ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation

Basic Sheet 1

Project ID 4095-12-00	**Project Termini** From: County U/County DD intersection To: WIS 96/County D intersection	**Funding Sources - Check all that apply** ☒ Federal ☒ State ☐ Local
Route Designation (if applicable) WIS 96 National Highway System (NHS) Route ☐ Yes ☒ No	**Nearest Community** Village of Wrightstown	**Estimated Project Cost** $26 million Real Estate Acquisition Portion of Estimated Cost $3.9 million
Project Name WIS 96 Fox River Bridge and Approaches Corridor Study		
County Brown	**Section-Township-Range** S2-T21N-R19E	**Right of Way Acquisition**
Bridge Number(s), if applicable B-5-736	**Scheduled start date** (Operational Planning Meeting (OPM), or specify other) May 2007 (contract approval)	

	Acres
Fee	12
TLE	
PLE	

Functional Classification of Existing Route	Urban	Rural
Freeway/Expressway	☐	☐
Principal Arterial	☐	☐
Minor Arterial	☒	☐
Major Collector		☐
Minor Collector		☐
Collector	☐	
Local	☐	☐
No Functional Class	☐	☐

WisDOT Project Classification	
Resurfacing	☐
Pavement Replacement	☐
Reconditioning	☐
Expansion	☐
Bridge Rehabilitation	☐
Bridge Replacement	☒
A "Majors" Project	☐
SHRM	☐
Preventive Maintenance	☐
Safety	☐
Other, Describe: In addition to the bridge replacement and approach road improvements, WisDOT will also reconstruct a part of Main Street that will be transferred to Brown County.	☒

☐ **FHWA *Categorical Exclusion, Type 2c***

x **FHWA Environmental Assessment. No significant Impacts Indicated by Initial Assessment.**

Dan Dupies / CH2M Hill 6-8-11 Project Manager
(Signature) (Company/Org.) (Date) (Title)

6/20/11
(Signature) (Date) (Title)
(Director, Bureau of Equity & Environmental Services)

(Signature) (Company/Org.) (Date) (Title)

6/13/2011 CE Supervisor
(Signature) (Date) (Title)
(☐ Region ☐ Aeronautics ☐ Rails & Harbors)

6/28/11
(Signature) (Date) (Title)
(☒ FHWA ☐ FAA ☐ FTA ☐ FRA)

After reviewing public comments and coordinating with other agencies, it is determined that this action:

A) Will not significantly affect the quality of the human environment. This document is a:
☐ Finding of No Significant Impact (FONSI)

B Has potential to significantly affect the quality of the human environment:
☐ Environmental Impact Statement (EIS) Required

(Signature) (Company/Org.) (Date) (Title)

(Signature) (Date) (Title)
(Director, Bureau of Equity & Environmental Services)

(Signature) (Company/Org.) (Date) (Title)

(Signature) (Date) (Title)
(☐ Region ☐ Aeronautics ☐ Rails & Harbors)

(Signature) (Date) (Title)
(☐ FHWA ☐ FAA ☐ FTA ☐ FRA)

Basic Sheet 2

1. Purpose and need of proposed action:

Purpose of the Proposed Action

The purpose of the proposed action is to construct a new Fox River bridge and approaches that will provide a safe and efficient crossing of the Fox River for future users while minimizing disturbance to the natural and built environment. The project study limits are the County U/County DD intersection on the west and the WIS 96/County D intersection on the east (Exhibit 9).

Need for the Proposed Action

The need for a new Fox River bridge and approaches is due to a combination of factors including deficiencies with the existing bridge, safety, existing roadway conditions, and route importance.

Bridge Deficiencies

The Fox River Bridge in Wrightstown carries WIS 96, High Street, over the Fox River. The structure consists of 10 spans with an overall length of 682 feet. The bridge was constructed in 1934. Besides routine maintenance, the bridge has undergone significant rehabilitation work in 1977, 1985, 1986, 1999, and 2009. The bridge's former bascule (or movable) span is span 4.

In 1999, opening and closing of the bascule span was deemed unnecessary. The bascule span was welded shut, the open steel grid deck in the bascule span was filled with lightweight concrete, and the operator's house was removed. The typical section of the bridge consists of a 24-foot clear roadway width with 6.25-foot sidewalks on either side (Exhibit 1). On February 24, 2009, a deck failure resulted in a 5- by 10-foot hole in the bridge's eastbound travel lane. The repair required the bridge to be closed for an evening.

Structural Issues

The existing bridge is a two-girder, nonredundant structure. This method of construction is now considered undesirable because failure by damage, overload, or fatigue to one of the girders will result in failure of the entire bridge span without warning. The bridge also contains fracture-critical steel bridge superstructures that are susceptible to failure because of fatigue, cracking, or other damage. Because the Fox River Bridge is fracture-critical, the Wisconsin Department of Transportation (WisDOT) inspects it annually. The most recent bridge inspection showed that although the Fox River Bridge is structurally sound, it is reaching the end of its assumed service life.

Key structural deficiencies include:

- The concrete bridge piers exhibit concrete cracking, spalling, and scaling above and below the waterline. The rebar is exposed.
- The sidewalk is scaling and the grid is corroding through its length.
- The weld at the bascule span jaws has cracked.
- The deck in the bascule span (span 4) has a stay-in-place form that is causing rapid deterioration on the underside of the concrete where large areas of rebar are exposed.

Further evidence of the structural (and functional) problems facing the Fox River Bridge is found in its National Bridge Inventory (NBI) rating. Table 1 notes the bridge's NBI sufficiency ratings. A bridge's sufficiency rating provides an overall measure the bridge's condition. The sufficiency rating is based on a 0–100 scale that compares the existing bridge to a new bridge designed to current engineering standards.

TABLE 1
Wrightstown Bridge Structural Sufficiency Ratings

Bridge Span	Sufficiency Rating
Spans 1 to 3	53
Span 4	47
Spans 5 to 7	53
Spans 8 to 10	60

Source: WisDOT

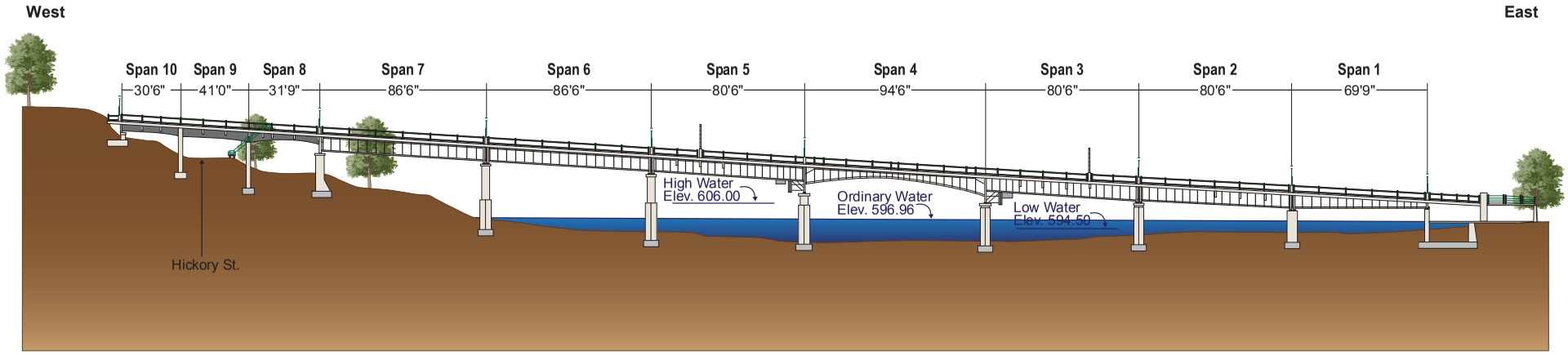
A bridge's sufficiency rating affects its eligibility for federal funding for maintenance, rehabilitation, or replacement activities. WisDOT generally considers bridges with sufficiency ratings below 50 as candidates for replacement. Unless the bridge is rehabilitated or replaced at some point, continued maintenance can be expected, but such work will not correct structural and geometric deficiencies.

Functional Issues

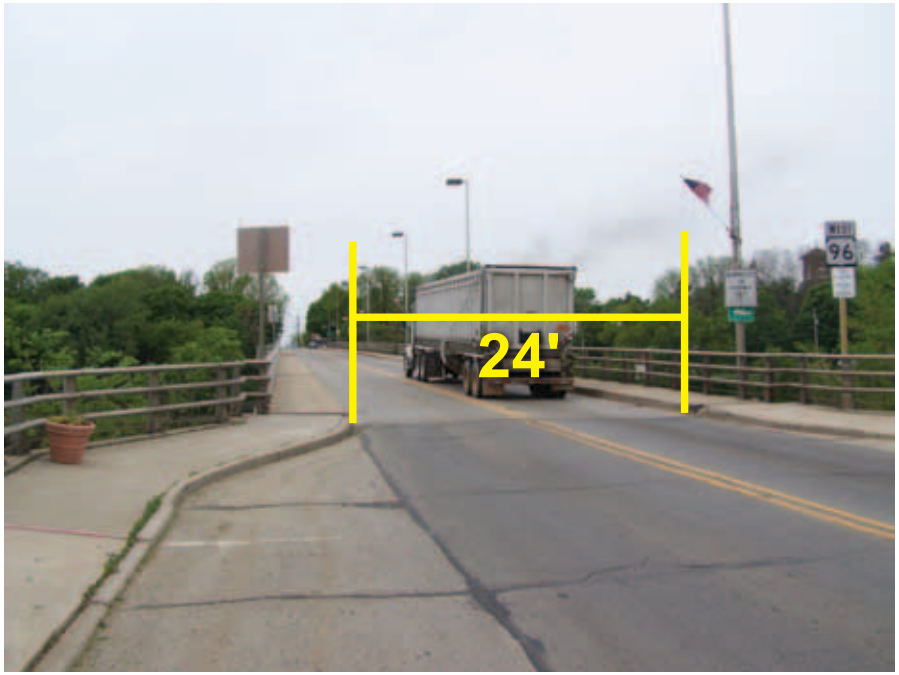
The following is a summary of the bridge's key functional issues.

Substandard Roadway Width

The bridge is functionally obsolete because of its inadequate 24-foot clear roadway width compared to current and accepted standards for the volume and type of traffic it carries. The Fox River Bridge serves automobiles, trucks, semi-trucks, tractors and other large farm machinery, snowmobiles, bicycles, and pedestrians.



Cross Section



WIS 96 & Fox River Bridge Approaches Corridor Study

Brown County

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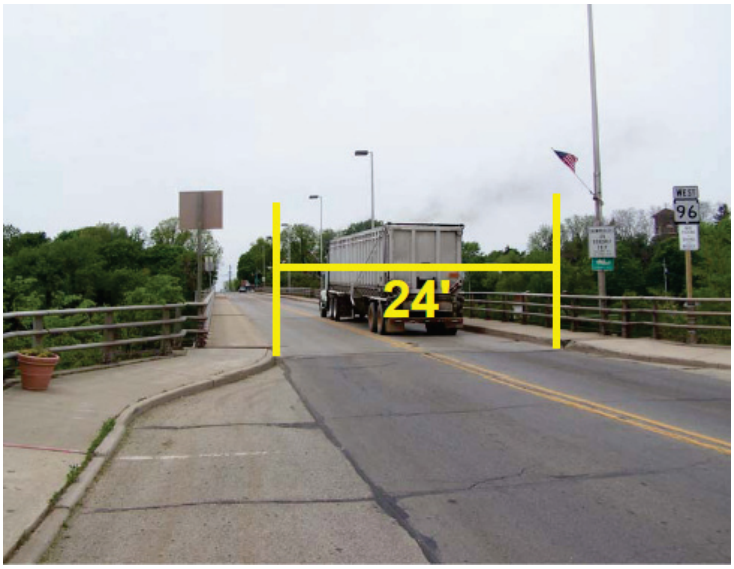
EXHIBIT 1

Bridge Overview

Farm vehicle crossing west across Fox River Bridge.



WIS 96 roadway width narrows as it approaches the river crossing.

The Fox River Bridge slopes -5.2 percent from west to east.

Six farms in the area use the Fox River Bridge to move equipment with a transport width up to 16 feet from one farm to another. Farm equipment most often must cross the bridge in spring and fall. Large equipment crosses the bridge up to eight times a day at the height of the busy planting and harvesting seasons.

The bridge's travel lane width is too narrow to accommodate large farm equipment and an oncoming vehicle. The operator of the farm equipment must wait until the bridge is clear in order to cross it. Once farm equipment is on the bridge, the bridge is too narrow for oncoming traffic to pass, temporarily prohibiting two-way traffic on the bridge and causing traffic to queue as it waits to cross. During busy periods, this can cause traffic operation issues at the WIS 96 intersections with Broadway, High, and Washington Streets. This restriction of two-way traffic and resulting traffic congestion can cause problems if emergency vehicles would have to cross the bridge at the same time as the farm machinery.

With a traffic volume of 9,000 average daily traffic (ADT) (February 2006 traffic counts) and projected 2033 ADT of 12,000 to 15,000, the clear roadway width should be 36 feet. The 24-foot clear roadway width on the bridge is substantially narrower than the 40-foot clear roadway on the approaches to the bridge. Under the existing configuration, the approaches taper as they reach the bridge and drivers must adjust from the wide roadway as they approach the bridge to the narrower roadway on the bridge. The taper also poses inconveniences to larger vehicles.

Existing bridge grade

The grade on the existing Fox River Bridge and bridge sidewalk is -5.2 percent (5.2 percent descending from the west bank toward the east bank). The elevation of the WIS 96/High Street intersection on the west side of the bridge is about 45 feet higher than the elevation of the WIS 96/Washington Street intersection on the east side. Anecdotal evidence suggests that large trucks and snow removal equipment have difficulty traveling west across the bridge in the winter, especially if they start from a complete stop at Washington Street. The grade exceeds the maximum grade of 5 percent per Americans with Disabilities Act Accessibility Guidelines. A grade of greater than 5 percent requires intermittent level landings on the sidewalk.

Safety

Roadway safety is measured by the frequency and severity of crashes. An important objective of any transportation improvement is to minimize crash potential through roadway mainline and intersection design features and access management. Table 2 summarizes crash type information along WIS 96 between Oak Street west of the river and Fair Street east of the river as derived from WisDOT data for the 5-year period 2001 through 2005. Exhibit 2 shows the most frequent locations of crashes during that 5-year period. There were no fatal crashes during the analysis period. Property-damage-only crashes accounted for 73 percent of the total and injury crashes for 27 percent.

TABLE 2
WIS 96 crashes between Oak Street and Fair Street

Year	Property Damage	Personal Injury	Fatality	Totals
2001	5	2	0	7
2002	8	4	0	12
2003	7	2	0	9
2004	7	3	0	10
2005	9	2	0	11
Totals	**36**	**13**	**0**	**49**

WisDOT maintains a database of crashes that occur annually on the state highway system. That information is used to develop statewide average crash rates for urban and rural highways. These statewide average crash rates were used as the basis to evaluate the safety of existing WIS 96 in the study area. Table 3 compares study area crash rates for WIS 96 from Oak Street to Fair Street to statewide average crash rates for similar roadways for the period 2001 through 2005.

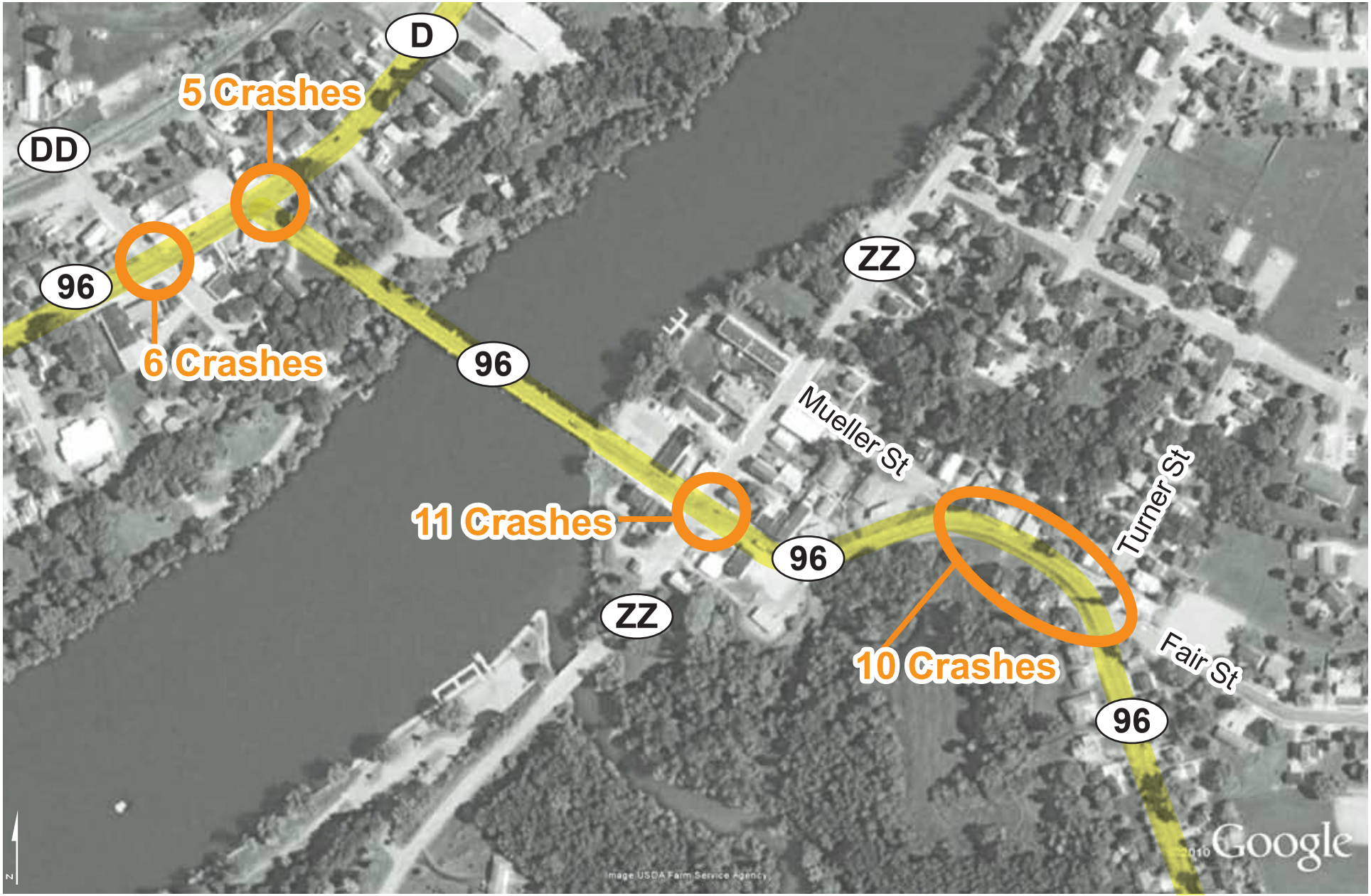
TABLE 3
WIS 96 Crash Rate Comparison

Year	WIS 96 Total Crash Rate	Statewide Total Crash Rate (avg.)	WIS 96 Injury Crash Rate	Statewide Injury Crash Rate (avg.)
2001	**402**	258	**115**	88
2002	**678**	258	**226**	88
2003	**501**	258	**111**	88
2004	**548**	258	**164**	88
2005	**593**	258	**108**	88
WIS 96 5-year average	544	—	145	—
Statewide urban street 5-year average	—	258	—	88

Note: Crash rates are per 100 million vehicle-miles. Crash rates higher than the statewide average are shown in **bold**.

For every year between 2001 and 2005, the segment of WIS 96 from Oak Street to Fair Street exceeded both the statewide average crash rate and statewide injury crash rate for urban streets. The 5-year average crash rate for the study segment was 111 percent higher than the statewide average, whereas the injury crash rate was 65 percent higher than the statewide average. No fatal crashes occurred along the study segment of WIS 96 during the 5-year analysis period. Most crashes involved fixed objects (27 percent) and angle collisions (22 percent). Other prominent types of crashes included rear end crashes (20 percent) and sideswipe (16 percent). Crash occurrences along the study segment of WIS 96 between 2001 and 2005 occurred predominately at intersections. Crashes at the County D, County DD, and County ZZ intersections with WIS 96 accounted for nearly 45 percent of the crashes during the 5-year period. Six total crashes occurred at the WIS 96/County DD intersection with one crash considered an injury crash. There were five recorded total crashes at the WIS 96/County D intersection, of which one was an injury crash. At the WIS 96/County ZZ intersection, there were 11 crashes and of which 5 were injury crashes.

When the crash rate for an intersection exceeds 1.50 crashes per million entering vehicles, further analysis of factors contributing to the crashes would be warranted. At the WIS 96/County ZZ intersection the 5-year average crash rate is below the 1.50 crashes per million entering vehicles threshold, however 3 of the 5 years analyzed rise above the threshold. This warrants additional analysis as to why there is a higher than normal crash rate at this intersection. Additionally, 45 percent of the crashes at the WIS 96/County ZZ intersection are injury crashes, compared to 27 percent for the overall project area. Table 4 lists the number of crashes and crash rates for the county highways that intersect with WIS 96 in the study area.



WIS 96 & Fox River Bridge Approaches Corridor Study

Brown County

EXHIBIT 2

Study Area Crash Locations

TABLE 4
WIS 96 Intersection Crashes and Crash Rates

	WIS 96/County DD		WIS 96/County D		WIS 96/County ZZ	
Year	# of Crashes	Crash Rate[a]	# of Crashes	Crash Rate[a]	# of Crashes	Crash Rate[a]
2001	2	1.32	0	0	1	0.66
2002	0	0.00	2	1.15	3	1.93
2003	0	0.00	2	1.06	3	1.90
2004	3	1.54	0	0	1	0.62
2005	1	0.48	1	0.46	3	1.84
5-year total/avg.	6	0.67	5	0.53	11	1.39

[a]Per million miles of travel

It should also be noted that 10 crashes occurred at and between the Mueller Street/High Street intersection and the High Street/Turner Street/Fair Street intersection. There was one injury crash at each intersection.

Existing Roadway Deficiencies

Existing WIS 96 through the study area is a 2-lane urban roadway with 12-foot lanes and variable width parking lanes (8 to 10 feet where parking lanes exist) and a posted speed limit of 25 mph for most of the corridor with the posted speed limit increasing to 30 mph 300 feet south of Fair Street. Parking is allowed along WIS 96, except on the Fox River Bridge, with residences and businesses along WIS 96 having direct access.

In addition to the functional deficiencies associated with the Fox River Bridge, the approaches to the bridge have several traffic operation problems:

- The current configuration of the WIS 96/High Street, WIS 96/Broadway Street and WIS 96/Washington Street intersections force large vehicles to encroach on the opposing lane of traffic when making turns.
- Stopping patterns at the WIS 96/High Street intersection are atypical for a T-intersection.
- Grade changes at the railroad crossing on Broadway Street limit sight distance and cause vehicles to “bottom out.”
- Grade changes and curves along WIS 96 east of the river pose challenging travel conditions.

These are explained in greater detail below.

WIS 96/High Street, WIS 96/Broadway Street and WIS 96/Washington Street intersection turning difficulty

The configurations of the WIS 96/Broadway Street and WIS 96/High Street intersections, about 260 feet apart along WIS 96, require vehicles to make two 90 degree turns in an area with restricted right-of-way. Because of the restricted right-of-way, large trucks and agricultural vehicles must enter the oncoming traffic lane to execute turns, causing other vehicles to stop before entering the intersection or the truck having to wait until the intersection is clear of other vehicles before it can complete the turn. This can be particularly problematic when vehicles are queued or parked at the intersections.

With structures constructed right up to the roadway, there is no additional right-of-way to expand the roadway to provide more room for large vehicles making turns, which would result in more efficient traffic operation. The roadway in this section is 44 feet wide with two 12-foot travel lanes and 10-foot parking lanes on each side. When vehicles are parked in the parking lane, it is more difficult for large trucks to successfully maneuver the turns. There is no clear delineation between the travel and parking lanes in this area. Westbound traffic on Main Street often uses the parking lane to go around a vehicle turning left on WIS 96. Parked vehicles in front of the post office result in a queue of vehicles waiting to travel west along Main Street. This can result in a long wait time for vehicles attempting to turn left on to the Fox River Bridge and complicate turning movements at the intersection.

The same turning issues are present at the WIS 96/Washington Street intersection on the east side of the bridge. A large truck heading south on Washington Street and turning west on WIS 96 to cross the bridge would be forced to swing out into the oncoming lane of traffic on Washington Street if the truck was to stay in its lane while completing the turn to WIS 96. A large truck making a right turn on WIS 96 from the correct lane on Washington Street would encroach into the oncoming lane of traffic on WIS 96 while attempting to complete the turn. The following photos show trucks entering the opposite lane of traffic when attempting to turn on to WIS 96 from Washington Street.

Large truck encroaching on oncoming traffic lane as it attempts to make a right turn from Washington Street on to WIS 96.

Two large trucks attempting simultaneous turning movements at the WIS 96/Washington Street intersection.

Atypical T-intersection looking north along WIS 96.

Atypical T intersection

The stopping pattern at the WIS 96/High Street intersection is atypical for a T-intersection with vehicles traveling west on WIS 96 on the single leg of the T-intersection having the free flow movement through the intersection. Typically, the cross movement is free flow, and traffic approaching on the "stem" is required to stop. The atypical configuration can result in less efficient intersection operations. This configuration can be confusing to pedestrians crossing this intersection.

Grade change and curves east of the river

Grade changes and curves along WIS 96 east of the Fox River pose challenging travel conditions for westbound vehicles approaching the Washington Street intersection. Between 2001 and 2005, there were six crashes along WIS 96 between Washington Street and Mueller Street. All involved failure to negotiate the curves along the roadway. Four of the six crashes occurred when there was ice or snow on the road and one when the roadway was wet.

Grade changes at CN rail crossing

Grade changes at the Canadian National (CN) railroad crossing along Broadway Street, about 320 feet northwest of WIS 96, cause vehicles to bottom out and limit sight distance. The elevation of the roadway at the tracks is 3 to 4 feet higher than the roadway within 150 feet either side of the tracks. This produces a pronounced "hump" at the railroad tracks. The grade on Broadway Street directly to the northwest of the crossing is +3.5 percent (from the road to the tracks) and the grade directly to the southeast is -6.5 percent (from the tracks to the road).

There is a horizontal curve immediately west of the crossing with a sight distance limited to 260 feet. According to FHWA's *Railroad-Highway Grade Crossing Handbook,* crossings should not be located on highway or railroad curves. Roadway curvature blocks a driver's view of a crossing ahead, and a driver's attention may be directed toward negotiating the curve rather than looking for a train. Crossings on both highway and railroad curves present maintenance problems and poor rideability for highway traffic because of conflicting superelevations. Similar difficulties arise when the superelevation of the track is opposite the grade of the highway. As noted by WisDOT, trains travel about 40 mph at the crossing. According to the *Guidance on Traffic Control Devices at Highway-Rail Grade Crossings,* the minimum sight distance for a car should be 410 feet at a crossing where a train travels 40 mph. For a standard semi-truck, the minimum sight distance is 895 feet.

2. Summary of alternatives considered and if they are not proposed for adoption, why not:

No-Build Alternative
Under the No-Build Alternative, the WIS 96 Bridge over the Fox River would not be replaced, and no improvements would be made to the bridge's approach roads other than routine maintenance. Although the No-Build Alternative would have minimal environmental impact and no construction cost, it does not meet the purpose of and need for the project. However, it serves as the baseline for an analysis of impacts related to the preferred alternative selected for further study.

Build Alternatives Considered
The build alternatives' development/screening phase was an iterative process that began by developing 31 preliminary alternatives located north and south of Wrightstown, as well as adjacent to the WIS 96 Bridge. The starting point for developing preliminary build alternatives was the alternatives developed during WisDOT's 2006 feasibility study. The 31 alternatives were grouped into 5 geographical "families" for comparison purposes. In the first screening step, the 31 alternatives were screened down to six: three north and three south of the WIS 96 Bridge. The final two screening steps involved screening the six alternatives to two—one north and one south of the bridge—before selecting a preferred alternative. The alternatives development/screening phase is summarized below. Alternatives screening memorandums available at WisDOT's Northeast Region contain detailed discussions of the process used to arrive at the preferred alternative. The November 2008 memorandum describes how the 31 alternatives were screened; the August 2009 memorandum how the six alternatives were screened to two, and the October 2010 memorandum how the preferred alternative was selected.

First Screening Step: Thirty-one Alternatives down to Six
The preliminary alternatives were grouped into five families: Far South, In-town South, New Bridge at Existing Location, In-town North, and Far North. The **Far South Alternatives** (Alternatives 1, 2, 3, A, and B) are south and west of the WIS 96 Bridge (Exhibit 3). All Far South Alternatives would cause a substantial realignment of WIS 96 and require lengthy road improvements beyond the bridge approaches.

The project's 2008 *Origin Destination Survey, Truck Survey, and Other Traffic Data Collection* found that nearly half the trips on the WIS 96 Bridge are from or to Wrightstown. Thirty-four percent of the trips originate in or are destined for the area within 0.5 mile of the bridge. The percentage of trips traveling to areas around the bridge shows no dominant travel direction. As a result, a major bridge relocation, such as is proposed with the Far South Alternatives, would not achieve any substantial travel efficiencies for users, and thus not meet the project purpose, which is to construct an efficient crossing of the Fox River. All Far South Alternatives were eliminated from further consideration because they would not achieve any substantial travel efficiencies for users and would add time and cost to school bus routes and other internal trips in the Village. The Village opposed the Far South Alternatives for several reasons, including the out-of-distance travel it would require for the School District buses and other commuters, the lack of visibility of the downtown, and the cost of providing village services to new development that may develop along the Far South Alternatives. The Village expressed opposition to the Far South Alternatives in its October 20, 2008, letter to WisDOT (Appendix A). The public expressed opposition to the Far South Alternatives at the second public information meeting, The public was opposed to the out-of-distance travel for normal commuter trips and emergency service trips. There was also a sense that the Far South Alternatives would adversely affect businesses along and near WIS 96 east of the Fox River.

The **In-town South Alternatives** include seven original alternatives (Alternatives 4a, 4b, 5a, 5b, 5c, 6a, 6b) and four others developed at or after the April 9, 2008, public information meeting (Alternatives C, D, E, and F). See Exhibits 4A and 4B. The In-town South Alternatives meet the project's purpose and need, and their position in the center of the Village would well serve the travel patterns of most trips using the bridge. The origin and destination study found that "the bridge is currently located in a relatively optimum position for the trips that are traveling across it." These alternatives would meet the spirit of the Village's land use plan. Because of their central location, they were supported by the Village, study area residents, emergency service providers, and the school district. Of the In-town South Alternatives, Alternatives 4a, 5b (realigned north) and 6b were carried forward for additional investigation. The others were eliminated because of impacts to the Plum Creek corridor and the need to improve the intersections of WIS 96 with Broadway Street and High Street.

Despite the central location of a **new bridge at the existing location** (Alternative 7), the inability to cross the river during at least one year of construction eliminated Alternative 7 from consideration. Alternative 7 would result in considerable out-of-distance travel for local businesses, emergency service providers, the school district's busing operation, and residents who cross the river numerous times daily. The nearest Fox River crossings are in De Pere 10 miles to the north and Kaukauna 6.5 miles to the south. The Village Board of Trustees, school district, and study area residents opposed Alternative 7.

The **In-town North Alternatives** (Alternatives 8a, 8b, 9a, 9b, 9c, 10a, 10b, 11, 12) generally meet the project's purpose and need and would efficiently serve most trips using the bridge (Exhibit 5). As noted, the origin and destination study found that "the bridge is currently located in a relatively optimum position for the trips that are traveling across it." The alternatives would, with the exception of Alternative 11, meet the spirit of the Village's land use plan. The Village opposed Alternative 11 and alternatives that would displace a moderate to substantial number of residences. Because of neighborhood/residential impacts and engineering considerations, all In-town North Alternatives except Alternative 9b were eliminated.

The **Far North Alternatives** include three original alternatives (13a, 13b, and 13c) and two added at or after the April 9th Public Information Meeting (G and H) (Exhibit 6). The Far North Alternatives would cause considerable realignment of WIS 96, require lengthy road improvements beyond the bridge approaches, and require some residents west of the river who use the Broadway Street railroad crossing to travel out of their way to cross the tracks at either the proposed crossing north of the Village or the Van Dyke Street crossing. All Far North Alternatives were eliminated from further consideration because they would not achieve any substantial travel efficiencies for users and would also add time and cost to school bus routes and other internal trips in the Village. The Village's and the public's opposition to the Far North Alternatives was similar to their opposition to the Far South Alternatives, out-of-distance travel and adverse impacts on the commercial area east of the Fox River. The Village expressed opposition to the Far North Alternatives in its October 20, 2008 letter to WisDOT.

The Department of Natural Resources (DNR) commented on the 31 preliminary alternatives in their letter dated August 6, 2008 (Appendix A). The DNR's preferred preliminary alternative was Alternative 7 (new bridge at existing location) because it would have the least amount of environmental impacts. The DNR noted they would also consider Alternatives 1, 3 (Far South), 4a, 6a, 6b (In-Town South), and 8b (In-Town North). The project team considered the DNR's input in screening the preliminary alternatives.

In November 2008, WisDOT conducted a 4-day value engineering (VE) study to evaluate this project's screening process and the remaining alternatives described above. WisDOT asked the VE team to recommend additional alternative alignments for further study. The project team developed a new Alternative 14 that, on the east side of the river, was aligned at the back of the residential properties along Mueller/High Street and on the west side of the river passed immediately north of St. Clare's school. The advantage of Alternative 14 is that it would create a short river bridge crossing while avoiding the commercial area along High Street east of the river. VE study participants developed two variations of Alternative 14 east of the Fox River. One variation would intersect Washington Street but raise the elevation of the street by 5.5 feet to reduce the steepness of the bridge grade from the west side of the river to the east side. The elevation of Washington Street would be raised by adding fill between Mueller Street and Clay Street. The second variation would be on a bridge over Washington Street. This alternative would result in a bridge grade flatter than that of the alternative that would intersect Washington Street.

After reviewing the 31 preliminary alternatives, the VE study team validated the screening decisions described in this document. The team also developed Alternative VE-2. East of the river, VE-2 had an alignment similar to Alternative 14. West of the river, it tied into Bridge Street. The project team decided to evaluate Alternative 14 and Alternative VE-2 further based on the input received from the VE study team.

At the end of 2008, six alternatives remained under consideration: Alternatives 4a, 5b, 6b (In-Town South Alternatives), Alternative 9b (In-Town North Alternative), and Alternatives 14 and VE-2 from the VE study (Exhibit 7).

Second Screening Step: Six Alternatives down to Two

The six alternatives carried forward for additional consideration at the end of 2008 were renamed to facilitate identification. Table 5 lists the former and current names of the six alternatives. From late 2008 to spring 2009, the project team conducted additional engineering design on the six alternatives. The design work developed a profile (grade) for each alternative and a corridor wide enough to accommodate the needed travel lanes, turn lanes, and sidewalks on the bridge and approach roads. The project team also identified potential displacements associated with each alternative.

In the spring and early summer of 2009, the project team sought input from the Village Board, Wrightstown School District, Wrightstown Historical Society, Wrightstown Business Alliance, the Project Advisory Committee, and the public at the third public information meeting. Based on input from these groups and the impacts of the six alternatives, the project team eliminated Alternatives 2, 3, 4, 5 (intersect Washington Street), and 6 from further consideration. Table 6 summarizes the reasons for dismissing the alternatives.

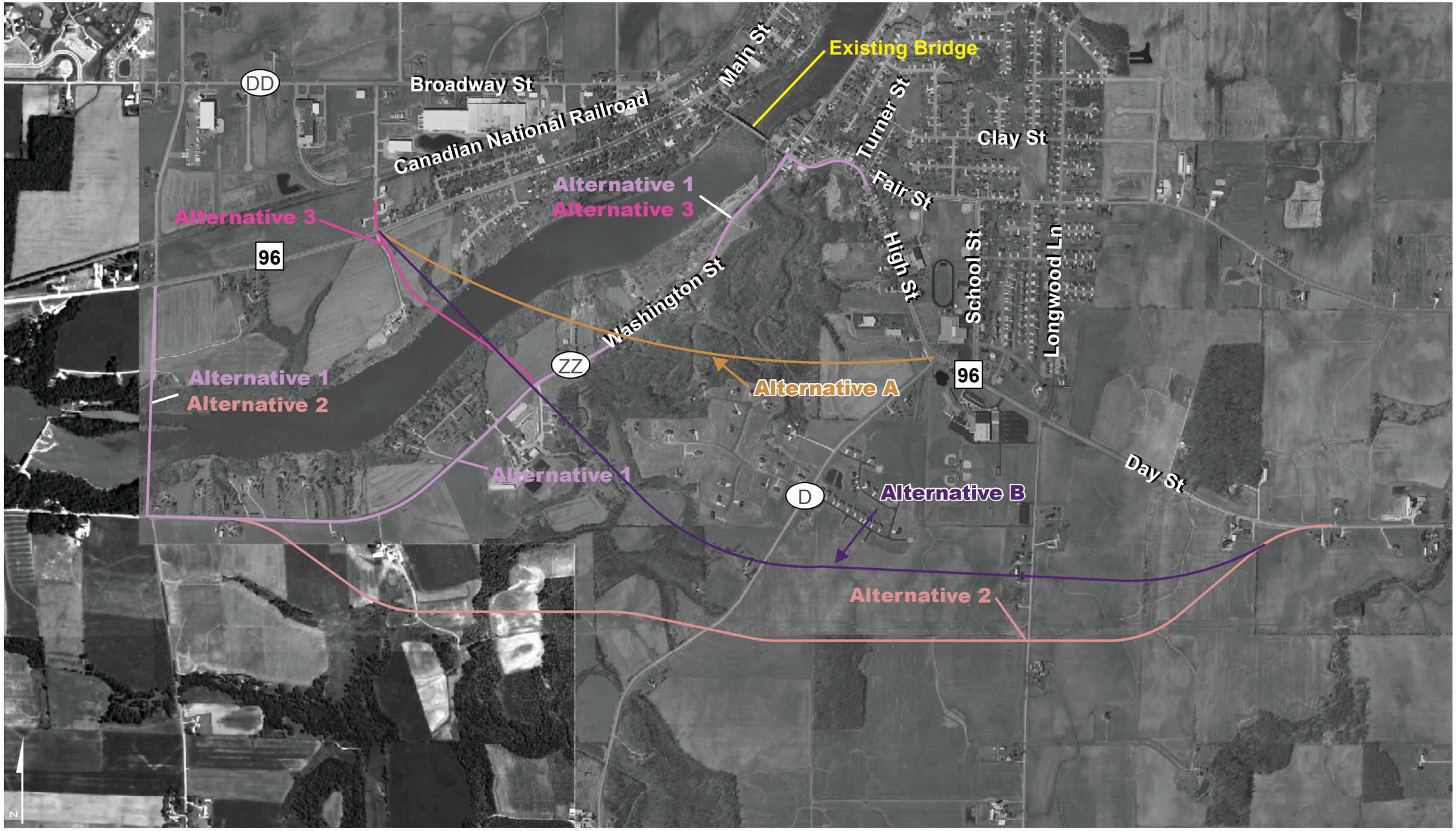
TABLE 5
Alternative Names

Old Name	New Name
4a	1
5b	2
6b	3
9b	4
14	5 (intersect Washington St. / on a bridge over Washington St.)
VE-2	6

Of the six remaining alternatives, the DNR supported only Alternative 3, which was eliminated from consideration.

