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Appendices

WisDOT PROJECT I.D. 3575-09-01
UNITED STATES HIGHWAY 12
US12/WIS26 NORTH FORT ATKINSON INTERCHANGE to WHITEWATER BYPASS
Rock and Jefferson Counties

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Consistent with the *Memorandum for Federal NEPA Liaisons, Federal, State and Local Officials and Other Persons Involved in the NEPA Process. March 16, 1981*, specific research and technical studies conducted for this project are included in the appendices when possible. Material prepared as appendices to the EIS consist of material prepared specifically for the EIS and consists of material that substantiates an analysis fundamental to the EIS. It is analytic and relevant to the decision to be made; and is circulated with the EIS within FHWA, to EPA Region 5, and to cooperating agencies.

Some technical reports have been incorporated by reference. Reports incorporated by reference are available for review on request by other parties. Contact the following individual to obtain copies or to review reports and studies referred to in the EIS, but not included in the circulated document:

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Madison, WI 53704

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- Appendix A: Alternatives Assessment Worksheet
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Appendix A: Alternatives Assessment Worksheet

US 12 Fort Atkinson – 3575-09-01
 Updated 9/25/03, 10/15/03

Alternatives Assessment Worksheet

The following is a compilation of the benefits and drawbacks of each alternative. These points were developed and reviewed by WisDOT, the cooperating agencies and the Advisory Committee. The results of this exercise were used to assist WisDOT in determining which alternatives should be carried forward for detailed study in the DEIS.

	Alternative	Benefits	Drawbacks
1a	TSM	<ul style="list-style-type: none"> Minimal environmental impacts Operational improvements to signal timing, intersection channelization make this a low cost, low impact option Existing alignment represents shortest distance of all alternatives May shift some Robert Street traffic to Main Street with coordinated signal timings Minimal property and ROW acquisition needs No loss of farmland or wetland Would add pedestrian safety features 	<ul style="list-style-type: none"> Does not meet Corridors 2020 geometric standards for example lane width, intersection turn radii and access points Does not provide long-term solutions to regional traffic problems such as heavy truck traffic through city, route continuity issues and access point issues Less impact on improving safety since ability to adjust intersection geometrics is limited (e.g. truck turn radii), narrow lanes will remain on Main Street and traffic volumes will not decrease May impact historical/archaeological resources Difficult to meet LOS C without having right of way impacts Could increase pedestrian and bicycle hazards due to improved through-traffic flow
1	No Action	<ul style="list-style-type: none"> No new construction impacts Existing alignment represents shortest distance of all alternatives Consistent with understanding of city that WisDOT would do no further widening of Madison Avenue after this summer's project is completed No loss of farmland 	<ul style="list-style-type: none"> Does not address congestion, safety and convenience problems that were identified in the Needs Assessment Study Not favored by city, town, or Friends of Koshkonong (Town Reso. 01-09-02, City Resolution 1017) Does not provide solutions to regional traffic problems such as truck traffic, route continuity issues, access point issues
2	Through-Town (to standard with LOS C)	<ul style="list-style-type: none"> Uses existing route Existing alignment represents shortest distance of all alternatives Provides a long-term solution to regional traffic problems 	<ul style="list-style-type: none"> Severe impacts to downtown historic district Impacts to local parks Section 4(f) issues (parks & historic districts) Loss of downtown on-street parking with limited or no options for replacement parking Estimated impacts to 27 commercial buildings and 10 homes Would "undermine" the city's downtown public and private investment in building renovation and river walk development and would preclude any future development in Fort Atkinson's downtown (Chamber of Commerce Resolution 3-18-03) Loss of farmland Provides no benefit to pedestrians and bicyclists Continued mix of local and regional traffic conflicts Not favored by city, town, or Friends (Chamber of Commerce Resolution 3-18-03, Industrial Development Resolution 3-20-03) Signal density is high on Main Street making it difficult to increase arterial capacity.
3	STH 26 to Whitewater Bypass	<ul style="list-style-type: none"> Uses existing corridors Low estimated construction cost by utilizing new 4-lane STH 26 and CTH N/STH 26 interchange being completed as part of STH 26 project Would meet needs of a Corridor 2020 Connector Route in that it connects US 12 to Jefferson County and City of Fort Atkinson, a Manufacturing Center and a Trade Center respectively. These communities were identified in the State Plan as needing to be connected with a connector route. Potential as a low cost test or "interim" solution Uses Rock County N which has existing access control No farm severances Affects fewer wetlands than new alignments. Public support, particularly from Town of Koshkonong (Resolution 11-13-02) Co. N is now Class B road and can't be used by trucks. Could be used for truck traffic if a state 12 road. Minimal impacts to people Support at public hearings overwhelming Allow farmers to expand (economic development) if you pick this route soon Consistent with mission statement of corridors 2020 Lowest cost and lowest impact as compared to 7 or 7a Allows for eventual routing of traffic to I system, giving future relief to Cambridge 	<ul style="list-style-type: none"> Long length Longest distance and travel time from US 12/STH 26 interchange to Whitewater bypass Currently being used for many trips, may not redirect substantial amount of traffic from US 12 Impacts to 28 houses Impacts in Rock County not wholly explored, need for jurisdictional transfer of Rock CTH N Does not fully support the concept of maintaining a strong "grid" system of supporting highways as backup to IH system Three historic farmsteads High likelihood of large, later period archaeological sites and burials Possible secondary and cumulative impacts to Cambridge Interchanges at County N/WI 26 and US 12/County 'S' will be highly inefficient for such use Does not address potential for "major" US 12 through traffic increases

