

cumulative effects of MSATs. WisDOT and FHWA evaluated the potential change in MSATs from the build alternatives and the No-Build Alternative. According to the MSAT analysis, MSATs will decrease in the future because of EPA's national pollution control programs. In 2007, a new EPA rule to regulate MSATs, Control of Hazardous Air Pollutants from Mobile Sources, went into effect. The rule sets new standards for fuel consumption, vehicle exhaust emissions, and evaporative losses from portable containers that will be phased in between 2011 and 2015.

Greenhouse gas emissions are also a concern in the I-43 North-South Freeway study corridor air quality study area. While there are no accepted quantitative tools to estimate greenhouse gases at the study level, vehicles using the I-43 North-South Freeway Corridor can be expected to contribute to greenhouse gas emissions within the region. Currently, the major way to reduce emissions of greenhouse gases from transportation is to reduce the amount of fuel consumed. This can be accomplished by reducing congestion (more efficient driving conditions), reducing driving, and more fuel efficient vehicles.

Local governments can help manage and reduce greenhouse gases by utilizing appropriate land use and zoning policies that reduce travel demand within individual communities and southeast Wisconsin. A study published by the Urban Land Institute points to the importance of reducing vehicle miles of travel by managing growth and land use patterns.⁷⁹ Specifically, studies find that compact development (characterized by features such as diverse land use, concentrations of populations and/or employment, access to multimodal transportation and interconnected streets) can reduce driving, which translates into reduced greenhouse gas emissions. Local government plans that are consistent with the SEWRPC 2035 regional land use and transportation plans would help ensure the most efficient land use and zoning policies within the region.

Increased amounts of greenhouse gas in the atmosphere can have impacts on the environment and human health across the planet. Examples of these impacts include rising sea levels, causing erosion of beaches and shorelines, destruction of aquatic plant and animal habitat, floods of coastal cities, and disruption of ocean current flows; a warming trend over much of the planet, broadening the range for many insect borne diseases; and chronic stress of coral reefs. The possible impacts of global warming to Wisconsin include warmer and drier weather; decreases in the water levels of the Great Lakes, inland lakes, and streams (which may affect shipping operations); increases in water temperature (lowering water quality and favoring warm water aquatic species); changes in ecosystem and forest composition; increases in droughts and floods (impacting crop productivity); and reduction of snow and ice cover (lessening recreational opportunities).⁸⁰

RESIDENTIAL NEIGHBORHOODS

Affected Environment

Well established residential neighborhoods can be found throughout the primary study area particularly in Milwaukee County communities, and in the cities of Mequon and Cedarburg and the village of Grafton in Ozaukee County. Rural density residential land uses are common in the town of Grafton and Cedarburg as well as the non-urbanized area of the city of Mequon. **Subsection 3.3** provides a detailed discussion about residential areas adjacent to the I-43 North-South study corridor.

⁷⁹ Urban Land Institute. *Land Use and Driving: The Role Compact Development Can Play in Reducing Greenhouse Gas Emissions. Evidence from Three Recent Studies.* 2010.

⁸⁰ Public Service Commission of Wisconsin and WDNR. *Governor's Task Force on Global Warming: Wisconsin's Strategy for Reducing Global Warming.* July 2008. U.S. Census Bureau, *County Business Patterns*, 2010.

Environmental Consequence/Potential Mitigation

Maintaining infrastructure is important to the quality of life for a community. Highways and other transportation infrastructure provide reliable access to employment and cultural centers, improve mobility of people and goods, and reduce congestion, all of which encourage continued investment throughout the community and within neighborhoods.

Conversely, infrastructure in and adjacent to neighborhoods can cause direct and proximity impacts such as right of way acquisition, displacements, and increased air, noise and visual impacts. The combination of these impacts can negatively impact quality of life. Neighborhoods close to large infrastructure become more vulnerable to these impacts as the infrastructure expands.

The build alternatives would not split neighborhoods, but would acquire up to 11 residences and an apartment tenant above a business in Milwaukee County. The anticipated impact is not substantial compared to an overall population in Milwaukee County and many residents could be relocated within close proximity to their existing residences. But, the direct impact to residential properties when combined with other past, present and future freeway reconstruction projects could cumulatively affect neighborhoods within Milwaukee County. As shown in **Table 3-42**, between 39 and 54 residences would be impacted by southeastern Wisconsin freeway reconstruction projects in Milwaukee County that have been completed, are under construction or are in the planning phase. Additional residences are likely to be displaced in Milwaukee County as the remaining segments of the freeway network are reconstructed along I-894, US 45, I-43 and I-94 in the future. This is particularly true for the city of Milwaukee that has multiple freeway corridors within its boundaries and had substantial loss of residences from the original construction of the freeway system.

Table 3-42: Cumulative Residential Impacts of Southeastern Wisconsin Freeway Projects in Milwaukee County

Project	Residential Displacements	Location	Status
Marquette Interchange	10	Milwaukee County	Completed
I-94 North-South	4	Milwaukee County	Milwaukee County portion completed
Zoo Interchange	8	Milwaukee County	Under construction
I-94 East-West	4-10	Milwaukee County	Planning phase
I-43 North-South	12	Milwaukee County	Planning phase

Source: Marquette Interchange Environmental Assessment; I-94 North-South Corridor Study Final Environmental Impact Statement; Zoo Interchange Final Environmental Impact Statement; I-94 East-West Freeway Corridor Draft Environmental Impact Statement; I-43 North-South Corridor Study Draft Environmental Impact Statement

WisDOT has developed design modifications that avoid and minimize relocations to the extent possible. Other project features can also minimize the potential cumulative effect of the build alternatives. Noise barriers are feasible and reasonable in up to four locations along the project corridor. Traffic currently using local streets to avoid freeway congestion would also divert back to I-43, potentially reducing congestion on local streets. Improved traffic operations reduce emissions, which benefits air quality. During preliminary engineering, WisDOT will initiate a CSS process to enhance infrastructure elements, and improve the visual quality of the I-43 corridor.

BUSINESS DISTRICTS

Affected Environment

I-43 is a major regional and local north-south route providing a vital link between communities in Milwaukee and Ozaukee counties with downtown Milwaukee. Businesses in the primary study area are clustered close to I-43 and near arterial streets with Interstate access, including Port Washington Road and the Good Hope Road, Brown Deer Road, Mequon Road and WIS 60 interchanges.

Milwaukee County contains the largest number of jobs in comparison to the other counties in the region. As of 2010, the county contained 575,400 jobs, which accounted for nearly half of the employment in the region. Milwaukee County has historically been the economic hub in Wisconsin, providing the region with a source of high paying management and professional jobs in downtown as well as a supply of service and manufacturing jobs throughout the county. With the exception of the 2000s, Milwaukee County has experienced a net gain of employment each decade going back to at least the 1950s. Declines in employment during the 2000s were associated with the national economic recession of the late 2000s. During this time, the region lost 2.7 percent of its employment. The majority of the net job losses occurred in Milwaukee County, where employment declined by 42,900. Ozaukee County's employment was 52,500 in 2010. Within the region, Ozaukee County contains the fewest number of jobs and accounts for 4.5 percent of the region's employment. During the 2000s employment in Ozaukee County remained stable with a net gain of 2,100 jobs.

Environmental Consequence/Potential Mitigation

The build alternatives would relocate up to three commercial businesses, one in Milwaukee County (city of Glendale) and two in Ozaukee County (city of Mequon). This direct project impact when combined with other past, present and future freeway reconstruction projects could cumulatively affect businesses within Milwaukee County. As shown in **Table 3-43**, between 25 and 26 businesses would be impacted by southeastern Wisconsin freeway reconstruction projects that have been completed, are under construction or are in the planning phase. Additional businesses are likely to be relocated in Milwaukee County as the remaining segments of the freeway network are reconstructed along I-894, US 45, I-43 and I-94 in the future. Maintaining jobs in Milwaukee County where existing local transit is available is especially important for low income and minority populations who are more likely to be dependent on transit to access employment. Potential cumulative business impacts in Ozaukee County would be less because I-43 is the only freeway corridor within the county. Other transportation projects identified in **Table 3-38** such as the reconstruction of I-43 north of WIS 60 and future construction along the WIS 167 and WIS 60 corridors could cumulatively contribute to business relocations in Ozaukee County, although construction for these other transportation projects is currently not scheduled.

Table 3-43: Cumulative Business Impacts

Project	Business Displacements	Location	Status
Marquette Interchange	5	Milwaukee County	Completed
I-94 North-South	0	Milwaukee County	Milwaukee County portion completed
Zoo Interchange	4	Milwaukee County	Under construction
I-94 East-West	14-15	Milwaukee County	Planning phase
I-43 North-South	3	Milwaukee and Ozaukee Counties	Planning phase

Source: Marquette Interchange Environmental Assessment; I-94 North-South Corridor Study Final Environmental Impact Statement; Zoo Interchange Final Environmental Impact Statement; I-94 East-West Freeway Corridor Draft Environmental Impact Statement; I-43 North-South Corridor Study Draft Environmental Impact Statement

The business impacts are not expected to have a substantial cumulative effect on the Milwaukee County or Ozaukee County economies. The business impacts make up a very small portion of the 20,015 business establishments that are located in Milwaukee County and 2,701 businesses in Ozaukee County as of 2010.⁸¹ Also, the business losses are expected to be offset by business development in other nearby areas. As discussed in the Indirect Effects subsection, the build alternatives are expected to have the indirect effect of facilitating planned redevelopment within the primary study area. This conclusion is supported by a recent TRB report that reviewed 100 transportation case studies.⁸² The research found that highway projects can cause localized negative job impacts if property takings are required, but these impacts were offset by new economic activity that occurred elsewhere in nearly all the case studies. In addition, as discussed in **Subsection 3.4**, available space is available within Milwaukee County and Ozaukee County to relocate businesses within the counties. Relocation assistance would be facilitated by WisDOT's acquisition and relocation program.

MUNICIPAL TAX BASE

Affected Environment

Local taxes are used for many basic services by local governments including garbage collection, police and fire protection, local road construction and maintenance, public facilities and other services. Local government tax revenues in Wisconsin have become more challenging in recent years as new development slowed due to the economic recession of the late 2000s, state aid for local governments has declined and strict levy limits have been created that cap the amount of money local governments can raise through property taxes.

Table 3-44 shows the tax revenues that were collected for municipalities in Milwaukee and Ozaukee counties in 2012 that are adjacent to a freeway. Because these communities are adjacent to a freeway they are most likely to be impacted by freeway property acquisitions.

⁸¹ U.S. Census Bureau, *County Business Patterns*, 2010.

⁸² *Interactions Between Transportation Capacity, Economic Systems, and Land Use. SHRP2 Capacity Research. Report S2-C03-RR-1. Transportation Research Board. 2012.*

Table 3-44: Local Government Tax Revenues for Municipalities Adjacent to a Freeway in Milwaukee and Ozaukee Counties

County	Municipality	Full Value of Taxable Property (2012)	Total Local Tax Collected* (2012)
Milwaukee County	Village of Bayside	\$561,263,900	\$4,192,063
	Village of Fox Point	\$1,030,559,100	\$6,986,229
	Village of River Hills	\$470,716,900	\$2,936,479
	City of Glendale	\$1,909,411,000	\$12,160,977
	City of Greenfield	\$2,753,622,700	\$21,995,429
	City of Milwaukee	\$26,407,923,000	\$239,551,718
	City of Oak Creek	\$2,932,766,600	\$19,087,098
	City of Wauwatosa	\$4,963,918,700	\$37,030,383
	City of West Allis	\$3,738,930,800	\$38,940,771
	County Total	\$57,782,302,300	\$413,227,056
Ozaukee County	Town of Belgium	\$267,664,500	\$397,920
	Town of Grafton	\$532,014,900	\$1,473,336
	Town of Port Washington	\$188,482,900	\$447,854
	Village of Belgium	\$173,073,000	\$704,786
	Village of Grafton	\$1,118,423,500	\$7,378,777
	Village of Saukville	\$402,608,400	\$2,699,402
	City of Mequon	\$3,912,167,500	\$19,548,033
	County Total	\$10,349,569,700	\$51,287,595

Source: Town, Village, and City Taxes – 2012. Wisconsin Department of Revenue.

Note: * = This amount is for village and city tax collections only. It does not include county or school district taxes.

Environmental Consequence/Potential Mitigation

The build alternatives for the I-43 North-South study corridor could cumulatively affect local government tax bases, particularly in Milwaukee County, when combined with past, present and future freeway reconstruction projects. **Table 3-45** shows the known municipal tax base impacts for southeastern Wisconsin freeway reconstruction projects that have been completed, are under construction or are in the planning phase. The tax revenue losses are small in comparison to the total annual property taxes collected that are shown in **Table 3-44**. However, a loss of tax base can affect a community's ability to provide municipal services. Additional municipal property tax base in Milwaukee County is likely to be impacted as the remaining segments of the freeway network are reconstructed along I-894, US 45, I-43 and I-94 in the future. Ozaukee County may experience this effect to a lesser extent with future reconstruction of I-43 north of WIS 60 and other transportation projects identified in **Table 3-38**.

This cumulative effect to municipal tax base is likely to be offset by the potential indirect land use effects that would facilitate planned development within the primary study area and other areas within Milwaukee and Ozaukee counties as discussed in the Indirect Effects subsection above.

Table 3-45: Cumulative Local Government Tax Base Impacts in Milwaukee County*

Project Status	Southeastern Wisconsin Freeway Project	Assessed Value Loss	Annual Local Tax Revenue Loss*	Tax Year	Municipalities Impacted
Completed	Marquette Interchange	Unknown	Unknown	Unknown	Milwaukee
Milwaukee County portion completed	I-94 North-South	\$1,366,623	\$70,314	2005	Milwaukee, Greenfield, Oak Creek
Under construction	Zoo Interchange	\$11,455,600	\$76,990	2008	Milwaukee, Wauwatosa, West Allis
Planning phase	I-94 East-West	\$6,544,953 -\$7,644,193	\$60,540 -\$70,709	2011	Milwaukee
Planning phase – Milwaukee County	I-43 North-South	\$8,254,322	\$237,700	2012	Glendale, Bayside, Fox Point, River Hills

Source: Marquette Interchange Environmental Assessment; I-94 North-South Corridor Study Final Environmental Impact Statement; Zoo Interchange Final Environmental Impact Statement; I-94 East-West Freeway Corridor Draft Environmental Impact Statement; I-43 North-South Corridor Study Draft Environmental Impact Statement.

Note: * = No substantial freeway reconstruction projects have occurred in Ozaukee County. The I-43 North-South Freeway build alternatives affect up to \$23,689 in tax revenue loss in Ozaukee County.

REGIONAL LAND USE PATTERNS

Affected Environment

To understand regional land use patterns, it is first important to understand the historic growth patterns of metropolitan areas in the United States and the Milwaukee metropolitan area. During the first half of the 20th century the physical layout of U.S. cities was compact and focused around a central business district that contained a mixture of uses. Neighborhoods tended to be built on a street grid and small shops and businesses were often located along a main street district within walking distance to homes. Lands that were closest to the central business district were often the most valuable because they had the greatest accessibility to employment, transportation, and goods and services.

During the second half of the 20th century, after World War II, land development patterns changed dramatically as development spread to more outlying areas and people and businesses moved farther from the central business district. Residential, commercial and industrial land uses were separated and the street grid was replaced with an arterial roadway system. Driving became essential for most trips. This change is attributable to multiple factors including the expansion of the U.S. auto industry, the implementation of the federal Interstate highway program, federal housing policies that encouraged homeownership, and local zoning ordinances. These land use pattern changes also occurred during a time period when the United States was undergoing great economic growth and large population increases due to the post World War II baby boom phenomena. The result has been metropolitan areas characterized by multiple clusters of

development dispersed throughout a region instead of one central business district.⁸³

The story has been similar for the Southeast Wisconsin region. According to SEWRPC, “over the 100-year period from 1850 to 1950, urban development in the region occurred in a pattern resembling concentric rings around existing urban centers, resulting in a relatively compact regional settlement pattern. After 1950, there was a significant change in the pattern and rate of urban development in the Region. While substantial amounts of development continued to occur adjacent to established urban centers, considerable development also occurred in isolated enclaves in outlying areas of the Region.”⁸⁴ The population density of the urban portion of the southeastern Wisconsin region decreased significantly, from 10,700 persons per square mile in 1940 to about 5,100 in 1970; 3,900 in 1980; 3,500 in 1990; and 3,300 in 2000.⁸⁵

As the original construction of the Interstate system greatly improved accessibility to outlying areas and local governments permitted development, the value of central downtown locations diminished and disinvestment pursued.⁸⁶ Low-income residents become concentrated in central city locations as people with economic means moved to suburban locations. Also, as jobs decentralized, it became increasingly difficult for transit-dependent, low-skilled workers to obtain employment in areas of the region not served by public transportation.

Environmental Consequence/Potential Mitigation

The recommendations for the regional freeway system and the status of its implementation were considered to fully assess the potential cumulative effect to regional land uses and its consequences. The SEWRPC 2035 regional transportation plan for Southeastern Wisconsin recommends widening 127 miles of the 270-mile regional freeway system in southeastern Wisconsin.⁸⁷ This includes adding travel lanes to:

- I-94 throughout Milwaukee County and through WIS 67 in Waukesha County and to the I-94 north-south segment between downtown Milwaukee and the state border with Illinois.
- I-894 in Milwaukee County.
- US 45 in Milwaukee, Waukesha and Washington counties to the split between US 45 and US 41, north of WIS 167.
- I-43 in Milwaukee and Ozaukee counties between downtown Milwaukee and WIS 57.

To date, WisDOT has completed the reconstruction of the Marquette Interchange in downtown Milwaukee and has completed the Mitchell Interchange segment of the I-94 North-South corridor. Segments in Racine and Kenosha County are under construction. WisDOT recently initiated the construction of the Zoo Interchange project in Milwaukee County which allows for the addition of new travel lanes if needed in the future.

The I-43 North-South project in combination with past and future I-43 projects in Milwaukee and Ozaukee counties could induce development within Ozaukee County by improving the commute to downtown Milwaukee where a large portion of Ozaukee County’s workforce is employed.

⁸³ EPA. “Our Built and Natural Environments: A Technical Review of the Interactions Among Land Use, Transportation, and Environmental Quality.” Second Edition. June 2013. 78-80.

⁸⁴ SEWRPC. Planning Report No. 48: A Regional Land Use Plan for Southeastern Wisconsin: 2035. 2006.

⁸⁵ SEWRPC. Planning Report No. 48: A Regional Land Use Plan for Southeastern Wisconsin: 2035. 2006.

⁸⁶ The Brookings Institution Center on Urban and Metropolitan Policy. 2000. Do Highways Matter? Evidence and Policy Implications of Highways’ Influence on Metropolitan Development. Boarnet, Marlon G. and Haughwout, Andrew F.

⁸⁷ SEWRPC. Planning Report No. 49: A Regional Transportation System Plan for Southeastern Wisconsin: 2035. 2006.

While the original construction of I-43 in Milwaukee and Ozaukee counties in combination with post 1950s historic development patterns played a large cumulative role in the decentralization of development and jobs in the past, subsequent improvements and widening to I-43 (downtown to WIS 57) and other freeway corridors in the region are expected to have a continued, though much smaller cumulative effect on regional land use patterns and the redistribution of population and employment for the following reasons:

- The land use patterns in Milwaukee and Ozaukee counties have developed around a mature transportation system that already has a great deal of transportation accessibility from existing freeway interchanges, state and county highways and the local arterial network
- Travel time savings are not expected to be great enough to substantially change the regional distribution of development over and beyond existing conditions because I-43 is already a limited-access freeway.
- Local development regulations place limitations on Ozaukee County's development potential. The growth and intensity of development outside the urbanized areas of the county is limited by a lack of sewer and water services, large lot zoning requirements, conservation easements and environmental corridors that are protected by local zoning. Also, the towns in the northern half of the county have agricultural preservation zoning in place that requires a minimum of 35-acre lots.
- Local market conditions limit the economic development potential of Ozaukee County. According to the 2011 Ozaukee County Workforce Profile, the high cost of housing in Mequon and the southern portion of the county have hindered its population growth.⁸⁸ In addition, local stakeholder input confirmed that the high land values in the southern half of the county can also make business development more challenging especially for industrial users. Stakeholder input also confirmed that the market for business development in the northern half of Ozaukee County (north of WIS 60) where large amounts of undeveloped land is available is limited because employers often perceive it as being too far from the existing workforce pool and are concerned they would not be able to attract employees.

Although this effect is expected to be smaller in comparison to the original construction of the freeway, stakeholders are concerned that induced development in Ozaukee County would create more jobs that are not accessible by transit. This has social and economic implications for residents who do not have access to a reliable vehicle or carpool network.

For example, according to the SEWRPC 2035 regional housing plan, 17 percent of households in the city of Milwaukee did not have access to a car in 2005-2009 and only 41 percent of employers in the region are accessible by local or rapid transit service.⁸⁹ As a result, households in the city of Milwaukee that lack access to a car are not able to access the majority of employment centers in the region. This affects the ability of lower income, transit-dependent populations in the city of Milwaukee to obtain employment and creates isolated neighborhoods with high concentrations of poverty. This was validated during stakeholder outreach⁹⁰ and at the July 11, 2013, focus group meeting. Stakeholders stated that more transit investment is needed in the region to improve access to jobs, especially for those that do not have access to a vehicle.

The spatial mismatch between low-income workers and available low skilled jobs is present in the Milwaukee metropolitan area as documented by researchers at the University of Wisconsin-

⁸⁸ 2012 Market Profile: Downtown Milwaukee. Prepared by Progressive Urban Management Associates, Inc. on behalf of Downtown Milwaukee Business Improvement District 21.

⁸⁹ Employers with at least 500 employees in Milwaukee County and employers with at least 100 employees in the other six counties were included in the 41 percent figure.

⁹⁰ Interview with City of Milwaukee Alderman Michael Murphy. Feb. 7, 2013.

Milwaukee.⁹¹ The university's 2004 report found 81 percent of families living below the poverty line are located in the city of Milwaukee; only 30 percent of businesses with strong hiring projections for entry-level workers are located in Milwaukee; and the remaining 70 percent are in the suburbs. The spatial mismatch is further complicated by other factors such as declining MCTS transit service levels, a lack of a coordinated regional transit system, limited transit services in job-rich suburbs, restrictive suburban zoning regulations that indirectly discourage affordable housing and relatively low rates of vehicle ownership and valid driver's licenses in some areas of Milwaukee.

The SEWRPC 2035 regional housing plan analyzed the ratio of available jobs and housing throughout the region to determine if communities with a substantial amount of existing and/or planned employment also have existing or planned workforce housing.⁹² The SEWRPC analysis found a current and projected jobs/housing imbalance for many of Milwaukee's suburban communities. Within Ozaukee County, Mequon, Thiensville, Cedarburg, Grafton, Fredonia and Belgium were found to have a lower-cost job/housing imbalance and a moderate-cost job/housing imbalance. The village of Saukville and city of Port Washington have a moderate-cost job/housing imbalance. This means that these communities have either a higher percentage of lower-wage jobs than lower-cost housing and/or they have a higher percentage of moderate-wage jobs than moderate-cost housing. According to SEWRPC, a moderate-cost imbalance is the most common type of current and projected job/housing imbalance in the region and also tends to occur in suburban communities.

Consistency with SEWRPC's 2035 regional land use and transportation plans is the best way for governments to promote coordinated transportation and land use policies that will promote the most efficient land use patterns. According to SEWRPC, "the regional transportation plan is designed to serve the regional land use plan and is not a projection of current land use development trends toward further decentralization of population, employment, and urban land uses. Thus, implementation of the transportation system plan should promote implementation of the land use plan, which recommends a desirable pattern of future land use with respect to travel requirements." Local units of government are responsible for land use policies and the local street network. Counties have some jurisdiction over land use in unincorporated areas and are responsible for the county road network. WisDOT does not have jurisdiction over land use, but is responsible for the state highway system and the Interstate system in coordination with FHWA.

Consistency with the recommendations in SEWRPC's 2035 regional housing plan could help to address the existing and projected jobs/housing imbalance discussed above. The plan advises local governments with existing and planned employment land uses that are sewered to conduct detailed analyses of their communities to confirm if an existing or planned job/housing imbalance exists. For communities that have a higher percentage of lower-wage jobs than lower-cost housing, new affordable multifamily housing developments are recommended. For communities with a higher percentage of moderate-wage jobs than moderate-cost housing, additional modest-sized single-family homes on small lots would help to improve the imbalance. Adherence with the recommendations would require changes to local land use plans and zoning regulations. This may be challenging because SEWRPC is an advisory organization and is not able to mandate changes to local zoning policies.

⁹¹ University of Wisconsin-Milwaukee, Center for Economic Development. *Transportation Equity and Access to Jobs in Metropolitan Milwaukee*. September 2004.

⁹² SEWRPC. *Planning Report No. 54: Regional Housing Plan: 2035*. March 2013.

According to SEWRPC's 2035 regional housing plan, if the transit components of the 2035 regional transportation plan were implemented, many major employment centers that are not currently served by public transit would become accessible for people without access to a car, including those that work weekend hours and second and third shifts. However, funding for transit is complicated by the fact that Wisconsin legislation limits WisDOT's ability to provide capital funding for transit outside traffic mitigation projects. As stated in Section 85.062(2), Wisconsin Statutes, "No major transit capital improvement project may be constructed using any state transportation revenues unless the major transit capital improvement project is specifically enumerated under subsection (3)." Furthermore, implementation of the recommended expansion of public transit in Southeastern Wisconsin would also be dependent upon attaining dedicated local funding for public transit. The local share of funding of public transit in Southeastern Wisconsin is provided through county or municipal budgets, and represents about 15 percent of the total operating costs and 20 percent of total capital costs of public transit. Thus, the local share of funding public transit is largely provided by property taxes, and public transit must annually compete with mandated services and projects. Increasingly, due to the constraints in property tax-based funding, counties and municipalities have found it difficult to provide funding to address transit needs, and to respond to shortfalls in federal and state funding. Most public transit systems nationwide have dedicated local funding, typically a sales tax of 0.25 to 1.0 percent, and are not nearly as dependent upon federal and state funding.

