



City of Fitchburg
 Planning/Zoning Department
 5520 Lacy Road
 Fitchburg, WI 53711
 (608) 270-4200

CONDITIONAL USE PERMIT APPLICATION

The undersigned owner, or owner's authorized agent, of property herein described hereby applies for a conditional use permit for the following described property:

1. Location of Property:

Street Address: Future Central Park Place right of way

Legal Description - (Metes & Bounds, or Lot No. And Plat): _____

SEC 11-6-9 N1/2 SE1/4 NE1/4

***Also submit in electronic format (MS WORD or plain text) by email to: PLANNING@FITCHBURGWI.GOV

2. Current Use of Property: Agricultural

3. Proposed Use of Property: Road and Stormwater Culvert

4. Proposed Development Schedule: Start Construction 8/5/19, End 6/5/20

5. Zoning District: SC-NC

6. Future Land Use Plan Classification: Road and Civic Space

***Pursuant to Section 22-3(b) of the Fitchburg Zoning Ordinance, all Conditional Use Permits shall be consistent with the currently adopted City of Fitchburg Comprehensive Plan.

***Attach three (3) copies of a site plan which shows any proposed land divisions, plus vehicular access points and the location and size of all existing and proposed structures and parking areas. Two (2) of the three (3) copies shall be no larger than 11" x 17". Submit one (1) pdf document of the entire submittal to planning@fitchburgwi.gov.

Additional information may be requested.

Type of Residential Development (If Applicable): N/A

No. of Dwelling Units by Bedroom: 1 BR 2 BR 3 BR 4 or More

No. Of Parking Stalls: _____

Type of Non-residential Development (If Applicable): _____

Proposed Hours of Operation: _____ No. Of Employees: _____

Floor Area: _____ No. Of Parking Stalls: _____

Sewer: Municipal Private Water: Municipal Private

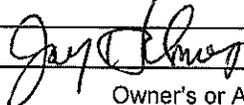
Current Owner of Property: No Oaks Ranch LLC Jay Holmes

Address: PO Box 888, Longmont CO 80502 Phone No: _____

Contact Person: Gus VanderWegen

Email: gus.vanderwegen@fitchburgwi.gov

Address: 5520 Lacy Rd Phone No: 608-270-4266

Respectfully Submitted By: 

Owner's or Authorized Agent's Signature

**** It is highly recommended that an applicant hold at least one neighborhood meeting prior to submitting an CUP application to identify any concerns or issues of surrounding residents.**

PLEASE NOTE - Applicants shall be responsible for legal or outside consultant costs incurred by the City. Submissions shall be made at least four (4) weeks prior to desired plan commission meeting.

For City Use Only: Date Received: _____ Publish: _____

Ordinance Section No. _____ Fee Paid: _____

Permit Request No. _____

Central Park Place - Narrative Description

Project Purpose and Need

The City of Fitchburg is seeking to install a new roadway segment (Central Park Place) that will connect South Syene Road to Lacy Road. This new roadway segment will serve a new neighborhood and most importantly will provide a critical connection for a new fire station to efficiently access Lacy Road and Highway 14. The new fire station is located at the southeast corner of West Clayton Road and South Syene Road. A major factor for selecting the location for the fire station was the proximity to Lacy Road-Highway 14 interchange, and the resulting enhanced emergency response time to the east side of the City.

Project Construction & Management

The project includes the installation of City infrastructure - water, sanitary sewer, stormwater management, utilities, lighting, pedestrian accommodation, roadways, a roundabout, and landscaping. Portions of the land where the road will be installed have been previously dedicated to the City, and the remainder of the property needed for the project are in the process of being dedicated to the City. The surrounding lands are privately owned.

Construction Schedule & Sequence

Site construction is anticipated to begin in mid-2019. Grading, infrastructure, and restoration will be completed by fall 2019. Final stabilization is anticipated the spring of 2020.

Temporary and Permanent Erosion Control Measures

All work will be conducted in accordance with DNR and City of Fitchburg requirements and all necessary permits and approvals will be obtained. Sedimentation and erosion control measures outlined in Chapter NR 151 of the Wisconsin Administrative Code will be implemented and in place prior to any land disturbing work on the site. Sedimentation control measures will include, but not be limited to, silt fence, temporary sediment traps, dewatering treatment prior to discharge, riprap, erosion matting, seeding and mulching.

Stormwater management practices will meet the requirements of the City and the DNR. These will include native vegetation and a wet detention basin.

Disposal Area for Excavated Materials

Excess topsoil will be sold or used on other upland projects.

Surface Area of Wetland to be Filled

The proposed activity requires the filling of a total of 19,945 square feet of wetland. This includes two distinct features: 3,775 square feet of a tributary to Nine Springs Creek are proposed to be filled to accommodate the placement of a box culvert; and 16,170 square feet of a disturbed fresh wet meadow are proposed to be filled to accommodate the construction of a roundabout and roadway.

Type of Vegetation in Existing Waterway and Wetland

Vegetation within the waterway consists entirely of reed canary grass (*Phalaris arundinacea*). Vegetation within the disturbed fresh wet meadow is dominated by reed canary grass and also includes Canada goldenrod (*Solidago canadensis*), Dudley's rush (*Juncus dudleyi*) and Kentucky bluegrass (*Poa pratensis*). There are no nearby or adjacent wetland to compare.

Distance to Nearest Lake, Stream or Pond

A tributary of Nine Springs Creek runs through the project area. The tributary runs out of a stormwater pond located approximately 800 feet to the southwest. The named portion of Nine Springs Creek is located approximately 3,600 feet to the northeast. Lake Waubesa is approximately 3 miles east and Lake Monona is approximately 2.5 miles northeast.

