

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation (WisDOT)

DT2094 6/2015

BASIC SHEET 1 – PROJECT SUMMARY

Project ID 5849-00-00 Construction ID N/A	Project Termini Commerce Park Drive – Badger State Trail	Funding Sources (check all that apply) <input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Local
Route Designation (if applicable) Local Road	Nearest Community City of Fitchburg	Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. \$3,031,100 in 2016 dollars
National Highway System (NHS) Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Real Estate Acquisition Portion of Estimated Cost (YOE) \$0 in 2016 dollars
Project Title Sub-Zero Public Street Improvements	Section / Township / Range Sec 7, 8 / T6N / R9E	Utility Relocation Portion of Estimated Cost (YOE) \$0 in 2016 dollars
County Dane		Right of Way Acquisition
Bridge Number(s) (if applicable) N/A	For an ER, indicate the date funding was authorized to begin preliminary engineering. For an EA, indicate the date the Process Initiation Letter was accepted by FHWA. 1/7/2015	Acres
		Fee 0.00*
		TLE 0.00
		PLE 0.00

*All land for the proposed project has been recorded through a Certified Survey Map (CSM) and dedicated to the public (City of Fitchburg) for the use of this roadway project.

Functional Classification of Existing Route (FDM 3-5-2)	Urban	Rural	WisDOT Project Classification (FDM 3-5-2)
Freeway/Expressway	<input type="checkbox"/>	<input type="checkbox"/>	Resurfacing <input type="checkbox"/>
Principal Arterial	<input type="checkbox"/>	<input type="checkbox"/>	Pavement Replacement <input type="checkbox"/>
Minor Arterial	<input type="checkbox"/>	<input type="checkbox"/>	Reconditioning <input type="checkbox"/>
Major Collector	<input type="checkbox"/>	<input type="checkbox"/>	Expansion <input checked="" type="checkbox"/>
Minor Collector	<input type="checkbox"/>	<input type="checkbox"/>	Bridge Rehabilitation <input type="checkbox"/>
Collector	<input type="checkbox"/>	<input type="checkbox"/>	Bridge Replacement <input type="checkbox"/>
Local	<input checked="" type="checkbox"/>	<input type="checkbox"/>	"Majors" Project (there are both state and federal majors) <input type="checkbox"/>
No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>	SHRM <input type="checkbox"/>
			Reconstruction <input type="checkbox"/>
			Preventive Maintenance <input type="checkbox"/>
			Safety <input type="checkbox"/>
			Other – Describe: <input type="checkbox"/>

- ☒ FHWA Draft Type 2c Categorical Exclusion (CE)/WisDOT Draft Environmental Report (ER). No significant impacts indicated by initial assessment.
☐ FHWA/WisDOT Draft Environmental Assessment (EA). No significant impacts indicated by initial assessment.

Sarah Gengler

Sarah Gengler, Project Engineer, MSA Professional Services 5/10/16
(Print – Preparer Name, Title, Company/Organization) (Date – m/d/yy)

[Signature]

(Signature – Director, Bureau of Technical Services) (Date – m/d/yy)

Arthur P. [Signature] 5/10/16
(Signature, Title) (Date – m/d/yy)

☒ Region ☐ Aeronautics ☐ Rails & Harbors

(Signature, Title) (Date – m/d/yy)
☐ FHWA ☐ FAA ☐ FTA ☐ FRA

☐ FHWA Final Type 2 Categorical Exclusion (CE)/WisDOT Final Environmental Report (ER). It has been determined no significant impacts will occur and a Public Hearing is not required.

After reviewing and addressing substantive public comments, updating the Draft CE/ER or Draft EA and coordinating with other agencies, it is determined this action:

- ☐ **Will NOT significantly affect the quality of the human environment. This document is a Final CE/Final ER.**
- ☐ **Will NOT significantly affect the quality of the human environment. This document is a Final EA/Finding of No Significant Impact.**
- ☐ **Has potential to significantly affect the quality of the human environment. Draft Environmental Impact Statement (EIS) required.**

(Print – Preparer Name, Title, Company/Organization)

(Date – m/d/yy)

(Signature – Director, Bureau of Technical Services)

(Date – m/d/yy)

(Signature, Title)

(Date – m/d/yy)

☐ Region ☐ Aeronautics ☐ Rails & Harbors

(Signature, Title)

(Date – m/d/yy)

☐ FHWA ☐ FAA ☐ FTA ☐ FRA

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2. Abbreviations and Acronyms

- AADT – Annual Average Daily Traffic
- ACHP - Advisory Council on Historic Preservation
- BOA – Bureau of Aeronautics
- BRRTS – Bureau of Remediation and Redevelopment Tracking System
- CSM – Certified Survey Map
- DATCP – Department of Agriculture, Trade, and Consumer Protection
- ECIP – Erosion Control Implementation Plan
- EIS – Environmental Impact Statement
- EO – Executive Order
- FAA – Federal Aviation Administration
- FPPA - Farmland Protection Policy Act
- FHWA – Federal Highway Administration
- LOM – Local Officials Meeting

- LOS – Level of Service
- MEV – Million Entering Vehicles
- MPO – Metropolitan Planning Organization
- NLEB – Northern Long Eared Bat
- NHS – National Highway System
- NPS – National Park Service
- NRCS – Natural Resources Conservation Service
- NRHP - National Register of Historic Places
- NSPN – North Stoner Prairie Neighborhood
- PIM – Public Involvement Meeting
- SHPO – State Historic Preservation Office
- SHPO – State Historic Preservation Office
- STRAHNET - Strategic Highway Network
- TEA – Transportation Economic Assistance
- TTS – Total Suspended Solids
- USACE – United States Army Corps of Engineers
- USDA – United States Department of Agriculture
- US DOT – United States Department of Transportation
- USEPA – United States Environmental Protection Agency
- USFWS – United States Fish and Wildlife Service
- WDNR – Wisconsin Department of Natural Resources
- WEPA – Wisconsin Environmental Policy Act
- WisDOT – Wisconsin Department of Transportation
- WRAPP – Water Resources Application for Project Permits
- WPDES – Wisconsin Pollutant Discharge Elimination System

3. Environmental Document Statement

This environmental document is an essential component of the Wisconsin Environmental Policy Act (WEPA) project development process, which supports and complements public involvement and interagency coordination.

The environmental document is a full-disclosure document which provides a description of the purpose and need for the proposed project, the existing environment, analysis of the anticipated beneficial or adverse environmental effects resulting from the proposed action and potential mitigation measures to address identified effects. This document also allows others the opportunity to provide input and comment on the proposed action, alternatives and environmental impacts. Finally, it provides the decision maker with appropriate information to make a reasoned choice when identifying a preferred alternative.

This environmental document must be read entirely so the reader understands the reasons that one alternative is selected as the preferred alternative over other alternatives considered.

BASIC SHEET 3 – PURPOSE AND NEED

1. Purpose and Need**Project Status**

The proposed action, Sub-Zero Public Street Improvements, is located in the City of Fitchburg, Dane County in southwest Wisconsin. The study area is located in the planned business park area of the North Stoner Prairie Neighborhood (NSPN). A project location map showing the study area is illustrated in **Exhibit 1**. The business park plan was adopted in 2013 by the City of Fitchburg for future expansion and development of industrial and commercial land uses, see **Exhibit 2**.

In 2015, the City of Fitchburg applied for a Transportation Economic Assistance (TEA) grant to address the planned expansion of Sub-Zero, Inc. within the NSPN business park and adjoining Fitchburg Commerce Park. The TEA grant program supports local governments in their efforts to attract employers to their communities and encourage existing business to remain and expand.

Sub-Zero, Inc., a partner in the TEA grant application, is expecting to expand its current regional manufacturing facility by 400,000 square feet, create over 300 new jobs by 2018, and add a new corporate training center. Sub-Zero, Inc. has indicated that without addressing the connectivity of the transportation network, the corporation would need to review expanding their facilities elsewhere within the United States in order to fulfill their fabrication, assembly, and distribution needs. The TEA grant monies allotted for the proposed action will be used to ensure critical transportation connections will be made between the planned commercial development of the NSPN business park and existing Fitchburg Commerce Park.

The TEA grant application was approved by the Wisconsin Department of Transportation (WisDOT) in 2015.

Sub-Zero, Inc. has dedicated a portion of land to the City of Fitchburg for the purpose of development and construction of a transportation network as noted in the Certified Survey Map (CSM) **Exhibit 3**.

The project was reviewed as part of this WEPA (Wisconsin Administrative Code TRANS 400) study to ensure the proposed action would address environmental matters on a broad scope to avoid restricting other reasonably and foreseeable options for the local street network.

Existing Facility

The Proposed Action is located in the City of Fitchburg in Dane County. The Proposed Action area is within a designated business park zoned for future industrial and commercial development as proposed in North Stoner Prairie Neighborhood (NSPN) Plan, see **Exhibit 4**.

Commerce Park Drive currently serves local and destination traffic accessing the existing businesses and transportation network within Fitchburg Commerce Park as illustrated in **Exhibit 5**. Direct access to the existing business park is located off of County Trunk Highway (CTH) PD (McKee Road), a county principal arterial roadway and National Highway System route, see **Exhibit 6**. Fitchburg Commerce Park is directly connected to the proposed NSPN business park and all roadways located within the development are functionally classified as local roads.

The existing Badger State Bike Trail is a regional commuter and recreational bike trail which creates the eastern boundary of influence for the proposed action. The trail extends 40 miles between Madison and the Wisconsin-Illinois border. The Capital City, Military Ridge, and Sugar River state trails, as well as the City of Madison and City of Fitchburg bikeway system, all connect into the Badger State Trail, see **Exhibit 7**.

Purpose

The purpose of the Proposed Action is to support the planned economic development (expansion of Sub-Zero, Inc.) and the enhancement of the existing transportation network.

Need

The proposed actions needs which support the project purpose include the following components:

- Economic Development
- Transportation System Linkage

Economic Development

Sub-Zero Inc., a partner in the TEA grant application, has anticipated the hiring of over 300 employees by 2018 due to the expansion of their existing facility. The expansion of the existing manufacturing facility would tie directly into the current facility, as seen in **Exhibit 8**. The building expansion would eliminate the current off-street parking and surrounding roadway network accessing the facility. An improved transportation network around Sub-Zero, Inc. is needed to replace the existing transportation access lost from the expanding Sub-Zero, Inc. facility. The facility's expansion will include additional manufacturing capacity, a new training facility, and off-street parking for their employees.

Without addressing the lost transportation network (that results from the corporate expansion), employees, customers, and delivery logistical operations will not be able to appropriately access the expanded manufacturing facility. Additionally, emergency services, such as fire department and rescue vehicles, will not have access.

Transportation System Linkage

Roadway Network:

An improved transportation network around Sub-Zero, Inc. is needed to replace the existing transportation access lost from the expanding Sub-Zero, Inc. facility. A new transportation network will provide mobility to the future business park by connecting to the existing Fitchburg Commerce Park local street network.

Bicycle and Pedestrian:

Part of the City's comprehensive planning efforts include providing bicycle and pedestrian networks to support the use of alternate, non-motorized modes of transportation. The City's planning efforts support bicycle and pedestrian networks to key community destinations, including business and commercial parks.

The 2008 City of Fitchburg's Bicycle and Pedestrian System Plan, see **Exhibit 9**, which expands on the Transportation Element of the Comprehensive Plan, outlines a specific list of recommended policies for the community. The plan recommends sidewalks be installed on both sides of the street as an integral component of new development. Connections to existing trails, including the Badger State Trail, are recommended and would provide connectivity to compliment Fitchburg's extensive bike and pedestrian system. New connections will support alternate, non-motorized commuting modes of travel to area business parks.

2. Summary of Alternatives

The range of feasible alternatives developed for the Proposed Action are summarized below. The project study area extends from Commerce Park Drive south and east on new alignment to the Badger State Trail. The proposed alternatives considered were developed in order to address the needs outlined previously in Question 1 including system linkage.

No Build Alternative

The no build alternative would result in no change to the supported development and would not support the expansion of Sub-Zero, Inc. This alternative does not provide replacement of lost infrastructure caused by corporate expansion. This alternative will not support the creation of job opportunities, planned economic growth, and expansion of the existing Sub-Zero, Inc. facility. The No Build Alternative would not be consistent with Fitchburg's long-term economic goals and planning efforts.

While this alternative does not meet the purpose and need for the project, it does serve as a baseline for a comparison of impacts related to the build alternatives.

Alternative A – Sub-Zero Public Street Improvements (Preferred Alternative)

Project improvements would include:

- The extension of approximately 0.28-miles of Commerce Park Drive from the existing roadway termination south, on new alignment, through the planned business park
- The creation of approximately 0.50 miles of Sub-Zero Parkway from the new termination of Commerce Park Drive east to the Badger State Trail on new alignment

The Sub-Zero Public Street Improvements project is critical to support the planned manufacturing facility expansion of Sub-Zero, Inc. An improved transportation network around Sub-Zero, Inc. is needed to replace the existing transportation access lost from the expanding Sub-Zero, Inc. facility. The new transportation network will provide access and mobility to employees, customers, and delivery and logistical operations. The planned improvement will also create a multi-use trail connection to the Badger State Trail and extensive City of Fitchburg bike system which will encourage alternate, non-motorized commuting options for employees.

The proposed transportation network right-of-way, dedicated to the City of Fitchburg for transportation improvements by Sub-Zero, Inc., will accommodate stormwater management solutions as well as on-street bike accommodations, sidewalk, a multi-use trail, and on-street parking. The horizontal alignment of the proposed transportation network was established to avoid and minimize human, physical, and natural environment impacts in coordination with the Wisconsin Department of Natural Resources (WDNR) and various resource agency reviews.

This alternative is compatible with the long-term economic, transportation, and multi-modal planning initiatives and goals documented by the City of Fitchburg in their 2009 Comprehensive Plan, see **Exhibit 10**.

A detailed project overview and plan sheets are shown in **Exhibit 11**.

Other Alternatives Not Developed in Detail

Additional roadway alignments through the business park (North Stoner Prairie Neighborhood (NSPN)) were investigated to identify other alignment options for accommodating transportation improvements within Fitchburg's business parks. It was determined other alignments were feasible and could accommodate the same level of traffic flow. However, there were greater impacts on the human, physical, and natural environment. Specifically of concern were impacts to scarce, urban wetland and natural resource systems. Therefore, other alignment options were dismissed from further consideration. By utilizing the Preferred Alternative there will be reduced human, physical, and natural environmental impacts to wetlands and established ecosystems within the area.

3. Description of Proposed Action

The Proposed Action has been selected as it meets the goals of roadway connectivity while also supporting the opportunity for economic growth and development within the City of Fitchburg. The Proposed Action consists of the construction of Alternative A which includes the extension of Commerce Park Drive and a new local street, Sub-Zero Parkway. See **Figure 1** for the proposed project limits and visual plan within **Exhibit 11** for an overview of the Proposed Action.

Roadway	Limits	Description
Commerce Park Drive	0.28 miles	Mainline roadway limits extend 0.28 miles on new alignment to a distance of approximately 40 feet both left and right.
Sub-Zero Parkway	0.50 miles	Mainline roadway limits extend 0.50 miles on new alignment to a distance of approximately 40 feet both left and right.

Figure 1: Project Limits

The proposed improvements include the following:

- Construction of 0.78-miles of urban, asphalt pavement roadway with 44-foot curb to curb pavement width
- 5-foot concrete sidewalk
- 10-foot asphalt surface multi-use trail (12-foot pavement structure footprint)
- On-site stormwater management solutions including stormwater infiltration basins
- 25 mph posted speed limit

The Proposed Action will be constructed while maintaining traffic on the existing segment of Commerce Park Drive, Bud's Drive, and Marketplace Drive in addition to maintaining emergency, employee, and customer access to all local businesses. No roadway detour route are planned.

The Proposed Action (Alternative A) overview is and concept level plans are shown in **Exhibit 11**.

If or when any future projects are programmed with State and/or Federal funding, the City of Fitchburg will reevaluate all environmental factors, re-initiate public involvement efforts, re-initiate coordination as may be required with all agencies, and complete additional environmental studies and evaluations.

4. Construction and Operational Energy Requirements

The construction energy requirements of the build alternative are greater than those of the no-build alternative. Energy requirements to construct the transportation network will consist primarily of fuel consumption by construction equipment and energy expended on producing material needs to construct the facility.

5. Land Use Adjoining the Project and Surrounding Area

Land use of properties that adjoin the project: Land use adjoining the project and surrounding area includes mostly of industrial and commercial land uses, some of which is rented as agricultural lands, to the west, south, and east of the project area. The agricultural land is being cultivated with the anticipation future development. The Project Area is zoned as industrial and the agricultural farming operations (row cropping) occurring is temporary until development occurs.

Commercial and industrial businesses from Fitchburg Commerce Park surround the project area to the north which include Canteen Vending Services, InterCon Construction, Inc. and several other smaller businesses. There are urban/rural transitional type settings along CTH PD (McKee Road), Seminole Highway, and Lacy Road.

Land use surrounding project area: The City of Fitchburg is a medium-sized, incorporated city situated in central Dane County in southwest Wisconsin. The population of Fitchburg is approximately 25,260 (2010 Census). Based on Fitchburg's recent community profile update, the community has grown approximately 7% since 2011 and will continue on a similar trend to 2020 projections of 28,000. Fitchburg is located within the Madison Metropolitan Planning Organization (MPO) area and has expanded at a slightly slower pace than the greater MPO which experienced approximately 12% growth from 2000 to 2010 (<http://www.madisonareamopo.org/>).

Land use surrounding the project area is a mix of commercial and industrial land uses as seen **Exhibit 12** illustrating the existing land use map in the City of Fitchburg.

6. Planning and Zoning

A component of the transportation planning effort is to coordinate with local and regional comprehensive planning initiatives. The community located in the project area has adopted comprehensive plans.

The City of Fitchburg has worked with WisDOT through the TEA grant process, adjacent municipalities, Dane County, and various resource agencies to ensure any improvements considered are consistent with long-term land use goals and development plans. This early coordination helped guide the transportation improvement alternatives of the proposed action.

The project development efforts associated with the proposed action are consistent with the goals laid out in each of the local and regional land use plans.

2009 City of Fitchburg Comprehensive Plan

This project is a direct result of a planned industrial and commercial business park located within the City of Fitchburg. According to the comprehensive plan, planned development action could add over one million square feet of industrial development within the business park over the next 20 years. Supporting planned economic expansion and job growth through accessibility is important to the City of Fitchburg. Zoning of these lands has already been completed and mapped as Commercial/Industrial by the City of Fitchburg. The transportation improvements to be constructed as part of the Proposed Action are consistent with the adopted comprehensive plan and the cover page can be found in **Exhibit 10**.

Other comprehensive plans are available from various agencies for the project area that address economic development, park and recreational uses, and airports. The plans have been reviewed as part of this study to ensure compatibility of the business park with multiple modes of transportation and conservation of various resources. A listing of the comprehensive plans that have been reviewed follows:

Transportation Economic Assistance Program

The Proposed Action has been programmed as part of WisDOT's Transportation Economic Assistance (TEA) grant program (<http://www.wisconsinindot.gov>). The TEA program exists to provide funding to governing bodies, private businesses, and consortiums for road, rail, harbor and airport projects that support planned economic development and controlled local growth. The program supports local governments in their efforts to attract employers to their Wisconsin communities or encourages existing businesses and industry to remain and expand within Wisconsin. The Proposed Action is compatible with the WisDOT TEA program.

Dane County Comprehensive Plan

The Dane County Comprehensive Plan was adopted in 2007 (<http://www.daneplan.org/plan.shtml>). While the plan does not document the Proposed Action, the comprehensive plan does document ongoing initiatives for safe, efficient well-maintained roadways. The Proposed Action is compatible with the planning principles laid out in this plan.

Zoning Regulations

The Proposed Action is located in the City of Fitchburg. The City has zoning regulations (including setbacks, height restrictions, percent impervious area, ect.) in place to control the intensity of these new developments within the project area. The Proposed Action is consistent with the anticipated land uses and zoning in the project area.

Other Plans

Other local and regional plans were reviewed which cover the project area or are related to connection of various modes of transportation in the Southwest Wisconsin area and include the following:

- Wisconsin Bicycle Transportation Plan 2020 (<http://www.dot.wisconsin.gov>) - Adopted in 1998 to ensure planning and design of transportation facilities accommodates bicyclists and to set goals for expanding and improving a statewide network of bicycle routes.
- Wisconsin Pedestrian Policy Plan 2020 (<http://www.dot.wisconsin.gov>) - Adopted in 2002 to ensure planning and design of transportation facilities accommodates and improves pedestrian facilities statewide.
- Dane County Parks and Open Space Plan 2012 - 2017 (https://danedocs.countyofdane.com/pdf/lwr/parks/POSP/2012-2017_POSP_Fnl7-19-12.pdf) - Adopted 2012 to identify cultural, historic, and natural resources that should be considered for protection or restoration. The plan also identified recreation needs and Dane County's role in providing facilities to meet demands.
- City of Fitchburg Bike and Pedestrian Plan 2008 (<http://www.fitchburgwi.gov/221/Biking>) – Adopted in 2008 to identify a measured approach to bicycle and pedestrian related projects and long term recommendations to the bicycle system.
- North Stoner Prairie Neighborhood Plan (<http://www.fitchburgwi.gov/468/North-Stoner-Prairie-Neighborhood-Plan>) – Adopted in 2013 into the City of Fitchburg Comprehensive Plan was completed in partnership with Sub-Zero, Inc. The document analyzes the natural resources, parks and open space, transportation connectivity, and storm water management integration to be included as development occurs.

7. Indirect Effects and Cumulative Effects

If any of the following boxes are checked, the Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis found in Appendix A of the WisDOT report titled *Guidance for Conducting an Indirect Effects Analysis* must be completed and attached to this environmental document.

An alternative being carried forward for detailed consideration includes;

- ☒ Economic development as a purpose and need element of the proposed project.
- ☒ Construction of one or more new or additional through lanes.
- ☐ Construction of a new interchange or elimination of an existing interchange.
- ☐ Construction of one or more additional ramps or relocation of a ramp lane to a new quadrant on an existing interchange.
- ☐ Changing an at-grade intersection to a grade-separation with no access or a grade-separation to an at-grade intersection.
- ☐ Construction of one or more additional intersections along the mainline created by a new side road access.
- ☒ One or more new access points along a side road within 500' of the mainline.