3.23. RELATIONSHIP OF LOCAL AND SHORT-TERM USES VERSUS LONG-TERM PRODUCTIVITY

Highway construction projects require the investment or commitment of resources in the project area. Short-term uses refer to the immediate consequences of a project, while long-term productivity relates to direct and indirect effects on future generations.

NO-BUILD ALTERNATIVE

The No-Build Alternative would involve minimal short-term and localized construction impacts associated with pavement and structure maintenance, spot safety improvements and replacement of the highway in its current configuration over time. However, projected traffic growth in the study area would further reduce the operational efficiency of the existing highway, reducing safety and mobility, and the possible loss of economic growth opportunities. This effect would occur both within the study corridor as well as outside it, reflecting the importance that this corridor holds on the region and state.

BUILD ALTERNATIVES

The short-term consequences of the build alternatives include the following:

- Committing public funds to construct highway improvements. Because highway funding is derived mainly from vehicle user fees and motor fuel taxes, motorists using the highway ultimately pay for the improvements.
- Removing private properties, thereby reducing the local tax base.
- Converting residential and commercial land, wetland and other uses to transportation uses.
- Displacing residences and businesses. Although displacement costs would be reimbursed through state and federal relocation assistance programs, displaced residents and business owners may relocate outside the study area, thus further reducing or shifting the local tax base.

- Acquiring right of way from some residential and business properties, which may result in non-conforming lot sizes and residences that are closer to the study corridor.
- Increasing travel time and inconvenience during the construction period for through and local traffic, area residents and businesses.
- Generating construction noise and dust that may affect residences, schools and businesses near construction areas.

Long-term benefits of the build alternatives include the following:

- Reduced congestion
- Increased safety
- Increased operational energy efficiency
- Added roadway capacity to address future traffic demand
- Improved travel reliability

The local short-term impacts and use of resources by the build alternatives are consistent with maintenance and enhancement of long-term productivity.

3.24. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

NO-BUILD ALTERNATIVE

The No-Build Alternative would involve substantial commitments of resources to maintain the existing deteriorating pavement and structures and to make spot safety improvements.

BUILD ALTERNATIVES

Under the build alternatives, land acquired for highway construction is considered an irreversible commitment during the time period such land is used for highway purposes. Considerable amounts of fossil fuel, labor and highway construction materials such as cement, aggregate and asphaltic material would be required. Considerable labor and natural resources would be used in the fabrication and preparation of construction materials. These resources generally are not retrievable. However, they are expected to remain in adequate supply.

Expenditure of public funds for construction of the build alternatives is considered an irretrievable commitment. In addition, land converted from private to public use would reduce local tax revenues.

As an alternative to total use of new resources, WisDOT would consider using clean construction demolition materials and recycled cement or asphaltic materials. Depending on current technology at the time a project would be constructed, alternative types and sources of materials may be available. The proposed commitment of resources under the build alternatives is based on the concept that residents in the study area, region and state would benefit by the improved quality of the highway. Benefits, which are expected to outweigh the commitment of resources, would include improved safety, preservation of an important transportation corridor, and improved travel reliability.

4. DRAFT SECTION 4(F) EVALUATION

4.1. INTRODUCTION

The U.S. Department of Transportation's (USDOT) Section 4(f) law states that federal funds may not be approved for projects that use land from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or any significant historic site, unless it is determined that there is no feasible and prudent avoidance alternative to the use of land from such properties, and the action includes all possible planning to minimize harm to the property resulting from such use.

Section 4(f) of the Department of Transportation Act of 1966 was set forth in U.S. Code (USC) 49 USC § 1653(f). A similar provision was added to 23 USC § 138, which applies only to the Federal Highway Administration's (FHWA) Federal-Aid Highway Program and states that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. These laws are still commonly referred to as "Section 4(f)" and are implemented by FHWA regulations in the Code of Federal Regulations (CFR) 23 CFR § 774 – Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites (Section 4(f)).¹

In accordance with 23 CFR § 774, a *de minimis* impact to a Section 4(f) property is one that, after taking into account any measures to minimize harm such as avoidance, minimization, mitigation or enhancement measures, results in either:

- A determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f).
- A finding of no adverse effect or no historic properties affected under Section 106 of the National Historic Preservation Act (NHPA).

A *de minimis* impact determination requires agency coordination and public involvement. For parks, recreation areas, or wildlife and waterfowl refuges, the official(s) with jurisdiction over the property must be informed of the intent to make a *de minimis* impact determination after which an opportunity for public review and comment must be provided. For historic sites, the consulting parties in the Section 106 process must be consulted and official(s) with jurisdiction must be notified of the intent to make a *de minimis* impact determination. Following public review and comment, officials with jurisdiction over the Section 4(f) resource must concur in writing with a *de minimis* finding.

At this time, FHWA is considering a *de minimis* impact determination for some properties affected by the build alternatives as discussed in **Subsection 4.3**.

Section 4(f) applies only to the actions of agencies within the USDOT, including FHWA. While other agencies may have an interest in Section 4(f), FHWA is responsible for Section 4(f) applicability determinations, evaluations, findings and overall compliance for highway projects.

¹ A "use" of Section 4(f) property is defined in 23 CFR § 774.17. Additional information is provided in FHWA's Section 4(f) Policy Paper, July 20, 2012.

4.1.1. Conditions for Use of Section 4(f) Property

The following are conditions for use of Section 4(f) property:

- Land is “permanently incorporated” into a transportation facility. Land is considered permanently incorporated when it has been purchased as right of way or sufficient property interests have otherwise been acquired for the purpose of project implementation. For example, a permanent easement for future construction or maintenance access would be considered a permanent incorporation.
- There is a “temporary occupancy” of land that is adverse in terms of the Section 4(f) statute’s preservationist purposes. Examples of temporary occupancy include right of entry, temporary easement or other short-term arrangement involving a Section 4(f) property. A temporary occupancy will not constitute a Section 4(f) use when all of the following five conditions are satisfied:
 - Duration is temporary and there is no change in ownership of the land.
 - Scope of work is minor and nature/magnitude of changes to Section 4(f) property is minimal.
 - There will be no anticipated permanent adverse physical impacts or interference with the protected activities, features or attributes of the property on either a temporary or permanent basis.
 - The land being used will be fully restored and returned to a condition which is at least as good as that which existed prior to the project.
 - There is documented agreement on the above conditions with officials having jurisdiction over the Section 4(f) resource.
- There is a “constructive use” of Section 4(f) property. Constructive use is only possible in the absence of permanent or temporary occupancy. Constructive use occurs when the proximity impacts on adjacent or nearby Section 4(f) property (after mitigation) are so severe that the activities, features, or attributes that qualify the property for Section 4(f) protection are substantially impaired (diminished). The degree of impact/impairment must be determined in consultation with officials having jurisdiction over the property. In cases where a potential constructive use can be reduced below a substantial impairment through mitigation, there will be no constructive use and Section 4(f) will not apply.

4.1.2. Section 4(f) Applicability to Historic Sites

Historic sites are defined in 23 CFR § 774.17 as any prehistoric or historic district, site, building, structure or object that is already listed in, or eligible for listing in the National Register of Historic Places (NRHP).

Section 4(f) applicability to historic sites is based on the following three conditions:

- A project permanently incorporates land from a historic site regardless of whether a “no adverse effect” or “adverse effect” determination has been made under the National Historic Preservation Act (NHPA) Section 106 process.
- If the project does not permanently incorporate land, but there has been an “adverse effect” finding under Section 106, FHWA will need to further assess the proximity impacts in terms of possible constructive use that would substantially impair the features or attributes that contribute to the property’s eligibility to the NRHP.
- If there is no substantial impairment, regardless of having an adverse effect, there is no constructive use and Section 4(f) does not apply.

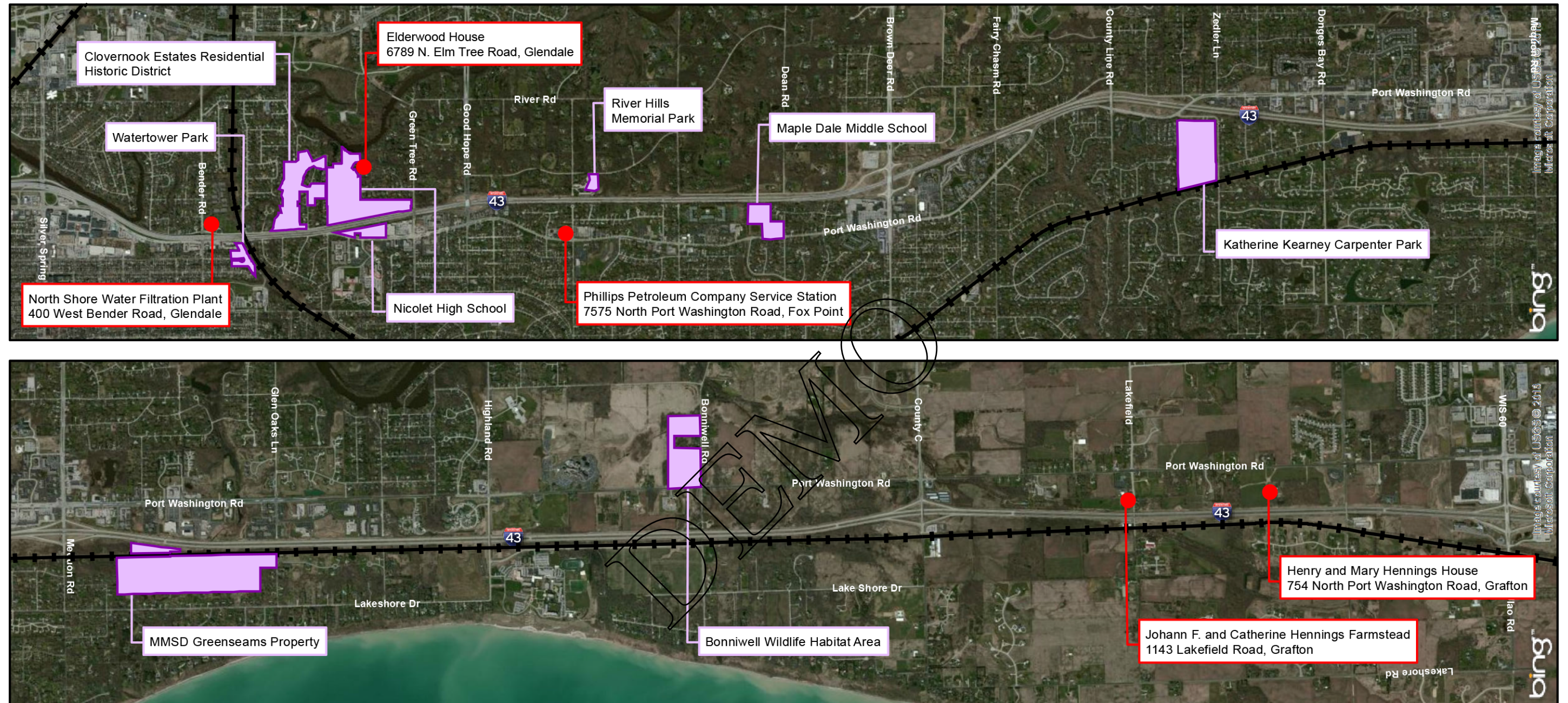
4.2. DESCRIPTIONS OF SECTION 4(F) RESOURCES

This section summarizes the resources in the I-43 study area evaluated for Section 4(f) applicability. The resources are described from south to north and the general locations are shown on **Exhibit 4-1**.

No federal funds such as those provided through the Land and Water Conservation Fund (LWCF) Act as amended (16 USC § 4601), or state funds such as those provided through the Stewardship Program administered by the Wisconsin Department of Natural Resources (WDNR) (*Wisconsin Administrative Code Chapter NR 51*), were used in acquisition or development of any of the resources described in this section. Therefore, the requirements of Section 6(f) of the LWCF Act or similar state or federal laws do not apply.

DRAFT

Exhibit 4-1: Section 4(f) Overview Map



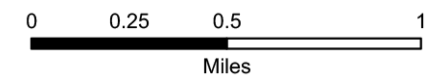
LEGEND



Potential Historic Properties



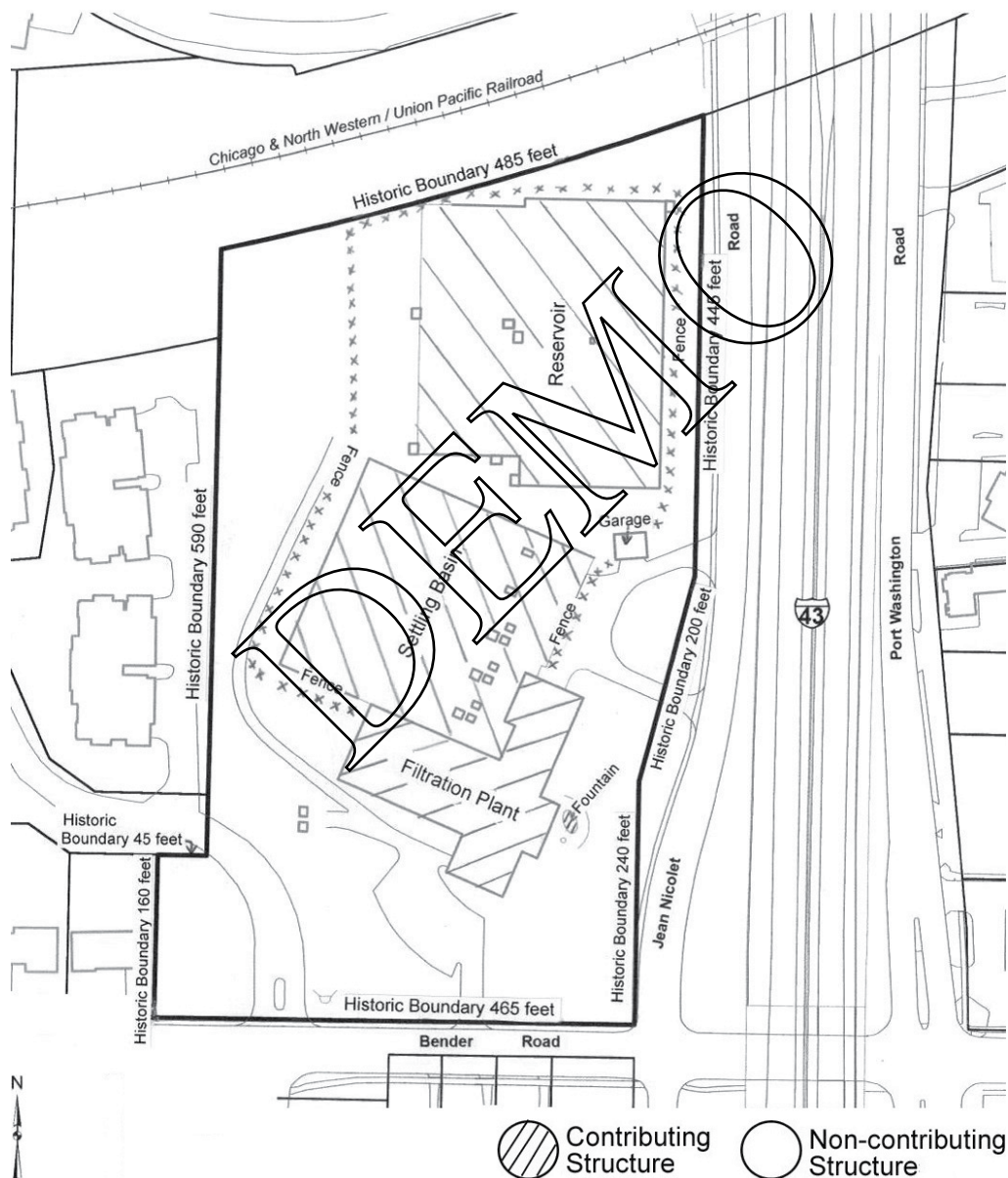
Potential Section 4(f) Properties



4.2.1. North Shore Water Treatment Plant

The North Shore Water Treatment Plant is located in the northwest quadrant of I-43 and Bender Road (**Exhibit 4-1** and **Exhibit 4-2**). This facility is co-owned and operated by the city of Glendale and villages of Whitefish Bay and Fox Point. The I-43 study historic structures survey recommended this property as eligible for the NRHP under Criterion C (Architecture/Engineering). The State Historic Preservation Officer (SHPO) concurred in this recommendation on Sept. 5, 2013. The plant is subject to Section 4(f) requirements because it is eligible for listing in the NRHP as a highly intact and notable example of Contemporary architectural style. This Section 4(f) resource is within the area of potential effect for the build alternatives. See **Subsection 4.3.1** for more evaluation information.

Exhibit 4-2: North Shore Water Treatment Plant

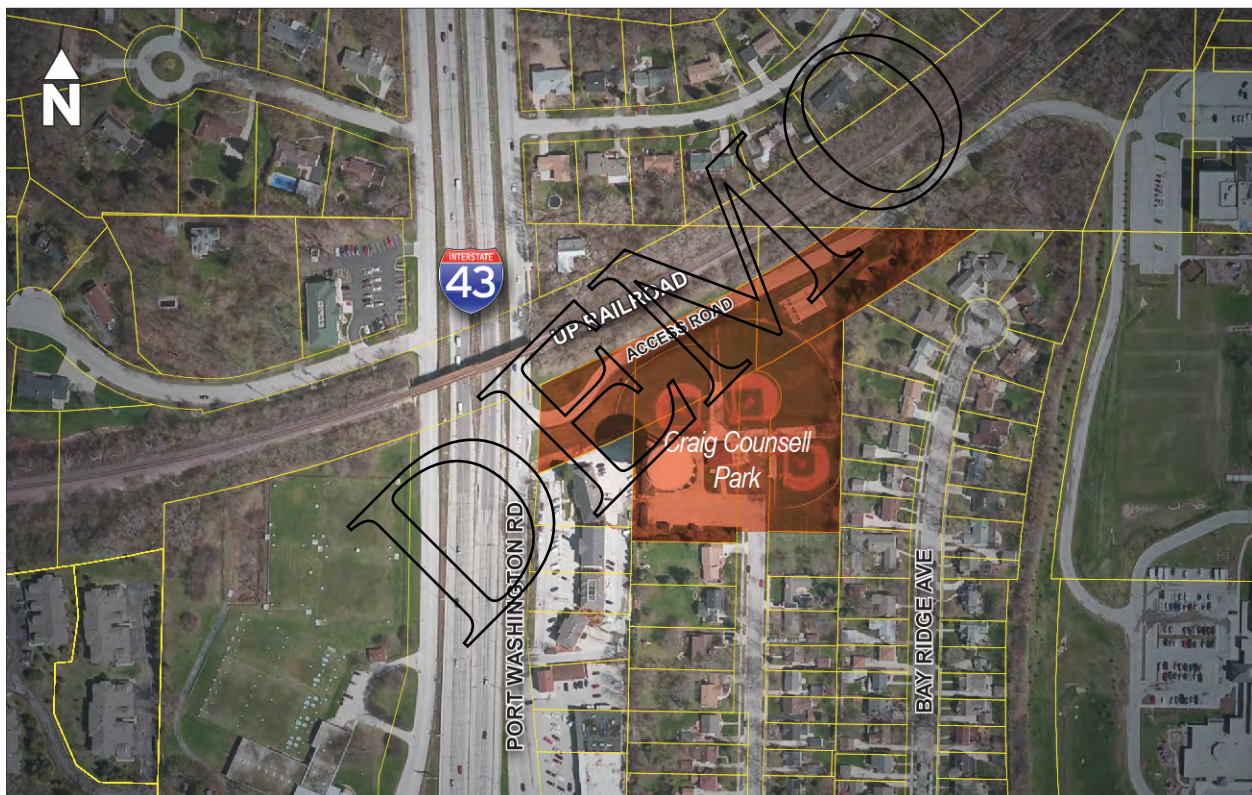


Source: Determination of Eligibility Form

4.2.2. Craig Counsell Park

Craig Counsell Park is located east of Port Washington Road and south of the Union Pacific (UP) Railroad (**Exhibit 4-1** and **Exhibit 4-3**). The westerly parcel next to Port Washington Road is located in the city of Glendale but is owned by the village of Whitefish Bay. Although this parcel is zoned as B-1, business and commercial uses, the village of Whitefish Bay Public Works Department which administers the park system, indicated this parcel is part of the park. One of the parcel's functions is to provide access to the Jewish Community Center located east of the park. Before 2007, the Wisconsin Department of Transportation (WisDOT) granted a permit to connect the Jewish Community Center access road to Port Washington Road, and this was a prerequisite for planned expansion of the community center. The village indicated that this parcel also provides parking access for the baseball fields and that its primary use is for recreational purposes. The parcel abutting Craig Counsell Park is subject to Section 4(f) requirements because it is considered by the village of Whitefish Bay to be parkland and a public use recreational area. See **Subsection 4.3.2** for more evaluation information.

Exhibit 4-3: Craig Counsell Park – Abutting Parcel



4.2.3. Clovernook Estates Residential Historic District

The Clovernook Estates residential subdivision is located on the west side of I-43, south of Nicolet High School (**Exhibit 4-1** and **Exhibit 4-4**). The I-43 study historic structures survey recommended properties in the subdivision as eligible for the NRHP as a historic district under Criterion A (History) and Criterion C (Architecture/Engineering). The SHPO concurred in this recommendation on Sept. 5, 2013. This historic district consists of 61 residential structures (54 contributing and seven noncontributing) with construction dates from 1903 to 1945. For Criterion A, the Clovernook Estates subdivision was designed, platted and developed in association with the Kelvinator Appliance Co., which later merged with the Nash Motor Co. to become the Nash-Kelvinator Corp., with Charles Nash serving as chairman. For Criterion C, the Clovernook Estates subdivision has a significant concentration of Period Revival-style homes that retain a high degree of integrity. This Section 4(f) resource is within the area of potential effect for the build alternatives. See **Subsection 4.3.3** for more evaluation information.

Exhibit 4-4: Clovernook Estates Historic District



LEGEND

— Historic District Boundary
 — Parcels
 NC Non-Contributing Property

4.2.4. Nicolet High School

The approximately 46-acre Nicolet High School campus is located on both sides of I-43, south of Green Tree Road (**Exhibit 4-1** and **Exhibit 4-5**). The high school facility is owned and administered by the Nicolet High School District. Parcels 1 and 2 are located in the city of Glendale and are zoned S-1 Special (Institution); Parcels 3 and 4 are located within the village of River Hills and are zoned Residential. Parcels 1 and 2 are subject to Section 4(f) requirements because the facilities provided on these parcels constitute public use recreational areas; Parcels 3 and 4 are not subject to Section 4(f) requirements. This Section 4(f) resource is within the study area for the build alternatives. See **Subsection 4.3.4** for more evaluation information.

Exhibit 4-5: Nicolet High School Campus



The main campus and upper fields are separated by I-43 and Jean Nicolet Road and connected by a pedestrian tunnel under I-43. The school district indicates that the main campus and upper field are consistently used by the community and are open for public use throughout the year. Nicolet is considering reconfiguring their tennis courts and football field (west side) to make it an official collegiate field that the school could rent. The upper fields (Parcel 1) are heavily used for public recreation such as soccer games and practice, and for tennis. Users include Cardinal Stritch University and the Glendale Recreation Department. The community and the Glendale Recreation Department also use the main campus (Parcel 2), including the school building, athletic fields, tennis and softball fields. The main campus, including the parking lots, also sees heavy use outside of school hours, seven days per week. The school recently constructed an

outdoor classroom in the wooded area on the west side of campus, along the Milwaukee River. The wooded area is fenced and gated, but community environmental clubs and other groups occasionally use it, with school approval.

The two residential parcels along Green Tree Road (Parcels 3 and 4) currently are used as residential properties, and the school district is paying taxes to the village of River Hills on these parcels. Potential future development of these parcels, and their uses for recreation, will depend on the school district's need for additional athletic fields in the future.

No parking is available at the upper fields, and a lack of sidewalks in the area makes it is relatively difficult for pedestrians to access the fields. The school district indicates that most users are required to park on the main campus, then cross Jean Nicolet Road and travel through the tunnel to access the upper fields. Because the tunnel is not compliant with standards set forth in the Americans with Disabilities Act (ADA), very few access options for disabled users are available. Users traveling on foot from Cardinal Stritch University must walk across Port Washington Road to access the fields. The school district indicates that the pedestrian tunnel requires a substantial amount of maintenance. There are concerns with safety of the tunnel due to insufficient sight lines and flooding during heavy rains. The school notes that stormwater from Port Washington Road flows onto the upper fields, onto the I-43 right of way and into the pedestrian tunnel. The school district recently constructed new facilities on the main campus to manage stormwater.

Users access the main campus by vehicle and most of the parking lots are located along Jean Nicolet Road, on the east side of the campus. The main campus is also readily accessible by bicycle and pedestrian modes from adjacent neighborhoods. Narrow sidewalks are located along Jean Nicolet Road, south of the school, but there are no sidewalks along Jean Nicolet Road, north of the school. The school's wooded area is accessible by foot from the adjacent athletic fields.

DEVELOPMENT

4.2.5. Elderwood House

The Elderwood House, known locally as “The House in the Woods,” is located on North Elm Tree Road, which passes through the Nicolet High School campus (**Exhibit 4-1** and **Exhibit 4-6**). This privately owned structure was listed in the NRHP in December 1980. It is a large, two-story, stucco-covered concrete cottage with a red clay tile roof. It is significant under Criterion C (Architecture/Engineering) due to its picturesque German cottage architectural style and other decorative features. The Elderwood House is also listed as a local landmark under Milwaukee County’s Landmark Program, which lists buildings or sites of historic, architectural or cultural significance. The Landmark Program does not provide any special protection on a structure, or any financial or legal advantage, or limit the owner’s rights to modify the property. An existing WisDOT storm sewer drains stormwater from I-43 in an easement that runs through the property to the Milwaukee River. The Elderwood House is subject to Section 4(f) requirements because it is listed in the NRHP. This Section 4(f) resource is within the area of potential effect for the build alternatives. See **Subsection 4.3.5** for more evaluation information.