PROJECT NO.
180304

CHECKED
GBLA

DRAFTER
DPER

DATE
04/03/2019

SCALE
AS SHOWN

REVISIONS

NO. DATE REMARKS

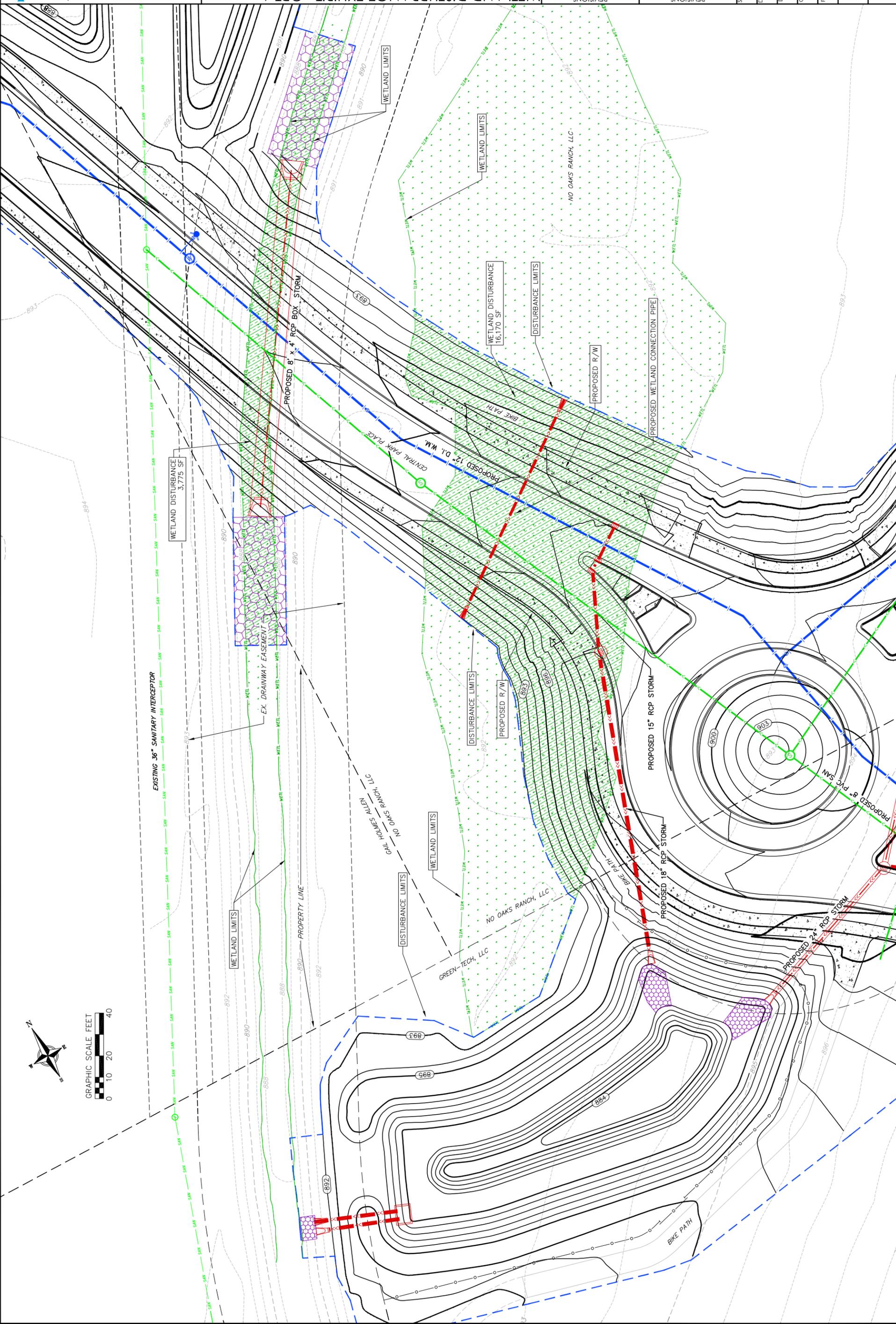
REVISIONS

NO. DATE REMARKS

REVISIONS

STREET & UTILITY IMPROVEMENTS
CITY OF FITCHBURG
DANE COUNTY, WISCONSIN

verbicher
planners | engineers | advisors
Phone: (800) 261-3898



Waterway Individual Permit Application- General Information

PROJECT: Central Park Place Road Expansion

Format Documents : If you submitted an application in hard copy with documents that are larger than 11x17, WDNR staff may request that you submit a copy of the document in electronic format, either as an email attachment, or on digital media, such as a CD

The information included in this checklist is necessary for a complete application. A complete submittal with detailed drawings will help us make a decision about your permit application. Any applicable statutory review times do not begin until the application is received by the Department and is determined to be complete.

Please recognize that you are responsible for obtaining all necessary local (e.g. city, town, village or county) and U.S. Army Corps of Engineer permits or approvals in addition to any applicable state permits prior to commencing any work at the project site.

To help us make a decision in the shortest amount of time possible, the following information must be submitted:

Culvert

1. Review the following links for more information: [Instructions](#)
2. Attach a copy of your deed or similar proof of ownership.
3. Attach a good photo that clearly shows the existing project area.
4. Attach a narrative description of your proposal.
5. Download and review the [example](#) site map
6. Attach a site map based on the following format: [Blank Site Map](#)
7. Complete all displayed forms and fee sheets.
8. Pay fee online
9. Sign and Submit form.

Dam - Abandonment and Removal

Miscellaneous

Wetland disturbance

1. Review the following links for more information: [Wetland Disturbance Instructions](#)
2. Attach a copy of your deed or similar proof of ownership.
3. Attach a good photo that clearly shows the existing project area.
4. Attach a narrative description of your proposal.
5. Wetland boundary information. (Upload in other attachments area)
6. Complete all displayed forms and fee sheets.
7. Pay fee online
8. Sign and Submit form.

