

Section 5—County DR/Golf Road to Meadow Lane

Traffic in this WIS 83 section (Exhibit 2-6) is forecast to reach 26,300 AADT in Design Year 2026. The existing highway is a 4-lane suburban roadway with shoulders, a cross section that is considered sufficient to handle the forecast traffic. Therefore, no further mainline improvements are recommended in this WIS 83 section.

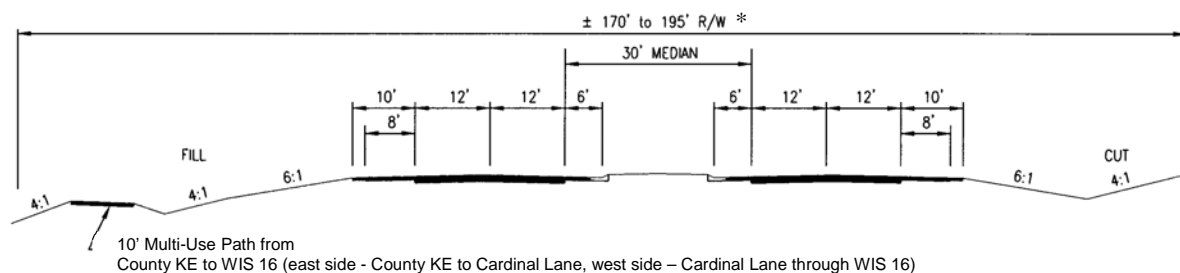
Alternatives to improve the Lake Country Trail crossing could include enhanced pavement marking, overhead flashing yellow beacon and signing at the crossing, rerouting the trail to the signalized County DR/Golf Road intersection, cutting the slope back on the 25-foot (8 meter) hill west of WIS 83 or constructing a retaining wall to improve the sight distance, and providing a grade separation structure. Long-term safety concerns include increased WIS 83 traffic volumes and an increase in trail use due to planned trail paving and connecting with the Ice Age Trail. Rerouting the trail crossing to the signalized County DR/Golf Road intersection or a grade separation would address these concerns.

Section 6—Meadow Lane to WIS 16

Traffic in this WIS 83 section (Exhibit 2-6) is forecast to reach 23,300 in Design Year 2026. The threshold volume that can be safely handled at an acceptable service level on the existing suburban 2-lane highway is 13,800 AADT. Therefore, the No Build Alternative and the 2-Lane Reconstruction Alternative would not meet the safety and capacity needs.

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

- Shoulders and ditches on outside edge of driving lanes
- Curb and gutter next to 30-foot (9-meter) median
- Curb on outside edge of pavement in many areas to minimize impacts
- Approximately 170-195 feet (52-59 meters) total right-of-way
- Posted speed 45 mph (70 km/h)
- Multi-use path from County KE to WIS 16



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

The 4-lane hybrid urban/rural roadway would accommodate future traffic, fits the rural/suburban character of the area, and the grassed slopes and ditches provide storm water quality advantages. The multi-use path would connect to the Hartland path system. The 4-lane suburban alternative that was eliminated from further consideration would require

approximately 130 feet (40 meters) total right-of-way but would lack the storm water quality advantages provided with the hybrid urban/rural alternative.

The best-fit alignment combination would be:

- Widen east from Meadow Lane to approximately 500 feet (152 meters) south of County KE

Widening east would minimize residential proximity impacts to the Lakewood Estates and Timber Ridge subdivisions west of WIS 83. The hill at Nagawicka Road would be cut to improve sight distance and flatten the substandard northbound downgrade.

- Widen down the middle from approximately 500 feet (152 meters) south of County KE to approximately 400 feet (122 meters) south of Walnut Ridge Drive (south leg)

Widening down the middle allows the use of existing pavement core and balances the need for additional right-of-way from both sides of WIS 83.

- Widen east from approximately 400 feet (122 meters) south of Walnut Ridge Drive (south leg) to approximately 1,200 feet (366 meters) south of Cardinal Lane.

Widening east would avoid right-of-way acquisition from the Albert Campbell Residence west of WIS 83 that has been found eligible to the National Register.

- Widen west from approximately 1,200 feet (366 meters) south of Cardinal Lane to WIS 16

Widening west would minimize business proximity impacts to the Hartland Industrial Park east of WIS 83. It would also take advantage of existing right-of-way and grading on the west that was reserved by WisDOT for future roadway widening. The north end of the WIS 16 interchange would be reconfigured to improve operations and safety.

