



WIS 15 Project Report

Greenville to New London

February 2007

Contact information:

WisDOT NE Region
944 Vanderperren Way
P.O. Box 28080
Green Bay, WI 54304

Phone: (920) 492-5643
Fax: (920) 492-5640

greenbay.dtd@dot.state.wi.us

Project Web site:
www.dot.wisconsin.gov/projects/d3/wis15/index.htm

Rob Wagner
Project Manager
Phone: (920) 492-5983

Kim Rudat
Communications Manager
Phone: (920) 492-5743

Mission statement:
To provide leadership in the development and operation of a safe and efficient transportation system.

Included in this issue:

- Draft Environmental Impact Statement approved
- Public hearing and open comments period scheduled
- Locations to view the WIS 15 DEIS

Draft Environmental Impact Statement Approved

On December 27, 2006 the Draft Environmental Impact Statement (DEIS) was approved by the Federal Highway Administration. Starting February 9, 2007, the DEIS will be available to the public for viewing in several places, including the Wisconsin Department of Transportation (WisDOT) Website. See the back page of this newsletter for additional locations. A hard copy of the DEIS or an abbreviated CD version may be purchased through the NE Region office.

You will also have opportunities to comment on the DEIS during the 45 day open comment period. The general public may attend a public hearing and submit comments, and/or send comments to the WisDOT NE Region office by March 23, 2007. See additional information below.

WisDOT staff will meet with local officials, regulatory agencies, and the WIS 15 Advisory Committee in March and April of 2007 to get their recommendations for the WIS 15 expansion. In May of 2007, WisDOT will convene with the required staff to evaluate comments from all the above sources to determine the preferred alternative of WIS 15 from Greenville to New London. The recommended alternative will then be announced when it is approved by WisDOT's central office in Madison.

Public Hearing and Open Comment Period Scheduled

WisDOT has scheduled a public hearing to accept comments on the DEIS. The meeting will be held on February 28, 2007 from 6:30 p.m. to 9 p.m. at the Greenville Middle School in Greenville, Wisconsin. The meeting will be held in an open-house format with maps and exhibits of the proposed alternatives available for review. The public is encouraged to attend at their convenience and submit written or verbal testimony concerning the project. A court reporter will be available to record comments. Your comments will aid WisDOT in selecting the preferred alternative from those presented in the WIS 15 DEIS.

If you are unable to attend the public hearing, there is also a 45 day open comment period for the WIS 15 DEIS, which closes on March 23, 2007. You may review the DEIS at any of the locations mentioned on the back of this newsletter, and send comments to Rob Wagner, WisDOT NE Region Office.

Public Hearing Schedule

When: February 28, 2007
6:30 p.m. to 9 p.m.

Where: Greenville Middle School
Gymnasium
N1450 Fawnridge Drive
Greenville, Wisconsin

Open-Comment Period

Starts: January 26, 2007
Ends: March 23, 2007

Submit comments to:
WisDOT NE Region
944 Vanderperren Way
P.O. Box 28080
Green Bay, WI 54304
Attn: Rob Wagner

Places to view the WIS 15 DEIS

UW Fox Valley Library
Appleton Public Library

Outagamie County Highway Department
Outagamie County Land Conservation Department

City of Appleton

Village of Hortonville
Town of Dale
Town of Ellington

WisDOT NE Region Office in Green Bay
WisDOT Website

Hortonville Public Library
New London Public Library

Outagamie County Board
Outagamie County Planning Department

City of New London

Town of Hortonia
Town of Greenville
Town of Liberty

WIS 15 PROJECT ON THE WEB!

www.dot.wisconsin.gov/projects/d3/wis15/index.htm

Wisconsin Department of Transportation



944 Vanderperren Way
P.O. Box 28080
Green Bay, WI 54304

Phone: (920) 492-5643
Fax: (920) 492-5640
Email: greenbay.dtd@dot.state.wi



WIS 15 Project Report

Greenville to New London

July 2007

Contact information:

WisDOT NE Region
944 Vanderperren Way
P.O. Box 28080
Green Bay, WI 54304

Phone: (920) 492-5643
Fax: (920) 492-5640

greenbay.dtd@dot.state.wi.us

Project Web site:
www.dot.wisconsin.gov/projects/d3/wis15/index.htm

Rob Wagner
Project Manager
Phone: (920) 492-5983

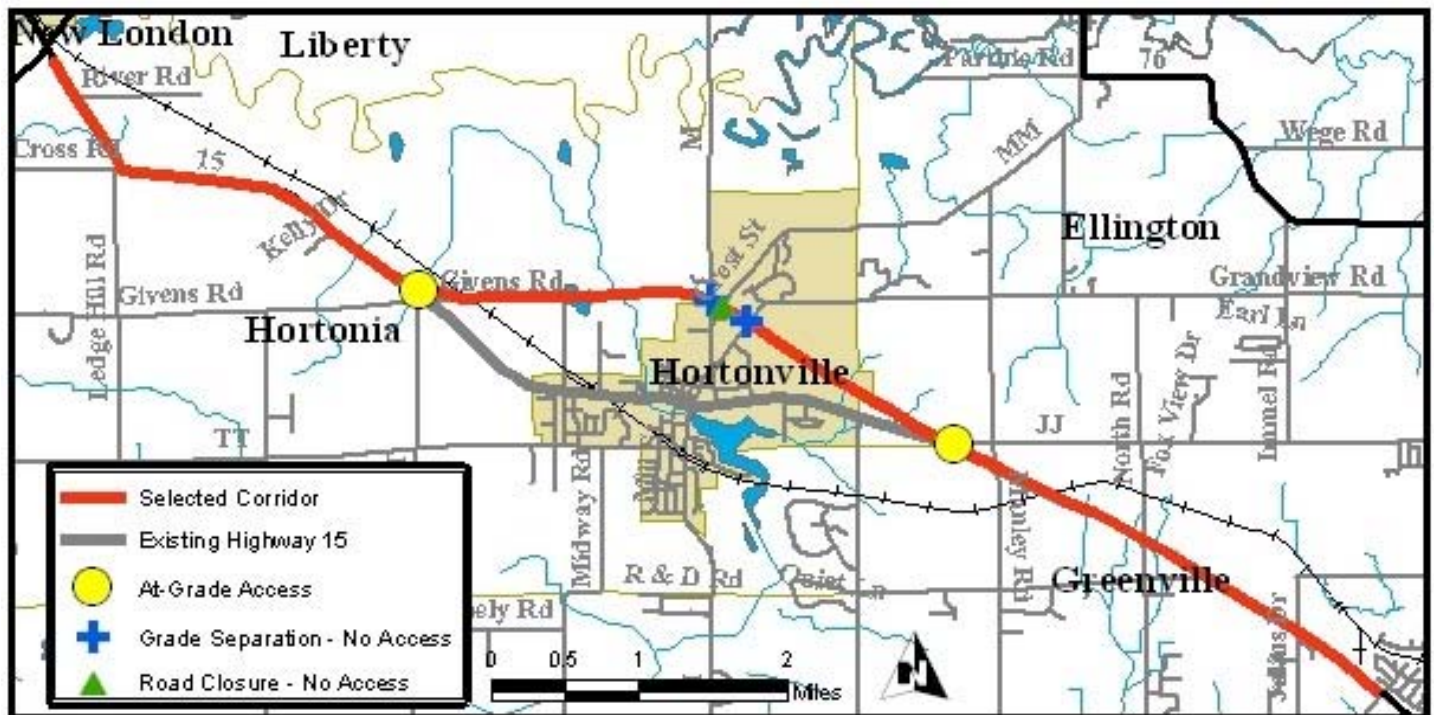
Kim Rudat
Communications Manager

North Hortonville Bypass Selected!