	Alternative	Benefits	Drawbacks
3a	I-39/90 to Whitewater Bypass	<ul style="list-style-type: none"> • Uses existing corridors and roads • Potential for low-cost test or "interim" solution • Uses Rock County N, which is built to high standards and has existing access control • No farm severances • Favored as "Opt 8" by Friends Committee in Koshkonong's Resolution dated 11-13-02 • Public support, particularly from the Town of Koshkonong (Resolution 11-13-02) • Affects fewer wetlands than new alignments. • Potential for more drive-by business in Newville area 	<ul style="list-style-type: none"> • Does not meet needs of a connector route: doesn't connect to Jefferson County or Fort Atkinson • Also available to accommodate current trip-making, potential to reduce congestion on US 12 questionable. • Long length • Bridge widening at Newville • Impacts 67 homes • Impacts in Rock County not wholly explored, need for jurisdictional transfer of Rock CTH N • Does not support NHS concept of maintaining a strong "grid" system of supporting highways as backup to IH system. • Would still need a state highway between Cambridge and Fort Atkinson • Higher costs than Alt 3 due to additional lanes on STH 59 and Newville Bridge improvements. • Interstate 39 is at capacity • High likelihood of large, later period archaeological sites and burials. Very close to some of Wisconsin's flagship (prime archaeological) sites. • Dual use of I 39/90 and US 12 not supported by FHWA • Agricultural disruption and secondary development due to STH 59 modifications • Possible secondary and cumulative impacts to Cambridge • Pressure for rural housing development accelerates without growth restrictions/protections
4	Jefferson County N	<ul style="list-style-type: none"> • Uses existing route most of the way • Provides alternative routes for US 12 traffic from south to access Fort Atkinson and provides additional bypass route for STH 106 regional traffic • Expected to carry 65% regional traffic • Expected 10% to 40% reduction in future traffic volumes for Madison Street, Main Street, Robert Street and Whitewater Avenue • Fewer farm severances than Alternative 5 • Jefferson County N already has high traffic volumes 	<ul style="list-style-type: none"> • Long length • 3 new bridges • High farm impacts • High wetland impacts • Impacts to 35 homes • High estimated construction cost • Interchanges at CTH M, STH 106 and tie into US 12 near Whitewater, other crossroads grade separated or truncated. • Not publicly supported by any group • Unknown archaeological resources • Possible secondary and cumulative impacts to Cambridge
5	Near East Bypass	<ul style="list-style-type: none"> • Similar to Alternative 4, provides alternative routes for US 12 traffic from south to access Fort Atkinson and provides additional bypass route for STH 106 regional traffic • Closer to Fort Atkinson than Alternative 4, • Expected to carry about 60% regional traffic • Effective in reducing downtown congestion. 10% to 40% reduction in future traffic volumes for Madison Street, Main Street, Robert Street and Whitewater Avenue. • Provides another North-South corridor to relieve Bus 26/Main Street serving 2030 east side land use growth • Would reduce traffic volumes on Jefferson Co. Hwy N 	<ul style="list-style-type: none"> • High wetland and habitat impacts • 4 new river crossings • Possible secondary and cumulative impacts to Cambridge • Impacts to Rustic Road (Bark River Road). • Impacts to 35 homes • Highest estimated construction cost • New interchange at STH 106 and tie into US 12 near Whitewater, other crossroads grade separated or truncated. • Increased loss of farmland • Not publicly supported by any group • Significant public opposition • Impacts large amounts of flood plain • Impacts drain tiled agricultural fields • Impacts to prime agricultural soil • Not consistent with City, County or Town planned development patterns
6	Inner South Arterial (2-lane)	<ul style="list-style-type: none"> • Estimated construction cost on low end of range • Decreased loss of farmland 	<ul style="list-style-type: none"> • Direct impacts to 19 homes • Slower speed required due to adjacent urban uses with future travel times estimated to be slightly slower than existing US 12 route through Fort Atkinson • High wetland impacts • Would require circuitous re-routing of US 12 • Not expected to carry significant levels of regional traffic • Not publicly supported by any group • May still need to build a higher speed bypass around city in future

	Alternative	Benefits	Drawbacks
7	South Bypass	<ul style="list-style-type: none"> The alignment makes a direct connection to existing STH 26 interchange and alignments of 12 and 26 Other than existing US 12 route, shortest distance from US 12/STH 26 Interchange to Walworth county line Consistent with Fort Atkinson's adopted Master Plan Expected to carry about 40% to 60% regional traffic 10% to 30% reduction in traffic volumes on Madison Street, Main Street, Robert Street and Whitewater Avenue City has not been approving any development in corridor, so land has remained relatively undeveloped Commerce Parkway built to accommodate trucks and Bus. 26 can go through the business park. Provides access to Fort Atkinson's business park Infilling could be progressive and encourage compact, contiguous development 	<ul style="list-style-type: none"> Severs farms Wetland impacts to extremely high quality fen, which receives protection in NR 103. Impacts to Allen Creek Habitat for several state listed plants and at least one listed animal Possible secondary and cumulative impacts to Cambridge Impacts 24 homes – bad! Estimated construction cost on high end of range Loss of farmland May encourage urban sprawl Short distance between interchanges Loss of town tax base High likelihood of arch sites and burial impacts Big impact on our livelihood Woodland, wetlands May impact Town Park Is not consistent with corridors 2020 plan. Does not recognize that "economic development cannot come at the expense of our environment or quality of life An endangered fen in danger of destruction
7a	South Bypass/Wetland avoidance	<ul style="list-style-type: none"> Avoids most wetlands crossed by Alternative 7 Depending on alignment, traffic impacts/advantages may be similar to those under Alternative 7, needs further study to verify Provides access to Business Park Commerce Parkway built to accommodate trucks and Bus. 26 can go through the business park. Expected to carry 70 to 80% regional traffic 10 to 35% reduction in traffic volumes on Madison Street, Main Street and Whitewater Avenue. Moving alignment off the existing roads would provide new limited access roadway Addresses potential for major US12 through traffic increases Better interchange at south WI 26 split than Alternative 7 	<ul style="list-style-type: none"> Too far from City and may encourage sprawl Severs a greater number of farms than Alternative 7 Town concerned with pushing out city's southern growth boundaries Loss of farmland Possible secondary and cumulative impacts to Cambridge Jurisdictional transfer of roadways issues with the Town Disrupts Rustic Road 87, destroys rural character Additional (non-wetland) environmental impacts Lengthy route, large loss of town tax base Highway would split town in half Old landfill/contaminated groundwater concerns 1800's cemetery in vicinity of new alignment Forest fragmentation – to manage forest land Highway may avoid wetland damage, subsequent development will not Crosses Allen Creek Will take out all the woodland on south side of Creamery Rd. 750 cow operations served with interchange (1000 acre Ops); 100 cows operation served with roadway (168 acres)
9	Star School Road	<ul style="list-style-type: none"> Uses existing route Traffic impacts/advantages expected to be similar to those under Alternative 7 Decreased loss of farmland 	<ul style="list-style-type: none"> Town does not want to do jurisdictional transfer High wetland impacts High farm impacts Not publicly supported by any group
2d	City designated Truck Route along Rockwell Avenue	<ul style="list-style-type: none"> Uses existing roads on a portion Removes trucks from Main Street 	<ul style="list-style-type: none"> Cannot limit semi-truck use on US 12 through town per state and federal laws Decision to make truck route designation on a city street will be under control of the city and funded by the city. WisDOT would not support a dual truck route Not publicly supported by any group Local/regional traffic mix issues not addressed Impacts to athletic fields, young pedestrians Removes parking Event congestion