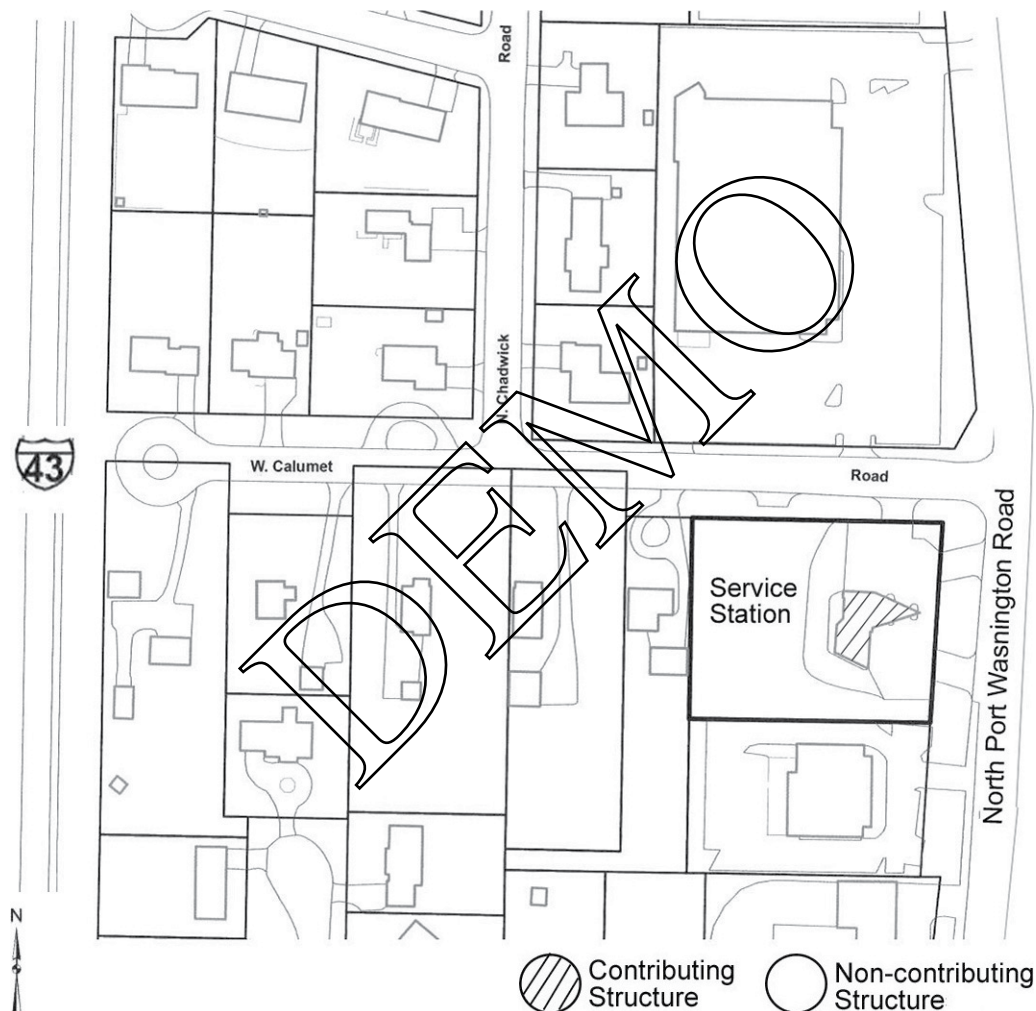
Exhibit 4-6: Elderwood House



4.2.6. Former Phillips Petroleum Co. Service Station

This service station is located about 600 feet east of I-43, in the southwest quadrant of the North Port Washington Road/West Calumet Road intersection (**Exhibit 4-1** and **Exhibit 4-7**). It is a privately owned U.S. Oil gas station that also rents U-Haul vehicles. The I-43 study historic structures survey recommended this property as eligible for the NRHP under Criterion C (Architecture/Engineering). The SHPO concurred in this recommendation on Aug. 29, 2013. It is an intact example of a mid-20th century gas station using the standardized “soaring canopy” design produced by the Phillips Petroleum Co. Although this property is subject to Section 4(f) requirements because it is eligible for the NRHP, no further Section 4(f) evaluation is required because it is outside the area of potential effect for the build alternatives.

Exhibit 4-7: Former Phillips Petroleum Company Service Station

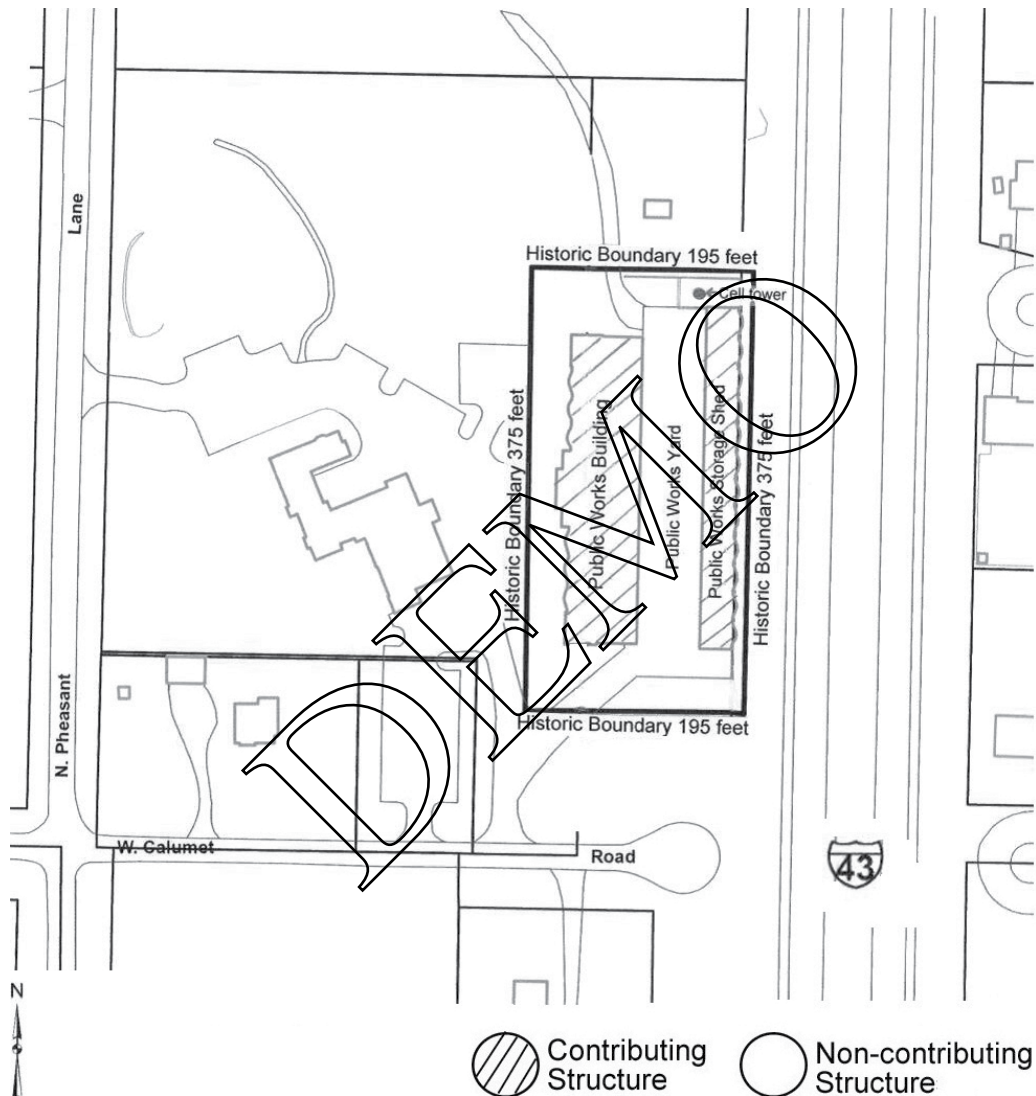


Source: Determination of Eligibility Form

4.2.7. River Hills Department of Public Works Building

The River Hills Department of Public Works facility is located in the northwest quadrant of I-43 and West Calumet Road (**Exhibit 4-1** and **Exhibit 4-8**). This facility is owned and administered by the village of River Hills. The I-43 study historic structures survey recommended this property as eligible for the NRHP under Criterion A (History) and Criterion C (Architecture/Engineering). On Aug. 29, 2013, the SHPO determined that this structure is not eligible for the NRHP. FHWA and WisDOT concur with SHPO's determination. Therefore, no further Section 4(f) evaluation is required.

Exhibit 4-8: River Hills Department of Public Works Building



Source: Determination of Eligibility Form

4.2.8. River Hills Memorial Park

River Hills Memorial Park is located in the northwest quadrant of I-43 and West Calumet Road (**Exhibit 4-1** and **Exhibit 4-9**). The approximately 2-acre park is part of the Village Hall grounds that consists of four parcels totaling about 11.06 acres and includes the historic River Hills Department of Public Works building. The River Hills Memorial Park parcel includes walking paths, trees and benches. The park is subject to Section 4(f) requirements because it is a designated public use park. This Section 4(f) resource is within the study area for the build alternatives. See **Subsection 4.3.6** for more evaluation information.

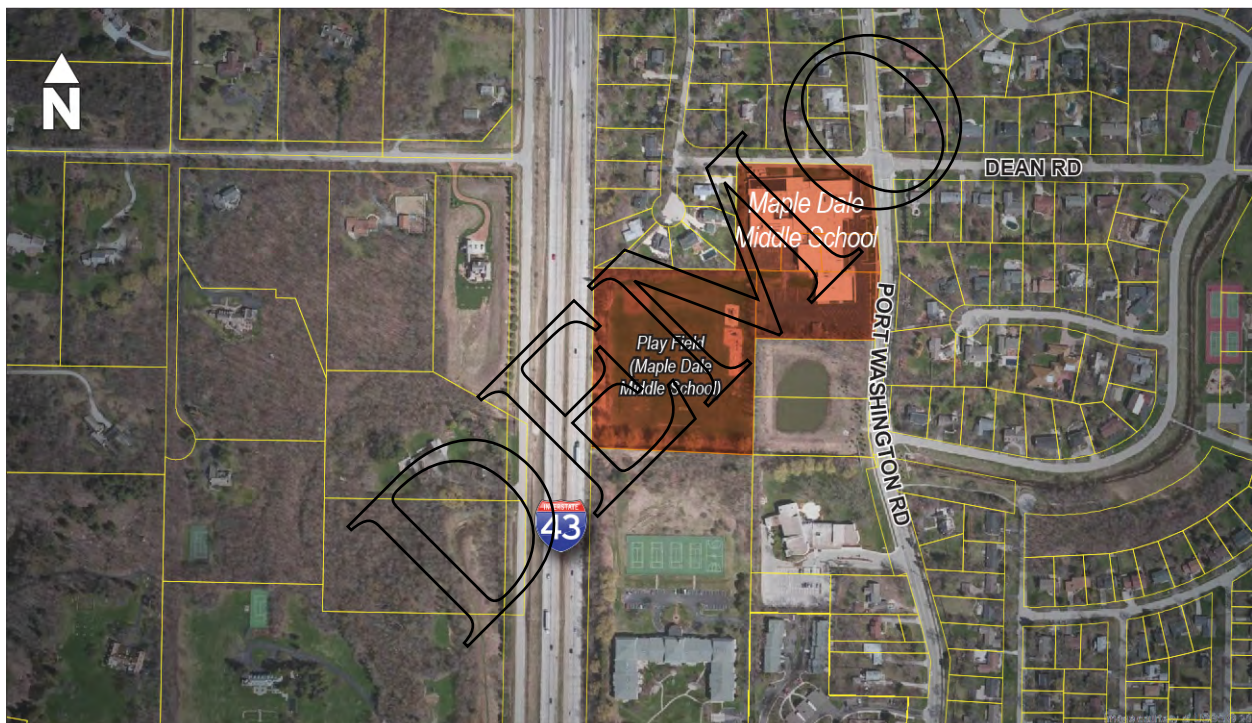
Exhibit 4-9: River Hills Memorial Park



4.2.9. Maple Dale Middle School

The Maple Dale Middle School is located between I-43 and Port Washington Road at Dean Road (**Exhibit 4-1** and **Exhibit 4-10**). This facility is located in the village of Fox Point and is owned and administered by the Maple Dale Indian Hill School District. The approximately 12-acre school property is used by the school and by the public throughout the year for softball, soccer, basketball and general recreation. The property is also used for a districtwide spring carnival. A soccer field, softball diamond and a playground are located immediately east of I-43. It is estimated that an average of 300 people use the soccer field on a weekly basis during peak soccer months. The school district indicates that the property is an important community resource for users that include Cardinal Stritch University, Nicolet Kickers Soccer Club, and local recreation departments who rent the athletic fields. The Maple Dale Middle School property is subject to Section 4(f) requirements because it is a public use recreational facility. This Section 4(f) resource is within the study area for the build alternatives. See **Subsection 4.3.7** for more evaluation information.

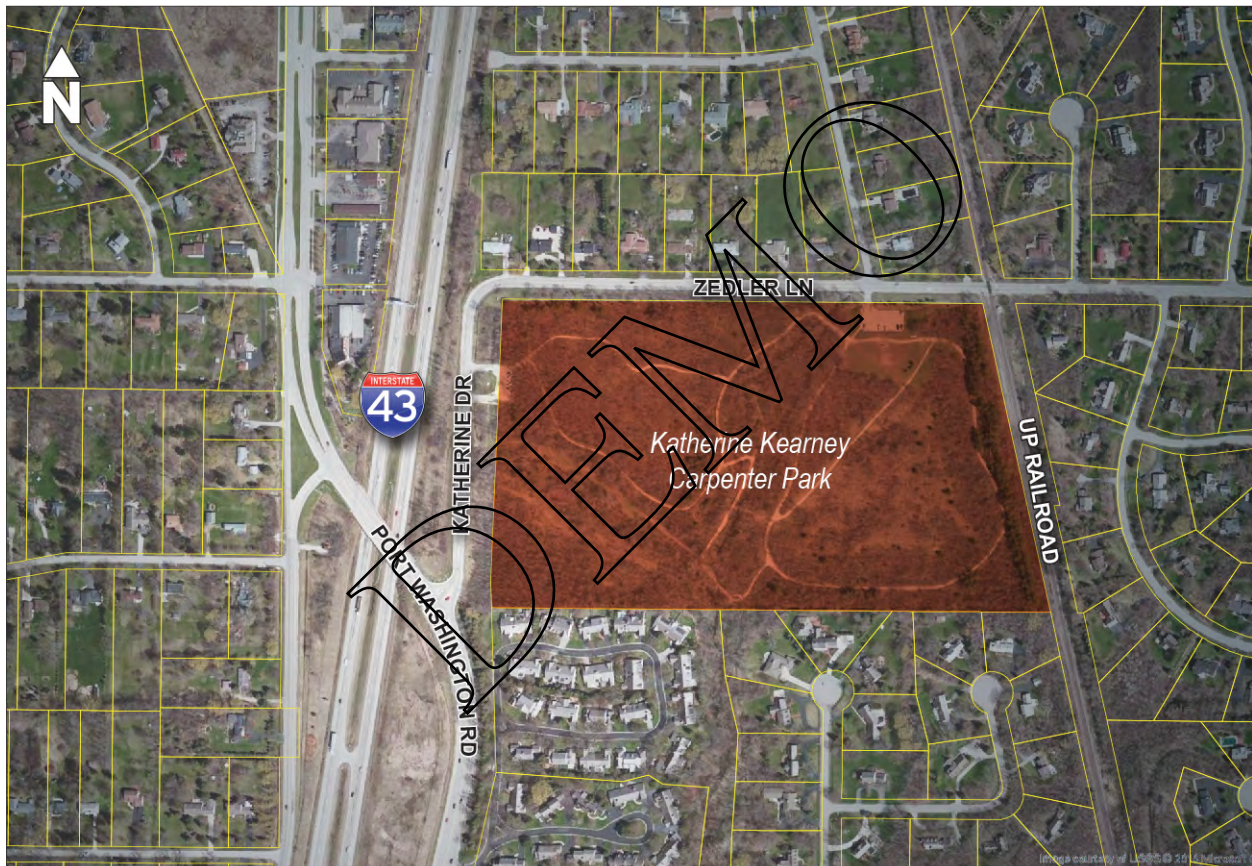
Exhibit 4-10: Maple Dale Middle School



4.2.10. Katherine Kearney Carpenter Park

Katherine Kearney Carpenter Park is located between I-43 and the UP Railroad at Zedler Lane (**Exhibit 4-1** and **Exhibit 4-11**). The approximately 35-acre park is owned and administered by the city of Mequon. The site was donated to the city in 1967 subject to the conditions that it is used for public park purposes and that children and pets are given unrestricted access. It is the only off-leash dog park in the area, and it also includes a network of walking trails, picnic tables and two parking lots. The park is linked to Ozaukee County's Virmond Park about 1 mile northeast of the I-43 corridor, and surrounding communities via the city's bikeway system. The city indicates this is one of the most heavily used parks in the city. The Katherine Kearney Carpenter Park is subject to Section 4(f) requirements because it is a designated public use park. This Section 4(f) resource is within the study area for the build alternatives. See **Subsection 4.3.8** for more evaluation information.

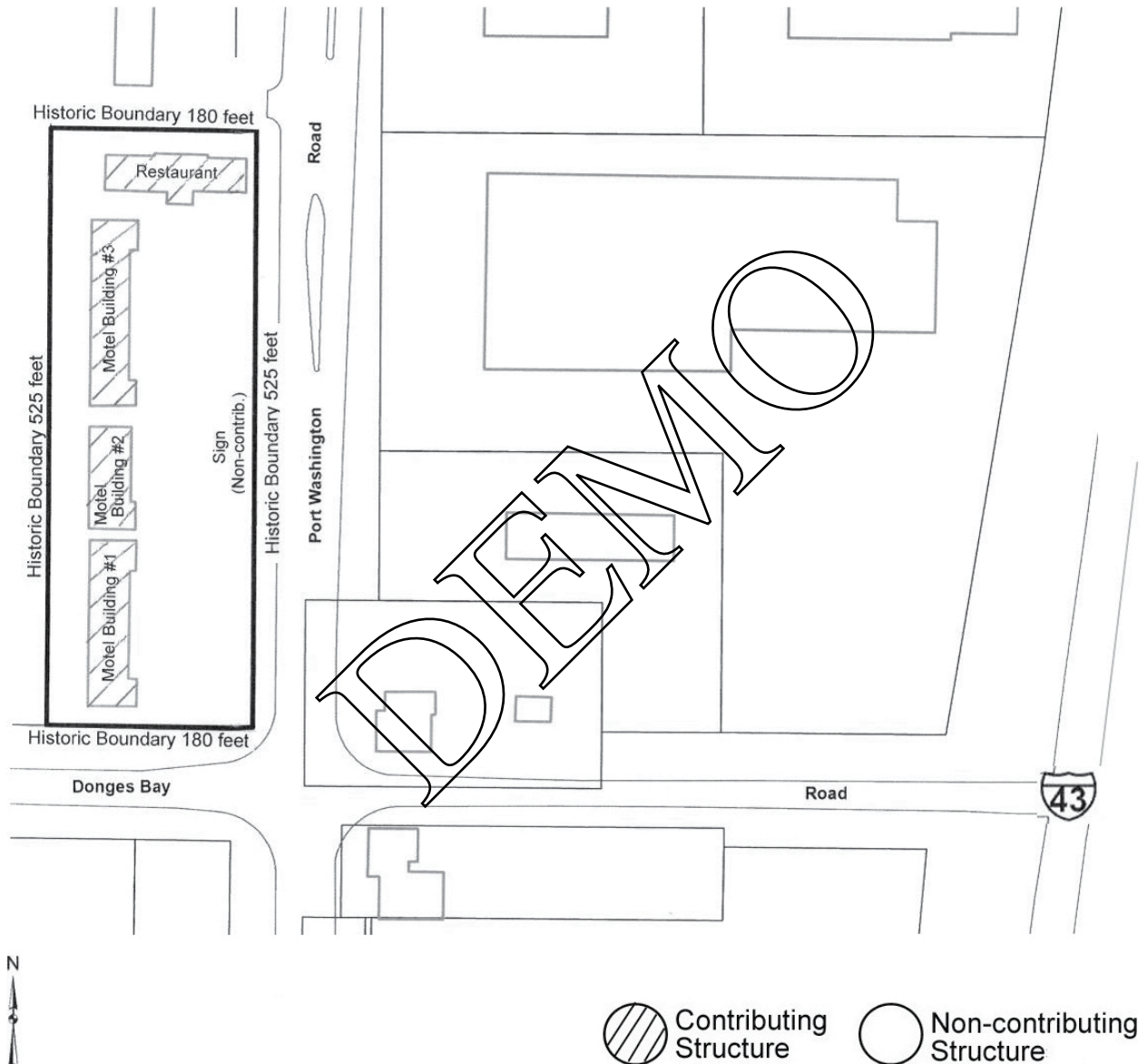
Exhibit 4-11: Katherine Kearney Carpenter Park



4.2.11. Chalet Motel

The Chalet Motel is located in the northwest quadrant of Port Washington Road and Donges Bay Road (**Exhibit 4-1** and **Exhibit 4-12**). This facility is privately owned. The I-43 study historic structures survey recommended this property as eligible for the NRHP under Criterion C (Architecture/Engineering). On Aug. 29, 2013, the SHPO determined that this structure is not eligible for the NRHP. FHWA and WisDOT concur with SHPO's determination. Therefore, no further Section 4(f) evaluation is required.

Exhibit 4-12: Chalet Motel



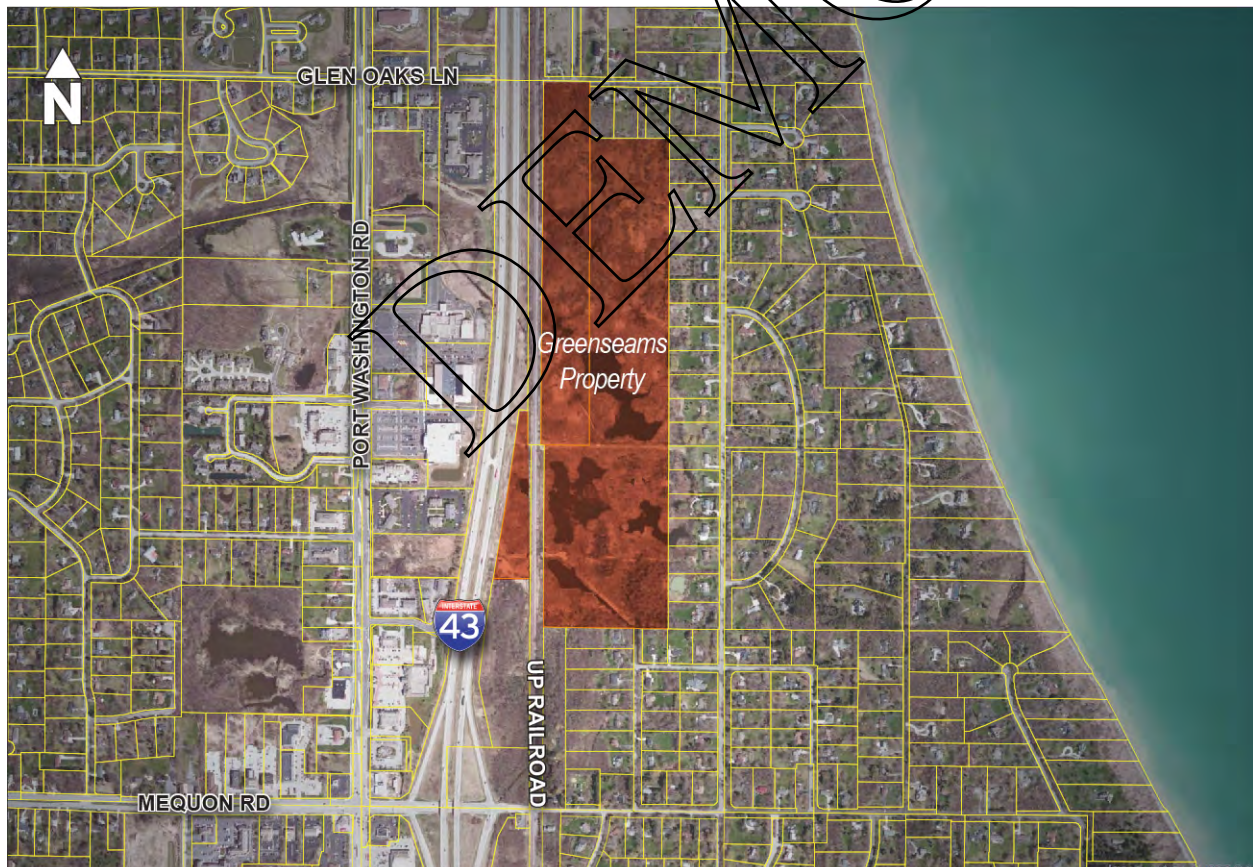
Source: Determination of Eligibility Form

4.2.12. Milwaukee Metropolitan Sewerage District Greenseams Property

The Milwaukee Metropolitan Sewerage District (MMSD) owns property located along the east side of the UP Railroad north of Mequon Road, with a small, triangular parcel located between the railroad and I-43 (**Exhibit 4-1** and **Exhibit 4-13**). This approximately 84-acre property in the city of Mequon is the site of an innovative flood management program called Greenseams, which permanently protects key lands containing water-absorbing soils and aims to preserve land along stream corridors. The property is relatively isolated within a residential area and consists primarily of wetlands and open water. The Conservation Fund (TCF), a national nonprofit conservation organization, manages the Greenseams program for MMSD.

The Greenseams property is a conservation property for which stormwater management and water-quality protection are the designated primary uses. The property naturally treats and filters stormwater before it reaches the Milwaukee River, about 1 mile west of the property, via a tributary. Use is restricted to activities that support the property's natural, scenic and open space values. If the property is transferred to another entity, a conservation easement would accompany the deed that states that the property shall be used only for conservation and recreation. TCF indicates that recreational use of the property is considered a secondary purpose. The Greenseams property is not subject to the requirements of Section 4(f) because it is not a publicly owned park, recreation area, wildlife refuge, or waterfowl refuge. No further Section 4(f) evaluation is required.