Please review the following links for additional county and Corps of Engineering requirements:

Army Corps of Engineers: <https://mvp.usace.afpims.mil/Portals/57/docs/regulatory/PM%20County%20Assignments%20WI%20January%202013.pdf>

County Zoning: <http://dnr.wi.gov/topic/shorelandzoning/contacts/county.html>

Notice: Pursuant to chs. 30 and 31, Wis. Stats., ch. 281, Wis. Stats, and s. 283.33, Wis. Stats., this form is used to apply for coverage under the state construction site storm water runoff general permit, and to apply for a state or federal permit or certification for waterway and wetland projects or dam projects. This form and any required attachments constitute the permit application. Failure to complete and submit this application form may result in a fine and/or imprisonment or forfeiture under the provisions of applicable laws including s. 283.91, Wis. Stats. Personal information collected will be used for administrative purposes and may be provided to requesters to the extent required by Wisconsin's Public Records Laws (ss. 19.31-19.39, Wis. Stats.). This form is required for U.S. Army Corps of Engineers (ACOE) regulatory purposes pursuant to 33 CF 325.

Read all instructions provided before completing

Section 1: Landowner Information

Organization, Entity or Name City of Fitchburg	Authorized Representative (Last Name, First Name) Richardson , Aaron		
Mailing Address 5520 Lacy Road	City Fitchburg	State WI	Zip Code 53711
Email aaron.richardson@fitchburgwi.gov	Phone Number (incl. area code) 608-628-0368	Alternative Phone Number	

Section 2: Applicant/Information Select if same as landowner

Organization, Entity or Name City of Fitchburg	Contact Person (Last Name, First Name) Vanderwegen , Gus		
Mailing Address 5520 Lacy Road	City Fitchburg	State WI	Zip Code 53711
Email gus.vanderwegen@fitchburgwi.gov	Phone Number (incl. area code) 608-270-4266	Alternative Phone Number	

Section 3: Primary Project Contact Select if same as landowner

Consultant or Plan Preparer Contractor Agent Other - specify: _____

Name (Organization or Entity) raSmith	Contact Person (Last Name, First Name) Horton , Cory		
Mailing Address 5250 East Terrace Drive #108	City Madison	State WI	Zip Code 53718
Email cory.horton@rasmith.com	Phone Number (incl. area code) 608-421-5310	Alternative Phone Number	

Section 4: Project or Site Location:

Project Name Central Park Place Road Expansion	County Dane	<input checked="" type="radio"/> City <input type="radio"/> Township <input type="radio"/> Village of FITCHBURG;C
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Location Address / Description
 Proposed project is located between Humes Lane and Lacy Road

Public Land Survey System (PLSS) – Provide the section, range, township information and latitude and longitude in decimal degrees, if available.

E 43.011239 -89.390809
 W Latitude Longitude
 of of Section Township Range
 $\frac{1}{4}$ NE $\frac{1}{4}$ 11 06 N 09

If this site is not wholly contained in the quarter-quarter section, more description:

Contained on SE and SW quarter-quarter section

Waterways: Provide the name(s) of closest water bodies

Tributary of Nine Springs Creek, Nine Springs Creek

Section 5: Wetlands

If a wetland is present at a project site and permit approvals are sought through the waterway and wetland program, storm water program, or concentrated animal feeding operations (CAFO) program, the department requires that a wetland delineation that accurately shows the location of a wetland is submitted with an application. A wetland delineation needs to be verified/concurred with before the application can be submitted or be considered a complete application. See the department "[Wetland screening and delineation procedures](http://dnr.wi.gov/topic/waterways/construction/wetlands.html)" at <http://dnr.wi.gov/topic/waterways/construction/wetlands.html> for more information for more information.

Is a wetland present in the project area? Yes No

If yes, select all sources of information used and attach supporting report or documentation

- a. A copy of your wetland delineation and a [Wetland Confirmation Service](#) concurrence letter (wetland boundary verification service offered for a fee from the department)
- b. An [assured delineator's](#) wetland delineation report
- c. A copy of your wetland delineation and an Army Corps of Engineers concurrence letter
- d. A copy of your correspondence with a [WDNR Office of Energy Water Management Specialist](#) or [WDNR Transportation Liaison](#) regarding your wetland review/ concurrence.

If no, please select one of the following items showing that a wetland is not present within the project boundaries:

- a. A copy of your wetland determination and a letter from the department's [Wetland Identification Program](#) stating wetlands are not present or the activity proposed in the wetland is exempt under NR 103.06(4)
- b. A letter from an assured delineator stating wetlands are not present
- c. Documentation showing that each of these resources were reviewed for wetland absence on the [Surface Water Data Viewer](#):
 - i. Surface Water Data Viewer- Wisconsin Wetland Inventory
 - ii. Surface Water Data Viewer- Wisconsin Indicator layer
 - iii. Surface Water Data Viewer- Digital Topographic map layer or aerial photo indicating if waterways, drainage ways, ditches, depressions, or standing water are within project boundary
- d. Show that the project limits are entirely in existing paved, graveled, or concrete areas
- e. A copy of your correspondence with a [WDNR Office of Energy Water Management Specialist](#) or [WDR Transportation Liaison](#) regarding your wetland review/concurrence

(Please note that if the information provided is incorrect or incomplete, the overall permit application may be considered incomplete and may be returned to the applicant.)