Section 7—WIS 16 to Chapel Ridge Road

Traffic in this WIS 83 section (Exhibit 2-6) is forecast to reach 13,500 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.

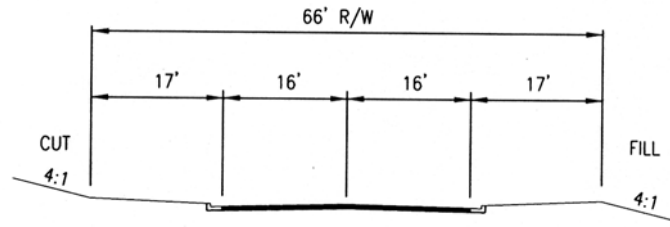
No Build Alternative

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 in this section. Improvements would generally be made within existing right-of-way, and impacts would be minimal.

2-Lane Reconstruction Alternative

This improvement alternative would consist of reconstructing the existing 2-lane roadway to modern design standards. Based on the level of abutting development, the 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 25-35 mph (40-55 km/h)



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

The best-fit alignment would be centered on the existing roadway. This minimizes proximity impacts to residences on both sides of WIS 83 and takes advantage of the existing pavement core. Geometric deficiencies would be improved with a modernized WIS 16 interchange.

PREFERRED ALTERNATIVE

Following availability of the Draft EIS for public and agency review and evaluation of public hearing input, WisDOT has selected a preferred alternative for the WIS 83 corridor. The No Build Alternative was retained as a baseline for comparison to the Build Alternatives, but it was not selected because it would fail to meet key project purpose and need factors. The Build Alternatives that were selected meet the project’s purpose and need objectives while causing the least damage to the natural and built environment.

The preferred alternative for each WIS 83 project section is listed in Table 2-4. Details on the preferred alternative and proposed cross sections are provided following the table. The proposed typical sections are illustrated on Exhibit 2-7 and the map on Exhibit 2-8 lists the preferred alternative along the WIS 83 corridor.

TABLE 2-4
WIS 83 Preferred Alternative

WIS 83 Section	Existing Roadway	Preferred Alternative
County NN to County X	2-lane rural	4-lane hybrid urban/rural
County X to County DE/E		
County X to Walnut Street	2-lane rural	4-Lane Corridor Preservation Alternative ¹ (4-lane hybrid urban/rural)
Walnut Street to WIS 59	2-lane rural	4-Lane Corridor Preservation Alternative ¹ (4-lane urban with center left-turn lane)
WIS 59 to County D	2-lane rural/urban	Reconstruct existing 2-lane highway
County D to County DE/E	2-lane rural	Reconstruct existing 2-lane highway
County DE/E to Hillside Drive		
County DE/E to County G	2-lane rural	4-lane divided urban
County G to Welsh Road	2-lane rural	4-lane undivided urban
Welsh Road to US 18	2-lane rural	4-lane divided urban
US 18 to Hillside Drive	2-lane rural	4-lane hybrid urban/rural
Hillside Drive to County DR/Golf Road	4-lane divided rural/urban	4-lane urban with right turn lanes
County DR/Golf Road to Meadow Lane	4-lane divided (suburban with shoulders)	No change; the existing cross section would be retained; reroute Lake Country Trail (potential to combine with Ice Age Trail) crossing to signalized Golf Road intersection
Meadow Lane to WIS 16	2-lane rural	4-lane hybrid urban/rural
WIS 16 to Chapel Ridge Road	2-lane rural	Reconstruct existing 2-lane highway
Notes:		
1. The 4-Lane Corridor Preservation Alternative would not be constructed until or if traffic volumes or safety factors indicate the need. Interim improvements to the existing 2-lane roadway such as resurfacing, reconstructing, or spot intersection improvements would be made over time.		

Section 1—County NN to County X

Traffic in this WIS 83 section (Exhibit 2-4) is forecast to reach 15,700 AADT in Design Year 2026. The threshold volume that can be safely handled at an acceptable service level on the existing rural/suburban 2-lane highway is 13,800 AADT.