Third Screening Step: Two Alternatives down to One

From summer 2009 through summer 2010, the project team refined the design of Alternatives 1 and 5 providing a greater level of design than the corridor bands developed for the six alternatives. The earlier profiles were refined, and the type of intersections was determined for each alternative as well as the intersection configuration. The greater design detail allowed the project team to refine potential displacements. Several variations of Alternatives 1 and 5 were developed during this period with different intersection configurations and connections to the local street network. In November 2009, the project team presented the latest versions of Alternatives 1 and 5 to the Village Board. The project team also met with the U.S. Army Corps of Engineers (COE) in November to discuss Alternatives 1 and 5. The COE said that it would consider Alternative 5 as the avoidance alternative because it avoids wetland impacts. In December 2009, the Village sent a letter to WisDOT requesting Alternative 1 to be moved south into the Plum Creek to reduce the number of relocations



WIS 96 & Fox River Bridge & Approaches Corridor Study

Brown County

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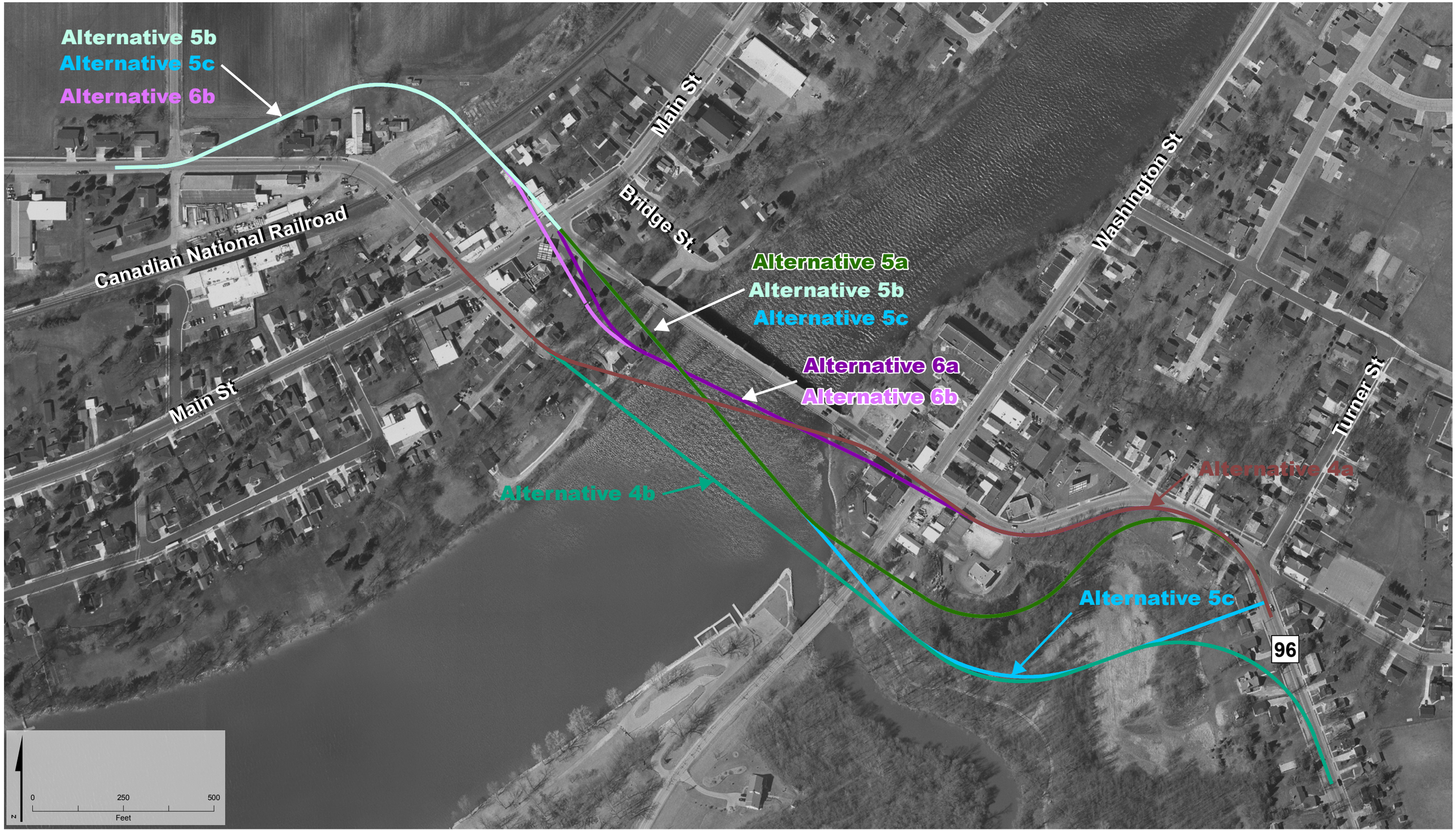
EXHIBIT 3

Far South Preliminary Alternatives



WIS 96 & Fox River Bridge Approaches Corridor Study

Brown County

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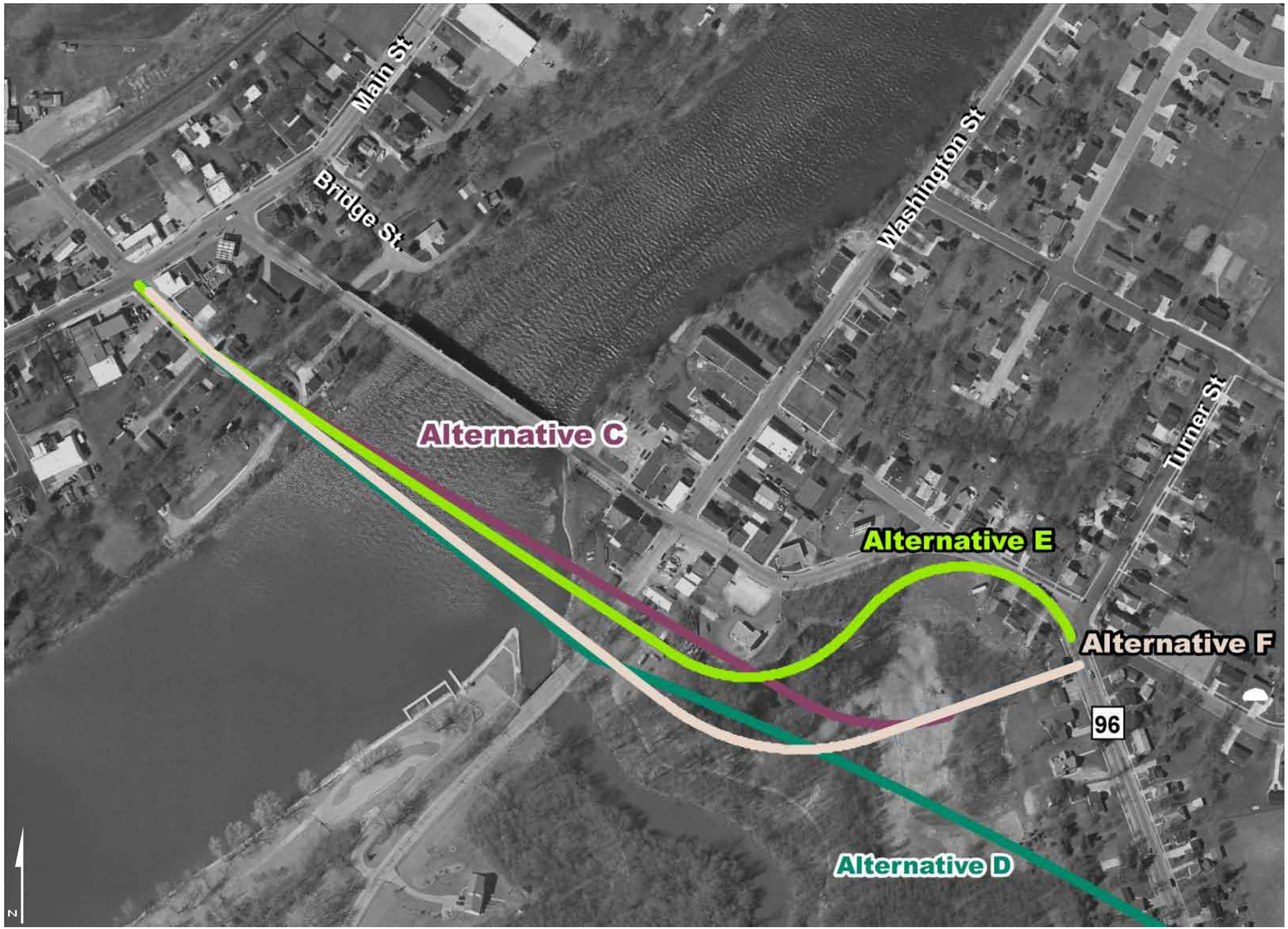
EXHIBIT 4A

In-Town South Preliminary Bridge Alternatives



WIS 96 & Fox River Bridge & Approaches Corridor Study

Brown County

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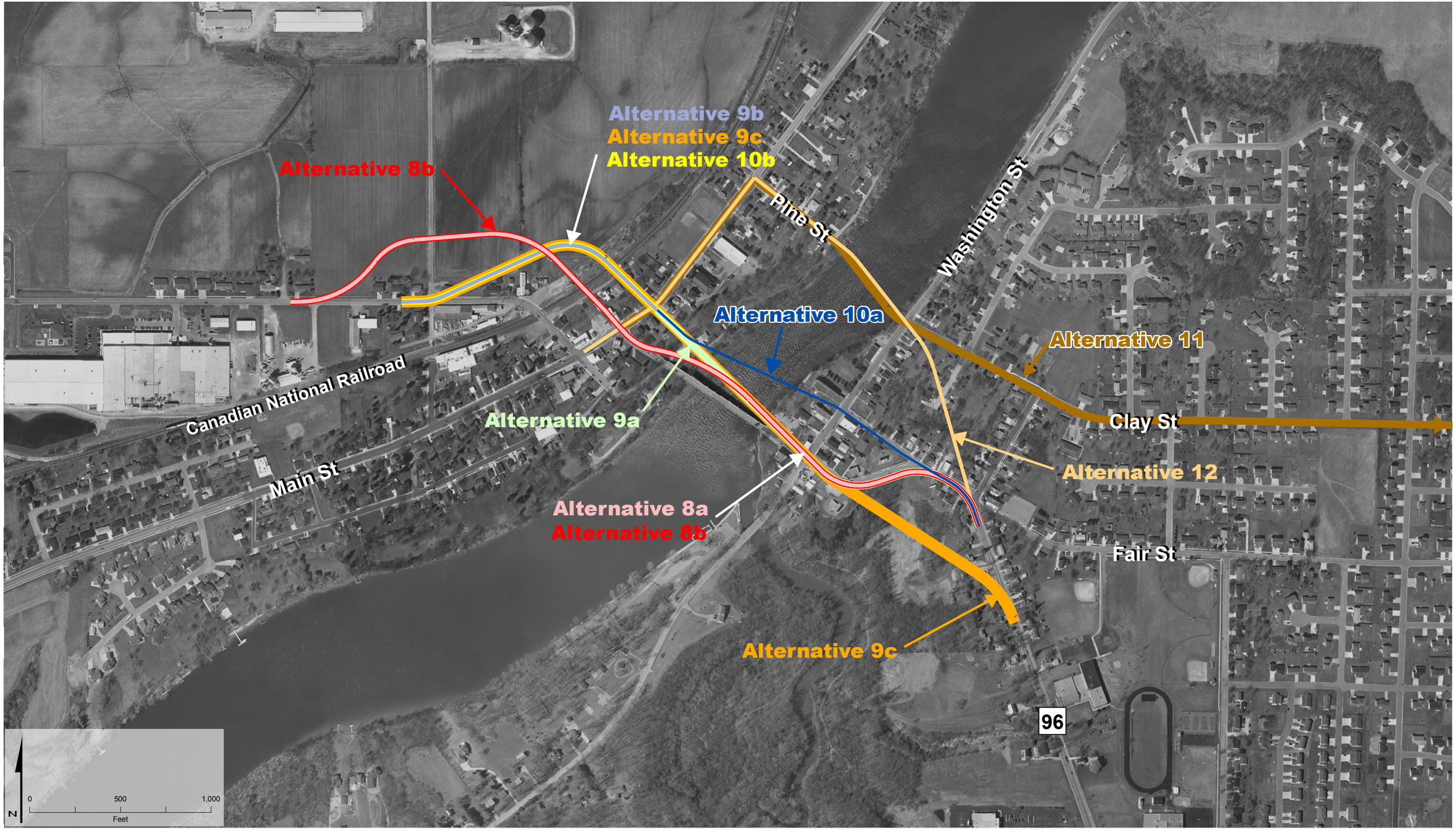
EXHIBIT 4B

In-Town South Preliminary Bridge Alternatives



WIS 96 & Fox River Bridge Approaches Corridor Study

Brown County

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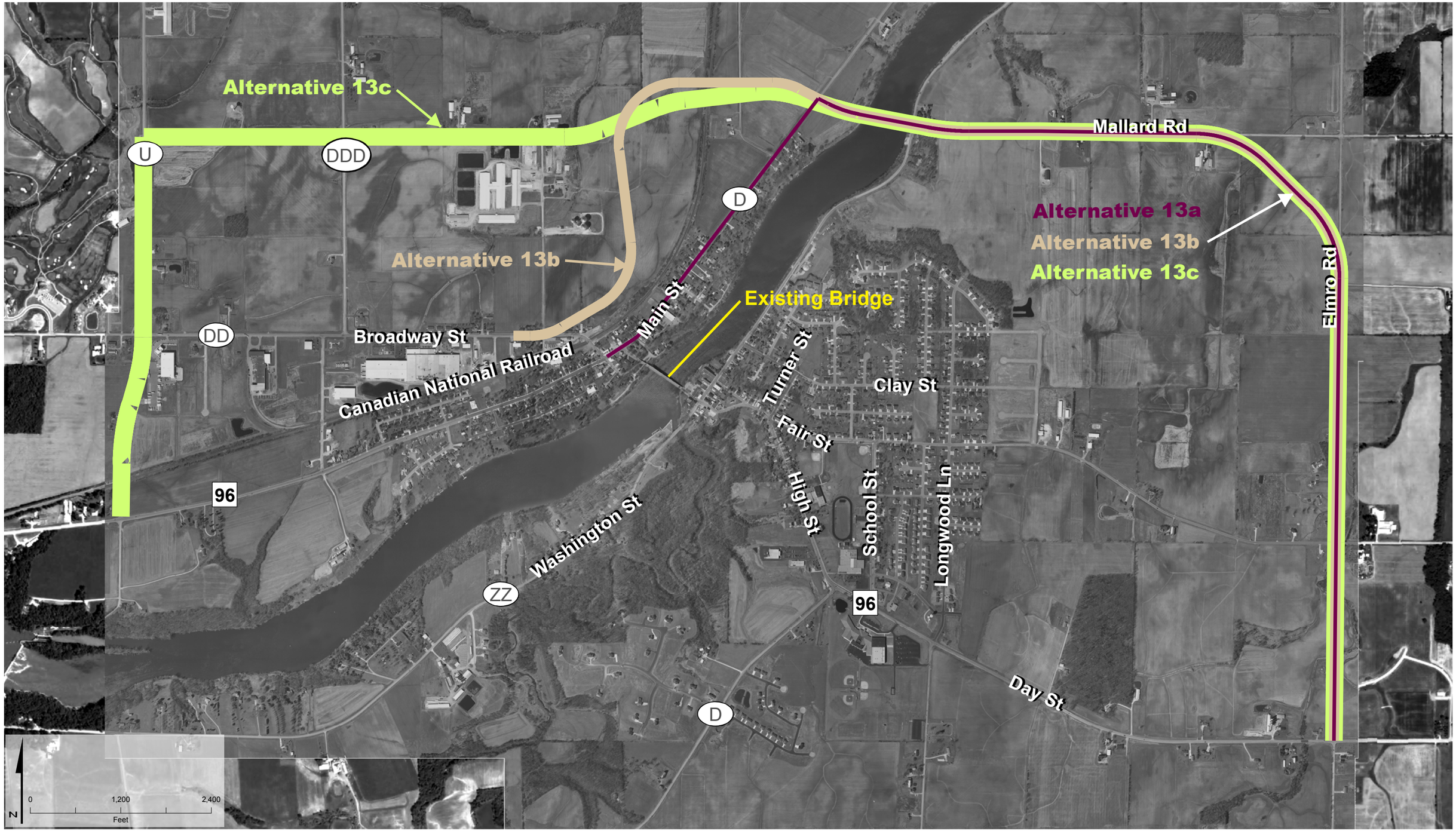
EXHIBIT 5

In-Town North Preliminary Bridge Alternatives



WIS 96 & Fox River Bridge Approaches Corridor Study

Brown County

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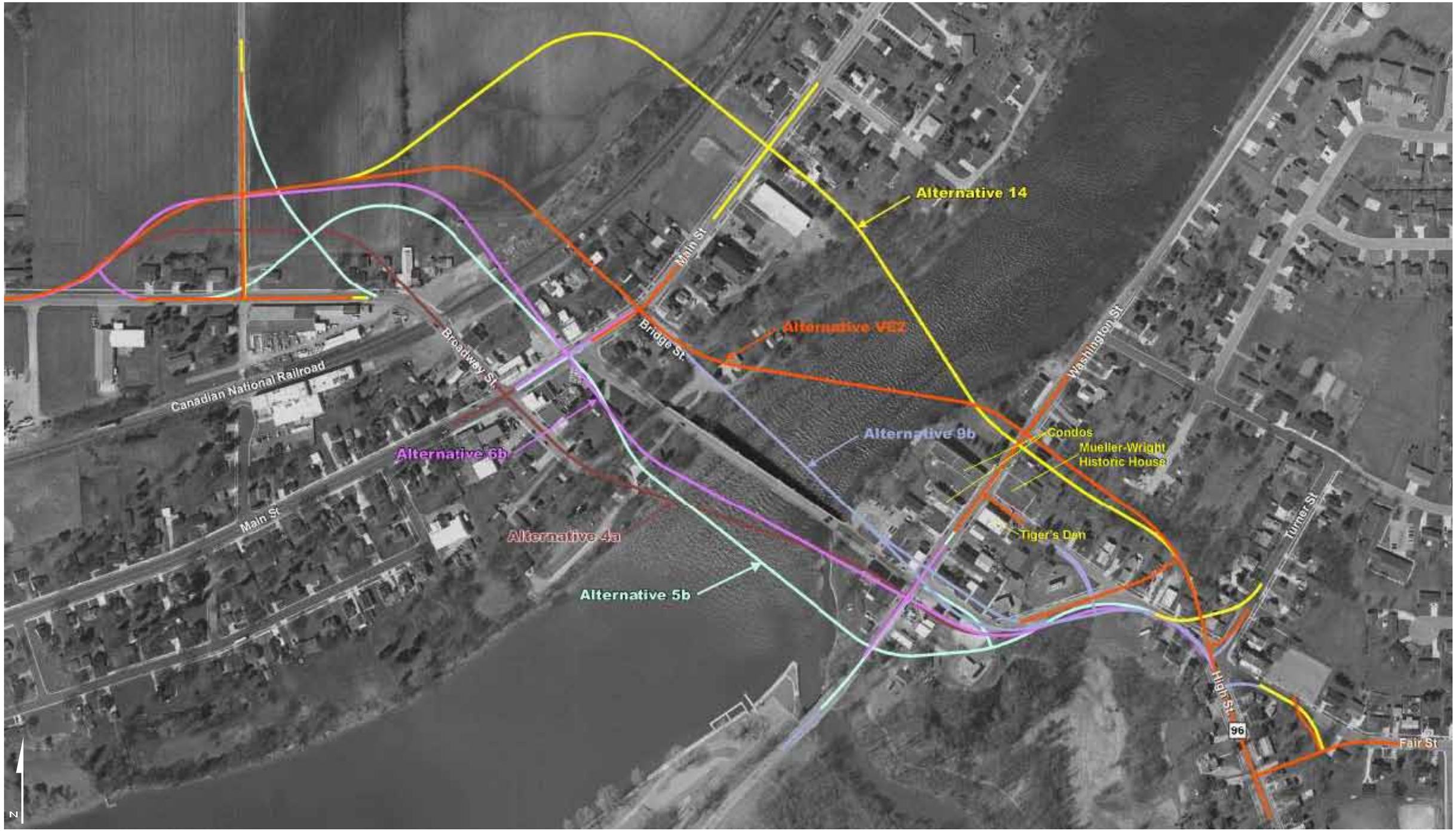
EXHIBIT 6

Far North Bridge Alternatives



WIS 96 & Fox River Bridge & Approaches Corridor Study

Brown County

TBG012011032255MKE 07_WIS96_EA_Remaining_Prelim_Alts_03 05.18.11 CAE

EXHIBIT 7

Remaining Preliminary Alternatives (End of 2008)

TABLE 6
Why Alternatives Were Eliminated

Alternatives	Reasons for Eliminating	Village/Brown Co./Public Input
2 and 3	Do not address existing bridge grade (4.9 vs. 5.2 percent) Would maintain the same horizontal and vertical geometry east of the river Alternative 2 would displace 11 businesses and 5 residences Alternative 3 would displace 9 businesses and 3 residences	Opposed by the Village Board, Brown County, and the Wrightstown Area Business Alliance One person supported Alternative 2, two people were against both Alternatives 2 and 3
4	Would displace 8 businesses on the north side of High Street and 5 residences	Opposed by the Village Board, Brown County, and the Wrightstown Area Business Alliance. Five public comments received, all opposed
5 intersects Washington St.	Would raise elevation of Washington St. 5.5 feet, but would not address existing bridge grade (4.2 vs. 5.2 percent) Would displace 3 businesses and 9 residences	Opposed by the Village Board and Brown County
6	Would move the Village's busiest intersection in front of St. Clare's School and Parish	Opposed by the Village Board, Brown County, St. Clare's School and Parish, and 16 people at PIM No.3

and to improve the geometry of that alternative (Appendix A). In January 2010, WisDOT met with DNR and the COE to discuss the revised version of Alternative 1 that was moved south on structure into the Plum Creek wetlands, another version of Alternative 1, and the latest version of Alternative 5. In a letter to the Village of Wrightstown of February 2010, the DNR stated that until more information more information is received about the method of constructing Alternative 1 and stormwater control, the DNR could not determine if Alternative 1 would meet the intent of the DOT/DNR Cooperative Agreement to avoid and minimize environmental impacts (Appendix A). By the June 2010 public information meeting, Alternatives 1 and 5 had generally reached their final form (Exhibit 8)**.**

After evaluating input from the June 2010 public information meeting and the Village's letter to WisDOT of July 7, 2010 (Appendix A), and comparing the alternatives' socioeconomic, environmental, and engineering features, WisDOT identified Alternative 1 as its preferred alternative in August 2010. Both alternatives would be equally effective in addressing the existing bridge's steep grade and the horizontal and vertical deficiencies along WIS 96 east of the Fox River, and both would improve traffic operations east and west of the river. Alternative 1 was selected as the preferred alternative, because Wrightstown and WisDOT viewed it as less disruptive to community cohesion than Alternative 5. In fall 2010, WisDOT sent the DNR and COE a memorandum explaining the decision process that lead to Alternative 1 being identified as the preferred alternative.

3. Description of Proposed Action (attach project location map and appropriate graphics):

The project study limits are the County U/County DD intersection on the west and the WIS 96/County D intersection on the east (Exhibit 9). WisDOT has identified Alternative 1 as its preferred alternative because it provides the best balance between addressing the project's key need factors (wider facility, flatter bridge grade, better horizontal and vertical alignment east of the Fox River, safer and more efficient intersections at Fair Street and Broadway Street) and limiting commercial and residential impacts.

The west construction limit for the preferred alternative is 245 feet west of CN Railroad track. From that point, Broadway Street would be reconstructed within existing right-of-way and the elevation raised 0.6 foot to reduce the hump at the railroad. The access points along Broadway Street west of the railroad would be maintained. East of the railroad, Broadway Street would be raised 3.3 feet. From the Main Street (WIS 96) intersection through the CN Railroad tracks, Broadway Street would be realigned about 35 feet to the northeast creating a new railroad crossing and improving sight distance east and west of the tracks for autos and large trucks.

The stop-controlled WIS 96/Broadway Street intersection would be reconstructed as a roundabout. Sidewalks would be reconstructed within the influence area of the roundabout to accommodate pedestrians and bicyclists. In the northeast quadrant of the intersection, the 14-foot-wide multi-use path on the new bridge would be extended into the intersection and tied into the existing sidewalk system. The 1,855-foot bridge would cross the Fox River at Broadway Street, one block south of its current location. The bridge would cross over Washington Street about 400 feet south of the WIS 96/Washington Street intersection before curving slightly north and terminating at a new intersection with Fair Street. The proposed bridge would have five piers in the Fox River, same as the existing bridge. The bridge would be about 70 feet wide and have two 12-foot travel lanes separated by an 8-foot marked median and 6-foot outside shoulders. It also would have a 6-foot-wide sidewalk on the south side of the bridge and a 14-foot-wide multi-use path on the north side. East of Washington Street, the bridge would remain on piers until the Fair Street intersection.

The proposed Fair Street intersection would also be constructed as a roundabout. Fair Street would be realigned slightly to the south as it joins the roundabout and Turner Street would be closed near its current intersection with High Street.

Like the west side roundabout, provisions would be made for pedestrians and bicyclists, and the multi-use path would be tied into the existing sidewalk system. High Street (WIS 96) would be reconstructed from the proposed roundabout to a point east of the High Street/Mueller Street intersection. Properties along High Street would maintain their current access to High Street. Exhibits 10A and 10B show the preferred alternative**.**

Following construction of the proposed action, WisDOT would completely reconstruct High Street from the Fox River to the terminus of the proposed action shown on Exhibit 10B and turn over jurisdiction of the roadway to Brown County. As part of that work, all existing pavement and base course would be removed and replaced and utilities would be replaced. WisDOT will determine whether existing curbs and sidewalks should also be replaced. No profile changes are proposed on High Street or Washington Street, but WisDOT would examine options to create better lane alignment on High Street east and west of Washington Street.

4. In general terms, briefly discuss the construction and operational energy requirements and conservation potential of the various alternatives under consideration. Indicate whether the savings in operational energy are greater than the energy required to construct the facility:

Construction energy is that required in raw materials and equipment to build or maintain the bridge and highways. Operational energy is the direct consumption of fuel by vehicles using the roadway. Fuel usage is affected by vehicle type, roadway grades, and other geometric characteristics: speed, congestion and queuing caused by high traffic volumes and intersection stop conditions. The preferred alternative would require construction energy for excavating, filling, hauling, and pavement construction, and manufacturing the materials needed for construction. The No-Build Alternative would require long-term expenditure of construction energy to maintain the WIS 96 Bridge and approach roads in a usable manner. The repair to a segment of deck failure on the bridge in February 2009 is an example of the construction energy that would be expended under the No-Build Alternative. The construction energy required to construct the preferred alternative would be offset due to new pavement (reduced maintenance), uniform travel speed, and reduced delay and more efficient traffic operations in crossing the bridge. The inefficient movements through the WIS 96/Broadway Street and WIS 96/High Street intersections to access the bridge will be replaced with a more efficient WIS 96/Broadway Street intersection and direct access from Broadway Street to the proposed bridge.

5. Describe existing land use (attach land use maps, if available):

a. Land use of properties that adjoin the project:

Beginning at the County U/County DD intersection, the west study terminus, there is agricultural land with scattered residential development along the north side of County DD and industrial development along the south side. From the WIS 96/Broadway Street intersection to the west end of the bridge, land uses adjacent to the highway are mostly commercial with some institutional uses (Village Hall, police department, post office) and residential uses. North of the WIS 96/High Street intersection along County D land uses are also primarily residential with a parochial school and church located near the County D intersection with Pine Street.

East of the river, land use adjacent to WIS 96 is primarily commercial to the Mueller Street intersection. This is one of the main commercial areas of the village. Traveling east of the Mueller Street intersection, the adjacent land use is residential until reaching the elementary school campus. East of the elementary school is the middle school, then the high school near the western project terminus. A supermarket and commercial strip mall is located adjacent to the south side of WIS 96 in this area. The Plum Creek corridor with its wetlands and floodplain east of Washington Street is the largest natural area in the project area.

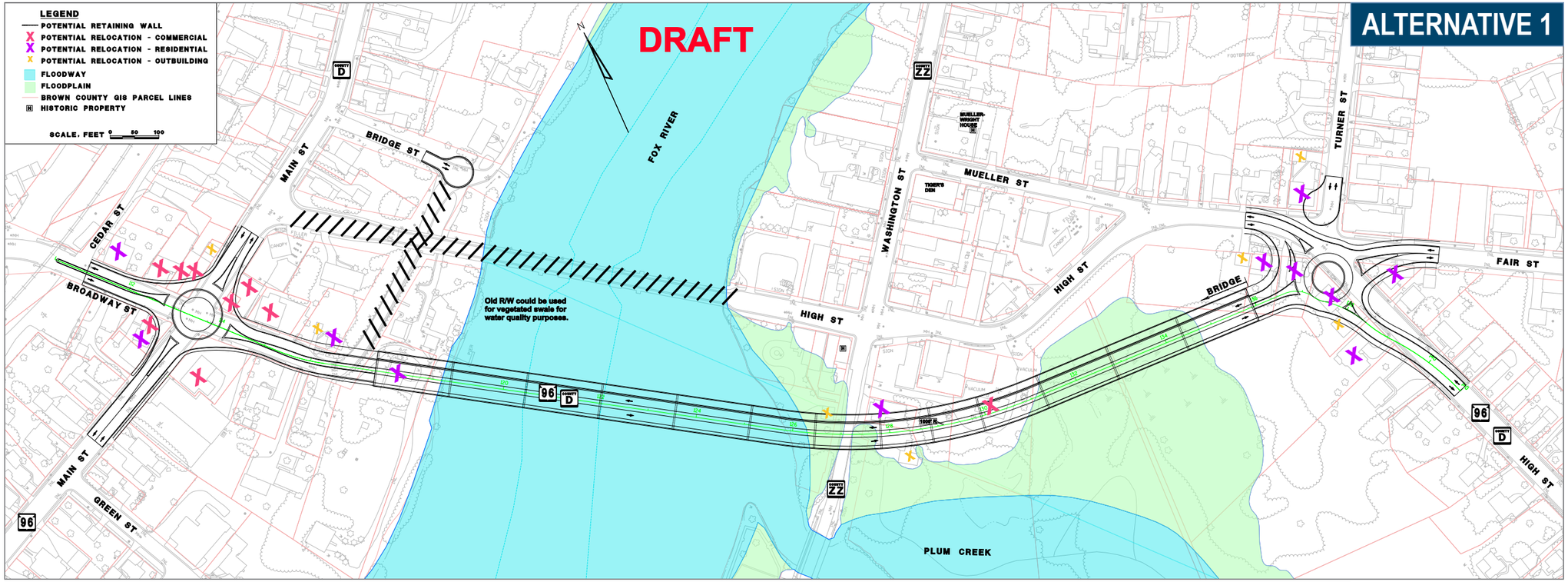
Existing land use is illustrated in Exhibit 11 and future land use in Exhibit 12. On June 25, 2008, the project team met with representatives from the Village and Brown County, which functioned as the Village's land use planner to discuss land use trends and the preliminary alternatives' impacts on the future land use plan and Village services. Input from the meeting was used to screen the project's preliminary alternatives.

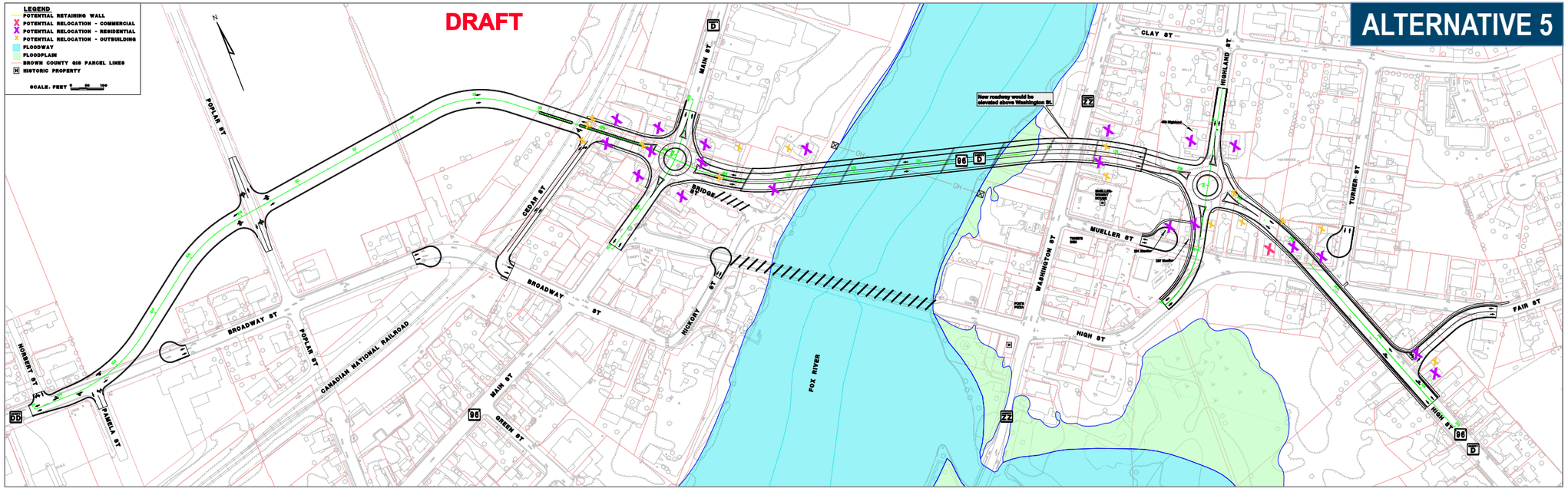
b. Land use surrounding project area:

Land use in the surrounding area within the Village of Wrightstown is mainly residential. Most of the commercial establishments in the Village are located along WIS 96 in the study area. Outside the Village, agriculture is the predominant land use.

6. Briefly identify adopted local or regional plans for the project area and zoning regulations. Discuss whether the proposed action is compatible with the plan or zoning:

Village of Wrightstown Comprehensive Plan (2003)—The proposed action is compatible with the elements of the Wrightstown Comprehensive Plan that call for traffic calming in the downtown area, making walking and biking viable transportation options, and redevelopment of downtown to promote biking and walking. It should be noted that the Plan does not specifically address a new bridge location.