Section 6: Endangered or Threatened Resources

Has the presence of endangered or threatened resources been evaluated according to protocols developed by the DNR Bureau of National Heritage Conservation (BNHC) <http://dnr.wi.gov/topic/ERReview> Yes No

If Yes, select how the evaluation was completed and attach supporting report or documentation:

- a. Endangered Resources Preliminary Assessment from the Public Portal
- b. Certified ER Review Letter - specify: ERR- (example ERR-15-123)
- c. Broad Incidental Take Permit /Authorization -specify (e.g. No / Low Impact Activities, Grassland & Savanna Management, etc.): _____
- d. Other: _____

Section 7: Project Information (Attach additional sheets as necessary)

Anticipated Project Start Date: <input type="text" value="8/5/2019"/>	Projected Project End Date: <input type="text" value="5/15/2020"/>
Photos: Provide photographs of the "before" condition.	Date of Photographs: <input type="text" value="10/22/2018"/>

Narrative of the Project:
Provide a one to two paragraph description of the proposed project, including land and water alterations and intended use(s) of the project. Include this in the attachment section.

Section 8: Certification and Permissions

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or imprisonment or forfeiture under the provisions of applicable laws.

Permission: I hereby give the Department permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Signed Electronically

Signature of Landowner / Authorized Representative – For **Stormwater applications**,
signature of landowner is required. Authorized representative is not sufficient.

Date Signed

The Practicable Alternatives Analysis (PAA) is an important process the applicant is responsible for completing to thoroughly evaluate and verify the proposed project can not avoid wetland impacts and that the project alternative selected minimizes wetland impacts to the maximum extent practicable while meeting the overall project purpose. It is very important for the applicant to provide as much information and detail as possible on the range of alternatives considered along with supporting documentation as this information is used by Department permit review staff to verify project meets the requirements established in law, Section 281.36, Wis. Statutes, and applicable General Permits eligibility standards.

WI Department of Natural Resources (DNR) permit review staff will conduct an evaluation to determine the environmental impacts of the project, including impacts to wetland water quality standards outlined in NR 103, Wis. Administrative Code. If the project results in significant adverse impacts to wetlands or natural resources, the project does not meet the requirements established in law and a permit can not be granted.

Note: The PAA information provided will also be used by the U.S. Army Corps of Engineers (ACOE) during the federal review process. Should your project impact other aquatic resources regulated by the ACOE, such as lakes, rivers, and streams, you may use this PAA supplement to describe practicable alternatives to impacting those resources.

DIRECTIONS: All questions below must be answered in detail and supported with documentation. This includes information required in a General Permit PAA Supplement, if one is available for the proposed project activity as noted in Section 2 and Section 3 below. Attach your PAA to your wetland permit application along with the other informational items required for a complete application package.

The term “practicable” means reasonably available and capable of being implemented after taking into consideration cost, site availability, available technology, logistics and proximity to the proposed project site, in light of overall purpose and scope of project.

TIP : If federal, other state or local requirements limit your ability to avoid and minimize wetland impacts, it can be helpful to request a meeting with all parties to determine possible options available to avoid and/or minimize wetland impacts that may be acceptable to the parties.

ASSISTANCE: If you have questions about this PAA outline please contact the [DNR Water Management Specialist](#) and/or the [U.S. Army Corps of Engineers Project Manager](#) for the county where your project is located for assistance. You may also request a pre-application meeting with DNR and ACOE permit reviewers to help you further understand the PAA process, the minimum project alternatives required and any project specific alternatives that should be considered for your project. Note, agency staff can help provide you with guidance, but the applicant is responsible for preparing and submitting a complete PAA and other application materials.

SECTION 1 – PROJECT BACKGROUND

1. Describe the overall purpose and need for the project.

The City of Fitchburg is seeking to install a new roadway segment (Central Park Place) that will connect South Syene Road to Lacy Road. This new roadway segment will serve a new neighborhood and most importantly will provide a critical connection for a new fire station to efficiently access Lacy Road and Highway 14. The new fire station is located at the southeast corner of West Clayton Road and South Syene Road. A major factor for selecting the location for the fire station was the proximity to Lacy Road-Highway 14 interchange, and the resulting enhanced emergency response time to the east side of the City.

2. Is your project an expansion of existing work or is it new construction?

This segment of road is a new construction.

3. When did you start to develop a plan for this project (month/year)?

The planning process for the Nine Springs neighborhood started in 1993. A traffic analysis was completed which set the Central Park Place road geometry. The Nine Springs neighborhood is a Smartcode district with transect zones and a grid roadway network. In the early 2000's the City constructed a sanitary sewer interceptor and also constructed stormwater channel running in a north/northeast direction. The channel that was constructed has resulted in a USACE jurisdictional waterway connection, as well as overbank wetlands that were created by the modified hydrology. For this reason, the neighborhood plan did not anticipate wetland impacts for the Central Park Place roadway construction.

4. Are you the current owner or easement holder of the property? If so, how long have you owned the property? If you are not the property owner, please provide the current owner's name and contact information.

The property in the Nine Springs Neighborhood is privately owned. As development has occurred in the neighborhood, developers have been required to dedicate roads consistent with the neighborhood plan. The neighborhood plan proposed a roundabout roughly midway between the railroad and Lacy Road – to accommodate additional roadway connections and to enhance safety for the roadway. The southern portion of the roundabout and the rights of way toward Lacy Road have been platted for the anticipated rights-of-way. In 2017, Central Park place was constructed from South Syene Road to just west of the railroad rights-of-way.

While the roadways in this neighborhood have typically been designed/permitted/constructed by private developers as the development has occurred, the development of lands needed for the full construction of Central Park Place connection to Lacy Road has not occurred to date. The construction of the City's fire station is anticipated to be completed in the summer of 2019. In order to effectively respond to emergency calls, the City is working to complete the connection independent of the development timelines. The City is working with the surrounding landowners to dedicate the needed lands with a certified survey map. The process for the dedication of land is underway, and copies of the proposed CSMs are included in the attachments. The current property owners are:

Green Tech Land Company LLC – Chris Armstrong 608-294-4086

No Oaks Ranch LLC - Jay Holmes 303-591-0702

5. Explain what the consequences are of not building the project. Include social and economic consequences, as well as other pertinent information.