The preferred alternative is a 4-lane hybrid urban/rural roadway (see Exhibit 2-7). This alternative would address future traffic demand, fits the rural/suburban character of the area, and grassed slopes and ditches would provide storm water quality advantages. Curb and

gutter would be used on the outside edges of pavement in isolated areas to minimize impacts. The posted speed limit would remain at 55 mph (90 km/h). A suburban transition section with curb and gutter would be used from the existing 5-lane urban roadway north of County NN to near the Fox River Tributary.

The best-fit alignment combination would be:

- Widen down the middle from 1,700 feet (520 meters) north of County NN to near the Fox River Tributary. This balances residential proximity impacts on both sides of WIS 83.
- Widen west from near the Fox River Tributary to Sugden Road – Balances residential proximity impacts on the east side with some wetland impacts on the west side. Although widening west would impact approximately 1.6 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 also 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 – 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 – Minimizes 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.

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

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

The preferred alternative is the 4-Lane Corridor Preservation Alternative with the hybrid urban/rural roadway (see Exhibit 2-7). This alternative fits the rural/suburban character of the area and provides storm water quality advantages with its grassed slopes and ditches. Curb and gutter would be used on the outside edges of pavement in isolated areas to minimize impacts. The posted speed limit would remain at 55 mph (90 km/h).

The 4-Lane Corridor Preservation Alternative would not be constructed until or if traffic volumes or safety factors indicate the need. Interim improvements to the existing 2-lane roadway such as resurfacing, reconstructing, or spot intersection improvements would be made over time. Any future 2-lane reconstruction projects would be compatible with the 4-Lane Corridor Preservation Alternative and serve as the future northbound lanes. To preserve the corridor, WisDOT and local governments would officially map the ultimate 4-lane roadway improvement based on functional plans developed during the WIS 83 Corridor Study. During a future engineering phase, final plans and right-of-way plats would be developed to allow for real estate purchase as parcels become available.

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. 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)

The preferred alternative is the 4-Lane Corridor Preservation Alternative. This alternative would be an urban 4-lane roadway with a two-way center left turn lane (see Exhibit 2-7).

The 4-Lane Corridor Preservation Alternative for this roadway section would be implemented as discussed on the previous page. The center left turn lane would minimize conflicts with through traffic, and sidewalks would provide pedestrian access from Genesee Village to the commercial area along WIS 59. The posted speed limit would be 35 mph (55 kph).

The best-fit alignment would widen the existing roadway down the middle. This would minimize residential and business displacements on both sides of WIS 83 in this more densely developed segment.

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

The preferred alternative is the 2-Lane Reconstruction Alternative that would consist of reconstructing the existing 2-lane roadway to modern design standards and making minor improvements at the Depot Road intersection. This alternative would be a 2-lane urban roadway with curb and gutter on the outside edges of the driving lanes (see Exhibit 2-7). The posted speed limit would be 25-35 mph (40-55 km/h).

In the commercial/residential area of Genesee Depot from the railroad to Depot Road, sidewalks would be replaced in their existing location and parking would be accommodated on one side. The posted speed limit would be 25 mph (40 km/h).

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 require any residential or business displacements.

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

The preferred alternative is the 2-Lane Reconstruction Alternative and would consist of reconstructing the existing 2-lane roadway to modern design standards (see Exhibit 2-7). This alternative would be a 2-lane divided urban roadway with paved shoulders, curb and gutter, and a multi-use path. The median would provide an exclusive left turn lane and refuge for crossing pedestrians and bicyclists. The multi-use path would connect to Genesee Depot and Wales. The posted speed limit would be 40 mph (65 km/h). This alternative would be implemented over time by adding such improvements to the TIP.

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

Traffic in this WIS 83 section (Exhibit 2-5) 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.

Because there are unique characteristics within the overall County DE/E to Hillside Drive project section relative to the preferred alternative, the following discussion is organized further by roadway subsections.

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

The preferred alternative is a 4-lane divided urban roadway (see Exhibit 2-7). This alternative includes curb and gutter on the outside edges of the driving lanes, would accommodate projected traffic, and the median would provide an exclusive left turn lane and refuge for pedestrians and bicyclists. A multi-use path would connect to Genesee Depot and Wales. The posted speed limit would be 35 mph (55 km/h).