After reviewing comments from the public, local officials, and regulatory agencies, the Wisconsin Department of Transportation (WisDOT) has selected the corridor for the WIS 15 expansion project. The selected corridor consists of the North Alternative (Alternative 3) for the east section and Option A for the west section. This corridor was selected as it provides the best mobility for the traveling public, has the least overall impact on the surrounding environment and was the corridor that received the most favorable comments from the regulatory agencies, local municipalities, and the general public.

Option A follows existing WIS 15 southeasterly from US 45 in New London to the intersection with County T/Givens Road. The North Alternative will then leave existing WIS 15 and bypass the Village of Hortonville to the north, and converge with WIS 15 near County JJ. The remaining expansion southeasterly will be adjacent to existing WIS 15, merging with the four-lane section in Greenville.

WisDOT will now begin preliminary design work on this corridor, and will further address environmental issues as necessary to gain approval with the required regulatory agencies. A Final Environmental Impact Statement (FEIS) will be completed, and when approved, designation and official mapping of the corridor can take place, likely in 2010. It is only after this point that the WIS 15 expansion project can be considered for funding.



UPCOMING PROJECT MILESTONES

Upcoming Project Milestones

Begin Design on Selected Alternative	Summer 2007
Preliminary (30%) Design Complete	Spring 2009
FEIS Approved	Summer 2009
Mapping of Corridor	Winter 2010
Possible Approval to Fund Expansion	Fall 2010
Possible Construction Start	2016 or Later

WisDOT says “Thank You!”

This study has received an extraordinary amount of input from the public. WisDOT would like to thank everyone who was involved and took the time to attend meetings and provide information, comments and suggestions. This citizen involvement was critical in bringing this project to a successful conclusion and that was finding the best alternative for Outagamie County and the state of Wisconsin.

Robert Wagner
Project Manager

WIS 15 PROJECT ON THE WEB!
www.dot.wisconsin.gov/projects/d3/wis15/index.htm

Wisconsin Department of Transportation



944 Vanderperren Way
P.O. Box 28080
Green Bay, WI 54304

Phone: (920) 492-5643
Fax: (920) 492-5640
Email: greenbay.dtd@dot.state.wi

Date: May 30, 2003

To: District Files

From: Rob Wagner

Subject: STH 15 Public Informational Meeting of May 28, 2003

This meeting was held to present the EIS study and process for deciding the proposed improvement on the STH 15 corridor from New London to Greenville. WisDOT gave a brief overview the project history, purpose, timeline and steps to deciding a corridor or bypass of Hortonville. Displays were available for public viewing, including project timelines, potential corridors for study and development, land use, major highway project development, and potential highway facility types. East Central Wisconsin Regional Planning Commission and WisDOT staff answered questions from the public in an open house format. Two sessions were held, one from 2:00pm to 4:00pm and another from 6:00pm to 8:00pm. Approximately 320 people attended the meetings. Major concerns/thoughts heard from the public include the following:

- There is support for choosing a corridor as soon as possible.
- There is concern with the location of the north alternative. The alternative passes near the Hortonville schools.
- There is concern for the type of highway facility that will be built, whether it will be a freeway, expressway, or through town.
- Concern about the alternative routed on Givens road and how connections will be made at existing STH 15 or Cross Road.
- Comments that rerouted USH45, opening this fall, will result in lower traffic volumes on STH 15.
- Comments about proposing a route following along the railroad tracks to New London.
- Comments about routing STH 15 to the north on existing STH 76 and STH S.
- There was no vocal support for the middle corridor route over Black Otter Lake.
- That the southern route is too far from the Village and serves the industrial park.
- The northern route crosses the railroad tracks twice. The route also crosses near a special-needs home, spring-fed ponds and a possible old dump.
- The northern route crosses a wildlife area.
- Potential problems exist with an intersection north of town on CTH M.