WIS 96 & Fox River Bridge Approaches Corridor Study

Brown County

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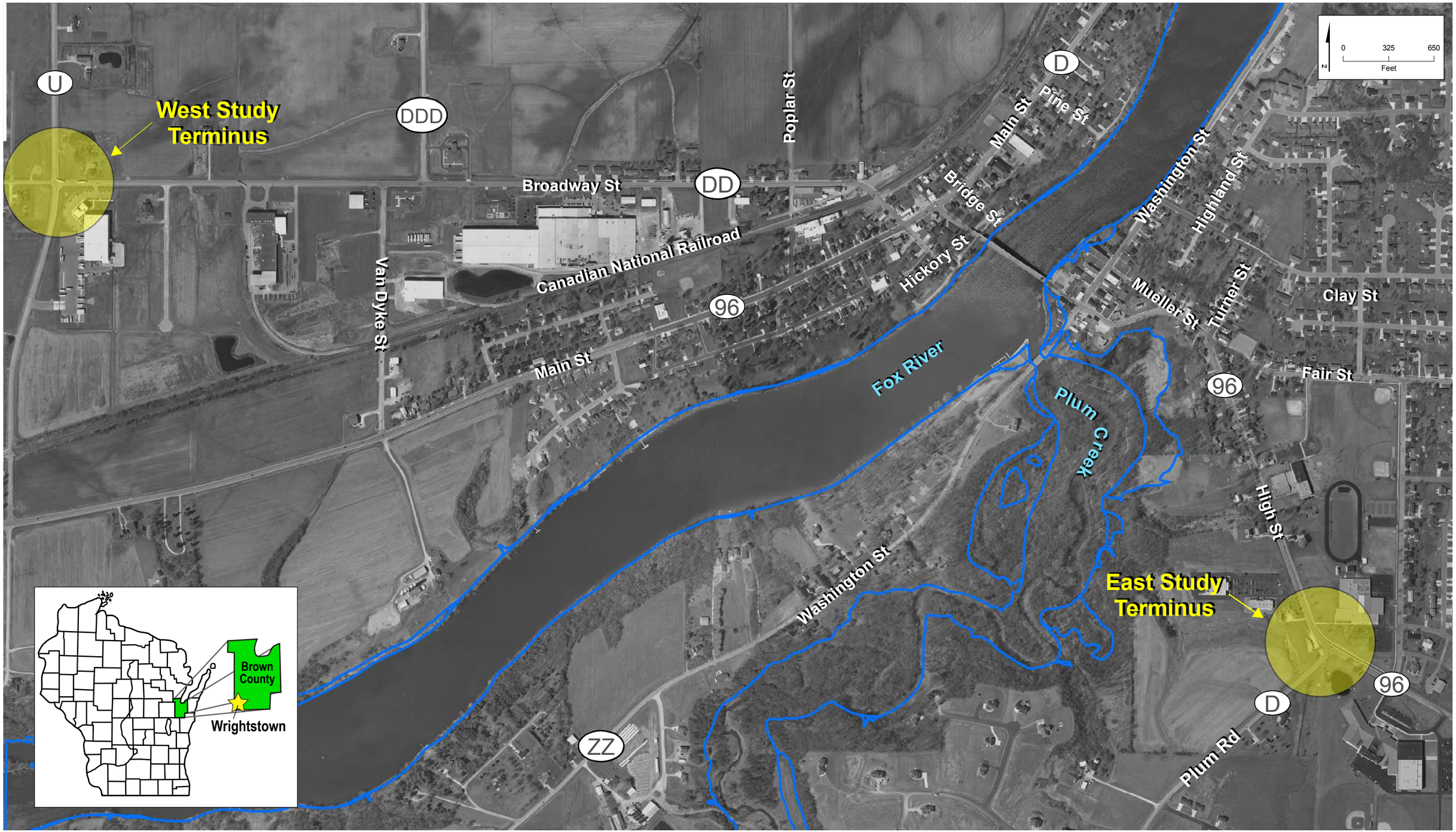
EXHIBIT 8

Alternatives 1 and 5



WIS 96 & Fox River Bridge Approaches Corridor Study

Brown County

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EXHIBIT 9

Project Location Map

WIS 96 & Fox River Bridge & Approaches Corridor Study

Brown County

TBG012011032255MKE 10A_WIS96_EA_Alternative_1-Preferred_Alt_04 05.18.11 CAE

EXHIBIT 10A

Alternative 1 - Preferred Alternative

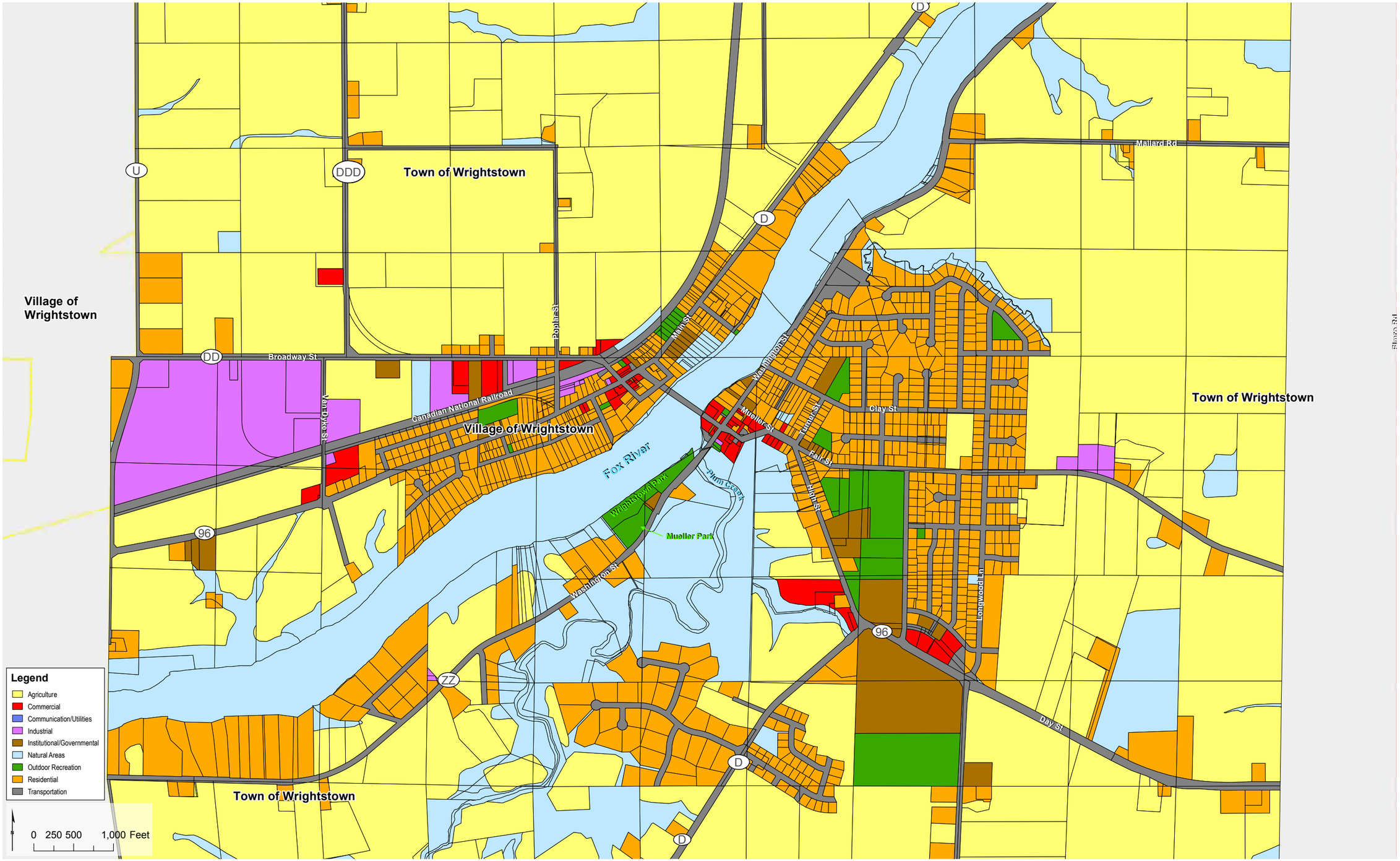
WIS 96 & Fox River Bridge Approaches Corridor Study

Brown County

TBG012011032255MKE 10B_WIS96_EA_Alternative_1-Preferred_Alt_05 05.20.11 CAE

EXHIBIT 10B

Alternative 1 - Preferred Alternative



WIS 96 & Fox River Bridge & Approaches Corridor Study

Brown County

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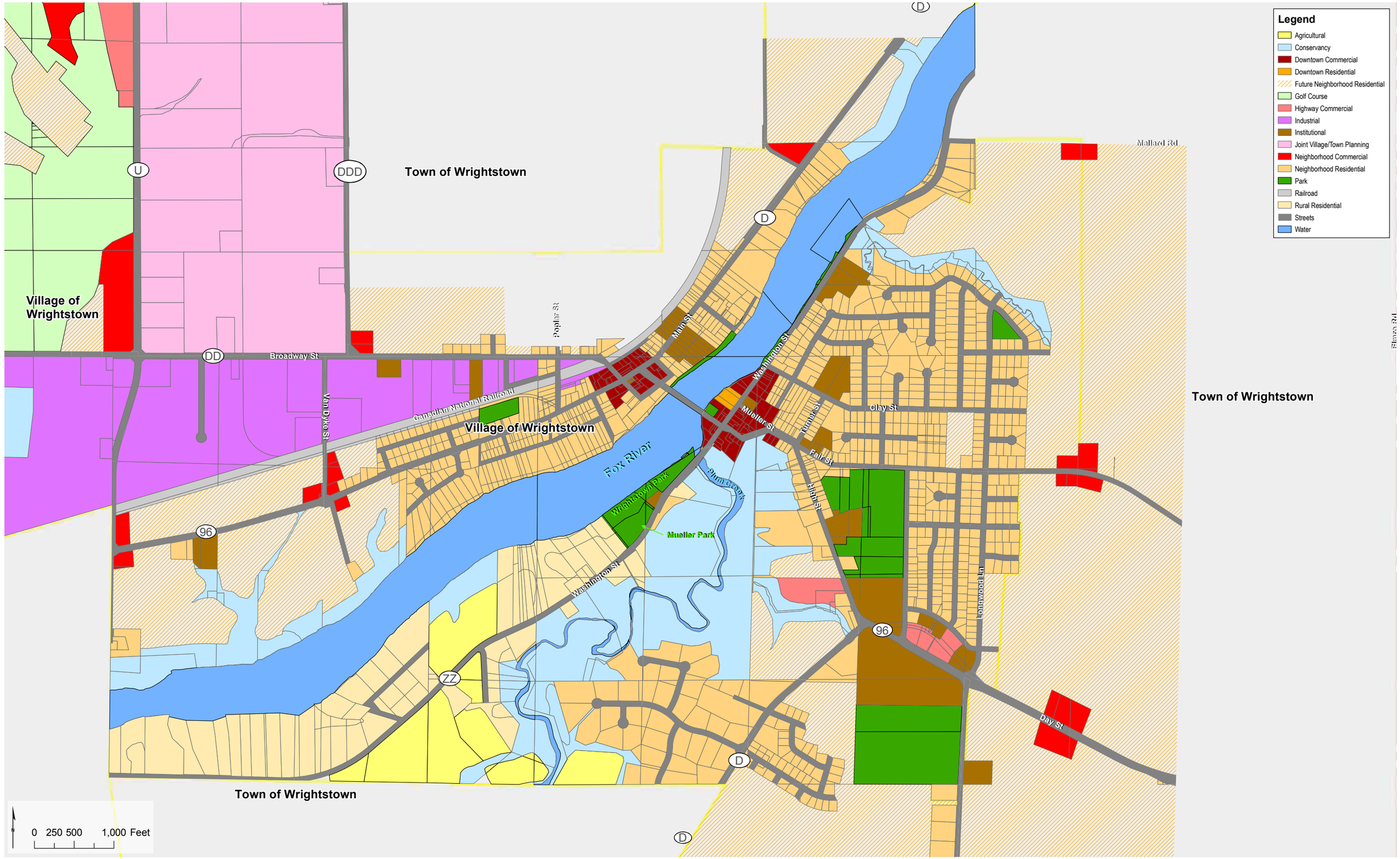
EXHIBIT 11

Existing Land Use



WIS 96 & Fox River Bridge & Approaches Corridor Study

Brown County

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EXHIBIT 12

Future Land Use

Village of Wrightstown Zoning Ordinance (1982)—The ordinance identifies zoning districts within the Village. The zoning ordinance does not regulate the improvement of transportation facilities within the Village.

Brown County Comprehensive Plan (2004)—While the comprehensive plan does not discuss the need for improvements to WIS 96 or a location for the improvements, it does encourage coordination with WisDOT on transportation projects involving bridges to ensure that pedestrian and bicycle facilities are constructed on new projects. The preferred alternative, with its sidewalk and multi-use path on the WIS 96 Bridge, would be compatible with the intent of that component of the comprehensive plan.

2009–2012 Statewide Transportation Improvement Program (WisDOT, January 2009)—The WIS 96 Fox River Bridge and Approaches project is included in the 2009–2012 STIP as a bridge replacement project.

7. Describe how the project development process complied with Executive Order 12898 on Environmental Justice. If populations of any group covered by EO 12898 are present in the project area, complete Factor Sheet B-4, Environmental Justice (Form DT2093):

How was information obtained about the presence of populations covered by EO 12898?	
☒ Windshield Survey	☒ Official Plan
☒ US Census Data	☐ Survey Questionnaire
☐ Real Estate Company	☒ WisDOT Real Estate
☒ Public Information Meeting	☒ Local Government
☐ Human Resources Agency Identify agency Identify plan, approval authority and date of approval	
☐ Other (Identify)	

a. ☒ **No - Populations covered by EO 12898 are not present in project area.**
b. ☐ **Yes - Populations covered by EO 12898 are present. Factor Sheet B-4 must be completed.**

The WIS 96 corridor is located completely within the Village of Wrightstown. The 2000 U.S. Census Bureau data indicate the following population characteristics for Wrightstown. Totals greater than 100 percent are due to persons reporting more than one race.

Village of Wrightstown

Total Population (2000)	1,934
White	97.1% of total population
Asian	0.9% of total population
Two or more races	0.8% of total population
Some other race	0.6% of total population
American Indian and Alaskan Native	0.4% of total population
Black or African American	0.3% of total population
Hispanic or Latino	1.8% of total population
Families below poverty level	3.5% of total population

According to 2000 U.S. Census Bureau data, the median household income for the Village of Wrightstown is $52,885 as compared to the 2010 national poverty guideline of $22,050 for households with four people (Department of Health and Human Services, 2010).

During the project's public involvement activities, the project team visited with residents/landowners in the project area who would be affected by the preferred alternative. There is no indication that the proposed improvements would affect any individuals, groups, or populations subject to environmental justice requirements. There are no environmental justice concerns with the proposed action.

8. Indicate whether individuals covered by Title VI of the 1964 Civil Rights Act, the Americans with Disabilities

a. Act or the Age Discrimination Act were identified: *Title VI prohibits discrimination on the basis of race, color, or country of origin.*

☒ No - Individuals covered by the above laws were not identified.
☐ Yes - Individuals covered by the above laws were identified.
  ☐ Civil Rights issues were not identified.
  ☐ Civil Rights issues were identified. Explain:

9. Briefly summarize public involvement methods:

a. Meetings.

Date	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. # Attendees
8/16/07	WisDOT	Project Advisory Committee	Wrightstown Elementary School	21
9/18/07	WisDOT	Project Advisory Committee	Wrightstown Elementary School	19
12/12/07	WisDOT	Public Information Meeting	Wrightstown Elementary School	75
2/12/08	WisDOT	Project Advisory Committee	Wrightstown Elementary School	22
4/09/08	WisDOT	Public Information Meeting	Wrightstown Elementary School	80
8/13/08	WisDOT	Project Advisory Committee	Wrightstown Elementary School	14
8/26/08	Wrightstown	Village Board	Wrightstown Elementary School	10
12/8/08	WisDOT	Project Advisory Committee	Wrightstown Elementary School	21
5/5/09	Wrightstown	Village Board	Wrightstown Elementary School	20
6/11/09	WisDOT	Public Information Meeting	Wrightstown High School	140
11/10/09	Wrightstown	Village Board	Wrightstown Elementary School	19 (69 residents)
12/8/09	WisDOT	Project Advisory Committee	Wrightstown Elementary School	21
4/27/10	WisDOT	Project Advisory Committee	Wrightstown Elementary School	20
6/15/10	Wrightstown	Village Board	Wrightstown Elementary School	17
6/23/10	WisDOT	Public Information Meeting	Wrightstown High School	150

b. Other methods, describe:

Newsletters, web sites, press releases, etc.

Newsletters were sent to the project mailing list prior to each public information meeting. The mailing list included property owners within the study area, local and state officials, regulatory agencies, and other stakeholders. The newsletters provided a project update and announced the time and location of the upcoming public meeting. Posters were placed at various community facilities and businesses in Wrightstown announcing the public meetings. Advertisements and legal notices were placed in local papers (including the *Wrightstown Area Spirit* and *Wrightstown Post-Gazette*) to announce upcoming public meetings. At the public meetings, handouts summarized the key information presented.

The study team used the following public involvement tools to obtain feedback from the community:

- Web page providing up-to-date project information, project contacts, and public meeting information.
- Phone numbers and e-mail addresses of project team members.
- Pre-addressed comment forms at all public meetings.

c. Identify groups that participated in the public involvement process. Include any organizations and special interest groups:

During the course of the project, several meetings were conducted with local groups to inform them about the project and to listen to their comments. A Project Advisory Committee consisting of local homeowners, business representatives, community-based organizations, emergency service providers, surrounding local governments, and school representatives was established. The role of the committee was:

- To provide local insights on transportation system deficiencies, land use, economic and environmental issues
- To act as a liaison between those they represent and the project team
- To ensure project alternatives address local transportation needs
- To participate actively in a consensus-building process

Seven Project Advisory Committee meetings were conducted during the study. See table above.

Specific community groups that participated in the public involvement process include the Wrightstown Historical Society, Wrightstown Area Business and Community Alliance, St. Clare's Parish, St. John's Evangelical Lutheran Church, Wrightstown Community School District, local emergency services, surrounding towns, and local snowmobile organizations. The meetings with the local snowmobile clubs and DNR/County snowmobile representatives resulted in the multi-use path on the north side of the bridge that will accommodate snowmobiles.

d. Indicate plans for additional public involvement, if applicable:
A public hearing will be conducted following the approval of this environmental assessment (EA). The project team will send a newsletter announcing the availability of the EA for review and the public hearing. Similar information will be placed in the *Wrightstown Area Spirit* and other regional media outlets. The public hearing will provide the public the opportunity to comment on the preferred alternative and any other information in the EA. The preferred alternative functional plans will be available for review at the public hearing.

10. Briefly summarize the results of public involvement:

a. Describe the issues, if any, identified by individuals or groups during the public involvement process:
Most of the comments received during the project's public involvement outreach were about the alternatives under consideration. After developing the full range of preliminary alternatives (early 2008 to summer 2008), there were three phases in the alternatives screening process: (1) screening from 31 alternatives to 6, (2) screening from 6 alternatives to 2, and (3) selecting the preferred alternative.

Of the public meetings listed under question 9a, those occurring between late 2008 and early summer 2009 involved screening from 31 alternatives to 6, those occurring between late summer 2009 and late 2009 involved screening from 6 alternatives to 2, and those meetings occurring between early 2010 and late summer 2010 involved identifying the preferred alternative. The following summarizes the key public issues identified during each alternatives screening phase:

- Screening from 31 alternatives to 6—The Village of Wrightstown, the Project Advisory Committee, emergency service providers, the Wrightstown School District, and most study area residents supported the In-town North or In-town South alternatives and were opposed to the Far South and Far North alternatives. Because there was to be only one bridge in Wrightstown, most commenters viewed the out-of-distance travel associated with a bridge at the extreme north or south end of the Village as a fatal flaw. In part, the Village's opposition to the out-of-town alternatives was based on the potential cost to the community to provide sewer and water to areas that might develop along the realigned WIS 96. Some residents, however, supported the Far South Alternatives as a way to eliminate heavy trucks and large agricultural vehicles from the downtown, and as a way to spark development within the Village.

  There was less intense debate on the In-town South and In-town North alternatives. With their general central location, some groups like emergency service providers and the Wrightstown School District indicated any of the alternatives could serve their needs. The Village expressed a preference for alternatives that would minimize residential impacts.

- Screening from 6 alternatives to 2—Alternatives 1, 5, and 6 received the most input. Because of its alignment immediately north of St. Clare's School, there was nearly uniform opposition to Alternative 6 from the public and St. Clare's Parish. Those opposed to this alternative noted that increasing traffic in front of the church and school would create safety issues because of the number of people crossing between the church's parking lot and school's playground west of Main Street and the church and school east of Main Street. Supporters of Alternative 5 viewed it as a better solution to the geometric issues east of the Fox River than Alternative 1. Alternative 1 supporters viewed Alternative 5 as too disruptive to neighborhoods.

- Selecting the preferred alternative—Because Alternatives 1 and 5 had survived the previous screening step, the same public positions about the alternatives continued at the start of the final screening step. In late 2009, the Village of Wrightstown sent a letter to WisDOT expressing concern about both alternatives (Appendix A). The Village asked WisDOT to develop a new version of Alternative 1 that would minimize displacements and address the geometric deficiencies east of the Fox River by moving the alignment south into the Plum Creek corridor. To minimize wetland impacts, the Village asked that WIS 96 be placed on structure through the wetlands. Following the alignment change, the village supported Alternative 1, and at the last public information meeting Alternative 1 had more support than Alternative 5.

Input received at public meetings and Project Advisory Committee meetings not directly related to project alternatives included the following:

- Safety issues at the County DD (Broadway Street), County D and County ZZ (Washington Street) intersections with WIS 96 for traffic and pedestrians
- Better accommodations for pedestrians and bicyclists along WIS 96
- Addressing the geometric problems along WIS 96 east of the Fox River and the grade of the WIS 96 Bridge
- The volume of large trucks passing through the Village and the safety problems, and the noise and smell they generate
- Large farm vehicles blocking oncoming traffic on the WIS 96 Bridge
- Minimizing residential impacts
- Accommodating snowmobiles on the proposed bridge

Briefly describe how the issues identified above were addressed:

To gain a deeper understanding of the origins and destinations of WIS 96 Bridge users and the potential impact of moving the bridge from its central location in the village, WisDOT conducted a traffic study in summer 2008. The study determined that a large number of the traffic on the bridge is destined for locations very close to the bridge. In addition, the study found that commuters using the bridge generally were evenly divided between those traveling to Green Bay and those traveling to the Fox Valley. As a result, the study determined that a major bridge relocation to the north or south would not achieve any substantial travel efficiencies for users. The study results were used as partial justification for eliminating the Far South and Far North alternatives.

To address the opposition to Alternative 6, WisDOT eliminated the alternative from further consideration.

Based on the Village's December 2009 letter to WisDOT requesting changes to the Alternative 1 alignment, WisDOT redesigned the alternative and it ultimately was identified as the preferred alternative.

11. Local/regional government coordination:

a. Identify units of government contacted and provide the date coordination was initiated:
The correspondence identified in the table below is found in Appendix A.

Unit of Government	Coordination Correspondence Attached?	Coordination Initiation Date	Coordination Completion Date	Comments
Wrightstown Police Department	Yes	June 3, 2008	August 4, 2008	Letter sent by WisDOT inquiring how preliminary alternatives would affect the department's operations. Included exhibit showing the preliminary range of alternatives. Followup letter sent on **July 14, 2008**. E-mail from police department to WisDOT indicating the bridge should be wide to accommodate a fast growing area and the types of traffic that will use the bridge over the next 50 years. Must be wide enough to accommodate large equipment using the bridge without impeding traffic flow from the other direction. The new bridge should not have a large slope that leads to accidents.
Brown County Sheriff's Department	Yes	June 3, 2008	July 17, 2008	Letter sent by WisDOT inquiring how preliminary alternatives would affect the department's operations. Included exhibit showing the preliminary range of alternatives. A followup letter sent on **July 14, 2008**. Letter from the sheriff's department to WisDOT stating that the out of town alternatives could adversely affect response time to village residents.
Outagamie County Sheriff's Department	Yes	June 3, 2008	No response	Letter sent by WisDOT inquiring how the different alternatives would affect the department's operations. Included exhibit showing the preliminary range of alternatives. A follow-up letter was sent on **July 14, 2008**.
Wrightstown Fire Department	Yes	June 3, 2008	July 24, 2008	Letter sent by WisDOT inquiring how the preliminary alternatives would affect the department's operations. Included exhibit showing the preliminary range of alternatives. Followup letter was sent on **July 14, 2008**. E-mail sent to WisDOT from Wrightstown fire chief stating main concern is easy access for the department and ability to access the location where the bridge touches on the east side of the river. Access to Washington Street is important since the service area is expanding to the south and west.

Unit of Government	Coordination Correspondence Attached?	Coordination Initiation Date	Coordination Completion Date	Comments
Wrightstown Community School District	Yes	June 11, 2008	May 1, 2009	Letter sent from WisDOT asking about the impact the preliminary alternatives would have on the district, specifically the transporting of students. ***August 6, 2008***—Letter from school district stated that all options, outside of replacing the existing bridge, satisfy safety concerns. Far North and Far South options would add time to student transport across the river. All remaining alternatives meet the connectivity and effective transportation needs of the district, but Alternative 6 would cause safety issues for the students of St. Clare's.
Greenleaf Volunteer Fire Department	Yes		May 19, 2008	***May 19, 2008***—Letter from fire department to WisDOT outlining concerns with initial range of alternatives. Supports a bridge crossing south of the Village to allow for swifter access to the Town of Wrightstown and the ability to not have to travel through the Village when responding to calls in the town.
Brown County Highway Department and Planning Comm.	Yes		May 18, 2009	Letter from Brown County Highway Department and Brown County Planning Commission supporting Alternatives 1 and 5 over Washington Street.
Village of Wrightstown	Yes	June 30, 2008	July 7, 2010	Meetings were held with Village Board throughout the alternatives development and screening process (August 26, 2008 May 5 and November 10, 2009, and June 15, 2010) to obtain their input. WisDOT received letters from the village on **October 20, 2008** with their input on the preliminary range of alternatives, on **December 2, 2009**, with a request to revise the Alt. 1 alignment, and on **July 7, 2010** stating their support for Alternative 1 as the preferred alternative.
Town of Buchanan, Town of Kaukauna, Town of Lawrence, Town of Rockland, Town of Wrightstown		June 3, 2008	June 11, 2008	Letter sent from DOT inquiring how the different alternatives would affect each town. Letter from the Town of Buchannan stating it would like to see placement of the bridge as far to the west as possible. No correspondence was received from the other towns.

b. Describe the issues, if any, identified by units of government during the public involvement process:
The issues identified by local units of government are found in the "comments" column of the table above.

c. Briefly describe how the issues identified above were addressed:
Requests by emergency service providers for a sufficiently wide bridge centrally located in the Village were satisfied by the design and location of the preferred alternative.

d. Indicate any unresolved issues or ongoing discussion:
None.

Basic Sheet 3

Coordination

	Coordination Required?	Correspondence Attached?	Comments Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed. If coordination is not required, state why.
INTERNAL WisDOT			
Bureau of Aeronautics	☒ No		Coordination is not required because the project is not located within 2 miles of a public or military use airport.
	☐ Yes		
Bureau of Rails & Harbors	☐ No		
	☒ Yes	No	A conference call was held in summer 2008 with the Bureau to discuss issues at the CN Railroad crossing on Broadway Street and the preliminary range of alternatives. Bureau representatives indicated a preference for alternatives that would require a new CN Railroad crossing rather than improving the existing crossing at Broadway Street because of the ability to more easily meet current standards at railroad crossings.
Regional Real Estate Section	☐ No		
	☒Yes	Yes	Coordination has been completed. Project effects and relocation assistance have been addressed. The project's Conceptual Stage Relocation Plan is found in Appendix B.
STATE AGENCY			
Agriculture (DATCP)	Yes	Yes	***October 8, 2007—***Initial Coordination letter sent to DATCP noting that the agency will be contacted later in the study to determine whether there is the need for the agricultural impact statement. ***June 10, 2008—***Second coordination letter sent to DATCP outlining the project's purpose and need and the preliminary range of alternatives. ***September 22, 2009—***Letter sent to DATCP noting that the project's only agricultural impacts would occur entirely within the corporate limits of the Village of Wrightstown. Because the project affects only agricultural land within the Village, WisDOT requested a letter from DATCP indicating that it would not prepare an agricultural impact statement for this project. ***September 25, 2009—***Letter from DATCP indicating an agricultural impact statement would not be prepared for this project.
Natural Resources (DNR)	Yes	Yes	***October 8, 2007***—Initial Coordination letter sent to DNR. ***October 30, 2007—***Letter from DNR responding to initial coordination letter noting interest in Plum Creek and associated wetlands and wildlife corridor. Provided information regarding potential floodplain issues. Opposes impacts to undeveloped areas along Plum Creek. ***June 10, 2008***—Second coordination letter sent to DNR outlining the project's purpose and need and preliminary range of alternatives. Asked for specific DNR input regarding impacts to the state threatened handsome sedge (*Carex formosa*).

	Coordination Required?	Correspondence Attached?	Comments Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed. If coordination is not required, state why.
			August 6, 2008—Letter from DNR providing comments on the preliminary alternatives. Meetings were held with DNR to discuss snowmobile issues, field review the Plum Creek corridor, discuss the revisions to Alternative 1 requested by Wrightstown, and discuss the preferred alternative selection.
State Historic Preservation Office (SHPO)	Yes	Yes	***September 29, 2010***—SHPO signed off on the archaeological survey and historical resources survey findings. ***September 29, 2010***—SHPO concurrence on the project area's eligible historic resources (Determinations of Eligibility).
OTHERS			
Fox River Navigational System Authority	Yes	Yes	***October 8, 2007***—Initial Coordination letter sent to FRNSA (included e-mail from agency as part of the 2006 feasibility study). ***June 10, 2008***—Second coordination letter sent to FRNSA outlining project purpose and need and preliminary range of alternatives. Asked the Authority to confirm the plan to open the Fox River locks for boating traffic and the 23-foot minimum navigational clearance. ***November 3, 2008***—Call to FRNSA, who confirmed that a 23-foot navigational clearance remains in place along the Fox River and that any temporary structure would need a 23-foot clearance.
Coastal Zone Mgmt	Yes	Yes	**October 5, 2009**—Letter sent to determine whether the CZMP will be reviewing this project. **January 3, 2011**—E-mail from CZMP indicating that because WisDOT is coordinating with DNR through the agencies' Cooperative Agreement, the Wisconsin Coastal Management will not review the project.
FEDERAL AGENCY			
Advisory Council on Historic Preservation	No	No	
U.S. Army Corps of Engineers (COE)	Yes	No	***November 5, 2009***—Meeting held to summarize the project purpose and the transportation deficiencies driving the project, and to review the alternatives development and screening process. ***January 21, 2010***—Meeting held to introduce the Village's requested changes to Alternative 1 and to compare the then current version of Alternatives 1 and 5. ***September 28, 2010***—Meeting held to provide an update on the project's preferred alternative and the reasons for its selection.
U.S. Environmental Protection Agency	No	No	
National Park Service (NPS)	No	No	
National Resource Conservation Service (NRCS)	Yes	Yes	***October 8, 2007***—Initial coordination letter sent to NRCS noting that the agency will be contacted later in the study regarding the need to complete the Farmland Impact Rating form. ***June 10, 2008***—Second coordination letter sent to NRCS outlining project purpose and need and preliminary range of alternatives.

	Coordination Required?	Correspondence Attached?	Comments Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed. If coordination is not required, state why.
			September 23, 2009—Letter sent to NRCS noting that the project's only agricultural impacts would occur entirely within the corporate limits of the Village of Wrightstown, and inquiring if there is need to complete the agency's AD 1006 form. Maps of Alternatives 1 and 5 were included, showing the affected agricultural land, owners' names, and number of acres that would be affected. ***October 5, 2009***—E-mail sent to WisDOT indicating it would not be necessary to complete the AD 1006 form.
U.S. Coast Guard (USCG)	No	Yes	***October 8, 2007***—Initial coordination letter sent to USCG (included e-mail from agency as part of the 2006 feasibility study). ***October 22, 2007***—E-mail sent to WisDOT indicating that because the Coast Guard does not have a permit requirement for this project, it would not act as a consulting or cooperating agency for the NEPA study being conducted. Apart from the requirement to notify the office before the commencement of work in the waterway, coordination with the Coast Guard would be complete.
U.S. Fish and Wildlife Service (FWS)	Yes	Yes	***October 8, 2007***—Initial coordination letter sent to FWS. ***June 10, 2008***—Second coordination letter sent to FWS outlining project purpose and need and preliminary range of alternatives. Also requested info regarding federally listed threatened or endangered species in the study area. ***July 15, 2008***—FWS response to second coordination letter noted that no federally listed species would be expected within the study area. Agreed with the purpose and need elements, and noted that any alternative that crosses Plum Creek must include measures to avoid or minimize impacts to the extent possible.
OTHER			
United States Postal Service	No	Yes	***June 4, 2009***—Letter received indicating the Post Office is aware that 2 of the remaining 6 alternatives could displace the post office. Unable to speculate if relocation or constructing a new post office would be feasible in the future. ***October 19,2009***—WisDOT sent an e-mail notifying the Post Office that alternatives were revised to avoid the Post Office. Requested Post Office input on potential loss of parking in the lot adjacent to the post office. ***October 30, 2009***—E-mail sent to WisDOT that their position remained the same as stated in the June 4, 2009 letter.
American Indian Tribes	Yes	Yes	***October 8, 2007***—Initial coordination letter sent to American Indian Tribes. ***October 15, 2007***—Letter from the Stockbridge-Munsee Tribal Historic Preservation Office noting the project is not in an area of archaeological interest to the Tribe. **November 30, 2007**—Letter from the Sac and Fox Nation indicating it has no objection to the project. ***March 5, 2008***—Letter from Ho-Chunk Nation asking to be considered an interested party throughout the Section 106 process. ***June 10, 2008***—Second coordination letter sent to American Indian Tribes outlining project purpose and need and preliminary range of alternatives.

Basic Sheet 4

Environmental Factors Matrix

FACTORS	EFFECTS				
	Adverse	Benefit	None Identified	Factor Sheet Attached	**Note: Comments should be of a summary nature and should not extensively duplicate information contained in an attached factor sheet. If an "adverse" effect is permanent, a factor sheet must be attached. If an "adverse" effect is temporary, it must be explained on this sheet under "comments". If "None Identified" is indicated, explain why.**
A. ECONOMIC FACTORS					
A-1 General Economics	☐	☐	☒	☒	The proposed improvements will improve traffic flow and safety on WIS 96, but the proposed action will not change the economic characteristics of the WIS 96 corridor or the surrounding area. The project will not change the potential for economic development. See Factor Sheet for more information.
A-2 Business	☒	☒	☐	☒	The preferred alternative will result in 10 business displacements (and Village Hall), two of which are garage/storage facilities. Access to adjacent businesses will be maintained during construction, but there will be short-term inconvenience for traffic serving businesses. Local businesses, including farm operations, would benefit from the improved safety and efficiency in accessing the WIS 96 Bridge and the wider bridge. See Factor Sheet for more information.
A-3 Agriculture	☐	☒	☐	☐	No agricultural land will be affected by this project. The movement of large agricultural equipment across the bridge and through the approach intersections will improve because of a wider bridge and improved intersection geometry. Factor sheet is not required.
B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	☒	☒	☐	☒	Eighteen residences will be relocated as a result of the project. The Wrightstown Village Hall and Police Department also will be relocated. The preferred alternative will result in safer roadway conditions and more efficient response times for emergency and public service traffic. There will be short-term inconvenience during construction for roadway users. The preferred alternative includes a multi-use path on the bridge that will improve bicycle, pedestrian, and snowmobile access between the east and west sides of the Village. See Factor Sheet for more information.
B-2 Indirect Effects	☐	☐	☒	☐	The preferred alternative is not expected to cause substantive indirect effects. See Basic Sheet 7 for more information.
B-3 Cumulative Effects	☐	☐	☒	☐	The preferred alternative is not expected to contribute to cumulative effects. See Basic Sheet 7 for more information.
B-4 Environmental Justice	☐	☐	☒	☐	The project will not have a disproportionate effect on any environmental justice individuals, groups, or populations. Factor sheet is not required.
B-5 Historic Resources	☐	☐	☒	☒	There are four historic resources along the alternatives evaluated in Wrightstown. Only one is within the area of potential effect of the preferred alternative. The former Farmers and Traders Bank building is at 118 High Street on the east side of the river. There will be no direct impacts to the structure, but there will be work on the roadway and sidewalks adjacent to the building and within the WIS 96/Washington Street intersection. See Factor Sheets for more information
B-6 Archaeological Sites	☐	☐	☒	☐	The archaeological survey did not identify archaeological sites in the project's area of potential effect. SHPO has concurred in this finding (see signed Section 106 form in Appendix A). Factor sheet is not required.
B-7 Tribal Issues	☐	☐	☒	☐	WisDOT received responses from three tribes following initial project coordination. The Ho-Chunk Nation requested copies of the environmental studies, archaeological studies/reviews, and any cultural reviews. A copy of this document and the cultural resources report has been sent to the Ho-Chunk Nation. The Ho-Chunk Nation, Stockbridge-Munsee tribe, and Sac & Fox Nation of Missouri in Kansas and Nebraska requested they be contacted if

FACTORS	EFFECTS				
	Adverse	Benefit	None Identified	Factor Sheet Attached	**Note: Comments should be of a summary nature and should not extensively duplicate information contained in an attached factor sheet. If an "adverse" effect is permanent, a factor sheet must be attached. If an "adverse" effect is temporary, it must be explained on this sheet under "comments". If "None Identified" is indicated, explain why.**
					cultural resources are found during construction. Factor sheet is not required.
B-8 Section 4(f) and 6(f) or Other Unique Areas	☐	☐	☒	☐	The only property within the preferred alternative's area of potential effect is a historic structure. The preferred alternative would not acquire new right-of-way or permanent limited easements from the historic property and the project will not substantially impair the characteristics that qualify the property for the National Register of Historic Places. Factor Sheet is not required.
B-9 Aesthetics	☐	☐	☒	☒	The preferred alternative will result in a longer bridge than the existing, however; the bridge will be moved south of its current location to a less visible area crossing the Plum Creek corridor. As a result, the new bridge will be less visible to residents east of the Fox River. From the west side of the river, the new bridge will be as prominent a feature as the existing bridge. See Factor Sheet for more information.
C. NATURAL SYSTEM FACTORS					
C-1 Wetlands	☒	☐	☐	☒	The preferred alternative would affect 1 acre of one wetland in the project area. Pier footings would have a permanent impact on approximately 0.1 acre. An access road and work pads in Wetland 1 would have a temporary impact on 0.9 acre. See Factor Sheet for more information.
C-2 Rivers, Streams and Floodplains	☒	☐	☐	☒	The new bridge will have five piers in the Fox River, same as the existing bridge. The existing bridge and piers will be removed. The new bridge would also have three piers in the Fox River/Plum Creek floodplain, requiring 0.1 acre of permanent fill. WisDOT will follow TRANS 401 regarding stormwater management to minimize the potential for adverse water quality effects. See Factor Sheet for more information.
C-3 Lakes or Other Open Water	☐	☐	☒	☐	There are no lakes or other water bodies in the project area. No factor sheet is required.
C-4 Groundwater, Wells, and Springs	☐	☐	☒	☐	No wells or springs have been identified along the preferred alternative. Groundwater may be encountered during construction of the piers in the Fox River/Plum Creek floodplain, however; WisDOT will follow its *Standard Specifications for Road and Bridge Construction* to minimize impacts. No factor sheet is required.
C-5 Upland Wildlife and Habitat	☐	☐	☒	☐	The preferred alternative will not affect upland habitat or wildlife associated with upland habitat. See C-1 Wetlands for a discussion of wildlife habitat in the Plum Creek wetlands. No factor sheet is required.
C-6 Coastal Zones	☐	☐	☒	☐	The project is located in Brown County, which does have coastline on Lake Michigan, however; the project does not affect a special costal area. The Coastal Zone Management Program indicated that they will not review the project. No factor sheet is required.
C-7 Threatened and Endangered Species	☐	☐	☒	☐	There are no recent records of any federal or state endangered or threatened species at the project site. There is a record for the state threatened *Carex formosa* (handsome sedge) to the north of the project area. Factor sheet is not required.
D. PHYSICAL FACTORS					
D-1 Air Quality	☐	☐	☒	☒	The project is exempt from permit requirements under NR 411. There will be no air quality impacts as a result of the proposed action. See Factor Sheet for more information, including a discussion of Mobile Source Air Toxics.
D-2 Construction Stage Sound Quality	☐	☐	☒	☒	WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply. See Factor Sheet for more information.
D-3 Traffic Noise	☒	☐	☐	☒	The future noise level at one receptor will approach the Noise Abatement Criterion (66 dBA) with the preferred alternative. See Factor Sheet for more

FACTORS	EFFECTS				
	Adverse	Benefit	None Identified	Factor Sheet Attached	**Note: Comments should be of a summary nature and should not extensively duplicate information contained in an attached factor sheet. If an "adverse" effect is permanent, a factor sheet must be attached. If an "adverse" effect is temporary, it must be explained on this sheet under "comments". If "None Identified" is indicated, explain why.**
					information.
D-4 Hazardous Substances or Contamination	☐	☐	☒	☒	Twelve sites that may contain hazardous substances have been identified adjacent to the preferred alternative or the segment of High Street that WisDOT would rehabilitate before transferring jurisdiction to Brown County. With appropriate remediation and disposal procedures, no adverse impacts are anticipated. See Factor Sheet for more information.
D-5 Stormwater	☐	☐	☒	☒	There is a potential for stormwater impacts during and after construction. WisDOT will follow TRANS 401 and the WisDOT/DNR Cooperative Agreement amendment regarding stormwater management to minimize the potential for adverse effects. Because the project is reconstructing part of WIS 96, TRANS 401's goal of a 40 percent reduction in total suspended solids (as compared to no runoff management controls) would apply. See Factor Sheet for more information.
D-6 Erosion Control	☐	☐	☒	☒	There is a potential for erosion-related sedimentation in Plum Creek wetlands and the Fox River during construction. WisDOT will follow TRANS 401 and the WisDOT/DNR Cooperative Agreement amendment regarding erosion control to minimize the potential for adverse effects. See Factor Sheet for more information.
E. OTHER FACTORS					
E-1	☐	☐	☐	☐	
E-2	☐	☐	☐	☐	

Basic Sheet 5

Alternatives Comparison Matrix

(All estimates, including costs, are based on conditions described in this document at the time of preparation. Additional agency or public involvement may change these estimates in the future.)

		ALTERNATIVES/SECTIONS	
ENVIRONMENTAL ISSUE	**UNIT MEASURE**	**No Action**	**Preferred Alt.**
Project Length	Miles	0.67	0.64
Preliminary Cost Estimate			
Construction	$	$0	$22.1 million
Real Estate	$	$0	$3.9 million
Total	$	$4,000 to $5,000 annually on maintenance	$26 million
Land Conversions			
Wetland Area Converted to ROW	Acres	0	0.1
Upland Habitat Area Converted to ROW	Acres	0	0
Other Area Converted to ROW	Acres	0	11
Total Area Converted to ROW	Acres	0	12
Real Estate			
Number of Farms Affected	Number	0	0
Total Area Required From Farm Operations	Acres	0	0
Agricultural Impact Statement Required	Yes/No	No	No
Farmland Rating	Score	NA	NA
Total Buildings Required	Number	NA	38
Housing Units Required	Number	0	18
Commercial Units Required	Number	0	11[a]
Other Buildings or Structures Required	Number (Type)	0	9 (garages)
Environmental Issues			
Indirect Effects	Yes/No	No	No
Cumulative Effects	Yes/No	No	No
Environmental Justice Populations	Yes/No	No	No
Historic Properties	Number	0	1[b]
Archeological Sites	Number	0	0
106 MOA Required	Yes/No	No	No
4(f) Evaluation Required	Yes/No	No	No
Flood Plain	Yes/No	No	Yes
Total Wetlands Filled	Acres	NA	1

		ALTERNATIVES/SECTIONS	
ENVIRONMENTAL ISSUE	**UNIT MEASURE**	**No Action**	**Preferred Alt.**
Stream Crossings	Number	0	1
Endangered Species	Yes/No	No	No
Air Quality Permit Required	Yes/No	No	No
Design Year Noise Sensitive Receptors No Impact Impacted	 Number Number	 28 1 [c]	 28 1
Contaminated Sites	Number	0	12

[a]There are 10 commercial displacements and Village Hall.