	Alternative	Benefits	Drawbacks
2c	West side Rerouting (Reena Avenue extended to Rockwell or Highland Avenues) (City implements).	<ul style="list-style-type: none"> • Would provide an additional river crossing and would serve planned development areas in Fort Atkinson • Would provide additional "gateway" to Business 26 industrial/employment corridor • Estimated 20% reduction in traffic volumes on Madison and Robert Streets • Provides an alternate route for the growing high school and northwest side commercial areas that could be linked to the south side residential area. • Provides a new truck route to south side industrial park, reducing truck traffic on Robert and Main Streets. • Removes some "local" trips from the STH 26 corridor. • Minimal number of property owners. • Provides third bridge with state funding • Improved traffic flow between west to south sides of city 	<ul style="list-style-type: none"> • High wetland impacts • Historic property and archaeological impacts (Jones Dairy Farm and a village site) • Section 4(f) impacts • Minimal improvements to traffic volumes on Main Street and Whitewater Avenue • Not publicly supported by any group • New bridge over the Rock River and a wetland • Local/regional traffic mix not addressed • Proximity to interchange
2f	Third Downtown Bridge	<ul style="list-style-type: none"> • Estimated 20%-30% reduction in traffic volumes on Main Street, and a 15%-18% reduction on Robert Street • Provides a local network system link that has been recognized through earlier study by the city. • If it becomes US 12 route, state funding will be available • Takes traffic off of two existing downtown bridges 	<ul style="list-style-type: none"> • Minimal improvements to traffic volumes on Madison Street and Whitewater Avenue past the US 12 convergence/divergence points • Third bridge concept rejected by local referendum in 80's. • Feasibility questions remain unanswered such as land availability for bridge landings, connections to road system • Expect opposition by home-owners in corridors being considered (High Street and Merchant/Edwards) should this be proposed as an alternative for detailed study in the US 12 EIS • Local/Regional traffic mix not addressed • Local route development in hands of City • Bridge funding issues for City (if it is not a US 12 route) • Potential difficulty in finding a location for adding bridge downtown (potential locations not studied recently) • If it becomes US 12, there will be additional impacts to other city roads
2b	Robert/Main Street One-way pair	<ul style="list-style-type: none"> • Improvement to traffic flow (capacity) by removing left turn conflicts. • No widening necessary • Minimal impact to agriculture/wetlands • Maintains Main Street parking with safer automobile access • Maintains parking on one side of Robert with potential bicycle lane • Preserves historic district buildings • Improved regional traffic flow on one-way roads • Sherman and Milwaukee need improvement, and could coordinate redesign to better circulate traffic in a one-way system • 89 will be part of Hwy 26 4-lane project by the time 12 is decided. (No additional traffic in city) 	<ul style="list-style-type: none"> • Increased traffic impact on parallel streets • Disruption of local circulation patterns, increased traffic with circuitous routing • Safety concerns on side roads with increased traffic • Impacts to Main Street business access and parking • Local/regional traffic mix not addressed (heavy trucks remain in city) • Highway 89 would be impacted, but impact may be reduced with STH 26 modifications and Hwy 89 becoming a county road • Faster through traffic • Impacts to historic houses and district • Six blocks away from two grade schools and the middle school (Do you want your kids trying to cross a 4-lane highway?) • Loss of trees (canopy); increase in noise and particulate deposition • Noise effects density • How many homes would be impacted by widening Whitewater Ave. to 4 lanes through residential area? • Bisects city. 186 – from Robert already impacting houses. One-way Robert makes things even worse • We just finished Madison Ave. – now you suggest making wider
2e	3 Lane Main Street TWLTL	<ul style="list-style-type: none"> • Can keep parking 	<ul style="list-style-type: none"> • Reduction in travel speed to accommodate TWLTL • Few mid-block left-turn requirements • Not publicly supported by any group • Local/Regional traffic mix not addressed • City may be interested in this design if there is a bypass built • Pedestrian safety impaired further • May require a bypass to be effective

