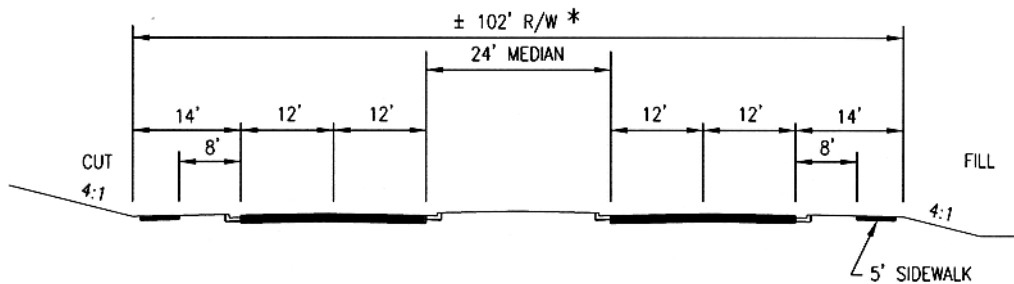
- Widen west from approximately 1,400 feet (427 meters) north of Depot Road to County D.

Widening west avoids the Magee-Oliver Farmstead on the east side of WIS 83 that has been found eligible to the National Register.

*Off-Alignment 4-Lane Corridor Preservation Alternative
At Genesee Depot*

The reasonable Off-Alignment Alternative (Alternative D) is a 4-lane divided urban roadway as illustrated below and with the following key features:

- Curb and gutter on outside edge of driving lanes and next to 24-foot (7-meter) median
- Approximately 102 feet (31 meters) total right-of-way
- Posted speed 35 mph (55 km/h)
- Pedestrian sidewalk
- At-grade railroad crossing



*Adequate for cuts/fills up to 5 feet. Larger cuts/fills requires additional right-of-way

The Off-Alignment Alternative is 0.8 miles (1.3 km) in length, begins at the south end of Genesee Depot and extends to the Depot Road intersection. There would be a 4-way stop sign controlled intersection at Depot Road. A bridge would be required to cross the west branch of

Genesee Creek and a pond. Existing WIS 83 through the Genesee Depot business area would serve as a local road and connect to the Off-Alignment Alternative at its south end. The Off-Alignment Alternative (Alternative D) would be in conjunction with the 4-Lane Preservation Alternatives beyond the new alignment limits.

The 4-lane suburban roadway alternative that was eliminated from further consideration would require approximately 130 feet (40 meters) total right-of-way and would increase overall impacts.

Section 2—County X to County DE/E (County D to County DE/E)

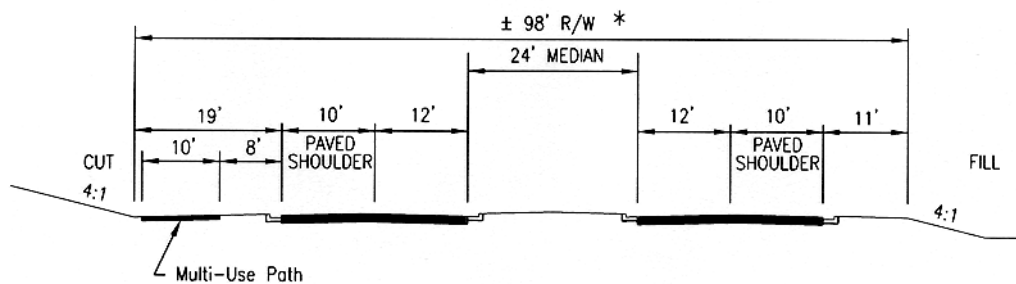
No Build Alternative

The No Build Alternative would consist of resurfacing the existing roadway and making safety improvements when pavement and structure conditions warrant and when safety concerns or capacity problems develop at isolated locations. Improvements would generally be made within existing right-of-way, and impacts would be minimal. This alternative would be implemented over time by adding such improvements to the TIP.