The best-fit alignment combination would be:

- Widen down the middle from County DE/E to approximately 2,400 feet (732 meters) north. This takes advantage of existing right-of-way and horizontal alignment.
- Widen west from approximately 2,400 feet (732 meters) north of County DE/E to County G. This 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)

The preferred alternative is a 4-lane undivided urban roadway with curb and gutter on the outside edges of the driving lanes (see Exhibit 2-7). This alternative would accommodate projected traffic, and there are minimal access points. A multi-use path would connect to Genesee Depot and Wales. The posted speed limit would be 35 mph (55 km/h).

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

The preferred alternative is a 4-lane divided urban roadway with curb and gutter on the outside edges of the driving lanes (see Exhibit 2-7). This alternative would accommodate projected traffic, and the median would provide an exclusive left turn lane and refuge for pedestrians and bicyclists. A multi-use path would connect to Genesee Depot and the Glacial Drumlin State Trail. The posted speed limit would be 35 mph (55 km/h).

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 both sides of WIS 83 south of South Street would minimize slope grading, residential proximity impacts, and tree removal. The 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.

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

The preferred alternative is a 4-lane hybrid urban/rural roadway with shoulders and ditches on the outside edges of the driving lanes (see Exhibit 2-7). Curb and gutter would be used on the outside edges of pavement in isolated areas to minimize impacts. A multi-use path would provide pedestrian and bicycle access from Wales to the commercial area near I-94. This alternative would accommodate future traffic, fits the rural/suburban character of the area, and the grassed slopes and ditches would provide storm water quality advantages. The posted speed limit would remain at 45 mph (70 km/h).

The best-fit alignment combination would be:

- Widen east from US 18 to approximately 200 feet (61 meters) north of Glacier Pass (south leg). This minimizes residential property impacts to the High Meadow subdivision west of WIS 83.
- Widen west from approximately 200 feet (61 meters) north of Glacier Pass (south leg) to approximately 1,200 feet (366 meters) south of Mary Court. This balances residential property impacts, slope grading, and woodland impacts to the Hills of Delafield subdivision east of WIS 83 with some wetland impacts on the west.
- Widen east from approximately 1,200 feet (366 meters) south of Mary Court to approximately 550 feet (168 meters) south of Twin Oaks Drive. This minimizes wetland impacts and avoids impacts to Scuppernong Creek west of WIS 83. A retaining wall on the east side of WIS 83 north of Mary Court would minimize slope grading and woodland impacts to the Hidden Hills Estates subdivision east of WIS 83. Other techniques to minimize impacts include guardrail, concrete barrier wall, and steeper side slopes. An additional retaining wall on the west side of WIS 83 south of Twin Oaks Drive would minimize slope grading and woodland impacts to the Twin Oaks subdivision.

- Widen down the middle from approximately 550 feet (168 meters) south of Twin Oaks Drive to Hillside Drive. This provides a smooth transition from the adjacent roadway segment to the south, eliminates several existing roadway kinks, and balances the residential proximity impacts.

The multi-use path would be located west of the Scuppernong Creek Parkway Easement from a point south of Mary Court to Scuppernong Valley Court. This location would reduce wetland impacts compared to a path adjacent to the existing highway and would enhance safety and trail aesthetics. The multi-use path would require approximately 1.8 acres (0.7 ha) of additional easement. Additional easement widths vary from 5 to 160 feet (1.5 to 49 meters) depending on path location.

Section 4—Hillside Drive to County DR/Golf Road

Traffic in this WIS 83 section (Exhibit 2-6) is forecast to reach 36,000 AADT in Design Year 2026. The threshold volume that can be safely handled at an acceptable service level on the existing urban 4-lane divided highway is 28,000 AADT.

The preferred alternative is a 4-lane divided urban roadway with right turn lanes (see Exhibit 2-7). This alternative will accommodate projected traffic. A 36-foot (11-meter) median would accommodate dual left turns, and a multi-use path would provide pedestrian and bicycle access to the commercial area near I-94 and the Lake Country Trail. The posted speed limit would be 35 mph (55 km/h).

The best-fit alignment would widen down the middle. This minimizes business proximity impacts on both sides of WIS 83.

Section 5—County DR/Golf Road to Meadow Lane

Traffic in this WIS 83 section is forecast to reach 26,300 AADT in Design Year 2026. The existing highway is a 4-lane suburban roadway with shoulders, a cross section that is considered sufficient to handle the forecast traffic. Therefore, no further mainline improvements are required in this WIS 83 section.