Exhibit 4-13: MMSD Greenseams Property



4.2.13. Bonniwell Wildlife Area

The approximately 30-acre Bonniwell Wildlife Area is located in the southeast corner of Port Washington and Bonniwell roads (west of I-43 about midway between Highland Road and Pioneer Road) (**Exhibit 4-1** and **Exhibit 4-14**). This property is owned and administered by the Wisconsin WDNR. According to the WDNR, the property is passively managed as a natural area for habitat preservation and outdoor recreation activities including bow hunting, hiking, fishing, trapping, cross-country skiing, birding and nature appreciation. The Bonniwell Wildlife Area is subject to Section 4(f) requirements because it is a wildlife area with passive recreation; however, no further evaluation is required because it is outside the study area for the build alternatives. The nearest disturbance (on I-43) would be about 1,100 feet from the property boundary.

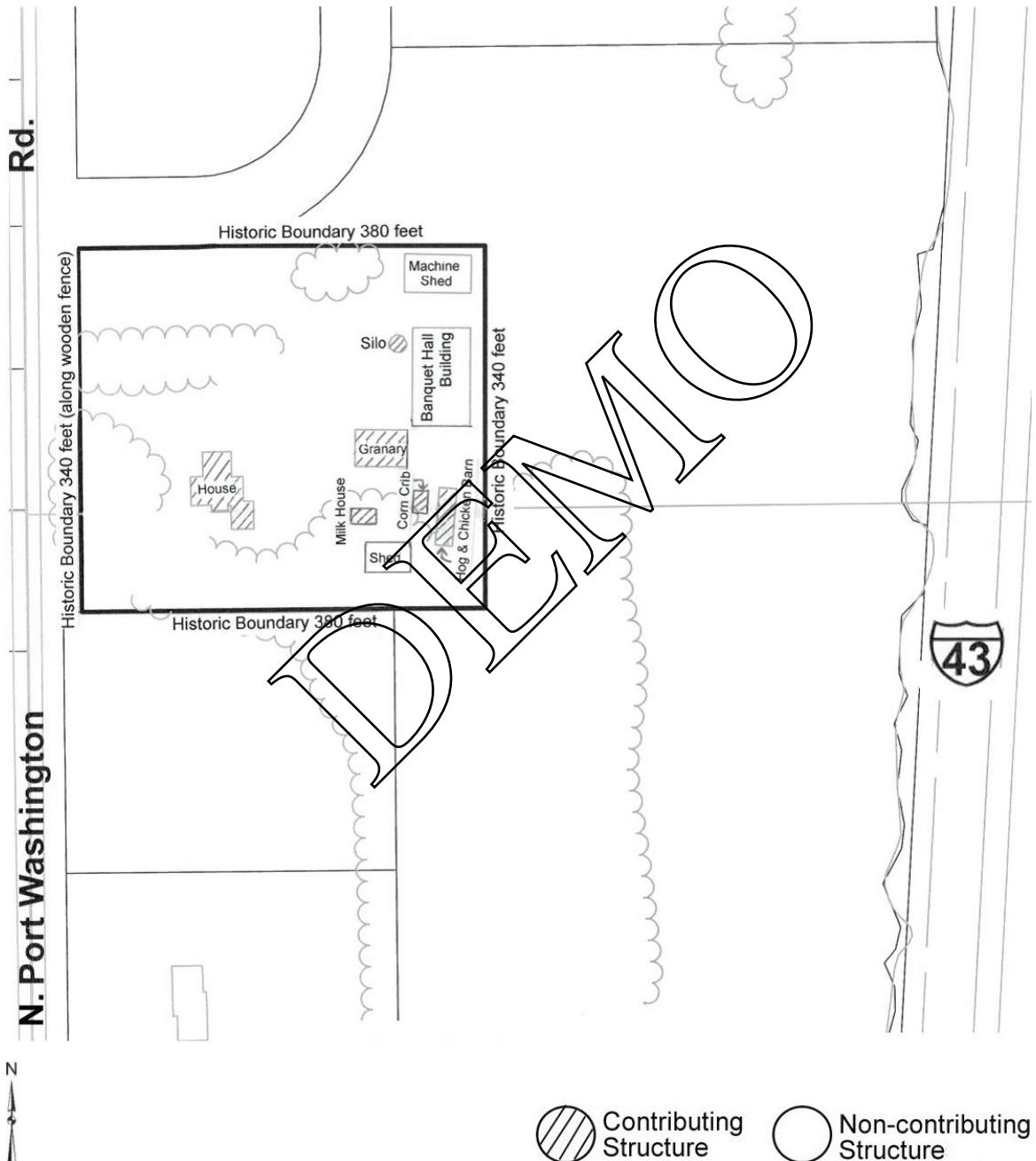
Exhibit 4-14: Bonniwell Wildlife Habitat Area



4.2.14. Louis and Sophia Hovener House

The Hovener House is on a former farmstead located on the west side of I-43 about midway between Pioneer Road and Lakefield Road (**Exhibit 4-1** and **Exhibit 4-15**). This property is privately owned. The I-43 study historic structures survey recommended this property as eligible for the NRHP under Criterion C (Architecture/Engineering). On Sept. 12, 2013, the SHPO determined that this structure is not eligible for the NRHP. FHWA and WisDOT concur with SHPO's determination. Therefore, no further Section 4(f) evaluation is required.

Exhibit 4-15: Louis and Sophia Hovener House

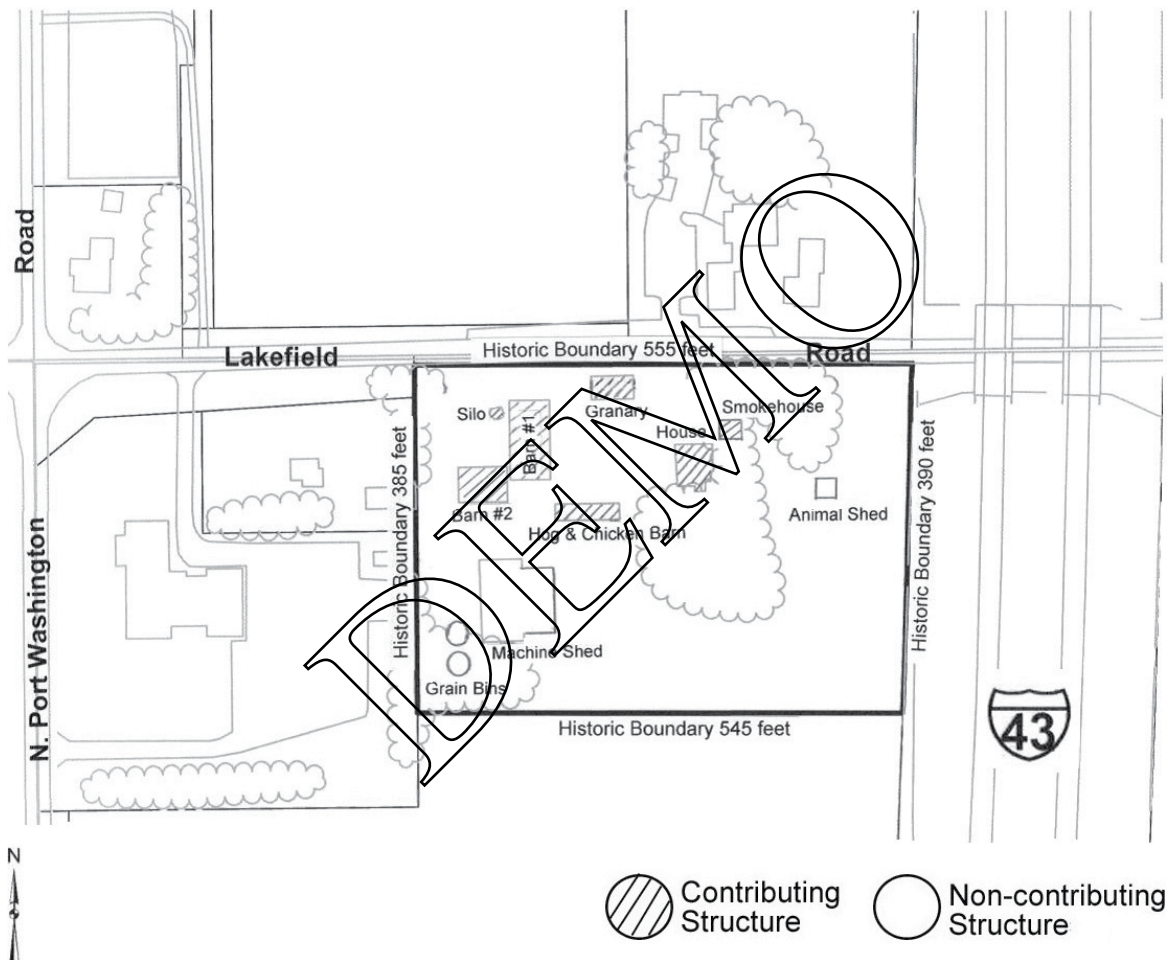


Source: Determination of Eligibility Form

4.2.15. Johann Friederich and Catherine Hennings Farmstead

The Hennings Farmstead is located in the southwest quadrant of I-43 and Lakefield Road (**Exhibit 4-1** and **Exhibit 4-16**). This property is privately owned. The I-43 study historic structures survey recommended this property as eligible for the NRHP under Criterion C (Architecture/Engineering) as a good and intact example of the farmstead property type, per the Wisconsin Historical Society's Guidelines for Evaluating the Eligibility of Farmsteads. The farmstead house is also a distinctive example of quarried fieldstone construction. The SHPO concurred in this recommendation on Aug. 29, 2013. This property is subject to Section 4(f) requirements because it is eligible for the NRHP. This Section 4(f) resource is within the area of potential effect for the build alternatives. See **Subsection 4.3.9** for more evaluation information.

Exhibit 4-16: Johann Friederich and Catherine Hennings Farmstead

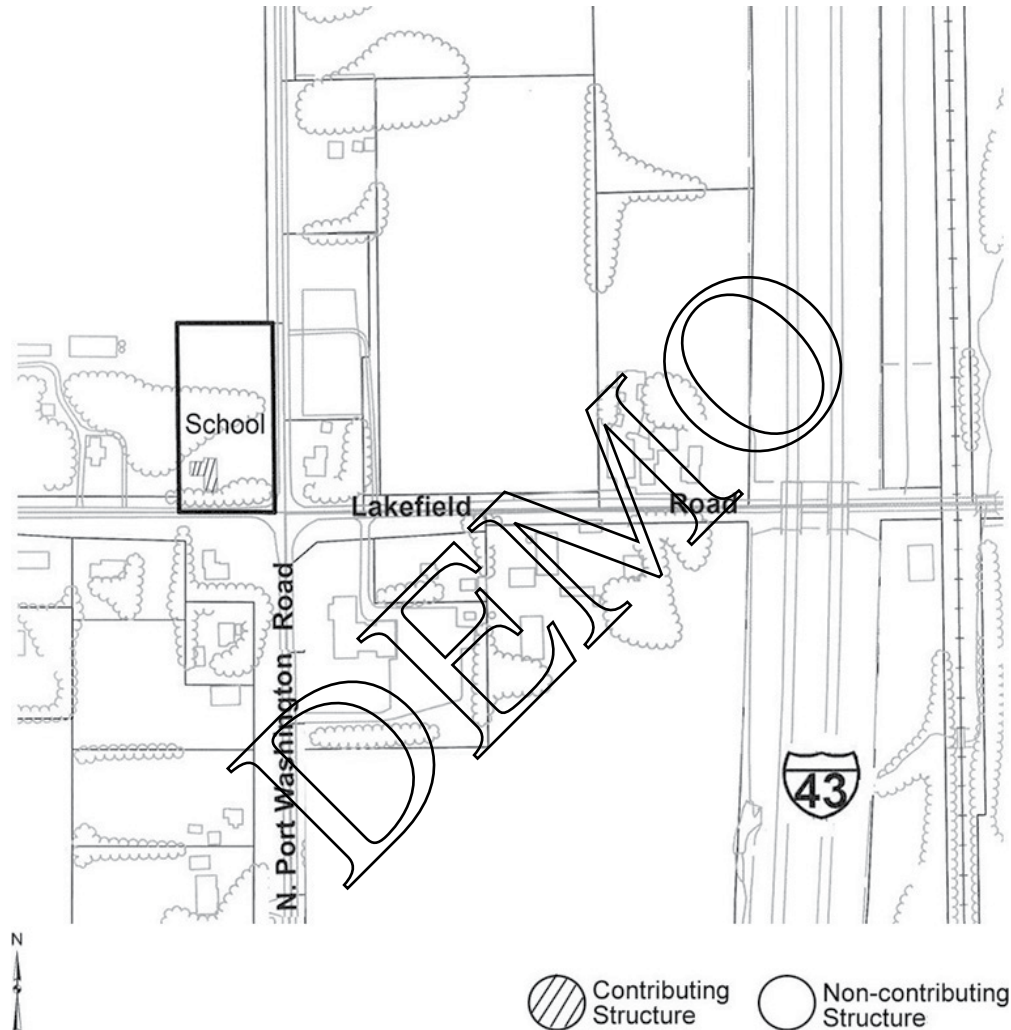


Source: Determination of Eligibility Form

4.2.16. District #6/Lakefield School

The Lakefield School building is located on the north side of Lakefield Road, west of I-43 (**Exhibit 4-1** and **Exhibit 4-17**). This property is privately owned and is leased to a local winery for use as a wine shop. The I-43 study historic structures survey recommended this property as eligible for the NRHP under Criterion C (Architecture/Engineering). On Aug. 29, 2013, the SHPO determined that this structure is not eligible for the NRHP. FHWA and WisDOT concur with SHPO's determination. Therefore, no further Section 4(f) evaluation is required.

Exhibit 4-17: District#6/Lakefield School

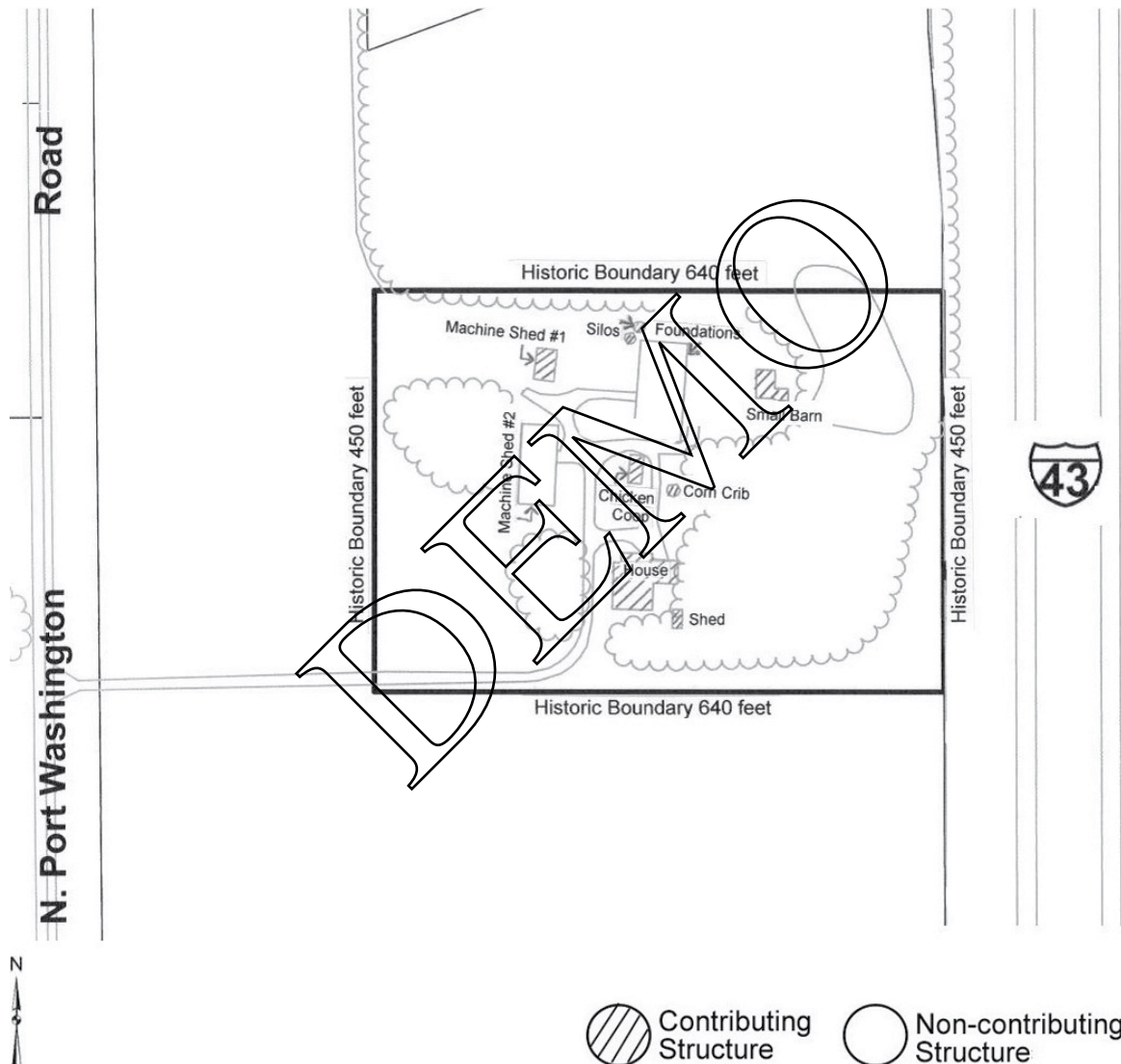


Source: Determination of Eligibility Form

4.2.17. Henry and Mary Hennings House

The Hennings House is on a former farmstead located on North Port Washington Road west of I-43, between Lakefield Road and WIS 60 (**Exhibit 4-1** and **Exhibit 4-18**). This property is privately owned. The I-43 study historic structures survey recommended this property as eligible for the NRHP under Criterion C (Architecture/Engineering) as a distinctive example of quarried fieldstone construction. The SHPO concurred in this recommendation on Aug. 29, 2013. This property is subject to Section 4(f) requirements because it is eligible for the NRHP. This Section 4(f) resource is within the area of potential effect for the build alternatives. See **Subsection 4.3.10** for more evaluation information.

Exhibit 4-18: Henry and Mary Hennings House



Source: Determination of Eligibility Form

4.3. PROPOSED ACTION RELATIVE TO SECTION 4(f) RESOURCES

Based on the descriptions provided in **Subsection 4.2**, the following Section 4(f) resources are within the study area for the build alternatives and require further evaluation:

- North Shore Water Treatment Plant (historic property)
- Craig Counsell Park
- Clovernook Estates Historic District (historic property)
- Nicolet High School (public use recreational area)
- Elderwood House (historic property)
- River Hills Memorial Park Parcel (public park)
- Maple Dale Middle School (public use recreational area)
- Katherine Kearney Carpenter Park (public park)
- Johann Friederich and Catherine Hennings Farmstead (historic property)
- Henry and Mary Hennings House (historic property)

The No-Build Alternative would have no impacts on Section 4(f) resources. The build alternatives listed below would avoid right of way acquisition from the Section 4(f) resources but were eliminated from consideration because they would not meet the study purpose and need (**Section 2**).

- **Spot Improvements:** This alternative would provide limited improvements to address safety concerns at spot locations, but would not meet the study purpose and need to address design deficiencies or future traffic demand.
- **Modernization without Capacity Expansion:** This alternative would retain the existing four-lane highway and reconstruct it to modern design standards on its present alignment. It was eliminated from further consideration because it would not meet the study purpose and need to address future traffic demand.
- **Modernization – 6 Lanes, Elevated:** WisDOT previously considered this alternative to avoid property acquisitions in the South Segment of the I-43 mainline. The alternative avoids historic and recreation properties by reconstructing I-43 on a raised structure, so that Jean Nicolet Road and Port Washington Road would run underneath portions of the freeway. However, local residents and officials felt the alternative was too visually intrusive. It is also anticipated that the alternative would have an adverse effect on historic resources under Section 106 of the NHPA due to visual and other impacts of raising the I-43 mainline.

Proposed improvements for the build alternatives in the vicinity of Section 4(f) resources, along with corresponding Section 4(f) evaluation, is discussed in the following subsections.

4.3.1. North Shore Water Treatment Plant

PROPOSED ACTION

The Modernization – 6 Lanes alternative retained for detailed study in the South Segment of the I-43 corridor (Silver Spring Drive to Green Tree Road) would expand I-43 from four lanes to six lanes. Jean Nicolet Road would be reconstructed by adding a 5-foot sidewalk on the west side, and a 4-foot bike lane on both sides of the road. Port Washington Road is reconstructed as a four-lane facility generally on the existing alignment with a sidewalk on the east side and bike lanes on both sides of the road. Sidewalk and bike accommodations are required under *Wisconsin Administrative Code Chapter Trans 75: Bikeways and Sidewalks in Highway Projects* (Trans 75). The build alternative would require about 0.16 acres of strip right of way acquisition along the east edge of the property (**Exhibit 4-19**).

Exhibit 4-19: Historic Property Impacts to North Shore Water Treatment Plant



SECTION 4(F) EVALUATION

Because the water treatment plant is a historic resource, FHWA is responsible for carrying out the assessment of effects in consultation with SHPO, WisDOT and other consulting parties under Section 106 of the NHPA. Documentation for Determination of No Adverse Effect was submitted to the SHPO in October 2013. This documentation concluded that the proposed I-43 improvements will not affect the architectural features of the structures that qualify them for listing in the NRHP. The SHPO concurred in a no adverse effect finding on Dec. 13, 2013 (**Exhibit 4-32**).

While the SHPO has concurred in a no adverse effect determination under Section 106 of the NHPA, the right of way acquisition constitutes a permanent incorporation of land from a historic site and is therefore subject to further Section 4(f) evaluation.

At this time, FHWA has made a preliminary determination of *de minimis* impacts for the North Shore Water Treatment Plant. As part of the Determination for No Adverse Effect submittal,

the SHPO was notified of FHWA's intent to make a *de minimis* impact finding. The North Shore Water Commission, which owns the plant, is a consulting party under Section 106 of the NHPA. The water commission sent a letter to WisDOT on Sept. 12, 2013, indicating the proposed I-43 improvements would not adversely affect the operation or maintenance of this facility and that right of way acquisition would not impair the property's historic significance (**Exhibit 4-33**).

The final *de minimis* impact determination will be based on selection of a preferred alternative and will be provided in the FEIS.

4.3.2. Craig Counsell Park

PROPOSED ACTION

The Modernization – 6 Lanes alternative retained for detailed study in the South Segment of the I-43 corridor (Silver Spring Drive to Green Tree Road) would expand I-43 from four lanes to six lanes. Jean Nicolet Road would be reconstructed by adding a 5-foot sidewalk on the west side, and a 4-foot bike lane on both sides of the road. Port Washington Road would be reconstructed as a four-lane facility on generally the existing alignment, with a sidewalk on the east side of the road, and a bike lane on both sides of the road. Reconstructing Port Washington Road would require about 0.05 acre of strip right of way acquisition along the west edge of the Craig Counsell Park parcel adjacent to Port Washington Road (**Exhibit 4-20**). The westerly park parcel is undeveloped except for the access road that serves the Jewish Community Center on the east side of the park, and parking access for the baseball fields.

The proposed improvements on Port Washington Road have been designed to minimize encroachment on the property to the extent possible, and it would enhance public access to the park including access for bicycle and pedestrian traffic. If a build alternative is selected at the conclusion of the corridor study, additional efforts will be made in the engineering design phase to further minimize encroachment on this property.

SECTION 4(F) EVALUATION

The proposed improvements would not adversely affect the activities, features, or attributes qualifying the park for protection under Section 4(f). At this time, FHWA has made a preliminary determination of *de minimis* impacts for the park. Coordination with the village of Whitefish Bay indicates village officials concur with the *de minimis* finding for Craig Counsell Park (**Exhibit 4-34**). The final *de minimis* impact determination will be based on selection of a preferred alternative and will be provided in the FEIS.

Exhibit 4-20: Property Impacts to Craig Counsell Park



LEGEND

- | | | | |
|----------------------|----------------------------------|-------------|------------------------|
| Public Recreation | Wetlands/ADID Wetlands | Parcel Line | Potential Right-of-Way |
| Potential Relocation | Proposed Bridge/ Existing Bridge | | |

4.3.3. Clovernook Estates Historic District

PROPOSED ACTION

The Modernization – 6 Lanes alternative retained for detailed study in the South Segment of the I-43 corridor (Silver Spring Drive to Green Tree Road) would expand I-43 from four lanes to six lanes by shifting construction to the east, which maintains the existing west right of way line of Jean Nicolet Road. The build alternative would also reconstruct Jean Nicolet Road by adding a 5-foot sidewalk on the west side, and a 4-foot bike lane on each side of the road (**Exhibit 4-21**).

SECTION 4(F) EVALUATION

Because the Clovernook Estates Historic District is a historic resource, FHWA is responsible for carrying out the assessment of effects in consultation with SHPO, WisDOT and other consulting parties under Section 106 of the NHPA. Documentation for Determination of No Adverse Effect was submitted to the SHPO in October 2013. This documentation concluded that the proposed I-43 improvements will not affect the features of the historic property that qualify it for listing in the NRHP. The SHPO concurred in a no adverse effect finding on Dec. 13, 2013 (**Exhibit 4-32**).

The build alternative would avoid right of way acquisition from the historic property because it would maintain the westerly right of way line on Jean Nicolet Road. This constitutes an avoidance alternative. Therefore, no further Section 4(f) evaluation is required.

DRAFT

Exhibit 4-21: Proposed Build Alternative at Clovernook Estates



4.3.4. Nicolet High School

The proposed action in the vicinity of Nicolet High School meets FHWA's criteria for a *de minimis* Section 4(f) impact finding. However, because concurrence in such a finding has not been received from the Nicolet High School District School Board at this time, a standard Section 4(f) evaluation has been prepared for purposes of this draft environmental impact statement (DEIS).