If the project were not built, emergency response times would suffer. Fire trucks would need to access the eastern portions of the City by traveling south to East Cheryl Parkway and then to Lacy Road or heading north along McCoy Road. These routes adds critical seconds to each response. If the project were not built, it would also eliminate a redundant route for emergency services. These redundant routes are critical in times of heavy traffic, road closures, and train activity. If the roadway connection was not made, long term traffic flow would also suffer. As the neighborhood develops, fewer routes would be available for travel and traffic congestion would be increased.

6. Explain why the project must be located in or across wetlands.

Due to the required location and geometry of the railroad crossing, the platted roads connection to the south, property ownership, and the fire department use, the project must cross wetlands.

SECTION 2 – DEVELOPING PROJECT ALTERNATIVES

Your analysis must address the following questions. Certain project types have specific standard “avoid and minimize” alternatives that you are required to consider. The activity-based General Permit PAA

Supplements for:

- Private Roads/Driveways;
- Commercial/Residential/Industrial Structures;
- Utilities;
- Solid Waste Disposal Facilities.

are available at:

http://dnr.wi.gov/topic/waterways/construction/wetland_ip/practical_alternatives_analysis2012.pdf

You are also required to consider avoid and minimize project alternatives that may be unique to your project and/or site. For each alternative analyzed, please show the location of the alternatives on an aerial photograph and clearly label each alternative.

1. How could you redesign or reduce your project to avoid wetlands and still meet your overall project purpose?

Our project team developed and evaluated project alternatives to avoid and minimize the wetland impacts for the project. Our development of project alternatives followed "Supplement 1 – Road and Driveway Wetland Crossings Alternatives to avoid & Minimize Wetland Impacts."

Avoidance of impacts

- A1) Existing roadways – Several existing roadway routes were evaluated. These include McCoy (EXHIBIT 1), West Clayton (EXHIBIT 2), and East Cheryl Parkway (EXHIBIT 3).
 - A2) Relocating roadway - Several alternative routes were evaluated (EXHIBIT 4) See Green, Yellow, and Blue routes.
 - A3) Relocate other proposed structures – There are not any proposed structures with this project.
 - A4) Reduce roadway width or height – Options for reducing the limits of work were considered. The project team evaluated keeping the roadway profile low, narrowing the limits of grading, and the use of retaining walls.
 - A5) Clear span bridge – A clear span bridge was evaluated for the project
 - A6) Open bottom culvert – An open bottom culvert was evaluated for the channel crossing
 - A7) Access from adjacent parcel – Does not apply
 - A8) Other Properties – Does not apply
2. How could you redesign or reduce your project to minimize unavoidable wetland impacts and still meet your overall project purpose?

Minimization of impacts

- M1) Existing Road- Existing routes were evaluated to minimize wetland impacts. (EXHIBIT 4) See Green, Yellow, and Blue routes.
 - M2) Reduce Road/Driveway Crossing (Width and/or Height). Roadway profiles were evaluated to minimize wetland impact while being protected from flooding. Road widths were evaluated and side slopes were steepened to minimize fill and wetland impacts. Retaining walls and guard rails were evaluated.
 - M3) Relocate Other Proposed Structures – Not applicable
 - M4) Relocate Crossing to Narrowest Portion of Wetland. Alternative routes were evaluated to find locations where the road can cross the wetland at the narrowest location that would result in the least amount of wetland fill.
 - M5) Place Crossing at Wetland Edge. Alternative routes were evaluated to find locations where the road can cross the wetland at the wetland edge.
 - M6) Limit Crossing to Degraded Wetlands & Avoid High Quality Wetlands. All of the wetlands are degraded and low quality
 - M7) Maintain Wetland Hydrology. Culverts were sized to minimize impacts to wetland hydrology and the water flow and connection to the wetland on either side of the road.
3. What other sites were considered for this project? These properties include properties you currently own or recently have owned and other properties that are available for sale in the area? Provide the geographic area(s) you searched for an alternative site and the specific location of other properties considered. For each of these properties considered, indicate why they were not selected whether or not they meet the overall project purpose and need. Available properties that meet the purpose and need should be considered further, particularly if they result in lower wetland impact compared to the selected alternative." If no other sites were considered, please explain why.
- Due to the connection points at the railroad, the previously platted land, the previously prepared neighborhood plan and roadway network, the sight distance requirements at Lacy Road, the privately held land, the critical nature of emergency response - there is not an alternative site that can meet the above needs/constraints.

For each alternative considered, including the preferred alternative, the following information should be used to evaluate whether the alternative meets or does not meet the basic project purpose. In addition, quantitative and reliable supporting information should also be provided and includes information such as data, reports, studies, economic or cost comparison analysis and other pertinent information. If there is PAA Supplement available for your project type as noted in Section 2, Step 3 of the PAA Supplement outlines common supporting documentation applicants use to evaluate feasibility of an alternative and supply with their PAA submittal. Providing summary tables of the alternatives considered can provide a useful comparison of the alternatives and ease the review process. Each project alternative should be clearly labeled on an aerial photograph showing proposed location.

1. Will the alternative affect wetlands? If so please provide the area and type of wetland impacted as well as a description of the proposed impact (e.g. temporary or permanent, wetland type conversion or fill).

Alternative A1/M1 would avoid all waterway and wetland impacts

Alternative A2/M2 would have 2,340 square feet of impact to the waterway. Yellow and Blue routes would avoid fresh meadow impacts, while the green route would impact approximately 2,000 square feet of fresh meadow.

Alternative A4 would have a waterway impact of 1,740 square feet and fresh meadow impact of 11,970 square feet.