2-Lane Reconstruction Alternative

The interim 2-Lane Reconstruction Alternative would consist of reconstructing the existing 2-lane roadway to modern design standards. This alternative would be implemented over time by adding such improvements to the TIP. The proposed interim 2-Lane Reconstruction Alternative would be a 2-lane divided urban roadway with shoulders, as illustrated below and with the following key features:

- Curb and gutter on outside edge of driving lanes and next to 24-foot (7-meter) median
- Paved shoulders to accommodate turning vehicles
- Approximately 98 feet (30 meters) total right-of-way
- Posted speed 40 mph (65 km/h)
- Multi-use path on west side



*Adequate for cuts/fills up to 5 feet. Larger cuts/fills requires additional right-of-way.

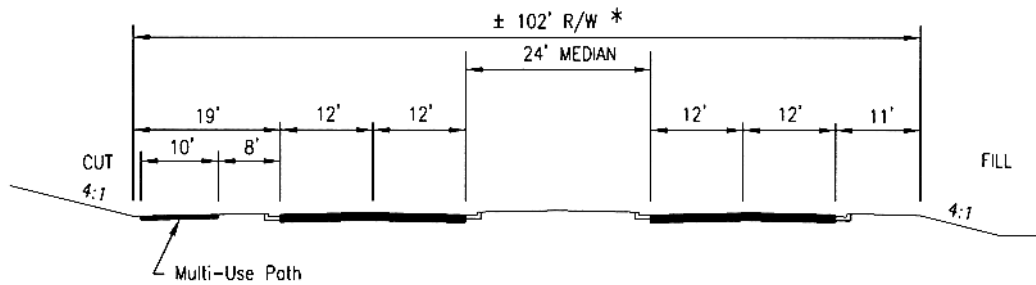
The median would provide an exclusive left turn lane and refuge for pedestrians and bicyclists. The 2-Lane Reconstruction Alternative could be expanded to a 4-lane roadway in the future by converting the paved shoulders to through traffic lanes. The multi-use path would connect to Genesee Depot and Wales.

The best-fit alignment would be centered on the existing roadway. This minimizes proximity impacts to residences on both sides of WIS 83, takes advantage of the existing pavement core, and improves the intersection sight distance at County D. One horizontal curve near London Drive would be lengthened and widened to the east to avoid a residential displacement west of WIS 83, to eliminate the existing reverse curve, and improve intersection sight distance.

4-Lane Corridor Preservation Alternative

The 4-Lane Corridor Preservation Alternative would be a divided urban roadway as illustrated below and with the following key features:

- Curb and gutter on outside edge of driving lanes and next to 24-foot (7-meter) median
- Approximately 102 feet (31 meters) total right-of-way
- Posted speed 40 mph (65 km/h)
- Multi-use path on west side



*Adequate for cuts/fills up to 5 feet. Larger cuts/fills requires additional right-of-way

The 4-lane divided urban roadway would accommodate projected traffic if or when the 13,800 AADT threshold would be reached. The median provides an exclusive left turn lane and refuge for pedestrians and bicyclists. The multi-use path would connect to Genesee Depot and Wales. The 4-lane suburban alternative that was eliminated from further consideration would require approximately 130 feet (40 meters) total right-of-way and would increase overall impacts.

The best-fit alignment would be centered on the existing roadway. This minimizes proximity impacts to residences on both sides of WIS 83, takes advantage of the existing pavement core, and improves the intersection sight distance at County D. One horizontal curve near London Drive would be lengthened and widened to the east to avoid a residential displacement west of WIS 83, to eliminate the existing reverse curve, and improve intersection sight distance.