	Alternative	Benefits	Drawbacks
8	Near South	<ul style="list-style-type: none"> • Direct route • Short route • Makes use of the STH 106 interchange • Provides a third river crossing • 20% to 25% reduction in traffic volumes on Madison Avenue and Main Street • Could be reconfigured to reduce Rockwell Avenue impacts • Relieves traffic on Robert Street • New Rock River bridge would be funded by state • Less impact to agriculture/wetlands • Preserves historic district buildings 	<ul style="list-style-type: none"> • Would require a jurisdictional transfer and City not interested • The area around the STH 26/Rockwell Avenue intersection is an employment center and is quite congested • Elementary Schools in the vicinity • Senior Center and housing along Rockwell Avenue • Youth Center • Soccer Field • Many commercial and industrial impacts • Housing impacts • Requires construction of a bridge • Needs to be a higher speed facility in order to carry significant amount of regional traffic • Wetland impacts • Historic property impacts (Jones Dairy Farm) • With floodplain near river, need to look at future water levels
2a	Through-City minimal impact (LOS D)	<ul style="list-style-type: none"> • Low cost • Some improvement in traffic flow • Minimal impact on housing, agriculture, wetlands • Uses existing corridors 	<ul style="list-style-type: none"> • Lose parking on Main Street • Regional/local trips not separated • Pedestrian problems not addressed

Appendix B: Agency Correspondence

The following list is sorted by agency. Attached letters are presented in the same order.

DATE	TO	FROM	SUBJECT	Type of Communication
7/24/03	WisDOT	<i>US Army Corps of Engineers</i>	Concurrence on Purpose & Need	E-mail
11/20/03	WisDOT	<i>US Army Corps of Engineers</i>	Concurrence on Alternatives to be carried forward	E-mail with attached letter
05/03/05	<i>US Army Corps of Engineers</i>	FHWA	Cooperating Agency Request	Letter
7/27/03	FHWA	<i>US Environmental Protection Agency</i>	Concurrence on Purpose & Need	Letter
7/18/03	WisDOT	<i>US Environmental Protection Agency</i>	Clarification of Purpose & Need	E-mail
11/26/03	FHWA	<i>US Environmental Protection Agency</i>	Concurrence on Alternatives to be carried forward	Letter
03/08/04	HNTB	<i>US Environmental Protection Agency</i>	Concurrence on modifications to Alternative 7	E-mail
7/8/03	WisDOT	<i>US Fish & Wildlife Service</i>	Concurrence on Purpose & Need	Letter
8/21/03	<i>US Fish & Wildlife Service</i>	HNTB Corporation	Habitat concerns	Phone Memo
10/17/03	<i>US Fish & Wildlife Service</i>	HNTB Corporation	Alternatives to be carried forward for detailed study	Letter
11/21/03	WisDOT	<i>US Fish & Wildlife Service</i>	Concurrence on Alternatives to be carried forward	Letter
6/07/05	<i>Advisory Council on Historic Preservation</i>	FHWA	Notification of Project	Letter
3/27/03	<i>National Park Service</i>	WisDOT	WisDOT's request for concurrence	Letter
10/31/02	HNTB Corporation	<i>Wisconsin DNR</i>	Air Quality	E-mail
6/26/03	WisDOT	<i>Wisconsin DNR</i>	Purpose and Need	Letter
10/24/03	KL Engineering	<i>Wisconsin DNR</i>	Endangered Resources Review	Letter

1/29/03	HNTB Corporation	<i>Wisconsin DATCP</i>	Farmland issues	Letter
10/23/03	WisDOT	<i>Wisconsin DATCP</i>	Alternatives to be carried forward for detailed study	Letter
11/12/03	WisDOT	<i>Wisconsin DATCP</i>	Concurrence on Alternatives to be carried forward	Letter
07/01/04	WisDOT	<i>Wisconsin DATCP</i>	Agricultural Impacts	Letter
2/17/03	HNTB Corporation	<i>WisDOT, Bureau of Aeronautics</i>	Aeronautical concerns	Letter

Appendix C: Conceptual Stage Relocation Study

CONCEPTUAL STAGE RELOCATION PLAN
US 12 Fort Atkinson Draft Environmental Impact Statement

WisDOT Project ID 3575-09-01

Prepared by HNTB Corporation

For
WisDOT District 1

November 2004

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CONCEPTUAL STAGE RELOCATION PLAN US 12 Fort Atkinson Draft Environmental Impact Statement

WisDOT Project ID 3575-09-01

Purpose

This Conceptual Stage Relocation Plan constitutes an estimation of relocations relative to the alternative alignments studied in the US 12 Fort Atkinson Draft Environmental Impact Statement (DEIS). In the DEIS, alternatives were developed to address identified safety and congestion problems with US 12 in the Fort Atkinson area of Jefferson County, Wisconsin. It is required that when a proposed alternate route involves the displacement of people, farms, businesses and/or non-profit organizations, an assessment of all potential relocations, in the form of an estimate, is necessary prior to approval of a final location. This plan is written in the form of an estimate to determine the following information:

- The approximate number of individuals, families, businesses, farms and non-profit organizations that would be relocated by each alternative project.
- The probable availability of decent, safe and sanitary replacement housing within the financial means of the individuals affected by each alternative project.
- The probable availability of bare land sites, options, and replacement units for the farms and businesses affected by each alternative project.
- An estimate of the total relocation assistance costs.

Project description

This project purpose is to address needed improvements to US 12 in the Fort Atkinson area. The following alternatives were considered by WisDOT during the environmental impact study.