Alternative A5/A6 would avoid all waterway and wetland impacts

2. Provide resizing or reconfiguration options for each alternative to reduce or eliminate wetland impacts.

Resizing and reconfiguration options are discussed under item 4 below.

3. What are the primary costs for developing the alternative?

- Primary costs may be converted to a cost/acre, cost/ton, cost/linear-foot or other appropriate figure for comparison purposes. However, please describe whether there is any aspect of an alternative that greatly inflates or reduces the primary costs for that alternative. Sunk costs should not be included in the analysis and include costs associated with the purchase of the property, consultant fees and other preexisting outlays not directly related to the selection of alternatives.

Alternative A4/M2 -Retaining wall costs are estimated to be \$50 per face foot of wall. With over 2,000 face feet required, wall cost would exceed \$100,000.

Alternative A5 - A clear span bridge costs \$125 per square foot of deck (per DOT estimates). The bridge required would be over 12,000 square feet of deck, bridge cost would exceed 1.5 million dollars.

Alternative A6 - An open bottom culvert would cost \$125 per square foot. The open bottom culvert would be over 4,000 square feet and would cost over \$500,000.

4. What are the logistical reasons that make an alternative not practicable? Logistical constraints include, but are not limited to:

- Inability to meet other regulatory standards
- Construction Limitations
- Access or transportation concerns
- Site availability
- Existing infrastructure

sound like much – every second is critical to emergency responders.

Eliminating the Central Park Place Crossing removes a critical redundant route for emergency vehicles. The route that emergency responders will take will depend on the call location, vehicular traffic, construction and railroad activity. In order to reduce the response times, these multiple routes are vital when there is traffic, construction, or a train blocking a crossing.

Alternative A2/M2/M4 – relocating the roadway to avoid or minimize impacts

The project team evaluated three alternative routes to try and avoid and minimize wetland impacts. While all routes need to cross the channel, the alternative routes would avoid or minimize impacts to the wetland adjacent to the channel. After investigation, these routes were determined to not be feasible.

As described in the project background, the neighborhood plan and roadway layout predated the existence of the wetland and channel. The project background also identifies that the land needed for the roadway is not owned by the City. Due to the historic planning, several fixed points exist along the route. The rail crossing location has been fixed by the railroad. The crossing must be perpendicular to the tracks and straight for a distance to allow site distance at the crossing. The location of the intersection at Lacy Road is also fixed due to previous land dedication, and the needed elevation and site distance to access the road. The property needed for the southern half of the route has been previously dedicated to the City, which includes the dedication of land for a roundabout.

The blue route was not feasible, due to the elevation and site distance at the intersection at the connection point to Lacy Road. The location would not allow adequate site distance for vehicles to make an eastbound turn. The land along this route also bisects prime developable land. The land along the blue route is not owned by the City. This route is also not consistent with the planning for the area. The street network and lot layouts for the entire neighborhood would be disrupted.

The yellow route results in two sweeping curves that are not suitable for the speed/turning radius of responding fire apparatus. The route is also located on prime developable land that is not owned by the City. This route is not consistent with the street network, lot layout, or previously dedicated land.

The green route also has sweeping curves that are not suitable for the speed/turning radius of responding fire apparatus. The route is also located on prime developable land that is not owned by the City. This route is not consistent with the street network, lot layout, or previously dedicated land.

A4) Reduce roadway width or height. In the selected alternative, the roadway profile was lowered as much as feasible. The roadway could not be lowered any more, due to the flooding of the roadway that would occur.

The design team also investigated the potential for reducing lane widths and the use of walls to reduce grading impacts to the wetland. The roadway widths could not be reduced due to the classification of the roadway and the necessary width for turning movements of truck traffic and needed accommodations for pedestrians. Retaining walls were evaluated to see if they could reduce the wetland impact (see exhibit). The retaining walls were problematic as they are a safety concern for this section of the rights-of-way. The wetland crossing is immediately adjacent to the roundabout, a place where the sidewalk/path/roadway are curving. This is not an optimum place to put a 4-foot drop off.

Even if a wall was placed immediately at the back of sidewalk/trail, the wetland impact would only be reduced by roughly 6,000 square feet. In reality, fall protection would be needed between the walk and wall and space would be needed for the construction of the wall foundation. We calculate that the wall would reduce the wetland impact by less than 4,200 square feet. We estimate that 520 linear feet of 4-foot structural wall and 500-feet of guardrail would be needed. This would cost over \$100,000.

The wall would be located where there is significant curvature in the sidewalk/bike path/road. The wall would present a significant safety concern for pedestrians/bikers or if a car left the roadway. For this reason a wall was not a feasible alternative.

Alternative A5/A6 – build a clear span bridge or Open Bottom Culvert

The roadway/pedestrian width is over 80-feet. Spanning the wetland would require a 150-foot span. According to DOT references, a medium/long span bridge like this costs over \$125 per deck square foot. A bridge this length would cost over 1.5 million. This cost is beyond what the project can afford.

The channel crossing would require a bridge span of 50-feet. The cost for a bridge over the channel would cost roughly

5. What are the technical constraints to an alternative?

- Technical constraints include, but are not limited to, inadequate depth to bedrock, inappropriate site geology, inadequate distance to groundwater, proximity to a contaminated area, unfavorable soils, or engineering concerns.

Technical constraints are discussed under section 4 above. These technical constraints are safety concerns, flooding concerns, geometric roadway design parameters, sight distance, and bridge foundation conflicts with the sanitary sewer.

6. Are there impacts to other important resources?

- Archeological or historical sites
- Habitat for endangered or threatened species
- Environmental Corridors or Natural Areas
- Waterway

The project does cross a constructed channel. The roadway crosses the waterway with a box culvert that is depressed six inches below the bed of the channel. The box culvert results in a waterway impact of 3,775 square feet. Impacts to other important resources are not anticipated.