MEMORANDUM

- | | |
|--------------------------|-----------------------|
| <input type="checkbox"/> | Information Only |
| <input type="checkbox"/> | Project Specific |
| <input type="checkbox"/> | Policy Memo–File With |

TO: Rob Wagner
FROM: Stephanie Berg
DATE: February 3, 2009
RE: WIS 15 Public Information Meeting - February 2, 2009

Questions at Presentation:

1. On the WIS 15 Environmental Matrix sheet in the handout, what does the DEIS mean? What are the differences between that and the Current Impacts?
2. In the West access section slide, is Kelly Drive mis-labeled?
3. Why is WisDOT wasting money on roundabouts when they do not work? Why not put the money into traffic lights instead of wasting tax payer's money?
4. How will Manley Road be handled near the roundabout?
5. Why are you considering endangered species, etc, but not school safety? Why can't the bypass be accessed at M? Why do you value traffic flow over safety? Why put an ugly bypass going through town? Why put the bypass closer to a school instead of further away with other routes?
6. Have you studied putting this many cars through a roundabout? Will this be a test run? Do you have examples of where other roundabouts have worked under heavy traffic?
7. Are you taking traffic going 55 mph down to 15 mph? Is that defeating the purpose?
8. Are you familiar with the roundabout in Neenah? It is difficult to get into.
9. We have no money, we need to cut out unnecessary spending, and our voices have not been heard. Why are projects not being completed? How much will this cost and where is the money coming from?
10. Feels the project is not needed or necessary.
11. Why did the route change from the southern route to the northern route being favored?
12. When access points were mapped out, did you consider the increase in traffic? Did you think of the hazards?

WIS 15 Public Advisory Committee (PAC) Members

Alvin Guerts	Outagamie County Director of Public Works
Mike Hendrick	Outagamie County Planner
Marvin Obry	Outagamie County Supervisor
Kent Hager	New London City Administrator
Roger L. Retzlaff	Hortonville Village President
J. Everett Mitchell	Hortonville Village Administrator
Kevin Bolssen	Hortonia Town Chairperson
Dennis Clegg	Town of Hortonia
Marcia A. Kelly	Dale Town Clerk
Orville Nelson	Ellington Town Clerk
David Tebo	Greenville Town Administrator
Dr. Gregory Joseph, Ph.D.	Hortonville School District, Superintendent of Schools
Ed Heyes	Citizen Representative
Pat McNicols	Citizen Representative
James Olsen	Citizen Representative
Paul Bernegger	Citizen Representative
Robert Schneider	Citizen Representative
Tom Olk	Citizen Representative

Notes for STH 15 Committee Meeting on December 11, 2002
Hortonville Village Hall

Introductions by Walt Raith:

Advisory Committee Members Present: Alvin Guerts, Mike Hendrick, Kent Hager, Roger Retzlaff, J. Everett Mitchell, Ed Hayes, James Olsen, Paul Bernegger, Marcia Kelly, Orville Nelson, Dave Tebo, Kevin Bolssen, and Dennis Clegg.

WisDOT and Regional Planning Staff:

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

Walt Raith introduced all the attendees and explained the role of the Advisory Committee and the reason for today's meeting.

Jenny Cavanaugh followed by reviewing the completed Corridor Preservation Study and how that is a guideline for the committee and the DOT.

Rob Wagner then explained the EIS process that is necessary to follow in determining any alternative that is chosen. Timelines and expectations were reviewed. This was followed by a discussion of the alternatives given to the state from local focus groups in the area. The DOT presented the designable alternatives and opened them up to discussion. A number of alternatives were removed from consideration. It was then decided that the DOT would review the remaining alternatives and work to find anymore before meeting again.

A second advisory committee meeting will be held in the winter of 2003 after the DOT refines the alternatives. This meeting will then be followed by a public informational meeting.

September 9, 2003 STH 15 Committee Meeting Notes

Advisory Committee Members Present: Alvin Guerts, Mike Hendrick, Kent Hager, Roger Retzlaff, J. Everett Mitchell, Ed Hayes, Paul Bernegger, Marcia Kelly, Dave Tebo, Kevin Bolssen, Patrick McNichols, Dr. Gregory Joseph, Marvin Obry, Tom Olk and Dennis Clegg.