- ☐ None of the above boxes have been checked, it has therefore been concluded that the proposed action will not result in indirect effects or cumulative effects.
- ☒ The proposed action may result in indirect effects or cumulative effects. The Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis attached as **Exhibit 13** indicates a detailed indirect effects and cumulative effects analysis is not required.
- ☐ The proposed action may result in indirect effects or cumulative effects. It has been determined that a detailed indirect effects and cumulative effects analysis is required. See _____ for the detailed analysis.

8. Environmental Justice

How was information obtained about the presence of populations covered by EO 12898? (check all that apply)	
<input checked="" type="checkbox"/> US Census Data	<input type="checkbox"/> Survey Questionnaire
<input type="checkbox"/> Real Estate Company	<input type="checkbox"/> WisDOT Real Estate
<input checked="" type="checkbox"/> Public Involvement Meeting	<input checked="" type="checkbox"/> Local Government
<input checked="" type="checkbox"/> Official Plan	<input checked="" type="checkbox"/> Windshield Survey*
<input type="checkbox"/> Human Resources Agency Identify agency: Identify plan, approval authority and date of approval:	
<input type="checkbox"/> Other – Identify:	

*Conducting only a windshield survey is not sufficient to make a determination regarding whether or not populations are present.

Based on data obtained from the methods above, are populations covered by EO 12898 present in the project area?

- a. ☐ No
- b. ☒ Yes – Factor Sheet B-4 must be completed.

9. Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act

Indicate whether or not issues have been identified or concerns have been expressed related to Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act.

- a. ☒ No – Issues related to the above laws were not identified and concerns were not expressed.
- b. ☐ Yes – Issues related to the above laws were identified and/or concerns were expressed. Explain:

10. Public Involvement

A. Public Meetings

Date (m/d/yyyy)	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. Number of Attendees
1/29/2013	City of Fitchburg	Public Involvement Meeting (PIM)	Fitchburg City Hall	15
4/2/2013	City of Fitchburg	Neighborhood Listening Session	Fitchburg Public Library	25
8/15/2013	City of Fitchburg	PIM Exhibit 14	Fitchburg City Hall	30

- B. Other methods such as those identified in the Public Involvement Plan and Environmental Justice Plan (if applicable):

Property and businesses owners within and adjacent to the North Stoner Prairie Area (NSPN) area were interviewed as part of the public involvement process in order to gather specific information and concerns. A Steering Committee was formed, comprised of the mayor, local residents, and business owners, to help guide decisions in the best interest of the community.

Additional meetings with the City of Fitchburg Community and Economic Development Authority (CEDA) were held to discuss concerns with natural resources, parks, trails, and transportation connectivity.

Open forum city council meetings have been held since 2013 on the Proposed Action. These meetings have discussed the proposed transportation network improvements, planned business park, and environmental considerations. Each meeting has invited the public stakeholders to provide input on the improvements. All project information, exhibits, presentations, and meeting results have been available on the City's website (<http://www.fitchburgwi.gov/AgendaCenter>) throughout the planning process.

Methods of public involvement that have been used on this project and that will continue to be used throughout the design and construction phases include: Local officials meeting, stakeholder meetings, individual property owner meetings by the City of Fitchburg, direct mailing or notices with project information, press releases, and individual telephone calls and site visits with stakeholders, agencies, and property owners.

- C. Identify groups that participated in the public involvement process. Include any organizations and special interest groups including but not limited to:

The public involvement process is inclusive to all residents and population groups in the study area and will not exclude any persons because of income, race, religion, national origin, sex, age, or handicap. Participants in the public involvement process included current property owners (residents, business owners, and business operators), local municipalities, utilities, environmental resource agencies, and interested private citizens who live in the project area. No organizations or special interest groups were identified during the public involvement planning efforts or during the actual meetings that were held.

- D. Indicate plans for additional public involvement, if applicable:

Additional public involvement will continue throughout the remainder of the design process and construction of the project. Public involvement methods will include individual phone calls, site visits with property owners and stakeholders, individual meetings, property owner coordination during construction, newsletters and direct mailings, and press releases.

11. Briefly summarize the results of public involvement.

- A. Describe the issues, if any, identified by individuals or groups during the public involvement process:

No issues were conveyed during any public involvement meetings or recent open session City Council meetings regarding the Proposed Action. All private landowners adjacent to the project have met with the City of Fitchburg and have no concerns with the Proposed Action.

Public comments received in relationship to the North Stoner Prairie Neighborhood (NSPN) plan were directed to the plan in its entirety. A majority of the comments were expressed by more than one person and include the following:

- Residents wish to maintain a safe street network once all of the transportation connections are made
- Residents would like to see as much green space, natural resources, and large trees persevered as possible

Additional meetings with the CEDA and Steering Committee outlined similar concerns as the public comments as well as additional concerns including:

- Additional development should provide on-site stormwater management
- Limit or eliminate any increase in stormwater from the development to the existing system

- The development should encourage pedestrian and bicycle traffic including connections to the regional trails and open spaces
- Wetland areas should be preserved and enhanced when possible

B. Briefly describe how the issues identified above were addressed:

No issues have been identified during the public involvement process.

12. Local/regional/tribal/federal government coordination

A. Identify units of government contacted and provide the date coordination was initiated.

Unit of Government (MPO, RPC, City, County, Village, Town, Tribal, Federal, etc.)	Coordination Correspondence Attached (Yes/No)	Coordination Initiation Date (m/d/yyyy)	Coordination Completion Date (m/d/yyyy)	Comments
City of Fitchburg	No	8/15/2013	Ongoing	Coordination is ongoing to ensure compatibility of the Proposed Action with comprehensive planning efforts, long range transportation needs, community services, and maintenance of access during construction. Meeting notes and all meeting invitations are present in the project file.
Dane County	No	8/15/2013	1/7/2015	Coordination during the initial stages of the NSPN planning process included possible new access to County highways and regional transportation networks.

B. Describe the issues, if any, identified by units of government during the public involvement process:

Local officials have repeatedly expressed their support of the project since local initiatives and many years of planning led to secured grants. This project is a direct result of a planned business park by the City of Fitchburg. These improvements are documented in the City of Fitchburg's Comprehensive Plan (see Question 6).

C. Briefly describe how the issues identified above were addressed:

Ongoing coordination and design process elements are being implemented that includes milestone dates to achieve construction in 2016.

D. Indicate any unresolved issues or ongoing discussions:

None.

13. Public Hearing Requirement

- ☐ This document is an Environmental Assessment.
- ☐ A Notice of Opportunity to Request a Public Hearing **will be** published, or,
- ☐ A Public Hearing **will be** held.
- ☒ This document is a Type 2c Categorical Exclusion / Environmental Report.
- ☐ A substantial amount of right-of-way **will** be acquired.
- ☐ The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.
- ☐ The proposed action **will** have a substantial adverse impact on abutting property.
- ☐ The proposed action **will** have other substantial social, economic, environmental effects.
- ☐ The department has made a determination that a public hearing is in the public interest.
- ☒ None of the above boxes have been checked, it has therefore been concluded that a Notice of Opportunity to Request a Public Hearing **will not** be published and a Public Hearing **is not** required, or,
- ☐ A Notice of Opportunity to Request a Public Hearing **will be** published, or,
- ☐ A Public Hearing **will be** held.

Note: For federally-funded projects, FHWA signature of this environmental document indicates concurrence with the department's Public Hearing requirement determination.

BASIC SHEET 4 – TRAFFIC SUMMARY MATRIX

	ALTERNATIVES/SECTIONS					
	No Build	Alternative A				
TRAFFIC VOLUMES						
Base Yr. AADT 2016 Yr.	0	>100				
Const. Yr. AADT 2016 Yr.	0	>100				
Const. Plus 10 Yr. AADT Yr.						
Design Yr. AADT 2030 Yr.	0	1,250				
DHV Yr.	0	95				
K [<input type="checkbox"/> 30 / <input checked="" type="checkbox"/> 100 / <input type="checkbox"/> 250] (%)	N/A	15%	%	%	%	%
D (%)	N/A	50%	%	%	%	%
Design Year T (% of AADT)	N/A	5%	%	%	%	%
T (% of DHV)	N/A	5%	%	%	%	%
Level of Service	N/A	A				
SPEEDS						
Existing Posted	N/A	25 mph				
Future Posted	N/A	25 mph				
Design Year Project Design Speed	N/A	30 mph				
P (% of AADT)		%	%	%	%	%
K ₈ (% OF AADT)		%	%	%	%	%
Other						

AADT = Annual Average Daily Traffic

K [_{30/100/200}] : K₃₀ = Interstate, K₁₀₀ = Rural, K₂₅₀ = Urban, % = AADT in DHV

T = Trucks

K₈ = % AADT occurring in the average of the 8 highest consecutive hours of traffic on an average day (required only if CO analysis is required).

DHV = Design Hourly Volume

D = % DHV in predominate direction of travel

P = % AADT in peak hour

1. Identify the agency that generated the data included in the Traffic Summary Matrix.
SAA Design Group, Inc as part of the NSPN Plan (November 2013) **Exhibit 15**
2. Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed.
November 2013
3. Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix.
The NSPN Plan traffic impact study determined the trip generation and assignment based on the proposed development locations, size, and land use type. Development land uses include light industrial and mixed-use commercial.
4. If a metric other than Annual Average Daily Traffic (AADT) is used for describing traffic volumes such as Average Annual Weekday Traffic (AWDT), explain why a different metric was used and how it compares to AADT.

BASIC SHEET 5 – AGENCY AND TRIBAL COORDINATION

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Region Real Estate Section	<input checked="" type="checkbox"/> No	N/A	Coordination is not required since there will be no inhabited houses or active businesses acquired as part of the proposed action.
	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Bureau of Aeronautics	<input type="checkbox"/> No	N/A	
	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Coordination with the Federal Aviation Administration (FAA) is required due to the proximity of construction work to the Verona Air Park, a privately owned facility. FAA coordination concluded that no determination of hazard to air navigation was found, see Exhibit 16 .
Railroads and Harbors Section	<input checked="" type="checkbox"/> No	N/A	Coordination is not required.
	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes <input type="checkbox"/> No	
STATE AGENCY			
Natural Resources (DNR)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> • On January 25, 2016, WDNR provided concurrence. WDNR comments included recommendations regarding wetlands and waterways, endangered species, trail crossings on public lands, stormwater management, and erosion control. The concurrence letter is shown in Exhibit 17. • The Badger State Trail crossing is maintained by WDNR and coordination has been ongoing. An agreement between WDNR and the City of Fitchburg has indicated that the Marketplace Drive crossing shall be closed at a future date. The crossing can remain open until such time that the extension of Sub-Zero Parkway connects to Seminole Highway, see Exhibit 18.
State Historic Preservation Office (SHPO)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<ul style="list-style-type: none"> • Historic and archeologic field reviews and reporting were completed for the Proposed Action on November 21, 2015 • The Archeological/Historical Review Worksheet was approved by WisDOT on February 4, 2016. No archaeological or potentially eligible historic resources are present or would be impacted by the Proposed Action • See Exhibit 19 for the approved Archeological and Historical Review Worksheet
Agriculture (DATCP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Agricultural land is being cultivated with the anticipation of future development. The Project Area is zoned as industrial and the agricultural farming operations (row cropping) occurring is temporary until development occurs. The U.S. Department of Agriculture (USDA) has considers these lands exempt from consideration of farmland per the Farmland Projection Policy Act (FPPA). Coordination is not necessary.
Other (identify)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	None identified.

FEDERAL AGENCY			
U.S. Army Corps of Engineers (USACE)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Work will not be performed over commercially navigable waters. Fill will not be placed in the waters of the US. There are no known Northern Long Eared Bat roosts or hibernacula with the surrounding project area. No coordination is necessary.
U.S. Fish and Wildlife Service (USFWS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required with USFWS as no endangered or protected species will be impacted.
Natural Resources Conservation Service (NRCS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required with NRCS because agricultural lands within the project limits are zoned for development and located within the corporate limits of a community; per FPPA policy these lands are exempt. The agricultural land is being cultivated with the anticipation of future development. The Project Area is zoned as industrial and the agricultural farming operations (row cropping) occurring is temporary until development occurs.
U.S. National Park Service (NPS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	There are no NPS administered properties within the project limits.
U.S. Coast Guard (USCG)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required with the USCG as no commercially navigated waterways are present in the project area.
U.S. Environmental Protection Agency (EPA)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Environmental Impact Statement (EIS) is not required for this project.
Advisory Council on Historic Preservation (ACHP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination with ACHP is not required as no historic or archeological resources are present; see Exhibit 19 for the Archeology and History Review Worksheet.
Other (identify)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
SOVEREIGN NATIONS			
Native American Tribes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	No Native American concurrence is needed for this project.

BASIC SHEET 6 – ALTERNATIVES COMPARISON MATRIX

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

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections					
		No Build ¹	A				
Project Length	Miles	0.45	0.78				
PRELIMINARY COST ESTIMATE (YOE)							
Construction *	Million \$	\$0.20	\$3.03				
Real Estate	Million \$	\$0	\$0				
TOTAL	Million \$	\$0.20	\$3.03				
LAND CONVERSIONS							
Total Area Converted to ROW	Acres	0	0				
REAL ESTATE							
Number of Farms Affected **	Number	0	0				
Total Area Required From Farm Operations	Acres	0	0				
AIS Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Farmland Rating	Score	N/A	N/A				
Total Buildings Required	Number	0	0				
Housing Units Required	Number	0	0				
Commercial Units Required	Number	0	0				
Other Buildings or Structures Required	Number & Type	0	0				
ENVIRONMENTAL FACTORS							
Indirect Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Cumulative Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Environmental Justice Populations		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
National Register Eligible Historic Structures in the Area of Potential Effect	Number	0	0				
National Register Eligible Archeological Sites in the Area of Potential Effect	Number	0	0				
Burial Site Protection (authorization required)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
106 MOA Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Section 4(f) Evaluation Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Section 6(f) Land Conversion Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Flood Plain		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Unique Upland Habitat Identified		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Total Wetlands Filled	Acres	0	0				
Stream Crossings	Number	0	0				
Threatened/Endangered Species		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Noise Analysis Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Receptors Impacted	Number						
Contaminated Sites	Number	0	0				

¹ The estimated cost of routine maintenance through the design year should be included in the "Construction" box for the No Build alternative.

* No build construction costs includes a maintenance mill and overlay of 0.45 miles of local roads (Marketplace Drive, Bud's Drive, and Basswood Drive) to maintain the existing street route due to existing travel patterns to local businesses without alternate routes.

** Agricultural lands are present however the current land is zoned for future development and located within corporate limits of a community. The U.S. Department of Agriculture (USDA) has determined these lands are exempt from consideration of farmland per the Farmland Projection Policy Act (FPPA).

BASIC SHEET 7 – EIS 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 (1) if significant impact(s) will result, the preparation of an environmental impact statement (EIS) should commence immediately. Indicate whether the issue listed below is a concern for the proposed action or alternative and (2) if the issue is a concern, explain how it is to be addressed or where it is addressed in the environmental document.

1. Will the proposed action stimulate substantial indirect environmental effects?
☒ No
☐ Yes – Explain or indicate where addressed.
2. Will the proposed action contribute to cumulative effects of repeated actions?
☒ No
☐ Yes – Explain or indicate where addressed.
3. Will the creation of a new environmental effect result from this proposed action?
☒ No
☐ Yes – Explain or indicate where addressed.
4. Will the proposed action impact geographically scarce resources?
☒ No
☐ Yes – Explain or indicate where addressed.
5. Will the proposed action have a precedent-setting nature?
☒ No
☐ Yes – Explain or indicate where addressed.
6. Is the degree of controversy associated with the proposed action high?
☒ No
☐ Yes – Explain or indicate where addressed.
7. Will the proposed action be in conflict with official agency plans or local, state, tribal, or national policies, including conflicts resulting from potential effects of transportation on land use and transportation demand?
☒ No
☐ Yes – Explain or indicate where addressed.

BASIC SHEET 8 – ENVIRONMENTAL COMMITMENTS

Attach a copy of this page to the design study report and the PS&E submittal package.

Factor Sheet	Commitment (If none, include "No special or supplemental commitments required.")
A-1 General Economics	Commitments required. Access will be required to be maintained at all times to businesses within the project area. The construction supervisor will oversee fulfillment of this requirement.
A-2 Business	Commitments required. Access will be required to be maintained at all times to businesses within the project area. The construction supervisor will oversee fulfillment of this requirement.
A-3 Agriculture	No special or supplemental commitments required
B-1 Community or Residential	Commitments required. Access will be required to be maintained at all times to residents within the project area. The construction supervisor will oversee fulfillment of this requirement.
B-2 Indirect Effects	No special or supplemental commitments required
B-3 Cumulative Effects	No special or supplemental commitments required
B-4 Environmental Justice	No special or supplemental commitments required
B-5 Historic Resources	No special or supplemental commitments required
B-6 Archaeological/Burial Sites	No special or supplemental commitments required
B-7 Tribal Coordination/Consultation	No special or supplemental commitments required
B-8 Section 4(f) and 6(f) or Other Unique Areas	The Badger State Trail crossing will need be closed for a period of time during construction. An agreement with WDNR indicates that the trail will be detoured on limestone or hard surface pavement for a period of time during construction. A press release for the trail closing and detour shall be completed two weeks prior to the closing and run in two concurrent releases.
B-9 Aesthetics	No special or supplemental commitments required
C-1 Wetlands	No special or supplemental commitments required
C-2 Rivers, Streams and Floodplains	No special or supplemental commitments required
C-3 Lakes or other Open Water	No special or supplemental commitments required
C-4 Groundwater, Wells and Springs	No special or supplemental commitments required
C-5 Upland Wildlife and Habitat	No special or supplemental commitments required
C-6 Coastal Zones	No special or supplemental commitments required
C-7 Threatened and Endangered Species	No special or supplemental commitments required
D-1 Air Quality	No special or supplemental commitments required

D-2 Construction Stage Sound Quality	<p>Commitments required. To reduce the potential impact of Construction Noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable state and local laws (City of Fitchburg Code of Ordinances, Title VI - Chapter 74 - Article IV) and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between 7:00 pm to 7:00 am without prior written approval by the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good working order, free from leaks or holes. The construction supervisor will oversee fulfillment of this requirement.</p>
D-3 Traffic Noise	No special or supplemental commitments required
D-4 Hazardous Substances or Contamination	No special or supplemental commitments required.
D-5 Storm Water	<p>Stormwater runoff control and treatment will be incorporated into the design of the project to the maximum extent feasible and in compliance with the City of Fitchburg Code of Ordinances, Title III - Chapter 30 - Article II, as well as (Wisconsin Administrative Code) NR 151. Anticipated stormwater management measures include stormwater infiltration basins and riprap areas at outfalls for energy dissipation. Culvert discharge locations will be placed to maintain buffers from wetlands, where possible. The designer and construction supervisor will oversee fulfillment of this requirement.</p>
D-6 Erosion Control	<p>City staff and project inspectors will ensure implementation of the project's best management practices (BMPs), as described by the City of Fitchburg's Standard Specifications and WDNR's WRAPP application process for the project's erosion control and storm water management permit. These BMPs will be implemented to control erosion and prevent contamination of project site's storm water runoff.</p> <p>Project inspectors will conduct weekly on-site inspections throughout the duration of the project to ensure contractor compliance with the erosion control plan and that all erosion control and storm water management BMPs are functioning as designed.</p> <p>These weekly inspections will be documented by the appropriate construction site inspection documentation and incorporated into the construction project records.</p>
E- Other	

BASIC SHEET 9 – ENVIRONMENTAL FACTORS MATRIX (check all that apply)

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
					Note: If the effects on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included.
A. ECONOMIC FACTORS Factor Sheet A-1, General Economics, must be included if Factor Sheet A-2 or A-3 is completed.					
A-1 General Economics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>While the proposed action would require the use of expenditures by WisDOT and local governments that will not be able to be spent elsewhere, the completed transportation network will allow additional access in order to fully utilize the expanded facilities of Sub Zero, Inc.</p> <p>The project will support the planned economic growth and Fitchburg business park development.</p> <p>See attached Factor Sheet A-1. Commitments have been made to maintain traffic during construction to serve local businesses.</p>
A-2 Business	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Sub-Zero, Inc. will benefit from the proposed action with the capability to expand its existing facility, provide safe access for employees, and regional visitors, as well as efficiently access the site.</p> <p>See attached Factor Sheet A-2. Commitments have been made to maintain traffic during construction to serve local businesses.</p>
A-3 Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There are no agricultural land uses that qualify as farmland per FPPA within the project area.
B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Temporary delay for local vehicle, pedestrian, and bicycle traffic may occur due to the construction activities. Long-term benefits will include improved pedestrian, bicycle, and local traffic connectivity.</p> <p>Increased industry and job creation are anticipated to benefit the City of Fitchburg and regional area. No relocations are required.</p> <p>See attached Factor Sheet B-1. Commitments have been made to maintain traffic during construction to serve local businesses.</p>
B-2 Indirect Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed action is not anticipated to result in significant indirect effects.
B-3 Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed action is not anticipated to result in significant cumulative effects.
B-4 Environmental Justice	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Although there would be minor delays experienced by all populations during construction, the expanded transportation network facility would better serve the needs of all populations upon completion. No elderly, minority, low-income, or disabled populations would be disproportionately affected by the proposed action.
For B-5 through B-8, if any of these resources are present on the project, involve the REC early because of possible project schedule implications.					
B-5 Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Project was screened for history on November 21, 2015. No historic resources are present in the project area.
B-6 Archaeological/Burial Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Field investigations were completed and no sites were identified as part of the Review Worksheet that was approved on February 5, 2016. No archaeological resources are present in the project area.
B-7 Tribal Coordination /Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No Native American tribes were identified within the project area.