SECTION 4(F) PROPERTY

The Nicolet High School Section 4(f) property is described in **Subsection 4.2.4**. The facility is owned and administered the Nicolet High School District. Decisions and actions concerning the facility are made by the Nicolet High School District School Board. The athletic fields adjacent to the east and west sides of I-43 are subject to Section 4(f) requirements because they are public use recreational areas.

PROPOSED ACTION

The proposed action in the vicinity of Nicolet High School is the Modernization – 6 Lanes alternative that would expand I-43 from four lanes to six lanes (**Exhibit 4-22**). Under this alternative, Jean Nicolet Road would be reconstructed as a two-lane facility on the existing alignment. The reconstructed roadway would have 11-foot driving lanes, a 4-foot bike lane on the east side (adjacent to the backslope on the southbound I-43 roadway), and a 6-foot sidewalk, a 5-foot bike lane and an 8-foot outside parking lane adjacent to the athletic field. It should be noted that the west side of Jean Nicolet Drive, between Daphne Road and Green Tree Road, is also used for additional parking for special events at the high school. In meetings with WisDOT, Nicolet High School representatives indicated support for a sidewalk and retaining a parking lane on Jean Nicolet Drive. A 6-foot sidewalk is required because it is adjacent to a roadway curb.

Nicolet High School maintains a tunnel that provides pedestrian access between the high school campus west of I-43 and the athletic fields east of I-43. The tunnel does not meet ADA standards and there are safety concerns with the lack of lighting and visibility. The tunnel would need to be replaced as part of the build alternative. Replacement options for the tunnel include an upgraded tunnel or an overpass bridge. Final decisions regarding the tunnel would be made in consultation with Nicolet High School in a future design phase if a build alternative is selected at the conclusion of the current study phase.

IMPACTS ON SECTION 4(F) PROPERTY

The proposed Modernization – 6 Lanes alternative would require about 0.28 acres of strip right of way acquisition from the athletic fields east of I-43. This acquisition is due to reconstructing the I-43 mainline from four to six lanes and replacing the existing pedestrian tunnel with either a pedestrian bridge over I-43 or a new tunnel meeting ADA requirements. Although a retaining wall would be constructed along the east side of I-43 to minimize encroachment on the Nicolet High School property, a minor strip of right of way is still required to construct and anchor the retaining wall. No physical facilities, features or structures on this athletic field would be affected and there would be no change in use of the property.

The Modernization – 6 Lanes alternative, which would reconstruct Jean Nicolet Road to include a sidewalk and bike lanes, would avoid the athletic field on the west side of I-43.

An existing 30-foot WisDOT storm sewer easement also traverses the high school property between the main campus buildings and the west athletic fields, through the Elderwood House property and wooded area abutting the Milwaukee River (**Subsection 4.3.5**). WisDOT may

replace the existing storm sewer within the existing easement, thus avoiding any additional incorporation of land from the high school property. Temporary ground disturbance within the WisDOT easement would result during excavation, removal and replacement of the existing storm sewer. Replacing the existing storm sewer would not constitute a Section 4(f) action because there would be no use (permanent or temporary occupancy) of the high school property.

Exhibit 4-22: Proposed Build Alternative at Nicolet High School



LEGEND

- | | | | |
|----------------------|-------------------|-------------|--|
| Historic Boundary | Public Recreation | Parcel Line | Potential Right-of-Way |
| Potential Relocation | Historic Property | School | Existing Storm Sewer Pipe and Easement |

AVOIDANCE/MINIMIZATION ALTERNATIVES

The No-Build Alternative and other build alternatives that would potentially avoid or minimize encroachment on the Nicolet High School athletic fields are discussed in detail in **Section 2**, along with reasons these alternatives were eliminated from further consideration. Key points are summarized as follows:

- The **Spot Improvements Alternative** would provide limited improvements to address safety concerns at spot locations, but would not address design deficiencies and future traffic demand. Further, this alternative would not provide an ADA-compliant pedestrian facility to replace the existing tunnel across I-43 at the high school.
- The **Modernization without Capacity Expansion Alternative** would retain the existing four-lane highway and reconstruct it to modern design standards on its present alignment. This alternative was eliminated from further consideration because it would not address design deficiencies and future traffic demand. Jean Nicolet Road would still need to be reconstructed under this alternative with a sidewalk, bike lanes and parking lane; and the existing pedestrian tunnel would still need to be reconstructed or replaced. Therefore, while impacts to the athletic fields would be minimized to some extent, they would not be completely avoided.
- The **Modernization – 6 Lanes Elevated Alternative** would minimize property acquisition through the Nicolet High School area by reconstructing I-43 on a raised structure so that Jean Nicolet Drive would run underneath portions the freeway. A retaining wall in the vicinity of the upper athletic field could still impact up to 0.08 acre. This alternative was eliminated from further consideration because it would be visually intrusive to adjacent residential development and would likely have an adverse [visual] effect on historic properties. The existing pedestrian tunnel would still need to be reconstructed or replaced under this alternative. Therefore, this alternative would not completely avoid Section 4(f) impacts.

WisDOT also considered reconstructing I-43 without replacing the existing pedestrian tunnel to minimize Section 4(f) impacts to the athletic fields east of I-43. While feasible, this would not be prudent. As discussed previously, the existing tunnel does not meet ADA standards and there are safety concerns due to lack of lighting and visibility. Furthermore, as noted in meetings with school staff, removing access under I-43 is not desirable as alternate access on local streets causes greater indirection, which impacts students' class schedules.

MEASURES TO MINIMIZE HARM

The proposed Modernization – 6 Lanes Alternative has been designed to minimize encroachment on the Nicolet High School property to the extent possible. If a build alternative is selected at the conclusion of the corridor study, the engineering design phase will include efforts to further minimize encroachment on this resource. Specific design features for the proposed Modernization – 6 Lanes Alternatives that minimize Section 4(f) impacts include the following:

- Retaining wall along east side of I-43.
- Reducing the I-43 median width to 32 feet (Reducing the median width further creates an undesirable median width and would remove ability for freeway lighting in the median. Further reducing median shoulder widths would not meet freeway design standards).
- Using 11-foot lanes on Jean Nicolet Road.
- Removing the grass terrace between the sidewalk and the back of curb, next to the football field, on west side of Jean Nicolet Drive.
- Constructing a retaining wall along the north portion of the football field on the west side of Jean Nicolet Drive.
- Reducing the terrace width between Jean Nicolet and I-43 (back of freeway barrier to back of Jean Nicolet curb) to 7 feet.

COORDINATION

As summarized in **Subsection 4.4**, several meetings were held with representatives of the Nicolet High School District about the I-43 corridor study, alternatives being considered, and potential effects on the athletic fields.

PRELIMINARY SECTION 4(F) FINDING

Based on the above information, it is FHWA's preliminary finding that there are no feasible and prudent alternatives to use of the Section 4(f) land from the Nicolet High School athletic fields. The final Section 4(f) finding will be based on selection of a preferred alternative and will be provided in the final environmental impact statement (FEIS).

4.3.5. Elderwood House

PROPOSED ACTION

The Elderwood House property is located about 1,200 feet west of I-43. None of the build alternatives require any right of way acquisition from this property; however, WisDOT has a 30-foot-wide easement across this property for a storm sewer that conveys stormwater from I-43 to the Milwaukee River (**Exhibit 4-23**). WisDOT may propose to replace the existing storm sewer within the existing easement, thus avoiding any additional incorporation of land from the historic property.

SECTION 4(F) EVALUATION

Temporary ground disturbance within the WisDOT easement would result during excavation, removal and replacement of the existing storm sewer, but this does not constitute a Section 4(f) action because there would be no use (permanent or temporary occupancy) of the historic property. Documentation for Determination of No Adverse Effect was submitted to the SHPO in October 2013. This documentation concluded that the proposed I-43 improvements will not affect the features of the historic property that qualify it for listing in the NRHP. The SHPO concurred in a no adverse effect finding on Dec. 13, 2013 (**Exhibit 4-32**). Therefore, no further Section 4(f) evaluation is required.

Exhibit 4-23: Location of Existing Storm Sewer Easement at Elderwood House



LEGEND

- | | | | |
|----------------------|-------------------|-------------|--|
| Historic Boundary | Public Recreation | Parcel Line | Potential Right-of-Way |
| Potential Relocation | Historic Property | School | Existing Storm Sewer Pipe and Easement |

4.3.6. River Hills Memorial Park

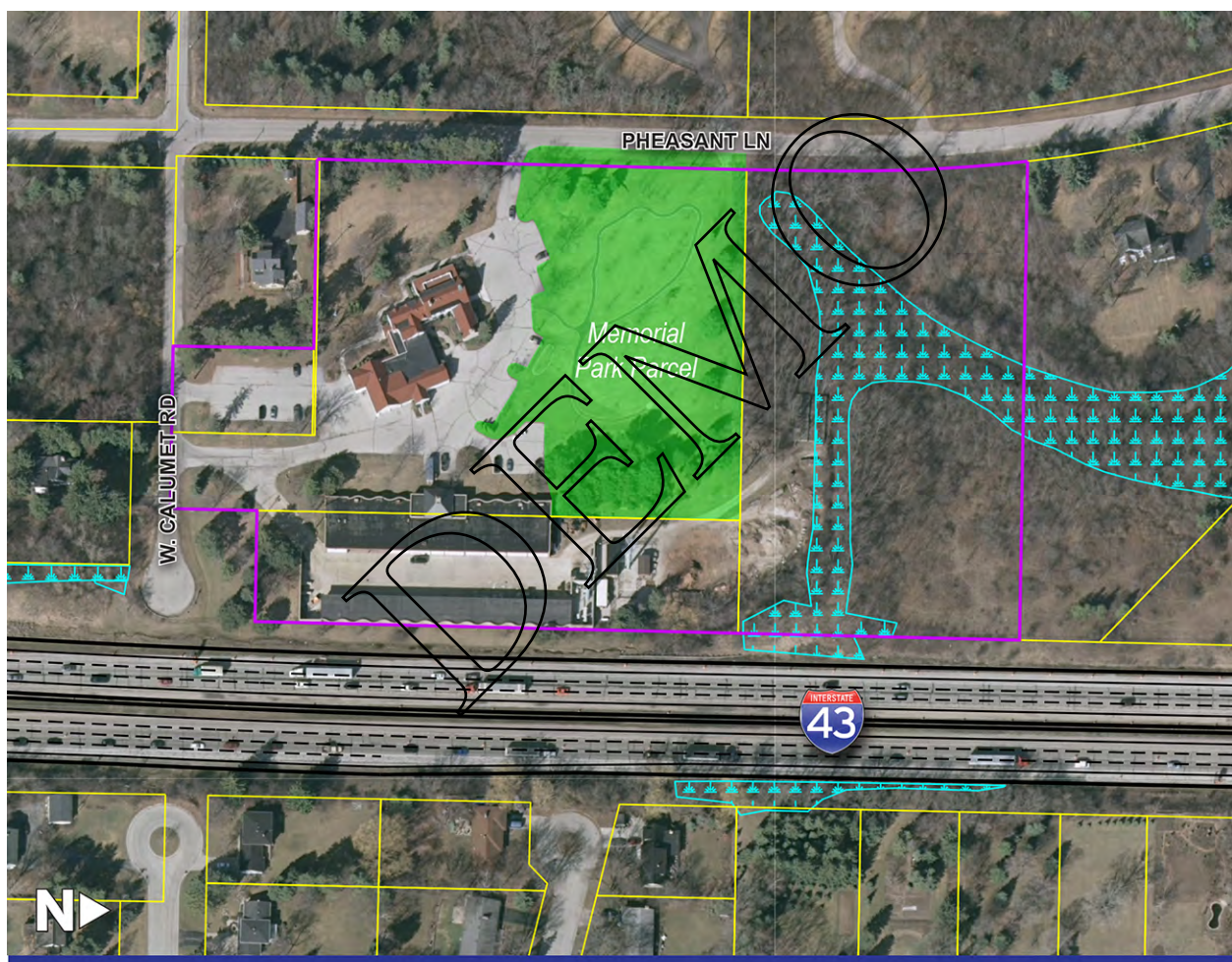
PROPOSED ACTION

The River Hills Memorial Park parcel is separated from I-43 by the River Hills Department of Public Works facility discussed in **Subsection 4.2.7**. The Modernization – 6 Lanes alternative at this location would widen I-43 along the existing highway centerline (**Exhibit 4-24**).

SECTION 4(F) EVALUATION

Reconstruction would occur within existing highway right of way and there would be no use of land from the River Hills Memorial Park parcel. There would be no Section 4(f) impact to the park. Therefore, no further Section 4(f) evaluation is required.

Exhibit 4-24: Proposed Build Alternative at River Hills Memorial Park



LEGEND

- Public Recreation
- Wetlands/ADID Wetlands
- Parcel Line
- Potential Right-of-Way
- Village of River Hills Property

4.3.7. Maple Dale Middle School

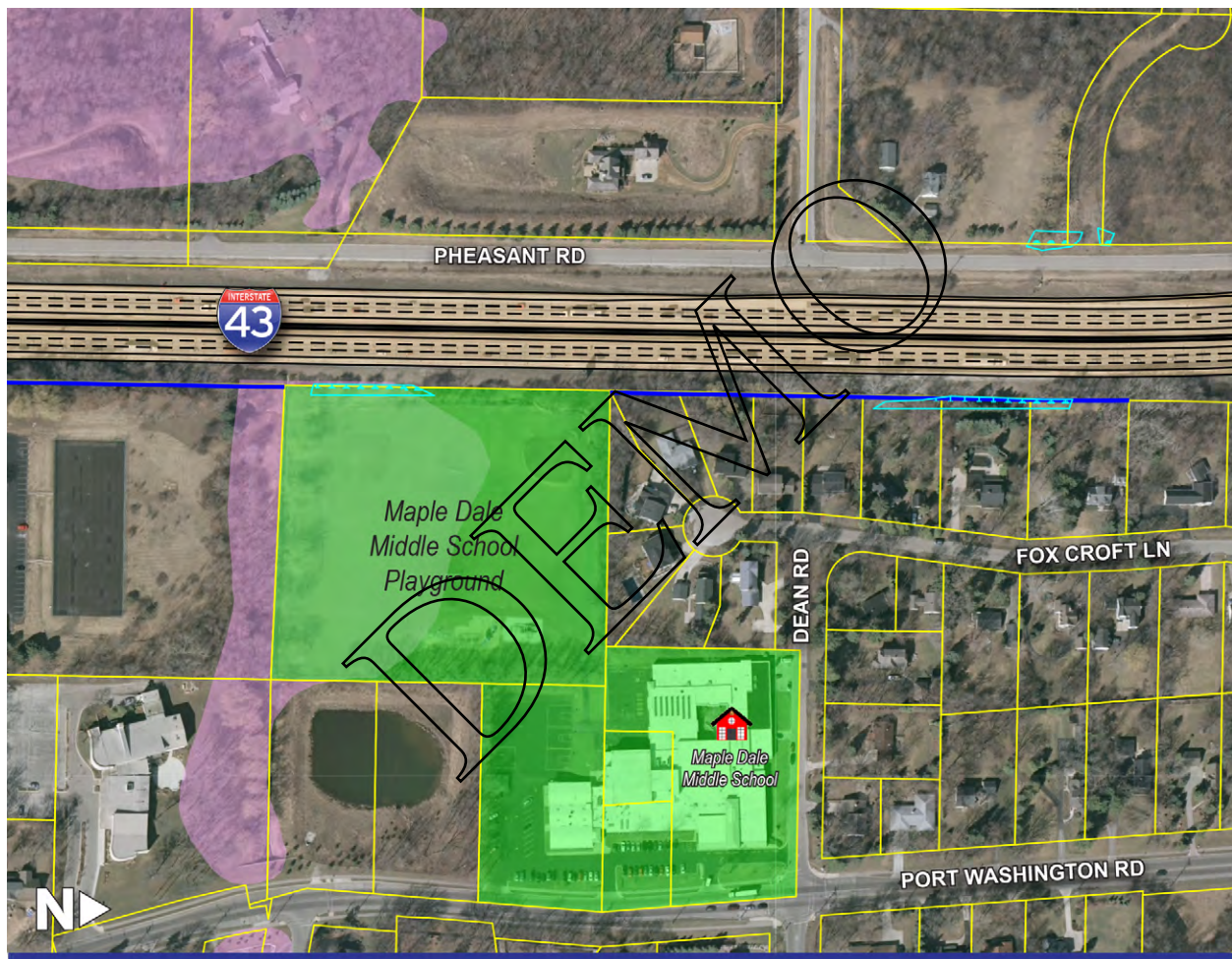
PROPOSED ACTION

The Modernization – 6 Lanes alternative in the vicinity of the Maple Dale Middle School would widen I-43 along the existing highway centerline (**Exhibit 4-25**).

SECTION 4(F) EVALUATION

Reconstruction would occur within existing highway right of way and there would be no use of land from the school parcel. Therefore, no further Section 4(f) evaluation is required.

Exhibit 4-25: Proposed Build Alternative at Maple Dale Middle School



LEGEND

- | | | | |
|-------------------|------------------------|-------------|------------------------|
| Public Recreation | Wetlands/ADID Wetlands | Parcel Line | Potential Right-of-Way |
| School | 100-year Floodplain | | |

4.3.8. Katherine Kearney Carpenter Park

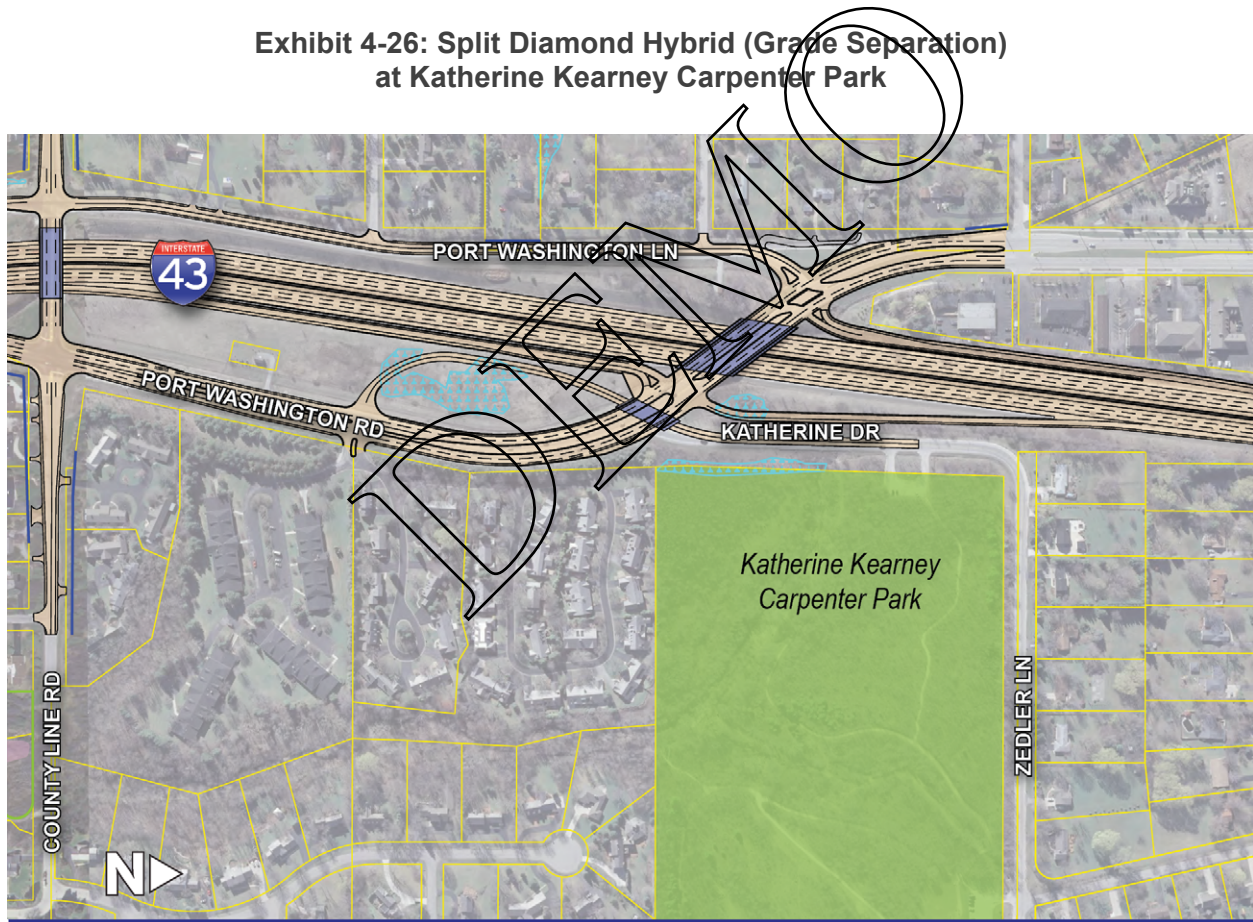
PROPOSED ACTION

The Modernization – 6 Lanes alternative in the vicinity of the Katherine Kearney Carpenter Park would widen I-43 along the existing highway centerline, and the Split Diamond Hybrid subalternatives would replace the existing partial interchange at County Line Road (**Exhibit 4-26** and **Exhibit 4-27**). The Partial Diamond alternative would replace the existing interchange in nearly the same configuration, but extending the northbound exit ramp further north to remove weaving conflicts with the northbound entrance ramp from the Brown Deer Road interchange (**Exhibit 4-28**). The No Access alternative would remove the existing interchange (**Exhibit 4-29**).

SECTION 4(F) EVALUATION

I-43 mainline reconstruction and construction of either the Split Diamond Hybrid subalternatives, Partial Diamond alternative or No Access alternative would occur within existing highway right of way, and there would be no use of land from the park. Therefore, no further Section 4(f) evaluation is required.

**Exhibit 4-26: Split Diamond Hybrid (Grade Separation)
at Katherine Kearney Carpenter Park**



LEGEND

Public Recreation
 Wetlands/ADID Wetlands
 Parcel Line
 Potential Right-of-Way

**Exhibit 4-27: Split Diamond Hybrid (without Grade Separation)
at Katherine Kearney Carpenter Park**



LEGEND

- Public Recreation
- Wetlands/ADWD Wetlands
- Parcel Line
- Potential Right-of-Way

DRAFT

Exhibit 4-28: Partial Diamond at Katherine Kearney Carpenter Park

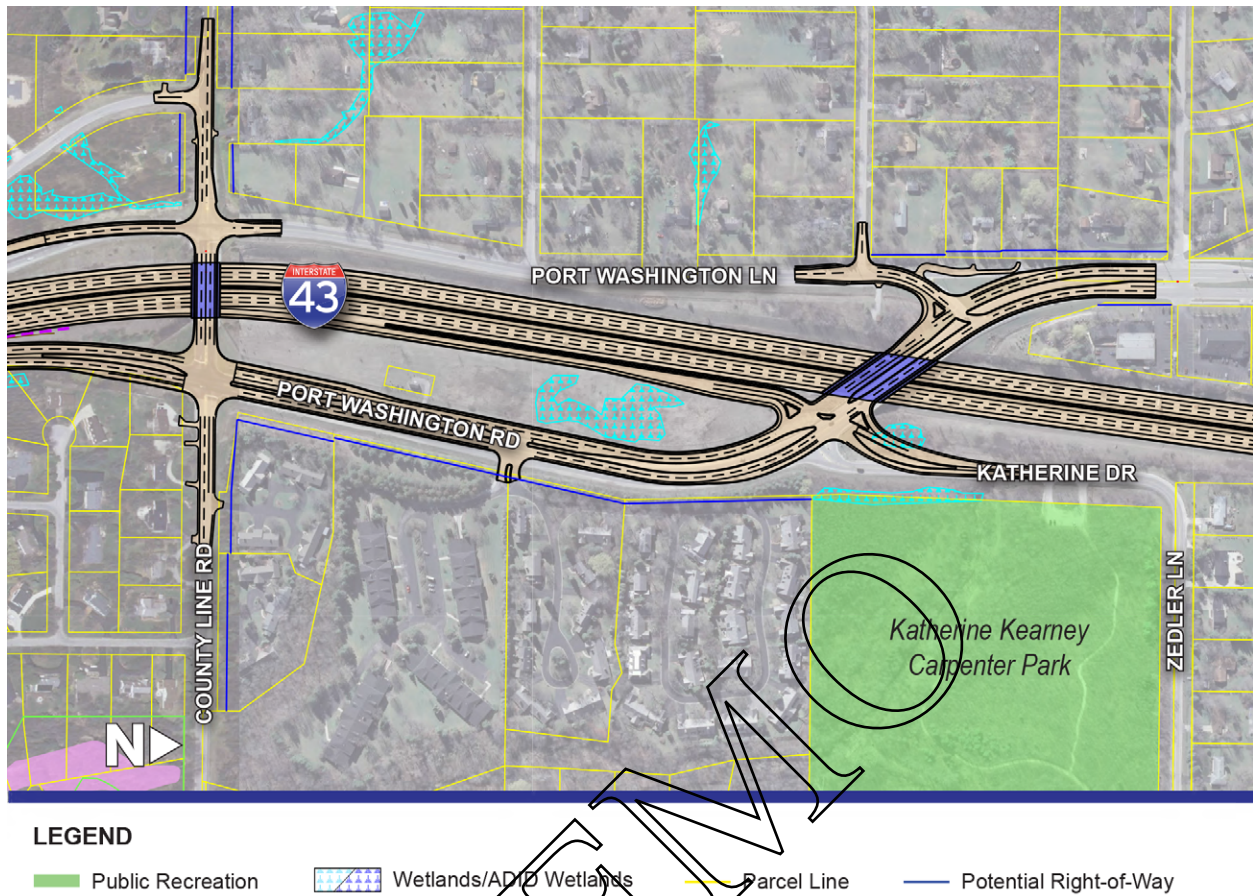


Exhibit 4-29: No Access Alternative at Katherine Kearney Carpenter Park



LEGEND

Public Recreation

Wetlands/ADIR Wetlands

Parcel Line

Potential Right-of-Way

DRAFT

4.3.9. Johann Friederich and Catherine Hennings Farmstead

PROPOSED ACTION

The Modernization – 6 Lanes alternative in the vicinity of the Hennings Farmstead would reconstruct I-43 to a six-lane facility with the additional lanes constructed primarily in the existing highway median (**Exhibit 4-30**).