WisDOT and Regional Planning Staff Present: Walt Raith of East Central Planning Commission, Colleen Harris, Jeanette Cavanaugh, Jim Lamers and Kim Rudat of WisDOT District 3 Green Bay.

Others present: Dan Toppins,

The agenda for the meeting is attached.



Walt Raith introduced all the attendees.

Jenny Cavanaugh explained the role of the Advisory Committee and the purpose for today's meeting.

Cavanaugh reviewed the purpose and need of the STH 15 project between New London and Greenville.

Colleen Harris updated the committee on EIS process.

Cavanaugh shared information about the value engineering study with the committee and explained that the value engineering information will supplement the EIS process. The value engineering team will not make the decision for STH 15 improvements.

Cavanaugh and Harris lead discussion regarding an access vision for STH 15. Most discussion focused on the bypass. The table displays the goals the access vision should achieve.

What They Want	What They Do Not Want
Move traffic around village at higher speed (55mph)	Conflict and congestion points
Connection b/w CTH S and STH 96 for local traffic circulation.	Put heavy burden on local streets
Easy access to and from the village	Isolate Village of Hortonville
Minimize truck traffic through town	Difficulty in providing emergency services
Reduce conflicts with school traffic	Force more turn movements downtown due to poor geometrics
Safe and efficient access to and from the industrial park, especially for trucks traveling through town	
Efficient local traffic circulation	
Grandview to remain as higher functioning local street	
North Road to remain as higher functioning local street	
Possibly connect Manly Road to CTH J	
CTH TT to remain as higher functioning road	

STH 15 Corridor Study

New London to Greenville

Introductions

Review Purpose of Committee

- Committee members represent their communities
- Members provide information for the decision making process

Review Purpose and Need of Project

- Improve operational efficiency of STH 15 between New London and Greenville by reducing conflicts between local and through traffic.
- Provide better mobility by adding capacity and minimizing public and private access.
- Improve the highway facility to meet current design standards.
- Coordinate local governmental land use plans to alleviate development pressure on STH 15.

Update EIS progress

- Federal Highways approval process
- Archaeological research has begun
- Value Engineering

Access Along Future Highway 15

- Develop Access Vision

What's Next/Timeline

- Newsletter.
- Dot meets with participating agencies in October.
- Agencies sign off on corridors to be studied.
- Advisory Committee Meeting.
- Possible Public Informational Meeting to announce corridors to be studied.
- Gathering of corridor impacts continuing through Winter/Spring/Summer '04.
- Public Informational Meeting.
- Draft Environmental Document and preferred alternative Fall '04.
-

September 9, 2003 Local Advisory Committee Meeting

Date: 9/20/02

To: District 3 Files

From: Rob Wagner

Subject: Project 6430-06-00
STH 15 (Greenville - New London)
Outagamie County

Re: STH 15 Local Coordination Meeting

The STH 15 Local Officials Informational Meeting was held on Thursday, September 19, 2002 at 8:00 am, in conference room #2. Attendees include: Robert Wagner, Colleen Harris, Jeanette Cavanaugh, Jim Lamers, Marc Dobson, Carrie Lutz, and Kim Rudat of the DOT. Also in attendance: Walt Raith of ECWRPC; Roger Retzlaff, Lynne Mischker, and J. Everett Mitchell of the Village of Hortonville; Marcia Kelly, Town of Dale - Clerk; Kevin Bolssen, Town of Hortonville - Chairman; William Jurack, Town of Liberty - Chairman; Stan Riffle, representing Hortonville; and Richard Carlson, representing Hortonville, Greenville, and Ellington.

The purpose of this meeting was to review the recent project history of STH 15 and provide a timeline of the EIS for the officials in attendance. This included an explanation of the Corridor Preservation Study, the Transportation Projects Committee (TPC), and the Environmental Impact Study (EIS) processes. Open questions from the attendees followed the project history presentation.