[b] Consultation about effects is continuing.

[c] The existing noise level at one residential receptor (R11) exceeded the Noise Abatement Criteria. Future noise levels at that receptor would fall below the Noise Abatement Criteria with the preferred alternative. The noise model was not run to predict future noise levels for the No-Build Alternative.

Basic Sheet 6

Traffic Summary Matrix

	No Action	Preferred Alt.
Traffic Volumes		
Existing ADT 2007	9,200	9,200
Construction year ADT 2013	10,100	10,100
Construction year ADT plus 10 years 2023	11,500	11,500
Design year ADT 2033	12,700	12,700
DHV year 2033	1,240	1,240
Traffic Factors		
K [$_{200}$] (%)	10.6	10.6
D (%)	63/37	63/37
Design year T (% of ADT)	11.1	11.1
T (% of DHV)	7.4	7.4
Level of service	E	A
Speeds		
Existing posted	25	25
Future posted	25	25
Design year project design speed	30	30
Other (Specify)		
P (% of ADT)	16.7	16.7
K[$_{100}$] (% OF ADT)	12.2	12.2

ADT = Average Daily Traffic DHV = Design Hourly Volume
K [$_{30/100/200}$] : K_{30} = Interstate, K_{100} = Rural, K_{200} = Urban, % = ADT in DHV
D = % DHV in predominate direction of travel
T = Trucks P = % ADT in peak hour

K_8 = % ADT occurring in the average of the 8 highest consecutive hours of traffic on an average day. (Only required when a carbon monoxide analysis must be performed per Wisconsin Administrative Code - Chapter NR 411.)

Basic Sheet 7

Environmental Impact Statement Significance Criteria

In determining whether a proposed action is a "major action significantly affecting the quality of the human environment", the proposed action must be assessed in light of the following criteria. If it is found that significant impact will result, the preparation of an environmental impact statement should commence immediately. Indicate whether the issue listed below is a concern for the proposed action or alternative. If the issue is a concern, explain how it is to be addressed or where it is addressed in this environmental document.

1. Will the proposed action stimulate substantial indirect environmental effects?

☒ No

☐ Yes – Explain or indicate where addressed.

A screening analysis of the WIS 96 project's potential to cause substantial indirect environmental effects was conducted in accordance with WisDOT's *Guidance for Conducting an Indirect Effects Analysis* (November 2007). Through screening analysis using WisDOT's pre-screening for indirect effects procedure and FDM guidance on indirect effects, it is concluded that the factors of the project, its location and other conditions do not warrant further detailed analysis of the potential for indirect effects.

The project will not likely result in *significant* indirect effects as defined by NEPA. This conclusion is based on the evaluation of 10 prescreening factors, including project design concepts and scope; project purpose and need; project type; facility function (current and planned); project location; improved travel times to an area; local land use and planning considerations; population and demographic considerations; rate of urbanization; and public/agency concerns. The data and evaluation supporting this conclusion are found below. Further evaluation of indirect effects in a detailed analysis is not warranted. If changes are made to the project design and preferred alternative, this screening will be re-examined for sufficiency.

Project design concepts and scope

The WIS 96 Bridge and its approach roads are 2-lane roadways with a posted speed of 25 mph. The proposed improvements include constructing a new 2-lane bridge over the Fox River 1 block south of the existing bridge and reconstructing the intersections at each end of the bridge. The bridge approach roads will remain 2-lane roadways. While the proposed bridge will be wider than the existing, the added width is due to the following features not found on the existing bridge:

- A 14-foot-wide multi-use path, designed to better accommodate pedestrians, bicyclists, and snowmobiles
- An 8-foot-wide median designed to accommodate large farm equipment
- 6-foot shoulders on the bridge that could accommodate disabled vehicles without closing a lane of traffic

The preferred alternative will be constructed in a new location but not on new alignment. The existing bridge will be removed, thus leaving Wrightstown with one Fox River crossing. There will not be any interchanges as part of the project or a bypass of Wrightstown.

Project purpose and need

The purpose of the project is to replace a 77-year-old bridge that has reached the end of its service life. In addition to being fracture-critical, the bridge is functionally obsolete because of its narrow width. When large farm equipment crosses the bridge, traffic in the opposing lane cannot cross. Other need factors include addressing the bridge's steep grade, improving the geometrics of WIS 96 east of the Fox River, and addressing safety problems at several intersections that intersect WIS 96. There is no economic development component to the project need.

Project type

Under Wisconsin Administrative Code, Chapter TRANS 400, *Wisconsin Environmental Policy Act Procedures for Department Actions*, the project is categorized as requiring an environmental assessment to determine whether it could have significant impacts. Primary impacts for the project are residential and business displacements the extent of which would not constitute a significant impact. Therefore, an environmental impact statement is not expected to be required.

Facility function

WIS 96 is a minor arterial serving southern Brown and Outagamie counties. It connects Appleton, Kaukauna, Greenleaf, and Denmark. Replacing the WIS 96 Bridge over the Fox River would not change the function of the

existing highway.

Project location

The WIS 96 Bridge project is located in Wrightstown in southern Brown County. In 2000, the village had a population of 1,934. It is not included in the Green Bay metropolitan area. The village has agricultural land on its edges, and the core is a mix of residential and commercial development.

Improved travel times to an area or region

Relocating the WIS 96 Bridge one block south from High Street to Broadway Street will save a small amount of time for some users (e.g., traffic accessing the bridge from Broadway Street) and increase travel time a small amount for others. The increase in travel time and travel time savings would be the time it takes to travel one block, well below 5 minutes. Thus the preferred alternative would not influence the attractiveness of the area for new development.

Land use and planning

Exhibits 11 and 12 show existing and planned land uses in Wrightstown. The notable differences between the land use plans are as follows:

- Additional industrial development is proposed between the CN Railroad and County DD west of County U.
- Additional residential development is proposed along the west side of County D north of the WIS 96 Bridge.
- Additional residential development is proposed along WIS 96 between Van Dyke Street and County U.
- Additional residential development is proposed along the east side of the Village.

The Village's ability to develop the areas noted above depends largely on providing those areas with water and sewer. The sewer service area, which does not include large areas of potential new development noted in the future land use plan, is shown on Exhibit 13. The Director of Public Works and Utilities has said that the sewer service area could be expanded only by expanding the capacity of the wastewater treatment plant or by removing acreage from the sewer service area in another part of the Village. The Village would not financially be able to expand the treatment plant capacity for the foreseeable future. Part of the reason the Village opposed the preliminary alternatives at the far south end of the Village was because of the financial constraints in providing sewer and water service to that area.

Reconstructing the WIS 96 Bridge would not conflict with local land use planning and zoning. Because this would be a bridge replacement project within the heart of the community rather than the addition of a second bridge, there is little potential for the proposed improvements to influence the type, location or intensity of new development or redevelopment.

Population/Demographic changes

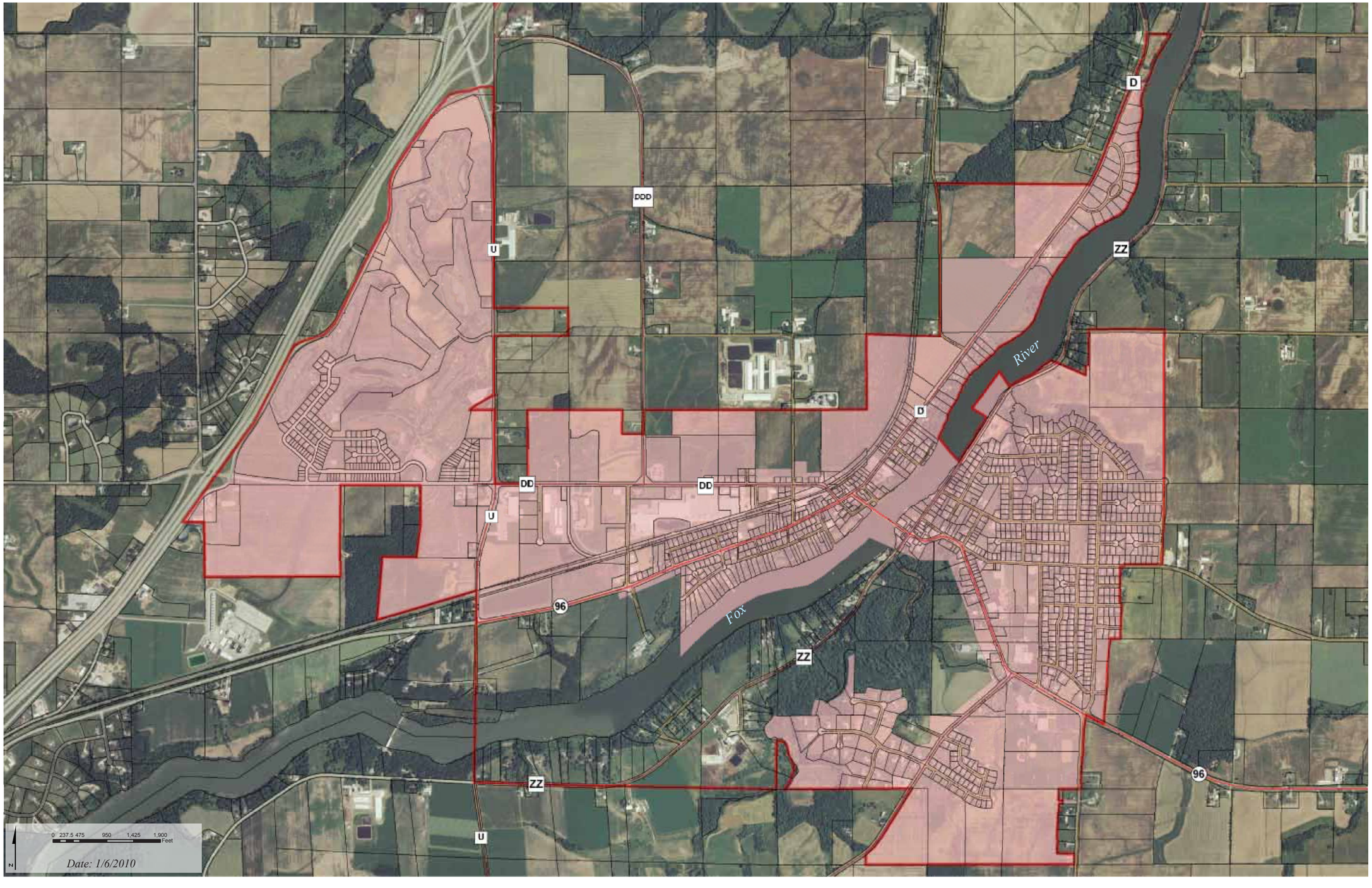
The population of Wrightstown increased from 1,934 in 2000 to an estimated 2,712 in 2010, a 40 percent increase (*Wisconsin Population 2035*, Wisconsin Department of Administration, October 2008). The downturn in the economy beginning in 2008 appears to have affected the Village's population growth. In the document cited, the Department of Administration reports that the Village population grew at an estimated rate of 1.3 percent between 2009 and 2010. The Village population is expected to increase to 4,337 by 2030, or 55 percent from 2010. If economic conditions remain similar to those in 2009 and 2010, the projected 2030 Village population estimate may be optimistic. There have been no notable demographic changes over the last decade except for a shifting of the population to older age groups, which is also a statewide trend. Reconstructing the WIS 96 Bridge and approach roads will not influence Wrightstown's population and demographic trends.

Rate of urbanization

As is the case in most communities throughout the state, development in Wrightstown has been stagnant over the past several years. There currently are no proposed new developments in the Village. Expansion of the Coating Excellence International plant in the Village's industrial park on County DD west of WIS 96 has been on hold since 2008. In the past 5 to 20 years, the most notable changes in Wrightstown were the development of a 250-acre industrial park and the expansion of residential development on the Village's east side. The primary reason for Wrightstown's growth is that it is less than 2 miles from US 41 and the commute to employment, educational, and retail opportunities in Green Bay and the Fox Cities is fairly short. With lower housing and property costs than Green Bay and the Fox Cities, Wrightstown serves as a bedroom community for those areas.

As noted elsewhere in this document, the WIS 96 Bridge plays no role in the attractiveness of the village for development. Replacing the two-lane substandard bridge with a new two-lane bridge nearby that meets current standards will have no influence on the rate, type, or location of additional urbanization in Wrightstown.

Public, state and/or federal agency concerns



WIS 96 & Fox River Bridge Approaches Corridor Study

TBG012011032255MKE 13_WIS96_EA_Sewer_Service_Area_03 05.18.11 CAE

Brown County

EXHIBIT 13

Wrightstown Sewer Service Area

Based on the public information meetings, local officials/interest group meetings, and agency coordination, no concerns related to potential indirect effects from the proposed WIS 96 bridge replacement have been raised.

2. Will the proposed action contribute to cumulative effects of repeated actions?

☒ No

☐ Yes – Explain or indicate where addressed.

WisDOT's *Guidance for Conducting a Cumulative Effects Analysis* (November 2007) states "The proposed action under review must have a direct and/or indirect effect on a specific natural, historic, cultural resource or population for the proposal or alternative to exert a *cumulative* influence." In addition, the Council on Environmental Quality's document *Considering Cumulative Effects Under the National Environmental Policy Act* states "In a broad sense, all the impacts on affected resources are probably cumulative, however; the role of the analyst is to narrow the focus of the cumulative effects analysis to important issues of national, regional or local significance." Question 1 on page 26 explains why the project will not cause substantive indirect effects. Of the preferred alternative's direct impacts, the two that meet WisDOT's guidance and the spirit of the Council on Environmental Quality's guidance are wetland impacts and water quality impacts to the Fox River.

Past agricultural practices (ditching and tiling) and general development in Wrightstown and the surrounding area included in the 2008 Wrightstown (Town-Village) Border Agreement resulted in the loss of wetlands. The reasonably foreseeable project with the potential to affect wetlands is the resurfacing of WIS 96 between Shanty Road and Old 57 Road. The likelihood of roadside wetlands being affected by the project is severely reduced by the project intent, which is not to change the road profile, alignment, or overall roadway width.

The project is estimated to have 0.1 acre of permanent wetland loss because of bridge piers in Wetland 1 and 0.9 acre of temporary loss during construction that should revert to wetland. Because WisDOT has committed to mitigating the entire 1-acre impact at a state-owned bank site at a ratio between 1:1 and 1.5:1, there will be no cumulative impact to the wetland resource base.

Past and present agricultural practices and industrial development have resulted in high sediment, phosphorus, and other pollutant levels in the Fox River. Within the village, 10 stormwater mains and the wastewater treatment plant discharge into the Fox River. As a 2-lane reconstruction project, the preferred alternative would have stormwater discharges comparable to those of the existing bridge and immeasurably less than runoff from agricultural fields and municipalities. Assuming that WisDOT will meet the TRANS 401's goal of a 40 percent reduction in total suspended solids in the preferred alternative runoff (as compared to no runoff management controls), the project will not contribute to an adverse cumulative effect on water quality.

Will the creation of a new environmental effect result from this proposed action?

☒ No

☐ Yes – Explain or indicate where addressed.

Will the proposed action impact geographically scarce resources?

☒ No

☐ Yes – Explain or indicate where addressed.

3. Will the proposed action have a precedent-setting nature?

☒ No

☐ Yes – Explain or indicate where addressed.

Is the degree of controversy associated with the proposed action high?

☒ No

☐ Yes – Explain or indicate where addressed.

4. Will the proposed action be in conflict with official agency plans or local, state, or national policies, including conflicts resulting from potential effects of transportation on land use and land use on transportation demand?

☒ No

☐ Yes – Explain or indicate where addressed.

Basic Sheet 8

Environmental Commitments

Identify and describe any commitments made to protect the environment. Indicate when the commitment should be implemented and who in WisDOT will have jurisdiction to assure fulfillment for each commitment. Note if the commitment will be recorded in the plans, “special provisions”, “notes to construction” or some other written format. Note if the commitment is mandated by law, and therefore legally binding.

Commitments on Basic Sheet 8 supplement environmental commitments incorporated in WisDOT’s Standard Specifications for Highway and Bridge Construction.

ATTACH A COPY OF THIS PAGE TO THE DESIGN STUDY REPORT AND THE PS&E SUBMITTAL PACKAGE

Factors	Commitments
A-1 General Economics	None
A-2 Business	None
A-3 Agriculture	None
B-1 Community or Residential	Access to residences will be maintained by WisDOT during construction. WisDOT will maintain emergency services access and school bus access during construction. (Special Provisions) WisDOT will construct a pedestrian path that connects WIS 96 (east of Washington Street) with the proposed sidewalk on the bridge. (Plans and Special Provisions.)
B-2 Indirect Effects	None
B-3 Cumulative Effects	None
B-4 Environmental Justice	None
B-5 Historic Resources	Consultation about effects is continuing. The need for mitigation will be determined after the Assessment of Effects is submitted to WisDOT and SHPO. The results will be discussed in the final environmental document.
B-6 Archaeological Sites	None
B-7 Tribal Issues	None
B-8 Section 4(f) and 6(f) or Other Unique Areas	None
B-9 Aesthetics	None
C-1 Wetlands	Wetland 1 will be protected by silt fence and other measures deemed appropriate in the Erosion Control Implementation Plan. (Special Provisions) The temporary fills used to construct the bridge piers in Wetland 1 will be removed following construction. WisDOT may construct detention basins at the base of the three piers in Wetland 1 to accommodate bridge runoff and prevent erosion in the wetland. (Plans and Special Provisions) WisDOT will mitigate the 1-acre impact at a state-owned bank site. (WisDOT Northeast Region)
C-2 Rivers, Streams & Floodplains	WisDOT will try to avoid in-stream work between March 1 and June 15 of any construction year to protect fish spawning. WisDOT will coordinate with DNR if it is unable to avoid in-stream work during that timeframe. (Special Provisions) WisDOT will try to conduct demolition work on the bridge after the nesting season is completed (May 15 to August 20). WisDOT will coordinate with the FWS if it is unable to avoid demolition work during that period. (Special Provisions)Bridge removal will be done so as to minimize debris falling into the Fox River. Bridge debris that falls into the river will be removed by WisDOT’s contractors and disposed of according to state law. (Special Provisions) During pier demolition and construction, WisDOT will maintain safe and adequate passage for boat traffic throughout the construction of the project. (Special Provisions) River sediments excavated during construction of bridge piers will be disposed of at a DNR-approved facility. (Special Provisions)

Factors	Commitments
	If causeways are needed in the Fox River during construction in areas inaccessible to barges, WisDOT (Region) will coordinate with DNR and the COE on the appropriate fill material to be used and the manner of constructing and removing the causeways.
	Temporary fills placed adjacent to proposed pier locations in the Fox River floodplain east of Washington Street will be removed by WisDOT's contractors after construction and disposed of in a WisDOT-approved upland area. (Special Provisions) All equipment that comes into contact with infested waters will be adequately decontaminated for invasive and exotic species before and after use. WisDOT will also implement Special Provision 107-055 (Environmental Protection, Aquatic Species Control), which references the DNR's disinfection protocols. (Special Provisions) WisDOT (Region) will submit the results of the project's 100-year flood analysis to DNR.
C-3 Lakes or other Open Water	None
C-4 Groundwater, Wells and springs	None
C-5 Upland Wildlife and Habitat	None
C-6 Coastal Zones	None
C-7 Threatened and Endangered Species	None
D-1 Air Quality	None
D-2 Construction Stage Sound Quality	Check all that apply: ☒ WisDOT Standard Specification 107.8(6) and 108.7.1 will apply. ☐ Special construction stage noise abatement measures will be required. Describe:
D-3 Traffic Noise	None
D-4 Hazardous Substances or Contamination	Twelve sites that may contain hazardous substances have been identified. If contamination is encountered during construction, WisDOT is responsible for ensuring any subsequent remediation is carried out and the contaminated material is properly disposed of. (Special Provisions) WisDOT will obtain and analyze sediment samples from the Fox River in the area of preferred alternative's piers. WisDOT will coordinate with DNR on the required analyses the sediment samples will undergo. If the samples are determined to be contaminated, all Fox River sediments excavated during pier construction will be landfilled by WisDOT at a DNR-approved location. (Special Provisions)
D-5 Stormwater	WisDOT will follow TRANS 401 and the WisDOT/DNR Cooperative Agreement amendment regarding erosion control to minimize potential adverse effects. WisDOT may construct detention basins at the base of the three piers in Wetland 1 to accommodate bridge runoff and prevent erosion in the wetland. (Plans and Special Provisions)
D-6 Erosion Control	WisDOT will follow TRANS 401 and the WisDOT/DNR Cooperative Agreement amendment regarding erosion control to minimize potential adverse effects. WisDOT may construct detention basins at the base of the three piers in Wetland 1 to accommodate bridge runoff and prevent erosion in the wetland. (Plans and Special Provisions.)
E Other	

Factor Sheet A-1

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Briefly describe the existing economic characteristics of the area around the project:

Economic Activity	Description
a. Agriculture	There are several large farming operations on both sides of the Fox River adjacent to the Village of Wrightstown. Some of the agricultural land owners have operations on both sides of the Fox River and use the WIS 96 Bridge frequently to conduct farming operations. There is a feed and grain mill located in the Village on Pamela Street west of WIS 96.
b. Retail business	There are several retail businesses along WIS 96 and Broadway Street in Wrightstown. These businesses are mostly oriented towards local consumers and are not largely dependent on through (drive by) traffic.
c. Wholesale business	There are two lumber suppliers in the Village and a beverage bottling company.
d. Heavy industry	There are no heavy industrial uses in Wrightstown.
e. Light industry	There are four light industrial businesses in Wrightstown's industrial park west of WIS 96.
f. Tourism	Tourism is a minor aspect of the Wrightstown economy. The Waterboard Warriors provide water skiing entertainment twice a week on the Fox River during the summer, and the Mueller-Wright House is a museum operated by the local historic society. The WIS 96 bridge is the only snowmobile crossing of the Fox River for miles to the north or south. As a result, snowmobiles crossing the bridge patronize local businesses (restaurants, service stations).
g. Recreation	Wrightstown Park provides a boat launch to the Fox River. The Royal St. Patrick Golf Course is located west of County U near the project's west terminus.

2. Discuss the economic advantages and disadvantages of the proposed action and whether advantages would outweigh disadvantages. Indicate how the project would affect the characteristics described in item 1 above:

The proposed improvements will improve traffic flow and safety on WIS 96 and provide a reliable bridge that meets WisDOT's current standards. In spite of the improvements, no notable change in the economic characteristics described in question 1 above is anticipated. The short-term disadvantage of the preferred alternative is that it will displace 8 eight retail businesses and may result in short periods of inconvenient access to local businesses during construction for short periods. Because it is anticipated that the displaced businesses will be reestablished in Wrightstown, reconstructing the WIS 96 Bridge will create no long-term economic disadvantages.

Although the proposed action would not change the economic characteristics of the WIS 96 corridor or the surrounding area, its advantages outweigh its disadvantages because an efficient and reliable crossing of the Fox River is essential to connecting the Village on both sides of the river. With the No-Build Alternative, the reliability of the bridge becomes questionable as time passes. The deck failure in February 2009, which closed the bridge during the repair, is an example of the problems with an aging bridge that could create economic disadvantages in Wrightstown.

3. What effect will the proposed action have on the potential for economic development in the project area?

☒ The proposed project will have no effect on economic development.
☐ The proposed project will have an effect on economic development.
- ☐ Increase, describe: _____
- ☐ Decrease, describe: _____

Factor Sheet A-2

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None identified	

1. Is a Conceptual Stage Relocation Plan attached to this document?

☒ Yes (See Appendix B)

☐ No - (Explain) _____

2. Describe the economic development or existing business areas affected by the proposed action:

There are two business areas to consider: the WIS 96 (Main Street) and Broadway Street intersection west of the Fox River, and the WIS 96 (High Street) and Washington Street intersection east of it. Businesses at the WIS 96/ Broadway Street intersection, which the preferred alternative would directly affect, are almost exclusively retail/service businesses and include two bars, an auto repair business, an insurance agency, a tax service, a barber shop, and a carpet business. Two structures used for vehicle/business storage and the Village Hall and Police Department are also located at this intersection.

Businesses at the WIS 96/Washington Street intersection, which would no longer be located on WIS 96 with the preferred alternative, include a cabinetry shop, photography studio, dentist, pizza restaurant, bar, travel agency, service station, car wash, and antique store.

3. Identify and discuss existing modes of transportation and their traffic within the economic development or existing business area:

There is no mass transit service in Wrightstown. Access to Wrightstown's business areas is primarily by passenger vehicles and large trucks. There is some pedestrian and bicycle traffic in the business areas, and several of the industrial uses on County DD west of WIS 96 are served by the CN Railroad.

4. Identify and discuss effects on the economic development potential and existing businesses that are dependent upon the transportation facility for continued economic viability:

☐ The proposed project will have no effect on a transportation-dependent business or industry.

☒ The proposed action may change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects which may occur during construction.

The preferred alternative will have no effect on Wrightstown's economic development potential. The proposed improvements will not expand the capacity of WIS 96 or its approach roads, provide an additional crossing of the Fox River, or provide access to undeveloped areas that might experience commercial growth.

The preferred alternative may, however, have minor impacts (positive or negative) on some businesses at the WIS 96//Washington Street intersection that will no longer be located on WIS 96 after construction. See question 5 below for more information.

There will be inconvenience and delay for businesses during construction primarily at the WIS 96/Broadway Street and WIS 96/Fair Street intersections on either side of the proposed WIS 96 Bridge. However, access to businesses and emergency services will be maintained during construction.

5. Describe both beneficial and adverse effects on:

A. The existing business area affected by the proposed action. Include any factors identified by business people that they feel are important or controversial.

The preferred alternative will affect businesses by displacing them or, in some cases, moving WIS 96 so that the businesses no longer have direct access to WIS 96 traffic. At the WIS 96/Broadway Street intersection, the preferred alternative will displace eight retail businesses, two vehicle/business storage buildings, and the Village Hall/Police Department. In addition, the preferred alternative will displace the carwash on High Street east of the river. It is expected that the Broadway Street businesses will reestablish in Wrightstown; some potentially at the reconstructed Broadway Street intersection. Displacing the Broadway Street businesses would not be described as a beneficial effect, but because the businesses are expected to be reestablished in Wrightstown, the preferred alternative will not have a permanent adverse effect on businesses.

Relocating WIS 96 from High Street east of the Fox River will mean that businesses at the existing WIS 96 (High Street)/Washington Street intersection will no longer have WIS 96 traffic passing in front of them. Those businesses include a cabinetry shop, photography studio, dentist, pizza restaurant, bar, travel agency, service

station, and antique store. These businesses could lose some customers generated by through traffic, even though the businesses would be visible from the proposed WIS 96 Bridge and would have convenient access to the new intersection serving the bridge. It should be noted that most of the businesses at the WIS 96/Washington Street intersection cater primarily to Wrightstown- area residents. Businesses such as the restaurant and the bar may be more susceptible to loss of business from through traffic than destination businesses like the cabinet shop and the dentist's office.

A potential positive impact of closing High Street at the river is that the intersection may become a more pedestrian friendly area that capitalizes on its proximity to the Fox River. This potential opportunity may increase the attractiveness of the area for existing food-service and other businesses.

During the early stages of the study, Project Advisory Committee members commented on the lack of safe pedestrian access the WIS 96/Washington Street intersection and stated that an environment friendlier to pedestrians at that intersection could be positive for business.

B. The existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects on minority populations or low-income populations.

The preferred alternative would not have a beneficial effect on employees, however; because it is expected that displaced businesses likely will be reestablished in Wrightstown, no permanent adverse impact on employees is expected. Further minimizing the adverse impact on employees is the fact that WisDOT is actively offering early buyouts to displaced businesses. An early buyout would allow a business to begin reestablishing itself even as the existing business location continues to operate. This possibility would minimize the impacts on employees as affected businesses transition to their new locations.

The estimated number of full-time and part-time employees affected by the preferred alternative is listed below. Two of the business displacements are storage buildings/garages and have no employees. As noted, it is expected that the displaced businesses will be reestablished in Wrightstown.

WIS 96/Broadway Street Intersection Businesses

- Bar – 2 full-time, 2 part-time
- Bar – 3 full-time, 2 part-time
- Insurance agency – 2 full-time, 1 part-time
- Auto repair – 3-4 full-time
- Tax service – 1 full-time, 1 part-time
- Barbershop – 1 full-time
- Carpet business – 1 or 2 full-time
- Village hall – 7 full time, 7 part-time
- Car wash – (High Street east of the river) 1 full-time

No impacts are anticipated on the employees of businesses at the WIS 96/Washington Street intersection that will no longer be located on WIS 96.

The business relocations are not expected to have any impact on Wrightstown's minority or low-income populations.

6. Estimated number of businesses and jobs that would be created or displaced because of the project:

	Businesses			Jobs	
Business/Job Type	**Created**	**Displaced**	**Value**	**Created**	**Displaced**
Retail	0	3		0	6- to 7 full- time, 4 part-time
Service	0	5		0	8- to 9 full-time, 2 part-time
Wholesale	0			0	
Manufacturing	0			0	
Other (List)	0	(2) storage buildings, Village Hall/Police Dept.		0	0 7 full-time, 7 part-time
Vacant					

7. Are any owners or employees of created or displaced businesses elderly, disabled, low-income or members of a minority group?

☒ No
☐ Yes – If yes, complete Factor Sheet B-4, Environmental Justice Evaluation.

8. Is Special Relocation Assistance Needed?

☒ No
☐ Yes – Describe special relocation needs.

9. Identify all sources of information used to obtain data in item 8:

☒ WisDOT Real Estate Conceptual Stage Relocation Plan ☐ Multiple Listing Service (MLS)
☐ Newspaper listing(s) ☐ Other - Identify:

10. Describe the business relocation potential in the community:

A. Total number of available business buildings in the community.

The relocation plan indicates there are about 34 commercial and industrial sites with buildings in or near the project area that were for sale. In addition the Village of Wrightstown has existing and proposed business and industrial park sites that would be suitable for businesses displaced by the proposed WIS 96 improvements.

B. Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any).

11 Number of available and comparable type business buildings in the price range of up to $149,999
8 Number of available and comparable type business buildings in the price range of $150,000 to $249,999
15 Number of available and comparable type business buildings in the price range of $250,000 to $400,000

11. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24. Check all that apply: ☒ Business acquisitions and relocations will be completed in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended." In addition to providing for payment of "just compensation" for property acquired, additional benefits are available to eligible displaced persons forced to relocate from their business. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement of business payments. In compliance with state law, no person would be displaced unless a comparable replacement business would be provided.

Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners will be contacted and given an explanation of the details of the acquisition process and Wisconsin's Eminent Domain Law under Section 32.05, Wisconsin Statutes. Any property to be acquired will be inspected by one or more professional appraisers. The property owner will be invited to accompany the appraiser during the inspection to ensure the appraiser is informed of every aspect of the property. Property owners will be given the opportunity to obtain an appraisal by a qualified appraiser that will be considered by WisDOT in establishing just compensation. Reasonable cost of an owner's appraisal will be reimbursed to the owner if received within 60 days of initiation of negotiations. Based on the appraisal(s) made, the value of the property will be determined, and that amount offered to the owner.

☐ Describe other relocation assistance requirements, not identified above.

12. Identify any difficulties relocating a business displaced by the proposed action and describe any special services needed to remedy identified unusual conditions:

None identified in the Conceptual Stage Relocation Plan.

13. Describe any additional measures which will be used to minimize adverse effects or provide benefits to those relocated. Also discuss accommodations made to minimize adverse effects to businesses that may be affected by the project, but not relocated:

None identified in the Conceptual Stage Relocation Plan.

Factor Sheet B-1

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None identified	

1. **Give a brief description of the community or neighborhood affected by the proposed action:**

Name of Community/Neighborhood
Village of Wrightstown
Incorporated
☒ Yes ☐ No

Total Population
1,934 (2000 Census)

Demographic Characteristics

Census Year 2000	% of Population
Group A ***Owner-occupied housing***	74.0%
Group B ***Families in poverty***	3.5%
Group C ***Median Household Income***	$52,885
Group ***D Automobile commuters***	93.9%

2. Identify and discuss existing modes of transportation and their importance within the community or Neighborhood:

There is no mass transit service in Wrightstown. The primary transportation mode in Wrightstown is the automobile. Many village residents commute to jobs in Green Bay and the Fox Valley. The mean travel time to work is 20.4 minutes. About 3 percent of the working population in the Village walks to work.

3. Identify and discuss the probable changes resulting from the proposed action to the existing modes of transportation and their function within the community or neighborhood:

Reconstructing the WIS 96 Bridge will not change the existing modes of transportation and their function in Wrightstown. The proposed bridge will allow large farm machinery to cross the bridge without impeding on-coming traffic. The new WIS 96 alignment will improve the grade and geometry along WIS 96 east of the Fox River providing increased safety. The proposed multi-use path on the bridge will improve pedestrian, bicycle, and snowmobile access within the Village.

4. Briefly discuss the proposed action's direct and indirect effect(s) on existing and planned land use in the community or neighborhood:

The preferred alternative would have no indirect effect on the Village's existing or planned land use. In the near term, land use at the WIS 96/Broadway Street intersection will be affected as all the commercial uses will be displaced. In the long term, it is the Village's intent to reestablish commercial uses at that intersection. The reconstructed WIS 96/Fair Street intersection east of the Fox River will remain a residential neighborhood following construction.

5. Address any changes to emergency or other public services during and after construction of the proposed project:

Access will be maintained during construction for emergency and other public services although there may be inconvenience and delays. Following construction, the improved roadway will result in safer roadway conditions and potentially more efficient response times for emergency and public service traffic.

6. Describe any physical or access changes that will result. This could include effects on lot frontages, side slopes or driveways (steeper or flatter), sidewalks, reduced terraces, tree removals, vision corners, etc.:

A list of the preferred alternative's physical and access changes (from west to east) is found below.

- The grade on Broadway Street, east and west of the CN Railroad will be changed to remove the hump at the CN Railroad crossing. All existing driveway connections to Broadway Street near the crossing will be maintained, however, the grade of the driveways would likely change.
- The stop-controlled WIS 96/Broadway Street intersection will be reconstructed as a roundabout.
- High Street (west and east of the river) will be closed, however, access will be provided to uses that currently have access to High Street.
- Hickory Street, which connects Broadway Street and Bridge Street west of the river, will be closed.

- WIS 96 will be grade separated over Washington Street. Access to Washington Street will be provided via High Street from the new Fair Street intersection.
- WisDOT will construct a pedestrian connection from the sidewalk on the proposed bridge to High Street in the area of the existing car wash. On the east and west ends of the proposed bridge the multi-use path would tie into the existing sidewalk network.
- Trees in the Plum Creek corridor will be removed during construction of the WIS 96 Bridge piers
- The unconventional stop controlled WIS 96 intersections with Turner Street and Fair Street will be reconstructed as a roundabout that intersects Fair Street. Turner Street will be closed near St. John's Evangelical Lutheran Church.

7. Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have on the community/neighborhood:

The Wrightstown Village Hall/Police Department will be displaced as a result of the proposed action. The Village has purchased property along WIS 96 east of the Fox River for the new facility. Displacing the Village Hall will not affect the community.
Area residents will benefit from the multi-use path on the proposed bridge. This path will provide an improved pedestrian//bicycle/snowmobile connection between both sides of Wrightstown as compared to the existing condition.

8. Identify and discuss factors that residents have indicated to be important or controversial:

Beyond the positions the public took on the project's preliminary range of alternatives (See Basic Sheet 2 question 10a), the following issues were mentioned by the public and PAC during public meetings:

- Safety issues at the County DD (Broadway Street), County D and County ZZ (Washington Street) intersections with WIS 96 for traffic and pedestrians
- Better accommodations for pedestrians and bicyclists along WIS 96
- Addressing the geometric problems along WIS 96 east of the Fox River and the grade of the WIS 96 bridge
- The volume of large trucks passing through the Village and the safety problems, and the noise and smell they generate
- Large farm vehicles blocking on-coming traffic on the WIS 96 bridge
- Discussion whether the replacement bridge should remain in the Village or be constructed outside the Village
- Minimizing residential impacts
- Accommodating snowmobiles on the proposed bridge

9. List any Community Sensitive Design considerations, such as design considerations and potential mitigation measures.

The public's interest in providing better bicycle and pedestrian accommodations along WIS 96 and more safely accommodating snowmobiles across the bridge led to the inclusion of the 14-foot-wide multi-use path on the north side of the proposed WIS 96 Bridge. In addition, the public's concern about large agricultural equipment blocking on-coming traffic on the bridge resulted in the proposed bridge being designed with sufficient width to allow two-way traffic on the bridge when used by large agricultural equipment.

10. Indicate the number and type of any residential buildings that will be acquired because of the proposed action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document. If item c) is checked, complete items 11 through 18 and attach the Conceptual Stage Relocation Plan to the environmental document:

a. ☐ None identified.
b. ☐ No occupied residential building will be acquired as a result of this project. Provide number and description of non-occupied buildings to be acquired.
c. ☒ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc.

The preferred alternative would displace 8 single-family residences, three rental properties with residential units, and two multi-family residences containing a total of seven dwelling units.

11. Anticipated number of households that will be relocated from the occupied residential buildings identified in item 10c, above:

Total Number of Households to be Relocated. 18

(Note that this number may be greater than the number shown in 10c) above because an occupied apartment building may have many households.)

a. Number by Ownership

Number of Households Living in Owner Occupied Building 8	Number of Households Living in Rented Quarters 10

b. Number of households to be relocated that have.

1 Bedroom - 0	2 Bedroom - 6	3 Bedroom - 12	4 or More Bedrooms - 0

c. Number of relocated households by type and price range of dwelling.

Number of Single Family Dwellings 9	Price Range - $96,000 to $200,000
Number of Multi-Family Dwellings 2	Price Range – $126,000 to $150,000
Number of Apartment 2	Price Range – There are two apartment dwellings located in commercial properties. No separate price range was provided for the apartment dwellings.

12. Describe the relocation potential in the community:

a. Number of Available Dwellings

1 Bedroom	2 Bedrooms	3 Bedrooms	4 or More Bedrooms
(not needed)	10	23	14

b. Number of Available and Comparable Dwellings by Location

47 within the Village of Wrightstown	261 within the surrounding area (Kaukauna and De Pere)

c. Number of Available and Comparable Dwellings by Type and Price. (Include dwellings in price ranges comparable to those being dislocated, if any.)

Single Family Dwellings More than 150 in Village and surrounding area	Price Range $75,000 to $199,000
Multi-Family Dwellings Approximately 37 multi-family dwellings are for sale in Wrightstown and the surrounding areas including Kaukauna and De Pere. Of the 37 listings, three 2-unit dwellings are currently for sale in the Village of Wrightstown.	$65,000 to $250,000
Apartments A search of available rental units in Wrightstown and surrounding areas indicate there are numerous 2 and 3 bedroom units available ranging in monthly rent of approximately $400/month–$800/month.	