B-8 Section 4(f) and 6(f) or Other Unique Areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The Badger State Trail crossing is maintained by WDNR and coordination has been ongoing. An agreement between WDNR and the City of Fitchburg has indicated that the Marketplace Drive crossing shall be closed at a future date. The crossing can remain open until such time that the extension of Sub-Zero Parkway connects to Seminole Highway, see Exhibit 18 . During construction of the Sub-Zero Parkway trail crossing, the Badger State Trail will be detoured on Seminole Highway. A detour shall be signed and maintained for the duration of construction. A press release shall be run in two concurrent weeks outlining the construction project and proposed detour.
B-9 Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed action primarily navigates undeveloped land and there will be limited changes in view-shed for viewers to the transportation facility. A new view-shed will be created from the proposed facility on new alignment. The proposed transportation network is urban in nature and no special aesthetic treatments have been requested by local officials or property owners during the public involvement process.
C. NATURAL RESOURCE FACTORS					
C-1 Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No wetland impacts will occur as part construction.
C-2 Rivers, Streams and Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No rivers, streams, or floodplains will be impacted by the project. Resources are not presented directly within the project area and roadway runoff will not impact waterways located outside of the project area.
C-3 Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No lakes or other open waterways are present within the project limits.
C-4 Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No groundwater sources or access points, including wells, are within the project limits.
C-5 Upland Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No upland wildlife areas or habitats are anticipated to be impacted as part of the project.
C-6 Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No coastal zones are within the project limits.
C-7 Threatened and Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	WDNR concurrence determined that no known Northern Long Eared Bat critical habits, roosts, or hibernacula are present in the project area and no tree removal will occur as part of the proposed action, see Exhibit 17 for project concurrence. No impacts to any threatened or endangered species are anticipated.
D. PHYSICAL FACTORS					
D-1 Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This project would not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. This project is not in a non-attainment area and therefore is exempt from permit requirements under Wisconsin Administrative Code Chapter NR 411.
D-2 Construction Stage Sound Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	City of Fitchburg Code of Ordinances, Title VI - Chapter 74 - Article IV, dictates work will only be allowed between 7:00 am and 7:00 pm. Commitments have been made for construction sound levels.
D-3 Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A noise analysis is not required for this project and no traffic noise impacts are anticipated.
D-4 Hazardous Substances or Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A review of the WDNR Bureau for Remediation and Redevelopment Tracking System (BRRTS) was completed within the project limits and no contaminated sites were found. No further coordination is required.
D-5 Stormwater	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Post construction stormwater standards for total suspended solids (TSS) reduction, peak flow, and infiltration requirements are in compliance with Wisconsin Administrative Code NR 151 and the City of Fitchburg Code of Ordinances, Title III - Chapter 30 - Article II stormwater standards; best management practices would be implemented as part of the proposed action to enhance stormwater runoff treatment to the maximum extent practical.
D-6 Erosion Control and Sediment Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A WDNR WRAPP permit will be submitted and will serve as the WDNR Notice of Intent (NOI) for coverage under the Wisconsin Pollutant

					Discharge Elimination System (WPDES) Construction Site Storm Water Runoff General Permit. The Water Resources Application for Project Permit (WRAPP) submittal will include an erosion control and storm water management plan for the project that adheres to both local and State requirements. The Proposed Action is subject to the requirements of Wisconsin Administrative Code NR 151 as well as the City of Fitchburg's Standard Specifications. The City of Fitchburg's ordinances have the same requirements as NR 151 as well as the Dane County Erosion Control and Stormwater Management Manual.
E. OTHER FACTORS					
E-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

GENERAL ECONOMICS EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-1

Alternative A	Total Length of Center Line of Existing Roadway 0 mi. Length of This Alternative 0.78 mi.
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

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

Economic Activity	Description
a. Agriculture	The immediate surrounding area is in agricultural production. It zoned industry and being temporary rented and farmed by a local business owner.
b. Retail business	There are no retail businesses located within the project limits.
c. Wholesale business	There are no wholesale businesses located within the project limits.
d. Heavy industry	There is no known heavy industry located around the project area.
e. Light industry	There is one known light industry located within the project limits. Sub-Zero, Inc. owns a significant portion of the land located within the project limits. Sub-Zero, Inc., a partner in the Transportation Economic Assistance (TEA) grant, has proposed expanding its current manufacturing facility and adding a new regional training center. There are several other light industries, including InterCon Construction and Canteen Vending, surrounding the project limits.
f. Tourism	There is no known tourism located around the project area.
g. Recreation	The area has one multi-use trail, Badger State Trail, owned by the Wisconsin Department of Natural Resources (WDNR). The trail crosses the project alignment at the eastern logical termini.
h. Forestry	There is no known forestry located around the project area.
i. Other	There are a few businesses, including Hybrid Fitness, FreshFit Cuisine, and Legacy Academy, located near the project limits.

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:

Advantage:

- The City of Fitchburg's long-range comprehensive planning goals include supporting the creation of job opportunities and planned economic growth by maintaining easy access to regional transportation networks and capitalizing on this proximity to Madison.

The Sub-Zero Public Street Improvements project is consistent with the City's long term comprehensive plan and will more efficiently serve those goals.

Disadvantage:

- The Proposed Action will require the use of expenditures by WisDOT and the City of Fitchburg. These funds will not be available for use elsewhere.

Economic characteristics of entities as mentioned in Section 1 above are anticipated to improve. Creation of local street improvements will:

- The City of Fitchburg applied for and was awarded a Transportation Economic Assistance (TEA) grant to address the planned expansion of Sub-Zero, Inc. The TEA program supports local governments in their efforts to attract employers to their communities and encourages existing businesses and industry to remain and expand within Wisconsin. Because of this program, the City of Fitchburg will be able to support the planned expansion of Sub-Zero, Inc. and provide improved transportation network connectivity to the business parks.
- A trail connection will encourage other alternative, non-motorized modes of transportation for employees and connect into the extensive existing bike and pedestrian network within the City of Fitchburg

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: Since the proposed corridor is intended to serve planned future industrial type development, economic growth will occur with the increase in jobs, goods produced, and tax revenues to the City of Fitchburg.

☐ Decrease, describe: _____

Factor Sheet A-2

Alternative A	Total Length of Center Line of Existing Roadway 0 mi. Length of This Alternative 0.78 mi.
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

- ☐ Yes
☒ No - (Explain) There are no relocations.

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

In 2015, the City of Fitchburg applied for and was awarded a Transportation Economic Assistance (TEA) grant to address the planned expansion of Sub-Zero, Inc. The TEA program supports local governments in their efforts to attract employers to their communities and encourage existing business to remain and expand.

Sub-Zero, Inc. is proposing to expand and increase its regional manufacturing facility by 400,000 square feet. The facility expansion will include additional manufacturing capacity, a new training facility, and off-street parking for employees. The building expansion will eliminate the current off-street parking and surrounding roadway network accessing the facility.

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

The City of Fitchburg has several modes of transportation available within the community. The primary mode of transportation is single passenger vehicles however a growing number of commuters are utilizing non-motorized modes of transportation. The City of Fitchburg has outlined that promoting alternative modes of transportation, primarily biking, as a priority for the community.

There are two existing Madison Metro Transit Service bus stops within Fitchburg Commerce Park that will not be disturbed or added upon as part of this project.

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.

Without addressing the lost transportation network (that results from the Sub-Zero, Inc. corporate expansion), employees, customers, and delivery and logistical operations, will not be able to appropriately access the expanded manufacturing facility.

Sub-Zero, Inc., a partner in the TEA grant application, has indicated that without addressing the connectivity of the transportation network, the corporation would need to expand its facilities elsewhere within the United States in order to fulfill their fabrication, assembly, and distribution needs.

The completion of an improved transportation network will allow them to remain operational in Wisconsin. The TEA grant monies for the proposed action will be used to ensure critical transportation connections between the planned facility expansion and local street network are made.

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.

Sub-Zero, Inc. is currently operating north of the project area within Fitchburg Commerce Park. Representatives from Sub-Zero, Inc. have outlined that construction of transportation network improvements are necessary in order to complete the expansion of their facility.

- 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 Sub-Zero, Inc. facility expansion will eliminate the current off-street parking and transportation network surrounding the facility. The proposed improvements are necessary to provide an efficient transportation network for employees, customers, and delivery and logistical operations. No concerns about the Proposed Action from minority or low-income populations were received or heard during the public involvement process.

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

Business/Job Type	Businesses			Jobs	
	Created	Displaced	Value	Created	Displaced
Retail					
Service					
Wholesale					
Manufacturing	1			300	
Other (List)					

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. N/A – no relocations
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).
Number of available and comparable type business buildings in the price range of _____
Number of available and comparable type business buildings in the price range of _____
Number of available and comparable type business buildings in the price range of _____

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:

N/A – No relocations are needed for the Proposed Action.

13. Describe any additional measures that 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:

N/A – No relocations are needed for the Proposed Action

COMMUNITY OR RESIDENTIAL EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-1

Alternative A	Total Length of Center Line of Existing Roadway 0 mi. Length of This Alternative 0.78 mi.
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

Name of Community/Neighborhood City of Fitchburg Incorporated <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Total Population 258,260	
Demographic Characteristics	
Census Year 2010	% of Population
<i>White</i>	68%
<i>Hispanic</i>	17%
<i>Black or African American</i>	10%
<i>Other</i>	5%

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

The City of Fitchburg has several modes of transportation available within the community. The primary mode of transportation is single passenger vehicles however a growing number of commuters are utilizing non-motorized modes of transportation. The City of Fitchburg has outlined that promoting alternative modes of transportation, primarily biking, as a priority for the community.

There are two existing Madison Metro Transit Service bus stops within Fitchburg Commerce Park that will not be disturbed or added upon as part of the proposed action.

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:

The Proposed Action includes providing a 2-lane, urban roadway facility with pedestrian and bicycle accommodations, including on-street bike lanes, sidewalk, and a multi-use trail connection to the Badger State Trail. The opportunity for employees to utilize several modes of transportation once the Proposed Action is completed is a benefit to the community and surrounding businesses.

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

The Proposed Action is consistent with existing area commercial and industrial zoning. In addition, the Proposed Action supports planned improvements to the business park transportation network, multimodal considerations, and a Badger State Trail connection.

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

Access to the surrounding businesses will not be affected during the construction of the Proposed Action. Coordination with Fitchburg emergency response services will be ongoing throughout construction including any restrictions or access location changes both during and post construction.

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.:

The expansion of 400,000 square feet of Sub-Zero, Inc. will eliminate the current off-street parking and surrounding roadway network accessing the facility. An improved transportation network around Sub-Zero, Inc. is needed to replace the existing transportation access lost from the expanding Sub-Zero, Inc. facility.

The new transportation network will provide access and mobility to employees, customers, and delivery and logistical operations. The improvements include a new connection to the Badger State Trail which will provide connectivity and compliment Fitchburg's extensive bike and pedestrian system and promote alternative, non-motorized commuting modes of travel to area business parks.

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:

An additional recreational trail connection will be made to the Badger State Trail as part of the Proposed Action. The proposed trail connection is supported by the community and aligns with comprehensive planning efforts already completed by the City of Fitchburg.

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

Local residents and property owners were in favor of the Proposed Action and expansion of Sub-Zero, Inc.

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

No CSS design features were included with the proposed action.

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.

ENVIRONMENTAL JUSTICE EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-4

Alternative A	Total Length of Center Line of Existing Roadway 0 mi. Length of This Alternative 0.78 mi.
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

1. **Identify and give a brief description of the populations covered under Executive Order 12898 (EO 12898). Include the relative size of the populations and their pertinent demographic characteristics: (Check all that apply.)**

Population Groups	Low Income	Elderly	Disabled
<input checked="" type="checkbox"/> Black (having origins in any of the black racial groups of Africa) Describe: This population group makes up approximately 10% of the City of Fitchburg demographic.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<input checked="" type="checkbox"/> Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race) Describe: This population group makes up approximately 17% of the City of Fitchburg demographic.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<input type="checkbox"/> Asian American (origins in any of the original peoples of the Far East, SE Asia, the Indian subcontinent, or the Pacific Islands) Describe:	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<input type="checkbox"/> American Indian and Alaska Native (having origins in any of the original people of North American and who maintains cultural identification through tribal affiliation or community recognition) Describe:	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<input checked="" type="checkbox"/> White and any combination of the above. Describe: This population group makes up approximately 68% of the City of Fitchburg demographic.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<input checked="" type="checkbox"/> Non-minority low-income population Describe: Approximately 16% of the City of Fitchburg residents have a below average income level however only 6% of those are disabled.		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

2. **How was information on the proposed action communicated to populations covered by Executive Order 12898. Check all that apply:**

<input checked="" type="checkbox"/> Advertisements	<input type="checkbox"/> Brochures
<input type="checkbox"/> Newsletters	<input checked="" type="checkbox"/> Notices
<input type="checkbox"/> Utility Bill Inserts	<input type="checkbox"/> E-mails
<input checked="" type="checkbox"/> Public Service Announcements	<input type="checkbox"/> Direct Mailings
<input checked="" type="checkbox"/> Key Persons	<input checked="" type="checkbox"/> Other, City of Fitchburg, WI – City Council Meetings, Steering Committee Meetings, and Neighborhood Listening Sessions

3. **How was input from populations covered by EO 12898 obtained? Check all that apply:**

<input type="checkbox"/> Mailed Surveys	<input type="checkbox"/> Targeted Small Group Information Meetings
<input type="checkbox"/> Door-to-door interviews	<input type="checkbox"/> Targeted Workshop/conferences
<input type="checkbox"/> Focus Group Research	<input checked="" type="checkbox"/> Public Meetings
<input checked="" type="checkbox"/> Public Hearings	<input checked="" type="checkbox"/> Key Person Interviews
<input checked="" type="checkbox"/> Other, City of Fitchburg, WI – City Council Meetings, Steering Committee Meetings, and Neighborhood Listening Sessions	

4. **Indicate any special accommodations made to encourage participation from populations covered by EO 12898. Check all that apply:**

<input type="checkbox"/> Interpreters	<input type="checkbox"/> Listening Aids
<input checked="" type="checkbox"/> Accessibility for Elderly & Disabled	<input type="checkbox"/> Transportation Provided
<input type="checkbox"/> Child Care Provided	<input type="checkbox"/> Sign Language
<input type="checkbox"/> Other, Special accommodations were available to those whom requested an accommodation	

5. **If there is a project advisory committee, identify and describe committee members from populations covered by EO 12898**

☐ None identified
☐ Yes - Check all that apply and describe below:
☐ Black

- ☐ Hispanic
☐ Asian-American
☐ American Indian or Alaska Native
☒ White and any combination of the above
☐ Non-minority low-income
 Describe: _____

6. As a result of public involvement and inter-agency coordination, identify and describe issues of concern or controversy to populations covered by EO 12898:

A. Economic Development and Business

- ☒ No issues of concern or controversy identified.
☐ Yes - Issues of concern or controversy identified.

1. List effects on businesses and populations covered by EO 12898:

- ☒ None identified.
☐ Yes.

List and discuss – The Sub-Zero, Inc. manufacturing facility expansion will create job opportunities to employ populations covered under EO 12898 including elderly, disabled, minority, and low income groups.

Population Groups	Number of Businesses Created That Will:		Number of Businesses Displaced That:	
	Employ	Serve	Employ	Serve
Elderly	1			
Disabled	1			
Low income	1			
Minority	1			

2. List other effects.

- ☒ None identified.
☐ Yes

List and discuss – It is anticipated that the expansion of Sub-Zero, Inc. will create an additional 300 jobs by 2018. It is assumed some of those job opportunities will be awarded to populations covered by EO 12898.

B. Agriculture

- ☒ No issues of concern or controversy identified.
☐ Yes - Issues of concern or controversy identified.

1. List effects on agricultural operations owned by members of populations covered by EO 12898.

- ☐ None identified.
☐ Yes

List and discuss - _____

2. List effects on agricultural operations which employ members of populations covered by EO 12898, including migrant workers

- ☐ None identified.
☐ Yes

List and discuss - _____

3. List other effects on members of populations covered by EO 12898:

- ☐ None identified.
☐ Yes

List and discuss - _____

C. Community/Residential

- ☒ No issues of concern or controversy identified.
☐ Yes - Issues of concern or controversy identified.

List and discuss - _____

1. List relocation effects on households covered by EO 12898:

- ☒ None identified.
☐ Yes

List and discuss - _____

2. List other effects on members of populations covered by EO 12898.

☒ None identified.

☐ Yes

List and discuss - _____

D. Other

☒ No issues of concern or controversy identified.

☐ Issues of concern or controversy identified.

List and discuss - _____

7. Indicate whether effects on populations covered by EO 12898 are beneficial or adverse:

A. Beneficial effects.

- ☒ Describe effects on populations and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to enhance beneficial effects. Describe methods used to determine beneficial effects resulting from the proposed project. (If only beneficial effects, process is complete.)

The Proposed Action will create 300 new jobs in the City of Fitchburg by Sub-Zero, Inc. for area residents.

B. Adverse effect.

- ☐ 1. Adverse Effects are proportional or disproportionately low. Identified adverse effects are proportionate or disproportionately low to those experienced by the general population.

Describe effects on populations and discuss whether they are direct, indirect or cumulative. Describe methods used to determine adverse effects resulting from the proposed project. Include a discussion of any measures to avoid, minimize, or mitigate adverse effects. (If only beneficial or proportional or disproportionately low effects, process is complete.)

- ☐ 2. Adverse Effects are disproportionately high. A disproportionately high and adverse effect means an adverse effect that:
- a.) is predominately borne by populations covered by EO 12898; or
 - b.) will be suffered by populations covered by EO 12898 and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by population not covered by EO 12898.

Describe disproportionately high and adverse effects on populations covered by EO 12898 and discuss whether they are direct, indirect or cumulative. Describe methods used to determine adverse effects resulting from the proposed project. Include a discussion of any measures to avoid, minimize, or mitigate disproportionately high and adverse effects or enhance beneficial effects.

8. Will the alternative be carried through final design even with disproportionately high and adverse effects on populations covered by EO 12898?

- A. ☐ No, the alternative will not be carried out because of disproportionately high and adverse effects on populations covered by EO 12898.

1. ☐ Another alternative with less severe effects on populations covered by EO 12898 can meet the purpose and need of the proposed alternative and is practicable.

2. ☐ Other.

Describe. _____

- B. ☐ Yes, the alternative will be carried out with the mitigation of disproportionately high and adverse effects on populations covered by EO 12898.

1. ☐ All disproportionate effects will be mitigated by the following measures.

List and discuss measures:

2. ☐ The alternative will be carried through final design without fully mitigating disproportionately high and adverse effects. A substantial need for the alternative exists based on the overall public interest.

Alternatives that would have less adverse effects on populations covered by EO 12898 have either:

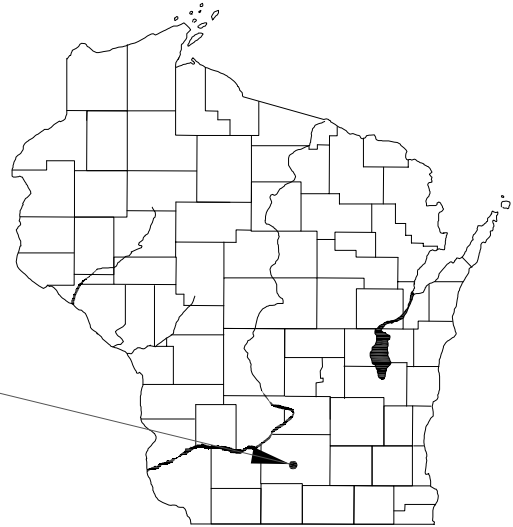
- a) ☐ Adverse social, economic, environmental, or human health impacts that are more severe.
- b) ☐ Would involve increased costs of an extraordinary magnitude.