Issues Discussed

- The village and towns expressed concern about imminent development and the need to have the bypass mapped as soon as possible.
- The construction of the chosen alternate is dependent upon TPC approval and could be years off.
- The EIS draft should be ready for the TPC review process in 2004.
- Meeting attendees reviewed the EIS timeline and public involvement opportunities, such as a public advisory committee and public informational meetings.
- The Village of Hortonville gave the district a number of bypass alternatives to be reviewed.

Actions

- WisDOT will create an advisory committee. Selected members will include local officials and citizens that have been involved with the previous studies. Selection of members, a meeting date will be set up to review alternate possibilities.

Date: April 21, 2003

To: District 3 Files

From: Rob Wagner

Subject: Project 6430-06-00
STH 15 (Greenville - New London)
Outagamie County

Re: Minutes for STH 15 Scoping Meeting with Coordinating Agencies

The STH 15 Coordinating Agency Meeting was held on Tuesday, April 1, 2003 in the District 3 office. Attendees include: Robert Wagner, Colleen Harris, Jeanette Cavanaugh, Marc Dobson, Carrie Lutz, Mike Helmrick, and Shirley Stathas of the DOT. Also in attendance: Walt Raith of ECWRPC; Gary Knapton of the US Army Corps of Engineers, Al Stranz of the WisDNR, Shelly Schaetz of the WisDNR, Jacki Lawton of the FHWA, Johnny Gerbitz of the FHWA, and Sherry Kamke of the US EPA via phone. Agencies invited but not in attendance were US Fish & Wildlife Service, Wisconsin State Historical Society, Wisconsin Dept. of Agriculture, Trade & Consumer Protection, and eleven Native American Tribes.

The purpose of this meeting was to review the purpose and need for the expansion of the above project on STH 15 and to introduce possible corridors for study. The Transportation Projects Commission (TPC) has approved this project for EIS study. An explanation of the history of the Corridor Preservation Study, the Transportation Projects Commission (TPC) selection, and the Environmental Impact Study (EIS) timeline was presented.

Issues Discussed

- The purpose and need of the project was reviewed from the corridor preservation document and discussed. The purpose and need concurrence of the above agencies needs to occur before the proposed alternates for study can be finalized.
- The Notice of Intent needs to be documented for the EIS study to commence.
- The project should follow the NEPA 404 Agreement, which includes concurrence from the participating agencies on the Purpose & Need, Scoping (alternate development), and alternate selection.
- The type of facility needs to be determined early in the process.
- Methodology for the archaeological study can begin soon for the preliminary alternates defined at this point.

- **The function of STH 15 Citizens Advisory Group was reviewed, along with the development of potential corridors, and the timeline of the EIS.**

Actions

- **Submittal of the Notice of Intent will be verified for the EIS project.**
- **The Purpose and Need will be documented and sent to all cooperating agencies for concurrence.**
- **Agencies will reconvene after the Purpose and Need concurrence and after the presentation of the possible alternatives in the Public Informational Meetings. This meeting will be to finalize the corridors to be studied and possible review the project area in the field.**

> -----Original Message-----

> From: Birch, Gary

> Sent: Friday, May 26, 2006 3:11 PM

> To: 'James.Mccarthy@Strand.com'

> Cc: Braun, Wendy; Wagner, Rob - NE Region; Helmrick, Michael

> Subject: Hwy 15- New London to Greenville; Lupine/Karner Blue

> Butterfly Survey

>

> On May 25th I had an opportunity to survey the above project area for the
> occurrence of Wild Blue Lupine (*Lupinus perennis*), and ultimately the
> Karner Blue Butterfly. Letters from the U.S. Fish and Wildlife Service,
> dated June 8th and October 25, 2004 said the Karner Blue Butterfly has
> been documented near the east section of the proposed corridor. It also
> mentioned that WisDOT conduct surveys for lupine at the project site. On
> behalf of WisDOT, I surveyed this stretch of highway from North Road west
> to Co. M within Hortonville. I also surveyed representative (not all)
> areas along the two alternative routes for the proposed construction.