The substandard shoulders would be reconstructed to meet current design standards. Treatment options for the median barrier include a concrete barrier or beam guard. Lakefield Road that passes under I-43 would be left in its current configuration.

SECTION 4(F) EVALUATION

Reconstruction of I-43 would not require any use of land from the historic property. Documentation for Determination of No Adverse Effect was submitted to the SHPO in October 2013. This documentation concluded that the proposed I-43 improvements will not affect the features of the historic property that qualify it for listing in the NRHP. The SHPO concurred in a no adverse effect finding on Dec. 13, 2013 (**Exhibit 4-32**). Therefore, no further Section 4(f) evaluation is required.

DRAFT

Exhibit 4-30: Proposed Build Alternative at Johann Friedrich and Catherine Hennings Farmstead



LEGEND

- | | | | |
|---|--|---|--|
|  Historic Boundary |  Wetlands/ADID Wetlands |  Parcel Line |  Potential Right-of-Way |
|  Historic Property | | | |

4.3.10. Henry and Mary Hennings House

PROPOSED ACTION

The Modernization – 6 Lanes alternative in the vicinity of the Hennings House would reconstruct I-43 to a six-lane facility with the additional lanes constructed primarily in the existing highway median (**Exhibit 4-31**). The substandard shoulders would be reconstructed to meet current design standards. Treatment options for the median barrier include a concrete barrier, cable guard or beam guard.

SECTION 4(F) EVALUATION

Reconstruction of I-43 would not require any use of land from the historic property. Documentation for Determination of No Adverse Effect was submitted to the SHPO in October 2013. This documentation concluded that the proposed I-43 improvements will not affect the features of the historic property that qualify it for listing in the NRHP. The SHPO concurred in a no adverse effect finding on Dec. 13, 2013 (**Exhibit 4-32**). Therefore, no further Section 4(f) evaluation is required.

DRAFT

Exhibit 4-31: Proposed Build Alternative at Henry and Mary Hennings House



LEGEND

- | | | | |
|-------------------|------------------------|-------------|------------------------|
| Historic Boundary | Wetlands/ADID Wetlands | Parcel Line | Potential Right-of-Way |
| Historic Property | | | |

4.4. COORDINATION

As part of the data gathering effort for the I-43 North-South Freeway Corridor Study, the study team contacted several local officials from fall of 2012 through spring of 2013 regarding potential Section 4(f) resources including the North Shore Water Treatment Plant, Craig Counsell Park, Nicolet High School, River Hills Memorial Park, Maple Dale Middle School, Katherine Kearney Carpenter Park, MMSD Greenseams property, and Bonniwell Wildlife Area. The purpose of these contacts was to obtain information about property ownership/administration, funding, existing and planned uses, covenants or restrictions, and other aspects relevant to the Section 4(f) evaluation. Contact with local officials included the following efforts:

- In February and March 2013, Heritage Research Ltd. (consultant historian for I-43 study) sent letters to owners/administrators of potentially historically significant properties in the I-43 study area including the North Shore Water Treatment Plant, former Phillips Petroleum Service Station, River Hills, Department of Public Works, Chalet Motel, Louis and Sophia Hovener House, Johann Friederich and Catherine Hennings Farmstead, District #6/Lakefield School, and Henry and Mary Hennings House. The purpose of the letter was to let the owners know about the study, that their properties were being evaluated for historic significance, and to provide any historical documentation that could assist the evaluation effort.
- In April 2013, Heritage Research Ltd. sent follow-up letters requesting an opportunity to review and photograph building interiors as part of the evaluation process. Owners were also informed that the historic property evaluations (determinations of eligibility for the NRHP) would proceed with or without having reviewed building interiors.
- In July 2013, Heritage Research Ltd. sent letters notifying property owners of the outcome of the historic property evaluations. Heritage Research Ltd. similarly notified the president of the Clovernook Neighborhood Association.
- On May 22, 2013, study representatives met with the owners of Elderwood House (already listed in the NRHP) to discuss proposed I-43 improvements that could include replacing the storm sewer located within an easement that crosses the property. The owners indicated they would not object to such improvements provided they would be within the easement area and would not disturb apple trees and lilac bushes at the entrance to their property.
- On May 21, 2013, WisDOT met with high school staff to present alternatives that may impact the Nicolet High School property. Staff suggested that WisDOT also meet with the school board to present the information. WisDOT met with Nicolet High School District School Board members on July 11, 2013, to discuss the build alternatives and the potential for a de minimis finding for impacts to the athletic fields. The school had just begun design efforts to reconfigure some of its facilities at the athletic fields. WisDOT subsequently met with high school staff in the field to mark potential right of way impacts of the build alternative. WisDOT attended a second follow-up meeting with the school superintendent on Oct. 7, 2013, to clarify additional questions about the build alternative. On Jan. 16, 2014, WisDOT staff met with staff from Nicolet High School and the city of Glendale to discuss avoidance and minimization measures at the high school athletic fields. WisDOT will continue to coordinate with the school when additional plans for its athletic fields are further developed. Nicolet High School provided a letter supporting ongoing coordination through the design process to minimize impacts to the school property and maintain access across I-43 (**Exhibit 4-35**).
- On July 23, 2013, study representatives met with the manager of the North Shore Water Treatment Plant to discuss the plant's potential eligibility to the NRHP and to discuss the proposed I-43 improvements in this area. The study team stated that a formal evaluation would be prepared to determine whether adverse effects would occur, and a copy of that

evaluation would be shared with the plant manager for use in further coordination with the North Shore Water Commission. The North Shore Water Commission has communicated that the I-43 North-South Freeway Corridor study would not affect the water filtration plant operations and maintenance, or the historic significance of the property (**Exhibit 4-33**).

Opportunities for public input on impacts to Section 4(f) resources and proposed *de minimis* impact findings were also provided as part of the study's public involvement process. Public information meetings included the following events:

- The first public information meeting in August 2012 encouraged the public to help identify any significant socioeconomic, environmental, archaeological and historical areas that should be considered in development of the alternatives.
- The second public information meeting in January 2013 requested information about any historic properties in the study area. It also provided general information about the environmental impact statement process including consideration of historic properties.
- The third public information meeting in August 2013 provided more specific information about the historic and public recreation resources in the study corridor and solicited public input on potential impacts to applicable resources.

On Sept. 6, 2013, study representatives met with the village of Whitefish Bay to discuss impacts at Craig Counsell Park and whether the impacts would adversely affect any of the park's resources, use, or intended use. Village officials indicated that the build alternative would not affect park functions (**Exhibit 4-34**).

While neither the Milwaukee County nor Ozaukee County historical societies indicated interest as a consulting party, WisDOT emailed the results of the historic structures survey on Aug. 5, 2013, and also notified them of the August public information meetings.

DRAFT

Exhibit 4-32: State Historic Preservation Officer Concurrence in No Adverse Effect for Historic Properties

Determination of No Adverse Effect
WisDOT Project I.D. 1229-04-01
WHS No. 12-0649/MI/OZ
I-43 North-South Freeway Corridor Study
Silver Spring Drive – WIS 60
Milwaukee and Ozaukee Counties

RECEIVED
OCT 29 2013
DIV HIST PRES

The proposed undertaking is the reconstruction of 14 miles of Interstate Highway 43 (I-43) between Silver Spring Drive in the city of Glendale and Wisconsin Highway (WIS) 60 in the village of Grafton. The project includes providing additional travel capacity on I-43; reconstructing or replacing existing structures over/under I-43; reconstructing and modernizing numerous interchanges; constructing a new interchange at Highland Road; reconstructing adjacent local streets; and enhancing freeway aesthetics. The Area of Potential Effects (APE) was defined to include all properties abutting I-43, adjacent to interchange areas, and along local roads where construction could occur. The following historic properties were identified in the APE:

- North Shore Water Treatment Plant, National Register-eligible
- Clovernook Estates Residential Historic District, National Register-eligible
- Elderwood/The House in the Woods, National Register-listed
- Phillips Petroleum Company Service Station, National Register-eligible
- Johann Friederich and Catherine Hennings Farmstead, National Register-eligible
- Henry and Mary Hennings House, National Register-eligible

As supported in the enclosed Documentation for Determination of No Adverse Effect (DNAE), WisDOT recommends that there will be no adverse effect to historic properties as a result of the project. In accordance with 23 USC 138(b), WisDOT, on behalf of FHWA, hereby informs SHPO that the DNAE may be used in considering whether a de minimis Section 4(f) finding is appropriate and SHPO concurrence with the DNAE serves as acknowledgement of this official notification.


Jason Kennedy, WisDOT
Environmental Analysis & Review Specialist


Date

We concur with your current finding of "no adverse effect" for this project.


Kimberly Zunker Cook, SHPO


Date

Exhibit 4-33: De Minimis Section 4(f) Concurrence from North Shore Water Commission



Village of Whitefish Bay
5300 N. Marlborough Drive
Whitefish Bay, Wisconsin 53217

Phone: 414-962-6690
Fax: 414-962-5651

Steve Hoff, PE
WisDOT Project Manager
Wisconsin Department of Transportation
141 N W Barstow Street
Waukesha, WI 53187-0798

September 12, 2013

Subject: **Potential Effects of I-43 Reconstruction on North Shore Water Treatment Plant
400 West Bender Road, Glendale**

WisDOT Project I.D. 1229-04-01
I-43 North South Corridor Study
(Silver Spring Drive to WIS 60)
Milwaukee and Ozaukee Counties

Dear Mr. Hoff:

It is our understanding that Wisconsin Department of Transportation (WisDOT) is considering alternatives for widening I-43. Both remaining options would result in the reconstruction of Jean Nicolet Road which would require about 0.2 acres of right-of-way acquisition from the northeast edge of the water treatment plant. After reviewing WisDOT drawings at the September 11, 2013 Commission Meeting and conferring with the Plant Manager, the North Shore Water Commission representing Glendale, Fox Point, and Whitefish Bay, does not believe the contemplated alternatives would adversely affect the operation and maintenance of our facilities. It is also our opinion that the contemplated right-of-way acquisition will not impair the property's historic significance.

Please contact me if you have any questions.

Best Regards,



Daniel J. Naze, P.E.
Chairman
North Shore Water Commission

Exhibit 4-34: De Minimis Section 4(f) Concurrence from Village of Whitefish Bay



Village of Whitefish Bay

5300 N. Marlborough Drive • Whitefish Bay, Wisconsin 53217 • (414) 962-6690

Steve Hoff, PE
WisDOT Project Manager
Wisconsin Department of Transportation
141 NW Barstow Street
Waukesha, WI 53187-0798

September 13, 2013

Subject: **Potential Effects of I-43 Reconstruction on Craig Counsell Park and Port Washington Road, Glendale**

WisDOT Project I.D. 1229-04-01
I-43 North South Corridor Study
(Silver Spring Drive to WIS 60)
Milwaukee and Ozaukee Counties

Dear Mr. Hoff:

Thank you for keeping us informed about the above I-43 reconstruction project. This responds to your request for input regarding the proposed I-43 reconstruction and potential impacts to Craig Counsell Park, located on the east side of Port Washington Road, immediately south of the Union Pacific Railroad, in Glendale. Most recently, I have discussed this request with you and Monica Waack from WisDOT. As we discussed, Craig Counsell Park is a public park owned by the Village of Whitefish Bay and located within the City of Glendale.

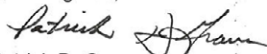
Monica explained that the park was evaluated as a 4f property during the environmental review process for the I-43 study. Previous conversations with Whitefish Bay Engineering staff indicated that this parcel may be used by the public for recreational purposes. Monica went on to explain that the impacts were eligible for a *de minimis* finding by the Federal Highway Administration (FHWA) because the impacts would not affect the use of the property. Monica also explained that the alternative to doing a *de minimis* was a more involved 4f process that would look at a broad range of avoidance and mitigation measures.

Further, it is our understanding that I-43 may be expanded from four lanes to six lanes at this location, with design options for widening to the east or west of the existing freeway. Under both options, Port Washington Road may be reconstructed from two to four lanes from Devon Street to Daphne Road. Because this section of Port Washington Road is a City of Glendale street, the City will make this decision due to its close proximity to the I-43 corridor, though, WisDOT is coordinating with the City of Glendale to evaluate impacts of Port Washington Road expansion as part of the I-43 Corridor Study's Environmental Impact Statement. This expansion would require about 0.05 acres of right-of-way acquisition where Karl Campus Drive intersects Port Washington Road in order for the new driveway to better match into Karl Campus Drive, which primarily provides access to the Jewish Community Center.

At this time, the Village of Whitefish Bay has no objections to the proposed reconstruction of I-43 and Port Washington Road, including the acquisition of right-of-way at the vicinity of the intersection with Karl Campus Drive. Further, it is our opinion that the right-of-way acquisition will not adversely affect the park's function. We understand that the public had an opportunity to comment on the potential impacts to the park at the most recent public informational meetings, held August 20th and 22nd of this year. Based on all of these considerations, the Village of Whitefish Bay concurs with the *de minimis* finding.

Please contact me if you have any questions.

Best Regards,



Patrick DeGrave
Village Manager
Village of Whitefish Bay

Exhibit 4-35: Coordination with Nicolet High School



February 24, 2014

Steve Hoff, PE
WisDOT Project Manager
Wisconsin Department of Transportation
141 N W Barstow Street
Waukesha, WI 53187-0798

Subject: **Potential Effects of I-43 Reconstruction on Nicolet High School**
WisDOT Project I.D. 1229-04-01
I-43 North-South Corridor Study
(Silver Spring Drive to WIS 60)
Milwaukee and Ozaukee Counties

Dear Mr. Hoff:

Thank you for keeping us informed about the above I-43 reconstruction project. As we discussed with WisDOT staff at the January 16, 2014 meeting, we understand that widening I-43 and reconstructing Jean Nicolet Road would affect Nicolet High School property. Below is a summary of what was discussed and our understanding of what is proposed. This is a summary of our discussions only, and is not intended to be a binding or comprehensive term sheet, memorandum of understanding, contract or similar document.

Playing Fields East of I-43

- Approximately 0.28 acres of strip right-of-way would be required. There would be no impact to the current recreational facilities.

Playing Fields West of I-43

- No additional right-of-way would be required from the area where athletic facilities are located. In order to stay within the existing public right-of-way, a small retaining wall with a fence would be built along the northern end of the existing football field.

Jean Nicolet Road

- Jean Nicolet Road would be reconstructed from Bender Road to Green Tree Road. As part of the reconstruction, WisDOT would include sidewalk and bike lanes. As requested by the City of Glendale, there would be no dedicated parking lane.

Storm Sewer

- The existing storm sewer easement across the school property would remain in place.

Other Impacts

- In addition to the current recreation facilities, Nicolet owns two residential properties to the north of the playing fields, west of Jean Nicolet Road. The property located at 535 W. Green Tree Road would likely be taken (with full compensation to Nicolet) in connection with this project.

Pedestrian Access between the East and West Playing fields

- Per Nicolet's request, WisDOT is planning to maintain the existing pedestrian connection that is currently served by the tunnel under I-43. If the connection is replaced with either an underpass

Exhibit 4-35: Coordination with Nicolet High School (continued)

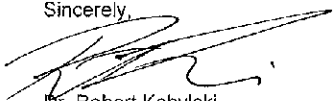
or an overpass, the structure would occupy school property, possibly on easement, on both sides of I-43.

We understand that these are the anticipated potential impacts, which will continue to be refined through project planning. No existing recreational facilities are anticipated to be impacted by the proposed right-of-way acquisition or the replacement of pedestrian access. We support replacing the existing pedestrian tunnel with an improved structure and recognize that replacing pedestrian access across I-43 would also benefit Nicolet High School. At this point it is Nicolet's expectation that a replacement tunnel would be preferable to a freeway overpass, but Nicolet is open to discussions on this point. We look forward to continued coordination with WisDOT to develop a replacement for the existing tunnel.

At this time, Nicolet High School is in the early stages of its planning process to update athletic facilities in the vicinity of the I-43 Corridor. The School Board supports continued coordination with WisDOT regarding the use of the high school property in connection with the reconstruction of I-43 and Jean Nicolet Road, as the school continues its planning process.

Please contact me with any questions.

Sincerely,



Dr. Robert Kobylski
Superintendent
Nicolet High School District

DRAFT

5. COMMUNITY INVOLVEMENT AND AGENCY COORDINATION

This section discusses public involvement, agency coordination, and coordination with Native American tribes that occurred during the development of the purpose and need statement and the alternatives for the I-43 North-South Freeway Corridor Study. From the beginning, the goal of the public involvement program was to involve the public early and often and to share information as it became available.

The study team offered numerous opportunities for citizens, state and federal agencies, and local officials to be involved in the process. In addition, study team members attended meetings initiated by local officials and citizens. The public involvement process was open to all residents and population groups in the study area and did not exclude any persons because of income, race, national origin, sex, age, religion or handicap.

5.1. COMMUNITY INVOLVEMENT

The Wisconsin Department of Transportation's (WisDOT) public involvement plan for the I-43 North-South corridor study seeks to incorporate public input from all stakeholders in order to ensure that the study process is transparent and that the preferred alternative is responsive to the needs of the public. To ensure that the alternatives development and environmental impact analysis process involved all stakeholders, including potentially affected individuals, businesses and communities, the study team outlined the following objectives for the public involvement plan:

- Establish a dialogue with stakeholders.
- Ensure that study communication is understandable to the public.
- Listen to and understand information that is communicated by the public.
- Identify potential issues early and proactively generate solutions.

The Federal Highway Administration's (FHWA) environmental review process¹ also ensures that environmental information is available to local officials and citizens before decisions are made and before actions are taken. WisDOT prepared a Coordination Plan for Agency and Public Involvement for the I-43 North-South Freeway Corridor Study in August 2012. The coordination plan identifies steps in the environmental review process, concurrence points and project milestones, and establishes opportunities and a schedule for input and review by the public and agencies.

A companion document in the environmental review process is the Impact Analysis Methodology that documents FHWA's structured approach to analyzing impacts of the proposed transportation study and its alternatives. Public and agency input on the impact analysis methodologies is intended to promote an efficient and streamlined process and early resolution of concerns or issues. The coordination plan and impact analysis methodology was made available to the public through posting on the study website. Key community involvement activities for the I-43 North-South Freeway Corridor Study are summarized in the following subsections.

¹ U.S. Code (USC) 23 USC § 139.

5.1.1. Summary of Community Outreach Activities

To accommodate the various stakeholders, the study team implemented several methods for receiving public feedback, including the following:

- A study email address
- A study website
- Fact sheets, project briefs and newsletters
- Pre-addressed comment forms at all public information meetings
- Neighborhood meetings to work with potentially affected communities
- Focus group for indirect and cumulative effects analysis
- Meetings with individual stakeholders
- Meetings with local governments
- Two study advisory committees
- Three public information meetings and a public hearing

PUBLIC INFORMATION MEETINGS

To keep the public updated, WisDOT held three sets of public information meetings. Each set included two meetings held at different locations to allow greater flexibility for individuals to attend. At the public information meetings, attendees were encouraged to review materials and provide feedback. WisDOT also developed a database of residents, businesses and organizations interested in the study. Individuals and organizations in the database received post card invites to these public information meetings and regular newsletters. The study team also maintained a study website with meeting materials and produced video renderings to aid the layperson in understanding the alternatives. See **Subsection 5.1.6** for more information of the results of the meetings.

COMMITTEE MEETINGS

To gain greater insight and promote discussions regarding certain aspects of the study, WisDOT created two advisory committees:

- The Technical Advisory Committee (TAC) engages local officials and agencies on key technical aspects of the study in order to help refine concepts (**Subsection 5.1.8**).
- The Community Advisory Committee (CAC) acts as a sounding board of stakeholder interests along the study corridor and provides feedback on alternatives, issues and concepts. CAC members included representatives from neighborhood associations, businesses, municipalities, educational institutions and residents (**Subsection 5.1.8**).

LOCAL GOVERNMENT MEETINGS

WisDOT met with local officials throughout the course of the study to discuss specific community-related issues. WisDOT also invited local officials from the communities along the corridor to preview alternatives being shown before second and third public information meetings. See **Subsection 5.1.5** for more information about outreach with local governments.

OTHER STAKEHOLDER MEETINGS

WisDOT met with groups and individuals to provide accurate information regarding study activities and information. WisDOT organized neighborhood meetings for groups of potentially

affected property owners. WisDOT also met with businesses owners, neighborhood groups, schools and anyone else that requested a meeting. In addition, the study team was interviewed by local newspapers, radio stations and television stations. See **Subsection 5.1.5** for more information about other stakeholder meetings.

Study staff also attempted to contact homeowners or business owners who would be potentially relocated by an alternative to discuss the potential impacts. Also, WisDOT real estate specialists were available at public information meetings to answer questions and discuss concerns.

5.1.2. Study Database

To maintain regular communication with stakeholders, WisDOT developed a database of property owners within 1 mile of the study corridor. Other stakeholders, including local leaders, community-based organizations, local and state elected officials and other interested parties, were also added to the database.

WisDOT uses the database to notify stakeholders of upcoming public information meetings and send updates through newsletters, fliers and postcards. The database includes email addresses whenever available and allows interested parties to select their preferred channel of communication: email, post or both. WisDOT collects stakeholder and interested party names and contact information on sign-in sheets at all meetings. Interested parties can request to be added to the database by contacting WisDOT staff, or through email or phone.

Currently, the database contains more than 21,300 property addresses, residents, businesses, organizations, local leaders, elected officials and other interested parties.

5.1.3. Fact Sheets, Newsletters and Project Briefs

To keep the public informed about new developments in the study, WisDOT published fact sheets, newsletters and meeting fliers. Each kind of informational material was designed to meet a specific study purpose.

WisDOT staff distributed and mailed a fact sheet to property owners, residents and business owners along the corridor as the invitation to the first public information meeting. This fact sheet contained information on the study and discussed where to obtain more information.

The study newsletters provide regular communication between WisDOT and the public. Newsletters were sent out after each of the three public information meetings, with the third newsletter sent out before the public hearing for this draft environmental impact statement (DEIS). Copies of the first and second newsletter were made available in Spanish. The newsletters are also posted on the study website.² The newsletters provide a concise summary of what was presented at the public information meetings and include information about the public hearing. A final newsletter will be published that presents the preferred alternative and the next steps in the process.

5.1.4. Dedicated Study Email Address and Comment Forms

The study team implemented several means for the public to contact WisDOT with questions and concerns. To help disseminate the study contact information, all printed material distributed to the public included the phone numbers for lead WisDOT staff, the study email address and

² <http://www.dot.wisconsin.gov/projects/sregion/43/public.htm>. Accessed Sept. 24, 2013.

website. This served two purposes: to identify staff working on the study, and to provide contact information to individuals who have questions or concerns. WisDOT distributes pre-addressed comment forms at all events and public information meetings. The comment forms allow individuals to raise concerns and provide feedback with ease.

WisDOT gathers, reviews and catalogs all comment forms, letters and emails from the public. Telephone calls are also logged, summarized and cataloged.

5.1.5. Stakeholder Outreach

In an effort to solicit early input on the study process, WisDOT organized initial interviews with government representatives, community and special interest groups, and other key stakeholders. The purpose of these meetings helped determine concerns related to the I-43 North-South Freeway Corridor Study, lay the groundwork for a good working relationship, and establish a sound and comprehensive process for alternatives development and environmental analysis. Stakeholders with whom WisDOT met in late July 2012 and early August 2012 include the following:

- Town of Grafton
- Town of Cedarburg
- City of Cedarburg
- City of Mequon
- Ozaukee County
- Columbia St. Mary's Hospital
- Village of Grafton
- Aurora Hospital
- Milwaukee County
- Village of Fox Point
- City of Glendale
- Nicolet High School
- Bayshore Town Center

In addition to the initial study meetings and the public involvement meetings, the study team participated in neighborhood meetings and other meetings to inform interested persons about the I-43 North-South Freeway Corridor Study, including study purpose and need; development, refinement, and evaluation of alternatives; and impact evaluation. Key outreach activities included the following:

- North Shore Library staff: Feb. 26, 2013. Discussed library's plans to relocate library facility in the study corridor and potential effect of I-43 alternatives.
- Glendale Neighborhood Meeting with the Clovernook Neighborhood Association: March 7, 2013. Presented and discussed South Segment alternatives.
- Nicolet Parc Condo Board Meeting: March 25, 2013. Presented and discussed the I-43 improvements within the area of the condo property.
- Newcastle Place Condominiums: April 1, 2013. Presented and discussed the Highland Road interchange and No ccess alternatives.
- Glendale Neighborhood Meeting with both east and west side neighborhoods along south end of the Study Corridor: April 10, 2013. Presented and discussed South Segment.

- Concordia University senior administration staff: May 14, 2013. Discussed potential Highland Road interchange issues and effects of potential historic status of the campus.
- Indirect and Cumulative Effects Focus Group: July 11, 2013. Presented initial findings on indirect effects analysis and verified study areas to expert stakeholders. See **Subsection 3.22** for more information.
- Nicolet High School: May 21, 2013; July 11, 2013 and Oct. 7, 2013. Discussed pedestrian access options across I-43 and potential 4(f) impacts at playing fields.
- County Line Interchange Neighborhood Meeting: Nov. 12, 2013. Presented and discussed alternatives at the County Line Road interchange.

LOCAL GOVERNMENT OUTREACH

Elected officials and staff at the state and local level were kept informed of various milestones during the study process. They were regularly updated on key issues affecting their constituents via phone calls, email updates, and periodic meetings. Two local officials meetings were held – one on Jan. 28, 2013, before the second public information meeting, and another on Aug. 15, 2013, before the third public information meeting. The purpose of these meetings was to allow local officials to preview the alternatives and information that would be presented to at the public information meetings. Additional meetings with elected officials are listed in **Table 5-1**.