Exhibit 1

Project Location Map

Project Location Map

Sub-Zero Public Street Improvements
City of Fitchburg, Dane County



MSA

TRANSPORTATION SERVICES

2901 International Lane, Suite 300 Madison, WI 53704-3133
608-242-7779 1-800-446-0679 Fax: 608-2421-5664

Exhibit 2

NSPN Proposed Land Use and Development Phasing

FIGURE 9-1:

RECOMMENDED PHASING

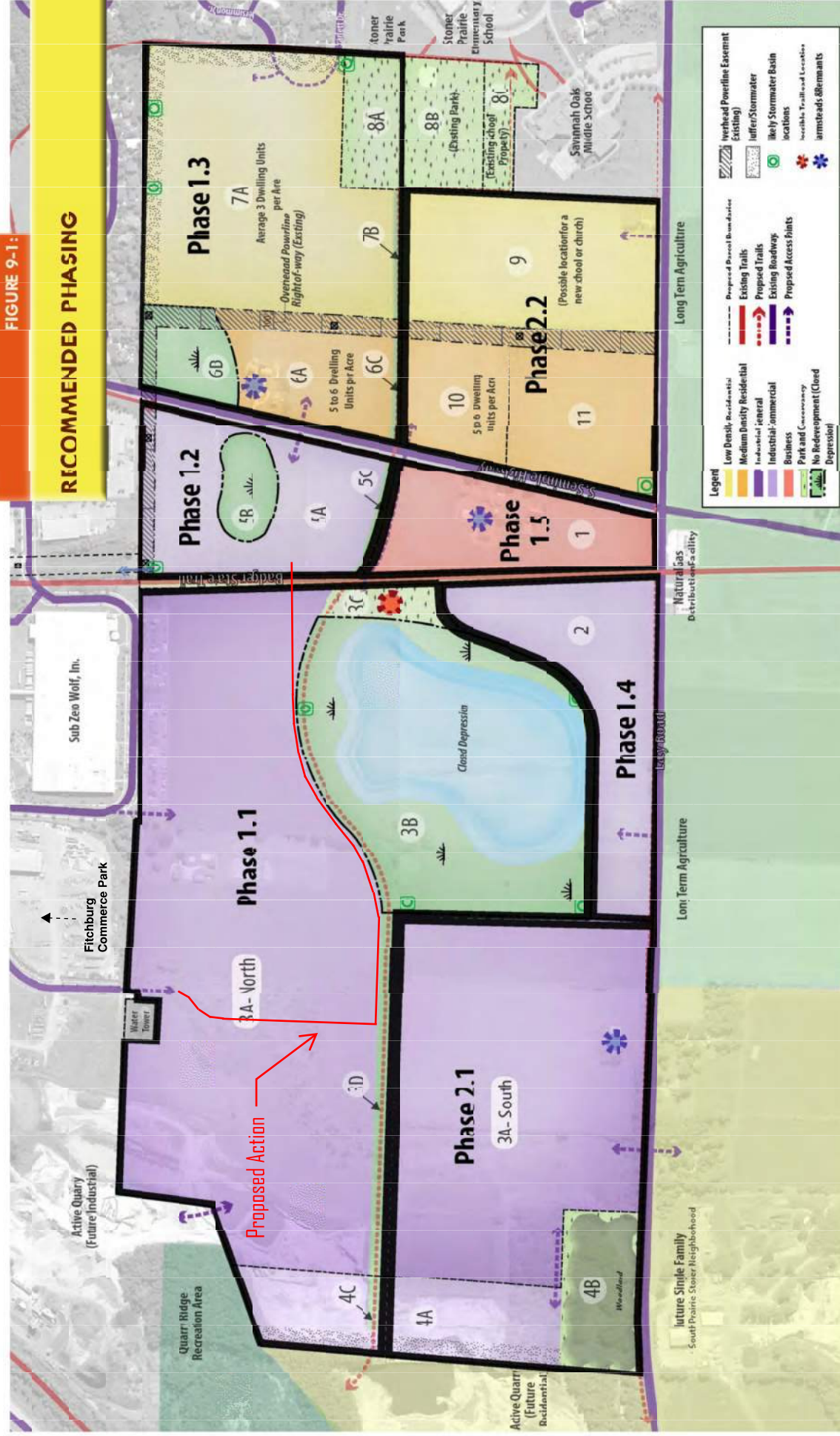


Exhibit 3

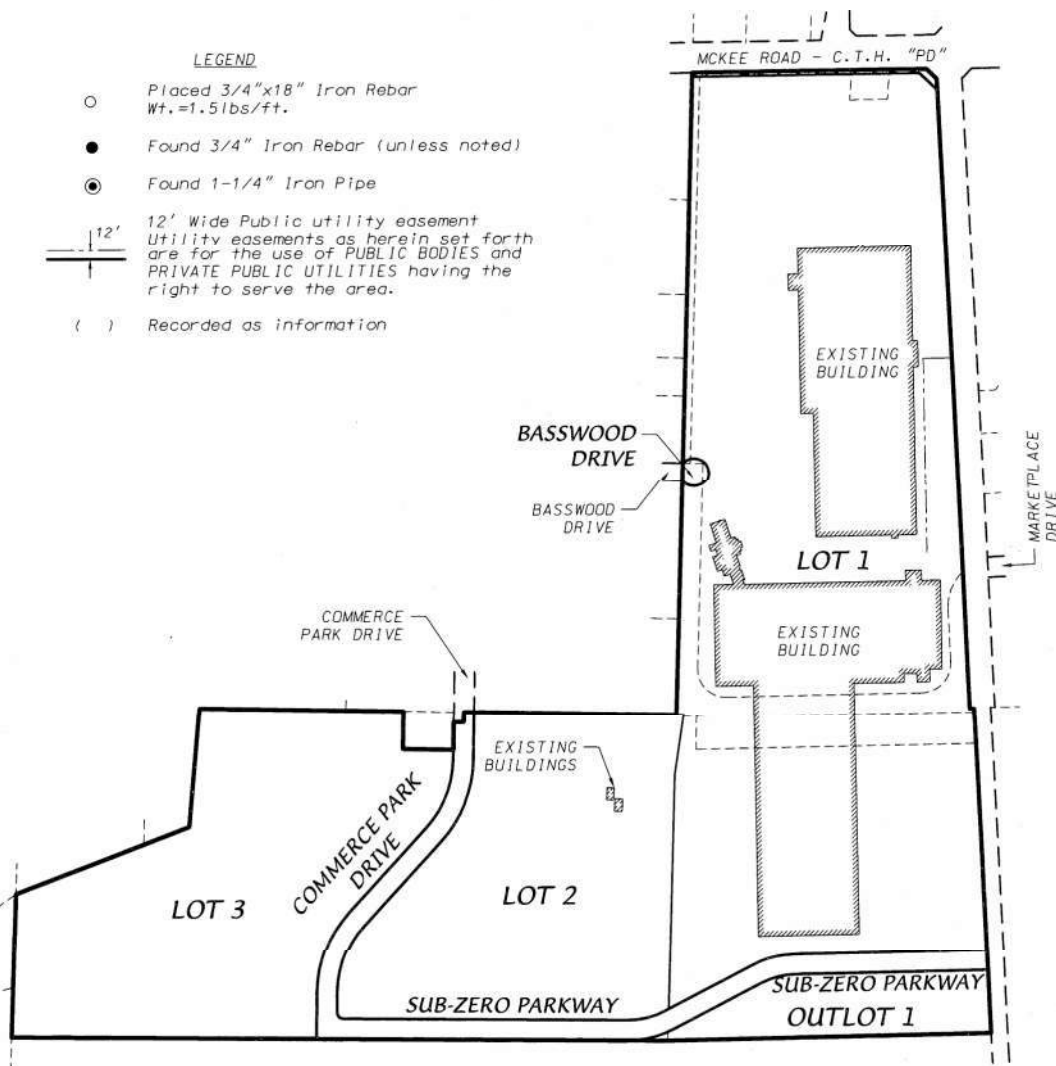
Recorded Certified Survey Map

CERTIFIED SURVEY MAP

LOT 1, CERTIFIED SURVEY MAP NO. 9217, LOTS 1 AND 2, CERTIFIED SURVEY MAP NO. 10031, LOT 2, CERTIFIED SURVEY MAP NO. 11021, LANDS AND A VACATED/DISCONTINUED PORTION OF MARKETPLACE DRIVE AND ALL OF BUD'S DRIVE BY THE CITY OF FITCHBURG, DOC. NO. 5197977, LOCATED IN THE NW1/4 AND THE SW1/4 OF THE NW1/4 AND IN THE NW1/4 OF THE SW1/4 OF SECTION 8 AND IN THE N1/2 OF THE SE1/4 OF SECTION 7, T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN

LEGEND

- Placed 3/4"x18" Iron Rebar
Wt. = 1.5lbs/ft.
- Found 3/4" Iron Rebar (unless noted)
- ⊙ Found 1-1/4" Iron Pipe
- 12' Wide Public utility easement
Utility easements as herein set forth
are for the use of PUBLIC BODIES and
PRIVATE PUBLIC UTILITIES having the
right to serve the area.
- () Recorded as information



THE WEST LINE OF THE
NW1/4 OF SECTION 8,
T6N, R9E IS ASSUMED
TO BEAR S89°53'03"E

0 600
Scale 1" = 600'

SHEET 1 OF 11

D'ONOFRIO KOTTKE AND ASSOCIATES, INC.

7530 Westward Way, Madison, WI 53717
Phone: 608.833.7550 • Fax: 608.833.1089
YOUR NATURAL RESOURCE FOR LAND DEVELOPMENT

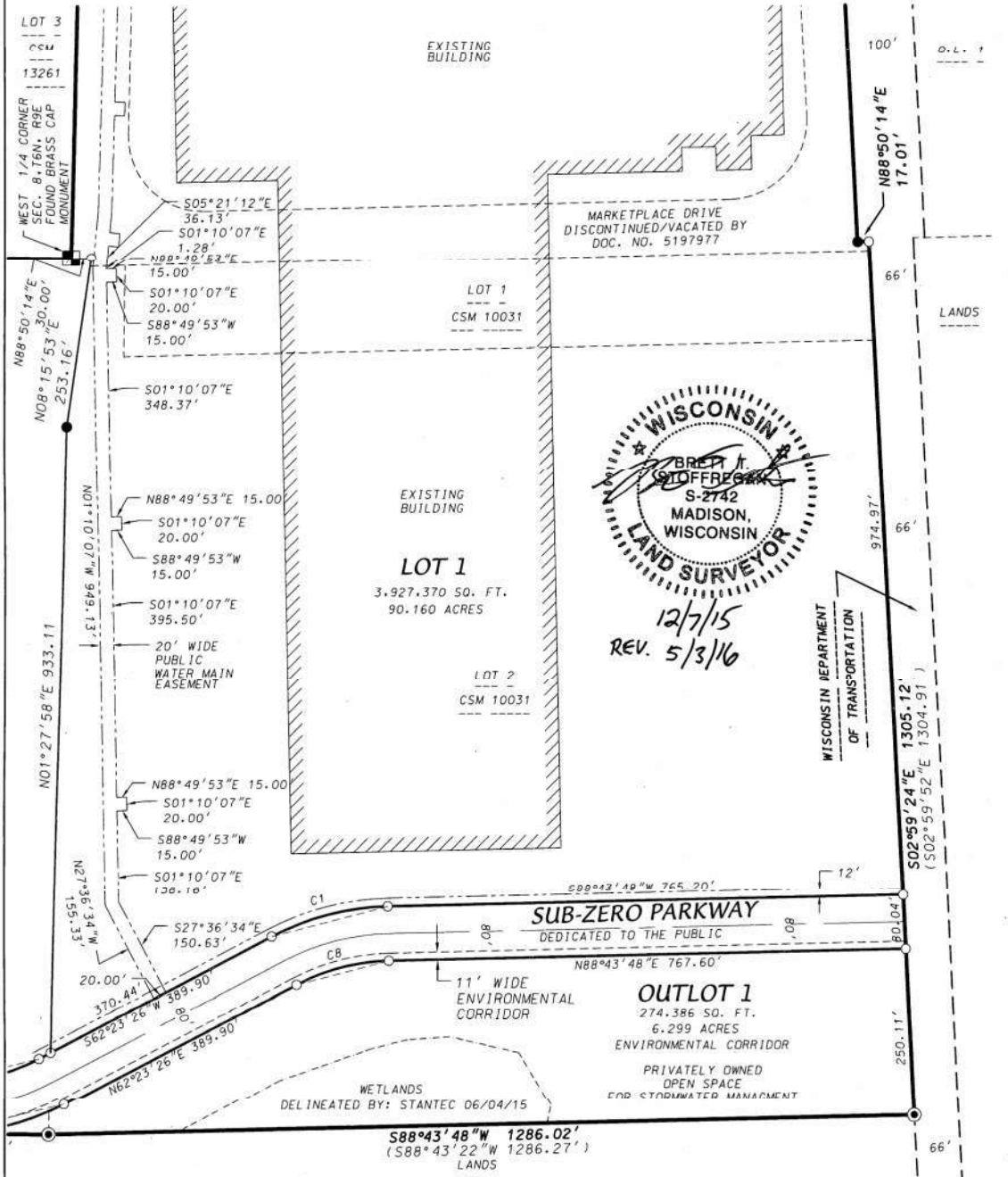


12/7/15
REV. 5/3/16

DATE: 12/07/15 REV. 05/03/16
F.N.: 15-07-109
C.S.M. NO. 14235
DOC. NO. 5232251
VOL. 96 SHEET 276

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YOUR NATURAL RESOURCE FOR LAND DEVELOPMENT

THE WEST LINE OF THE NW1/4 OF SECTION 8, T6N, R9E IS ASSUMED TO BEAR S89°53'03"E

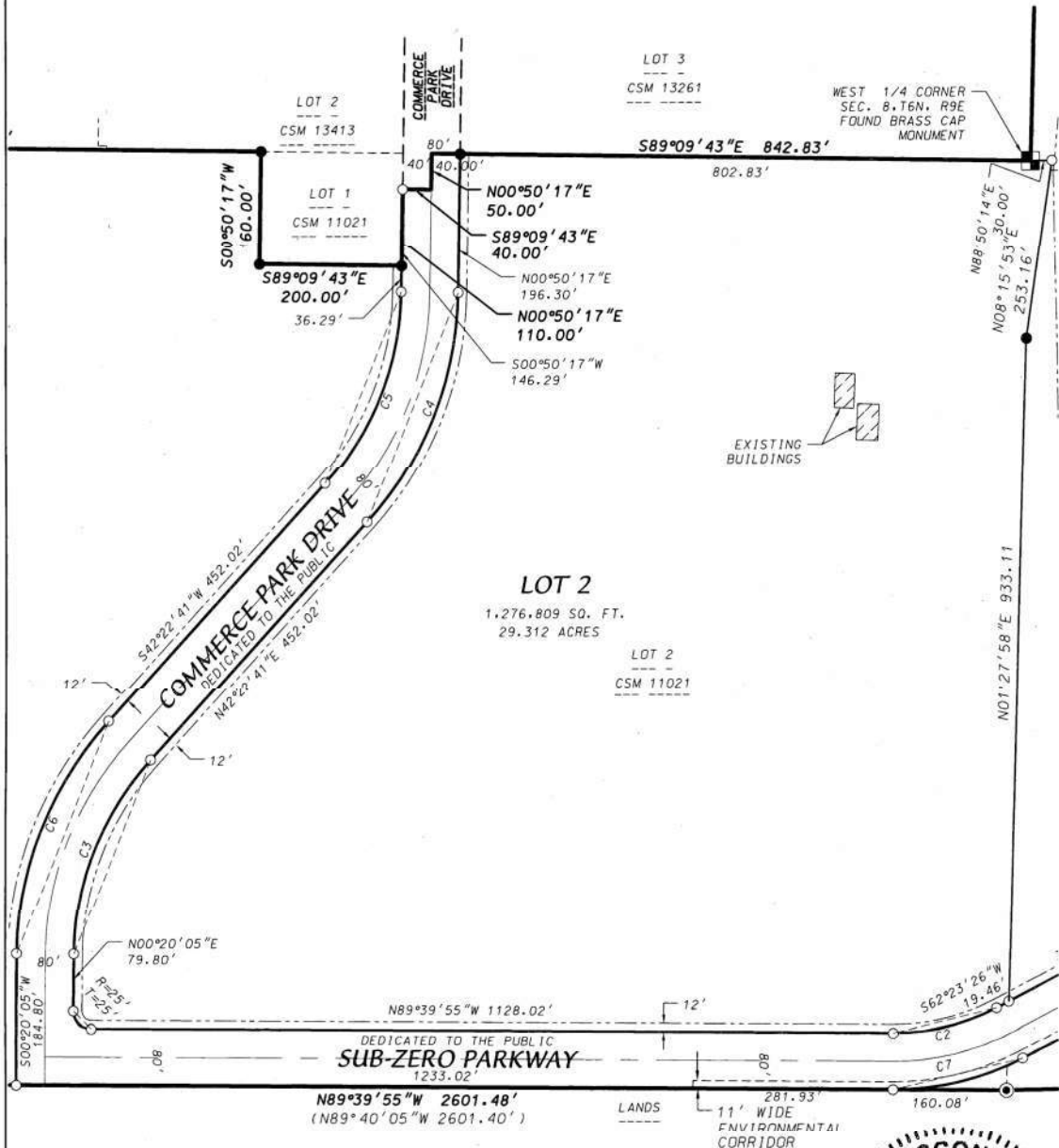
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SHEET 4 OF 11

DATE: 12/07/15 REV. 05/03/16
F.N.: 15-07-109
C.S.M. NO. 14235
DOC. NO. 5232251
VOL. 96 SHEET 279

CERTIFIED SURVEY MAP

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Phone: 608.833.7530 • Fax: 608.833.1089
YOUR NATURAL RESOURCE FOR LAND DEVELOPMENT

THE WEST LINE OF THE
NW1/4 OF SECTION 8,
T6N, R9E IS ASSUMED
TO BEAR S89°53'03"E

0 200
Scale 1" = 200'

SHEET 5 OF 11

REV. 12/7/15
5/3/16



DATE: 12/07/15 REV. 05/03/16

F.N.: 15-07-109

C.S.M. NO. 14235

DOC. NO. 5232251

VOL. 96 SHEET 280

Exhibit 4

NSPN Plan – Cover Page

NORTH STONER PRAIRIE NEIGHBORHOOD PLAN



City of Fitchburg, Wisconsin

November 2013

SAA Design Group, Inc.

Teska, Associates, Inc.

Montgomery Associates Resource Solutions

Exhibit 5

Existing Transportation System

LEGEND

North Stoner Prairie
Neighborhood

Speed Limit

- 20 MPH
- 25 MPH
- 30 MPH
- 35 MPH
- 40 MPH
- 50 MPH
- 65 MPH

FIGURE 6-14:

EXISTING TRAFFIC CONTROL AND SPEED LIMITS

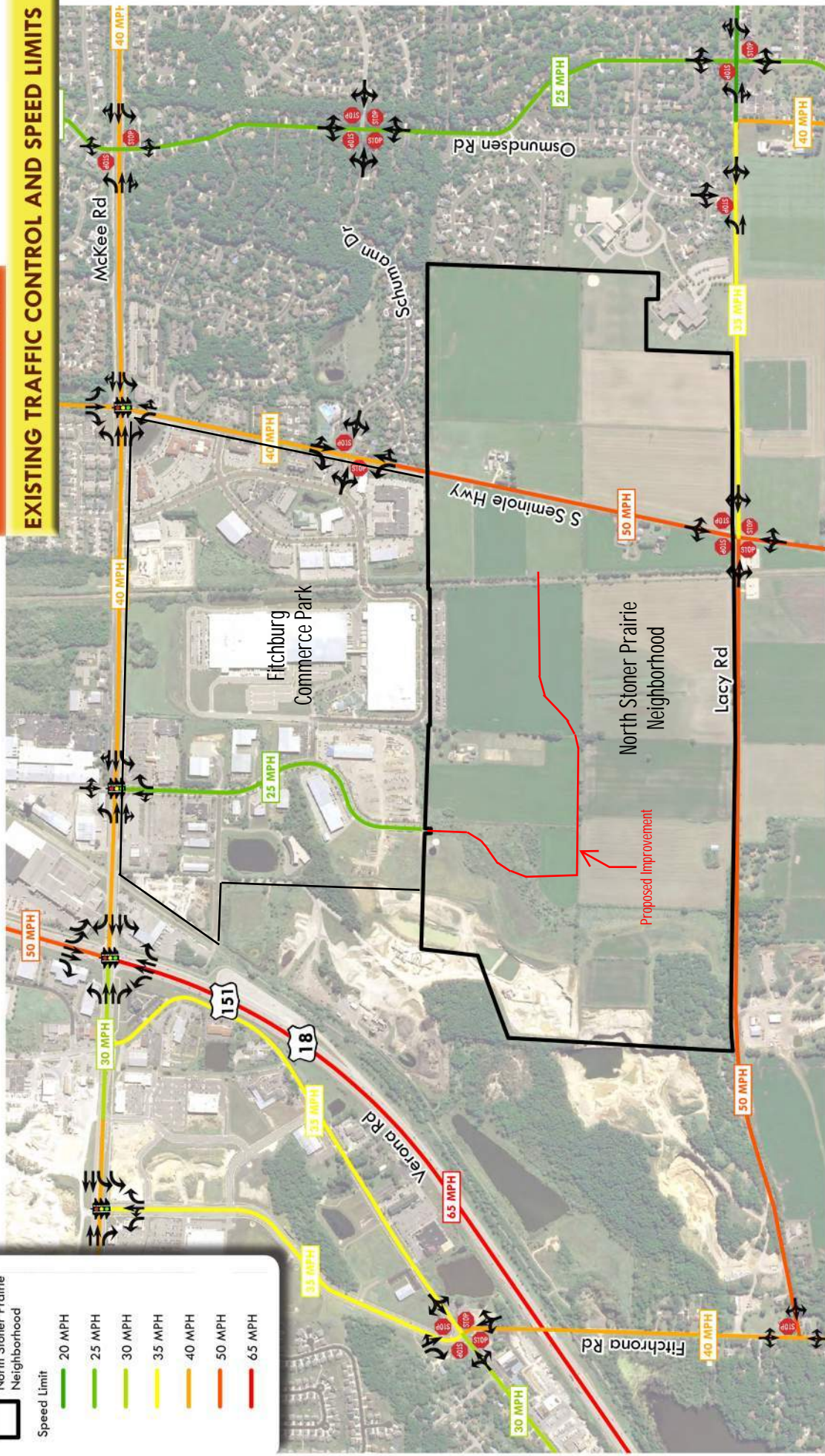


Exhibit 6

National Highway System Routes

Madison

National Highway System

Sub Zero Public Street Improvements

CTH PD
Proposed Action

NHS Classification:

	NHI (Interstate)		NHI (planned)
	NHS		NHS (planned)
	NHS-MAP-21		NHS-MAP-21 (planned)
	IC (Intermodal)		IC (planned)
	non NHS		non NHS (planned)
	Urbanized Area		Other Urbanized Areas

