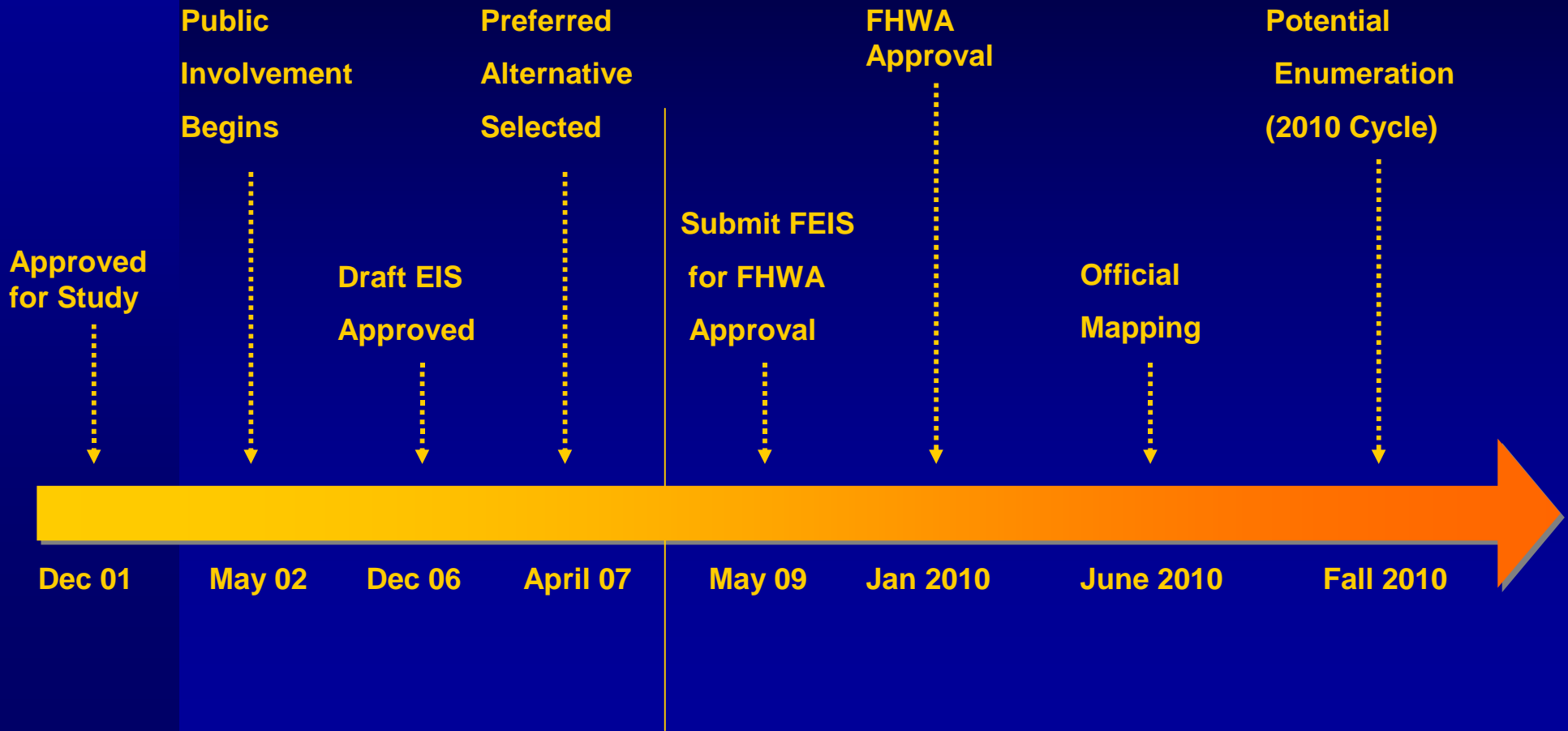





Project Schedule





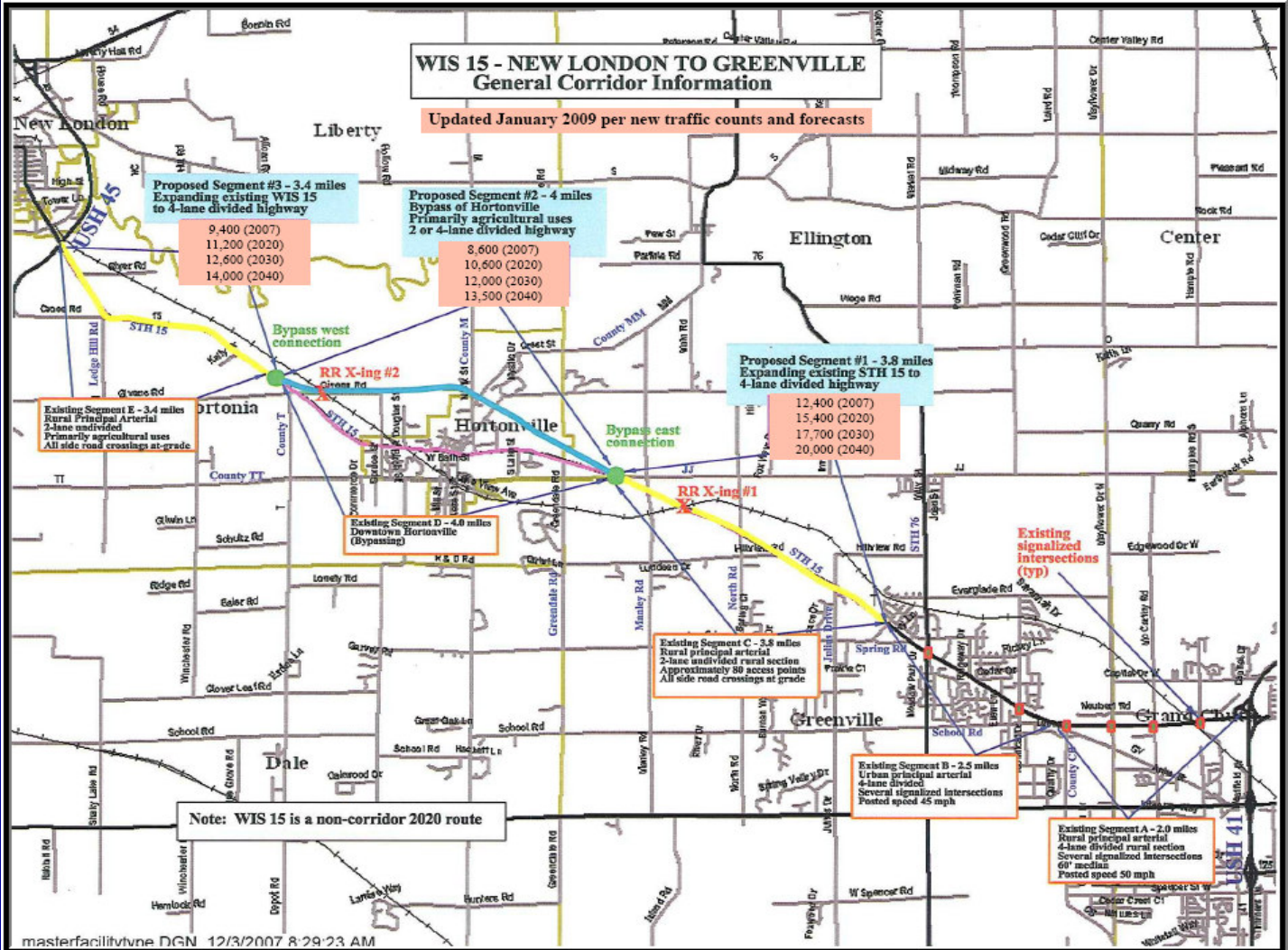
Corridor Impacts

WIS 15 Environmental Matrix

		DRAFT EIS IMPACTS	CURRENT IMPACTS			
		Selected Corridor Four Lane Expansion	Selected Corridor Four Lane Expansion	Trails	Railroad Crossings	USH 45 Interchange
COST:	UNIT					
Roadway	Length	10.7	10.7	6.8	n/a	n/a
Construction	Millions\$	44.0	48.9	6.4	14.5	13.0
Jurisdictional Transfers	Millions\$	3.8	4.2	n/a	n/a	n/a
Misc. (Utility, Mitigation, etc)	Millions\$	8.7	4.0	0.3	0.2	0.6
Real Estate	Millions\$	16.9	12.5	1.8	0.4	0.4
TOTAL:	Millions\$	73.4	69.6	8.5	15.1	14.0
EIS IMPACTS:						
Existing R/W used	Acres	-	86.3	0.0	0.0	27.8
Highway R/W needed	Acres	464	245.7	12.9	20.5	15.5
Farmland converted to R/W	Acres	-	168.7	10.0	17.8	0.0
Residences displaced	Number	26	20	2	0	0
Businesses displaced	Number	15	7	2	1	1
Farm parcels affected	Number	9	44	5	3	0
Farm displaced	Number	4	3	0	0	0
Farms severed	Number	2	1	0	0	0
Wetland within corridor	Acres	13-30	17.5	0.3	0.5	0.6
Upland habitat	Acres	56	19.1	0.8	0.8	0.8
Floodplain encroachment	yes/no	yes	no	no	no	no
Threatened/endangered species	yes/no	no	no	no	no	no
Historical resources	Number	1	0	0	0	0
Archaeological resources	Sites	24	0	0	0	0