7. Are there other factors you would like us to consider during our alternative analysis evaluation?

SECTION 4 - PREFERRED PROJECT ALTERNATIVE

1. Indicate how your preferred project alternative meets your project purpose and how it avoids and/or minimizes wetland impacts to the maximum extent practicable.

The selected alternative minimizes wetland impacts to the maximum extent practicable. The roadway was kept as low as possible to minimize the grading footprint and wetland impact. The roadway profile was lowered roughly 2-feet and the side slopes of the rights of way were steepened to the maximum maintainable slopes.

2. Indicate how you plan to minimize harm to the impacted wetlands and adjacent wetlands that will not be directly impacted by the project. Examples include, but are not limited to erosion control, proper marking of the limits of proposed wetland impact, visible flagging for protection of wetlands that will not be impacted by project, adequate storm water management, best management practices, etc.

The project provides a hydraulic connection between the remaining wetlands to minimize the chances of secondary wetland impacts. The channel crossing uses an oversized box culvert with a bottom depressed below the channel flow line. This will provide a natural bottom. Storm water treatment is provided for the project. Best management practices are provided to maintain water quantity and quality. Energy dissipating measures such as turf reinforcement mat and riprap will reduce erosion and scour. Temporary erosion control measures will be provided to protect wetland areas from erosion and sedimentation.

**General Permit Worksheet
Culvert Placement on Navigable Waterways**

This worksheet should be completed and accompany all application materials (Waterway General Permit Application and Approval - Form 3500-108) and any other additional support documents.

Project Start Date (mm/dd/yy): 8/5/2019

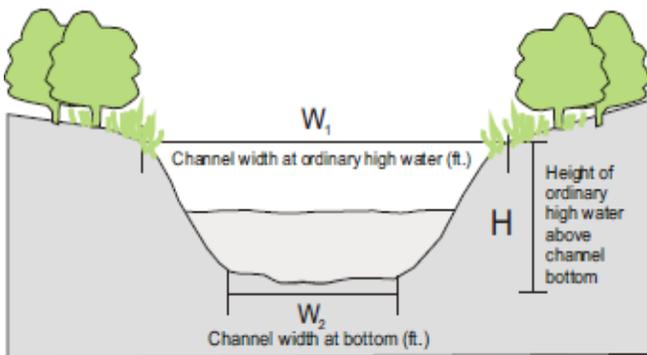
Be aware of the construction season prohibitions: Trout waters and their tributaries: 9/15 - 5/15
(A construction waiver must be approved by the local Warm water streams North of Hwy 29: 4/1 - 6/1
fisheries biologist) Warm water streams South of Hwy 29: 3/15 - 5/15

Will the proposed project affect the navigational use of the water body? Yes No

If "Yes", the following portage will be provided (describe portage): Portage:

CULVERT SIZING

To be eligible for a general permit without a professionally engineered culvert design, the required culvert area may not exceed 20 square feet. To be eligible for a general permit with a professionally engineered culvert design, the required culvert area may not exceed 40 square feet.



Calculating Culvert area

To determine the required culvert area, 3 measurements should be made: channel width of the stream in feet at the ordinary high water mark (W_1), channel width of the stream in feet at the stream bottom (W_2), and the height in feet of the ordinary high water above the stream bottom (H) (see diagram). These 3 measurements are made at each of 3 locations or transects along the stream: the location of the proposed crossing, 100 feet upstream from the crossing, and 100 feet downstream from the crossing. The individual measurements of W_1 , W_2 and H are averaged to derive the final W_1 , W_2 and H values. The required culvert area is then calculated with the following equation:

Required Culvert area (square feet) = $H \times (W_1 + W_2)$

Height: 2 * (W_1 : 8 + W_2 : 2) = Culvert area (sq ft) 20

Culvert area (sq ft)	Culvert diameter (in.)	Culvert area (sq ft)	Culvert diameter (in.)
1.80	18	3.10	24
4.90	30	7.10	36
9.60	42	12.60	48
15.90	54	19.60	60
23.80	66		

- Silt fence Erosion Mat Other
 Seeding/Mulch Riprap

**Mitigation Summary Worksheet
for Wetland Individual Permit**

(Rev. 12/2014)

Page 1

Notice: Pursuant to § 281.36, Wis. Stats., this Mitigation Summary Worksheet (MSS) must be completed in its entirety and submitted to the Department of Natural Resources (DNR) prior to the required pre-application meeting set up by the DNR. Personal information collected will be used for administrative purposes and may be provided to requesters to the extent required by Wisconsin Open Records law [§§ 19.31 – 19.39, Wis. Stats.]

This MSS is required for Wisconsin Department of Natural Resources Wetland Individual Permit (IP) applications as wetland compensatory mitigation is required for all issued IP projects. The applicant, or authorized representative, shall complete all fields below and submit this MSS along with their required pre-application materials in advance of the mandatory pre-application meeting. A final version of the MSS shall then be re-submitted along with the final IP application following completion of the pre-application meeting reflecting any resulting alterations to the proposed project representing the final wetland compensatory mitigation details.