Table 5-1: Elected Officials Meetings

Date	Meeting	Purpose
Sept. 13, 2012	Village of River Hills: Special Meeting with village Board	Study team met with village officials and state Sen. Alberta Darling to discuss noise abatement policies
Jan. 23, 2013	City of Glendale: city administrator and administrative staff	Met before to discuss alternatives to be presented at public information meeting
Feb. 20, 2013	Village of Bayside	Discussed alternatives at Brown Deer Road interchange and County Line interchange
Feb. 26, 2013	City of Glendale: city administrator, public works, planning, and police staff	Discuss alternatives within city limits and options for reconstructing Port Washington Road
March 7, 2013	Nicolet High School board meeting	Question-and-answer session on alternatives, issues and stormwater management
March 11, 2013	City of Glendale Council Meeting	Provided overview of study and discussed alternatives along south end of study corridor.
March 13, 2013	Town of Grafton board meeting	Provided overview of study and Ozaukee County mainline and interchange alternatives
March 23, 2013	Metropolitan Milwaukee Sewerage District (MMSD)	Discussed stormwater management requirements and best practices
April 23, 2013	City of Glendale Alderman John Gelhard	Discussed alternatives within city limits, including depressing freeway and using shoulder running option during peak travel times
April 29, 2013	Ozaukee County, Highway and Planning/Parks staff	Discussed mainline and interchange alternatives and issues, and fish passage at creek crossings

Date	Meeting	Purpose
May 17, 2013	City of Mequon mayor and administrative staff	Updated new mayor on study status, including Highland Road interchange, traffic impacts, and interchange funding policy
June 12, 2013	Milwaukee County director of transportation	Presented information and received feedback on mainline and interchange alternatives in Milwaukee County
June 19, 2013	Ozaukee County board meeting	Presented information on mainline and interchange alternatives and potential impacts
July 11, 2013	Nicolet High School board Meeting	Discussed Section 4(f) issues, including potential <i>de minimis</i> option
July 17, 2013	Village of River Hill village board meeting	Discussed preliminary results of noise study and potential abatement options
July 23, 2013	North Shore Water Treatment Plant, plant manager	Discussed potential impacts to property and historic designation of property
July 25, 2013	Ozaukee County, Planning/Parks director	Discussed potential wetland impacts and mitigation
Aug. 28, 2013	Milwaukee County Transit Service (MCTS) staff	Discussed transit-related issues related to alternatives development and future construction
Sept. 6, 2013	Village of Whitefish Bay, Department of Public Works staff and village administrator	Discussed potential impacts to Craig Counsell Park
Jan. 15, 2014	City of Mequon staff	Discussed neighborhood concerns regarding full interchange options at County Line Road.
Jan. 16, 2014	City of Glendale staff and Nicolet High School Staff	Discussed pedestrian access option across I-43, potential 4(f) impacts at playing fields, and reconstruction options for Jean Nicolet Road.
March 3, 2014	Ozaukee County highway commissioner	Discussed County C intersection and interchange design and park-and-ride lot access.
March 12, 2014	Ozaukee and Milwaukee county staff and staff from villages of Bayside, Fox Point and River Hills	Discussed Diverging Diamond alternative at Brown Deer Road interchange

5.1.6. Public Information Meetings

WisDOT and FHWA held three public information meetings to provide the public an opportunity to review and comment on the need for the study, the range of alternatives and anticipated impacts. WisDOT used an open house format for all the meetings. The format included different stations set up by topic with information boards and exhibits. Members of the public were encouraged to walk around to individual stations and speak with staff one-on-one.

General information and brochures about state and federal relocation assistance and benefits were available at the meetings, and WisDOT real estate staff was present to answer questions. A brochure explaining the FHWA/WisDOT process for assessing noise impacts and considering noise abatement was also available. Details of each meeting are summarized below.

PUBLIC INFORMATION MEETING NO. 1

WisDOT held the first set of public information meetings on:

- Aug. 7, 2012: Mequon City Hall, 11333 N. Cedarburg Road in Mequon
- Aug. 8, 2012: Nicolet High School, 6701 Jean Nicolet Road in Glendale

At the first set of public information meetings, WisDOT and FHWA introduced the study purpose and goals, provided background information on the study area, including existing transportation deficiencies and environmental resources. The study team also obtained public views on the need for, and possible locations of I-43 improvements.

The meeting was announced through fact sheet invites sent to more than 21,300 individuals, including property owners, residents and business owners in a one mile radius of the corridor limits; local officials; state and federal agencies; Tribes; and other interested parties and stakeholders.

About 251 people (94 at Mequon, 157 at Nicolet) attended the meeting. Displays and other information related to the purpose and need of the study were available, as well as handouts that attendees could keep. Participants' names and addresses were collected and added to the study database.

Comments from the public information meeting identified the following key viewpoints, issues and concerns regarding possible capacity expansion and safety improvements along the I-43 corridor and/or a new interchange at Highland Road:

- **Congestion:** Most individuals commenting on the congestion were in favor of expanding I-43 to six lanes (30 written comments favoring the expansion). Most of those were in favor of expanding the entire study corridor from Silver Spring Drive to WIS 60, while some favored just expanding from Silver Spring Drive to Brown Deer Road. Some commented that the expansion should have already been done. A few (six written comments) were against widening and favored high-speed rail or transit (four written comments) or noted that the expansion would draw more traffic to an already busy area or would too greatly impact neighborhoods.
- **Highland Road interchange:** Those who favored an interchange (nine written comments) thought it would reduce traffic on Port Washington Road and Lake Shore Drive. They also viewed a new interchange as beneficial because it would give direct access to Concordia University, Milwaukee Area Technical College (MATC) Mequon campus and Columbia/St. Mary's Hospital. Those opposing an interchange (five written comments) feared increased traffic on local roads or would not favor paying increased taxes because of a local cost-share with no direct benefit.
- **Safety concerns:** Many comments (20 written comments) cited concerns about safety issues associated with the Brown Deer Road interchange ramps; the short Good Hope ramp merges; back-ups at the Mequon Road interchange northbound and southbound exits; and the area where the freeway reduces from three lanes to two lanes north of Silver Spring Drive. Other miscellaneous safety issues included poor pavement marking quality, poor pavement conditions, merging at on- and off-ramps at Mequon Road, and median barrier safety.
- **Noise:** Several comments were received about providing noise barriers if I-43 is expanded (38 written comments favoring noise barriers, three written comments opposed them). Those favoring barriers noted high levels of traffic noise currently and a concern about higher volumes of traffic generating more noise. A majority of comments supporting barriers are located in more urban areas in Milwaukee County (River Hills, Glendale – Clovernook neighborhood south of Nicolet High School, and Bayside) as well as the city of Mequon. A few people said in written comments that they do not like the look of the walls. Other verbal comments were made about

the walls blocking lake breezes and trapping heat. One question asked several times related to noise barriers was whether the roadway could be lowered to help reduce noise levels. Other noise-related comments focused on choosing the quietest type of pavement.

- **Drainage:** Drainage concerns were brought up at a few locations – Nicolet High School, Indian Creek and Ulao Creek crossings. Commenters noted that these areas experience flooding, especially during severe rainstorms.
- **Other comments:**
 - Lighting at Brown Deer Road and along the corridor – do not over-light.
 - Add reversible lanes in the center of the freeway to address a.m. and p.m. peak travel times, similar to lanes in Chicago.
 - Raise the freeway system in the area from Bender Road to Green Tree Road and connect the local street system again. This would not put so much strain on both Jean Nicolet Drive and North Port Washington Road.
 - Add attractive landscaping.
 - Be cautious of the impacts to neighborhoods; maintain Port Washington Road and Jean Nicolet Drive between Silver Spring Drive and Green Tree Road.
 - Improve bicycle and pedestrian accommodations at all interchanges, underpasses, overpasses, especially where there are park-and-ride lots.

HOW WISDOT ADDRESSED PUBLIC COMMENTS

Alternatives were developed and evaluated in terms of their ability to meet key project purpose and need factors, relative cost, and magnitude of environmental impacts. Alternatives were also adjusted based on comments from the public and agencies. Following the first public information meeting, WisDOT developed an initial range of alternatives that was responsive to the public comments received. For example, as noted above, a clear majority of public comments cited congestion as a serious issue. Several of the mainline alternatives featured additional capacity. Many people also commented on safety concerns at certain locations, most notably at the Good Hope Road and Brown Deer Road interchanges. The resulting alternatives were designed to reduce crashes. The study team also heard concerns about potential impacts, including noise and stormwater, as well as impacts to neighborhoods. As a result, the study team continued to meet and initiated meetings with local communities to identify those potential impacts and to develop potential minimization and mitigation measures.

PUBLIC INFORMATION MEETING NO. 2

WisDOT and FHWA held a second set of public information meetings where alternatives were presented to the public. Based on community feedback from the first set of public information meetings, WisDOT generated a range of preliminary alternatives that responded to the needs and issues identified by the public. WisDOT also created a display that summarized comments received at the first public information meeting.

About 280 people (147 at Nicolet, 133 at Christ Church) attended the meetings. Their names and addresses were entered into the study database. The meetings were held on the following dates at these locations:

- Jan. 30, 2013: Nicolet High School, 6701 Jean Nicolet Drive in Glendale
- Jan. 31, 2013: Christ Church, 13460 N. Port Washington Road in Mequon

The comments received are summarized below.

I-43 MAINLINE ALTERNATIVES

The preliminary range of alternatives for the I-43 mainline included No-Build, Spot Improvements, transportation systems management (TSM) and transportation demand management (TDM), Mainline Improvement without Additional Capacity (Modernization – 4 Lanes), and Mainline Improvement with Additional Capacity (Modernization – 6 Lanes).

In general, most comments favored reconstruction with additional lanes. Below are the main issues and concerns associated with each mainline alternative.

- No comments were received for the No-Build Alternative.
- One person wrote in favor of the Spot Improvement alternative between Bender Road and Green Tree Road, advocating for a better median barrier than the existing beam guard.
- One person wrote in favor of the TSM/TDM only alternative, saying that the public funds should support public transit instead of highway expansion.
- Three comments supported the Mainline Improvement without Additional Capacity alternative based on cost and because they felt that congestion would not worsen.
- Eighteen comments favored the Mainline Improvement with Additional Capacity. Many of the comments supporting this alternative said that the corridor was already congested and that the study was overdue. At the same time, several people said that they wanted to avoid impacts to Port Washington Road, Jean Nicolet Road, and Nicolet High School. One person favored expansion from Bender Road to Mequon Road, while several people favored three lanes along the entire study limits.
- Because of the constrained, urban nature of the southern end of the corridor, additional alternatives were presented for the I-43 mainline between Bender and Green Tree roads. In general, most comments favored reconstruction with additional lanes, and more people favored shifting the freeway west or east, rather than expanding along the centerline. Numerous people commented against raising the freeway over the railroad bridge. More people were in favor of the depressed alternative than against. Those in favor thought that a depressed freeway would be less noisy; those against were concerned about drainage and potential changes to access to adjacent neighborhoods. Written comments are summarized below:
 - Spot Improvement (one in favor)
 - Mainline Improvement without Additional Lanes and I-43 Centered (two in favor)
 - Mainline Improvement with Additional Lanes
 - I-43 Centered along Existing Centerline (one in favor)
 - I-43 Shifted East (six in favor)
 - I-43 Shifted West (seven in favor)
 - I-43 Raised Over Railroad (seven against)
 - I-43 Raised (one in favor, 10 against)
 - I-43 Depressed (nine in favor, four against)

INTERCHANGE ALTERNATIVES

While comments favored the traditional diamond interchange alternative, they were also open to nontraditional interchanges, such as the diverging diamond and single-point. In many locations, there was no clear preference. Twenty-six people favored building a new interchange at Highland Road versus nine people who preferred maintaining no access. Those opposed to an interchange at Highland Road cited increased taxes and increased traffic.

OTHER COMMENTS

- More transit options should be available.
- Consider high-occupancy vehicle (HOV) lanes because congestion occurs only during peak travel hours.
- Add landscaping along the freeway to improve aesthetics.
- Address drainage.
- Do not include roundabouts at ramp termini.
- Build a roadbed that will last for 50 years.
- Add a third lane in the existing median with wider emergency lanes on the outside.

HOW WISDOT ADDRESSED PUBLIC COMMENTS

Following the second information meeting, WisDOT continued to make adjustments to the range of alternatives based on public comment. For example, some alternatives, including the I-43 Mainline Improvement without Additional Lanes, I-43 Centered, I-43 Raised, and I-43 Depressed, were eliminated because, although they did meet purpose and need, they had more impacts than other alternatives that also met purpose and need and because public sentiment was generally not supportive. Additional meetings were held to address local concerns.

PUBLIC INFORMATION MEETING NO. 3

WisDOT and FHWA held a third set of public information meetings to present alternatives screened and refined from the second public information meeting. WisDOT also presented information from the noise analysis, drainage studies, historic structures surveys and potential impacts to public parks. About 322 (197 at St. Eugene Parish; 125 at Christ Church), people attended the meetings. Their names and addresses were entered into the study database. The meetings were held on the following dates:

- Aug. 20, 2013: St. Eugene Parish, 7600 N. Port Washington Road in Fox Point
- Aug. 22, 2013: Christ Church, 13460 N. Port Washington Road in Mequon

I-43 MAINLINE ALTERNATIVES

The third public information meeting presented two mainline alternatives for the South Segment: Modernization – 6 Lanes (Shifted East) and Modernization – 6 Lanes (Shifted West). TSM and TDM options were also presented as elements that would be incorporated into the Modernization – 6 Lanes alternatives. The public generally preferred the Modernization – 6 Lanes (Shifted East) alternative to the Modernization – 6 Lanes (Shifted West) alternative, largely because it avoided impacts to the Clovernook subdivision.

Regarding the reconstruction of Port Washington Road from two to four lanes and the use of cul de sacs, people who commented were slightly more likely to prefer the four lane alternative with cul de sacs to the alternative that would not alter Port Washington Road.

INTERCHANGE ALTERNATIVES

- **Good Hope Road interchange:** Slightly more people favored a tight diamond interchange over the tight diamond with mainline shifted west alternative. Several people cited the ability to preserve the existing structures as reason for favoring the tight diamond.
- **Brown Deer Road interchange:** Written and verbal comments were split regarding the diamond and diverging diamond alternative options. In general, those favoring the diamond

interchange felt that it would be easier to navigate. Staff noted that there were many people support a diverging diamond interchange once they saw the driving simulation.

- **County Line Road interchange:** Six different alternatives were presented for this interchange: no access, partial diamond, split diamond, split diamond with Katherine Drive grade separation, full diamond at Port Washington Road, and full diamond at Port Washington Road with Katherine Drive grade separation. Access and traffic circulation were the primary concerns voiced. For instance, a number of people stated that keeping access from Katherine Drive and Zedler Lane to Port Washington Road is very important. The full diamond at Port Washington Road with Katherine Drive grade separated received the most positive comments, followed by the split diamond.
- **Mequon Road interchange:** More people commented in favor of the tight diamond versus the partial offset diamond.
- **Highland Road interchange:** People who commented overwhelmingly supported an interchange at Highland Road; however, there were many questions about local cost share. Several people also noted that having an interchange at Highland Road would relieve pressure at the Mequon Road Interchange.
- **Pioneer Road (County C):** Only one alternative was shown – a diamond interchange. There were several comments against roundabouts at the ramp termini.

OTHER ISSUES

- **Noise:** Numerous comments were received asking that noise barriers be installed in certain locations along the freeway, including River Hills, near County Line Road, and on the west side of I-43 between Brown Deer Road and County Line Road. A few people commented that they thought noise barriers were ugly and should be limited.
- **Cost:** Several people commented that they thought that the build alternatives were too costly and that the congestion on I-43 did not warrant the cost of expansion.

HOW WISDOT ADDRESSED PUBLIC COMMENTS

The third set of public information meetings was vital to the study team in refining the alternatives for the County Line Road Interchange, particularly in regards to local access. The meetings also assisted the study team in working toward a preferred alternative.

5.1.7. Notice of Community Outreach Activities

To ensure that all stakeholders were aware of the public information meetings and events, WisDOT provided meeting notices using the following outlets:

- Posted dates of all workshops and public information meetings on the study website.
- Printed invitations in the study fact sheet and postcards, which were sent to the study database.
- Placed advertisements in local and community newspapers.
- Sent media advisories to local media outlets.

ADVERTISING

For the public information meetings, WisDOT placed meeting notices in newspapers and with local television and radio stations. Advertisements were placed one to two weeks before each public information meeting.

NEWSPAPERS

- CNI's village of Bayside
- CNI's village of Fox Point
- CNI's city of Glendale
- CNI's village of Whitefish Bay
- CNI's city of Cedarburg
- CNI's city of Mequon
- *Ozaukee Press*
- *The Daily Reporter*
- *Small Business Times*
- *The Business Journal*

TELEVISION MEDIA

- WTMJ Channel 4
- WITI Fox 6
- WDJT Channel 58
- WISN Channel 12
- WCGV Channel 24

RADIO MEDIA

- WISN AM 1130
- WTMJ AM 620
- WUWM FM 88.7
- WJMR FM 98.3

STUDY WEBSITE

The WisDOT website includes the I-43 North-South Freeway Corridor Study as part of the "Plans and Projects" page. The website provides users with information on major freeway studies and projects in the region. Study information available on the website includes the following:

- General information regarding the study, including a study overview, map of the study limits, and proposed study schedule
- Electronic versions of the study newsletters
- Public information meeting announcements
- Exhibits and handouts from the public information meetings
- Sections of the DEIS, the coordination plan, and the impact analysis methodology
- Contact information

5.1.8. Committees

WisDOT met with the public through outreach meetings and public information meetings. However, to garner more in-depth input on issues affecting the public and to assist the study team in sharing information with their study communities, WisDOT created two committees: the TAC and the CAC.

TECHNICAL ADVISORY COMMITTEE

The TAC is made up of public agency staff representing their communities within the study area. **Table 5-2** lists TAC participants, including their names, titles and affiliations.

Table 5-2: Corridor Study Technical Advisory Committee Members

Name	Title	Representing
Adam Monticelli	Director of public works	Town of Cedarburg
Alex Henderson	Deputy village manager; director of community and utility services	Village of Bayside
Amanda Schaefer	Community services manager/clerk	Town of Grafton
Andrew Struck	Director of planning and parks	Ozaukee County
Aziz Aleiow	Managing engineer	Milwaukee County
Bob Dreblow	Highway commissioner	Ozaukee County
Brian Dranzik	Department of Transportation	Milwaukee County
Brian Klippel	Facilities director	Bayshore Town Center
Brian Reiels	Director of facility services	Nicolet High School
Dan Naze	Director of public works, village engineer	Village of Whitefish Bay
Dave Eastman	Director of city services	City of Glendale
David Moss	General manager	Bayshore Town Center
David Murphy	Department of public works	Village of Grafton
Debra Jensen	Planning services supervisor	MMSD
Eric Kiefer	Plant manager	North Shore Water Commission
Jason Wittek	Transit superintendent	Ozaukee County
Jeff Sponcia	Transit planner	MCTS
Kristina Betzold	Environmental analysis and review specialist	Wisconsin Department of Natural Resources (WDNR)
Mark McComb	Transit planner	MCTS
Matt Clementi	Town engineer	Town of Grafton
Mustafa Emir	Village engineer	Village of River Hills
Nathan Check	Director of public works/city engineer	City of Mequon
RJ Rieves	Project engineer	Bayshore Town Center
Christopher Hiebert	Chief transportation engineer	SEWRPC
Scott Brandmeier	Director of public works, village engineer	Fox Point
Sherry Garrett	Director of emergency services	Columbia St. Mary's
Tom Winter	Director of schedule and planning	MCTS

The TAC contributes to the study in the following ways:

- Provide input on alternatives development, refinement, and selection
- Act as liaisons to their respective communities

The following is a summary of the major items discussed and comments received at each meeting.

TECHNICAL ADVISORY COMMITTEE MEETING NO. 1

Dec. 13, 2012, 1:30-3:30 p.m. at Mequon City Hall

WisDOT invited TAC members to evaluate the preliminary range of alternatives for the corridor. WisDOT used the ideas, comments and mark-ups gathered during this meeting to refine the alternatives. Committee members were asked to share the information presented during meetings with the communities and organizations they represent, as well as to pass along any comments they gather back to WisDOT. Representatives from the study staff offered to provide materials, answer questions, and meet with any additional individual groups that committee members believed would benefit from such outreach efforts. Some of the key comments and concerns received included:

- How and whether transit options would be considered
- Stormwater impacts
- Barrier treatment along the freeway median
- How the traffic forecasts were developed
- Concerns about how alternatives would impact the North Shore Water Treatment plant

TECHNICAL ADVISORY COMMITTEE MEETING NO. 2

March 28, 2013, 1:30-3:30 p.m. at Mequon City Hall

The purpose of the second TAC meeting was to gather input from committee members as the study staff narrowed the range of alternatives. Committee members were invited to evaluate and provide feedback on the screening of alternatives presented at the second public information meeting, as well as to share any input they've gathered from the communities and organizations they represent. Attendees were reminded that the alternatives are still conceptual and would continue to evolve.

The study team also gave a summary of the progress made to date, including the approval of the study purpose and need statement and the results of the second set of public information meetings. Some of the primary concerns and comments expressed by committee members included the following:

- Committee members were interested in depressing the freeway south of the railroad, as long as it did not cause drainage issues.
- One committee member was concerned whether a diamond interchange at Good Hope Road could accommodate traffic volumes.
- One committee member expressed interest in being able to salvage the recently reconstructed overpass bridge at the Brown Deer interchange.
- A few committee members preferred the partial interchange at County Line Road to a full interchange.
- Several committee members noted current traffic operation problems at the Mequon Road interchange and the issues associated with Port Washington Road being located so close to the freeway. There was also a question about the possibility of a single point interchange at this location.
- The committee asked questions about the cost-share requirements associated with a new interchange at Highland Road.
- One committee member noted that the park-and-ride lot at County C is often at capacity. There was also interest in what type of stop control would be used at the end of ramp intersections at the County C interchange.

- One committee member preferred high tension cable guards in the median in Ozaukee County. Also noted was the potential visual impact of a concrete barrier median.

TECHNICAL ADVISORY COMMITTEE MEETING NO. 3

July 31, 2013, 1:30 to 3:30 p.m. at Mequon City Hall

The purpose of the third TAC was to present a refined range of alternatives to the committee members ahead of the third public information meeting and to receive input. The study team provided study updates, including the status on the Interchange Justification Report for Highland Road, results of the traffic analysis, the results of the noise analysis, and the ongoing alternative screening process. The study team also noted that roundabouts were being evaluated at each interchange and that conceptual costs had been developed for each mainline and interchange alternative. Some of the primary concerns and comments received include the following:

- Several committee members were interested in where noise walls were considered feasible and reasonable.
- There were a couple of questions regarding how access to Nicolet High School's fields would be replaced and the associated costs.
- There were multiple questions regarding the diverging diamond interchange alternative at Brown Deer Road. In general, the committee members were not for or against this alternative, but rather, were seeking additional information about the potential advantages and disadvantages.
- There were a couple of questions regarding the cost associated with building an interchange at Highland Road and what the local cost-share policy was.

COMMUNITY ADVISORY COMMITTEE

WisDOT established a CAC to assist the study team in identifying and understanding study purpose and need issues, developing and evaluating alternatives, evaluating impacts, and sharing study information with other community interests. The committee also assisted the study team by sharing study information with their respective communities. CAC members are listed in **Table 5-3**.

Table 5-3: Corridor Study Community Advisory Committee Members

Name	Title	Representing
Al Hospel	Property owner	Self
Al Maro	Property management	Barrett Office Park
Andrew Petzold	President and CEO	Concord Development Co.
Andy Pederson	Village administrator	Village of Bayside
Ari Friedman	Manager of community properties	Milwaukee Jewish Federation
Bob Wolf	Town of Grafton plan commissioner	Town of Grafton
Brian Loomans	Director of plant operations	Newcastle Place
Daniel Hughes	Captain	Milwaukee County Sheriff Dept.
Robert C. Whitaker	Fire chief	North Shore Fire/Rescue
Chris Lear	Administrator	Village of River Hills
Darrell Hofland	Village administrator	Village of Grafton

Dennis Buettner	Planning commission member	City of Glendale
Jack Heisler	Plan commissioner	Town of Grafton
Jeff Taylor	Captain	Ozaukee County Sheriff Dept
Jim Culotta	Town administrator	Town of Cedarburg
Joe Lak	Mequon	River Oaks Estate
Julie Bissonnette	Executive director	Newcastle Place
Karl Stave	Facilities planning	Milwaukee County
Kathleen Hohl	Communications director	Milwaukee Area Technical College – Mequon campus
Kerry Williams	Operations manager	Milwaukee Area Technical College – Mequon campus
Lee Szymborski	City administrator	City of Mequon
Lucia Francis	Vice president	Milwaukee Area Technical College – Mequon campus
Lynne Broydrick	President	Lynne Broydrick Group
Mark Maletzke	CEO	Carlin Sales
Pat Marchese	Board supervisor	Ozaukee County
Paul Gordan	Resident	Village of River Hills
Randy LeRoy	Director of operations	St. Mary's Hospital
Rick Bauzenberger	Board supervisor	Ozaukee County
Robert Boucher	Committee on the environment	Village of River Hills
Mike McCabe	Resident	Clovernook Advancement Association
Scott Rudie	Senior director of communications	Cardinal Stritch University
Jim Sadjowitz	Sergeant	Milwaukee County Sheriff's Office
Susan Muggli	Building board	Village of River Hills
Melissa Bohse	Village manager	Village of Fox Point
Ed Erickson	Operations director	Milwaukee Area Technical College
Al Prochnow	COO	Concordia University

The following is a summary of the major items discussed and comments received at each CAC meeting.

COMMUNITY ADVISORY COMMITTEE MEETING NO. 1
Dec. 13, 2012, 5:30 to 7:30 p.m. at Mequon City Hall

WisDOT invited CAC members to evaluate the preliminary range of alternatives for the study corridor. Committee members were asked to share the information presented with the communities and organizations they represent, as well as to pass along any comments they gathered back to WisDOT. WisDOT offered to provide materials or meet with any additional individuals or groups that committee members thought would benefit from such outreach. Below are some of the primary concerns and comments that were expressed:

- Noise is a concern along the entire freeway in Milwaukee County.
- There were many questions about how WisDOT and FHWA would decide whether an interchange is warranted at Highland Road and, if warranted, how it would be funded.
- WisDOT needs to look closely at stormwater management.
- Minimize all impacts to adjacent neighborhoods.
- The partial interchange at County Line works for the community and the people who use it.
- There was interest in what the median would look like in Ozaukee County, i.e., would it stay a wide, grass median or would there be some type of barrier treatment.