Section 3—County DE/E to Hillside Drive

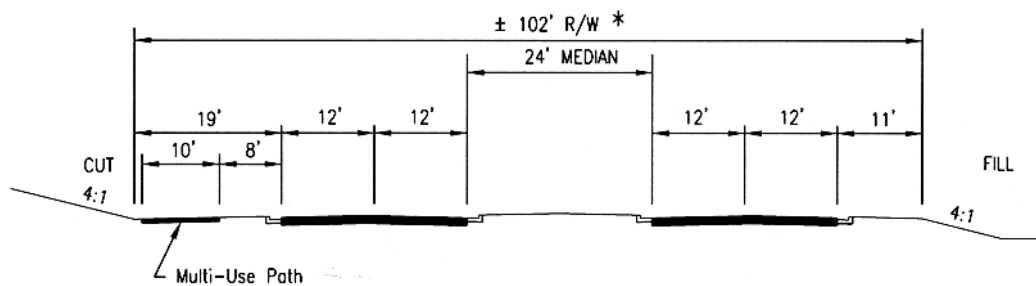
This project section is illustrated on Exhibit 2-5. Because there are unique characteristics within the overall County DE/E to Hillside Drive project section relative to appropriate alternatives, the following discussion is organized further by roadway subsections.

Section 3—County DE/E to Hillside Drive (County DE/E to County G)

Traffic in this segment is forecast to reach 25,300 AADT in Design Year 2026. The threshold volume that can be safely handled at an acceptable service level on the existing urban/suburban 2-lane highway is 13,800 AADT. Therefore, the No Build Alternative and the 2-Lane Reconstruction Alternative would not address the safety and capacity needs.

The proposed reasonable alternative is a 4-lane divided urban roadway as illustrated below and with the following key features:

- Curb and gutter on outside edge of driving lanes and next to 24-foot (7-meter) median
- Approximately 102 feet (31 meters) total right-of-way
- Posted speed 35 mph (55 km/h)
- Multi-use path on west side



*Adequate for cuts/fills up to 5 feet. Larger cuts/fills requires additional right-of-way

The 4-lane divided urban roadway would accommodate projected traffic and the median provides an exclusive left turn lane and refuge for pedestrians and bicyclists. The multi-use path would connect to Genesee Depot and Wales. The 4-lane suburban roadway alternative that was eliminated from further consideration would require approximately 130 feet (40 meters) total right-of-way and would increase overall impacts.

The best-fit alignment combination would be:

- Widen down the middle from County DE/E to approximately 1,200 feet (366 meters) north.

Widening down the middle takes advantage of existing right-of-way and horizontal alignment.

- Widen west from approximately 1,200 feet (366 meters) north of County DE/E to County G.

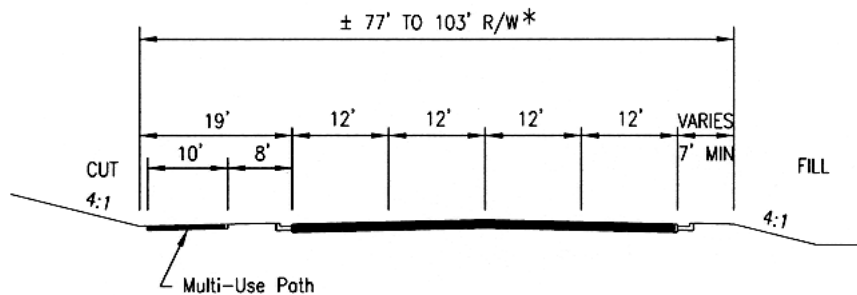
Widening west avoids impacts to the Jerusalem Cemetery east of WIS 83. One hill would be cut south of County G to provide improved intersection sight distance.

Section 3—County DE/E to Hillside Drive (County G to Welsh Road)

Traffic in this segment is forecast to reach 25,300 AADT in Design Year 2026. The threshold volume that can be safely handled at an acceptable service level on the existing urban/suburban 2-lane highway is 13,800 AADT. Therefore, the No Build Alternative and 2-Lane Reconstruction Alternative would not meet the safety and capacity needs.