>

> From my surveys, there is no lupine along these routes, nor did I see any
> soils conducive to their growth. Most of the uncultivated, upland areas
> of the routes are either characterized by Smooth Brome Grass (*Bromus*
> *inermis*), or a heavy tree cover, neither an associate of lupine. Without
> lupine, or other usual native nectar plants, Karner Blue Butterflies do
> not exist.

>

> For those reviewing this survey report, I'm certified through the
> Wisconsin Department of Natural Resources for KBB surveys. My last
> training certification occurred in May, 2004 and is good until 2009.

>

> Gary Birch

> WisDOT, Environmental Services

> Phone: (608) 266-1017

> gary.birch@dot.state.wi.us

>

Date: October 2, 2003

To: District 3 Files

From: Rob Wagner

Subject: Project 6430-06-00
STH 15 (Greenville - New London)
Outagamie County

Re: Minutes for STH 15 Scoping Meeting #2 with Coordinating Agencies

The second STH 15 Coordinating Agency Meeting was held on Wednesday, October 1, 2003 in the District 3 office. Attendees include: Robert Wagner, Colleen Harris, Jeanette Cavanaugh, Jim Lamers, Carrie Lutz, Kim Rudat, Tom Kobus, and Shirley Stathas of the DOT. Also in attendance: Walt Raith of ECWRPC; Gary Knapton of the US Army Corps of Engineers, Shelly Schaetz of the WisDNR, Jacki Lawton of the FHWA, Johnny Gerbitz of the FHWA, Chris Cromwell of the FHWA and Julie Guenther of the US EPA. Agencies invited but not in attendance were US Fish & Wildlife Service, Wisconsin State Historical Society, Wisconsin Dept. of Agriculture, Trade & Consumer Protection, and eleven Native American Tribes.

The purpose of this meeting was to review the purpose and need for the expansion of the above project on STH 15 and to review the possible corridors for study. The Transportation Projects Commission (TPC) has approved this project for EIS study. A brief review of the project history discussed, including the Corridor Preservation Study, the Public Informational Meeting of May 2003, and the Value Engineering Study completed in the summer of 2003.

Issues Discussed

- The function of STH 15 Citizens Advisory Group was reviewed, along with the development of potential corridors, and the timeline of the EIS.
- The purpose and need of the project was reviewed. Updates of the purpose need were pointed out and discussed. The purpose and need concurrence of the above agencies needs to occur before the proposed alternates for study can be finalized. The upcoming transfer of USH 45 to a new facility to the west was a concern for Shelly, Julie, and Gary. A new traffic count after the opening of the new USH 45 was recommended by them to confirm the traffic counts and thus be able to concur on the purpose and need.

- Shelly would like to see some verbiage in the purpose and need about community land use plans and their need to balance transportation with the environment and land use.
- Concurrence from the participating agencies on the corridors cannot occur until they have enough information to show and justify why any one corridor should be carried on for study or removed.
- This winter, the DOT will have staff looking at several alternates and their impacts, likely locations, and their viability as an alternative. This information will be used to help the agencies concur on the corridors approved to bring forward in the environmental impact study.
- Johnny mentioned the importance to have the study follow common termini for ease of review and comparison.
- Gary would like to have the history and justification of the previous corridors brought up and why they were dismissed from the study. This needs to be done to begin narrowing down the corridors for study.
- Before final concurrence of the corridors to be studied is given, supporting data such as cost, land impacts, wetlands, agriculture, etc, will be needed for the agencies to sign off.

Actions

- The DOT will send out history and justification of the corridors developed up to this point.
- The DOT will review the New London interchange area, the Black Otter Lake area, and the northern route area this winter to possibly refine or justify the corridors for further study.
- New traffic counts will be taken to see the actual effect of the newly opened USH 45 route has on the STH 15 corridor.
- The Purpose and Need will be revised with the updated traffic numbers and resent to all cooperating agencies for concurrence.
- The DOT will provide justification for the final alternatives to be studied (and those possibly taken off) via email or mail. If the agencies concur to the mailing, the alternatives will carry forward in the EIS. If not, an additions scoping meeting will be set up to review the corridors for concurrence.
- The DOT will continue on with the STH 15 Advisory Committee and Public Informational Meetings as planned.