Table 1: Broad Range of Alternatives Considered

Alternative	Brief Description
1	No Action
1b	TSM Alternative
2	Widen roadway to bring it up to Connector Route standards while providing a LOS C, consistent with Corridors 2020
2a	Through-city at LOS D
2b	<i>Stay on the existing route, changing it to a one-way pair using Robert and Main Streets</i>
3	<i>Utilize Rock County N from Whitewater Bypass to WIS 26 to US 12 north of Fort Atkinson</i>
3a	Utilize Rock County N from the Whitewater Bypass to I-39
4	East bypass using Jefferson County N alignment
5	Near east bypass on new right-of-way
6	Near south arterial (2-lane)
7	<i>South bypass on new right-of-way</i>
7a	<i>South bypass on new right-of-way and avoiding wetlands</i>
8	Extension of Rockwell Avenue, west to the WIS 106 interchange
	Star School Road alignment
	Truck route along Rockwell Avenue
	West side rerouting (Reena Avenue extended to Rockwell or Highland Avenues)
	Third downtown bridge (Merchant/Edwards and High Street Alignments)
	Three Lane Main Street two-way left turn lane (TWLTL)

In addition to the “No Action” and “Transportation System Management” Alternatives, Alternatives 2b, 3, 7 and 7a were retained for detailed study in the EIS. This Plan addresses these four remaining build alternatives. The No Action and TSM alternatives would remain on current right-of-way and would not involve the displacement of residences, businesses or farms.

Population characteristics

According to the 2000 Census data, the total population in of the Town of Koshkonong and the City of Fort Atkinson is approximately 15,016. No more than 10% of the total population of the communities in the project area is categorized as ethnic or racial minority groups. The Town of Lima has about 8% minorities; Rock County has about 9%. Jefferson County and the City of Fort Atkinson have 4% and the Towns of Koshkonong and Milton have about 2%. Less than 20% of the population of Jefferson County is 65 years of age or older. Minority or elderly populations for the counties, towns or the city do not appear to require special consideration or additional advisory personnel. Census data (2000) show that the average housing unit in the Town of Koshkonong was occupied by 2.45 persons per owner occupied unit and 2.24 persons per renter occupied unit*.

Due to the precursory nature of a Conceptual Stage Relocation Plan Study, detailed information relating to family characteristics was not gathered.

Table 2: Populations, Households and Families (number)

Community/neighborhood name	Community population	Households	Families
Fort Atkinson, Wisconsin	11,621	4,760	3,070
Town of Koshkonong, Wisconsin	3,395	1,249	965
Jefferson County, Wisconsin	74,021	28,205	19,894
Town of Milton	2,844	1,061	813
Town of Lima	1,312	472	367
Rock County, Wisconsin	152,307	58,617	40,403

Source: 2000 Census

Table 3: Populations by Age (percent)

Community/neighborhood name	0-17	18-24	25-34	35-44	45-54	55-64	65+
Fort Atkinson, Wisconsin	24.2	8.6	14.4	16.4	13.5	8.3	14.5
Town of Koshkonong, Wisconsin	25.3	6.5	9.8	18.0	18.1	11.3	11.1
Jefferson County, Wisconsin	25.2	8.5	13.6	16.8	14.1	9.2	12.6
Town of Milton	26.3	7.1	10.5	19.3	18.0	10.1	8.8
Town of Lima	25.9	7.3	11.7	18.1	15.3	10.4	11.2
Rock County, Wisconsin	26.5	8.6	13.5	16.3	13.6	8.8	12.7

Source: 2000 Census

Table 4: Populations by Race (number)

Community/neighborhood name	White Alone	Black Alone	American Indian Alone	Asian Alone	Pacific Islander Alone	Other Race Alone	Two or more races
Fort Atkinson, Wisconsin	11,167	40	34	70	1	217	92
Town of Koshkonong, Wisconsin	3,324	1	10	6	0	18	36
Jefferson County, Wisconsin	71,309	210	249	333	14	1,220	686
Town of Milton	2,789	5	5	9	0	12	24
Town of Lima	1,212	7	3	0	4	60	26
Rock County, Wisconsin	138,610	7,048	422	1,191	61	2,691	2,284

Source: 2000 Census

Neighborhood impacts

The potential relocations associated with the proposed US 12 Fort Atkinson Environmental Impact Statement are all located in rural areas. There is a ready supply of housing both for purchase and rent in the Jefferson, Walworth and Rock County areas. Due to the rural nature of the area being impacted, it is not anticipated that there would be any divisive impact on the nearby neighborhoods and communities providing replacement housing.

On Alternative 2b, 7 and 7a, the impact to the mobile home park, consists of 14 mobile homes and 1 single family residence, may create an uneconomic remainder for the mobilehome park owner. The park is currently a nonconforming land use. The well and septic system for the remaining mobile homes is outside of the study area for these alternatives would be able to remain. The mobile home park owner lives in one of the mobile homes. However, if the appraisal would determine that the owner is left with an uneconomic park there may be a business and additional residential displacements may be required.

Divisive or disruptive effects

Relocations are necessary with each of the four build alternatives as summarized in Table 5. The primary impact would be the relocation of families displaced from the acquired dwellings. Preliminary indications are that there should be an adequate supply of available housing in the project area.

Several farming operations would be affected by the various alternatives. See Figure 1 at the end of this report, which demonstrates how the affected farms would be crossed by the bypass alternatives 7 and 7a.

On Alternatives 2b and 7, residences associated with dairy farm operations would need to be acquired. In order to minimize the disruptive effect, replacement assistance would consider construction of new residences on the remainder land near the farm buildings.