The proposed reasonable alternative is a 4-lane undivided urban roadway as illustrated below and with the following key features:

- Curb and gutter on outside edge of driving lanes
- Approximately 77-103 feet (23-31 meters) total right-of-way
- Posted speed 35 mph (55 km/h)
- Multi-use path on west side



*Adequate for cuts/fills up to 5 feet. Larger cuts/fills requires additional right-of-way

The 4-lane undivided urban roadway would accommodate projected traffic, and there are minimal access points. The cemetery constraints on the east and west do not allow a wider cross section. The 4-lane divided urban roadway alternative that was eliminated from further consideration would require approximately 100 feet (30 meters) total right-of-way, and the 4-lane urban with a center two-way left turn lane that was also eliminated would require approximately 90 feet (27 meters) total right-of-way. Given the cemetery constraints and limited access points, neither of these alternatives were considered appropriate for this WIS 83 segment.

The best-fit alignment would widen east from County G to Welsh Road.

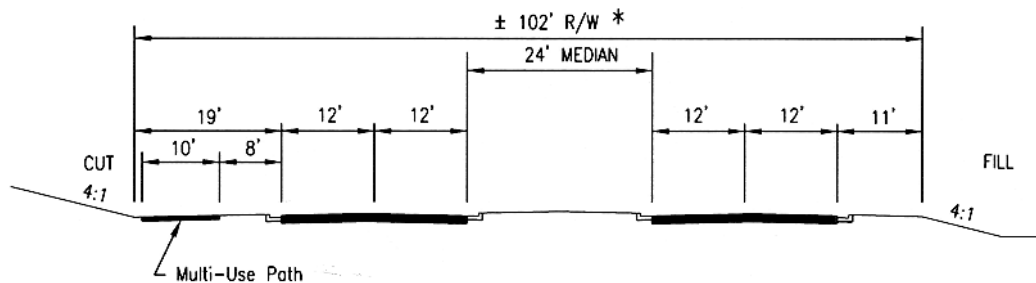
Widening east avoids impacting any known gravesites in the Salem Cemetery west of WIS 83. Strip right-of-way would be required from the south end of the cemetery where there are no known burial sites.

Section 3—County DE/E to Hillside Drive (Welsh Road to US 18)

Traffic in this segment is forecast to reach 25,300 AADT in Design Year 2026. The threshold volume that can be safely handled at an acceptable service level on the existing urban/suburban 2-lane highway is 13,800 AADT. Therefore, the No Build Alternative and 2-Lane Reconstruction Alternative would not meet the safety and capacity needs.

The proposed reasonable alternative is a 4-lane divided urban roadway as illustrated below and with the following key features:

- Curb and gutter on outside edge of driving lanes and next to 24-foot (7-meter) median
- Approximately 102 feet (31 meters) total right-of-way
- Posted speed 35 mph (55 km/h)
- Multi-use path on west side



*Adequate for cuts/fills up to 5 feet. Larger cuts/fills requires additional right-of-way

The 4-lane divided urban roadway would accommodate projected traffic, and the median provides an exclusive left turn lane and refuge for pedestrians and bicyclists. The multi-use path would connect to Genesee Depot and Wales. The 4-lane undivided urban roadway alternative that was eliminated from further consideration would require approximately 76 feet (23 meters) total right-of-way, but would not provide an exclusive left turn lane. The 4-lane urban roadway with a center two-way left turn lane that was also eliminated would require approximately 90 feet (27 meters) total right-of-way. Safety and operational characteristics are worse for vehicles turning left from side roads and driveways compared to the median alternative. The center left turn lane provides minimal refuge for pedestrians and bicyclists.

The best-fit alignment would be centered on the existing roadway. This minimizes proximity impacts to residences and businesses on both sides of WIS 83. A retaining wall on the west side of WIS 83 south of South Street would minimize slope grading and residential proximity impacts west of WIS 83. One hill at South Street would be cut to provide improved intersection sight distance. The hill over the Glacial Drumlin State Trail would be cut, and the bridge would be replaced.