Although no roadway improvements are proposed in this WIS 83 section, WisDOT concurs with agency recommendations that a safe Lake Country Trail (potential to combine with Ice Age Trail) crossing should be provided. Trail improvements are needed due to safety concerns with increased vehicular traffic, poor sight distance at the existing trail crossing, and projected substantial increase in trail use when the trail is paved and extended in the future, and when links to other multi-use paths are completed.

To address safety and economic concerns and to recognize agency requests for a combined and grade-separated trail crossing, WisDOT's preferred alternative is two-fold:

- WisDOT will reroute and construct a Lake Country Trail (potential to combine with Ice Age Trail) crossing at the existing signalized WIS 83 intersection at County DR/Golf Road. Trail user push buttons and appropriate signing/markings will also be installed to provide a safer crossing.

Because the trail crossing is in a WIS 83 segment where no nearby WIS 83 roadway construction is proposed prior to 2015, state funding law² would require that the trail crossing be designed and funded as a stand-alone project or tied to a project within one-quarter mile. WisDOT is planning to construct the trail rerouting with a nearby I-94 resurfacing project.

- WisDOT will also consider an overpass trail crossing approximately 200 to 500 feet (61 to 152 meters) north of the present Lake Country Trail or an underpass on existing alignment. A future grade-separated crossing is contingent on interested agencies securing funding for final design and construction, and entering into an agreement with WisDOT on outside agency ownership and maintenance of the structure.

The above discussion regarding state funding law also applies to a grade-separated trail crossing. WisDOT has provided an engineering concept plan and preliminary cost estimates to interested agencies, and will assist in their efforts to obtain Transportation Enhancement or Congestion Mitigation/ Air Quality (CMAQ) funds that could be used in conjunction with other non-transportation funding sources.

Section 6—Meadow Lane to WIS 16

Traffic in this WIS 83 section is forecast to reach 23,300 in Design Year 2026. The threshold volume that can be safely handled at an acceptable service level on the existing suburban 2-lane highway is 13,800 AADT.

The preferred alternative is a 4-lane hybrid urban/rural roadway with shoulders and ditches on the outside edges of the driving lanes (see Exhibit 2-7). Curb and gutter would be used on the outside edges of pavement in many areas to minimize impacts. A multi-use path beginning north of County KE would connect to the Hartland path system. This alternative would address future traffic demand and fits the rural/suburban character of the area. The posted speed limit would remain at 45 mph (70 km/h).

The best-fit alignment combination would be:

- Widen east from Meadow Lane to approximately 500 feet (152 meters) south of County KE. This minimizes residential proximity impacts to the Lakewood Estates and Timber Ridge subdivisions west of WIS 83. The hill at Nagawicka Road would be cut to improve sight distance and flatten the substandard northbound downgrade.
- Widen down the middle from approximately 500 feet (152 meters) south of County KE to approximately 400 feet (122 meters) south of Walnut Ridge Drive (south leg). This allows use of existing pavement core and balances the need for additional right-of-way from both sides of WIS 83.
- Widen east from approximately 400 feet (122 meters) south of Walnut Ridge Drive (south leg) to approximately 1,200 feet (366 meters) south of Cardinal Lane. This avoids right-of-

² Wisconsin Statute s. 86.255 (1) states "...the department may not encumber or expend any moneys from the appropriations under s. 20.395 (3) for purposes related to the purchase of land, easements, or development rights in lands, unless the land or interest in land is purchased in association with a highway project and the land or interest in land is located within one-quarter mile of the highway."

way acquisition from the Albert Campbell Residence west of WIS 83 that has been found eligible to the National Register. Impacts to the existing wetland mitigation site east of WIS 83 near the Bark River will be minimized with beam guard and steep slopes and a site enhancement in consultation with the DNR, US Army corps of Engineers, and the Ice Age Park and Trail Foundation.

- Widen west from approximately 1,200 feet (366 meters) south of Cardinal Lane to WIS 16. This minimizes business proximity impacts to the Hartland Industrial Park east of WIS 83. It would also take advantage of existing right-of-way and grading on the west that was reserved by WisDOT for future roadway widening. The north end of the WIS 16 interchange would be reconfigured to improve operations and safety.

Section 7—WIS 16 to Chapel Ridge Road

Traffic in this WIS 83 section is forecast to reach 13,500 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.