0 0.5 1 2 3 4 Miles

WISDOT BUREAU OF PLANNING AND ECONOMIC DEVELOPMENT
MAP PREPARED BY: 01/17/2020
FHWA APPROVAL DATE: 02/17/2020

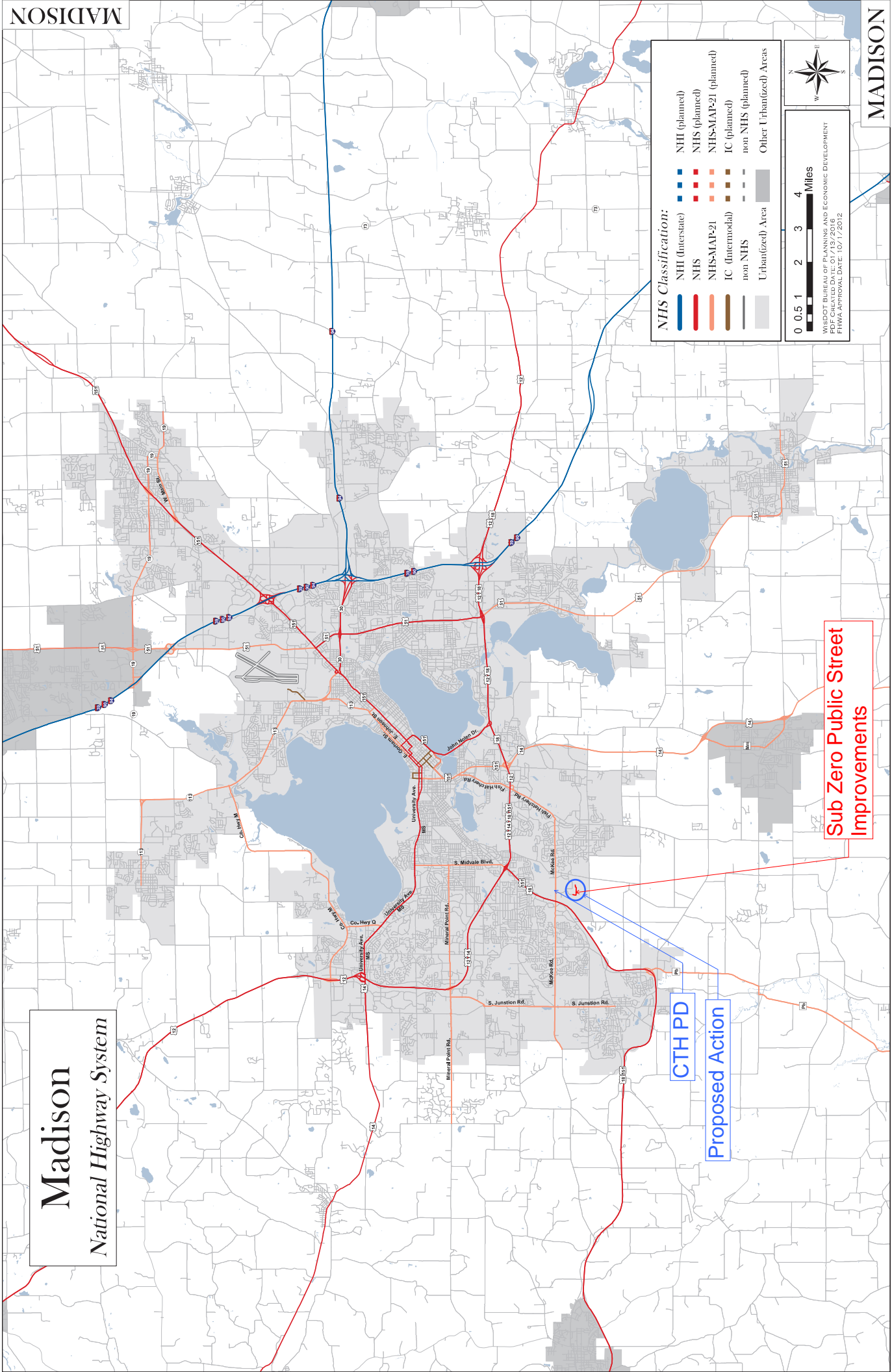
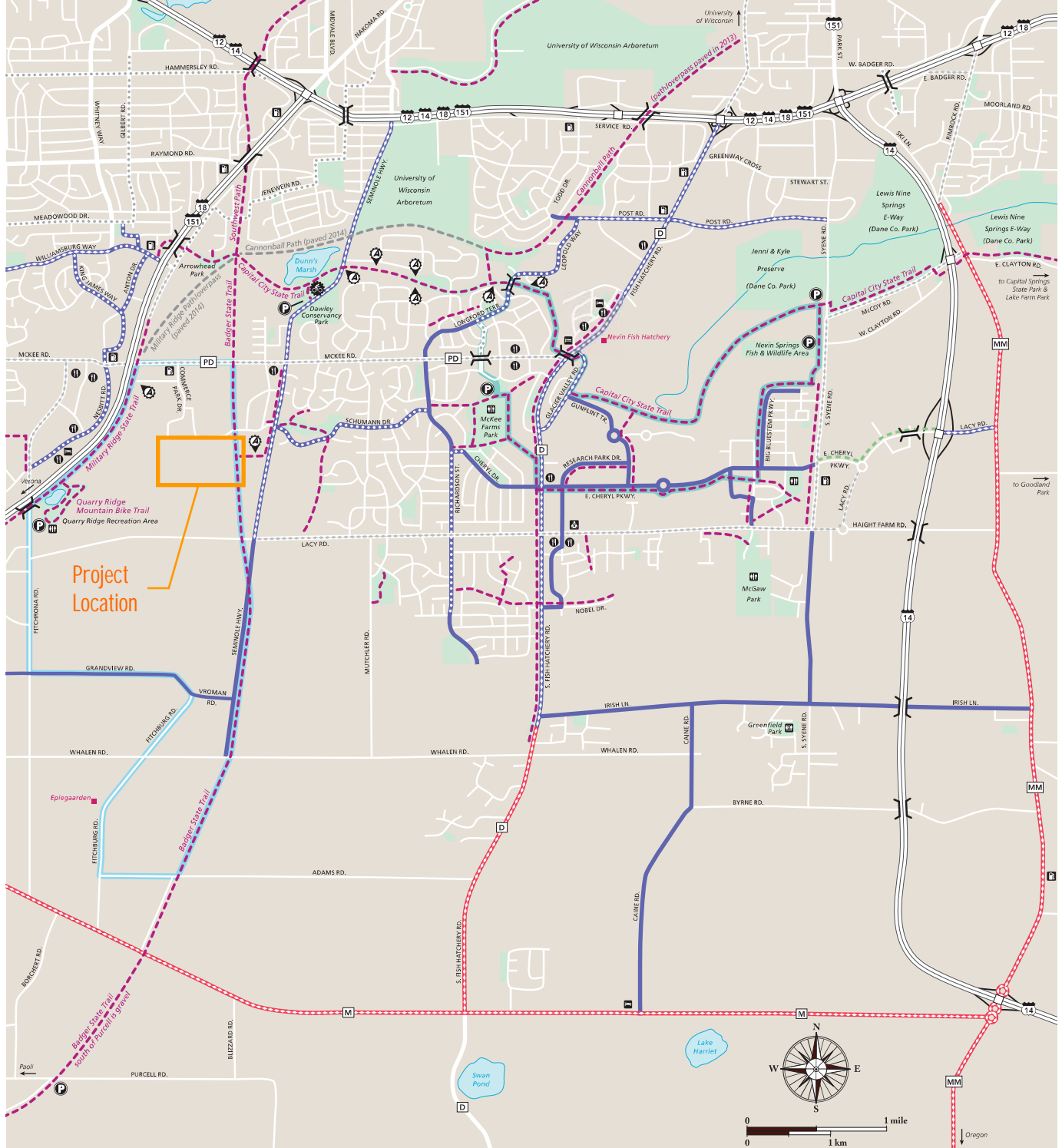


Exhibit 7

City of Fitchburg Bike Map



LEGEND



Bike Path Access Point



Bridge/Underpass



Dawley Bike Hub



Gas Station



Lodging



Parking Area



Restaurant



Bike Lane/Paved Shoulder

On major streets, bus & right turn lane shared with bikes



Bike Path (Shared-use)

Usually a paved path, separated from the street. Watch for pedestrians and dogs. Suitable for slower speeds.



Bike Route

On major and minor streets, popular recreational and commuting bicycle routes, shared with vehicles



Least Suitable

Streets least suitable for shared bicycle/motor vehicle use



Most Suitable

Streets most suitable for shared bicycle/motor vehicle use



Cycle Track

4' one-way bicycle path segregated from all other users—paved green

SUGGESTED ROUTES

OVER & UNDER FAMILY RIDE 7 miles



A family friendly ride in which you'll experience two architectural points of interest—a tunnel under Highway PD/McKee Road and the award-winning Capital City Bridge.

THE ORCHARD RIDE 9.5 miles



A longer ride with Eplegaarden as its midway point. Stop and relax at the old fashioned orchard and enjoy some fresh produce before you begin the ride back.

(see back for route details)

ANNUAL EVENTS

March/April

Easter Egg Hunt

April

Capital City Jazz Fest

May–October

Fitchburg Farmers' Market

May

Fitchburg Bike Rodeo
Fitchburg Days Festival

June–August

Concerts at McKee

June

Festa Italia
All American Soap Box Derby

July

Hickory Knoll Carriage Competition

August

Pack N' the Park
Agora Art Fair
Fitchburg Block Party

October

Fitchburg Fire Dept.
Open House
Great Halloween Hunt

November

Berbee Derby

December

Children's Holiday Party

for more information visit FitchburgChamber.com/calendar



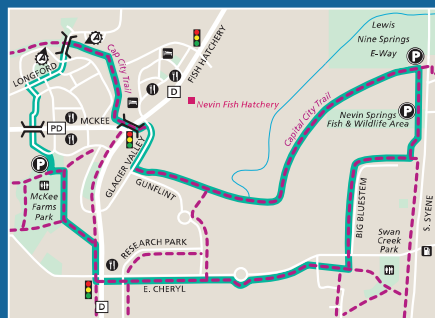


Your pedal power guide to the trails & roads in Fitchburg

FITCHBURG, WI BIKE MAP

FREE • FREE

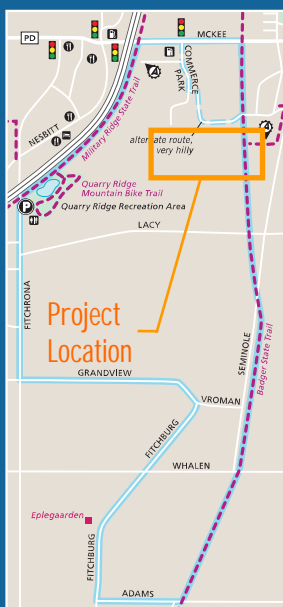
OVER & UNDER FAMILY RIDE • 7 miles



This seven mile ride goes through a tunnel under McKee Road/Hwy PD and over Fish Hatchery Road on the Capital City State Trail Bridge. You'll wind your way past Hatchery Hill Towne Center and the Nevin Fish Hatchery then pedal through the beautiful Nine Springs environmental corridor on the Capital City State Trail. Then, head south on the path along Syene Road and through the Swan Creek neighborhood. Swan Creek Park is equipped with restrooms and a playground if a resting point is needed. Connect with East Cheryl Parkway and ride along the prairie grass-lined trail, cross Fish Hatchery Road and back into McKee Farms Park complete with restrooms, drinking fountains, the popular Kids' Crossing Dream Park and the Fitchburg Splash Pad (opens July 4, 2013).

THE ORCHARD RIDE • 9.5 miles

Start this ride at the Quarry Ridge Recreational Area by jumping onto the Military Ridge Trail. Head north to the McKee Road/Hwy PD intersection, continue east in bike lane on McKee. Head south on the Badger State Trail and take in the rural beauty of Fitchburg. Jump onto Adams Road then Fitchburg Road to find your way to the Epilegaarden apple orchard. Continue on Fitchburg Road and Grandview Road to reconnect with Fitchburg Road and head back to the beginning.



OBEY TRAFFIC LAWS

Familiarize yourself with Wisconsin traffic laws. Remember, a bicycle is a vehicle and must obey all traffic rules and signs.

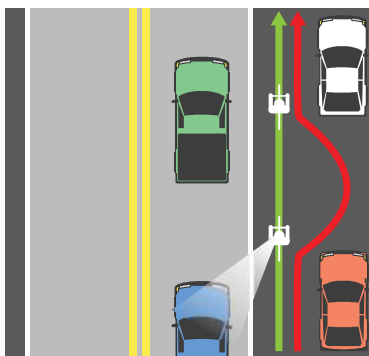
ALWAYS RIDE WITH THE FLOW OF TRAFFIC

Riding against traffic is unpredictable, especially to drivers at intersections, driveways or in parking spaces.

WEAR A HELMET!

Equip yourself with a certified helmet of the proper size and fit.

RIDE AS NEAR AS PRACTICABLE TO THE RIGHT SIDE OF THE PAVEMENT but at least three feet from parked cars. Situations when it is not practicable to ride on the right edge of the road include when preparing to make a left-turn, when passing another vehicle or bicyclist, or when necessary to avoid unsafe conditions. Always stay at least three feet from parked cars to avoid being hit by a suddenly opened car door.



ALWAYS LOOK BEHIND YOU

Look over your shoulder before signaling or changing your position on the road.

COMMUNICATE TO MOTORISTS & OTHER BICYCLISTS

Make eye contact and signal your turns and lane changes.



AVOID RIDING ON RURAL ROADS AT NIGHT

Rural roads are not lit up like streets in urban areas so visibility is greatly reduced.

EQUIP AND MAINTAIN YOUR BICYCLE PROPERLY

Make sure that brakes and other parts are in good working order. When riding after dark, you must use a white light visible at least 500 feet to the front, and a red reflector visible up to 500 feet in the rear.



BE VISIBLE AND DRESS APPROPRIATELY

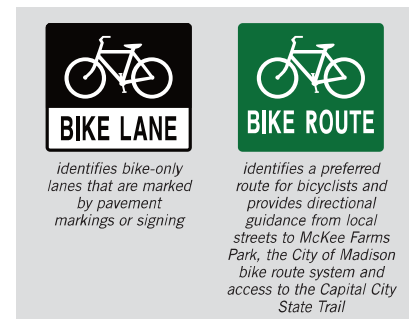
Wear brightly colored clothing (with reflective patches at night), and carry a water-resistant jacket for protection from sudden changes in weather and temperature.

BE AWARE OF HAZARDS

Watch the road ahead for surface hazards like broken glass, sand, tree branches, potholes, and railroad tracks. Watch for entering and turning traffic at intersections and driveways.

RESPECT THE RIGHTS OF OTHERS

If you, as a bicyclist, want to earn the respect of motorists and pedestrians, then you need to respect their rights as well. Never compromise someone else's safety for your own convenience.



In 2012, Fitchburg received a national award for being a bicycle friendly community by the League of American Bicyclists.

CYCLE TRACK

Fitchburg is the first community in Wisconsin to feature cycle tracks. Cycle tracks are a Dutch invention where cyclists have a path separated from the sidewalk dedicated for cyclists only. These can be found in Uptown Fitchburg in east Fitchburg.

DISCLAIMER

The user of this map bears full responsibility for his or her own safety. The bicyclist assumes the risks encountered and is advised to use good judgment and obey traffic laws on all roads, regardless of their designation on this map.

STATE TRAIL PASSES

Trail passes are required for people ages 16 and older (not pedestrians). DNR Service Centers sell trail passes. Here are options for buying passes:

- Pay with MasterCard/Visa—call 266-2181 between 7:45am–4:30pm, Mon–Fri
- Self-registration stations are available at: Cap City Trail/Hwy 18/151, Cap City Trail/Syene Rd. and at the parking area at Purcell Road/Badger State Trail.
- Passes can be purchased at Fitchburg City Hall (2nd floor) 5520 Lacy Road Fitchburg, WI 53711, (608) 270-4200 Find information at the DNR website: dnr.wi.gov



FITCHBURG PATHS

(no pass required)

The City of Fitchburg has paths, many paved, that do not require a trail pass and are free for use. Cannonball Path, Military Ridge Path and the Quarry Ridge Mountain Bike Trail are Fitchburg paths, as well as all paths in local parks and unnamed paths that parallel roads.

For additional copies of this map contact the Fitchburg Chamber Visitor & Business Bureau or Fitchburg City Hall

(608) 288-8284 • www.FitchburgChamber.com

ADDITIONAL BIKING INFO

City of Fitchburg Transportation Engineer	270-4262
Dane County Parks Park Planner	224-3763
Fitchburg Chamber Visitor & Business Bureau fitchburgchamber.com/about-fitchburg/biking (electronic version of this map)	288-8284
State of Wisconsin DOT Bike/Ped Coordinator	267-7757
DOT Bike/Ped Safety Program Manager	267-3154
Bicycle Federation of Wisconsin bfw.org	251-4456

Badger State Trail and Adams Road



Exhibit 8

Sub-Zero, Inc. Building Expansion Overview



D'ONOFRIO KOTTKE AND ASSOCIATES, INC.

7530 Westward Way, Madison, WI 53717

Phone: 608.833.7530 • Fax: 608.833.1089

YOUR NATURAL RESOURCE FOR LAND DEVELOPMENT



0 600

Scale 1" = 600'