Preliminary mitigation summary sheet
 Final mitigation summary sheet

CONTACT INFORMATION	APPLICANT	AUTHORIZED REPRESENTATIVE
Name (Last, First, Middle Initial)	Gus Vanderwegen	Cory Horton
Title	Environmental Engineer	Senior Project Manager
Organization / Entity	City of Fitchburg	raSmith
Mailing Address	5520 Lacy Road	5250 East Terrace Drive #108
City, State, Zip Code	Fitchburg WI 53711	Madison WI 53718
Email Address	gus.vanderwegen@fitchburgwi.gov	cory.horton@rasmith.com
Phone Number (incl. Area Code)	608-270-4266	608-421-5310

PROJECT INFORMATION

Project Name	Central Park Place Road Expansion
Mitigation Service Area	Rock
Latitude --- Longitude Coordinates	43.011239 , -89.390809
Municipality Location (City, Village, Town)	FITCHBURG;C
Township --- Range --- Section	06 09 E 11
County Location	Dane

Project Description	
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Project Purpose and Need

The City of Fitchburg is seeking to install a new roadway segment (Central Park Place) that will connect South Syene Road to Lacy Road. This new roadway segment will serve a new neighborhood and most importantly will provide a critical connection for a new fire station to efficiently access Lacy Road and Highway 14. The new fire station is located at the southeast corner of West Clayton Road and South Syene Road. A major factor for selecting the location for the fire station was the proximity to Lacy Road-Highway 14 interchange, and the resulting enhanced emergency response time to the east side of the City.

Project Construction & Management

The project includes the installation of City infrastructure - water, sanitary sewer, stormwater management, utilities, lighting, pedestrian accommodation, roadways, a roundabout, and landscaping. Portions of the land where the road will be installed have been previously dedicated to the City, and the remainder of the property needed for the project are in the process of being dedicated to the City. The surrounding lands are privately owned.

Surface Area of Wetland to be Filled

The proposed activity requires the filling of a total of 19,945 square feet of wetland. This includes two distinct features: 3,775 square feet of a tributary to Nine Springs Creek are proposed to be filled to accommodate the placement of a box culvert; and 16,170 square feet of a disturbed fresh wet meadow are proposed to be filled to accommodate the construction of a roundabout and roadway.

Type of Vegetation in Existing Waterway and Wetland

Vegetation within the waterway consists entirely of reed canary grass (*Phalaris arundinacea*). Vegetation within the disturbed fresh wet meadow is dominated by reed canary grass and also includes Canada goldenrod (*Solidago canadensis*), Dudley's rush (*Juncus dudleyi*) and Kentucky bluegrass (*Poa pratensis*). There are no nearby or adjacent wetland to compare.

Distance to Nearest Lake, Stream or Pond

A tributary of Nine Springs Creek runs through the project area. The tributary runs out of a stormwater pond located approximately 800 feet to the southwest. The named portion of Nine Springs Creek is located approximately 3,600 feet to the northeast. Lake Waubesa is approximately 3 miles east and Lake Monona is approximately 2.5 miles northeast.

PROPOSED UNAVOIDABLE WETLAND IMPACTS BY COVER TYPE AND DELINEATED ACREAGE

Acreage (to nearest 0.01)	Wetland Cover Type
.09	Shallow, Open Water
	Deep and Shallow Marshes
	Sedge Meadows
0.37	Fresh (Wet) Meadow
	Wet to Wet-Mesic Prairie
	Calcareous Fens
	Bogs (Open or Coniferous)
	Shrub – Carr or Alder Thicket
	Hardwood or Coniferous Swamps
	Floodplain Forests

SELECT ONE	PROPOSED COMPENSATORY MITIGATION	EXPLAIN WHY TYPE WAS CHOSEN / LIST CONTACTED PARTY	EXPLAIN WHETHER CREDITS ARE AVAILABLE
<input type="checkbox"/>	Credit Purchase: Mitigation Bank		
<input type="checkbox"/>	Credit Purchase: WI Wetland Conservation Trust (In-Lieu Fee)		
<input type="checkbox"/>	Permittee Responsible Mitigation		

CDRF

Federal and State Project Info.

Please describe the project that qualifies for the payment exemption:

I certify that this project is receiving State and/or Federal funding and is thus exempt from permit application fees.

Please enter the contact information in case additional information is required:

Name:	Gus Vanderwegen
Contact Type:	Government Agency
Phone Number (Include Area Code)	608-270-4266
Contact Email:	gus.vanderwegen@fitchburgwi.gov

Payment Confirmation

<u>Fee Type</u>	<u>Number of Activities</u>	<u>Subtotal</u>
Waterway Permit	<input type="text" value="0"/>	\$0.00
Wetland Permit	<input type="text" value="0"/>	\$0.00
Boathouse Certification	<input type="text" value="0"/>	\$0.00
New Dam Construction	<input type="text" value="0"/>	\$0.00
Expedited Decision (# of counties)	<input type="text" value="0"/>	\$0.00
WDNR publishes all required class 1 public notices <input type="checkbox"/>		<input type="text" value="\$0.00"/>

After-the-fact application for permits or approvals submitted after work has been commenced or completed. Fee is twice the usual fee.

Total Paid

US Bank Transaction Number

WDNR Invoice Number

Questions about fees ? [Click Here](#)

Your total payment should be the SUM of ALL application fees and supplemental fees for EACH permitted activity for which you are applying.

For example, if you are applying for individual permits and a) your project involves a wetland fill that requires a wetland Individual permit; and b) involves the installation of a culvert in a waterway along with some dredging in a waterway; then your fee would be calculated as follows:

Wetland IP = (1 activity or \$800)

Waterway IP (Culvert) = \$600

Waterway IP (Dredging) = \$600 (2 activities or \$1200)

A supplemental Fee is assessed for Waterway Permits (\$3 for each waterway activity) = \$6

Total Application Fees for project = \$2006 (ALL of these permit fees added together)

Electronic Signature

Terms and Conditions

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or imprisonment or forfeiture under the provisions of applicable laws.

Permission: I hereby give the Department permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

NOTE: For security purposes the email will be sent to the address you used when registering your WAMS ID. This may be a different email than that provided in the application. For information on your WAMS account click [HERE](#).

Authorized Signature

I accept the above terms and conditions.

Signed by : i:0#.f|wamsmembership|chorton on 2019-04-19T09:11:34

After providing the final authorized signature, the system will send an email to the authorized party and any agents. This email will include a copy to the final read only version of this application. Either party may cancel the signature process and make further updates.