13. Identify all the sources of information used to obtain the data in item 12:

☒ WisDOT Real Estate Conceptual Stage Relocation Plan ☐ Multiple Listing Service (MLS)
☐ Newspaper Listing(s) ☐ Other – Identify

14. Indicate the number of households to be relocated that have the following special characteristics:

☒ None identified.
☐ Yes - _____ total households to be relocated. Complete table below

Special Characteristics	Number of Households with Individuals with Special Characteristics
Elderly	
Disabled	
Low income	
Minority	
Household of large family (5 or more)	
Not Known	
No special characteristics	

15. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24:

☒ Residential acquisitions and relocations will be completed in accordance with the “Uniform Relocation

Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended." In addition to providing for payment of "Just Compensation" for property acquired, additional benefits are available to eligible displaced persons required to relocate from their residence. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, and down payment assistance. In compliance with State law, no person would be displaced unless a comparable replacement dwelling would be provided. Federal law also requires that decent, safe, and sanitary replacement dwelling must be made available before any residential displacement can occur.

Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners would be contacted and given an explanation of the details of the acquisition process and Wisconsin's Eminent Domain Law under Section 32.05, Wisconsin Statutes. Any property to be acquired would be inspected by one or more professional appraisers. The property owner would be invited to accompany the appraiser during the inspection to ensure the appraiser is informed of every aspect of the property. Property owners will be given the opportunity to obtain an appraisal by a qualified appraiser that will be considered by WisDOT in establishing just compensation. Based on the appraisal(s) made, the value of the property would be determined, and that amount offered to the owner.

☐ Identify other relocation assistance requirements not identified above.

16. Identify any difficulties or unusual conditions for relocating households displaced by the proposed action:
None identified

17. Indicate whether Special Relocation Assistance Service will be needed. Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above:
☒ None identified
☐ Yes - Describe services that will be required

18. Describe any additional measures that will be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected:
None identified

HISTORIC RESOURCES EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-5

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None identified	

Section 106 Form or other documentation, with all necessary approvals, must be attached to the Environmental Document for all projects.

1. Parties contacted:

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Wrightstown Historic Society	October 2008	X		☐
Wrightstown Historic Society	May 2009		X	☒
Wrightstown Historic Society	July 2009	X		☐
Brown County Historic Society	October 2008	X		☐
Brown County Historic Society	July 2009	X		☐
Property Owner	March 2009	X		☐
Property Owner	May 2009	X		☐
Property Owner	July 2009	X		☐

2. Property Name: Farmers and Traders Bank building (Exhibit 14)

3. Location: 118 High Street Wrightstown, WI

4. Use: The building's historic use was a bank. Today the building is used as a dentist's office.

5. Property type:
- ☐ Bridge
- ☒ Building
- ☐ Historic District
  - ☐ Other: _____

6. Property Designations:
- ☐ National Historic Landmark (NHL)
- ☒ National Register of Historic Places (NRHP)
- ☐ State Register of Historic Places
- ☐ Local Registry
- ☐ Tribal Registry

7. A Determination of Eligibility (DOE) has been prepared:
- ☐ No - Property is already on NRHP or NHL.
- ☒ Yes - DOE prepared. (**Approved by WisDOT on 8-20-09 and SHPO on 9-29-09**)
- ☐ Other: _____

8. Describe the significance of the structures and/or buildings:
The building was determined eligible for the National Register under Criterion A. The Farmers & Traders Bank operated in the building from 1904 to 1965. Based on the steady increase in its deposits during that period, the bank appears to have played an integral role in the commerce of Wrightstown. Research suggests that from 1934 onward, it was the only bank in the Village. It is significant for its long history as Wrightstown's primary financial institution.

9. In compliance with the requirements of Section 106, of the National Historic Preservation Act, the proposed project's effects on the historic property, (e.g., structure or building) have been evaluated in the following report, a copy of which is:

- ☐ In the project file, or
- ☐ Attached to this document:
  - ☐ Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form).
  - ☐ Documentation for determination of no adverse or conditional no adverse effect to historic properties.
  - ☐ Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.
    - ☒ No. Consultation about effects is continuing.

Zimmerman Residence

St. Paul's Complex

Poplar St.

Cedar St.

Bridge St.

Broadway St.

dian National Railroad

Main St.

96

Park St.

High St.

Farmers and Traders Bank

Mueller-Wright House

Mueller St.

Washington St.

Turner St.

Fair St.

96

Legend

Historic Structures

0 250 500

Feet

N

WIS 96 & Fox River Bridge Approaches Corridor Study

Brown County

TBG012011032255MKE 14_WIS96_Historic_Structure_Locations_02 05.18.11 CAE

EXHIBIT 14

Historic Structure Locations

☐ Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

10. Do FHWA requirements for Section 4(f) apply to the project's use of the historic property?

☒ No

- ☐ Project is not federally funded.
- ☒ No right-of-way or Permanent Limited Easements will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the NRHP.
- ☐ Right-of-way will be acquired from the NRHP property but a *de minimis* finding has been proposed.
- ☐ Other – Explain:
- ☐ Yes – Complete Factor Sheet B-8, Section 4(f) and 6(f) or other Unique Areas.

HISTORIC RESOURCES EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-5

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None identified	

Section 106 Form or other documentation, with all necessary approvals, must be attached to the Environmental Document for all projects.

1. **Parties contacted:**

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Wrightstown Historic Society	October 2008	X		☐
Wrightstown Historic Society	May 2009		X	☒
Wrightstown Historic Society	July 2009	X		☐
Brown County Historic Society	October 2008	X		☐
Brown County Historic Society	July 2009	X		☐
				☐

2. **Property Name:** Mueller-Wright House

3. **Location:** 431 Washington Street

4. **Use: Public** museum

5. **Property type:**
   - ☐ Bridge
   - ☒ Building
   - ☐ Historic District
     - ☐ Other: _____

6. **Property Designations**:
   - ☐ National Historic Landmark (NHL)
   - ☒ National Register of Historic Places (NRHP)
   - ☐ State Register of Historic Places
   - ☐ Local Registry
   - ☐ Tribal Registry

7. **A Determination of Eligibility (DOE) has been prepared:**
   - ☒ No - Property is already on NRHP or NHL. (The Mueller-Wright House was placed on the NRHP in March 1978)
   - ☐ Yes - DOE prepared.
   - ☐ Other: _____

8. **Describe the significance of the structures and/or buildings**:
   The Mueller-Wright House draws its significance from its association with Hoel S. Wright and Carl G. Mueller. A lion's share of Wrightstown's development in the last two-thirds of the nineteenth century may be attributed to the efforts of Wright and Mueller.

9. **In compliance with the requirements of Section 106, of the National Historic Preservation Act, the proposed project's effects on the historic property, (e.g., structure or building) have been evaluated in the following report, a copy of which is:**

   - ☐ In the project file, or
   - ☐ Attached to this document:
     - ☐ Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form).
     - ☐ Documentation for determination of no adverse or conditional no adverse effect to historic properties.
     - ☐ Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.

☒ No. Consultation about effects is continuing.
☐ Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

10. Do FHWA requirements for Section 4(f) apply to the project's use of the historic property?

☒ No
- ☐ Project is not federally funded.
- ☒ No right-of-way or Permanent Limited Easements will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the NRHP.
- ☐ Right-of-way will be acquired from the NRHP property but a *de minimis* finding has been proposed.
- ☐ Other – Explain:
- ☐ Yes – Complete Factor Sheet B-8, Section 4(f) and 6(f) or other Unique Areas.

HISTORIC RESOURCES EVALUATION

Factor Sheet B-5

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None identified	

Section 106 Form or other documentation, with all necessary approvals, must be attached to the Environmental Document for all projects.

1. **Parties contacted:**

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Wrightstown Historic Society	October 2008	X		☐
Wrightstown Historic Society	May 2009		X	☒
Wrightstown Historic Society	July 2009	X		☐
Brown County Historic Society	October 2008	X		☐
Brown County Historic Society	July 2009	X		☐
Property Owner	March 2009	X		☐
Property Owner	April 2009	X		☐
Property Owner	July 2009	X		☐

2. **Property Name:** St. Paul's Complex

3. **Location:** 437 Main Street

4. **Use:** Church, school, and associated buildings

5. **Property type:**
   - ☐ Bridge
   - ☐ Building
   - ☐ Historic District
   - ☒ Other: Several buildings, including a church and school, being considered as a complex.

6. **Property Designations**:
   - ☐ National Historic Landmark (NHL)
   - ☒ National Register of Historic Places (NRHP)
   - ☐ State Register of Historic Places
   - ☐ Local Registry
   - ☐ Tribal Registry

7. **A Determination of Eligibility (DOE) has been prepared:**
   - ☐ No - Property is already on NRHP or NHL.
   - ☒ Yes - DOE prepared. (**Approved by WisDOT on 8-20-09 and SHPO on 9-29-09**)
   - ☐ Other: _____

8. **Describe the significance of the structures and/or buildings**:
   Constructed spanning a time period of 1907 to 1958, the buildings within the St. Paul property retains a good degree of their integrity. As a result, the St. Paul Catholic Church Complex is considered eligible for the National Register under Criterion C as a fine example of an early- to mid-twentieth century church complex with regard to Criterion Consideration A.

9. **In compliance with the requirements of Section 106, of the National Historic Preservation Act, the proposed project's effects on the historic property, (e.g., structure or building) have been evaluated in the following report, a copy of which is:**
   - ☐ In the project file, or
   - ☐ Attached to this document:
     - ☐ Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form).
     - ☐ Documentation for determination of no adverse or conditional no adverse effect to historic properties.
     - ☐ Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.

☒ No. Consultation about effects is continuing.
☐ Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

10. Do FHWA requirements for Section 4(f) apply to the project's use of the historic property?

☒ No
- ☐ Project is not federally funded.
- ☒ No right-of-way or Permanent Limited Easements will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the NRHP.
- ☐ Right-of-way will be acquired from the NRHP property but a *de minimis* finding has been proposed.
- ☐ Other – Explain:

☐ Yes – Complete Factor Sheet B-8, Section 4(f) and 6(f) or other Unique Areas.

HISTORIC RESOURCES EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-5

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None identified	

Section 106 Form or other documentation, with all necessary approvals, must be attached to the Environmental Document for all projects.

1. **Parties contacted:**

Parties Contacted	Date Contacted	Comments Received		
		No	Yes	Check if Attached
Wrightstown Historic Society	October 2008	X		☐
Wrightstown Historic Society	May 2009		X	☒
Wrightstown Historic Society	July 2009	X		☐
Brown County Historic Society	October 2008	X		☐
Brown County Historic Society	July 2009	X		☐
Property Owner	April 2009	X		☐
Property Owner	May 2009	X		☐
Property Owner	July 2009	X		☐

2. **Property Name:** Zimmerman residence

3. **Location:** 421 Main Street

4. **Use:** residence

5. **Property type:**
   - ☐ Bridge
   - ☒ Building
   - ☐ Historic District
     - ☐ Other: _____

6. **Property Designations**:
   - ☐ National Historic Landmark (NHL)
   - ☒ National Register of Historic Places (NRHP)
   - ☐ State Register of Historic Places
   - ☐ Local Registry
   - ☐ Tribal Registry

7. **A Determination of Eligibility (DOE) has been prepared:**
   - ☐ No - Property is already on NRHP or NHL.
   - ☒ Yes - DOE prepared. (**Approved by WisDOT on 8-20-09 and SHPO on 9-29-09**)
   - ☐ Other: _____

8. **Describe the significance of the structures and/or buildings**:
   The residence, which possesses a high degree of integrity, is a unique and intact example of "transitional" architecture that combines Queen Anne and Colonial Revival architectural characteristics. This residence is the only example of its kind in Wrightstown and is considered eligible to the National Register under Criterion C.

9. **In compliance with the requirements of Section 106, of the National Historic Preservation Act, the proposed project's effects on the historic property, (e.g., structure or building) have been evaluated in the following report, a copy of which is:**

   - ☐ In the project file, or
   - ☐ Attached to this document:
     - ☐ Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form).
     - ☐ Documentation for determination of no adverse or conditional no adverse effect to historic properties.
     - ☐ Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.
       - ☒ No. Consultation about effects is continuing.

☐ Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:

10. Do FHWA requirements for Section 4(f) apply to the project's use of the historic property?

☒ No

- ☐ Project is not federally funded.
- ☒ No right-of-way or Permanent Limited Easements will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the NRHP.
- ☐ Right-of-way will be acquired from the NRHP property but a *de minimis* finding has been proposed.
- ☐ Other – Explain:

☐ Yes – Complete Factor Sheet B-8, Section 4(f) and 6(f) or other Unique Areas.

Factor Sheet B-9

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None identified	

1. Landscape Characteristics:

a. Identify and briefly describe the visual character of the landscape:

The visual character of the WIS 96 corridor is typical of a rural small town with agricultural land on the fringes of the Village and commercial and residential development within the core of the community. The Fox River, which divides the community, provides a break in the commercial-residential visual character. Plum Creek, which flows into the Fox River south of the WIS 96 Bridge, and its associated wetlands provide views of a natural landscape within a largely developed project corridor.

b. Indicate the visual quality of the view-shed and identify landscape elements which would be visually sensitive:

The visual quality of the corridor is considered to be low to medium. The view shed within the Village's commercial and residential areas does not have any visually sensitive elements. The views north and south of the Fox River from the WIS 96 Bridge, which include the Plum Creek corridor, would be the most visually sensitive landscape element along the corridor.

2. User/viewer Characteristics:

a. Identify and discuss the viewers who will have a view of the improved transportation facility:

Viewers of the improved transportation facility include:

- Property owners adjacent to the approach intersections (WIS 96/Broadway Street and WIS 96/Fair Street) on both sides of the bridge,
- Residents living along Park Street on the west side of the river south of the proposed bridge,
- Residents living along Bridge Street and Pine Street on the west side of the river north of the proposed bridge,
- Commercial property owners and residents living along Washington Street on the east side of the river north of the proposed bridge, and
- Users of Wrightstown Park on the Fox River, and boaters on the Fox River.

b. Identify and discuss users of the transportation facility who will have a view from the facility:

Drivers of automobiles (local users, commuters), large-trucks, and farm machinery on the approach roads and proposed bridge will have a view from the facility. Pedestrians, bicyclists, and snowmobilers on the proposed bridge's multi-use path would also have a view from the improved WIS 96.

The existing (2006) average daily traffic volume on the WIS 96 Bridge is 9,000 vehicles. In 2033 traffic volumes on the bridge are forecast to be between 12,000 and 15,000 vehicles per day.

3. Effects:

a. Describe whether and how the project would affect the visual character of the landscape:

The new WIS 96 Bridge will stand about 200 feet south of the existing bridge. Because the new bridge will be more than twice as long and uniformly higher over the Fox River, the visual presence and scale of the WIS 96 Bridge will be greater. Despite the increase in scale, the preferred alternative will not notably affect the visual character of the landscape. There will continue to be only one river crossing in Wrightstown, and the preferred alternative will be located one block south of the existing bridge. The alignment of the preferred alternative above the Plum Creek corridor presents different views of and from the bridge than the existing structure, but it does not materially alter the visual character of the landscape.

b. Indicate the effects the project would have on the viewer groups:

Viewers of the new WIS 96 alignment will see the bridge in a new location and a new structure over Washington Street and Plum Creek. The new river crossing location will not pose a major change to the existing viewshed. The structure over Washington Street and the Plum Creek area will be a visual change, but there are few viewers of that area now.

Users of the new WIS 96 alignment will have a different view than they currently have. As opposed to driving through the commercial area along High Street, those on WIS 96 will see that area to the north. Those on WIS 96 will have a new view of the natural area around Plum Creek.

4. Mitigation:

a. Have aesthetic commitments been made?

☒ No
☐ Yes - Discuss:

Factor Sheet C-1

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None identified	

1. Describe Wetlands:

Wetland 1, within the general area of the preferred alternative, is a 7.1-acre complex that contains 4.4 acres of riparian forest (RPF), 1 acre of shrub swamp (SS), and 1.7 acres of degraded meadow communities (Exhibit 15). There is a 0.3 acre upland area in the wetland that includes the snowmobile trail and an area immediately adjacent to it. Predominant species within Wetland 1 include:

- RPE – green ash, silver maple, and disk water hyssop
- SS – button bush
- M(D) – reed canary grass

According to the Rapid Assessment Methodology conducted on Wetland 1, its functional values include high floral diversity, medium wildlife habitat, medium fishery habitat, exception flood/stormwater attenuation, medium shoreline protection, low groundwater, and high aesthetics/recreation/education value.

	Wetland 1		Wetland 2		Wetland 3	
Name (If known)	NA					
Location County	Brown County					
Location (Section-Township-Range)	Sec. 2, T21N, R19E					
Location Map	See Exhibit 15					
Wetland Type(s)[1]	RPF/M(D)/SS					
Total Wetland Loss	1 acre (see below)					
Wetland is: (Check all that apply)[2]	Yes	No	Yes	No	Yes	No
• **Isolated from stream, lake or other surface water body**		X				
• **Not contiguous (in contact) with a stream, lake, or other water body, but within 5-year floodplain**		X				
• **Name the stream, lake or water body adjacent or contiguous to the wetland and include the Section-Township-Range location.**	Plum Creek Sec. 2, T21N, R19E					

[1]Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C"

[2]If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.

The 1-acre impact includes the following components:

- 0.1-acre permanent impact caused by the pier footings (0.03 acre degraded meadow, 0.057 acre shrub swamp, 0.004 riparian forest)
- 0.9-acre temporary impact caused by the construction access road, work pads, and the potential for construction equipment to affect wetlands required to construct the bridge. The access road and work pad fill would be removed after construction. The 0.9-acre impact includes 0.22 acre degraded meadow, 0.43 acre shrub swamp, and 0.21 acre riparian forest.

The preferred alternative will be 30 to 41 feet above Wetland 1.

2. Are any impacted wetlands considered "wetlands of special status" per WisDOT Wetland Mitigation Banking Technical Guideline, page 10?

☒ No
☐ Yes:
- ☐ Advanced Identification Program (ADID) Wetlands
- ☐ Other – Describe: _____

3. Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other:

East of the Fox River, the WIS 96 Bridge will require three piers at the north edge of Wetland 1, which is located in the Fox River/Plum Creek floodplain (Exhibit 16). The three piers and the bridge superstructure they will support will be

EXHIBIT 15
Wetland 1

WIS 96 & Fox River Bridge Approaches Corridor Study

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EXHIBIT 16
Wetland 1 Permanent and Temporary Impacts

constructed from temporary fills placed in Wetland 1. The temporary fills, which would be accessed from a construction haul road off High Street, will be constructed of rock/sand placed on geogrid fabric. The temporary fills will accommodate cranes used to construct the bridge. Temporary fill will be placed on both sides of two of the three proposed piers in Wetland 1. The pier farthest east will have one temporary fill in Wetland 1.

Cofferdams will be installed around the three proposed pier footings. As necessitated by groundwater conditions, the cofferdams will be dewatered, and cranes will excavate the wetland soil from within the coffer dams in preparation for constructing the pier footings. Excavated wetland soil will be transferred to an off-site disposal location.

Before constructing the temporary fills and construction haul road, trees and shrubs within Wetland 1 will be cut and removed from the site.

Following construction of the three piers, WisDOT may construct detention basins at the base of the piers to hold bridge stormwater runoff. The size and design of the basins will be determined in the upcoming design phase. After pier and detention basin construction is completed, WisDOT will excavate the temporary fills and remove the material from the site. Fill used to develop the construction haul road within Wetland 1 will also be removed, and the former haul road will be seeded with an appropriate wetland mix.

4. List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland: (List should include both permanent, migratory, and seasonal residents).

Observed species include deer and various songbirds. Expected species include waterfowl and various mammals.

5. Federal Highway Administration (FHWA) Wetland Policy:

☐ Not Applicable – Explain

☐ Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.

☒ Statewide Wetland Finding: **NOTE: All three boxes below must be checked for the Statewide Wetland Finding to apply.**
- ☒ Project is either a bridge replacement or other reconstruction within 0.3 mile of the existing location.
- ☒ The project requires the use of 7.4 acres or less of wetlands.
- ☒ The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

6. Erosion control or storm water management practices which will be used to protect the wetland are indicated on form: (Check all that apply)
- ☒ Factor Sheet D-6, Erosion Control Impact Evaluation
- ☒ Factor Sheet D-5, Stormwater Impact Evaluation
- ☐ Neither Factor Sheet - Briefly describe measures to be used

7. US Army Corps of Engineers (USACE) Jurisdiction - Section 404 Permit (Clean Water Act):
- ☐ Not Applicable – No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.
- ☒ Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE

Indicate area of wetlands filled: Acres: 1 acre
Type of 404 permit anticipated:
- ☐ Individual Section 404 Permit required.
- ☒ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance.

Indicate which GP or LOP is required:
☐ Non-Reporting GP ☐ Provisional GP ☐ Provisional LOP ☒ Programmatic GP
Expiration date of 404 Permit, if known - The Section 404 permit application will be prepared as part of the upcoming design phase.

8. Section 10 Waters (Rivers and Harbors Act). For navigable waters of the United States (Section 10) indicate which 404 permit is required: ☐ No Section 10 Waters.

Indicate whether Pre-Construction Notification (PCN) to the U.S. Corps of Engineers(USACE) is:
- ☐ Not applicable.
- ☒ Required: Submitted on: NA

The Section 404 permitting process for this project will be part of the upcoming design phase.

Status of PCN
USACE has made the following determination on: (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

9. Wetland Avoidance and Impact Minimization: [Note: Required before compensation is acceptable]

A. Wetland Avoidance:

1. Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.:

   Other bridge alternatives that did not affect wetlands were considered, but they were dismissed as part of the project's alternative screening process. The preferred alternative cannot avoid Wetland 1 unless a different bridge type is selected to avoid placing three piers in Wetland 1.

2. Indicate the total area of wetlands avoided: NA

B. Minimize the amount of wetlands affected:

1. Describe methods used to minimize the use of wetlands, such as a increasing of side slopes or use of retaining walls, equalizer pipes, upland disposal of hydric soils, etc.:

   WIS 96 will be placed on structure in Wetland 1 rather than on fill. The temporary fills required to construct the haul road and the work pads adjacent to the proposed pier footings will be removed after construction. Of the 1-acre wetland impact identified in the table for question 1, 0.9 acre is associated with the temporary impact, which should revert to wetland after construction.

2. Indicate the total area of wetlands saved through minimization: 2 acres

10. Compensation for Unavoidable Wetland Loss:

According to Section 401 (b) (1), of the Clean Water Act, unavoidable wetland losses must be mitigated on-site, if possible. If no on-site opportunities exist, near/off-site wetland compensation sites must be considered. If neither exists, the losses may be debited to an existing wetland mitigation bank site. Compensation ratios are based on WisDOT Wetland Mitigation Banking Technical Guideline.

				Compensation Type and Acreage			
	Type	Acres Lost	Ratio	On-site	Near/ Off-site	Consolidation Site	Bank Site
RPF(N)	Riparian wetland (wooded)	0.2	1:1 to 1.5:1				0.2 to 0.3
RPF(D)	Degraded riparian wetland (wooded)						
RPE(N)	Riparian wetland (emergent)						
RPE(D)	Degraded riparian wetland (emergent)						
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens						
M(D)	Degraded meadow	0.2	1:1 to 1.5:1				0.2 to 0.3
SM	Shallow marsh						
DM	Deep marsh						
AB(N)	Aquatic bed						
AB(D)	Degraded aquatic bed						
SS	Shrub Swamp, shrub carr, alder thicket	0.5	1:1 to 1.5:1				0.5 to 0.75
WS(N)	Wooded swamp						
WS(D)	Degraded wooded swamp						
Bog	Open and forested bogs						

D = Degraded N = Nondegraded

11. If on-site compensation is not possible, explain why and describe how a search for an off-site compensation site was conducted:

A site adjacent to Wetland 1 was considered for on-site mitigation. Due to the extremely steep ridge located along this area and on this parcel, a large amount of material would have to be excavated to meet flood elevations, and the potential expense of the project would be high. The objective of this excavation would be to expand the annual floodplain in an attempt to create additional floodplain forest, via removal of overlying slope materials. The excavated quantity required is estimated at 123,259 cubic yards, which would yield about two acres of floodplain. Although this amount of excavation would be possible, it would require erosion matting with numerous deeply rooted native plants in order to maintain permanent stability and preserve the aesthetics and safety of the surrounding neighborhood.

Off-site wetland mitigation potential was examined within a one-quarter-mile radius of the project site because of the project's small permanent impact. Surrounding soils showed very limited hydric soil potential for off-site wetland mitigation located within one-quarter-mile.

12. Summarize the coordination with other agencies regarding the compensation for unavoidable wetland losses: Attach appropriate correspondence:

On September 28, 2010, WisDOT met with the DNR and the U.S. Army Corps of Engineers to discuss the selection of Alternative 1 as the preferred alternative. During the meeting, there was general discussion of compensation issues without reaching agreement on mitigation ratios or mitigation locations. WisDOT will coordinate with the DNR and the COE concerning wetland mitigation during the upcoming design phase and include its specific mitigation measures in the Section 404 permit application.

Factor Sheet C-2

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None identified	

1. Stream Name: Lower Fox River

2. **Stream Type: (Indicate Trout Stream Class, if known)**

☐ Unknown
☒ Warm water
☐ Cold water
If trout stream, identify trout stream classification: _____
☐ Wild and Scenic River

2. Size of Upstream Watershed Area: (Square miles or acres)

According to the *Lower Fox River Basin Integrated Management Plan* (Wisconsin DNR, 2001), Wrightstown is part of two watersheds. West of the Fox River, the study area is part of the Apple and Ashwaubenon Creeks Watershed (113 square miles). East of the Fox River, the study area is part of the Plum and Kankapot Creeks Watershed (84 square miles).

The Brown County Comprehensive Plan (October 2004), notes that the Lower Fox River, in Brown County, extends 19 miles from the Village of Wrightstown to its downstream end at the Bay of Green Bay and drains about 311 square miles, or almost half of Brown County.

4. Stream flow characteristics:

☒ Permanent Flow (year-round)
☐ Temporary Flow (dry part of year)

5. Stream Characteristics:

A. Substrate:
1. ☒ Sand
2. ☒ Silt
3. ☒ Clay
4. ☐ Cobbles
5. ☒ Other-describe: gravel

B. Average Water Depth: 4 to 9 feet

C. Vegetation in Stream
☒ Absent
☐ Present - If known describe:

D. Identify Aquatic Species Present:

Aquatic species include benthic macroinvertebrates (adult and larval insects, mollusks, crustaceans, worms) and fish. Fish species include flathead catfish, walleye, white perch, yellow perch, white bass, smallmouth bass, northern pike, and carp. DNR posts fish consumption advisories for these species. According to the *Lower Fox River Basin Integrated Management Plan* (Wisconsin DNR, 2001), the unbalanced fish community of the Lower Fox River is characterized by low abundance and low diversity of top predators (northern pike, walleye, smallmouth bass) and native forage species (spottail shiner) combined with exotic species, such as carp, alewife, and white perch. Fish catch data presented in DNR's plan for 1993 and 1994 indicate that of the 986 fish reported, 676 were nongame fish and 310 were game fish. Carp was the nongame fish caught most often (533), and white bass the game fish caught most often (189).

E. If water quality data is available, include this information:

Stormwater and agricultural runoff (nonpoint source pollution) continue to be the Fox River's greatest water quality threats. The Fox River continues to be exposed to many adverse environmental impacts, including excessive sedimentation, nutrient enrichment, and turbidity due to nonpoint source pollution, urban stormwater runoff, storm sewer discharges, and impoundment of the river. Polychlorinated biphenyls (PCBs) and fish consumption advisories due to past industrial point source discharges are also present. The Fox River is the second largest contributor of

suspended sediment and the largest contributor of phosphorus to Lake Michigan. For these reasons, the DNR has identified the Fox River as an Impaired Water (Section 303(d) water), which means that it does not meet federal and state water quality standards (Brown County Comprehensive Plan).

According to the DNR Web site (http://dnr.wi.gov/water/ImpairedWater_Details.aspx?AssessUnitID=357301), the Lower Fox River experiences high levels of total phosphorous, resulting in low levels of dissolved oxygen for its designated use as a warm water sport fishery.

The Lower Fox River has been identified as an impaired water, under Section 303(d) of the federal Clean Water Act as amended. Section 303(d) requires USEPA and states to develop total maximum daily loads (TMDL) for all pollutants violating or causing violation of applicable water quality standards for each impaired water body. A TMDL determines the maximum amount of pollutant that a water body is capable of assimilating while continuing to meet the existing water quality standards. Such loads are established for all the point and nonpoint sources of pollution that cause the impairment.

In June 2010, the study *Total Maximum Daily Load and Watershed Management Plan for Total Phosphorus and Total Suspended Solids in the Lower Fox River Basin and Lower Green Bay* (The Cadmus Group) was completed, which for the first time, identified the TMDLs, load allocations, and recommended management actions required to address the impairments caused by excess phosphorus and sediment loading in the Lower Fox River, the tributaries in the basin, and Lower Green Bay.

F. Is this river or stream on the WDNR's "Impaired Waters" list?

☐ No
☒ Yes - List: 2008 303(d)

6. If bridge or box culvert replacement, are migratory bird nests present?

☐ Not Applicable
☐ None identified
☒ Yes – Identify Bird Species present: Swallows
Estimated number of nests is: Unknown. Given the length of the bridge it is difficult to do a nest count, however; swallows are present around the bridge in the nesting season.

7. Is a U. S. Fish & Wildlife Depredation Permit required to remove swallow nests?

☐ Not Applicable
☐ Yes
☐ No - Describe mitigation measures:

At this time it is unknown whether a depredation permit will be required to remove swallow nests. The need for a permit will be determined in the final design phase and will depend on the timing of the bridge removal. The current plan is that the bridge would be demolished after July 2015. If it were demolished before August 30, the work would occur within the nesting season (May 1 to August 30). If the bridge cannot be demolished outside the nesting season, a depredation permit will be required from the FWS. Given the length and height of the WIS 96 Bridge, removal of nests before the nesting season or other means to prevent nesting such as placement of netting would likely would be impractical.

8. Describe land adjacent to stream:

North of the WIS 96 Bridge, there is residential development on both sides of the river until near Mallard Road. North of Mallard Road, agricultural land/undeveloped land is adjacent to the river. South of the WIS 96 Bridge, there is residential development adjacent to the west side of the river to Van Dyke Street. South of Van Dyke Street the land use changes to agricultural land. On the east side of the river, there is a small area of commercial development between the WIS 96 Bridge and Plum Creek. South of Plum Creek, there is a mix of agricultural land and large-lot residential land adjacent to the river. Plum Creek empties into the Fox River south of the WIS 96 Bridge. There are wooded and emergent wetlands adjacent to Plum Creek.

9. Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site:

Upstream and downstream dischargers include runoff from adjacent residential/commercial and agricultural uses, stormwater mains, and the village's waste water treatment plant. There are two stormwater mains within the project area south of the bridge and 11 north of the bridge, including the village's wastewater treatment plant. The ultimate receiving water body is the bay of Green Bay.

The preferred alternative is to remove the existing bridge. Pier and superstructure removal likely will be done with a barge, although causeways (river fill) may be needed for demolition work at the east and west banks of the river if the river is not deep enough to accommodate barges (roughly 4 feet of water required).

The new bridge requires five piers in the Fox River. The bridge superstructure and piers will be constructed from a barge and from causeways where the river is not deep enough to accommodate barges. Pier construction will involve installing cofferdams around the proposed pier footings, dewatering the cofferdams, excavating river sediments from within the cofferdams, and constructing the pier footings. The five river piers will be constructed within the floodway (Exhibit 17).

East of the Fox River, the WIS 96 Bridge requires seven piers, four in the Fox River floodplain. The proposed pier in the floodplain between Washington Street and the Fox River will be located in a grassy upland area. Normal "dry land" construction techniques will be used to construct that pier. The three other piers in the Fox River/Plum Creek floodplain will be located in a wetland (Exhibit 17). The three piers and the superstructure they will support will be constructed from temporary fills placed in the Fox River/Plum Creek floodplain. The temporary fills, which will be accessed from a staging area and haul road off High Street, will be constructed of rock/sand placed on geogrid fabric. The temporary fills will accommodate cranes used to construct the bridge. See the Wetlands Factor Sheet for more information.

The pier construction process in the Fox River/Plum Creek floodplain will be similar to pier construction in the river except that cranes on temporary fills will be used rather than barges. The proposed bridge will be a perpendicular crossing of the Fox River/Plum Creek floodplain.

11. Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be in compliance with NR 116 by creating 0.01 ft. backwater or less:

During the engineering design phase for the WIS 96 Bridge, a hydraulic analysis will be completed and coordinated with DNR. The bridge will be sized to be consistent with Wisconsin Administrative Code Chapter NR 116 (Wisconsin's Floodplain Management Program), which allows an increase of 0.01 foot in the height of the regional (100-year) flood elevation without property owner notifications or appropriate legal arrangements. Any increase in the backwater for the bridge must meet this criterion. If the increase is greater than 0.01 foot, WisDOT will make notifications or other appropriate legal arrangements in accordance with NR 116 and the WisDOT/DNR Cooperative Agreement regarding floodplain management.

12. Describe and provide the results of coordination with any floodplain zoning authority:

The Village of Wrightstown, which has been an active participant in the study process and an advocate for the preferred alternative, has a floodplain ordinance. Section 204-3B(7) of the Village's floodplain ordinance indicates that public utilities, streets, and bridges are permitted floodplain uses.

13. Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

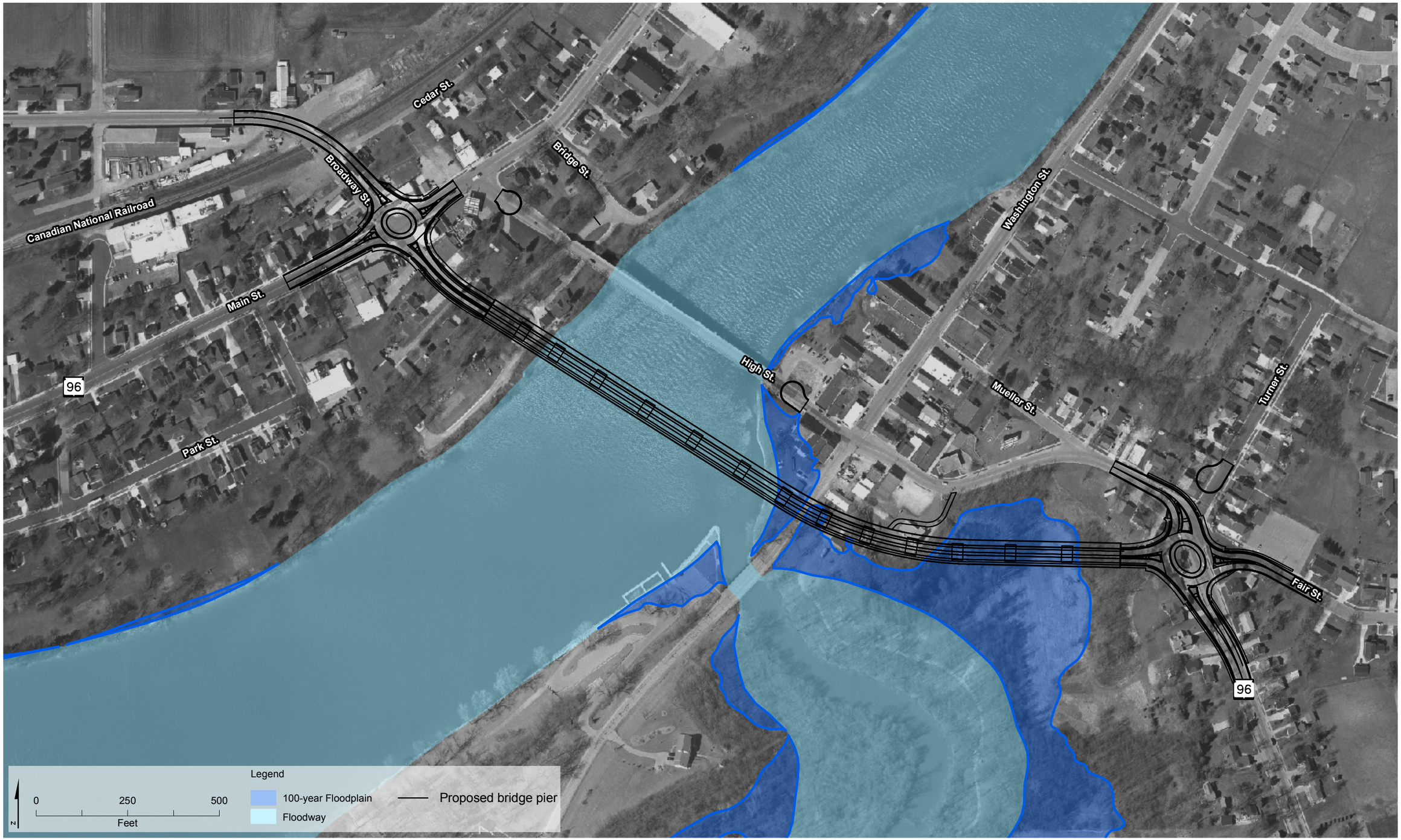
- ☒ No impacts would occur.
- ☐ Significant interruption or termination of emergency vehicle service or a community's only evacuation route.
- ☐ Significant flooding with a potential for property loss and a hazard to life.
- ☐ Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.

14. Discuss existing or planned floodplain use and briefly summarize the project's effects on that use:

The Wrightstown land use map identifies the Fox River/Plum Creek floodplain east of Washington Street that the preferred alternative would cross as "natural area." The future land use map identifies the same area as "conservancy." The intent of both land use designations would be preservation of floodplains. The preferred alternative will not affect floodplain use except for the filling associated with the three proposed bridge piers. The preferred alternative would not contribute to floodplain development.

15. Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream:

During construction, sediment might enter the Fox River from the construction haul road off Broadway Street on the west side of the river. Sediment also could enter the river from the causeways if they are needed to construct the new bridge and demolish the existing bridge in areas too shallow to accommodate barges. During construction of pier footings, sediment on the river bottom within and adjacent to the proposed coffer dams may be resuspended. There is also potential for some material from the demolished bridge to enter the river and not be removed. The erosion control measures WisDOT will implement during construction will severely limit the amount of sediment that may enter the



WIS 96 & Fox River Bridge Approaches Corridor Study

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Brown County

EXHIBIT 17

Floodplain/Floodway Boundaries

river or be resuspended by construction, thereby preventing any adverse effects on the Fox River's water quality or the plants, animals, and fish that inhabit or depend on the stream.

During operation of the new WIS 96 Bridge, stormwater runoff from the bridge will empty into the Fox River. The runoff entering the river will be immeasurably less than the discharge from the Village's 10 stormwater mains and wastewater treatment plant discharges. Stormwater runoff from the bridge will not affect the Fox River's water quality or affect the plants, animals, and fish that inhabit or depend on the stream.

16. Are measures proposed to enhance beneficial effects?

☒ No
☐ Yes. Describe: _____

Floodplains in their natural or relatively undisturbed state serve water resource values (natural moderation of floods, water quality maintenance, and groundwater recharge), living resource values (fish, wildlife and plant resources), cultural resource values (open space, recreation) and cultivated resource values (agriculture, aquaculture, forestry). WisDOT is not planning on mitigation measures that would enhance any of these four values.