DATE: 12-11-15

F.N.: 15-05-154

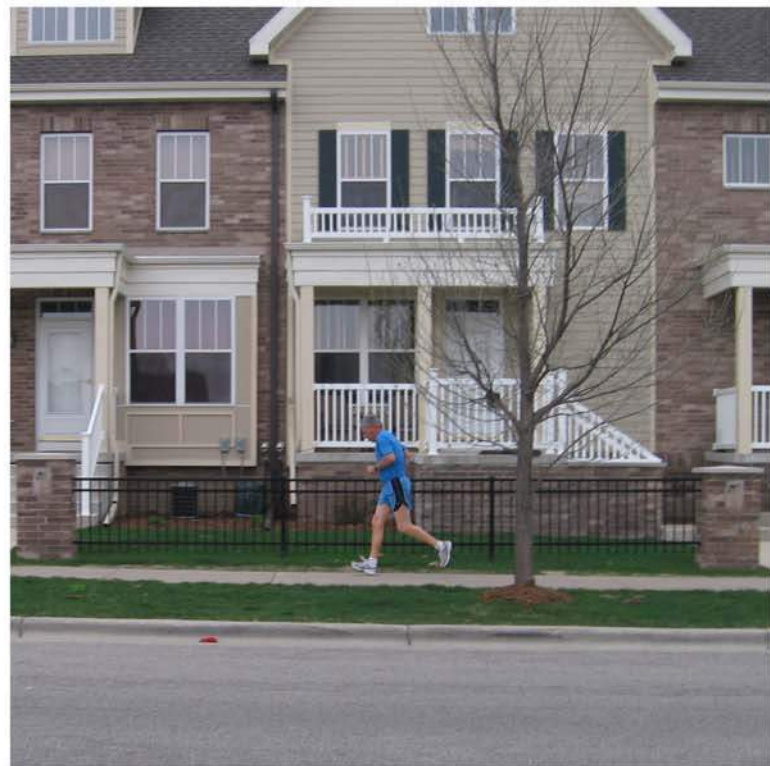
Exhibit 9

City of Fitchburg Bicycle and Pedestrian Plan – Cover Page

2008

Bicycle and Pedestrian Plan

Fitchburg, Wisconsin



Prepared By

JND

JN Design and Planning



Adopted July 22, 2008

Exhibit 10

City of Fitchburg Comprehensive Plan – Cover Page

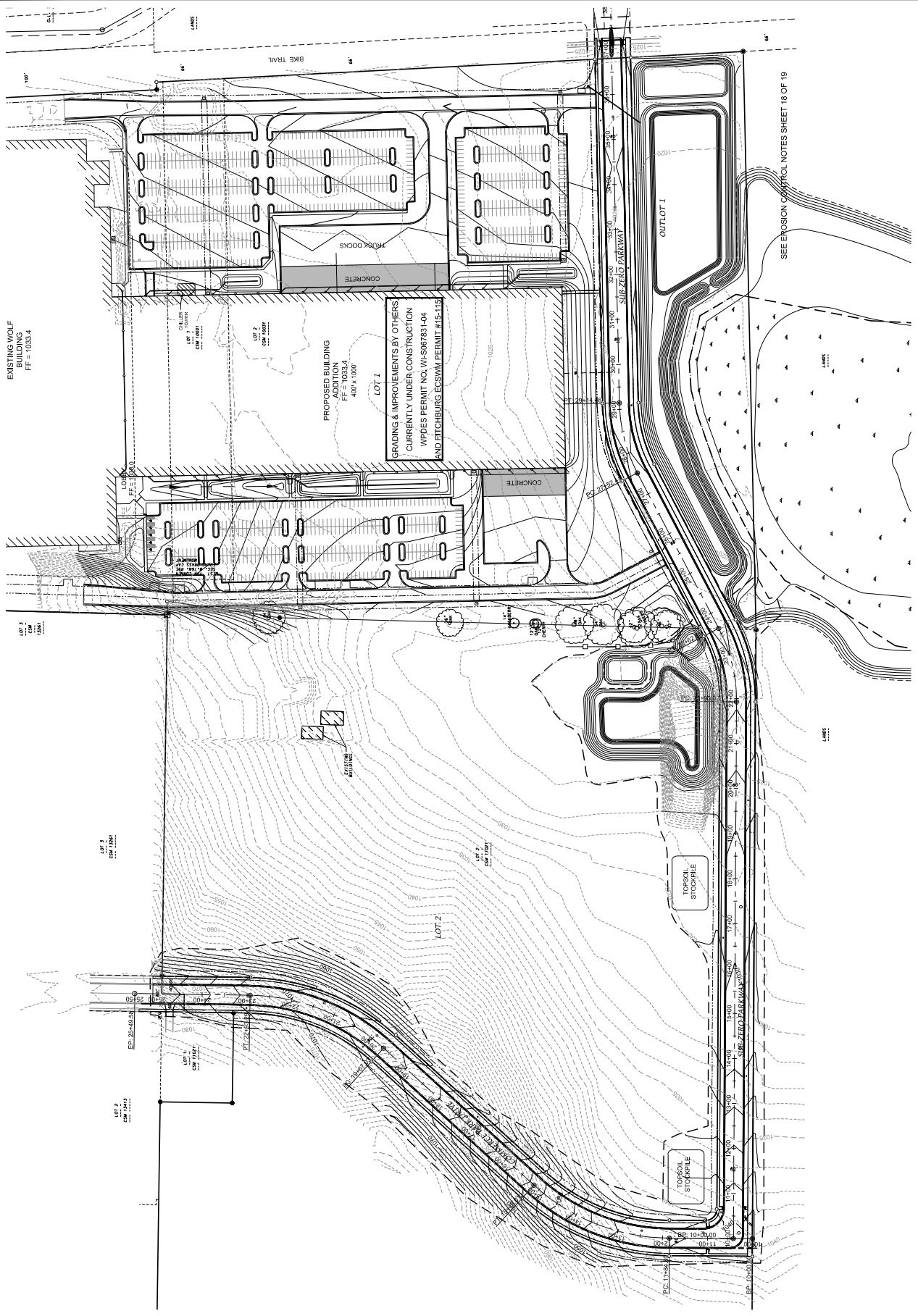


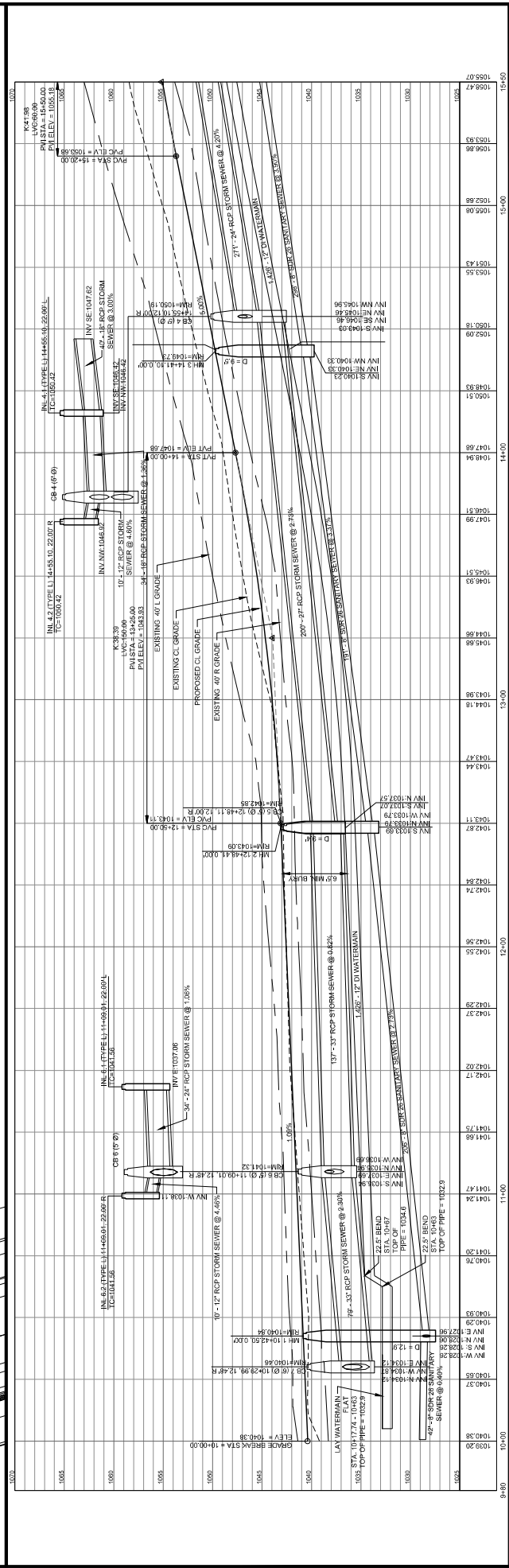
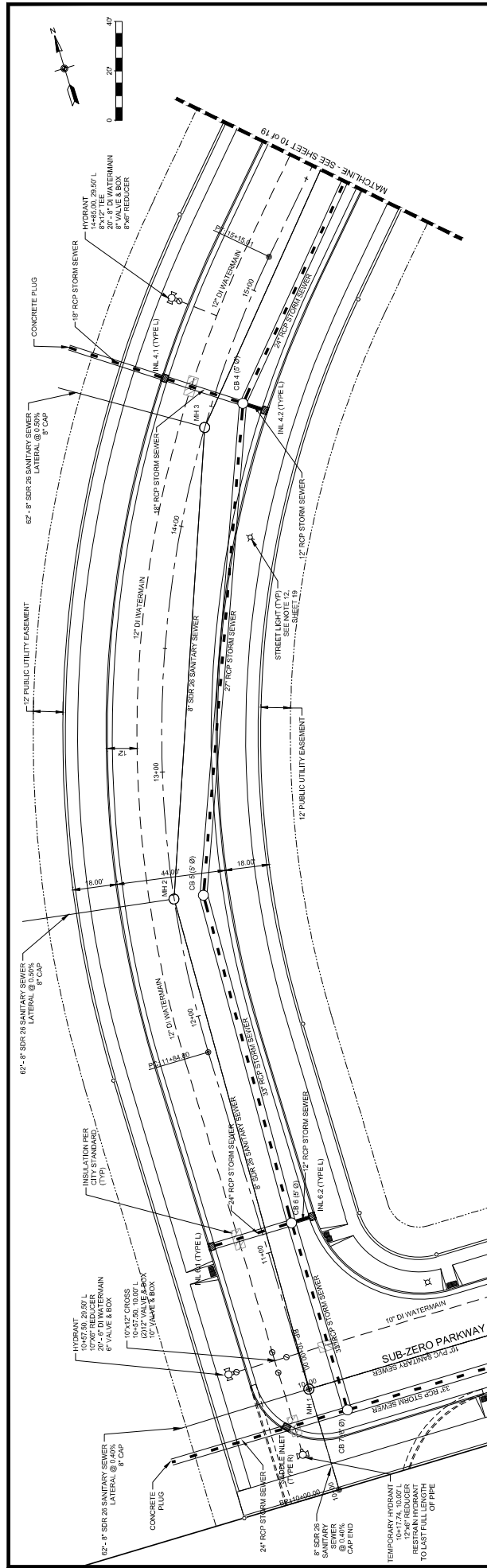
City of Fitchburg Comprehensive Plan

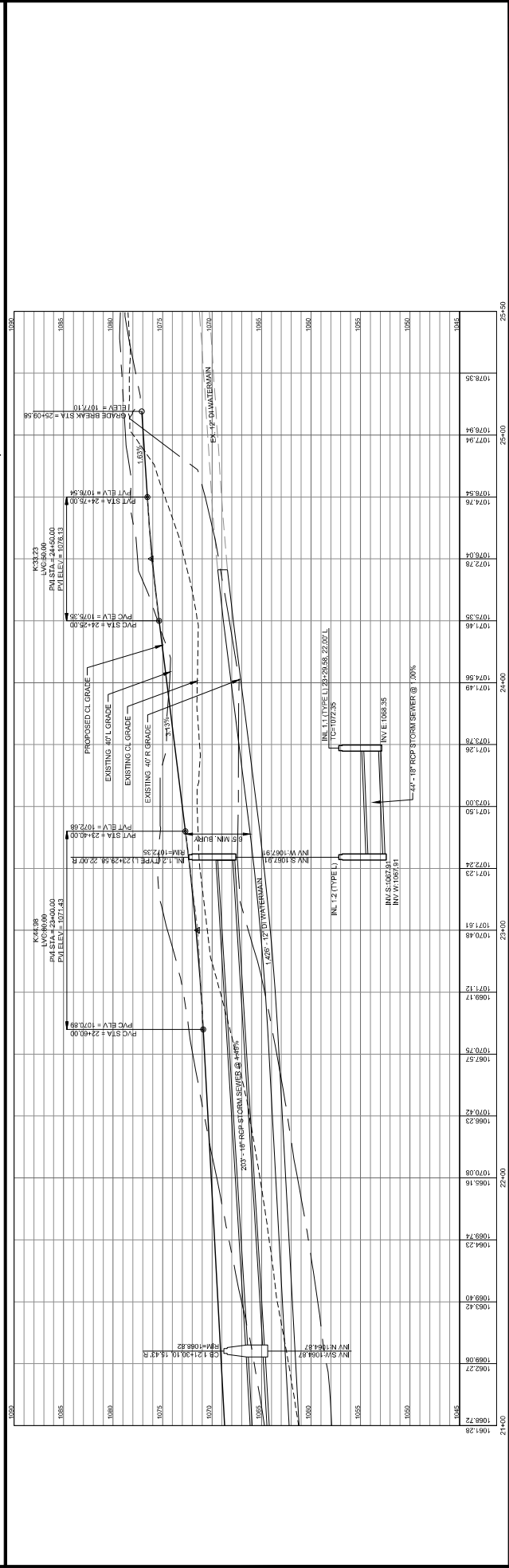
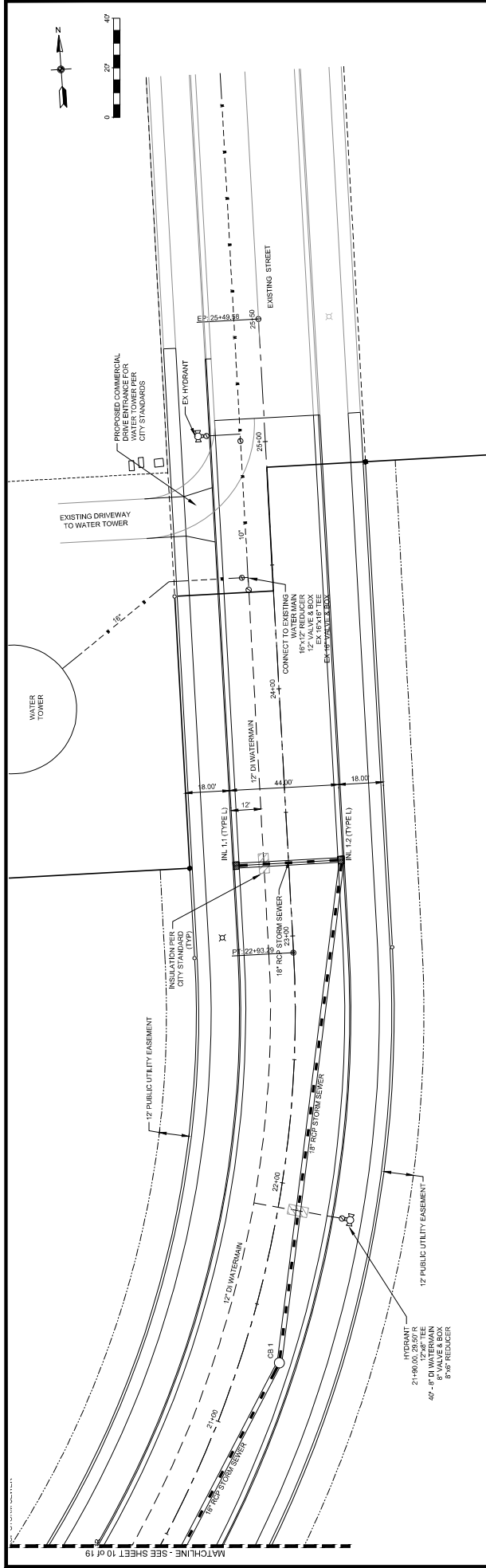


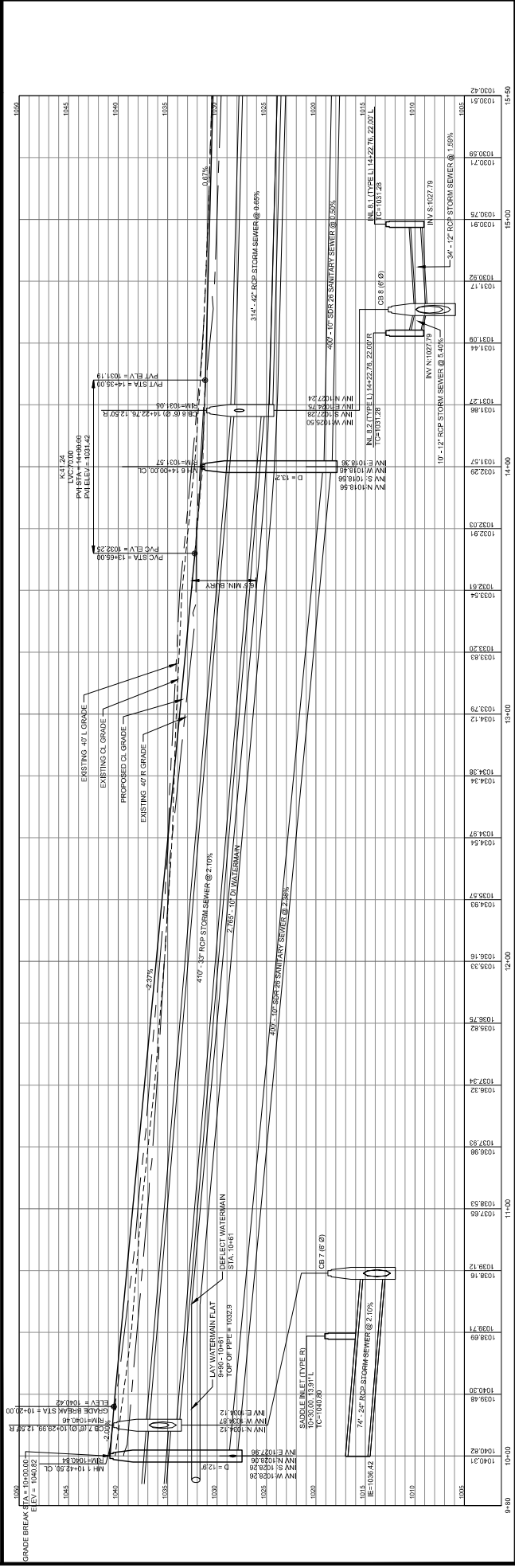
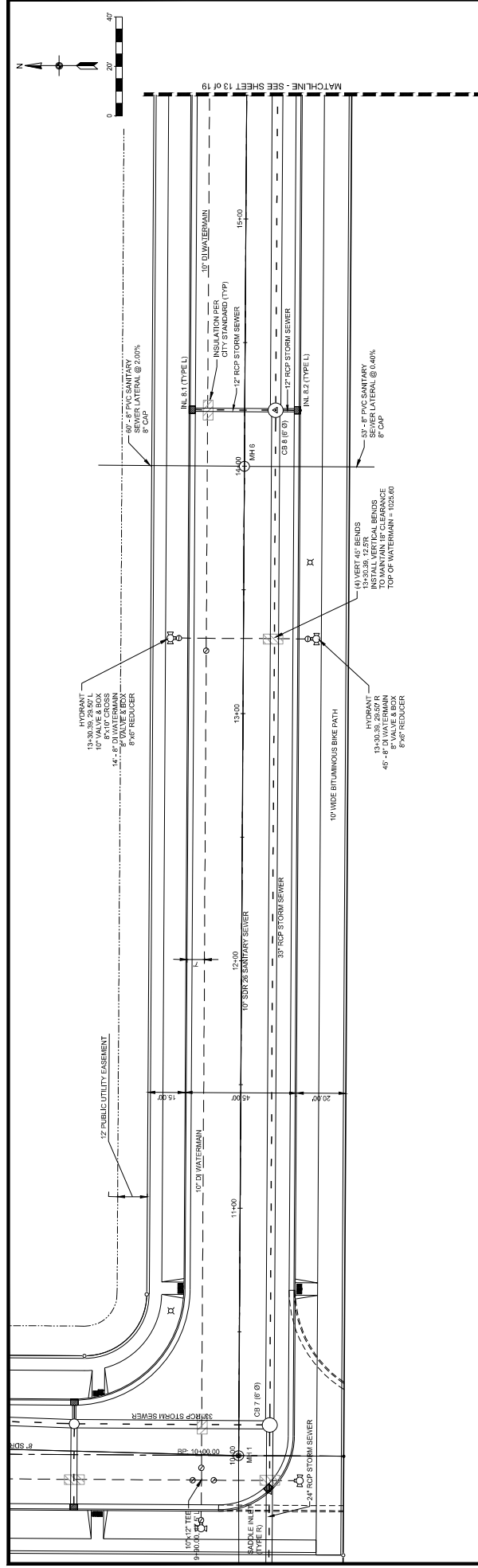
Exhibit 11

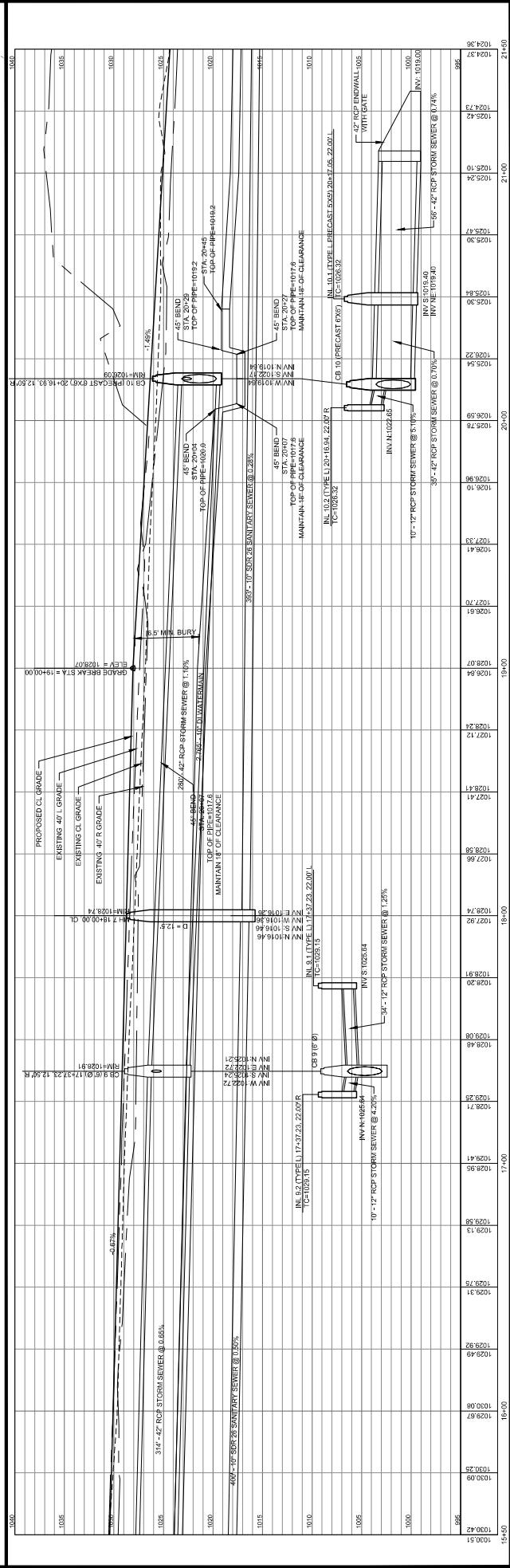
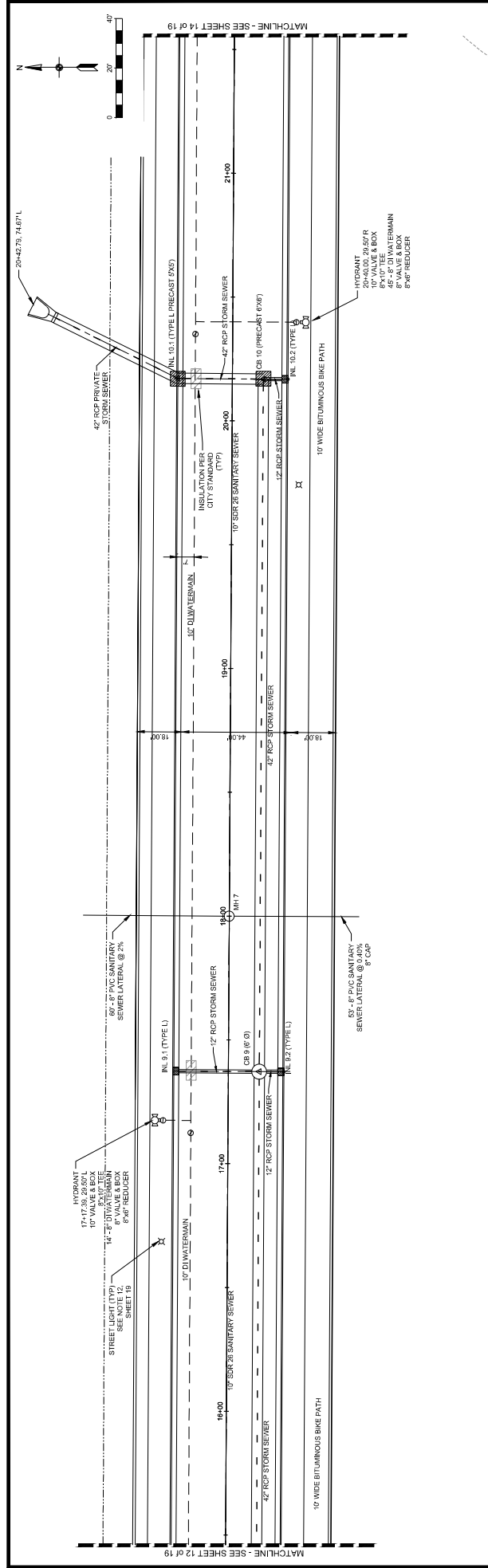
Sub-Zero Public Street Improvements Project Plans

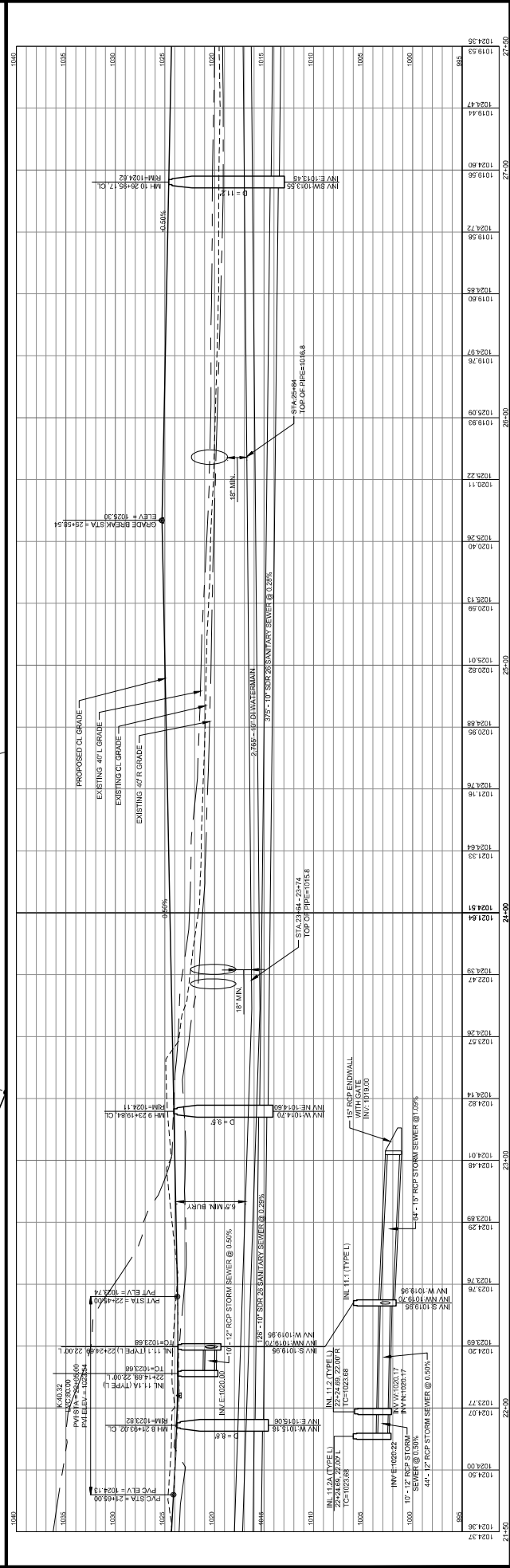
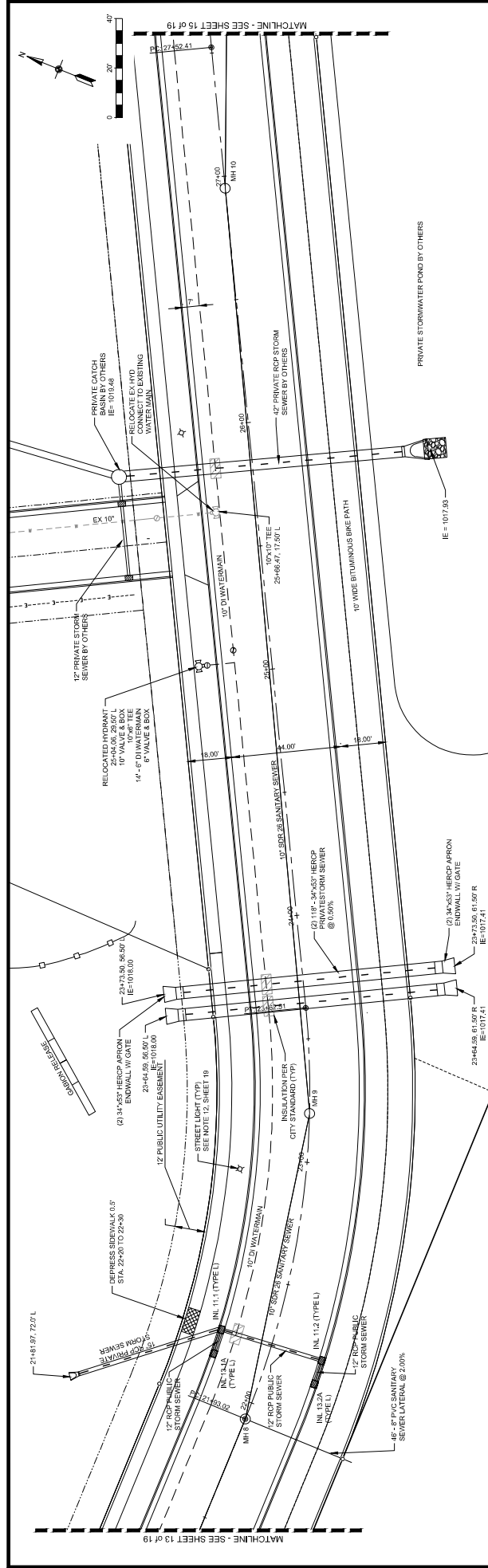