Alternative 7a disrupts three farm operations. Pond Hill Dairy LLC, covering approximately 373 acres, has buildings and residences sited in three different locations. Alternative 7a would sever the buildings from each other as well as from remaining tillable acreage. It is our understanding that the operation's residence on Groeler Road is occupied by the farm manager and the farm buildings there are used for housing dry cows. The residence and buildings would be acquired with Alternative 7a. Where this acquisition does not appear to put the farm operation out of business, it would disrupt access to the property. It would also have to be determined how to reestablish the acquired residence and farm buildings elsewhere on the farm property. They would be eligible for non-residential moving benefits, but not a replacement business payment, unless it is shown that the acquisition of the Groeler Road portion of the farm operation, along with the severance to the property, materially impacts the entire operation.

Alternative 7a severs the Hartwig farm residence and farm buildings on McIntyre Road from their remaining tillable acreage.

On the Dettman farm, located near the southwest Fort Atkinson WIS 26 interchange, the residence and farm building would be acquired. This may put the farm out of business. It does not appear that this is a dairy operation, which would require the residence to be on-site. There is sufficient housing in the area for the relocation of the residence. The owner would have the option to replace the farm buildings to be acquired on the remainder of the land.

Estimated number and type of displacees

Table 5 shows the number of residential, business and farm relocations for each Alternative.

Table 5: Estimated Number and Type of Displacees

Alternative	Number of Residential Relocations	Number of Business Relocations	Number of Farm Relocations
2b	41	4	1
3	14	2	1
7	32	1	1
7a	25	1	3

Residential Relocations

Table 6 shows the characteristics of the residential displacements for each alternative.

Table 6: Household Characteristics of Residential Displacements

Household Characteristic	Alternative 2b	Alternative 3	Alternative 7	Alternative 7a
	Number of Households			
<i>By Ownership</i>				
Owner-occupied	23	12	26	19
Tenant-occupied	18	2	6	6
<i>By number of bedrooms</i>				
1 bedroom	6	0	1	0
2 bedrooms	9	1	2	3
3 bedrooms	23	10	23	5
4 or more bedrooms	3	3	5	10
<i>By type and price range*</i>				
Single-family – Owner Occupied				
\$ 50,000 - \$ 99,999	2	1	3	0
\$ 100,000 - \$149,999	4	5	8	8
\$ 150,000 - \$199,999	9	4	9	5
\$ 200,000 - \$249,999	3	1	0	1
\$ 250,000 - \$299,999	0	0	0	0
\$ 300,000+	0	1	1	0
Mobile Home - Owner Occupied				
\$ 5,000 - \$ 9,999	2	0	2	2
\$ 10,000 - \$15,999	1	0	1	1
\$ 15,000 - \$19,999	1	0	1	1
\$ 20,000 - \$24,999	0	0	0	0
\$ 25,000 - \$29,999	1	0	1	1
\$ 30,000 +	0	0	0	0

*"Price", listed above, is based on the 80% of the assessed value obtained by examination of Town's assessment records. This value is slightly higher than the equalized value for 2003, but review of sales data indicated that the average sale to tax assess value was closer to 80%. These numbers only reflect an estimated value for the land and improvement. WisDOT would employ or hire a qualified appraiser who would inspect the properties and provide a fair market valuation. Rents for acquired units run slightly lower to equal to the market rents at the time of acquisition. The current market rents advertised in the newspapers are listed in the following section.

Comparable replacement housing survey

A drive-by field inspection of the displacements was made during the summer of 2004. A survey of comparable replacement housing was made during the month of September 2004. The purpose of the survey was to estimate the availability of replacement housing for displacees

resulting from the proposed project alternatives. The survey consisted of an investigation of the following sources:

- United States Census Bureau
- Jefferson and Rock County Assessment Information
- The Jefferson Daily Union and Milton Courier newspapers
- Multiple Listing Services
- Local government officials
- Information from the public hearings and owners
- Wisconsin Department of Transportation
- Wisconsin Department of Natural Resources

The data indicates that there should be a sufficient supply of single family homes available for purchase. A limited amount of single family rental units, mobile homes sites or mobile homes for sale was found, but should be adequate for the displacees. The project needs to provide adequate time for new construction for the replacement of the residences associated with active dairy farm operations on Alternatives 2b, 3 and 7. On Alternative 2b, the replacement option for the Community Based Residential Facility would need to be new construction or remodeling of an existing facility and requires special permits for the replacement of the CBRF. As long as new construction is included as a replacement option, there appears to be an adequate amount of replacement options to provide relocation alternatives within a 24 to 30 month period for the types of families/households, businesses, and farms that would be displaced by the proposed project.

Available housing

Table 7 shows the characteristics of the available comparable housing:

Table 7: Available Comparable Housing in Study Area

Household Characteristic	Number of Comparable Households Available
<i>By Location</i>	
City of Fort Atkinson	56
Town of Koshkonong	14
Town of Lima	10
Town of Milton	36
<i>By number of bedrooms</i>	
1 bedroom	1
2 bedrooms	21
3 bedrooms	53
4 or more bedrooms	41
<i>By type and price range</i>	
Single-family – For sale	
\$ 50,000 - \$ 99,999	8
\$ 100,000 - \$149,999	42
\$ 150,000 - \$199,999	31
\$ 200,000 - \$249,999	14
\$ 250,000 - \$299,999	10
\$ 300,000+	11
Mobile Home - Owner Occupied	
\$ 5,000 - \$ 9,999	0
\$ 10,000 - \$15,999	0
\$ 15,000 - \$19,999	0
\$ 20,000 - \$24,999	2
\$ 25,000 - \$29,999	2
\$ 30,000 +	4
Single-family/Mobile Home for rent	
\$ 600- \$699	1
\$ 700- \$799	3
\$ 800- \$899	5
\$ 900- \$999	0
\$ 1000+	1
Multi-family/Mixed	
\$400-\$499	3
\$500-\$599	7
\$600-\$699	7
\$700-\$799	2
\$800+	1
Duplexes	
\$ 500- \$599	3
\$ 600- \$699	3
\$ 700- \$799	2
\$ 800- \$899	0
\$ 900- \$999	0
\$ 1000+	0