Factor Sheet C-2

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None identified	

1. **Stream Name: Plum Creek**

2. **Stream Type: (Indicate Trout Stream Class, if known)**
   - ☐ Unknown
   - ☒ Warm water
   - ☐ Cold water
     If trout stream, identify trout stream classification: _____
   - ☐ Wild and Scenic River

3. **Size of Upstream Watershed Area: (Square miles or acres)**

   Plum Creek is located within the Plum and Kankapot Creeks watershed, which encompasses about 84 square miles.

4. **Stream flow characteristics:**

   - ☒ Permanent Flow (year-round)
   - ☐ Temporary Flow (dry part of year)

5. **Stream Characteristics:**

   A. Substrate:
      1. ☒ Sand
      2. ☒ Silt
      3. ☒ Clay
      4. ☐ Cobbles
      5. ☐ Other-describe:

   B. Average Water Depth: 2 to 4 feet (near its mouth with the Lower Fox River)

   C. Vegetation in Stream
      - ☒ Absent
      - ☐ Present - If known describe:

   D. Identify Aquatic Species Present:

      Near its mouth with the Lower Fox River, Plum Creek would have has fish species similar to those in the Lower Fox River. See Fox River Factor sheet.

E. If water quality data is available, include this information:

   According to the *Lower Fox River Basin Integrated Management Plan* (Wisconsin DNR, 2001), Plum Creek experiences a loss of in-stream habitat and elevated temperature for its designated use as a Fish and Aquatic Life Community. High levels of total phosphorous and sediment/total suspended solids are identified as the pollutants contributing to its status as an impaired water. The Great Lakes Basin Program for Soil Erosion and Sediment Control identifies Plum Creek as the third largest contributor of suspended solids to the Fox River and the inlet of Green Bay.

   The Lower Fox River Basin, which includes Plum Creek, has been given statewide attention for improving and protecting water quality. While the Plum Creek watershed itself has not been selected as a priority watershed under the Wisconsin Nonpoint Source Water Pollution Abatement Program, but it has been ranked "high" for possible selection. The main focus of these projects is to reduce nutrient and sediment loadings to streams and rivers by 50 percent, which is necessary for meaningful water quality improvements to occur.

   As an impaired water, Plum Creek is included in the *Total Maximum Daily Load and Watershed Management Plan for Total Phosphorus and Total Suspended Solids in the Lower Fox River Basin and Lower Green Bay* (The Cadmus Group, June 2010). See the Fox River Factor Sheet for more information.

F. Is this river or stream on the WDNR's "Impaired Waters" list?

   - ☐ No
   - ☒ Yes - List: 2008 Section 303(d)

6. If bridge or box culvert replacement, are migratory bird nests present?

- ☒ Not Applicable
- ☐ None identified
- ☐ Yes – Identify Bird Species present
  Estimated number of nests is: _

7. Is a U. S. Fish & Wildlife Depredation Permit required to remove swallow nests?

- ☒ Not Applicable
- ☐ Yes
- ☐ No - Describe mitigation measures:

8. Describe land adjacent to stream:

Within the study area, Plum Creek flows within a wooded corridor between Washington Street (County ZZ) and WIS WIS 96/County D. The wooded corridor includes a mix of uplands and wetlands. Toward the south edge of Wrightstown, the wooded corridor transitions to agricultural land. A subdivision is also adjacent to a portion of Plum Creek toward the south end of the Village. Plum Creek crosses under Washington Street and enters the Fox River just south of the existing bridge.

9. Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site:

Within the Village, there are two stormwater mains that discharge into the Plum Creek corridor (wetlands and uplands adjacent to the creek). It is not known whether the stormwater runoff reaches the creek or is absorbed before reaching the creek.

10. Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment: [Note: Coast Guard must be notified when Section 10 waters are affected by a proposal. Also see Wetland Evaluation, Factor Sheet C-1, Question 8.]

The work adjacent to Plum Creek is the same as described on the Fox River factor sheet. The work would occur within the Lower Fox River/Plum Creek 100-year floodplain.

11. Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be in compliance with NR 116 by creating 0.01 ft. backwater or less:

See the response to question 11 on the Fox River factor sheet.

12. Describe and provide the results of coordination with any floodplain zoning authority:

See the response to question 12 on the Fox River factor sheet.

13. Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

- ☒ No impacts would occur.
- ☐ Significant interruption or termination of emergency vehicle service or a community's only evacuation route.
- ☐ Significant flooding with a potential for property loss and a hazard to life.
- ☐ Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.

14. Discuss existing or planned floodplain use and briefly summarize the project's effects on that use:

See the response to question 14 on the Fox River factor sheet.

15. Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream:

During construction, there is the potential for sediment could to enter the Lower Fox River/Plum Creek floodplain from the construction haul road off of High Street on the east side of the river. To construct the pier footings, coffer dams would likely be used. Wetland soil excavated from within coffer dams may be leaked inadvertently into adjacent wetlands as the cranes move it from the excavation site to trucks for transport off-site. WisDOT is considering creating detention basins adjacent to the proposed piers that would allow sediments in stormwater from the bridge to settle out. Construction of the detention basins would involve earth-moving activities within the floodplain/wetland that could

allow wetland soils to move to other areas of the floodplain/wetland.

Although there are pockets of standing water within the wetlands and Lower Fox River/Plum Creek floodplain, there is not enough permanent standing water to affect water quality directly. The proposed work in the floodplain would not affect the water quality of Fox River or Plum Creek or affect the plants, animals, and fish that inhabit or are dependent upon those water bodies.

After construction, during operation of the WIS 96 Bridge, stormwater runoff from the bridge will empty into the proposed detention basins mentioned above. Depending on the volume of runoff and the size of the detention basins, runoff may leave the basins and enter the adjacent wetland. Because the detention basins would allow sediments to settle out before the runoff would leave the basins, no impacts on the plants and animals inhabiting or dependent upon the floodplain/wetland are anticipated.

16. Are measures proposed to enhance beneficial effects?

☒ No
☐ Yes. Describe: _____

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None identified	

1. Ozone:

A. Is the project located in a county which is designated non-attainment or maintenance for ozone?

☒ No

☐ Yes – If Yes, one of the following boxes must be checked:

☐ The project is included in the approved Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) endorsed by the region's Metropolitan Planning Organization (MPO). The TIP was found to conform by the Federal Highway Administration and the Federal Transit Administration. Provide RTP Name, TIP name, MPO name, TIP number and conformity finding date(s):

RTP Name TIP Name

MPO Name TIP Number

Conformity Finding Date(s):

☐ The project is located outside of a Metropolitan Planning Organization's boundaries and has received a positive conformity determination per the rural conformity section of the WisDOT/WDNR Memorandum of Agreement regarding determination of conformity. Provide conformity finding date.

☐ This project is located outside of a Metropolitan Planning Organization's boundaries and is exempt from conformity requirements per 40 CFR 93.126

☐ This project has been determined to be Not Regionally Significant

☐ Other, describe:

2. Carbon Monoxide:

A. Is this project exempt from air quality analysis under Wisconsin Administrative Code – NR 411?

☐ No – NR 411 exemptions do not apply.

☒ Yes – NR 411 exemption(s) apply – Identify exemption(s) and explain why project is exempt.

The WIS 96 bridge project is located in Brown County, a metropolitan county. The following NR 411 exemptions apply to the project:

- For any modified road or highway segment in a metropolitan county, an increase in the peak hour volume of less than 1,200 vehicles per hour
- Where the maximum shift in the nearest roadway edge toward any potential receptor location is 12 or more feet, and each new road or highway segment has no more than 2 approach lanes, not including exclusive turning lanes, and any potential receptor is located at more than 25 feet from the nearest proposed roadway edge, a peak hour traffic volume on each approach of less than 1,800 motor vehicles per hour.

B. Was an air quality analysis required?

☒ No

☐ Yes – Identify the air quality modeling technique or program used to perform the analysis. Complete the Maximum Projected Carbon Monoxide (CO) Concentrations Table to illustrate the results:

C. If an air quality analysis was performed, will a construction permit be required to address air quality before the project may proceed?

☐ No

☐ Letter of concurrence from WDNR Bureau of Air Management requested.

☐ Letter of concurrence received from WDNR Bureau of Air Management.

☐ Yes – Indicate:

Date Permit Requested OR Date of Permit

MAXIMUM PROJECTED CARBON MONOXIDE (CO) CONCENTRATIONS

Receptor Location or Site Description (See Exhibit)	Carbon Monoxide (ppm) [1]			
	1 – Hour Peak [2]		8 – Hour Average [3]	
	Construction Year	Construction Year Plus Ten Years	Construction Year	Construction Year Plus Ten Years

[1] ppm = parts per million – parts of CO per million parts of gas.

[2] Includes 1-hour ambient background CO concentration of ppm.

[3] Includes 8-hour ambient background CO concentration of ppm.

Mobile Source Air Toxics Discussion

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. In addition, EPA identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment. These mobile source air toxics (MSATs) are acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter.

The FHWA developed a tiered approach for analyzing MSAT in NEPA documents, depending on specific project circumstances. The FHWA has identified three levels of analysis:

1. No analysis for projects with no potential for meaningful MSAT effects;
2. Qualitative analysis for projects with low potential MSAT effects; or
3. Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

The purpose of the project is to address the structural and operational deficiencies of the WIS 96 Bridge, which was constructed in 1934, by constructing a new two-lane bridge and approach intersections about 200 feet south of the current bridge. The project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the No-Build Alternative.

EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOBILE6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while vehicle-miles of travel are projected to increase by 145 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from the project.

Factor Sheet D-2

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None Identified	

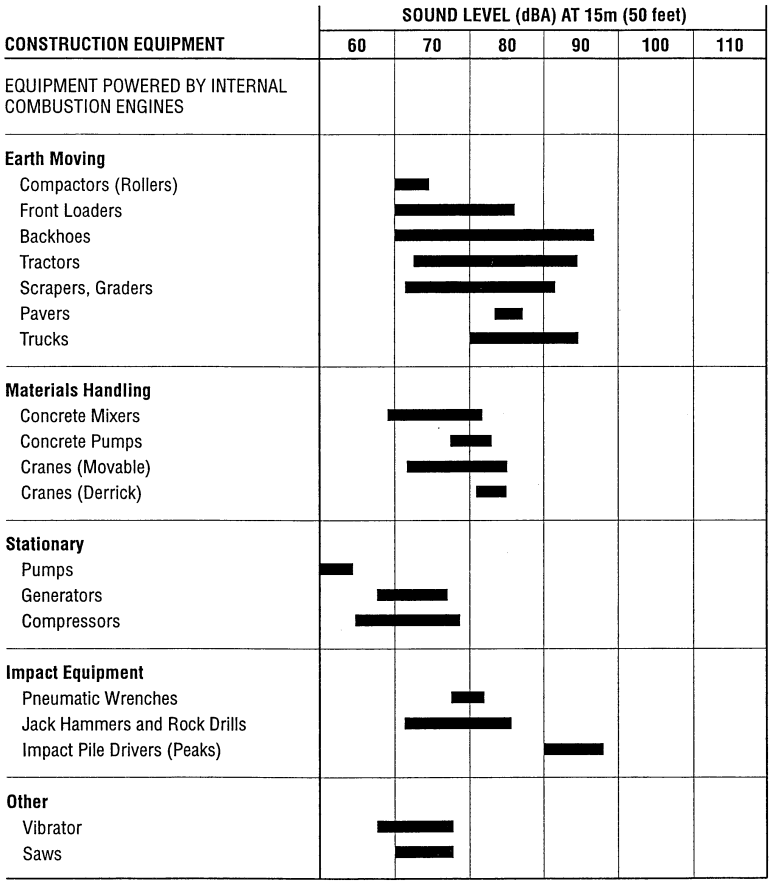
1. Identify and describe residences, schools, libraries, or other noise sensitive areas near the proposed action and which will be in use during construction of the proposed action. Include the number of persons potentially affected:

Within 2 to 3 blocks of the preferred alternative are the following noise sensitive uses:

- West of the Fox River: St. Clare's Church and School, Wrightstown Library, and more than 50 residences (about 200 people)
- East of the Fox River: St. John's Evangelical Lutheran Church and School, Wrightstown Elementary School, and more than 50 residences (about 200 people)

2. Describe the types of construction equipment to be used on the project. Discuss the expected severity of noise levels including the frequency and duration of any anticipated high noise levels:

Noise generated by construction equipment will vary, depending on equipment type/model/make, duration of operation and specific type of work effort. The following table lists the typical noise levels for a variety of construction equipment. Typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet. Sensitive receptors may be more affected more by the demolition of structures and reconstruction of the WIS 96/Broadway Street and WIS 96/Fair Street intersections than construction work in the Fox River. Construction noise impacts are anticipated to be of a localized, temporary, and transient nature.



Source: U.S. Report to the President and Congress on Noise, February 1972

3. Describe the construction stage noise abatement measures to minimize identified adverse noise effects. Check all that apply:

☒ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.
☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to _____ P.M. until _____A.M.
☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to _____ P.M. until _____A.M.
☐ Special construction stage noise abatement measures will be required. Describe:

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Need for Noise Analysis:

A. Is the proposed action considered a Type I project? (A Type I project is defined as a project that involves construction of a roadway on new location or the physical alteration of an existing highway which substantially changes either the horizontal or vertical alignment or increases the number of through-traffic lanes).

☐ No – Complete only form DT2074, Construction Stage Sound Quality Impact Evaluation.
☒ Yes – Complete form DT2074, Construction Stage Sound Quality Impact Evaluation and the rest of this sheet.

2. Traffic Data:

A. Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on DT2094, Environmental Evaluation of Facilities Development Action, Traffic Summary Basic Sheet*:*

☒ No
☐ Yes – Indicate volumes and explain why they were used:

Automobiles	Veh/hr
Trucks	Veh/hr
Or Percentage (T)	%

B. Identify and describe the noise analysis technique or program used to identify existing and future sound levels: A receptor location map must be included with this document.

Existing and future traffic noise levels in the WIS 96 corridor were evaluated using the FHWA Traffic Noise Model (TNM) version 2.5. The noise analysis was based on preliminary design information. The noise receptors used in the noise model are shown on Exhibits 18A and 18B .

C. Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound: (See attached receptor location map – Exhibits 18A and 18B).

Sensitive noise receptors west of the Fox River include residences adjacent to the proposed improvements and the public library in the southeast quadrant of the WIS 96/Broadway Street intersection. East of the Fox River, sensitive receptors include residences adjacent to WIS 96 and St. John's Evangelical Church.

D. If this proposal is implemented will future sound levels produce a noise impact?

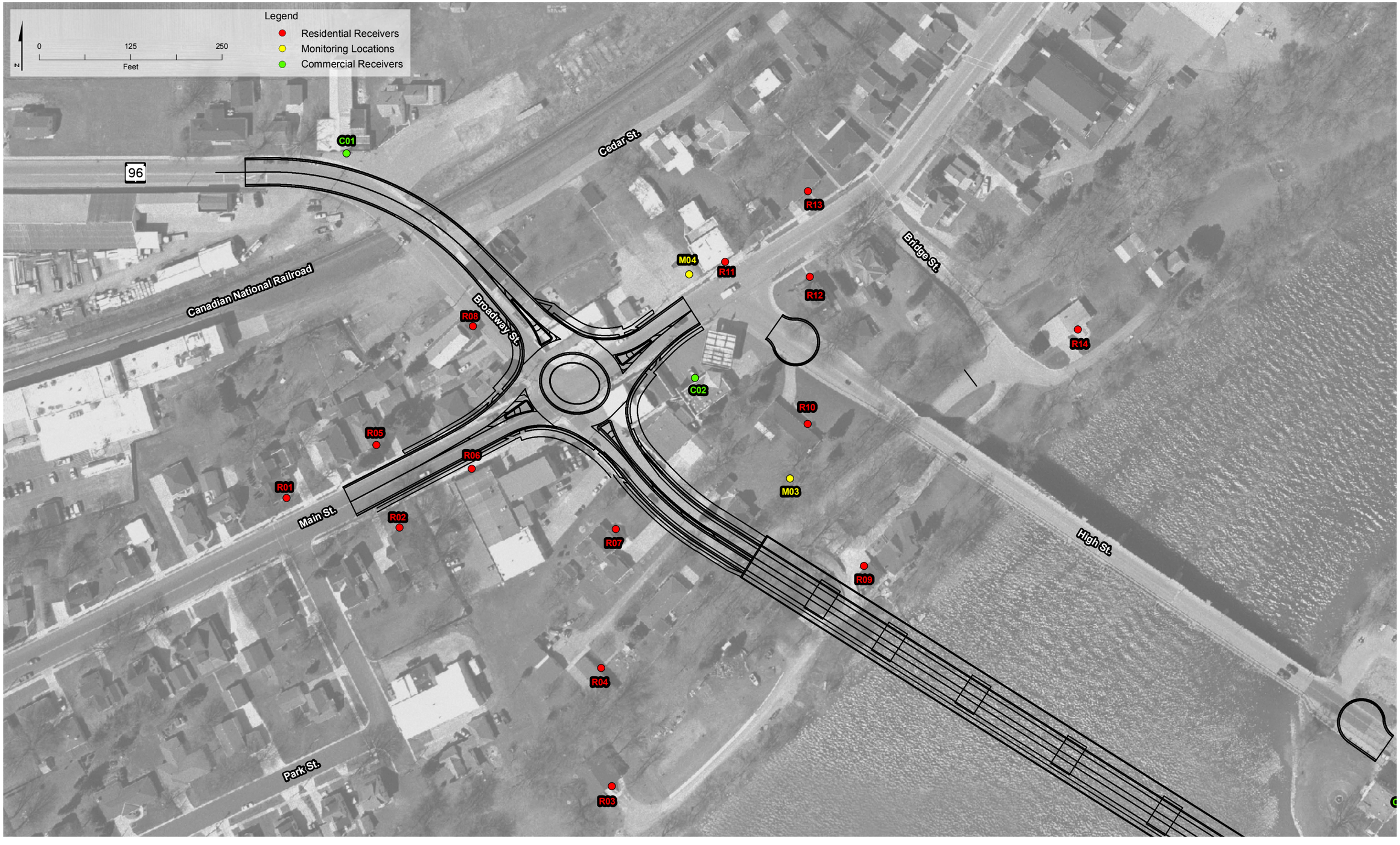
☐ No
☒ Yes - The impact will occur because:
  ☒ The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) or exceeded.
  ☐ Existing sound levels will increase by 15 dBA or more.

The noise level at one receptor, the library which is located south of the proposed WIS 96/Broadway Street roundabout, would have a future noise level of 66 dBA.

E. Will traffic noise abatement measures be implemented?

☐ Not applicable – Traffic noise impacts will not occur.
☒ No – Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THE FINAL ENVIRONMENTAL DOCUMENT.**
☐ Yes – Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented:

The most effective method for mitigating noise impacts is to construct noise barriers. Noise barriers are not considered reasonable for a single use like the library because the barrier would not be continuous; an opening would be needed for the entrance to the strip mall where the library is located. In addition, commercial properties, in which the library is located, object to the construction of a noise barrier that would impede the view of their facility from the roadway.



WIS 96 & Fox River Bridge Approaches Corridor Study

Brown County

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EXHIBIT 18A

Noise Receiver Locations

WIS 96 & Fox River Bridge Approaches Corridor Study

Brown County

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EXHIBIT 18B

Noise Receiver Locations

Receptor Location or Site Identification (See map)	Distance from C/L of Near Lane to Receptor in ft	Number of Families or People Typical of this Receptor Site	Sound Level L_{eq} (dBA)			Impact Evaluation		
			Noise Abatement Criteria	Future Sound Level	Existing Sound Level	Difference in Future and Existing Sound Levels	Difference in Future Sound Levels and Noise Abatement Criteria	Impact? (I or N)
C01	32	0	71	63	62	1	-8	N
C02	74	0	71	64	63	1	-7	N
C03	22	0	71	59	68	-9	-12	N
C04	25	0	71	63	68	-5	-8	N
C05	20	0	71	65	67	-2	-6	N
C06	32	0	71	66	69	-3	-5	N
R01	37	3	66	64	62	2	-2	N
R02	55	2	66	63	61	2	-3	N
R03	349	1	66	54	51	3	-12	N
R04	220	1	66	58	53	5	-8	N
R05	48	3	66	63	62	1	-3	N
R06	27	1	66	66	65	1	0	I
R07	79	2	66	64	57	7	-2	N
R08	21	2	66	63	65	-2	-3	N
R09	98	2	66	60	57	3	-6	N
R10	77	1	66	60	64	-4	-6	N
R11	24	1	66	65	67	-2	-1	N
R12	44	2	66	63	65	-2	-3	N
R13	44	3	66	63	62	1	-3	N
R14	95	1	66	54	57	-3	-12	N
R15	33	2	66	57	57	0	-9	N
R16	71	2	66	58	60	-2	-8	N
R17	51	3	66	63	63	0	-3	N
R18	85	3	66	55	55	0	-11	N
R19	30	3	66	54	56	-2	-12	N
R20	29	2	66	62	62	0	-4	N
R21	36	2	66	65	64	1	-1	N
R22	91	3	66	63	59	4	-3	N
R23	45	3	66	64	62	2	-2	N

Factor Sheet D-4

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64
Preferred ☒ Yes ☐ No ☐ None Identified	

1. Briefly describe the results of the Phase 1 Hazardous Materials Assessment for this alternative. Do not use property identifiers (owner name, address or business name):

Site Reference #	Land Use of Concern (Past or Present)	Contaminants of Concern	Phase 1 Recommendations	Phase 2 Recommended? Y/N
8a	Former service station	Petroleum	Additional investigation may be needed because the preferred alternative requires right-of-way from the parcel.	N
14	Former service station	Petroleum	Additional investigation may be needed if the jurisdictional transfer work requires right-of-way from the parcel or excavation on the parcel as part of a temporary easement.	N (contract special provisions to be developed)
15a	Former service station	Petroleum	Additional investigation may be needed because the preferred alternative requires acquisition of the business and new right-of-way from the parcel.	Y
15b	Former grocery store	Fuel oil	Additional investigation may be needed if the preferred alternative requires right-of-way from the parcel or excavation on the parcel as part of a temporary easement.	N (the area of concern is sufficiently removed from the corridor)
16	Service station	Petroleum	Additional investigation may be needed if the preferred alternative requires right-of-way from the parcel or excavation on the parcel as part of a temporary easement.	N (contract special provisions to be developed)
25a	Utility company building	Diesel fuel and sulfuric acid	Additional investigation may be needed if reconstruction of High Street (as part of the project's jurisdictional transfer) acquires new right-of-way from the property or requires excavation on the property under a temporary easement.	N (the area of concern is sufficiently removed from the corridor)
25b	Service station	Petroleum	Additional investigation may be needed if reconstruction of High Street (as part of the project's jurisdictional transfer) acquires new right-of-way from the property or requires excavation on the property under a temporary easement.	N (the area of concern is sufficiently removed from the corridor)
26	Former service station	Petroleum	Additional investigation may be needed if reconstruction of High Street (as part of the project's jurisdictional transfer) acquires new right-of-way from the property or requires excavation on the property under a temporary easement.	N (contract special provisions to be developed)
100	Vacant lot	Remnants of building foundation	Additional investigation may be needed if the preferred alternative requires right-of-way from the parcel or excavation on the parcel as part of a temporary easement.	N (the area of concern is sufficiently removed from the corridor)
101	Cabinet shop	Solvents	Additional investigation may be needed if reconstruction of High Street (as part of the project's jurisdictional transfer) acquires new right-of-way from the property or requires excavation on the property under a temporary easement.	N (the area of concern is sufficiently removed from the corridor)

Site Reference #	Land Use of Concern (Past or Present)	Contaminants of Concern	Phase 1 Recommendations	Phase 2 Recommended? Y/N
102	Former service station	Petroleum	Additional investigation may be needed, because the preferred alternative requires acquisition of the parcel.	Y
103	Former oil company storage building	Petroleum	Additional investigation may be needed because the preferred alternative requires acquisition of the parcel.	N (full Phase 1 will be conducted)

Attach additional sheets, if necessary
Additional comments: _____

2. Were any parcels not included in the Phase 1 assessment?

☐ No
☒ Yes How many: 1 (Fox River sediments)
Why were they not reviewed?

Sediment samples from the river will be obtained this summer at the same time the borings for the proposed bridge are being conducted. Sampling results will be reported in the final environmental document.

3. Have Phase 2 or 2.5 Assessments been completed? Discuss the results: NA

Site Reference #	Phase 2/2.5 Recommendations	Remediation Recommended?		Is WisDOT a Responsible Party?	
		Yes	No	Yes	No

4. Describe the results of any additional investigations performed by WisDOT or others: (Include the number of sites investigated, the level of investigation and results for each site)

Brown County obtained and analyzed Fox River sediment samples in 2007 as part of a planned dredging project to improve access to the boat landing at Wrightstown Park near the proposed WIS 96 Bridge. Sediment sampling results did not detect PCBs. It was Brown County's plan to haul all dredged material to the Bay Port Dredged Materials Disposal Facility in Green Bay.

5. Describe proposed action to avoid hazardous materials contamination:

Shifting the preferred alternative south of High Street east of the Fox River was not done to avoid potential hazardous materials sites. However, it resulted in the preferred alternative avoiding commercial properties on High Street east of Washington Street that may have potential hazardous materials issues.

6. Describe the remediation and waste management practices to be included in the design for areas where contamination cannot be avoided (e.g., waste handling plan, remediation of contamination, design changes to minimize disturbances):

WisDOT will develop remediation measures for contaminated sites that cannot be avoided in the project's engineering design phase. Construction disturbance near potentially contaminated sites will be minimized to the extent possible and practicable. As applicable, the contract special provisions will include a Notice to Contractor describing the contamination potential with names and locations of the potential contamination sites. The areas of potential contamination will also be marked on the plan sheets with reference to check the Notice to Contractor in the special provisions.

The WisDOT Region Office will work with all concerned parties to insure ensure that the disposition of any petroleum contamination is resolved to the satisfaction of the WDNR, WisDOT, and the FHWA before acquisition of any questionable site, and before advertising the project for letting. Non-petroleum sites will be handled on a case-by-case basis, with detailed documentation and coordination with the FHWA, as needed.

7. List any parcels with known contamination, proposed for acquisition:

The DNR has closed the properties discussed under question 1, with the exception of sites 102 and 103.

8. Bridge Projects Only: Has the structure been inspected for the presence of asbestos containing materials?

☐ No - Explain

WisDOT tested the bridge on March 11, 2011 and determined that none of the materials that were identified as potentially asbestos-containing material (ACM) and sampled tested positive for asbestos.

☒ Yes:

Were regulated ACMs identified?

☒ No

☐ Yes:

State the standard language to be incorporated in the special provisions of the project:

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None identified	

1. Indicate whether the affected area may cause a discharge or will discharge to the waters of the state (Trans 401.03).

Special consideration should be given to areas that are sensitive to water quality degradation. Provide specific recommendations on the level of protection needed.

☐ No water special natural resources are affected by the alternative.
☒ Yes - Water special natural resources exist in the project area.
- ☒ River/stream
- ☒ Wetland
- ☐ Lake
- ☐ Endangered species habitat
- ☐ Other – Describe

The Lower Fox River, Plum Creek, and Plum Creek wetland (Wetland 1) are the natural resources that could receive stormwater runoff from the reconstructed WIS 96 Bridge and approach roads. The DNR considers the Fox River and Plum Creek to be impaired waters. See the Rivers, Streams, and Floodplain Factor Sheets for more information. In addition, the Village has 10 stormwater mains and the wastewater treatment plant that discharge to the Fox River in the general project area. According to the Village's Director of Public Works and Utilities, the Village's stormwater mains do not operate under a permit from the DNR's Wisconsin Pollutant Discharge Elimination System (WPDES) Storm Water Discharge Permit Program. WisDOT's standard stormwater protection measures will be sufficient to protect the Lower Fox River, Plum Creek, and Plum Creek wetland.

2. Indicate whether circumstances exist in the project vicinity that require additional or special consideration, such as an increase in peak flow, total suspended solids (TSS) or water volume.

☐ No additional or special circumstances are present.
☒ Yes - Additional or special circumstances exist. Indicate all that are present.

☐ Areas of groundwater discharge	☐ Areas of groundwater recharge
☐ Stream relocations	☐ Overland flow/runoff
☒ Long or steep cut or fill slopes	☐ High velocity flows
☐ Cold water stream	☒ Impaired waterway
☐ Large quantity flows	☐ Exceptional/outstanding resource waters
☐ Increased backwater	

☐ Other - Describe any unique, innovative, or atypical stormwater management measures to be used to manage additional or special circumstances.

The Lower Fox River and Plum Creek are impaired waterways on DNR's Section 303(d) list.

3. Describe the overall stormwater management strategy to minimize adverse and enhance beneficial effects.

The reconstructed intersections at WIS 96/Broadway Street and WIS 96/Fair Street and associated approach roads will drain to the Village's existing stormwater mains. Because the approach roads will remain two-lane roadways, no appreciable increase in stormwater runoff is expected. The proposed WIS 96 Bridge, like the existing bridge, will drain into the Fox River in the area where it crosses the river. The portion of the proposed bridge over the Plum Creek corridor will drain into the Plum Creek wetland. WisDOT is considering two measures to minimize the impacts of stormwater entering the Plum Creek wetland: (1) detention basins may be constructed at the base of the three piers that would allow sediments in the stormwater runoff to settle out, and (2) WisDOT may construct a detention basin on a property to be acquired on High Street to accommodate bridge runoff.

To minimize adverse effects from stormwater runoff during construction, WisDOT will insure ensure that an erosion and sediment control plan will be prepared and implemented.

WisDOT will follow the regulations for highway project stormwater management include the *WisDOT Facilities Development Manual,* Chapter 10, Erosion Control and Storm Water Quality; Wisconsin Administrative Code Chapter TRANS 401, *Construction Site Erosion Control and Storm Water Management Procedures for Department Actions*; and the WisDOT/DNR Cooperative Agreement Amendment—*Memorandum of Understanding on Erosion*

Control and Storm Water Management.

4. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 requirements.

A specific stormwater management plan will be developed in the engineering design phase when more detailed engineering information is available The plan will be developed in view of the overall stormwater management strategies listed in question 3 which are compatible with TRANS 401 requirements.

5. Identify the stormwater management measures to be utilized.

- ☐ Swale treatment (parallel to flow) Trans 401.106(10)
- ☐ Vegetated filter strips (perpendicular to flow)
- ☐ Constructed storm water wetlands
- ☐ Buffer areas – Trans 401.106(6)
- ☐ In-line storm sewer treatment, such as catch basins, non-mechanical treatment systems.
- ☒ Detention/retention basins – Trans 401.106(6)(3)
- ☐ Distancing outfalls from waterway edge
- ☐ Infiltration – Trans 401.106(5)
- ☐ Other Describe - _____

6. Indicate whether any Drainage District may be affected by the project.

- ☒ No - None identified
- ☐ Yes

  Has initial coordination with a drainage board been completed?
  - ☐ No - Explain _____
  - ☐ Yes - Discuss results _____

7. Indicate whether the project is within WisDOT's Phase I or Phase II stormwater management areas.

Note: See Procedure 20-30-1, Figure 1, Attachment A4, the Cooperative Agreement between WisDOT and WisDNR. Contact Regional Stormwater/erosion Control Engineer if assistance in needed to complete the following:

- ☒ No - the project is outside of WisDOT's stormwater management area.
- ☐ Yes - The project affects one of the following and is regulated by a WPDES stormwater discharge permit, issued by the WisDNR:
  - ☐ A WisDOT storm sewer system, located within a municipality with a population greater than 100,000.
  - ☐ A WisDOT storm sewer system located within the area of a notified owner of a municipal separate storm sewer system.
  - ☐ An urbanized area, as defined by the U.S. Census Bureau, NR216.02(3).
  - ☐ A municipal separate storm sewer system serving a population less than 10,000.

Wrightstown has a population of less than 10,000 and a separate storm sewer system, but the Village's Director of Public Works and Utilities has indicated that the Village's stormwater mains are not regulated by a discharge permit issued by the DNR.

Has the effect on downstream properties been considered?

- ☒ No
- ☐ Yes

9. Are there any property acquisitions required for storm water management purposes?

- ☒ No
- ☐ Yes - Complete the following:
  - ☐ Safety measures, such as fencing are <u>not</u> needed for potential conflicts with existing and expected surrounding land use.
  - ☐ Safety measures <u>are</u> needed for potential conflicts with existing and expected surrounding land use. Describe:

The property that may be used for the detention facilities WisDOT is considering is required in order to construct the preferred alternative, not solely for stormwater management purposes. If WisDOT constructs the detention basins adjacent to the piers in the Lower Fox River/Plum Creek floodplain, safety measures would not be needed because the area is difficult to access and relatively remote from adjacent development. The potential detention facility off of High Street would be near the proposed bicycle/pedestrian connection to the bridge and would likely require safety measures.

Alternative 1	Total Length of Center Line of Existing Roadway 0.67 mile Length of This Alternative 0.64 mile
Preferred ☒ Yes ☐ No ☐ None identified	

1. **Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types.**

   The existing longitudinal slopes along WIS 96 west of the Fox River are less than 2 percent. Crossing the river, the slope is -5 percent, and the slopes east of the river are from less than 2 percent to 7 percent. The perpendicular slopes along WIS 96 range from 10:1 to 2:1. The proposed roadway slopes along WIS 96 are 2 to 3 percent.

   According to the *Lower Fox River Basin Integrated Management Plan,* the Oshkosh-Manawa soil association covers the stretch of the Fox River from Wrightstown to Green Bay. The predominant soil type within the soil association on the west side of the river is Oshkosh silt loam, which is a well-drained clayey soil. Along Broadway Street, the Oshkosh silt loam (OnA) is not highly erodible, however; closer to the river bank there is a change in slope (OnC2) and the soil becomes potentially highly erodible. Between the east end of Broadway Street and the OnC2, there is a band of Kewaunee soils (KkE3) that is described as well-drained clayey soil that is highly erodible. East of the river, the Oshkosh silt loam along High Street is either OnD2 or OnE2, both well-drained clayey soils that are highly erodible. Adjacent to Plum Creek is a wide area of Bellevue silt loam, which is a moderately well-drained loamy soil that contains hydric inclusions and is not highly erodible.

2. **Indicate all natural resources to be affected by the proposal that are sensitive to erosion, sedimentation, or waters of the state quality degradation and provide specific recommendations on the level of protection needed.**

   ☐ No - there There are no sensitive resources affected by the proposal.
   ☒ Yes - Sensitive resources exist in or adjacent to the area affected by the project.
   - ☒ River/stream
   - ☐ Lake
   - ☒ Wetland
   - ☐ Endangered species habitat
   - ☐ Other - Describe _____

   The Fox River, Plum Creek, and a wetland in the Plum Creek corridor are the resources that would be sensitive to erosion and sedimentation. The DNR considers the two water bodies impaired waters that have existing sedimentation problems.

   The level of protection afforded by WisDOT's normal approach to erosion control will be sufficient to protect the Plum Creek wetlands and to prevent further degradation of water quality in the Fox River and Plum Creek. Information about the measures WisDOT will employ to minimize erosion is found in questions 4 and 6 below.

3. **Are there circumstances requiring additional or special consideration?**

   ☐ No - Additional or special circumstances are not present.
   ☒ Yes - Additional or special circumstances exist. Indicate all that are present.
   - ☐ Areas of groundwater discharge
   - ☐ Overland flow/runoff
   - ☒ Long or steep cut or fill slopes
   - ☐ Areas of groundwater recharge (fractured bedrock, wetlands, streams)
   - ☐ Other - Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances

   Construction haul roads needed on the east and west sides of the Fox River to construct the proposed WIS 96 Bridge will require cuts on relatively steep slopes of highly erodible soil.

4. **Describe overall erosion control strategy to minimize adverse effects and/or enhance beneficial effects.**

   Guidelines and regulations for minimizing the potential for erosion and sedimentation for highway projects include the WisDOT Facilities Development Manual, Chapter 10, *Erosion Control and Storm Water Quality*; Wisconsin Administrative Code Chapter TRANS 401, *Construction Site Erosion Control and Storm Water Management Procedures for Department Actions*; and the WisDOT/DNR Cooperative Agreement Amendment, *Memorandum of Understanding on Erosion Control and Storm Water Management.* Key concepts are summarized below.

Basic Principles and Best Management Practices

- Because the project consists of a long bridge with intersection improvements on each end, the size of exposed areas exposed at any one time and the duration of exposure will be minimized.
- Control measures will be used to prevent erosion and sedimentation at the intersection reconstruction work site from entering the Village's sewer system, or from being tracked off site by construction vehicles. At the construction staging areas on High Street east of the river and on Broadway Street west of the river, erosion mats, riprap, erosion bales, and silt fence will be used to prevent erosion from construction haul roads used to access the Fox River and the Plum Creek wetlands/floodplain from entering the Fox River and Plum Creek wetlands. During the design phase, WisDOT will determine the appropriate surface for the haul roads.
- Street sweeping and cleaning construction vehicle tires may be used to minimize the amount of sediment leaving the construction staging areas on both sides of the river.

Erosion Control Facilities

- Stabilized slopes on the west bank of the Fox River and the staging area off High Street will be left undisturbed where possible.
- Trees and other vegetation at the east and west side staging areas will be preserved, and over-clearing will be prevented or minimized.
- An undisturbed buffer will be left between disturbed soil and the Fox River and Plum Creek wetlands where possible.
- The soil surface will be protected by using permanent and temporary erosion control measures such as seeding and sodding, mulch, erosion mat, and riprap.
- Sediment will be removed and velocities reduced by using erosion bales and silt fence.

Erosion Control Implementation Plan

The construction contractor is required to prepare an Erosion Control Implementation Plan that includes all erosion control commitments made during a future engineering phase. The construction plans and contract special provisions must include the specific erosion control measures agreed on by WisDOT in consultation with DNR who reviews the Erosion Control Implementation Plan.

5. Erosion control measures reached consensus with the appropriate authorities as indicated below:

☐ WisDNR
☐ County Land Conservation Department
☐ American Indian Tribe
☐ US Army Corps of Engineers

Erosion control measures will be developed when more detailed engineering data is available. Erosion control measures will be coordinated with the DNR and appropriate local officials.

Note: All erosion control measures (i.e., the Erosion Control Plan) shall be coordinated through the WisDOT-WisDNR liaison process and TRANS 401 except when Tribal lands of American Indian Tribes are involved. WisDNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor to prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WisDNR and to WisDOT 14 days prior to the preconstruction conference (Trans401.08(1)) and must be approved by WisDOT before implementation. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the tribes have the 401 water quality responsibility on Trust lands. Describe how the Erosion Control/Storm Water Management Plan can be compatible.

6. Identify the temporary and permanent erosion control measures to be utilized on the project. Consult the FDM, Chapter 10, and the Products Acceptability List (PAL).

☒ Minimize the amount of land exposed at one time
☒ Temporary seeding
☒ Silt fence
☐ Ditch checks
☒ Erosion or turf reinforcement mat
☐ Ditch or slope sodding
☐ Soil stabilizer
☒ Inlet protection
☒ Turbidity barriers
☒ Mulching
☒ Permanent seeding
☒ Detention basin
☐ Vegetative swales
☐ Pave haul roads
☒ Dust abatement
☒ Rip rap
☐ Buffer strips
☐ Dewatering – Describe method
☒ Silt screen
☐ Temporary diversion channel
☐ Temporary settling basin
☒ Mulching
☒ Other - Describe

WisDOT is considering constructing permanent detention basins at the base of the piers in the Lower Fox River/Plum Creek floodplain east of Washington Street. The detention basins will be constructed to minimize stormwater drainage from the bridge from eroding the Plum Creek wetland.