The preferred alternative is the 2-Lane Reconstruction Alternative which would consist of reconstructing the existing 2-lane roadway to modern design standards (see Exhibit 2-7). Based on the level of abutting development, this alternative would be a 2-lane urban roadway with curb and gutter on the outside edges of the driving lanes. The posted speed limit would be 25-35 mph (40-55 km/h).

The best-fit alignment would be centered on the existing roadway. This minimizes proximity impacts to residences on both sides of WIS 83 and takes advantage of the existing pavement core. Geometric deficiencies would be improved with a modernized WIS 16 interchange.

BASIS FOR SELECTING THE PREFERRED ALTERNATIVE

The preferred alternative for each project section was selected based on engineering and environmental factors and input from citizens, state/federal review agencies, and local officials. The preferred alternative meets key purpose and need objectives and strikes a balance between providing a safe and efficient transportation facility and minimizing disturbance to the natural and built environment in the WIS 83 corridor.

Environmental Impacts

Impacts associated with each of the build alternatives are shown in Exhibit S-B. An impact summary table for the preferred alternative is shown in Exhibit S-C. In general, the preferred alternative for each project section has the least impacts compared to other Build Alternatives.

Public Comments

The study team offered several opportunities for citizens to provide input throughout the corridor study process. Over 200 people attended the public information meeting in December, 2002. Over 500 people attended 13 monthly local information sessions from December, 2001 to June, 2003. One hundred thirty-six people attended the public hearing in December, 2003. In addition, several meetings were initiated by individual property owners to discuss potential impacts and study schedule. A public website was also established to disseminate project information.

During the Draft EIS public comment period, WisDOT received oral or written comments from 71 people, summarized as follows:

- 34 people opposed to widening the highway in general (29 specifically opposed a 4-lane alternative or Alternative D in Genesee Depot)
- 26 people expressed general concerns about a wider road being closer to homes, environmental impacts, construction schedule, and cost
- 7 people opposed Alternative D in Genesee Depot
- 4 people supported a 4-lane alternative for the corridor

During the 2-year study period, citizens generally supported and recognized the need for improvements on WIS 83 other than in the Genesee Depot area. Overall, the comments opposed to and in favor of the proposed WIS 83 improvements were consistent with comments the study team heard during the public information meeting, local information sessions, and individual meetings leading to the Draft EIS. Project supporters cite growing traffic volumes and existing safety issues, especially at intersections, as reasons to improve WIS 83. An area of agreement between project supporters and project opponents is the need to improve problem intersections and enforce posted speed limits.

Many who oppose the project believe that widening WIS 83 will encourage more traffic and higher speeds throughout the corridor. Many people expressed concern that a multi-lane facility will eliminate the rural character of the corridor. Specifically, those opposed to 4 lanes in Genesee Depot do not want to lose the small town charm that residents have come to enjoy. Noise, air, wetland, and wildlife impacts are also of concern, and several people mentioned that 4-lane improvements would cause safety problems for children along the corridor, especially near schools.

Many people opposed to widening the highway in Genesee Depot support constructing an improved 2-lane highway, eliminating parking from one side of the road, and reducing the speed limit near Magee Elementary School.

Agency and Local Official Comments

Comments received from state/federal review agencies and local officials during the Draft EIS public comment period are summarized in Table 9-1 in EIS Section 9. During activities leading to the Draft EIS, the U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, and Wisconsin Department of Natural Resources provided concurrence in the purpose and need for proposed improvements to WIS 83 and the reasonable range of alternatives studied in detail in the Draft EIS. Dialogue from PAC meetings also played an important role in selecting and refining the alternatives.

In general, there was agreement from agencies and local officials that traffic and safety problems exist and that capacity expansion is needed in most of the WIS 83 corridor. Many units of government supported the proposal of a 4-lane facility and noted important features including:

- traffic signals and turning lanes at intersections
- maintaining access points
- providing median openings
- using aesthetic landscaping features
- minimizing disturbance to adjacent properties and waterways

In the Genesee Depot area, local officials and agencies supported a no build or 2-lane alternative. There was strong opposition to the 4-Lane Corridor Preservation Alternative on existing alignment due to the magnitude of impacts to adjacent homes, businesses, historic properties, and changing the small town character of the community. Similarly, there was no community or agency support for Off-Alignment Alternative D due to natural resource impacts, bypass impacts to existing businesses, and adverse effects to the small town character of the community.