COMMUNITY ADVISORY COMMITTEE MEETING NO. 2

March 28, 2013, 4 to 6 p.m. at Mequon City Hall

The purpose of the second CAC meeting was to gather input from committee members as the study staff narrowed the range of alternatives initially presented at the second public information meeting. Committee members were invited to evaluate and provide feedback on the screening of alternatives, as well as to share any input they've gathered from the communities and organizations they represent. Attendees were reminded that the alternatives were still conceptual and would continue to evolve. Study staff reviewed the recently approved purpose and need statement and the results from the second round of public information meetings in January. Primary concerns and comments received included the following:

- Regarding some of the South Segment I-43 mainline alternatives, a committee member noted that the Cloverbrook Neighborhood would prefer to maintain current levels of access. Residents in the neighborhood use Jean Nicolet Road to get to Bay Shore Town Center. The elimination of Jean Nicolet would change their route significantly, which residents oppose.
- There were concerns that whatever alternative is chosen at the Good Hope Road interchange accommodate traffic volumes, including trucks, and that it would be preferable to reuse the recently reconstructed overpass bridge.
- Regarding Brown Deer Road: Feedback included concerns about potential confusion in navigating a diverging diamond interchange. A committee member noted that the single point interchange could be more challenging to navigate than the diverging diamond. Drivers within a single point interchange have to rely on lines on the roadway and our climate could make it challenging as lines could easily become hidden by snow.
- At County Line Road, public feedback has indicated that the partial diamond would work well for the location and that a full diamond is not needed due to the proximity of Brown Deer Road.
- A committee member commented that having an interchange at Highland Road would take some pressure off of Mequon Road and inquired how much traffic might be diverted to a new Highland Road interchange.
- A committee member expressed concern about the fact the neither the Tight Diamond nor the Single Point interchange alternative at Mequon Road would relieve the current back-ups: The Single Point interchange creates challenges as it interacts with Port Washington Road; the Diamond presents issues in terms of storage and maneuvering. Study staff indicated that other options are being explored, such as moving the southbound exit ramp under I-43.
- Committee members were interested in hearing what people said at the most recent public information meeting about a potential interchange at Highland Road.
- Regarding County C, a committee member commented on the slow growth in the area, noting that the location is seen as having business potential but wetlands are an issue for development.

COMMUNITY ADVISORY COMMITTEE MEETING NO. 3

July 31, 2013, 4 to 6 p.m. at Mequon City Hall

The purpose of the third CAC meeting was to gather input from committee members as the study staff narrowed the range of alternatives ahead of the third public information meeting. Committee members were invited to evaluate and provide feedback on the screening of alternatives, as well as to share any input they've gathered from the communities and organizations they represent. The study team reviewed the status of a interchange justification report being prepared for Highland Road, the traffic analysis, the ongoing alternative screening process, and the results of the noise analysis. Below is a summary of the primary concerns and comments received at this meeting:

- There were questions about who would pay for the pedestrian access between Nicolet's playing fields.
- There was support for the slightly depressed mainline alternative in the southern segment.
- There were multiple concerns about the proposed alternatives at County Line Road. Committee members mentioned that access to southbound I-43 is very important to the North Shore Fire Department. There were also questions of whether roundabouts would be included as part of the alternatives.
- There were a couple of comments about how much a new interchange at Highland Road would cost and what the local cost share would be.

5.2. AGENCY COORDINATION

WisDOT sent an environmental review project initiation letter to FHWA on Jan. 17, 2012. FHWA published a notice of intent to prepare an environmental impact statement in the Federal Register on April 6, 2012.

Coordination with state and federal review agencies and Native American tribes began in July 2012 and is continuing through development and refinement of alternatives and the preparation of the DEIS. **Table 5-4** summarizes key agency coordination activities. **Appendix C** contains all agency correspondence cited in this section.

Coordination with agencies and others who may be interested in the I-43 North-South Freeway Corridor Study is being done according to FHWA's environmental coordination procedures as codified in 23 U.S.C. 139. FHWA's coordination procedures provide an opportunity for agencies and local officials to participate in the environmental review process by providing input on information being prepared for the environmental document and by sharing views or concerns on the need for proposed improvements, alternatives being considered, potential impacts, mitigation, and other environmental aspects. The coordination process includes the following key activities:

- Lead agencies (FHWA and WisDOT) invited other agencies, local officials and other interests to become cooperating or participating agencies in the environmental review process. Cooperating agencies have jurisdiction by law or special expertise with respect to the study's environmental impacts; participating agencies have an interest in the study.
- WisDOT prepared a coordination plan to communicate how and when the lead agencies would obtain agency participation in the environmental review process. The coordination plan has three concurrence points that cooperating and participating agencies were invited to participate in: Study purpose and need, range of alternatives being considered, and selection of the preferred alternative.

- WisDOT prepared an impact analysis methodology to communicate how the impacts of the proposed transportation study and its alternatives will be evaluated.

5.2.1. Cooperating and Participating Agencies

In summer 2012, WisDOT and FHWA invited agencies to become cooperating or participating agencies. Agency responses are included in **Appendix C**. The study cooperating agencies are the U.S. Army Corps of Engineers (USACE) and the Wisconsin Department of Natural Resources (WDNR). A number of agencies and local municipalities agreed to be participating agencies. **Table 5-4** summarizes agencies, tribes and local governments contacted and status of responses.

Table 5-4: Summary of Cooperating and Participating Agency Coordination

Agency	Study Role/Comments
Federal agencies	
USACE	<ul style="list-style-type: none"> • Invited as cooperating agency (July 2, 2012) • Accepted (July 25, 2012)
U.S. Environmental Protection Agency (EPA)	<ul style="list-style-type: none"> • Invited as participating agency (July 2, 2012) • Accepted (July 19, 2012)
U.S. Fish & Wildlife Service	<ul style="list-style-type: none"> • Invited as participating agency (July 2, 2012) • Declined (July 26, 2012)
State agencies	
WDNR	<ul style="list-style-type: none"> • Invited as cooperating agency (June 28, 2012) • Accepted (July 23, 2012)
Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP)	<ul style="list-style-type: none"> • Invited as participating agency (June 28, 2012) • Accepted (July 23, 2012)
State Historic Preservation Officer (SHPO)	<ul style="list-style-type: none"> • Invited as participating agency (June 28, 2012) • Accepted (Aug. 7, 2013)
Native American tribes	
U.S. Department of Interior, Bureau of Indian Affairs	<ul style="list-style-type: none"> • Invited as participating agency (July 2, 2012) • Address/phone/email updated (July 10, 2012)
Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Invited as participating agency (July 2, 2012)
Forest County Potawatomi Community of Wisconsin	Invited as participating agency (July 2, 2012)
Ho-Chunk Nation	Invited as participating agency (July 2, 2012)
Lac Courte Oreilles Band of Lake Superior Chippewa	<ul style="list-style-type: none"> • Invited as participating agency (July 2, 2012) • Deferred to Menomonee Nation Aug. 27, 2012 (est).
Lac du Flambeau Band of Lake Superior Chippewa	Invited as participating agency (July 2, 2012)
Menominee Nation	Invited as participating agency (July 2, 2012)

Agency	Study Role/Comments
Stockbridge-Munsee Band of Mohican Indians	Invited as participating agency (July 2, 2012)
Oneida Nation of Wisconsin	Invited as participating agency (July 2, 2012)
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Invited as participating agency (July 2, 2012)
St. Croix Chippewa Community	Invited as participating agency (July 2, 2012)
Sokaogon Chippewa Community (Mole Lake Band of Lake Superior Chippewa Indians)	Invited as participating agency (July 2, 2012)
Local officials	
Milwaukee County	Invited as participating agency (June 28, 2012)
Ozaukee County	<ul style="list-style-type: none"> Invited as participating agency (June 28, 2012) Accepted (July 24, 2012)
Southeastern Wisconsin Regional Planning Commission (SEWRPC)	<ul style="list-style-type: none"> Invited as participating agency (June 28, 2012) Accepted (July 3, 2012)
City of Glendale	<ul style="list-style-type: none"> Invited as participating agency (June 28, 2012) Accepted (July 2, 2012)
Village of Whitefish Bay	Invited as participating agency (June 28, 2012)
Village of Fox Point	<ul style="list-style-type: none"> Invited as participating agency (June 28, 2012) Accepted (July 25, 2012)
Village of River Hills	Invited as participating agency (June 28, 2012)
Village of Bayside	<ul style="list-style-type: none"> Invited as participating agency (June 28, 2012) Accepted (July 3, 2012)
City of Mequon	<ul style="list-style-type: none"> Invited as participating agency (June 28, 2012) Accepted (Aug. 13, 2012)
Village of Grafton	<ul style="list-style-type: none"> Invited as participating agency (June 28, 2012) Accepted (July 2, 2012)
Town of Grafton	Invited as participating agency (June 28, 2012)

WisDOT and FHWA developed a coordination plan and impact analysis methodology to share with cooperating and participating agencies for review and comment. The coordination plan outlines the study process and review milestone schedule. The impact analysis methodology identifies the process to determine resource impact for issues, including socioeconomics, natural resources, air quality, noise, cultural resources and hazardous materials. Both the coordination plan and the impact analysis methodology are updated to reflect changes in the study and redistributed to the agencies. WisDOT and FHWA engaged several local, state and federal agencies in this study, which are discussed in detail in the following sections.

AGENCY MEETINGS SUMMARY

23 U.S.C. 139 requires early coordination with a broad range of local, state, tribal and federal agencies. Coordination with these review agencies began in summer 2012 with an agency

scoping meeting, and continued through alternatives development and preparation of the DEIS. **Table 5-5** summarizes key coordination activities.

Table 5-5: Corridor Study Agency Meetings Summary

Date	Agency	Discussion Items
Aug. 8, 2012	Cooperating and participating Agency Scoping Meeting	Initial meeting with participating and cooperating agencies to introduce the study, discuss purpose and need elements, potential alternatives, environmental issues, agency coordination plan and impact assessment methodology
Oct. 29, 2012	WDNR	Initial meeting with WDNR liaison to present study overview and likely issues to consider for alternatives development and in the environmental impact statement.
Jan. 30, 2013	Cooperating and participating Agency Meeting No. 2	Presented and discussed preliminary range of alternatives
Jan.30, 2013	WDNR	Discussed threatened and endangered species in the study area and mitigation measures to avoid and minimize effects
March 4, 2013	WDNR	Discussed indirect and cumulative effects analysis and potential effect on natural resources
July 31, 2013	WDNR	Provided update on anticipated wetland impacts and anticipated mitigation.
Aug.19, 2013	USACE/WDNR	Provided update on anticipated wetland impacts and anticipated mitigation.
Aug. 19, 2013	WDNR	Discussed status of water quality updates on development of Total Daily Maximum Loads (TMDLs) for Milwaukee River Watershed
Dec. 18, 2013	Cooperating and participating Agency Meeting No. 3	Presented and discussed update on alternatives screened for full evaluation in the environmental impact statement.
Jan. 30, 2014	Cooperating and participating Agency meeting No. 4	Discussed intent to combine the environmental impact statement (FEIS) and Record of Decision (ROD); process to request concurrence on preferred alternative in the DEIS.
Feb. 27, 2014	WDNR	Presented study overview and summary of alternatives, issues, impacts and schedule

WisDOT completed the Section 106 consultation process with the State Historic Preservation Officer (SHPO) to address potential effects on historic or potentially historic properties in the study corridor and received a Determination of No Adverse Effect on Dec. 13, 2013.

AGENCY INPUT ON PURPOSE AND NEED STATEMENT

On Nov. 20, 2012, WisDOT contacted cooperating and participating agencies to obtain input and concurrence on study purpose and need, per the coordination plan. The following comments were received:

- The USACE concurred regarding purpose and need on Dec. 20, 2012 (**Appendix C**). The USACE suggested that the main headings in the need section be reorganized to directly correlate to each of the seven purpose bullet points.

- EPA did not provide any comments and concurred with the purpose and need statement.
- SEWRPC suggested edits to the text to clarify the section on the regional planning process.
- The Wisconsin Historical Society (SHPO) declined to comment until the Section 106 materials were submitted.

AGENCY INPUT ON RANGE OF ALTERNATIVES CONSIDERED

On July 15, 2013, WisDOT contacted cooperating and participating agencies to obtain input and concurrence on the range of alternatives considered, per the coordination plan. The discussion of the range of alternatives considered became **Section 2** of this DEIS. The following comments were received:

- The USACE asked the study team to consider and annotate whether alternatives would require stormwater features. The USACE also asked that the study team clarify the wetland impacts associated with the potential Highland Road interchange.
- SEWRPC recommended edits to clarify the section on the recommendations from the 2035 regional transportation plan, to expand and clarify text on transit funding, and to correct exhibits.
- The city of Mequon suggested changes to the discussion on local cost-share requirements for a potential new interchange at Highland Road.
- EPA replied that it had no comments on this section.
- The WDNR had no additional comments.

AGENCY INPUT ON PREFERRED ALTERNATIVE

On Feb. 3, 2014, WisDOT contacted cooperating and participating agencies to obtain input and request concurrence on the preferred alternatives. WisDOT updated the Agency Coordination Plan to reflect FHWA's and WisDOT's intent to combine the final environmental impact statement (FEIS) and Record of Decision (ROD), pending comments received during the public comment period. In order to give the agencies the opportunity to review the environmental evaluation of all reasonable alternatives retained for full evaluation, including the preferred alternative, WisDOT sent the agencies an administrative DEIS for review, prior to the DEIS being made available to the public. The following comments were received:

- The city of Glendale continues to support the I-43 mainline Modernization – 6 Lanes (Shifted East) alternative for the South Segment of the freeway mainline.
- EPA concurred with the following alternatives: north and south mainline segments and the Good Hope Road, Brown Deer Road, County Line Road, Mequon Road, and County C Interchange alternatives. For the Highland Road interchange, EPA strongly recommends that FHWA and WisDOT pursue the No Access alternative instead of the Tight Diamond if there are no adverse traffic impacts associated with the No Access alternative and also depending upon local cost-share participation.
- DATCP concurred with the preferred alternatives based on the minimal impacts to agricultural lands.
- WDNR gave preliminary concurrence contingent upon ongoing coordination efforts to minimize wetland impacts.
- USACE concurred with the following alternatives: north and south mainline segments and the Good Hope Road, Brown Deer Road, County Line Road, Mequon Road, and County C Interchange alternatives. For the Highland Road interchange, USACE did not concur with the preferred alternative because the Tight Diamond interchange is not the least environmentally damaging alternative when compared to the No Access alternative.

5.2.2. Coordination with Native American Tribes

In addition to inviting Native American tribal chairs to be participating agencies in the I-43 North-South Freeway Corridor Study environmental review process, the study team contacted the Tribal Historic Preservation Officers (THPOs) on July 16, 2012, to inform them about the corridor study and to provide an opportunity for input on any cultural resources that may be located in the study area. No responses were received. WisDOT also invited tribes to become consulting parties under Section 106 of the National Historic Preservation Act (NHPA) and asked whether the tribes wanted to receive additional information about the corridor study. The Forest County Potawatomi THPO responded on July 31, 2012, and the Ho Chunk Nation responded on April 23, 2013, requesting participation in the Section 106 consultation process. **Table 5-6** summarizes outreach to tribes.

Table 5-6: Corridor Study Tribal Outreach Activities

Date	Activity	Discussion Items
Oct. 10, 2012	THPOs/WisDOT Meeting	Meeting with THPOs to introduce the study, discuss purpose and need, range of alternatives, environmental issues, archaeological and historical properties (Section 106), schedule and agency coordination
April 12, 2013	THPOs/WisDOT Meeting	Reviewed study status and area of potential effect; discussed additional notification procedures
April 23, 2013	Email correspondence to THPOs	WisDOT contacted the tribes via email. Copies of past correspondence were provided along with notes from the April 12, 2013 meeting. Ho Chunk Nation and Forest County Potawatomi indicated that indicated it would like a copy of the archaeological report.
Oct. 2, 2013	Email correspondence to Ho Chunk Nation and Forest County Potawatomi THPOs	WisDOT emailed copies of the archeological report to the Ho Chunk Nation and Forest County Potawatomi as requested

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7. LIST OF ENVIRONMENTAL IMPACT STATEMENT RECIPIENTS

Federal agencies	U.S. Department of Transportation
	U.S. Environmental Protection Agency
	U.S. Army Corps of Engineers
	U.S. Department of Interior – Bureau of Indian Affairs
	U.S. Department of Interior – Fish and Wildlife Service
	U.S. Department of Interior - Office of Environmental Policy and Compliance
	U.S. Department of Commerce
	U.S. Department. of Agriculture
	National Center for Environmental Health & Injury Control
	U.S. Housing and Urban Development
State agencies	Wisconsin Department of Transportation
	Department of Administration
	Department Natural Resources
	Department of Agriculture, Trade, and Consumer Protection
	State Historical Society
	Legislative Fiscal Bureau
	State Reference and Loan Library
Federal and state elected officials	Gov. Scott Walker
	Lt. Gov. Rebecca Kreefisch
	U.S. Sen. Ron Johnson
	U.S. Sen. Tammy Baldwin
	Rep. Mandela Barnes, State Assemblyperson
	Wisconsin State Sen. Alberta Darling
	Wisconsin State Sen. Glenn Grothman
	Rep. Daniel Knodl, Wisconsin State Assembly District 24
	U.S. Rep. Gwen Moore, Wisconsin, District 4
	Rep. Jim Ott, Wisconsin State Assembly District 23
	U.S. Rep. Tom Petri, Wisconsin, District 6
	Rep. Duey Stroebel, Wisconsin State Assembly District 60
	Wisconsin State Sen. Lena Taylor

Local units of government	Southeastern Wisconsin Regional Planning Commission
	Milwaukee County (County Executive, County Board Chair and Director of Transportation)
	Ozaukee County (County Administrator, County Board Chair and Highway Commissioner)
	City of Glendale (Mayor, Administrator, Assistant to the Administrator)
	City of Mequon (Mayor, Administrator, Department of Public Works)
	Town of Grafton (Town Chair, Clerk/Planner)
	Village of Bayside (Village President, Village Manager, Administrator)
	Village of Fox Point (Village President, Village Manager, Director of Public Works)
	Village of Grafton (Village President, Administrator, Director of Public Works)
	Village of River Hills (Village President, Village Manager, Superintendent of Public Works)
	Village of Whitefish Bay (Village President, Village Manager, Director of Public Works/Engineering)
	North Shore Water Commission (Plant Manager)
	Technical Advisory Committee Members
	Community Advisory Committee Members
Local libraries	Whitefish Bay Public Library
	North Shore Public Library
	Frank L. Weyenberg Library of Mequon-Thiensville
	U.S.S. Liberty Memorial Public Library

8. LIST OF PREPARERS

Organization/Name	Primary Responsibility	Qualifications
FHWA		
Bethaney Bacher-Gresock	Environmental impact statement review for environmental aspects	B.S., Environmental Studies and Biology; 12 years of experience highway project development and environmental review.
Wes Shemwell, P.E.	Environmental impact statement review for environmental and design aspects	B.S, Civil Engineering; experience since 1973 in highway project development and environmental review
Tracey Blankenship, P.E.	Environmental impact statement review for environmental and design aspects	B.S., Civil Engineering; 24 years of experience in highway project development and environmental review
WisDOT – Bureau of Transportation Services – Environmental Documents		
Jay Waldschmidt, P.E.	Environmental impact statement review for environmental aspects and legal sufficiency	B.S., Civil Engineering, B.S., Mining Engineering; experience since 1989 in highway project development and environmental review
Jason Kennedy	Cultural resource review	B.S., Archaeology; M.A., Anthropology; experience since 2004 in cultural resource management.
Janet Nodorft	Indirect and cumulative effects analysis	M.S., Adult Education; B.A., Business Administration; 3 years of experience in policy development and environmental documents review
Carolyn Amegashie	Environmental justice review	B.A., Management; M.A., Public Policy and Administration; experience with WisDOT since 1992 as a program/planning/ policy analyst
James Becker	Cultural resource review	B.A., Organizational Management; experience since 2005 in archaeological and burial site resource issues, and environmental coordination and review.

Organization/Name	Primary Responsibility	Qualifications
WisDOT – Southeast Region		
Manojoy Nag, P.E.	WisDOT Project Supervisor, review of engineering studies, environmental impact statement and public involvement	B.S., Civil & Environmental Engineering; B.S., Economics. Working for DOT since 1992 in highway design and planning areas. Since 2000 working in Mega/Major projects. Being involved in all mega environmental impact statement studies in SE region, starting from Marquette Interchange followed by Mitchell Interchange and Zoo Interchange
Steve Hoff, P.E.	WisDOT Project Manager	B.S., Civil Engineering; experience since 1994 in highway project development and environmental review
Michael Treazise, P.E.	WisDOT Deputy Project Manager	B.S., Civil Engineering. experience since 2002 in highway and rail project development, environmental studies and remediation projects
Monica Wauck	WisDOT Environmental Lead	B.A., History, M.U.P. Urban Planning; 5 years of experience in community development, transportation corridor studies, and environmental documentation
Jim Morrissey	WisDOT Engineering Lead	B.S., Ag Science, M.S., Civil Engineering; experience since 2000 in roadway design
Scott Lee	WisDOT SE Region environmental coordinator	B.S., Forestry, M.S., Plant/Soil Science; 10 years WisDOT Environmental Coordinator; 25 years of experience in natural resources/environmental management and regulations compliance
Hans Hallanger	WisDOT SE Region stormwater and noise engineer	B.S., Civil Engineering; experience since 1990 in land development, underground, grading, drainage, stormwater & erosion control
Karla Leithoff	Wetland review and coordination	M.S., Biological Science/ Ecology-Wetland Science emphasis; experience since 1993 in wetland ecology, restoration design/management, transportation

Organization/Name	Primary Responsibility	Qualifications
Lindsay Schmidt	Public Involvement	B.A., Communications, 7 years marketing/communications experience, 3 years public involvement experience
Michael Pyritz	Public Involvement	B.A., Broadcast and Electronic Communications from Marquette University. 25 years experience includes communication work in both public and private industries.
Elizabeth Anderson	Project Engineer	B.S., Civil Engineering; 1 year experience in stormwater and erosion control for highway projects; 3 months experience in project engineering
Jake Varnes, P.E.	Project Engineer	B.S., Civil Engineering; experience since 2008 in highway project development
Shaylyn Connelly	Project Engineer	B.S., Environmental Engineering; 6 months experience project engineering
Andrew Malsom	Hazardous materials and Tribal liaison	B.S., Geological Engineering University of Arizona; experience in Transportation Project Planning and Environmental (HAZMAT) Coordination since 2007
Consultant staff		
Mark Becherer, P.E. HNTB Corporation	Project Manager, engineering studies; alternatives development; environmental impact statement review; public involvement	B.S., Civil Engineering University of Akron, 1983; 30 years of experience designing and managing transportation projects including studies and preliminary and final design.
Paul Stankevich, P.E. Kapur and Associates	Deputy Project Manager; engineering studies; alternatives development	B.S., Civil Engineering; experience since 1988 in the design and management of WisDOT transportation projects and planning studies.
Pat Allen, P.E. CH2M Hill	Engineering studies and alternatives development	B.S., Civil Engineering; experience since 1992 in environmental and transportation project development and design
Caron Kloser, AICP HNTB Corporation	Environmental Impact analysis; environmental impact statement preparation; agency coordination; public involvement	B.S., Agronomy; M.S. Horticulture; experience since 1987 in transportation environmental studies and environmental impact statement preparation

Organization/Name	Primary Responsibility	Qualifications
Mary O'Brien TEM	Environmental impact analysis; environmental impact statement preparation; agency coordination	B.S. and M.S., Environmental Sciences; Ph.D. course work in Land and Water Resources; experience since 1976 in transportation environmental studies and environmental impact statement preparation
Rob Beuthling, P.E. HNTB Corporation	Traffic analysis	B.S., Civil Engineering, 1999; experience since in traffic operations analysis, microsimulation, and forecasting
Carolyn Seboe, AICP HNTB Corporation	Indirect and cumulative effects analysis	B.S., Geography; M.S., Urban Planning; more than 10 years of experience working on transportation and land use studies and preparation of indirect and cumulative effects analyses for environmental impact statements
Brian Foley HNTB Corporation	Socioeconomic and Section 4(f) analysis	B.S., Bacteriology and Soil Science; M.S., Soil Science; experience since 2001 in transportation studies; environmental impact analysis; environmental impact statement preparation; socioeconomic and Section 4(f) analysis
Michael Zabel HNTB Corporation	Socioeconomic and GIS analysis; noise and air quality analysis	B.A., Political Science; M.A. Urban Planning and Policy; experience since 2006 in transportation planning; experience since 2011 in air and noise environmental analysis
John Jaeckel, P.E. HNTB Corporation	Noise and air quality analysis	B.S., Applied Science and Engineering; experience since 1972 in air quality and noise studies for transportation environmental studies

Organization/Name	Primary Responsibility	Qualifications
Tom Foht, P.E. Kapur and Associates	Public involvement	B.S., Civil Engineering; experience in transportation environmental studies and public involvement coordination since 1989
Cynthia DeVor Dixon and Associates	Public involvement	Six years of experience in providing transportation related public involvement services for all phases of highway construction projects.
Karen Baker Bay Ridge Consulting	Public involvement-TAC/CAC	M.S., Transportation Planning; B.A. Economics and Urban Studies; Certificate in Public Participation from the International Association for Public Participation; 25 years of experience in transportation planning, environmental documentation and public involvement
Rochelle O'Brien Bay Ridge Consulting	Public involvement-TAC/CAC	M.S., Urban Planning, B.A. Architecture; 5 years of experience in research, analysis and writing

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