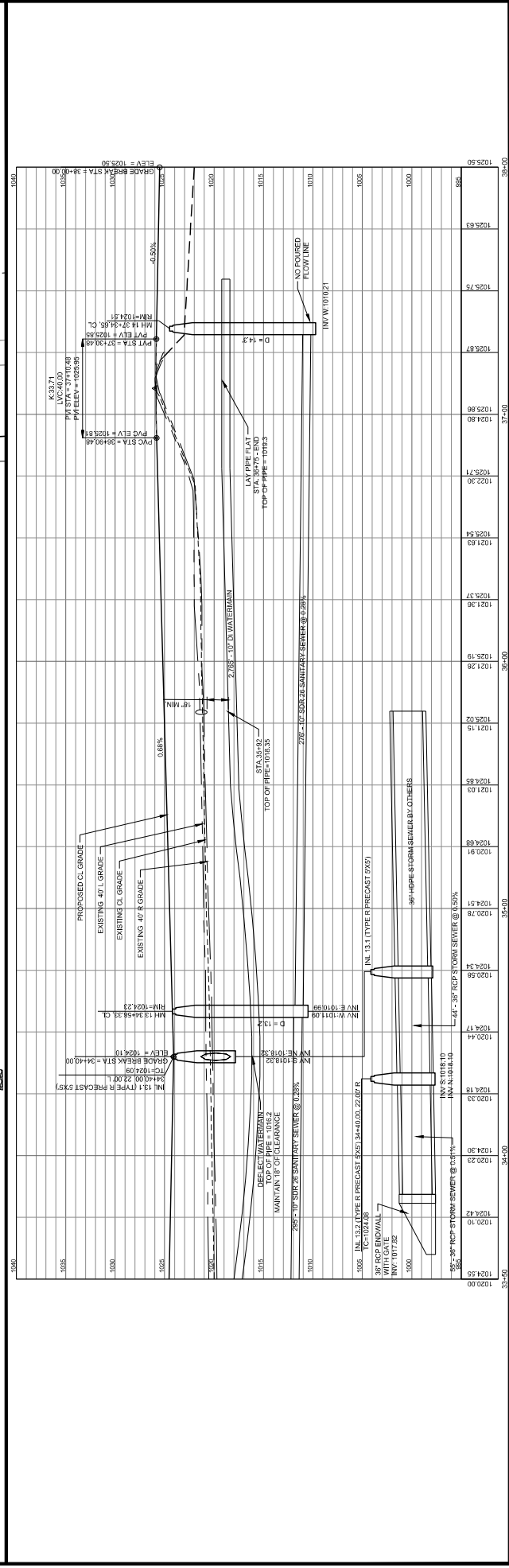
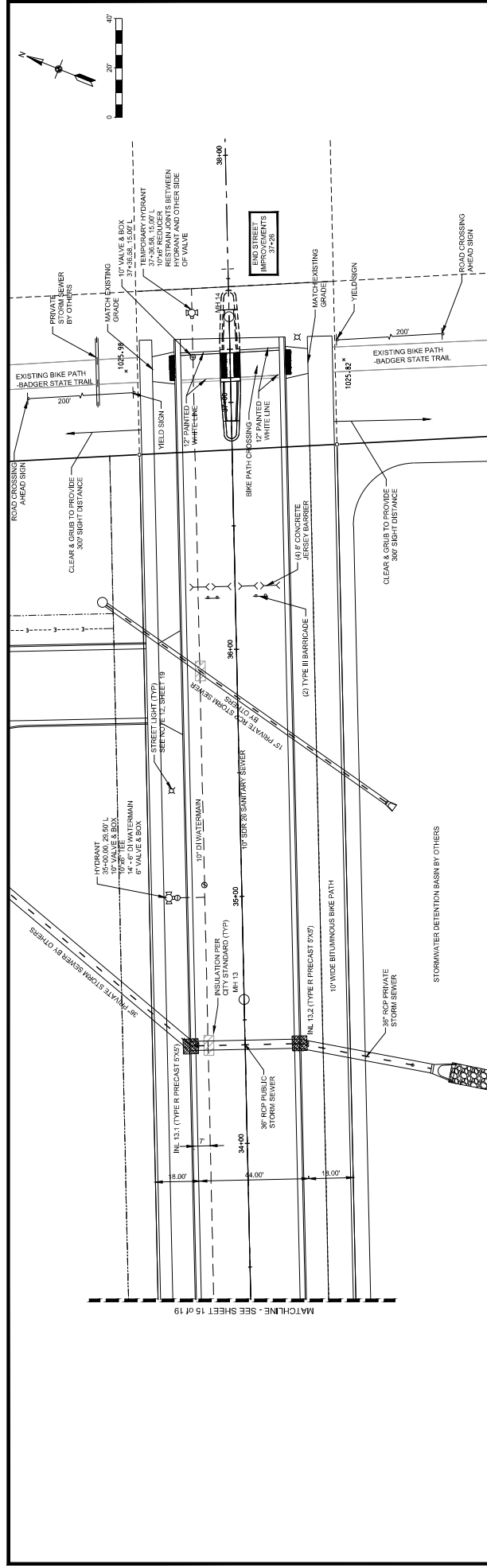
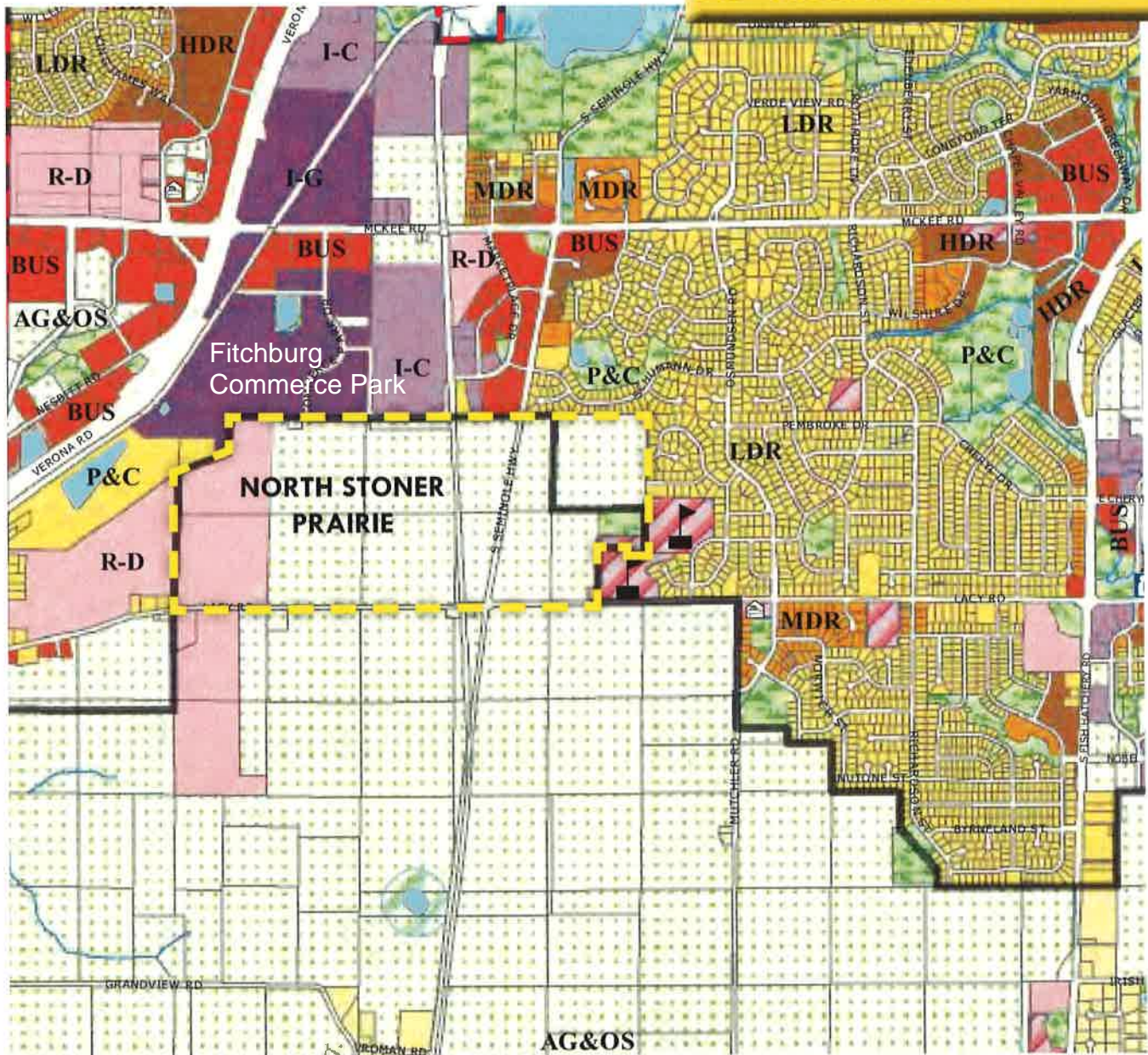


Exhibit 12

Existing Land Use Map

FIGURE 3-2:

ADJACENT LAND USE



Note: This is a reproduction of a map from the 2009 City of Fitchburg Comprehensive Plan, for illustrative purposes only. Not to scale.

P&C - PARK & CONSERVANCY	I-G - INDUSTRIAL-GENERAL	PARCELS	FIRE STATION
R-R - RURAL RESIDENTIAL	I-C - INDUSTRIAL-COMMERCIAL	CITY LIMITS	LIBRARY
LDR - LOW DENSITY RESIDENTIAL	BUS - BUSINESS	URBAN SERVICE AREA	CEMETERY
MDR - MEDIUM DENSITY RESIDENTIAL	R-D - RURAL DEVELOPMENT	STREAMS	SCHOOL
HDR - HIGH DENSITY RESIDENTIAL	AG&OS - AGRICULTURE & OPEN SPACE		CITY HALL
M-U - MIXED-USE	OPEN WATER		
G/I - GOVERNMENT / INSTITUTIONAL	WETLANDS W/ 300 FT BUFFER		

PREPARED BY: PLANNING/ZONING
SOURCE: PLANNING/ZONING
REVISED: 9/2012



Exhibit 13

*Pre-screening Worksheet for EA and ER Projects for
Determining the Need to Conduct a Detailed Indirect
Effects Analysis*

Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis

Factors to Consider

1. Project Design Concepts and Scope
2. Project Purpose and Need
3. Project Type (Categorical Exclusions, etc.)
4. Facility Function (Current and Planned—principal arterial, rural arterial, etc.)
5. Project Location
6. Improved Travel Times to an Area
7. Local Land Use and Planning Considerations
8. Population and Demographic Considerations
9. Rate of Urbanization
10. Public Concerns

Available sources of information including County and local land use plans, zoning, census data, workforce profiles, and aerial mapping were reviewed to assess each of the following factors. Analysis and conclusions of each factor are outlined below.

1. Project Design Concepts and Scope

Do the project design concepts include any one of the following?

- Additional thru travel lanes (expansion): *Yes*
- New alignment: *Yes (Commerce Park Drive extension and creation of Sub-Zero Parkway)*
- New and/or improved interchanges and access: *No*
- Bypass alternatives: *No*

2. Project Purpose and Need

Does the project purpose and need include:

- Economic development – in part or full (i.e. improved access to a planned industrial park, new interchange for a new warehouse operation):

The project area has planned for the development of 365 acres of commercial and industrial land uses. This specific area was identified in the City of Fitchburg Comprehensive Plan as having reasonable development potential due to proximity to urban services, transportation connections, and adjacent urban development.

Sub-Zero Inc., as part of the TEA grant application, has anticipated the hiring of over 300 employees due to the expansion of their existing facility by 2018. The expansion of the existing manufacturing facility will tie directly into the current facility. The building expansion will eliminate the current off-street parking and surrounding transportation network accessing the facility.

An improved transportation network around Sub-Zero, Inc. is needed to replace the existing transportation access lost from the expanding Sub-Zero, Inc. facility. The new transportation network will provide access and mobility to employees, customers, and delivery and logistical operations.

An improved transportation network around Sub-Zero, Inc. is needed to replace the existing transportation access lost from the expanding Sub-Zero, Inc. facility. The new transportation

network will provide access and mobility to employees, customers, and delivery and logistical operations. The planned improvement will also create a multi-use trail connection to the Badger State Trail and the extensive City of Fitchburg bike system encouraging alternate, non-motorized commuting options for employees.

5. Project Location (Location can be a combination.)

- *Urban (within an Metropolitan Planning Area)*
- *Medium (population under 30,000)*

The Proposed Action, Sub-Zero Public Street Improvements, is located in the City of Fitchburg, Dane County in southwest Wisconsin. The study area is located in the approved North Stoner Prairie Neighborhood (NSPN); adopted in 2013 by the City of Fitchburg for future industrial and commercial development. The street improvements are the first phase of planned development to provide access to the expansion of Sub-Zero, Inc. as well as a future transportation networks.

6. Improved travel times to an area or region

- Will the proposed project provide an improvement of 5 or more minutes? *No*

7. Land Use and Planning

- What are the existing land use types in project area? *Industrial*
- What do the local plans, neighborhood plans, and regional plans, indicate for future changes in land use? *The City of Fitchburg's 2009 Comprehensive Plan and City zoning has planned for changes in land use within this area to allow for commercial and industrial growth*
- What types of permitted uses are indicated in the local zoning? *Commercial/Industrial*
- Would the project potentially conflict with plans in the project area? (e.g., capacity expansion in areas in which agricultural preservation is important to local government(s)?) *No, the Proposed Action is consistent with local comprehensive plans adopted within the project area*

8. Population/Demographic Changes

- Have the population changes over past 5, 10 and 20 years been high, medium, low growth rate vs. state average over same period? *Low, no significant growth is noted in the City's comprehensive plan and growth rates are lower than the Madison Metropolitan Planning Organizations (MPO) average and statewide average*
- What are the projections for the future for population? *No significant projections are anticipated. Populations are projected to remain steady in the Fitchburg area*
- Have there been considerable changes for population demographics and employment over the past 10 – 20 or more years? *No, this area has remained relatively stable regarding population, employment opportunity, and overall demographics*

9. Rate of Urbanization

- Does the project study area contain proposed new developments? *Yes; the northwest side of the City of Fitchburg is planned for commercial and industrial development as documented in the City's comprehensive plan*
- What are the main changes in developed area vs. undeveloped areas over past 5, 10 and 20 years? *The City of Fitchburg supports development within the community to help maintain job availability and growth potential. Job growth has declined within the City*

since 2014 with its leading job services as manufacturing, wholesalers, and retail. While the City has encouraged development by utilizing its proximity to Madison, changes in development have not increased over the last several years.

- Have there been significant conversions of agricultural land uses to other land use types, such as residential or industrial?

10. Public, State and/or Federal Agency Concerns

Have local officials, federal and/or state agencies, property owners, stakeholders or others raised concerns related to potential indirect effects from the project?

No issues were conveyed during any public involvement meetings or recent open session City Council meetings regarding the Proposed Action. All private landowners adjacent to the project have met with the City of Fitchburg and have no concerns with the Proposed Action.

Summary:

Through the screening analysis using WisDOT's pre-screening for indirect effects procedure and Facilities Development Manual (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.

Exhibit 14

Public Meeting Schedule

Table 1-1: Summary of Plan Development Process

Who	When	Content	Outcomes
Staff	December 11, 2012	Discussion of project intentions and schedule, neighborhood design principles, and key neighborhood issues and opportunities.	Staff informed consultant with respect to planning context and background.
Steering Committee	December 11, 2012	Discussion of project intentions and schedule, steering committee expectations, neighborhood design principles, and key neighborhood issues and opportunities.	The Steering Committee accepted the proposed Neighborhood Design Principles.
City Plan Commission, Agricultural & Rural Affairs Committee, Resource Conservation Committee, Parks Commission, Public Works Committee, Transportation & Transit Committee	January 22, 2013	Consultant-led discussion on perceived issues, concerns, and opportunities facing North Stoner Prairie from CEDA's perspective.	Committee input integrated into plan issues & opportunities memorandum and plan goals and objectives.
Community and Economic Development Authority (CEDA)	January 24, 2013	Consultant-led large group discussion on perceived issues, concerns, and opportunities facing North Stoner Prairie from each committee's perspective.	CEDA input integrated into plan issues & opportunities memorandum and plan goals and objectives.
Staff	January 29, 2013	Consultant-led discussion of preliminary investigation findings related to natural resources, transportation and infrastructure, land use, and market.	Staff confirmed Neighborhood Design Principles.
Steering Committee	January 29, 2013	Consultant-led discussion of preliminary investigation findings related to natural resources, transportation and infrastructure, land use, and market. Consultant-led visioning exercise.	One-word activity informs plan goals and policies for the neighborhood.

Table 1-1: Summary of Plan Development Process

Who	When	Content	Outcomes
Public Information Meeting	January 29, 2013	Introduction to the planning process and planning area, followed by break-out discussion of plan issues and opportunities as related to natural resources, transportation and utilities, land use, and market.	City and consultant team obtained public comments regarding goals for future neighborhood development.
Staff	February 28, 2013	Discussion of draft vision statement and refined neighborhood design principles. Introduction and discussion of four alternative preliminary growth models.	Staff offered feedback and recommendations for each growth model.
Steering Committee	February 28, 2013	Discussion of draft vision statement, refined neighborhood design principles, and planning process. Introduction and discussion of four alternative preliminary growth models.	Steering Committee offered feedback and recommendations for each growth model.
Neighborhood Listening Session	April 2, 2013	Question and answer session with adjacent neighborhoods focusing on key issues such as neighborhood connectivity, residential density, and stormwater management.	Public input integrated into neighborhood vision, design principles, and revised growth models.
Staff	April 9, 2013	Discussion of stormwater management alternatives and two refined growth models.	Staff feedback integrated into preferred stormwater management approach and growth model.
Steering Committee	April 9, 2013	Confirmation of plan vision statement and principles. Discussion of input received at neighborhood listening session and alternative stormwater management approaches. "Maps and Magnets" growth model activity to document steering committee input on general land use preferences.	Steering committee direction integrated into revised growth models.

Table 1-1: Summary of Plan Development Process

Who	When	Content	Outcomes
Steering Committee	April 23, 2013	Discussion and selection of preferred growth model, and discussion on roadway connectivity.	Steering committee moved a preferred growth model forward.
Steering Committee	May 14, 2013	Work session with city staff to discuss roadway connectivity.	Steering committee moved a preferred connectivity option forward.
Staff	July 9, 2013	Work session to discuss key recommendations related to land use, parks and open space, transportation, utilities and infrastructure, and stormwater management.	Staff input integrated into revised recommendations.
Steering Committee	July 9, 2013	Work session to discuss key recommendations related to land use, parks and open space, transportation, utilities and infrastructure, and stormwater management.	Steering committee input integrated into revised recommendations.
Steering Committee	July 23, 2013	Work session to discuss key recommendations related to land use, parks and open space, transportation, utilities and infrastructure, and stormwater management.	Steering committee approved recommendations to be incorporated into neighborhood plan.
Public Information Meeting	August 15, 2013	Presentation of plan recommendations to solicit public comments.	Public input integrated into neighborhood plan.
Staff	September 18, 2013	Worksession to review first draft of plan document.	Staff input integrated into second draft of plan.
Steering Committee	September 18, 2013	Worksession to review first draft of plan document.	Steering committee input integrated into second draft of plan.



CITY OF FITCHBURG

Planning Department

5520 Lacy Road
Fitchburg, WI 53711-5318

Phone: (608) 270-4256 ■ Fax: (608) 270-4275

www.city.fitchburg.wi.us

MINUTES

North Stoner Prairie Neighborhood Plan – Steering Committee Meeting #4 Tuesday, April 9, 2013

Members Present: Becky Baumbach, Bill Buglass, Dean Gorrell, Pete Lundberg, Phil Sveum, Tom Thoresen, Bruce Gabriele, Jerry Duhn, and Kathleen Kilgore

Staff Present: Wade Thompson, Paul Woodard, Tom Hovel, and Joyce Frey

Consultant Present: Ryan Garcia, SAA Design Group; Steve Gaffield, MARS; Scott Goldstein, Teska Associates

1. Call to Order and Approval of Minutes

Chair Baumbach called the meeting to order at 4:02 p.m. Motion by Bill Buglass, second by Tom Thoresen to approve the minutes of February 26, 2013. Motion carried unanimously.

2. Public Appearances

Chair Baumbach entertained public appearances. None were made.

3. Introductions and Objectives for Meeting

Chair Baumbach introduced the purpose of the meeting as a work session. Chair Baumbach stated that since the last Committee meeting in late-February, City staff and the plan consultants have held a neighborhood meeting at which many concerns were raised. Chair Baumbach stated that since that meeting, staff and the consultants felt it was best to slow the process down and take an additional opportunity to clarify stakeholder issues and the vision for the North Stoner Prairie Neighborhood, and to have a Committee work session to provide input in which to direct the growth models.