Residential relocation cost estimate

For plan purposes, the majority of the replacement payments were estimated using the State of Wisconsin’s maximum of \$25,000 for owner-occupied residences and \$8,000 for tenant-occupied residences. Included in the estimate is an added 15% for the additional potential costs for last resort housing that may be required due to the age and size of the existing homes and the lower income of some of the residential occupants. New construction costs for the replacement of the residences associated with the dairy operations. The estimate also includes an estimated moving expense for residences, closing costs and interest differential. It is likely that most of the homeowners have refinanced or obtained their mortgages over the last several

years under the current low rates. It is difficult to predict what interest rates will be at the time of the project, but it is unlikely that the rate would continue at its present low level up to the time the right-of-way is acquired for the project. Table 8 shows the amount estimated for costs to relocate based on 2003 data.

Please Note: The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) currently has rule changes pending which may increase this estimate. Their approval is expected by the end of 2004 or in 2005.

Table 8: Anticipated Residential Relocation Costs

Alternative	Number of Residential Relocations (units)	Total Residential Relocation Cost*
2b	33	\$1,294,000
3	16	\$521,000
7	32	\$1,263,000
7a	25	\$ 891,000

A licensed Community Based Residential Facility (CBRF) is located at N1366 US 12, within the study corridor of Alternative 2b. Records indicate that the CBRF is licensed for up to 6 disabled individuals. The preferred replacement option would be to relocate the individuals to the replacement owner’s replacement facility. Project scheduling should take into consideration the time it would take this business to obtain necessary approvals for zoning, required permits, as well as for the purchase and modification of replacement property or new construction that may be required to replace the CBRF. If the CBRF owner would decide to discontinue its business operation, the tenant occupants may need additional relocation assistance service to assist them in finding similar licensed housing.

No problems are foreseen in providing any of these individuals or families with relocation options. Should special relocation advisory services be required for the occupants of the CBRF or an unusual problem arises, WisDOT would have relocation personnel provide the necessary services.

Business and Farm Relocations

Farms and businesses are more difficult to relocate than residences. Finding available comparable farm/commercial properties for the following businesses/farms would be difficult and new construction may be the only option.

Alternative 7a - Pond Hill Dairy LLC

Pond Hill Dairy currently has approximately 700 cows, 500 heifers and employs approximately 12 individuals. The alignment of Alternative 7a would require the acquisition of a residence and farm facilities on its north farm on Groeler Road. The required farm house is currently occupied by its manager. Typically, it would need to replace the residence as part of the farm operation and the manager would relocate there. Moving expenses would either be part of the farm moving costs or a direct payment to the manager. The acquisition of this residence and farm buildings and severance of the property should not put the farm operation out of business. They would have sufficient acreage to choose to construct replacement structures on its remainder land or modify the other existing residences or farm structures located on their property. If the residence is not replaced and/or the cost charged by Pond Hill Farms at the new location, the manager would be eligible for a replacement housing payment.

Alternative 2b - Cedar Hill CBRF LLC

A replacement location would need to be remodeled or built to meet the requirements of the

CBRF and be located sufficient distance from other comparable facilities to obtain the necessary zoning permits. The project would need to provide sufficient time for the zoning approval, new construction or modification of an existing parcel for the CBRF. Replacement of the facility is the best relocation option for the current occupants. If the owner chooses not to replace the facility, additional time would be required to find suitable replacement locations for its handicapped tenant occupants.

As long there is sufficient time for new construction and obtaining of required permits, it is not anticipated that there would be any unusual requirements for any of the businesses or farms that would prevent their successful relocation. There are currently several farm operations and restaurants listed for sale in the surrounding area. There is replacement commercial space for sale and for rent in the area suitable for the ones to be displaced. This project is not planned for several years, the steady growth of the area will continue to provide additional replacement options for the commercial space, and the same growth may make finding comparable replacement farms more difficult as the current farms are converted to other land uses.

Table 9: Business and Farm Relocations

Alternative	Number of Relocations	Business or Farm	Estimated Relocation Costs*
2b	4	Saxes Restaurant Cedar Hill CBRF, LLC (Community Based Residential Facility (CBRF)) Baker Glass, LLC Rural Insurance Office 1 farm	\$515,000
3	4	Animal Medical Center (Veterinarian Office) Kari's Sewing Country Sew Unique 2 dairy farms	\$437,000
7	2	Saxes Restaurant 1 dairy farm	\$418,000
7a	3	Saxes Restaurant 1 farm and eligible non-residential unit associated with the structure being acquired from Pond Hill Dairy, LLC. The acquisition does not appear to put the farm out of business, therefore would not be eligible for a replacement business payment.	\$297,000

*This does not include the cost to acquire the real estate and improvements. The estimate includes the cost of relocation payment and other benefits. It also includes estimated costs for the moving of personal property from structures that do not appear to be residences, businesses or farms and the reestablishment benefit that the absentee owners may be eligible to receive.

Business/farm relocation cost estimate

For plan purposes, the majority of the replacement payments were estimated using the State of Wisconsin's maximum of \$50,000 for owner-occupied businesses/farms and \$30,000 for tenant-occupied business/farm displacements. Included in the estimates are estimated moving expense costs that may be associated with the businesses and farms. There is one farm operation that is severing the residence and farm buildings from the remaining land. An appraisal of the damages created by severance of the land may determine that the farm is uneconomical, creating an additional farm and residence displacement on Alternative 7a. At this time, the design plans to provide the farm access to the remaining acreage on the other side of the proposed alignment. On Alternatives 2b, 7, and 7a, there are residences associated with dairy operations that would be required. As discussed in the residential section above, this type of residence would need to be replaced on the farm site. Costs associated with the new construction have been included in the residential cost estimate. Table 9 shows the estimated cost to relocate businesses and farms, based on 2003 data.