WIS 15 Local Agency Coordination Meeting
April 13, 2007
Outagamie County Highway Dept. Office

Walt Raith kicked off the meeting and introductions ensued. Sign in Sheet attached.

Rob Wagner gave a presentation from the handout (attached). He discussed updated traffic projections, explained what the numbers are and where they come and thus represent (Traffic counts, historic counts, and OD Studies). The numbers on the chart are representative of all Traffic Volumes comprised of External to External, External to Internal, and Internal to Internal Trips. Walt explained that we have tables to break out the different trips. Dennis Johnson questioned the 23500 vs. 10800 does not equal 60%. This was attributed to traffic patterns. Dennis Yochman asked if JJ could be relocated to line up with Alt. 2. Rob indicated this was not being looked at, at this time. More minor questions on how the numbers were derived ensued.

Rob Wagner then began a discussion of Alt. 1. This Alternative stays on alignment with large impacts to downtown business buildings and access. Historical buildings would be impacted. No questions.

Alternatives 2, 3, and 4 were then discussed. Alt. 2 will have at grade access at touchdowns but grade separations or closures of local roads along the relocated route. This is the southern route. Al Guerts asked if, when a corridor is selected, would ROW be acquired at touchdown points to reserve area for future interchanges. This will be a possibility at the time of design and acquisition.

We then discussed the Environmental Matrix and the total ROW needed numbers. Explained total at the Public Hearing (DATE) was questioned and found to be wrong for Alt 1.

Discussed narrower 300 ft corridor impact calculations.

We will be having an Agency Meeting April 17 to determine if a correction on the total ROW needed error needs to be corrected in the public.

James Olsen questioned the land values estimates. Colleen Harris explained not to hang the decision on the estimates until decision is made. We will then further examine these numbers once a corridor is selected plus the numbers are from 2004.

Comment Summary discussed (Attached). Discussed the process that will be used to pick a preferred Alt to illustrate the comments weighed in different ways depending on the project. Mid May the NE Region will have a meeting with the agencies to present all the materials and make a formal decision. The decision is then presented to DOT management team in early June to forward their decision to the Secretary of WisDOT for final Approval. No further public hearings are scheduled but information session after the selection to determine the preliminary designs.

Comment Summary discussion ensued and Questioned how these comments were tabulated only oppositions without an alternative in favor tabbed to opposition. Opposed with a favored alternative tabbed for favored alternative.

Rob then discussed the Project Development Process. Phase 2 Arch surveys will begin, touchdown points will be decided, trail location (if possible), and Railroad crossing treatments will be decided and examined. Then it will move to a Final EIS, Record of Decision (ROD) will be written, and be recommended to the TPC for funding in 2010 due to their meeting cycle of every 2 years. Officially mapping of corridor to preserve the preferred alternative, until the TPC funding is approved, will occur so people along this corridor know what is happening to the property. WisDOT will inform the public through Public information sessions.

A question and answer session ensued with a question asked about other alternatives and Rob answered this committee eliminated some of the 20+ alternatives back in 2003 and 2004. When the ROD is approved, when do property owners get offers to be bought out? Depending on when a TPC decision is made. Until a decision is made, WisDOT has the option to do early buyouts but have limited funding until the TPC approval, which will set the budget for the project and specifically for Real Estate.

Committee Comments:
See Attached Spreadsheet

Rob asked if this group wanted to make a consensus endorsement of an Alternative. It was noted that this is not the goal of this committee to have a consensus. The consensus is there is no consensus.

Rob summarized that Alternatives 2, 3, and 4 will not have access points along the route to avoid congestion on the main Routes. Mobility is the basis for the study. This group will meet again if issues come up. There was a question as the content of the goals listed on the webpage for the [STH 15 Expansion Study](#) in particular the goal of Enhancing Access. These goals will be revised to match what is in the EIS.

Meeting adjourned at 11:30 am.