Appendix A
Agency Correspondence

-----Original Message-----
From: Ray [mailto:reimann@vil.wrightstown.wi.us]
Sent: Monday, August 04, 2008 1:04 PM
To: paul.vraney@dot.state.wi.us
Subject: WI 96 bridge

Hi Paul,

This email is intended to cover our conversation for the week of 07-28-08.

From a police/law enforcement perspective, the new bridge should be fairly wide to encompass what I believe to be a very quick growing area. Will it provide enough space to keep development in mind going out 50 plus years?
As such, since we have to think about various forms of transportation (Neighborhood Electric Vehicles NEV's, snowmobiles, Ag equipment, scooters, bikes and the like). Are there lanes designated for these? Could a large piece of equipment proceed across without disrupting traffic flow in the opposite direction?

Lighting is another key piece for safety and the lighting must be effective to view a person walking, riding, biking etc. across the bridge. This means to me, even in a snow storm or fog for the most part. The other issue for us is that the bridge design incorporates CPTED (Crime Prevention through Environmental Design) to create a very visible setting that tends to reduce crime opportunities.

The current bridge has a slope that creates issues. The new bridge should not have such a slope that contributes to accidents/crashes. Intersection close?

Thanks,

RAY

SHERIFF'S DEPARTMENT

Brown County

300 EAST WALNUT
P.O. BOX 22003
GREEN BAY, WISCONSIN 54305-4206
PHONE (920) 448-4200 FAX (920) 448-4206

DENNIS KOCKEN
SHERIFF

Mr. Paul Vraney, PE
WisDOT Project Manager
944 Vanderperren Way
PO Box 28080
Green Bay, WI 54301

07-17-08

Dear Sir:

I have reviewed the STH 96 Fox River Bridge Corridor Study information you had sent.

The presented alternatives impact to our operations would have little difference with one exception. Should the bridge be moved any great distance out of the village, our response time to the village residents proper could be adversely affected. Patrol unit positioning and availability may require travel away from one side of the Village in order to cross to the opposite side.

It appears your "Alternative 4b" provides the greatest traffic flow advantages with the least negative impact to Village infrastructure. Again, that opinion is provided with no other information other than provided in your mailing.

Thanks for your interest and please contact me at your convenience should you feel we can be of further assistance.

Sincerely,

#120

Randy S. Schultz, #120
Captain, Patrol Division

Dennis N. Kocken, #101
Sheriff

-----Original Message-----
From: Vraney, Paul
Sent: Wednesday, July 30, 2008 2:00 PM
To: 'Mike Schampers (WRFD)'
Subject: RE: Wrightstown Bridge Locations

Thank you Mike for your thoughts about the bridge location. I will share this information with our consultant.

To the best of our records, we did send you a letter with maps attached regarding to potential new bridge locations. If you do not have these and wish to have a set, let me know. I can then either send a set of maps via mail or e-mail.

Thanks again and best regards,

Paul Vraney
Project Manager--Planning Unit
WisDOT, NE Region--Green Bay
920-492-5999

-----Original Message-----
From: Mike Schampers (WRFD) [mailto:firechief@wrightstown.us]
Sent: Thursday, July 24, 2008 1:51 PM
To: paul.vraney@dot.state.wi.us
Subject: Wrightstown Bridge Locations

Paul:

Unless I am totally mistaken I did not receive a letter and maps in regard to new possible bridge locations. I have seen maps of the 20+ possible locations and gave my opinions on them to village administration.

Overall whatever location that is finalized my concern is easy access for the dept and the ability to get to the area of the village where the current bridge lands on the East side and having access to Washington St to the Mueller Park area. We will be adding to our fire rescue service coverage area to the South and West towards Kaukauna and Hollandtown so quick access to this area is important.

Feel free to reply as needed.

Mike Schampers
Chief Wrightstown Fire Dept.
email: firechief@wrightstown.us
FD Ph: 920-532-4556
Chief Direct: 920-532-6108

WRIGHTSTOWN COMMUNITY SCHOOL DISTRICT

SCHOOL DISTRICT MISSION
"QUALITY EDUCATION FOR EVERY STUDENT"

Mr. Paul Vraney
Division of Transportation
System Development
Northeast Regional Office
944 Vanderperren Way
PO Box 28080
Green Bay, WI 54324-0080

August 6, 2008

Dear Paul,

As a school district, student safety is one of our greatest concerns. Our safety concern goes beyond the district buildings and grounds and extends into the community and assuring that our children can get to school safely as well. The manager for district transportation, Mr. Jim Manlick, and I have had the opportunity to review the proposed bridge options. We have collectively determined the following comments regarding the proposed bridge options.

All of the options, aside from Option 7, replacing the bridge in the same location, adequately address any safety concerns we might have. Option 7 does not improve the ability for our children to safely walk or bike to school and it does not address the turning and flow issues currently for our buses on Broadway, Main and Washington. Also, replacing the bridge at the same location would cause huge logistical issues during construction. Transporting the students who live on the west side of the river to school on the east side of the river would had many miles and many minutes onto our routes during construction. Transportation to St. Paul Catholic School would also be an issue during construction.

Given that safety concerns are adequately addressed in any of the other options, we would look at the ability to stay connected as a factor for the other options. The far North (Options 13a, 13b and 13c) and the far South (Options 1-3) do not allow us to effectively and cost-effectively maintain connection with St. Paul Catholic School. Statutorily we must provide transportation for the students who attend St. Paul's. Far north and far south options add miles and minutes to the routes.

CARLA BUBOLTZ, SUPERINTENDENT
351 HIGH STREET P O BOX 128
WRIGHTSTOWN WI 54180
www.wrightstown.k12.wi.us
920-532-5551 Fax: 920-532-4664

Programmatically, we use the Wrightstown Area Library (for special education opportunities) and Tiger Lanes (for physical education units in bowling). We also have high school student tutors who work with children at St. Paul's and St. John's to provide extra reading and math support. Given the additional travel time of the far North or far South options, we would have a difficult time continuing to provide these student opportunities. We have 42 minutes to get our students to these locations, provide the program service and back to the high school for their next class. Additional travel time with far North or far South bridge options makes this challenge even more difficult! Even an additional 5 minutes travel time on each end of the drop off or pick up cuts into student contact time with these services.

Finally, administratively, mail service is not directly provided to the school district buildings because of the volume of mail. A staff member travels to the post office twice each day, once for drop off of mail and once for pick up of mail. Additional staff travel time would be added with far North and far South bridge options.

Thank you for taking input on these options. Good luck with the process as you continue to move forward on this very important project.

Respectfully,

Carla M. Buboltz
District Administrator

cc: Mr. Jim Manlick, First Student Transportation Manager

From: Carla Buboltz [BUBOLTZ@wrightstown.k12.wi.us]
Sent: Friday, May 01, 2009 4:50 AM
To: Dupies, Dan/MKE
Subject: Bridge Options

As the school district officials have had time to review the six remaining bridge options, it was determined that all options would work and will meet the needs of connectivity and effective transportation routes for the district. However, of the options, Alternative 6 poses a safety and logistical challenge for the school district. This alternative creates a very busy intersection and main traffic point very close to St. Paul School. As we look to transport children to and from school, additional traffic at that intersection will cause concern due to the increased traffic and the possibility of traffic slow downs and stoppage due to bus drop off and pick up. Thank you for taking this into consideration as you move forward with this project.

Carla Buboltz
District Administrator
Wrightstown Community School District

GREENLEAF VOLUNTEER FIRE DEPARTMENT, INC.

1894 FAIR LANE GREENLEAF, WI 54126

E-MAIL: greenleaffire@new.rr.com

CLERK'S OFFICE: 920-371-1925 FAX LINE: 920-864-2622

May 19, 2008

ATTN: PAUL VRANEY
WISCONSIN DOT
944 VANDERPARREN WAY
GREEN BAY, WI 54304

RE: Placement of the new Wrightstown Bridge

Mr. Vraney;

With the bridge replacement in the Village of Wrightstown on the horizon, we feel it necessary to share with the DOT several issues that concern us as an emergency service provider. The Greenleaf Fire Department provides emergency services to 5½ sections in the north central part of the Town of Holland, the area in the Town of Rockland that lies west of CTH PP and the entire Town of Wrightstown. Part of the Town of Wrightstown extends to the west side of the Fox River (attached is a jurisdictional map with this area clearly marked). This means that an emergency call in the Town of Wrightstown west of the Fox River requires us to respond through the Village of Wrightstown and across the bridge in order to reach that area of the Town. The Town contracts with the Greenleaf Fire Department because we have a Rural Fire Protection Rating from ISO (Insurance Service Office) which greatly reduces insurance rates for persons living outside of a municipal water district. For this rate to take effect, we must respond to all calls in this area.

Statute allows vehicles responding in the emergency mode exemptions to the motor vehicle code such as direction of travel, stop signs/lights and speed. Our policy when responding to a call that requires us to go through the Village of Wrightstown is not to exceed the speed limit. This is done for the safety of the motoring public but also due to the fact that we need to respond past numerous schools. An emergency vehicle responding past a school is extremely dangerous because of congestion at certain times of the day and the fact that young students will run toward the street to watch them pass.

At the present time, we have an agreement with the Village of Wrightstown for a joint dispatch of the Greenleaf and Wrightstown Fire Departments to this area. It must be noted that the Greenleaf Fire Department pays the Village a fee for this service so we can respond through the Village at a reasonable speed. Although this agreement is in effect at this time, the political climate can change at any time making this agreement invalid.

In addition, sewer and water service is about 1½ miles from the Town of Wrightstown in this area and Town Officials have already approached the Town of Lawrence about extending this service into the Town along US 41. According to Town Chairman William Verbeten, they do have interest from several parties to develop this area. If this would come to be, I don't need to explain to you how explosive this development could be and how it would vastly change the looks and services that the Town would need to provide in this area. It is possible that we would need to build a satellite station on the west side of the Fox River in the Town of Wrightstown. Even if this happened, a satellite station has minimal vehicles, equipment and staffing so a response from our main station in Greenleaf would still be necessary.

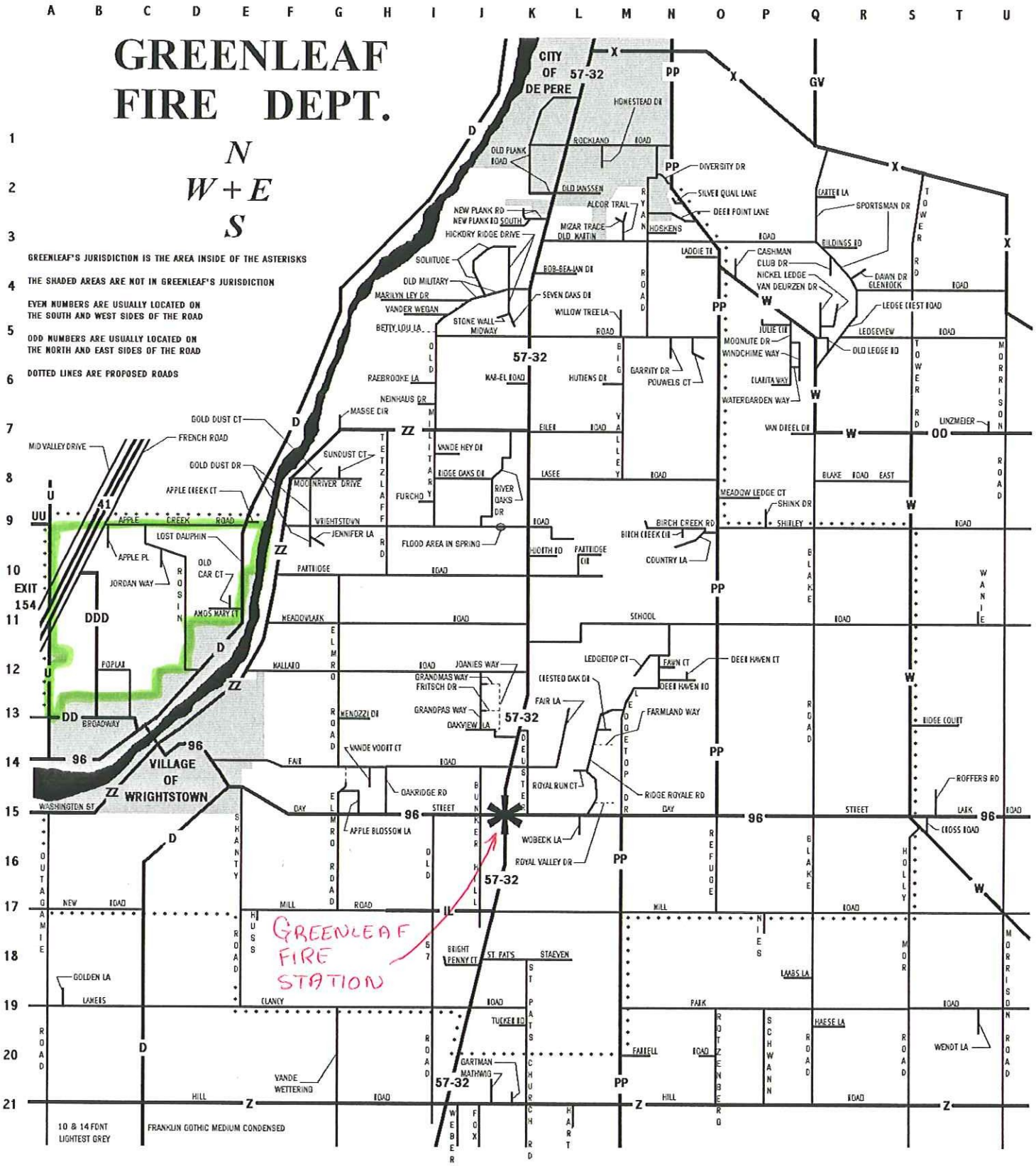
It is for the above listed reasons that the Greenleaf Volunteer Fire Department, Inc., supports a bridge crossing south of the Village of Wrightstown. This would allow us quicker access to the Town of Wrightstown that lies west of the Fox River but more importantly, a safer response by not having to respond through the Village and past numerous schools.

Should you have any question or would like to meet, please feel free to contact me.

Sincerely,

John A. Brittnacher
Clerk

Enclosure


GREENLEAF FIRE DEPT.
N
W + E
S
GREENLEAF'S JURISDICTION IS THE AREA INSIDE OF THE ASTERISKS
THE SHADED AREAS ARE NOT IN GREENLEAF'S JURISDICTION
EVEN NUMBERS ARE USUALLY LOCATED ON THE SOUTH AND WEST SIDES OF THE ROAD
ODD NUMBERS ARE USUALLY LOCATED ON THE NORTH AND EAST SIDES OF THE ROAD
DOTTED LINES ARE PROPOSED ROADS
CITY OF DE PERE
57-32
VILLAGE OF WRIGHTSTOWN
EXIT 154
GREENLEAF FIRE STATION
10 & 14 FONT LIGHTEST GREY
FRANKLIN GOTHIC MEDIUM CONDENSED

HIGHWAY DEPARTMENT

Brown County

2198 GLENDALE AVENUE
GREEN BAY, WI 54303
PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

BRIAN L. LAMERS, CPA
HIGHWAY COMMISSIONER

May 18, 2009

Mr. Dan Dupies
135 South 84th Street
Honey Creek III, Suite 325
Milwaukee, WI 54214

RE: Wrightstown Bridge Meeting Follow-up
Improvement Alternatives

Dear Mr. Dupies

As a follow-up to the May 5, 2009, Wrightstown Bridge improvement alternatives meeting, please find the following:

In reviewing the 6 alternatives presented at the May 5th meeting, the Brown County Highway Department and the Brown County Planning Commission feel that in narrowing the selection down to the 2 alternatives that would be best suited for the improvement project are Alternative 1 (formerly 5B) and Alternative 5 - Over Washington Street.

If you have any questions regarding this matter, please feel free to give me a call at (920) 662-2163 or Planning Director Chuck Lamine at (920) 448-6480.

Sincerely,

Brian L. Lamers, Commissioner
Brown County Highway Department

Chuck Lamine, Director
Brown County Planning Commission

BLL/lfh

cc: Mindy Gardner, WisDOT Northeast Region
Dan Stephany, Wrightstown Public Works Superintendent
Tom Hinz, Brown County Executive

Wrightstown
Village on the Fox

529 Main Street
P.O. Box 227
Wrightstown, WI 54180

Monday, October 20, 2008

WisDOT
c/o Paul Vraney,
944 Vanderperren Way
Green Bay, WI 54304

Dear Mr. Vraney,

Per the request of WisDOT, this letter is follow-up correspondence from the Village of Wrightstown Board of Trustees regarding their thoughts on whether to endorse one, or several, of the proposed path alternatives for a new Fox River Bridge Crossing, here within the Village.

Previously, a meeting was held between the Village of Wrightstown Board of Trustees, Village of Wrightstown professional staff, representatives from the Brown County Planning Commission, CH2MHill and the Fox River WisDOT team, in August 2008. At this meeting, the 31 path alternatives were presented to the Trustees. We appreciate the time and attention you spent to inform our elected officials regarding these alternatives, and their potential impacts on both land use and the provision of municipal services here within our community.

Following a discussion amongst the Board of Trustees, the Board is prepared to ask the WisDOT for the following: 1) That the Village does NOT endorse that the WisDOT consider any of the alternatives which includes, replacement of the Bridge at its current location, or any of the alternatives in the "far north" family of alternatives. (2) The Village does NOT endorse alternatives in the "near north" family, which would move State Hwy 96 onto Clay Street, and/or would displace a moderate to significant amount of residences. (3) The Village would NOT endorse alternatives in the "far south" family, with the exception of the crossing along the Van Dyke street pathway. (4) The Village DOES endorse consideration of alternatives in the "near south" family.

The Village Board of Trustee is not prepared, at this time, to endorse a specific alternative path for the Bridge. We ask that the WisDOT team continue to work through their EIS process, and come back to the Board when alternatives and more specificity have been added to the plans that the WisDOT team is developing.

If you have any questions regarding the contents of this letter, please do not hesitate to contact me, during normal business hours, here at Village Hall at 532-6006 or by email at admin@wrightstown.us. Thank you for your consideration.

Sincerely,

Daniel Guild
Administrator

Village Hall
920-532-5567

Administrator
920-532-6006

Clerk/Treasurer
920-532-6005

Public Works
920-532-0434

Police Dept.
Non-emergency
920-532-6007

Fire Dept.
Non-emergency
920-532-4556

Municipal Court
920-532-5547

Wrightstown
Village on the Fox

529 Main Street
P.O. Box 227
Wrightstown, WI 54180

December 2, 2009

Ms. Mindy Gardner, Project Manager
WisDOT NE Region
944 Vanderperren Way
P.O. Box 28080
Green Bay, WI 54324-0080

Ref. Additional STH96 Bridge Alternative(s)

Dear Mindy:

Due to some potentially significant cost sharing burdens to be borne by the Village and Brown County, and in an effort to address the mounting concerns voiced by residents over undesirable impacts, the Village of Wrightstown would ask that consideration be given to an alternative that aligns with Broadway Street (County DD) for the following reasons:

1. Alternative 1B does not provide intersection or geometric improvements worthy of the price-tag or Village expectations.
2. Alternative 5-3 has too great of a negative neighborhood and community impact. We don't believe that this alternative will be saleable to the residents of the community, leaving us with an option (1B) that does not adequately correct intersection and geometric deficiencies.
3. We have now learned that there is a potential that the realignment of CTH DD to correct the 'dog-leg-left' connection between CTH DD and WIS 96 may not occur, so we need to plan an alternative that will address the problem in a dependent fashion.
4. Impacts to Plum Creek floodplain need to be weighed against the neighborhood and community impacts and then mitigated by use of structure rather than roadway embankment. We should ask for additional analysis to determine cost and floodplain impacts.
5. This alternative combines old 4a on the west side of the Fox River and an old 5a hybrid on the east side. The alternative impacts some residential on the east side, but these are homes that are currently located along WIS 96 rather than in a secluded, cul-de-sac neighborhood.

Village Hall
920-532-5567

Administrator
920-532-6006

Clerk/Treasurer
920-532-6005

Public Works
920-532-0434

Police Dept.
Non-emergency
920-532-6007

Fire Dept.
Non-emergency
920-532-4556

Municipal Court
920-532-5547

This alternative would work best with roundabouts at the intersection with Main/CTH DD (west) and with Fair/Old WIS 96 (east), allowing good intersection operations and skewed approaches on the east side. This could impact commercial properties that had not been previously considered on the west side.

We do want to have consideration and evaluation done for the 4a/5a alternative that could move the impacts to the natural environment from the residential/business impacts and provide suitable geometry.

Ideally, we would want to discuss this in more detail, along with preliminary supportive data from the DNR/Army Corp. of Engineers, at the planned January meeting. Should you have any questions in this regard, please do not hesitate of contact us.

We are including a conceptual drawing prepared by one of our Village Board Trustees that depicts a Broadway St. connection, a Turner St. cul-de-sac, and a roundabout at High St. and Fair St.

Yours truly,

Steve Johnson

Steve Johnson
Village Administrator

Wrightstown
Village on the Fox

529 Main Street
P.O. Box 227
Wrightstown, WI 54180

July 7, 2010

Mr. Bryan D. Lipke, P.E.
Project Leader
WisDOT – Div. of Transportation Development
P.O. Box 28080
Green Bay, WI 54324-0080

Ref: WI 96 Fox River Bridge – Alternatives #1 and #5

Dear Bryan:

At the Village Board meeting held last evening, July 6th, the Board voted unanimously to support Alternate #1 as the choice of the Village of Wrightstown.

There has been much progress made as the myriad of alternatives were reduced to these last options, however, it is somewhat relieving to know that the Village has now made a commitment.

Please consider the Board's desire to see Alternate #1 come to fruition as WisDOT proceeds to make their final evaluation and decision. Let us know if you require anything further from us at this time.

Yours truly,

Steve Johnson

Steve Johnson
Village Administrator

cc: Dan Dupies – CH2M
Jill Michaelson - WisDOT

Village Hall
920-532-5567

Administrator
920-532-6006

Clerk/Treasurer
920-532-6005

Public Works
920-532-0434

Police Dept.
Non-emergency
920-532-6007

Fire Dept.
Non-emergency
920-532-4556

Municipal Court
920-532-5547

"In the Spirit of Town Government"

Town of Buchanan
N178 CTH N
Appleton, WI 54915-9459

Phone: 920-734-8599
Fax: 920-734-9733
www.townofbuchanan.org

June 11, 2008

Paul Vraney
WisDOT - Division of Transportation System Development
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI 54324-0080

RE: WIS 96 Fox River Bridge & Approaches Corridor Study
Village of Wrightstown, Brown County
WisDOT Project I.D. 4095-12-00

Dear Mr. Vraney:

Thank you for keeping the Town of Buchanan informed and involved in this very important transportation project. The Town has reviewed the preliminary alternatives for the location of the bridge which were presented on April 9th.

The Town currently has a limited intergovernmental relationship with the Village of Wrightstown. There are no formal intergovernmental agreements for services between our communities. However, the Town is currently working on improving this relationship particularly with regard to emergency services. It is anticipated that the Town of Buchanan and Village of Wrightstown will develop a mutual aid agreement or at a minimum increase the cooperation between the communities for emergency services. Any changes in response times between communities that could be affected by bridge location could therefore affect this developing relationship. Overall, the Town would prefer to see a bridge placement as far to the west or closest to Buchanan as possible.

In addition, the Town of Buchanan adopted a Comprehensive Plan in 2007 which indicated desired future land use in the Town for the next 20 years. The future land use map plans for continued agricultural use in the majority of the Town's northeast corner, closest to the Village. It does not appear that any bridge locations would affect this plan.

Please continue to keep the Town informed on this project and please call the Town Administrator with any specific questions or if we can be of further assistance at (920) 734-8599.

Sincerely,

Angela Gorall
Administrator/Clerk

Lisa Van Schyndel
Emergency Management Services Coordinator

CC: Mark McAndrews, Town Chairman

State of Wisconsin
Jim Doyle, Governor

Department of Agriculture, Trade and Consumer Protection
Rod Nilsestuen, Secretary

September 25, 2009

Ms. Mindy Gardner, P. E.
WisDot NE Region
Div. of Transportation
944 Vanderperren Way
P. O. Box 28080
Green Bay, WI 54324-0080

Dear Ms. Gardner:

Re: Your Letter Dated 9/22/09
Project ID: 4095-12-00
STH 96: Fox River Bridge & Approaches Corridor Study
Village of Wrightstown
Brown County

The Department of Agriculture, Trade, and Consumer Protection (DATCP) has reviewed the notification and any supplemental information you have provided concerning the potential need for an agricultural impact statement (AIS) for the above project. We have determined that an AIS **will not** be prepared for this project.

Please note that if the proposed project or project specifications are altered in any way which could be construed as increasing the potential adverse effects of the project on agriculture or on any farm operation, the DATCP should be renotified. Questions on the AIS program can be directed to me at the above address or by dialing 608/224-4650.

Sincerely,

Peter Nauth
Agricultural Impact Program
(608) 224-4650

PN/dlk

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Matthew J. Frank, Secretary
Ronald W. Kazmierczak, Regional Director

Northeast Region Headquarters
2984 Shawano Ave., P.O. Box 10448
Green Bay, Wisconsin 54307-0448
Telephone 920-662-5100
FAX 920-662-5413
TTY Access via relay - 711

October 30, 2007 IN REPLY REFER TO:

Paul Vraney, P.E.
Wisconsin Department of Transportation
P.O. Box 28080
Green Bay, WI 54324-0080

SUBJECT: DOT/DNR Initial Project Review
Project I.D.#: 4095-12-00
Project Title: STH 96 Fox River Bridge and Approaches Corridor Study
Highway: STH 96, Village of Wrightstown
County: Brown

Dear Mr. Vraney:

Preliminary information on the above referenced project has been reviewed by DNR Northeast Region staff under the DOT/DNR Cooperative Agreement. Pertinent environmental considerations are presented below:

WETLANDS

According to the Wisconsin Wetland Inventory maps (WWI) there are wetlands near the project site. During an onsite visit on October 12, 2007 I did see evidence of wetlands. The majority of wetlands are located on the between STH 96 and Washington Street. The wetlands are associated with Plum Creek. The wetlands vary between wet meadow and forested floodplain. There also are wetlands located in the north ditch on CTH DD between CTH DDD and Poplar Street.

WILDLIFE/FISHERIES

Both the Fox River and Plum Creek have a warm water fishery. Plum Creek may be used by northern pike for spawning. The wetland located below the carwash on the eastern side of the river may provide spawning habitat. The dam upstream from the bridge has an exotic fish species barrier and is currently under the FERC relicensing process. More detailed information may be generated as the relicensing efforts continue.

The surrounding landscape consists of mostly developed land. Much of the project is located in the Village of Wrightstown. Most of the streets have curb and gutter to control storm water runoff. Between STH 96 and Washington Street there is a large undeveloped area associated with Plum Creek. This area contains the wetlands described above and probably acts as a wildlife corridor. There are steep slopes leading to this area along STH 96 and the development along the highway. It appears that much of the storm water is directed to this area. Small mammals, common furbearers, songbirds, and deer may use the area.

There is a public boat launch and park located along the Fox River on Washington Street. These sites are located across the street from the undeveloped area described above. Brown County Parks is working with John Brand, DNR Water Management Specialist, on a potential dredging project near the boat landing. There is also a trail system which includes snowmobiles in this area as well. You should contact Gary Hanson, DNR Trails Coordinator (920-662-5123), regarding the trail system.

On the western bank of the Fox River there appears to be an old bridge abutment and retaining wall associated with a previous river crossing just downstream from the existing bridge.

ENDANGERED RESOURCES

There are no recent records for any federal or state endangered, threatened, or special concern species at the project site. There is however a record for the State Threatened *Carex formosa* (handsome sedge) to the north of the immediate project area. This plant prefers alluvial terraces and dolomite near the surface. The project location map provided does not incorporate the record, but any work to the north could have the potential for impacts.

FLOODPLAINS

A determination must be made as to whether the project lies within a mapped / zoned floodplain. If the project lies in such an area, DNR required submittal of the results of a 100 year flood analysis for the structure(s). Also, if the new structure(s) will create an increase in the 100 year backwater condition, DNR requires that all affected upstream landowners be notified, and appropriate legal arrangements made. For areas lying outside mapped / zoned floodplain, DNR may request the results of DOT flow and backwater calculations. For project-specific information, please consult with the Brown County Zoning Administrator.

OTHER COMMENTS

1. The Department prefers a bridge as close to the existing alignment as possible.

2. The Department opposes impacts to the undeveloped area between STH 96 and Washington Street. This area has wetlands, acts as a wildlife corridor, provides water quality benefits to Plum Creek and provides recreational opportunities for the public. Impacts to the steep slopes would raise an erosion control concern.

3. There is potential for wetland impacts to occur as a result of this project and therefore wetland impacts must be minimized and/or avoided to the greatest extent possible. Unavoidable wetland impacts must be mitigated in accordance to the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline. The Department requests information regarding the amount of unavoidable wetland impacts.

4. Due to the potential for spawning runs no instream work should take place between March 1st and June 15th of the construction year(s).

5. The bridge should be inspected for evidence of swallow nesting. If evidence exists then swallow nests with eggs and/or young cannot be disturbed between May 15 and August 20 of a given year. If the proposed construction schedule will conflict with the swallow nesting period, means of preventing swallows from nesting on the bridge must be implemented.

6. Polychlorinated Biphenyls (PCBs) are known to exist in the sediments of the Fox River. The DNR would require a bridge scour modeling study to be performed prior to any construction to determine the level of disturbance, and the extent to which the contaminated sediments would be carried downstream.

7. According to our waste program, a composite/representative sample must be taken for each proposed pier location. These samples would then be tested for all parameters listed in Table 1 in NR 347, Sediment Sampling & Analysis, Monitoring Protocol & Disposal Criteria for Dredging Projects. In addition, a disposal site for the contaminated spoils must be established prior to any dredging activity.

8. The required minimal clearance over the navigable waters must be incorporated into the design of the structure.

9. All impacted banks must be stabilized to minimize erosion into the Fox River.

10. All construction must take place outside of the stream. If a causeway is needed the Department will work with you on the design.

11. All equipment used for the project shall be adequately decontaminated for invasive and exotic species and diseases both prior to and after use. All equipment, including but not limited to tracked vehicles, silt or turbidity curtain, sheet pile, pumps, barges, and boats, which come in contact with infested waters shall be thoroughly disinfected.

12. During superstructure removal, prevent all large pieces and minimize the number of small pieces from entering the waterway or wetland. Remove all reinforcing steel, all concrete, and all other debris that falls into the waterway or wetland. Limited amounts of small pieces of concrete scattered over the waterway floor or wetland may be left in place only if the engineer allows.

13. All demolition material generated as a result of this project must be disposed of according to state law. **Disposal in wetlands is not permitted**.

14. An erosion control/prevention plan must be approved and implemented prior to construction in order to prevent erosion and siltation into the stream.

15. You should contact Linda Kurtz (920-448-2824) at the U.S. Army Corps of Engineers regarding the need for federal permits.

The above comments represent the Department's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after review of plans and further consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at (920) 662-5119.

Sincerely,

James P. Doperalski Jr.
Environmental Analysis and Review Specialist

cc. Dave Rowe – Green Bay
Jim Zellmer – Green Bay
Gary Hanson – Green Bay
Mike Helmrick – DOT NER, Green Bay
Linda Kurtz - USACOE

WISCONSIN
DEPT. OF NATURAL RESOURCES

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Matthew J. Frank, Secretary
Ronald W. Kazmierczak, Regional Director

Northeast Region Headquarters
2984 Shawano Ave., P.O. Box 10448
Green Bay, Wisconsin 54307-0448
Telephone 920-662-5100
FAX 920-662-5413
TTY Access via relay - 711

August 6, 2008

IN REPLY REFER TO: 10063

Paul Vraney, P.E.
Wisconsin Department of Transportation
P.O. Box 28080
Green Bay, WI 54324-0080

SUBJECT: DOT/DNR Project Preliminary Alternatives Review
Project I.D.#: 4095-12-00
Project Title: Alternative Analysis for Wrightstown Fox River Bridge
Highway: STH 96, Village of Wrightstown
County: Brown

Dear Mr. Vraney:

I have completed a review of the preliminary alternatives and comparison table provided with your letter dated June 10, 2008. Because several of these alternatives would impact the Plum Creek floodplain it was determined that an onsite meeting was necessary to discuss the habitat value of this area and the potential impacts associated with these alternatives. This letter is intended to provide written comments on the preliminary alternatives.

Most of the Plum Creek floodplain is considered high quality wetland and ranges from open water to floodplain forest. The many large trees provide perching and roosting habitat for several bird species such as the bald eagle. Several other bird species have also been found in this area. The wet meadow type wetlands provide fish spawning habitat and the open water areas provide amphibian and reptilian breeding and foraging habitat. Several wildlife species including furbearing mammals such as Otter and deer have been known to use this area. The area is also suitable for State listed (i.e. threatened or endangered) species such as the blandings turtle (*Emydoidea blandingii*).

The habitat relationships between fish and wildlife and the different types of wetlands found in the Plum Creek floodplain are complex and often overlap. Therefore impacts on one type of wetland may impact the habitat value of another wetland. Much of this habitat is not common along the Fox River so as the Fox River corridor becomes more developed this area will become more important to wildlife.

Outside the floodplain there are several wooded drainage ways that direct storm water down to the floodplain, provide water quality benefits (i.e. filter storm water), and act as wildlife corridors. These drainage ways act as a buffer for the floodplain from the developing areas.

By placing a road corridor through these areas there is a high probability of both direct and indirect negative impacts. The alternative maps do not show the amount of fill that would be required to address the grade changes. Even at a 2:1 slope the amount of fill required would create a large footprint that would act as a barrier to both fish and wildlife and in some areas could completely fill in the wetland.

The fragmentation of contiguous habitat and removal of vegetation would alter movements of wildlife and may lead to abandonment of the area. Even if much of the area were bridged the construction related impacts could still have a negative impact. The trees that would be removed can not be easily replaced, the potential for introducing invasive species is increased, and the shading effect of the bridge could hinder vegetation growth.

Below are comments related to the specific alternatives:

Far South Bridge Alternatives

Several of these alternatives would cross the Plum Creek floodplain with alternatives A and B appearing to have the greatest impact. Alternative B would require building demolition. On our site visit we looked at the Plum Creek Crossing for these two alternatives and alternative A has higher quality wildlife habitat as it was not mowed on one side and has a quality floodplain forest along the western bank. We did not visit Alternative 2, but from our discussion there is a high probability this alternative would have similar concerns as A and B.

Alternative 1 and 3 use existing roadways on the eastern side of the Fox River, which would avoid a majority of the direct impacts to the Plum Creek floodplain. Depending on the design there could be minor impacts at the existing Plum Creek Crossing however it would be less than the alternatives that cross Plum Creek at a new location.

Alternative 1 crosses the Fox River near the Rapids Croche Lock and Dam. The river has more action closer to the dam thus it is more likely to remain open during the winter, which attracts wildlife such as raptors. Large trees in this area are often used as perching and roosting habitat.

In-Town South Bridge Alternatives

Alternatives C, D, E, F, 4b, 5a, 5b, and 5c all would have severe impacts to the Plum Creek floodplain. As stated above this area has a high quality habitat value and placing a roadway in this location would have severe negative impacts to fish and wildlife. There is a snowmobile trail that runs along Plum Creek that would be impacted by these alternatives.

Alternative 4a is the one alternative that appears to avoid most of the negative floodplain impacts associated with the other alternatives and could be designed to minimize the unavoidable impacts to the Plum Creek floodplain. Alternatives 6a and 6b are similar to alternative 4a, but would have greater floodplain impacts along the Fox River.

Environmental impacts on the western side of the Fox River include a waterway and wetland crossing for alternative 5b, 5c, and 6b. All alternatives in this section would require building demolition and have the potential for encountering contaminated soils.

New Bridge at Existing Location

This alternative would minimize the negative environmental impacts compared to the other alternatives though there would still be impacts to the Plum Creek floodplain.

In-Town North Bridge Alternatives

Alternatives 9c and 8a would have negative impacts the Plum Creek floodplain with alternative 9c having severe negative impacts (similar to alternatives C, D, E, F, 5a, 5b, and 5c) and alternative 8a minimizing the negative impacts. The other alternatives would avoid the Plum Creek floodplain.

Alternatives 8b, 9b, 9c, and 10b would cross a waterway and wetland on the western side of the Fox River.

Alternative 10a would avoid impacts to the Plum Creek flood and use mostly existing roadways. Potential for secondary effects would be minimal since most of the surrounding land is developed. This alternative would require building demolition.

Alternative 11 would have impacts on agricultural land and have a greater potential for secondary effects by placing a new roadway in an undeveloped area.

Alternative 12 would avoid the Plum Creek floodplain. Although this alternative would require a new roadway east of the Fox River it would probably have minimal secondary effects because the area is already developed.

All alternatives in this section would require building demolition and have the potential for encountering contaminated soil.

Far North Bridge Alternatives

All alternatives in this section would avoid impacts to the Plum Creek floodplain. Alternatives G, H, 13b, and 13c would have impacts on agricultural land and would have the potential for greater secondary effects by placing a new roadway in an undeveloped area.

Alternative 13a uses mostly existing roads thus would minimizes agricultural land impacts, but still have the potential for secondary effects. There is a known eagle's nest north of the alternatives on the western bank of the Fox River.

All alternatives other than alternative 7 would require a new crossing location of the Fox River. The potential environmental impacts to the Fox River will vary depending upon location. There is potential for mussel habitat in the Fox River therefore a mussel survey should be conducted in the area to determine the presence or absence of mussels and the need for possible mussel relocation if suitable habitat is present at the crossing. The potential to encounter contaminated soil exists throughout the area so sampling will be required. See my initial review letter dated October 30, 2007 for further information.

The existing bridge provides habitat for swallows. The new bridge should be designed to accommodate swallow nesting to mitigate for the loss of the existing nesting habitat.

Of the alternatives reviewed to date the Department's preferred alternative is alternative 7 because it would have the least amount of environmental impacts to the Plum Creek floodplain, the Fox River, and minimize the secondary effects. The Department would also consider alternatives 1, 3, 4a, 6a, 6b, and 8a. While there would be a new location for the Fox River bridge and some impact to the Plum Creek floodplain the impacts could be minimized with proper design. The northern alternatives that do not impact the Plum Creek floodplain would also be considered however there is a concern with the potential for secondary effects with some of the alternatives.

There are serious concerns with most of the southern alternatives because of the environmental impacts to the Plum Creek floodplain. All of these alternatives would require a new crossing location and some would put additional pressure on the Plum Creek floodplain with the increased potential for secondary effects.

If any of the concerns or information provided in this letter requires further clarification, please contact this office at (920) 662-5119.