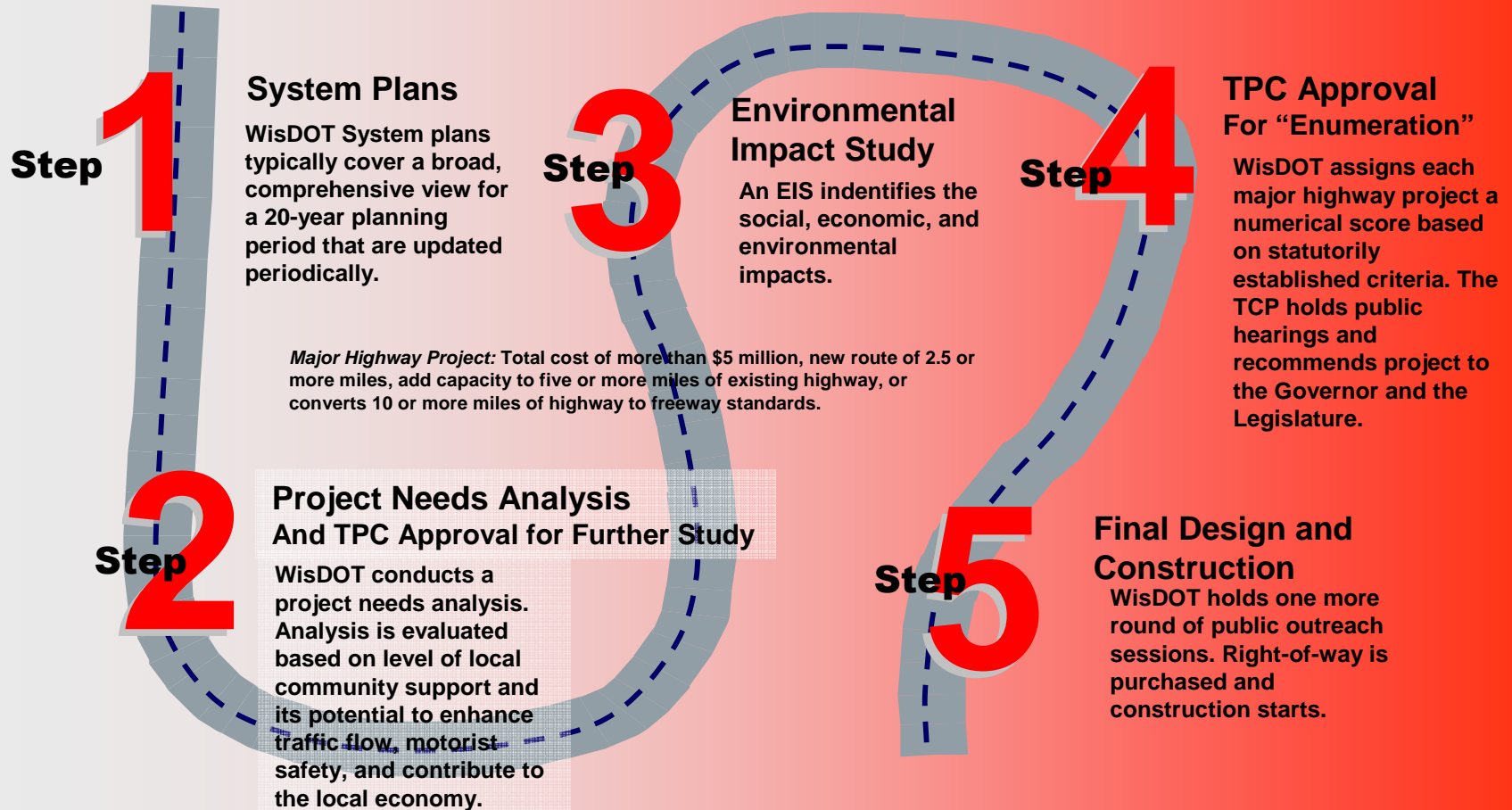
Continuity





TPC Process

Transportation Projects Commission

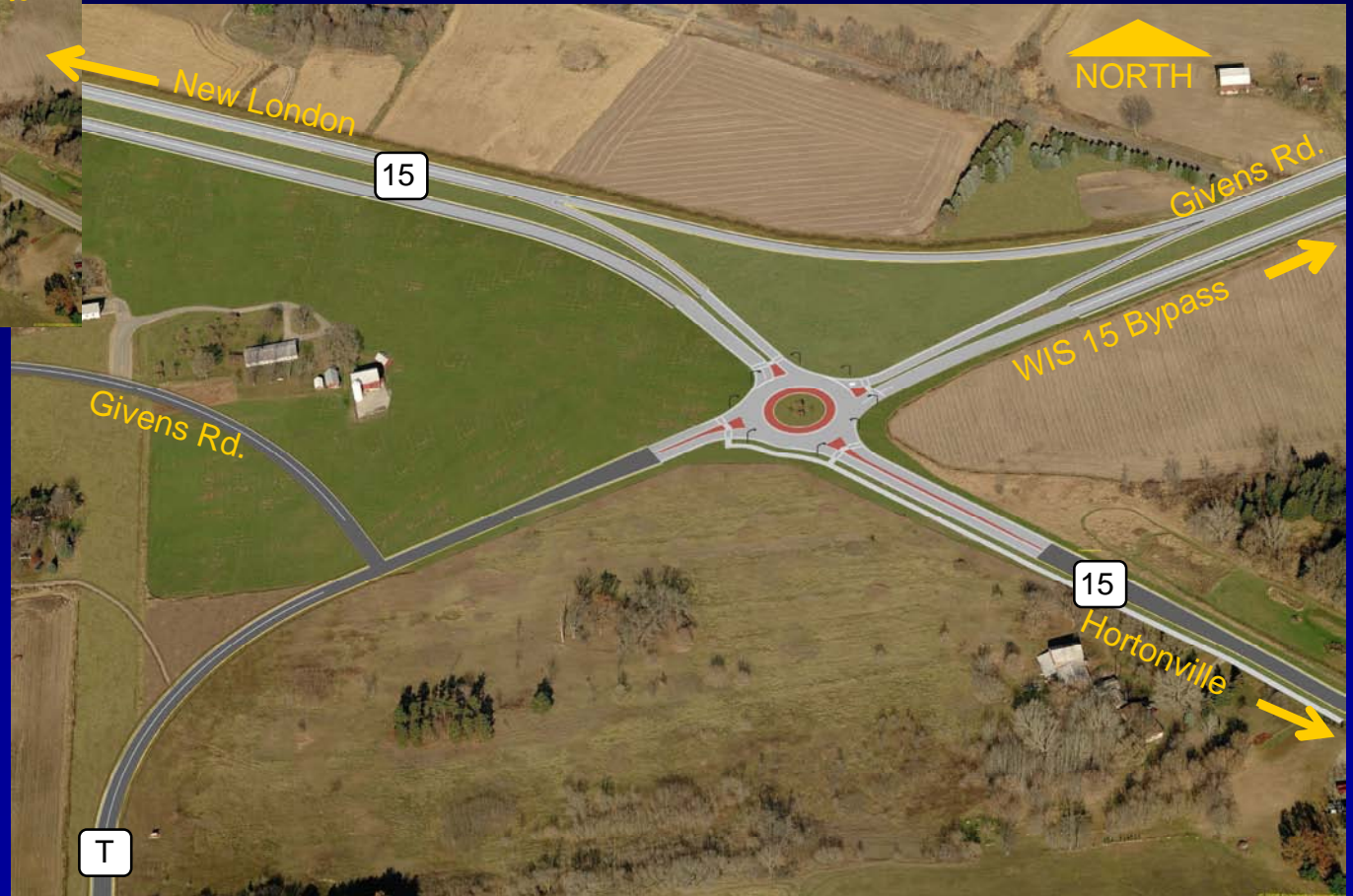




West Roundabout



Before



After



East Roundabout



Before



After



Alternatives Investigated

Option B: Off alignment

- Four-lane section off existing alignment
- New roadway 100 feet north of existing roadway

Alternative 1: Expansion along existing highway

- Urban four-lane section through most of Hortonville, rural everywhere else
- Some portion of the roadway would include bike lanes
- Most at-grade intersections would remain.

Alternative 3: North bypass

- Preferred Alternative

Option A: Expansion along existing highway

- Preferred Alternative

Alternative 4: North bypass

- Four-lane section mostly off existing alignment
- Roadways along bypass would be cul-de-sacs or grade separated
- At-grade intersections are likely to remain when on existing alignment
- East and West connection types are undetermined

Alternative 2: Far south bypass

- Four-lane mostly off existing alignment
- Roadways along bypass would be cul-de-sacs or grade separated
- East and West connection types are undetermined