Due to the precursory nature of a Conceptual Stage Relocation Plan Study, detailed information relating to business and farm characteristics was not gathered.

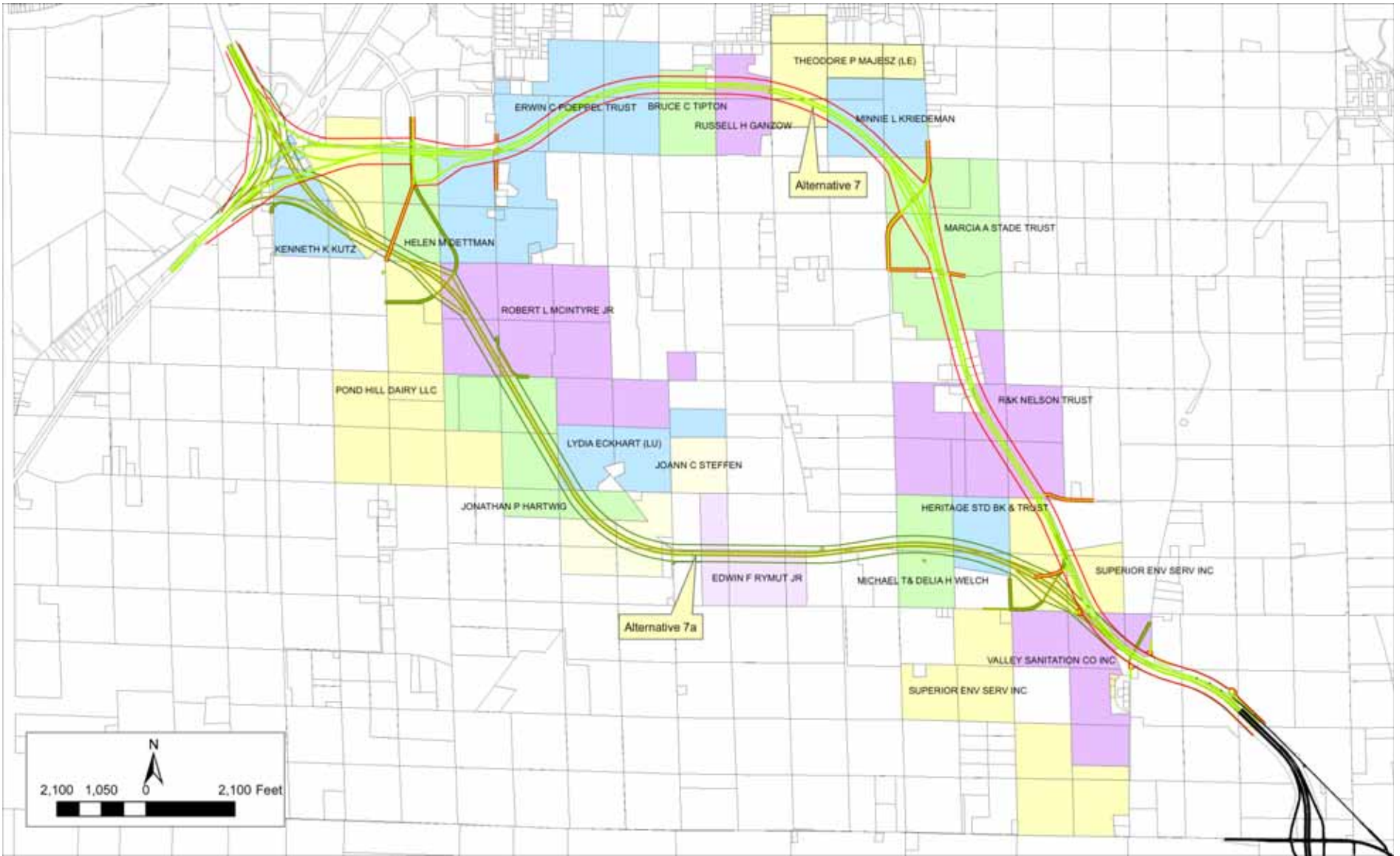
Relocation Assistance Information

Acquisitions and relocations resulting from the selected alternative would be in accordance with the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as amended”. Please note, as stated previously, the Uniform Act has rule changes pending which may be approved in late 2004 or 2005, which may have an impact on the estimates provided herein.

Eligible owner displacees who are persons forced to relocate from their residence, business, or farm would receive payment of “Just Compensation for Property Acquired”. They and eligible tenant displacees may be eligible for relocation assistance benefits which include relocation advisory services, reimbursement of moving expenses, replacement housing payments, down payment assistance, replacement business and farm payments, and business reestablishment expenses. Under Wisconsin State law, no person or business would be displaced unless a comparable replacement is provided to them.

Due to the precursory nature of a Conceptual Stage Relocation Plan, detailed information related to the characteristics of the occupants was not gathered. Prior to the acquisition of the properties for the selected alternative, WisDOT would employ or hire a relocation specialist who would interview the occupants of the impacted parcels. The information from these interviews would be used to prepare the Relocation Assistance Acquisition Stage Plan, which would indicate the actual number of residences, businesses or farms to be displaced, the type of occupancy, any special needs that would be required, and the estimated relocation costs for the businesses and farms actually being displaced by the preferred alternative. There may be additional displacements and/or different occupancy that may be found, special services required and/or additional costs. This specialist would provide the information to the displacees regarding the relocation entitlements and provide relocation services as required to assist the displacees in relocating to a replacement site.

* * *



Source: Jefferson County, HNTB Corporation