Sincerely,

James P. Doperalski Jr.
Environmental Analysis and Review Specialist

cc. Dave Rowe – Green Bay
Dick Nikolai – Appleton
Lisie Kitchel - BER
Gary Hanson – Green Bay
Mike Helmrick – DOT NER, Green Bay
Dan Dupies – CH2M Hill
Linda Kurtz - USACOE

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Matthew J. Frank, Secretary
Ronald W. Kazmierczak, Regional Director

Northeast Region Headquarters
2984 Shawano Ave.
Green Bay, Wisconsin 54313-6727
Telephone 920-662-5100
FAX 920-662-5413
TTY Access via relay - 711

February 8, 2010

File: Brown, 10063

Steve Johnson
Village Administrator
Village of Wrightstown
529 Main Street
P.O. Box 227
Wrightstown, WI 54180

Dear Mr. Johnson:

Thank you for sharing your interest in the Department of Natural Resource's review of the STH 96 bridge over the Fox River within the Village of Wrightstown. As you mention in your letter, the Department has been involved with this project for a long time. We have reviewed and commented on all of the alternatives originally proposed. From the beginning we have also worked hard with the other interested parties to generate an alignment that balances safety, community interests, cost, and environmental impacts.

The Department has sought to protect the Plum Creek floodplain because of the importance of this resource, which is considered high quality wetland and varies from open water to floodplain forest. The many large trees provide perching and roosting habitat for several bird species including the bald eagle. The wet meadow type wetlands provide fish spawning habitat and the open water areas provide amphibian and reptilian breeding and foraging habitat. Several wildlife species including furbearers (such as the river otter) as well as deer and other mammals have been known to use this area. The area is also suitable for state listed (i.e. threatened or endangered) species such as the Blanding's turtle (*Emydoidea blandingii*).

The habitat relationships between fish and wildlife and the different types of wetlands found in the Plum Creek floodplain are complex and often overlap. Impacts on one type of wetland often impact the habitat value of another wetland. Much of this habitat is not common along the Fox River so as the Fox River corridor becomes more developed this area will become increasingly important to wildlife.

On January 21, 2010 Department staff met with the Wisconsin Department of Transportation (DOT) and the US Army Corps of Engineers to discuss the remaining two alternatives as well as a new alignment. According to DOT this new alignment was proposed by the Village of Wrightstown.

Of the three alignment alternatives discussed at the January 21, 2010 meeting alternative 5A would have the least amount of environmental impacts to the Plum Creek floodplain, but would impact a neighborhood to the north of High Street. Alternative 1A would minimize environmental impacts to the Plum Creek floodplain by use of a large retaining wall however the construction of this alignment would have environmental impacts that could permanently alter the habitat value of this area. The new alternative, alternative 1C, would have similar

environmental impacts as alternative 1A, however there may be additional environmental impacts due to the proposed bridge deck over the floodplain and piers in the floodplain.

The proposed bridge could be designed to be over 70 feet wide for a two lane structure. The width of the bridge is necessary to accommodate multimodal traffic and large farm machinery. With such a wide bridge the shading could have negative effects on the wetland vegetation and quality. As noted above this wetland complex is used by fish such as northern pike during spawning season and several amphibians and reptiles. Depending on the method of construction temporary fills or structures may be necessary and storm water control on the bridge will need to be considered. Until these issues are more fully examined the DNR can not determine if this alternative would meet the intent of the DOT/DNR Cooperative Agreement to avoid and minimize environmental impacts.

The Department is still considering all three alternatives and working with DOT to determine which alternative would provide the best balance between safety, community interests, costs and environmental impacts. The Village of Wrightstown's input is invaluable to help produce an alignment that strikes this balance.

Again, thank you for your interest. Should you have any questions please contact Jim Doperalski Jr., Environmental and Review Specialist, at (920) 662-5119.

Sincerely,

Ronald W. Kazmierczak
Northeast Regional Director

c. Al Stranz – Green Bay
Jim Doperalski – Green Bay
Bryan Lipke, P.E. – DOT, 944 Vanderperren Way, P.O. Box 28080, Green Bay, WI 54324-0080
File: 10063

SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 11/2006

For Instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID 4095-12-00	Highway - Street WIS 96	County Brown
Project Termini County U/County DD intersection to WIS 96 County D intersection (see location map)		Region - Office Northeast Region
Regional Project Engineer - Project Manager Mindy Gardner, P.E.		Area Code - Telephone Number 920-492-0133
Consultant Project Engineer - Project Manager Dan Dupies, CH2M HILL		Area Code - Telephone Number 414-847-0206
Archaeological Consultant AVD Archaeological Services, Inc. (Allan Van Dyke)		Area Code - Telephone Number 262-878-0510
Architecture/History Consultant Heritage Research, Ltd (Mike McQuillen)		Area Code - Telephone Number 262-251-7792
Date of Need 8-28-09		SHSW # 09-0773/BR
Return a signed copy of this form to:		

II. PROJECT DESCRIPTION

Project Length 1 miles	Land to be Acquired: Fee Simple 7 acres	Land to be Acquired: Easement acres

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width 17-30 ft.	34-60 ft.	76 ft.	Terrace Width	varies	4 ft.
Shoulder NA	NA	NA	Sidewalk Width	5 ft.	5 ft.
Slope Intercept NA	NA	NA	Number of Lanes	2	2
Edge of Pavement			Grade Separated Crossing	yes	yes
Back of Curb Line			Vision Triangle acres		
Realignment			Temporary Bypass acres		
Other - List:			Stream Channel Change	☐ Yes	☒ No
Attach Map(s) that depict "maximum" impacts.	☒ Yes	☐ No	Tree topping and/or grubbing	☒ Yes	☐ No

Brief Narrative Project Description - Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements.

The proposed action is to develop and evaluate a range of river crossing alternatives to to replace the existing WIS 96 Bridge and its approaches in the Village of Wrightstown. Key improvements include: a new two-lane bridge over the Fox River approximately near the existing bridge and bridge approach work east and west of the proposed bridge. The proposed improvements include a new crossing of the Canadian National Railroad. The proposed improvements are illustrated in the attached exhibits showing the reasonable range of alternatives.

Ground disturbing activities will include grading for the new bridge approach roads, shoulders, and storm sewer construction and in-stream work to construct the new bridge piers

☐ Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

☒ Property Owners
- ☒ Public Information Meeting Notice
- ☒ Letter - Required for Archaeology
- ☐ Telephone Call
- ☐ Other:

☒ Historical Societies/Organizations
- ☒ Public Information Meeting Notice
- ☒ Letter
- ☐ Telephone Call
- ☐ Other:

☒ Native American Tribes
- ☒ Public Info. Mtg. Notice
- ☒ Letter
- ☐ Telephone Call
- ☐ Other:

*Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS - APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures.

The historical investigation included a band several hundred wide on both sides of the existing Fox River bridge that encompassed the in-town preliminary alternatives.

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY

☒ Archaeological survey is needed

☐ Archaeological survey is not needed - Provide justification
- ☐ Screening list (date).

HISTORY

☒ Architecture/History survey is needed

☐ Architecture/History survey is not needed
- ☐ No structures or buildings of any kind within APE
- ☐ Screening list (date).

VI. SURVEY COMPLETED

ARCHAEOLOGY

☒ NO archaeological sites(s) identified - ASFR attached

☐ NO potentially eligible site(s) in project area - Phase I Report attached

☐ Potentially eligible site(s) identified-Phase I Report attached
- ☐ Avoided through redesign
- ☐ Phase II conducted – go to VII (Evaluation).

☐ Phase I Report attached - Cemetery/cataloged burial documentation

HISTORY

☐ NO buildings/structures identified - A/HSF attached

☒ Potentially eligible buildings/structures identified in the APE - A/HSF attached

☐ Potentially eligible buildings/structures avoided – documentation attached

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

☐ No arch site(s) eligible for NRHP - Phase II Report attached

☐ Arch site(s) eligible for NRHP - Phase II Report attached

☐ Site(s) eligible for NRHP - DOE attached

☐ No buildings/structure(s) eligible for NRHP - DOE attached

☒ Building/structure(s) eligible for NRHP - DOE attached

VIII. COMMITMENTS/SPECIAL PROVISIONS – must be included with special provisions language

IX. PROJECT DECISION

☐ No historic properties (historical or archaeological) in the APE.

☐ No historic properties (historical or archaeological) affected.

☒ Historic properties (historical and/or archaeological) may be affected by project; 09-0773/BR

- ☒ Go to Step 4: Assess affects and begin consultation on affects
- ☐ Documentation for Determination of No Adverse Effects is included with this form. WIDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.

Mindy E. Gardner
(Regional Project Manager)
8/19/09
(Date)

(Consultant Project Manager)

(WIDOT Historic Preservation Officer)
8/20/09
(Date)

(State Historic Preservation Officer)

(Date)

CH2MHILL TELEPHONE CONVERSATION RECORD

Call To: Bob Stark, FRNSA

Phone No.: (920) 759-9833 **Date:** November 03, 2008

Call From: Ben Goldsworthy **Time:** 10:00 AM

Subject: Navigational Clearance along the Fox River

Bob Stark returned my call to the Fox River navigational System Authority (FRNSA). Mr. Stark confirmed that the 23-foot vertical clearance remains in place along the Fox River. This 23-foot clearance is measured from the average high water mark. Additionally, any temporary structure would have to abide by the 23-foot clearance level.

From: Angel, Kathleen - DOA [kathleen.angel@wisconsin.gov]
Sent: Monday, January 03, 2011 11:31 AM
To: Dupies, Dan/MKE
Cc: Lipke, Bryan - DOT
Subject: RE: WIS 96 Bridge and Approaches Corridor Study

Dan,

Thank you for sending that. Mindy stated in the letter that WisDOT was working with DNR. Provided that WisDOT is (was) coordinating with DNR through the agencies' Cooperative Agreement, the Wisconsin Coastal Management will not review the project.

Please let me know if you have any questions or need anything else from us.

Thank you,
Kate

Kate Angel
Program and Policy Analyst
Wisconsin Coastal Management Program
DOA/DIR 9th Floor Admin. Bldg.
101 East Wilson Street
Madison, WI 53708
Kathleen.Angel@Wisconsin.gov
(608) 267-7988
http://coastal.wisconsin.gov

-----Original Message-----
From: Malvitz, John - Green Bay, WI [mailto:john.malvitz@wi.usda.gov]
Sent: Monday, October 05, 2009 9:53 AM
To: Gardner, Mindy - DOT
Subject: FW: DOT Letter

Mindy: This is the response that I received on the Wrightstown Bridge project.There is no need to do form 1006.

Thanks
John Malvitz
District Conservationist
Brown County, WI

-----Original Message-----
From: Meyer, Phil - Appleton, WI
Sent: Monday, October 05, 2009 9:11 AM
To: Malvitz, John - Green Bay, WI
Subject: FW: DOT Letter

John,

The Farmland Protection Policy Act (FRPP) does not apply to construction sites in areas already committed to development through local actions or planning efforts. For example if the area is zoned commercial, industrial, residential or some other non- agricultural use then the FRPP does not apply.
Please call if you have any questions.

Phil

Phil Meyer
Acting State Soil Scientist
Area Resource Soil Scientist
USDA Natural Resources Conservation Service
3369 West Brewster St.
Appleton, WI 54914
920-733-1575 x118
920-420-0419 cell
-----Original Message-----
From: Reigel, Jane - Neillsville, WI
Sent: Tuesday, September 29, 2009 9:18 AM
To: Meyer, Phil - Appleton, WI
Subject: FW: DOT Letter

-----Original Message-----
From: Vraney, Paul
Sent: Tuesday, October 23, 2007 8:52 AM
To: 'Scot.M.Striffler@uscg.mil'
Cc: Bloom, Robert; Carlson, Kurt
Subject: RE: STH 96 - Wrightstown, WI

Dear Scott:

Thank you very much for the prompt response to the Wisconsin Department of Transportation's (WisDOT's) notification letter regarding its STH 96 Wrightstown Bridge Replacement Study over the Fox River.

We acknowledge your advisement that a Coast Guard permit is not required for this project, nor will the Coast Guard act as a consulting agency during the NEPA process. WisDOT will follow this advisement accordingly. As we have in the past, WisDOT will continue to coordinate with the Fox River Valley Navigation Authority toward addressing vessel traffic along the waterway.

I will share your response with our consultant and other WisDOT representatives for future reference.

Again, thank you for your response to the Wrightstown project and your past advisement to our other WisDOT projects.

Best regards,

Paul Vraney
Project Manager--Planning Unit
WisDOT, NE Region--Green Bay
920-492-5999

-----Original Message-----
From: Scot.M.Striffler@uscg.mil [mailto:Scot.M.Striffler@uscg.mil]
Sent: Monday, October 22, 2007 7:54 AM
To: paul.vraney@dot.state.wi.us
Cc: Bloom, Robert; Carlson, Kurt
Subject: STH 96 - Wrightstown, WI

Dear Mr. Vraney,

I am writing in response to your October 8, 2007 letter regarding the replacement of the STH 96 Bridge at Mile 17.36 over Fox River in Wrightstown, WI.

The navigational impacts discussed in my June 20, 2006 e-mail still apply for the project. The Coast Guard is not aware of significant commercial vessel traffic operating on the waterway. The Fox River Valley Navigation Authority would likely be the best source for the type of vessel traffic that transits the waterway and the existing bridge.

As the Coast Guard does not have a permit requirement for this project, the Coast Guard would not act as a consulting or cooperating agency for the NEPA study being conducted. Apart from the requirement to notify this office prior to the commencement of work in the waterway, coordination with the Coast Guard would be complete.

Please contact me at (216) 902-6087 if you have any questions or wish to discuss this issue further.

Sincerely,

Scot M. Striffler

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Green Bay ES Field Office
2661 Scott Tower Drive
New Franken, Wisconsin 54229-9565
Telephone 920/866-1717
FAX 920/866-1710

July 15, 2008

Mr. Paul Vraney, P.E.
Wisconsin Department of Transportation
Noretheast Regional Office
944 Vanderperren Way
Green Bay, Wisconsin 54324-0080

re: WIS 96 Fox River Bridge & Approaches
Project I.D. 4095-12-00
Brown County, Wisconsin

Dear Mr. Vraney:

The U.S. Fish and Wildlife Service (Service) has received your letter dated June 10, 2008, requesting comments on the subject project. You asked that we provide information on federally-listed threatened and endangered species in the project area, and for our comments on the proposed topics to be used for the Purpose and Need statement, and your preliminary range of alternatives. Our comments follow.

Federally-Listed Species, Candidate Species, and Critical Habitat

Due to the project location, no federally-listed species would be expected within the project area. This precludes the need for further action on this project as required by the 1973 Endangered Species Act, as amended. Should additional information on listed or proposed species or their critical habitat become available or if project plans change or if portions of the proposed project were not evaluated, it is recommended that you contact our office for further review.

Purpose and Need and Preliminary Range of Alternatives

Following a review of the information presented in your letter, we agree that you have identified the appropriate elements to form the basis for your Purpose and Need statement.

The multiple alternatives and associated permutations presented with your letter are general in nature and preclude detailed comments at this time. When the range of potential alternatives has been reduced in number such that a greater amount of detail on potential impacts can be estimated, we recommend this office be contacted for additional comments. One significant natural resource issue associated with several of your preliminary alternatives involves the

crossing of Plum Creek and its associated habitats. We recommend that any alternative that crosses Plum Creek include measures to avoid or minimize impacts to the extent possible, to include consideration of structures that could span the entire corridor.

We appreciate the opportunity to respond. Questions pertaining to these comments can be directed to Mr. Joel Trick 920-866-1737.

Sincerely,

Louise Clemency

Louise Clemency
Field Supervisor

POST OFFICE OPERATIONS
LAKELAND DISTRICT

UNITED STATES POSTAL SERVICE

June 4, 2009

2009 JUN -8 A 9:56

WISDOT-DIST 3

Dan Dupies
Consultant Project Manager
Wisconsin DOT NE Region
P. O. Box 28080
Green Bay, WI 54324-0080

Dear Mr. Dupies,

It has been brought to my attention that two of the six plans for the construction of the Wrightstown Bridge would possibly displace the Wrightstown Post Office. A question was presented regarding the consequences to the post office that may derive from selecting one of the two plans.

Unfortunately, the Postal Service is unable to respond at this time for a project that would begin in 2013. You can be assured that we will continue to serve the community with mail delivery, but we cannot speculate whether relocation or construction of a new post office would be feasible in the future.

This past year, the Postal Service experienced significant financial challenges related to the spike in fuel costs, declining mail volumes, and the turbulent economy. The impact of new technology deployment, the growing shift in customer behavior to alternate retail channels and the decrease in the mail volume has led to an overall need to consolidate facilities nationwide rather than build new ones. The financials contributing to the relocation and/or building of a new post office will be evaluated and addressed at a date closer to the bridge construction, when the bridge plans are finalized, and when the impact to the Wrightstown Post Office is known.

Respectfully,

W. S. Galbraith

Bill Galbraith
Manager, Post Office Operations

cc: PM, Wrightstown
Marge Oehlke
Denise Daugherty

PO BOX 7054
GREEN BAY WI 54307-7054
920-498-7426

From: Bos, Ann C - Wrightstown, WI [mailto:Ann.C.Bos@usps.gov]
Sent: Friday, October 30, 2009 11:22 AM
To: Dupies, Dan/MKE
Subject: RE: Wrightstown Bridge Project

Dan:

Bill Galbraith, Manager, Post Office Operations indicated to me that USPS' position hasn't changed since the letter he sent to you dated 6/4/09.

Ann Bos
Postmaster
Wrightstown WI 54180-9998
920-532-0425

Stockbridge-Munsee Tribal Historic Preservation Office

Sherry White - Tribal Historic Preservation Officer
W13447 Camp 14 Road
P.O. Box 70
Bowler, WI 54416

October 15, 2007

WisDOT
Paul Vraney, P.E.
Project Manager
944 Vanderperren Way
P.O. Box 28080
Green Bay, WI 54324-0080

RE: STH 96 Fox River Bridge & Approaches Corridor Study
Village of Wrightstown; Brown County
WisDOT project I.D. 4095-12-00

Dear Mr. Vraney:

Thank you for contacting the Stockbridge-Munsee Tribe regarding the above referenced project. The Tribe is committed to protecting archaeological sites that are important to tribal heritage, culture and religion. Furthermore, the Tribe is particularly concerned with archaeological sites that may contain human burial remains and associated funerary objects.

As described in your correspondence, the proposed ground disturbing activity of this project does not appear to be in a region of archaeological interest to the Stockbridge-Munsee Tribe. The counties of concern to us in Wisconsin are Shawano, Calumet, and Outagamie.

We appreciate your cooperation in contacting the Historic Preservation Office. Should you have any questions, feel free to contact me.

Sincerely,

Sherry White /ss

Sherry White
Tribal Historic Preservation Officer

(715) 793-3970 *Email: sherry.white@mohican-nsn.gov*

Sac and Fox Nation of Missouri in Kansas and Nebraska

305 North Main Street • Reserve, Kansas 66434
Phone (785) 742-7471 • Fax (785) 742-3785

November 30, 2007

Paul Vraney, PE
WisDOT
Northeast Regional Office
944 Vanderperren Way
PO Box 28080
Green Bay, WI 54324-0080

Dear Mr. Vraney:

Thank you for your letter, which is in compliance with Section 106 of the National Historic Preservation Act, and Section 110.

Project: 4095-12-00

The Sac and Fox Nation of Missouri in Kansas and Nebraska NAGPRA department have determined the above project as:

No objections. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, please stop immediately and notify NAGPRA representative, Deanne Bahr, at the address above.

There are two other bands of Sac and Fox that also need to be contacted, the Sac and Fox Nation of Oklahoma and the Sac and Fox of the Mississippi in Iowa.

Johnathan Buffalo, NAGPRA Representative
Sac and Fox of the Mississippi in Iowa
349 Meskwaki Rd.
Tama, IA 52339-9629

Sandra Massey, NAGPRA Representative
Sac and Fox Nation of Oklahoma
Rt. 2, Box 246
Stroud, OK 74079

If you have any questions, please contact me at the number or address above.

Sincerely,

Deanne Bahr
Sac and Fox Nation of Missouri in Kansas and Nebraska
NAGPRA Contact Representative

"MESKWAKI NATION"

Sac & Fox Tribe of the Mississippi in Iowa

349 Meskwaki Road, Tama, IA 52339-9634 • (641) 484-4678 FAX (641) 484-5424

October 29, 2007

Division of Transportation
System Development
Northeastern Regional Office
944 Vanderperren Way
P.O. Box 28080
Green Bay, WI 54324-0080

To Whom It May Concern:

Thank you for the letter concerning the project:

WisDOT project I.D. 4095-12-00

At this time, the Historical Preservation Department of the Sac and Fox of the Mississippi in Iowa has determined the above listed has:

- ☐ No interest in the area geographically
- ☐ No comment on the proposed undertaking
- ☑ No objections. However, if human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, please stop immediately and notify the NAGPRA Representative, Johnathan L Buffalo.
- ☐ Have an objection or require additional project information. Please send the following:

  _____.

Sincerely,

Johnathan L. Buffalo
Historical Preservation Director/NAGPRA Rep.
Sac and Fox of the Mississippi in Iowa

Cc: File

HO-CHUNK NATION
Department of Heritage Preservation
Cultural Resources Division
Post Office Box 667
Black River Falls, WI 54615-0667
Telephone (715) 284-7181 FAX (715) 284-7449

March 5, 2008

Paul Vraney, Project Manager
Division of Transportation
North East Region
944 Vanderperren Way
Green Bay, WI 54304

RE: Project ID 4095-12-00

Dear Mr. Vraney,

Thank you for calling this morning and notifying us of the correct project number for the STH 96 Fox River Bridge & Approaches. We will restate, the Nation would like you to be aware of the fact, your undertaking falls within ancestral areas of the Nation and we request to be considered as an interested party throughout the Section 106 process for this project.

At this time, we would like to request copies of the Environmental studies, Archaeological studies/reviews, and any Cultural reviews you may have completed with this project thus far. We will include all information you send us as part of the internal process we go through as an interested party, in order to determine if there are traditional cultural properties (TCP) that could be adversely affected by your project.

If this project proceeds to the point were onsite project work begins, we also request that if inadvertent finds concerning cultural resources such as pottery, shards, historic/pre-historic artifacts or bone fragments/human remains occur during the process involved with this project, please contact the Ho-Chunk Nation Heritage Preservation Tribal Historic Preservation Officer.

If there are any questions or concerns, please contact us at (715) 284-7181.

Respectfully,

William Quackenbush
HCN Tribal Historic Preservation Officer

Mueller-Wright House
Historical Home
Wrightstown Historical Society
431 Washington St, PO Box 297
Wrightstown, WI 54180

June 25, 2009

Mindy Gardner
Project Engineer/Manager
WisDOT NE Region

The Board of Directors of the Wrightstown Historical Society, which operates the Mueller-Wright House historical home and museum in Wrightstown, has reviewed and discussed the six options currently under consideration by the Department of Transportation for the new bridge through the village and its possible impact on the structure.

The board is of the opinion that Alternative 5 Over is probably the least disruptive of historically significant buildings within the village. We do not believe having the bridge pass next to the Mueller-Wright House is, in itself, a problem. As long as the bridge and roadway design take into consideration the historic nature of the building, then Alternative 5 Over is not an issue for the Wrightstown Historical Society and its Board of Directors has no objection to it.

The Board does strongly object to Alternatives 2, 3 and 4 as they all will remove a number of the remaining commercial buildings of historical significance in the original downtown area of Wrightstown. Particularly important are the Knuth building and the Farmers and Traders Bank building on the south side of High Street. The loss of those buildings would have a major negative impact on the historic integrity of the Village of Wrightstown.

Sincerely,

Bonnie Van De Hey
President
Wrightstown Historical Society

Appendix B
Conceptual Stage Relocation Plan

CONCEPTUAL STAGE RELOCATION PROGRAM PLAN

STH 96
Village of Wrightstown
Brown County
WisDOT Project I.D. 4075-28-21/22

February 3, 2011

PREPARED BY:
Dawn Van Oudenhoven
Wisconsin Department of Transportation
Northeast Region – Real Estate

PURPOSE

This conceptual Stage Relocation Plan has been prepared in accordance with the Federal Highway Administration (FHWA) Environmental Impact and Related Procedures Final Rule (23CFR 771), the FHWA Technical Advisory for environmental document preparation (T6640.8A, October 1987), and the Wisconsin Department of Transportation (WisDOT) Relocation Assistance Manual. The purpose of the conceptual plan is to provide preliminary information about the potential relocations that may occur as a result of the proposed STH 96 improvement.

PROJECT DESCRIPTION

The WIS 96 bridge was constructed in 1934 and is reaching the end of its service life. While the bridge is structurally sound, it is too narrow for the volume and type of traffic it carries today and will need to accommodate in the future. The bridge is of extremely high regional importance as limited Fox River crossing opportunities exist for travelers with the nearest being 6 miles south in Kaukauna and 10 miles north in De Pere. Wisconsin Department of Transportation (WisDOT) has determined it is more cost effective to replace the existing bridge rather than rehabilitate it. This location study has determined the most feasible and public supported location is Alternative 1 south of the existing structure. This bridge is scheduled to be built beginning in 2014 .

- It will address the grade problems at the Canadian National Railroad crossing and improve the intersection with Main Street.
- Alternative 1 crosses the Fox River south of the existing bridge and will cross over Washington Street and a portion of the Plum Creek wetlands on structure before tying into a new intersection at Fair Street.
- Existing High Street will be used as the connection between Washington Street (County Z) and the new bridge crossing.
- Roundabouts are being considered at the intersections with Main Street and Fair Street.

PROJECT MAP

Photo Simulation of Alternative 1
Bridge Over Washington Street

DEMOGRAPHIC INFORMATION ON COMMUNITIES AFFECTED

Table 1
Village of Wrightstown Population Information

Location	Population Year 2000	Race Percentages			Age Profile		
		White, Non Hispanic	African American	Other	Median Age	Over 18	Over 65
Brown County (2005-2009) Estimate	247,319	91.6%	1.9%	6.5%	35.6%	75.3%	11.1%
Village of Wrightstown	1,934	97.1%	0.3%	2.6%	31.3	68.5%	7.0%
Source: United States Census Bureau – Census 2000							

Table 2
Village of Wrightstown County Household Information

Total Housing Units	Owner Occupied Units	Renter Occupied Units	Vacant Housing Units	Average Household Size
729	519	182	28	2.76
Source: United States Census Bureau – Census 2000				

Table 1 indicates race percentages and age profiles for Brown County and the Village of Wrightstown. Table 2 indicates Village of Wrightstown household information.

Executive order 12898 on Environmental Justice requires agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects (including interrelated social and economic effects) on minority, low-income, disabled and elderly populations. The demographic information for Brown County indicates little possibility for affecting Environmental Justice populations. Further, the project team has met or spoken with the affected business owner/occupant through the project's public information meetings and through individual contacts by the WisDOT Northeast Region Real Estate Staff. There are no known Environmental Justice Concerns.

RELOCATION ASSISTANCE INFORMATION

Acquisitions and relocations resulting from the proposed STH 96 improvement will be done in accordance with the Uniform Relocation Act of 1972. This law ensures landowners and tenants are treated fairly when the public interest requires acquisition and relocation of homes and businesses. Eligible persons relocated from their home or business will receive "Just Compensation for Property Acquired." Other relocation assistance benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, down payment assistance, replacement business payments, and business reestablishment expenses. Under state law, no person or business will be displaced unless a comparable replacement home or business is provided.

Relocation Services for Residential Displacements

In addition to maintaining necessary records and performing various other administrative functions, the relocation staff will offer and provide the following assistance to all displacees:

1. Counsel each individual and family with regard to their specific re-housing needs, resulting in each securing replacement housing that is decent, safe and sanitary; adequate for their needs; suitably located; and within their financial means.

2. Continually gather data commensurate with the relocatee's needs and advise them accordingly. Provide current and continuing information on the availability, prices and rentals of comparable decent, safe and sanitary sales and rental housing and of comparable commercial properties and locations for displaced businesses. Appointments will be made, as well as arrangements for the inspection of referral housing. Inspections will be made of those units that the relocatee indicates a desire to rent or purchase to formally certify adequacy and that they are decent, safe and sanitary.

3. Assist prospective homeowners in obtaining mortgage financing and aid in the preparation and submission of offers to purchase. Assist in obtaining relocated documents, e.g. credit reports, appraisals, surveys, etc.

4. Advise prospective tenants on lease arrangements, tenant/landlord responsibilities, security deposit practices, rental ranges, etc.

5. Provide information and referrals to local welfare and social service assistance agencies when it appears a need for such service.

6. Provide information on school district boundaries and the routing and scheduling of public transportation.

7. Make personal contacts with each displacee regularly for the purpose of discussing and providing leads, referrals and all such other matters regarding re-housing which is of interest to the relocatee and necessary for his successful relocation. Visitation will be geared to the complexity, the specific need and the level of availability and will be

repeated regularly to assure that the re-housing responsibilities are discharged completely and fully in compliance with the spirit and intent of the program.

8. Provides assistance of complete claims for relocation payments for which each displacee may be eligible.

9. Assist in making moving arrangements including the transfer of utility service.

10. Provide all required written notices, delivered by personal contact whenever feasible, to insure full understanding of eligibility requirements, payment options project information and other notices required by law, regulations or as otherwise appropriate.

11. Advise them of grievance procedures, arrangements, and agencies involved.

Services for Commercial Displacements

Relocation services for commercial displacements include the following:

A. Commercial Project Assurances

In accordance with Section 32.25(2)(b), Wisconsin Statutes, “Assist owners of displaced business concerns and farm operations in obtaining and becoming established in suitable business locations or replacement farms.”

B. The commercial properties affected by this project will be assisted in their relocation in the following manner:

1. Maintaining listings of vacant commercial properties.
2. Maintaining close contact with local real estate agencies and brokers dealing in commercial space.
3. Informing business concerns of the Small Business Administration entitlements when federal aid is involved.
4. Contacting local development corporations and other similar organizations to make all possible assistance available.
5. Assist in obtaining or transferring business permits and licenses.
6. Assist in securing and making moving arrangements.
7. Joint development of inventory of personal property to be moved.
8. Advise businesses in site management procedures and occupancy terms and conditions.
9. Advise them of their relocation claim entitlements and assist them in filing the claim with documentation.

C. Contact with each commercial displacee will be made at regular intervals during which various leads or referrals will be offered. Visitations will be geared to the complexity, the specific needs and the level of availability of replacement properties and will be repeated until the relocation agent’s responsibilities are completely and fully discharged and are in compliance with the spirit and intent of the program.

DIVISIVE OR DISRUPTIVE EFFECTS ON COMMUNITIES AND NEIGHBORHOODS

There appears to be no unusual circumstances regarding the residential and business relocations. This project will have a very minimal effect on the communities that remain after the relocation process.

In addition, no significant disruption effects should exist, with the possible exception of the construction period. No known concentration of predominant ethic minority, elderly, or handicapped people were noted at the previous public meetings.

SPECIAL RELOCATION ADVISORY SERVICES

As noted under “Demographic Information on Affected Communities” there are no known unusual circumstances with respect to race, income level, age, disability, or other factors that would require special relocation advisory services for owners or occupants of displaced homes or businesses.

Sufficient relocation housing and business sites are expected to be available at the time real estate activities are initiated for the proposed STH 96 improvement. The number of residential and business displacements will not cause an undue hardship to the real estate market.

Table 3 summarizes housing availability in the Village of Wrightstown and surrounding locations including Kaukauna and DePere. A total of 308 single family homes and condominiums are currently listed in the surrounding locations. Of the 308 single family residential structures approximately 47 are listed in the Village of Wrightstown. It is clear from the information shown in Table 3 that the real estate market is very strong and the potential displaces will have an abundant number of properties to choose from.

Table 3
Housing Availability

Price Range	2 BR	3 BR	4 BR	5+ BR
$ 0 - $ 74,999	6	11	3	1
$ 75,000 - $ 99,999	7	23	1	1
$100,000 - $124,999	6	30	13	0
$125,000 - $149,999	15	55	13	1
$150,000 - $174,999	3	34	6	1
$175,000 - $199,999	3	25	6	1
$200,000 - $249,999	1	22	7	2
$250,000 - $349,999	0	4	4	2
$350,000 - $450,000	0	0	2	0
Total	**41**	**204**	**55**	**8**

The total number of displaced living units for the project is approximately 17 (see Table 4). The size of the living units based on the estimated number of bedrooms is as follows:

- 2 bedrooms (6 units)
- 2-3 bedrooms (4 units)
- 3 bedrooms (7 units)

Approximately 308 residential structures are for sale in Wrightstown and surrounding areas. Of the approximate 308 residential structures, 47 are currently for sale in the Village of Wrightstown. Of the Wrightstown listings, 10 were listed as having 2 bedrooms, 23 were listed as having 3 bedrooms and 14 were listed as having 4 or more bedrooms.

A search of multi-family dwellings was also completed. Approximately 37 multi-family dwellings are for sale in Wrightstown and the surrounding areas including Kaukauna and DePere. These dwellings are listed in a price range of $65,000 - $250,000. Of the 37 listings, three 2-unit dwellings are currently for sale in the Village of Wrightstown.

In addition, a search of available rental units in Wrightstown and surrounding areas indicate there are numerous 2 and 3 bedroom units available ranging in monthly rent of approximately $400/month - $800/month.

A cursory check of available commercial properties in or near the project area indicated there were approximately 34 commercial and industrial sites with buildings that were for sale. The availability of commercial properties for sale is as follows: 11 buildings for sale between $0 - $149,999, 8 buildings for sale between $150,000 - $249,999 and 15 buildings between $250,000 - $400,000.

In addition the Village of Wrightstown has existing and proposed business and industrial park sites that would be suitable for businesses displaced by the proposed STH 96 improvements.

ESTIMATE OF RESIDENTIAL DISPLACMENTS

The proposed STH 96 improvement has the potential to impact approximately 12 Residential structures with a total of 17 living units (7 owner occupied and 5 rental). The residential displacements are summarized in Table 4.

Table 4
Residential Displacement Summary

Parcel Number[1] and General Location	Occupancy		Characteristics	
	Owner	Rental	Type	Size (Estimated # of bedrooms)
1. 251 High St.	X		2 story	3
2. 305 High St.	X		2 story	3
3. 310 High St.	X		1 story	3
4. 304 High St.		X	2 story/3 unit	2 -3 bedrooms/unit
5. 250 High St.	X		2 story	3
6. 535 Hickory St.	X		1 story	3
7. 220 Broadway St.	X		1.5 story	3
8. 219 Broadway St.	X		1 story	3
9. 320 Broadway St.		X	2 story/4 unit	2 bedrooms/unit
10. 609 Washington St.		X	2nd fl. unit	2 bedroom
11. 526 Main St.		X	2nd fl. unit	2 bedroom
12. 305 Broadway St.		X	2nd fl. Unit	2-3 bedroom

[1]Parcel numbers are for purposes of this report only.

Residential displacement cost estimates are summarized in Table 5. The total estimated cost for the 17 displaced living units is approximately $1,855,500.

Table 5
Residential Displacement Cost Summary

Parcel Number[1] and General Location	Living Units	Acquisition Price[2]	Relocation Cost	Interest & Closing Cost	Moving Cost	Total Cost
1. 251 High St.	1	170,000	30,000	1,500	2,500	204,000
2. 305 High St.	1	125,000	30,000	1,500	2,500	159,000
3. 310 High St.	1	200,000	30,000	1,500	2,500	234,000
4. 304 High St.	3	126,000	45,000	4,500	6,000	181,500
5. 250 High St.	1	96,000	30,000	1,500	2,500	130,000
6. 535 Hickory St.	1	200,000	30,000	1,500	2,500	234,000
7. 220 Broadway St.	1	125,000	30,000	1,500	2,500	159,000
8. 219 Broadway St.	1	100,000	30,000	1,500	2,500	134,000
9. 320 Broadway St.	4	150,000	60,000	6,000	8,000	224,000
10. 609 Washington	1	125,000	15,000	1,500	5,000	143,500
11. 526 Main St.	1	--------	15,000	1,500	2,000	18,500
12. 305 Broadway St.	1	--------	30,000	1,500	2,500	34,000

[1]Parcel numbers are for purposes of this report only.

[2] Acquisition price (land & improvements) is based on a combination of 2010 assessed values from Brown County property tax records and WisDOT estimates.

ESTIMATE OF BUSINESS DISPLACMENTS

The proposed USH 96 improvement has the potential to impact 11 businesses to the extent to cause their relocation. The business displacement is summarized in Table 6.

Table 6
Business Displacement Summary

Parcel Number and General Location	Name	Occupancy	Type and Characteristics
1. 526 Main St.	Ronald & Mary Jane Smith Tenant – Unknown	Owner Tenant	Barber Shop Accounting Firm
2. 305 Broadway St.	Dennis & Mary Aerts	Owner	Bar
3. 310 Broadway St.	Roger & Janice Eiting	Owner	Warehouse
4. 312 Broadway St.	LF Group	Owner	Bar
5. 605 Main St.	Thomas & Susan Schreurs	Owner	Repair Business
6. 250 Broadway St.	Stephen & Diane Brittnacher	Owner	Insurance Office
7. 529 Main St.	Village of Wrightstown	Owner	Village Hall
8. 230 Broadway St.	Francis & Mary Lamers	Owner	Plumbing Business
9. 230 High St.	DN Development	Owner	Carwash
10. 618 Main St.	Russell Aerts	Owner	Garage
1. Parcel numbers used in this table are for purposes of this report only.			

Table 7
Discussion of Potential Problems and Solutions

Unit	Potential Problem	Potential Solution
1	None	None

Business displacement cost estimates are summarized in Table 8. The total estimated cost for the business displacements is approximately $2,131,900.

Table 8
Business Displacement Cost Summary

Name	Acquisition Price	Relocation	Searching	Re-establish	Interest And Closing	Moving	Total
1. Ronald & Mary Jane Smith	175,000	50,000	2,500	10,000	1,500	10,000	249,900
Tenent (Accounting Firm)	---------	30,000	2,500	10,000	1,500	10,000	54,000
2. Dennis & Mary Aerts	150,000	50,000	2,500	10,000	1,500	10,000	224,000
3. Roger & Janice Eiting	150,000	50,000	2,500	10,000	1,500	10,000	224,000
4. LF Group	200,000	50,000	2,500	10,000	1,500	10,000	274,000
5. Thomas & Susan Schreurs	175,000	50,000	2,500	10,000	1,500	10,000	249,000
6. Stephen & Diane Brittnacher	75,000	50,000	2,500	10,000	1,500	10,000	149,000
7. Village of Wrightstown	150,000	50,000	2,500	10,000	1,500	10,000	224,000
8. Francis & Mary Lamers	200,000	50,000	2,500	10,000	1,500	10,000	274,000
9. DN Development	150,000	50,000	2,500	10,000	1,500	10,000	224,000
10. Russell Aerts	30,000	---------	---------	----------	---------	10,000	40,000

SUMMARY

The proposed STH 96 improvement will displace approximately 12 residential structures with a total of 17 living units (7 owner occupied and 5 rental). The total estimated cost for the displaced living units is $1,855,500.

The proposed STH 96 improvement project will displace approximately 11 individual businesses. The total estimated cost for the displaced businesses is $2,131,900.

The residential and business displacements discussed in this Conceptual Stage Relocation Plan are based on preliminary project information and are subject to change when more detailed engineering plans are developed.

There are no know Environmental Justice concerns with the business displacements, no substantive divisive or disruptive effects on communities or neighborhoods were identified, and no special relocation advisory services are anticipated.