Ryan Garcia, SAA Design Group, briefly summarized the meeting agenda. Garcia noted that this meeting was intended to offer the perspectives of diverse stakeholders, including the existing adjacent neighborhoods, the City as a policy-making body, and landowners within the planning area, and to form a holistic, consensus-based vision for the plan.

4. Discussion: Refined Draft Statement of Neighborhood Vision and Design Principles

a. Neighborhood Vision

Garcia presented the refined draft statement of the neighborhood vision. The draft statement was discussed by the Committee. Thoresen stated that the statement reflected the comments and concerns presented at the last Committee meeting and will serve as a good vision statement. Kathleen Kilgore asked what the term “socially sustainable” implied. Garcia replied that this term referred to the stability of the neighborhood as a place to raise a family and to invest in as a resident or household.

b. Design Principles

Garcia presented the refined draft design principles. Garcia commented that these principles reflected the City’s comprehensive plan as well as input received at previous Committee meetings and from the public. Garcia also stated that these principles, if acceptable to the Committee, should be considered as the growth models are developed.

Chair Baumbach asked to what degree “access to transit” was meant to be portrayed in the plan. Garcia replied that access was a relative term and in this case was used to imply that reaching current transit service by means other than the automobile will be recognized in the plan. Garcia stated this was not to imply that extension of transit service into planning area would necessarily result.

Thoresen commented that understanding site capacity was important. Thoresen asked about accommodating varying housing types and varying price ranges, as reflected in the draft design principles. Garcia replied that the principles encourage sensitivity to the context and character of existing residential development adjacent to the planning area.

5. Discussion: Stormwater Management Issues and Opportunities

Steve Gaffield, MARS, presented information related to stormwater management. Gaffield stated that there were two primary issues of concern:

- Avoiding drainage impacts on Seminole Forest and Lacy Heights neighborhoods;
- Dealing with a landscape of closed depression/kettle holes that do not have an outlet;

Gaffield presented three options for managing stormwater in the planning area west of the Badger State Trail.

- **Option 1:** Develop conventional stormwater practices and detain runoff in the closed depression in the North Stoner Prairie Neighborhood.

Gaffield stated this option would require frequent pumping off-site to avoid a long-term water level increase and would increase the area that is seasonally flooded.

- **Option 2:** Implement aggressive low impact development practices throughout the planning area to prevent development from causing an increase in runoff volume.

Gaffield stated this option would require dedication of more area of development sites for stormwater practices, but that small, distributed stormwater management features can be creatively fit into development sites to reduce impact on development area. Gaffield stated the City recently completed a study of the McGaw Park Neighborhood showing how this is feasible. Gaffield stated this option would still result in a flood-prone area in open space similar to what occurs with the existing conditions, although this area would be smaller than in Option 1. Gaffield stated an emergency pumping plan should also be developed as a back-up to the stormwater volume controls for this option.

- **Option 3:** Engineer drainage to the south, requiring coordination with landowners south of Lacy Road.

Gaffield stated this option would still require preservation of a substantial flood-prone area north of Lacy Road in open space.

Additionally, Gaffield discussed stormwater management approaches in the eastern portion of the planning area. Gaffield stated there are smaller kettles scattered near the northern and eastern boundaries. Gaffield stated that generally, the approach would likely be to maintain stormwater buffer/open space areas in these areas and control grading to assure runoff is not directed at existing residences. Gaffield stated a buffer along the northern and eastern neighborhood boundaries could be used for stormwater detention and infiltration practices, with controlled releases to the storm sewer system.

6. Discussion: Neighborhood Listening Session

Garcia reviewed key issues revealed at the neighborhood listening session. “Trust” was identified as the core issue. Garcia stated that many residents of Lacy Heights and Seminole Forest neighborhoods that attended the session felt that their concerns are not being addressed.

Garcia also summarized the three key issues that need to be resolved by the Committee in order for the rest of the planning process to be effective, identified as follows:

- Increasing traffic in and around the new neighborhood and the connectivity of Scarlett and Persimmon Drive as through streets;
- Water problems in yards and basements of existing homes;
- Density and character of residential land uses adjacent to existing neighborhoods;

Thoresen mentioned appreciation for taking a step back on the growth model development. Thoresen stated that the main concern for existing residents of the Lacy Heights and Seminole Forest neighborhoods was that their neighborhood is a truly special place and the neighborhoods

do not want the North Stoner Prairie Neighborhood Plan to compromise the unique character, safety, and value of the neighborhood.

Garcia presented a list of design attributes that will serve as a framework for preparing the growth models, with a sensitivity and acknowledgement of issues and concerns presented at the neighborhood listening session.

Phil Sveum asked if there were any “baselines” from the City that the Committee needed to use in preparing the plan, and asked specifically what the requirements for street extensions were. Garcia responded that the City’s comprehensive plan served as a base line, and that the City’s position was that the North Stoner Prairie Neighborhood would connect to existing roads to the east indirectly. Thoresen encouraged an option that showed no through connectivity as well. Lundberg asked about City ordinances regarding access points and connectivity. Tom Hovel noted that the City’s land division ordinance limited cul-de-sac/dead ends to 600 feet, so the current dead-ends at Scarlett and Persimmon Drives would need to be addressed. Paul Woodard stated he believed that only one additional access point would be introduced to both Seminole Highway and Lacy Road.

8. Next Steps

Garcia stated the growth models will be refined based on today’s comments and the updated models will be discussed at the next meeting. Garcia stated that once a growth model is selected by the Committee, it will be presented to the City’s Committee of the Whole, Community and Economic Development Authority, Plan Commission, and Parks Commission.

9. Announcements

Next Committee Meeting: 4 p.m., Tuesday, April 23, 2013, City Hall Meeting Room.

10. Adjournment

Motion by Lundberg, second by Thoresen, to adjourn at 6:05 p.m. Motion carried unanimously.

Submitted by: Wade Thompson, Resource/Project Planner

Exhibit 15

NSPN Plan – Traffic Projections

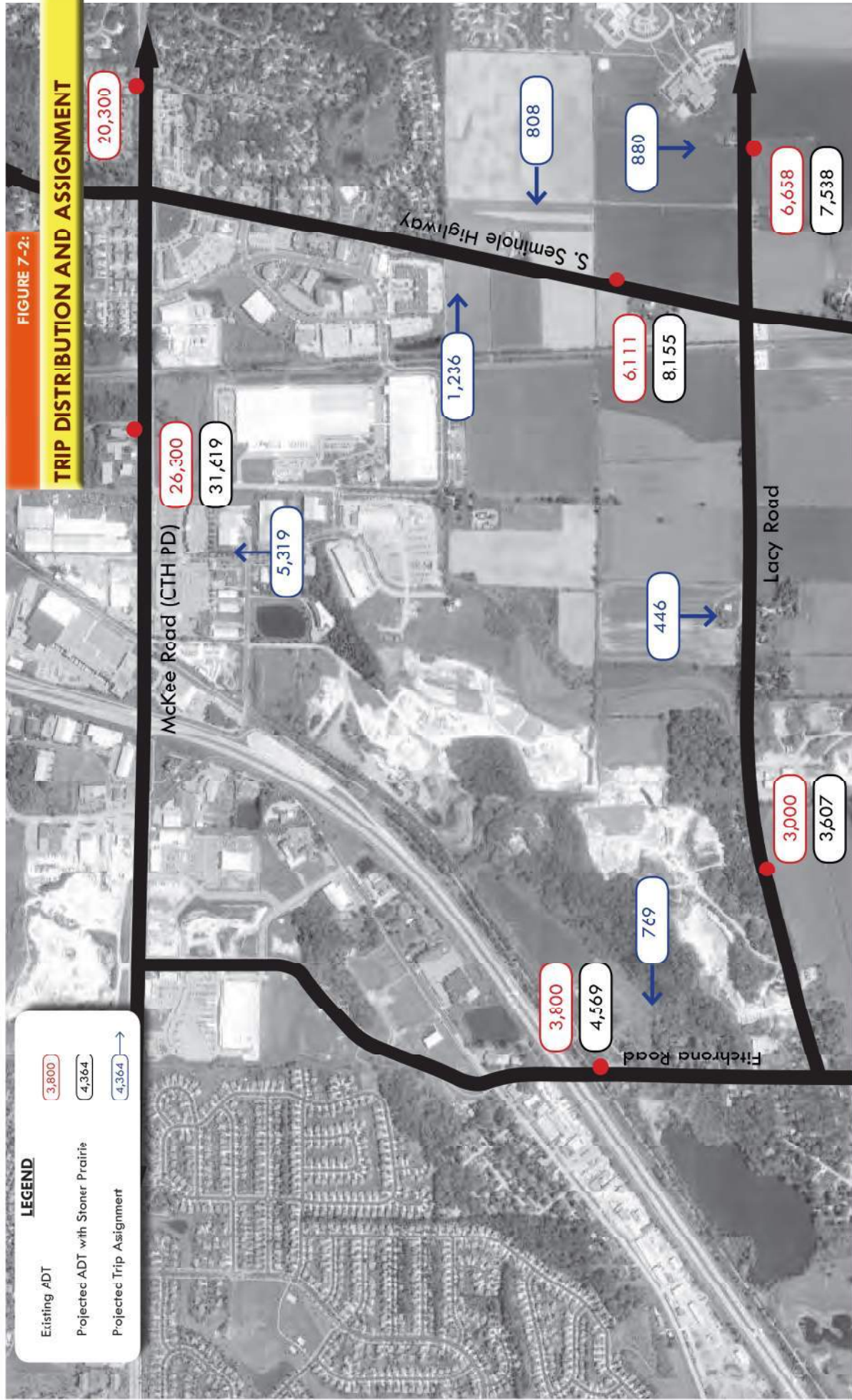


Exhibit 16

Federal Aviation Administration Concurrence



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AGL-5527-OE

Issued Date: 04/29/2016

Sarah Gengler
MSA Professional Services Sarah
2901 International Lane
Suite 300
Madison, WI 53704

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Construction Equipment Road Construction Equipment
Location:	Fitchburg, WI
Latitude:	43-00-30.00N NAD 83
Longitude:	89-28-06.00W
Heights:	1070 feet site elevation (SE) 25 feet above ground level (AGL) 1095 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is (are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L.

This determination expires on 04/29/2017 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7575. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AGL-5527-OE

Signature Control No: 287942823-290449355

(TMP)

Vivian Vilaro
Specialist

cc: FCC

Exhibit 17

WDNR Project Concurrence Letter

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
South Central Region Headquarters
3911 Fish Hatchery Road
Fitchburg, WI 53711-5397

Scott Walker, Governor
Cathy Stepp, Secretary
Mark Aquino, Regional Director
Telephone 608-275-3266
FAX 608-275-3338
TTY Access via relay - 711



January 25, 2016

Michael Maloney
Project Manager
MSA Professional Services
2901 International Lane, Suite 300
Madison, WI 53704

Subject: **DNR Comments and Project Concurrence**
City of Fitchburg
Commerce Park Drive and Sub-Zero Parkway
Dane County

Dear Mr. Maloney:

Thank you for the information regarding the road project referenced above. The City of Fitchburg is working with WisDOT on this project to construct new roads within the North Stoner Prairie neighborhood. The purpose of the project is to accommodate for the expansion of Sub Zero Wolf Inc. and provide future connectivity with greater ease of access within this industrial area. The project includes approximately 4,300 feet of roadway construction, associated utilities and storm water management. Construction on the proposed roadway is scheduled to begin in April 2016. The Department has determined that the water quality, floodplain and wetland protection objectives of the DOT/DNR Cooperative Agreement have been met.

Should the scope of the project change, consultation with this agency must be reinitiated. Further comment on the project may be presented at the preconstruction conference. This final concurrence is conditioned on the project construction being in conformance with the DOT/DNR Cooperative Agreement and on the following project specific conditions:

Endangered Resources (ER)

Based upon a review of the Natural Heritage Inventory (NHI) and other Department records on January 22, 2016, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity.

Wetlands

A wetland delineation report included with the submittal package concluded that there are no wetlands located within the project area. There is one farmed depressional wetland area located to the south of the proposed roadway adjacent to the project area. No wetlands should be disturbed or filled by this project provided appropriate erosion control best management practices are followed during construction.

Waterway and Floodplain

The project area does not include any jurisdictional waterways or floodplain.

Public Lands Badger State Trail

The DNR managed Badger State Trail traverses north/south along the eastern project boundary. This trail travels 40 miles between the Wisconsin-Illinois border and Madison and is a part of an important network of trails used by the public for commuting and recreation in southern Wisconsin. The project may include a new roadway crossing of the trail that would pass through another property and connect with Seminole Highway. Previous coordination with the project team indicated that this crossing would replace the Marketplace Drive crossing of the trail. The Market Drive crossing would be closed if the new crossing is constructed. This letter does not include a recommendation or a concurrence regarding the proposed roadway crossing of the trail. The DNR parks and recreation program that oversees the Badger State Trail will coordinate with WisDOT and other appropriate stakeholders on comments and approval for any new crossing of the trail.

Erosion Control and Storm Water Management

- Proper erosion control measures must be used and maintained during all phases of construction. An erosion control implementation plan (ECIP) must be developed by the contractor and submitted to this office 14 days prior to the preconstruction conference. Erosion control devices should be specified on the construction plans.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, it will be important that the site is properly winterized.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

If you have any questions, please contact this office at 608-275-3301 or eric.heggelund@wisconsin.gov.

Sincerely,

Eric Heggelund

Eric Heggelund
Environmental Analysis & Review Specialist
South Central Region

CC: Michael Erickson, WisDOT
Arthur Sommerfield, WisDOT
Ron Klass, D'Onofrio Kottke and Associates
Margaret Dresen, MSA
Dana White-Quam, WDNR Trails

Exhibit 18

WDNR Agreement for Badger State Trail Crossing

Agreement between the Wisconsin Department of
Natural Resources (WDNR) and the
City of Fitchburg (City)
Regarding Construction of Sub-Zero Parkway
Crossing of Badger State Trail

Return to: Fitchburg City Clerk
5620 Lacy Road
Fitchburg, WI 53711

Parcel No: 060908285305

AGREEMENT

WHEREAS, the Badger State Trail (BST) is owned by the Wisconsin Department of Transportation, but is used as a recreational path with jurisdiction under the WDNR, and

WHEREAS, Marketplace Drive currently crosses the BST north of Outlot 1 of the Fitchburg Business Park plat, and

WHEREAS, in order to accommodate expansion by the Sub-Zero Group the City has vacated portions of Marketplace Drive and Bud's Drive by Resolution R-66-2015, recorded as document number 5197977 at the Dane County Register of Deeds, and

WHEREAS, Sub-Zero Group will be constructing an extension of Commerce Park Drive south to a new east-west street to be named Sub-Zero Parkway which will cross the BST at a location approximately 1,550 feet south of the current Marketplace Drive crossing (see Exhibit A).

WHEREAS, the Marketplace Drive crossing will remain in use, for an unknown period of time, to serve a Sub-Zero Group driveway.

WHEREAS, in order to provide appropriate street connectivity in the neighborhood, the City has obtained a temporary easement for public use over the Sub-Zero driveway which requires the continued use of the Marketplace Drive crossing of the BST until such time as the extension of Sub-Zero Parkway is built east of the BST to connect with Seminole Highway, and

WHEREAS, It is desired to construct Sub-Zero Parkway improvements from the west to the east side of the BST corridor (see Exhibit A) with this construction, and

WHEREAS, A Sub-Zero Parkway street extension east of the BST to Seminole Highway is proposed, but is currently unknown at this point in time, and

WHEREAS, The WIDNR has policies regarding the number of urban crossings of state trails, but is willing to allow construction of the Sub-Zero Parkway crossing, provided that crossing is not used for any motor vehicle purpose, public or private, until such time as the Sub-Zero driveway crossing is closed;


NOW THEREFORE, in consideration of the above recitals, which are hereby incorporated by reference, the mutual covenants hereinafter set forth, the parties hereby mutually agree:


1. The WIDNR, after reviewing and approving plans for the crossing, which shall be compliant with federal bicycle facility standards, shall allow the construction of the Sub-Zero Parkway crossing from the west line of the BST corridor east through the width of the corridor.
2. The City shall have installed a permanent barricade at or near the west edge of the BST corridor, with such barricade and placement to be approved by WIDNR.
3. At such time as Sub-Zero Parkway connects to Seminole Highway, and upon the closing of the Marketplace Drive by barricade, the barricade noted in point 2 above may be removed by the City and the route opened to public use.
4. After opening the Sub-Zero Parkway extension, the City or its agents, shall remove the Marketplace Drive crossing and restore the corridor area affected by such removal.
5. The Sub-Zero Parkway crossing shall not be used by any public or private motor vehicles, including agricultural or construction equipment until such time as the Marketplace Drive crossing is closed. Bicycle and pedestrian access will be allowed to the recreation path and sidewalk that will be constructed in the Sub-Zero Parkway corridor.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 28th day of

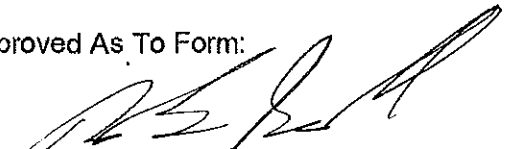
April, 2016.

City of Fitchburg

By: 
Stephen L. Arnold, Mayor

By: 
Patti Anderson, City Clerk

Approved As To Form:

By: 
Mark Sewell, City Attorney

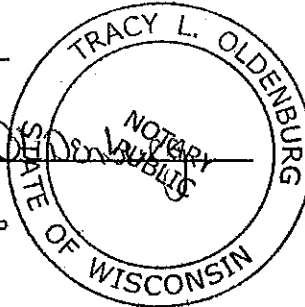
STATE OF WISCONSIN) ss.
COUNTY OF DANE)

Personally came before me this 28th day of April, 2016, the above named Stephen L. Arnold and Patti Anderson, to me known to be the Mayor and City Clerk of the City of Fitchburg and the persons who executed the foregoing instrument and acknowledged the same.

Tracy L. Oldenburg
Notary Public, State of Wisconsin

Printed Name of Notary: Tracy L. Oldenburg

My Commission Expires: Dec. 18, 2016



Wisconsin Department of Natural Resources

By: Benjamin D. Breezy STATE PARKS DIRECTOR

STATE OF WISCONSIN) ss.
COUNTY OF DANE)

Personally came before me this 4th day of April, 2016, the above named BENJAMIN D. BREEZY to me known to be the STATE PARKS DIRECTOR and the person who executed the foregoing instrument and acknowledged the same.

Sharon J. Smith
Notary Public, State of Wisconsin

Printed Name of Notary: SHARON J. SMITH

My Commission Expires: 8/14/2013

Drafted by: Thomas D. Hovel, City Planner



**A: Existing Marketplace Drive
Crossing of Badger State Trail**

**B: Proposed Sub-Zero Parkway
Crossing of Badger State Trail**

EXHIBIT A

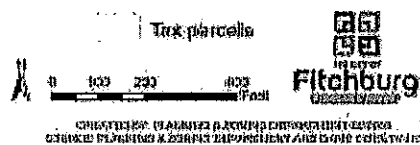


Exhibit 19

Archeology and History Review Worksheet

**ARCHAEOLOGICAL/HISTORICAL REVIEW WORKSHEET for
PROJECTS MANAGED AND SUPERVISED BY WisDOT
on STATE FUNDED PROJECTS**

According to state law (Wis. Stats. s. 44.40), each state agency is required to consider whether any its proposed actions will affect any historic property (e.g., buildings/structures, historic or archaeological sites or districts) listed on the National Register of Historic Places (NRHP), the State Register of Historic Places, the inventory of sites maintained by the Wisconsin Historical Society (WHS), or lists of locally designated historic places. If the agency determines that its action will affect such a property, it must notify the State Historic Preservation Officer (SHPO), and if the effect is determined to be adverse, the agency and SHPO negotiate to "reduce" the effect.

I. PROJECT INFORMATION

Project ID 5849-00-00	Highway-Street Commerce Park Drive & Sub-Zero Parkway	County Dane
Project Termini Badger State Trail		Region Southwest
Project Length (miles) 0.81	Land to Acquire 0	
Project Sponsor City of Fitchburg		
Project Description The proposed Sub-Zero Parkway and Commerce Park Drive Roadway Construction is approximately a 4,300 L.F. urban roadway with a proposed right-of-way of 80 feet, consisting of 2-lanes, sidewalk, bike path, and public utilities. This project will provide public streets to accommodate the expansion of Sub-Zero while providing greater transportation efficiency and connectivity for the trucking of materials and finished goods.		

II. WISCONSIN HISTORIC PRESERVATION DATABASE (WHPD) REVIEW

- ☒ Project plans attached
☒ Date of WHPD review 01/29/2016 (attach a copy of the WHPD screen)

Findings: Area of Potential Effect (APE)

- | | |
|--|---|
| <input checked="" type="checkbox"/> No recorded site in APE | <input type="checkbox"/> Yes site in APE |
| <input checked="" type="checkbox"/> Archaeology | <input type="checkbox"/> Archaeology |
| <input checked="" type="checkbox"/> History | <input type="checkbox"/> History |
| <input checked="" type="checkbox"/> No cemetery or burial site in or adjacent to APE | <input type="checkbox"/> Yes cemetery or burial site in or adjacent to APE, complete WisDOT form DT1614 |

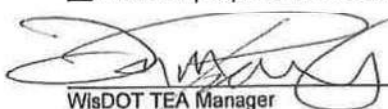
III. SURVEY COMPLETED (only complete if findings above have a site/cemetery)

- ☐ No Archaeological site(s) identified – ASFR Attached
☐ No potentially eligible archaeological site(s) in project area – Phase I Report attached
☐ No buildings/structures identified – A/HSF attached
☐ Potentially eligible buildings/structures avoided-documentation attached

IV. COMMITMENTS/SPECIAL PROVISIONS

V. PROJECT DECISION

- ☒ No historic properties (historical or archaeological) in the APE.
☒ No historic properties (historical or archaeological) affected.
☐ Historic properties affected – consult w/ Bureau of Technical Services (BTS) and SHPO

 2/4/16
 WisDOT TEA Manager (date)

 2-5-16
 WisDOT Historic Preservation Program Manager (date)