

**West Lacy (Fitchrona Rd to Seminole Highway)
City of Fitchburg, WI**

**Public Meeting Notes and Follow-up Questions
Wednesday 2-17-2021
Updated 3/24/2021**

Attendance

Participants: 22

Meeting Format

The meeting was virtual with a live presentation, followed by time for questions, answers, and discussion. Attendees were able to enter questions into the chat function and were also able to speak if they chose. In-person participation was available at Fitchburg City Hall – council Chambers, 5520 Lacy Road, Main Floor, Fitchburg, WI.

Questions and Answers

- 1) Is Lacy Rd in the Urban Service Area
 - a. Yes, the current boundary
- 2) Has there been talk about development south of Lacy Rd on this stretch?
 - a. The Mayor commented that multiple developments south of Lacy Rd are approved to be included in the Urban Service Area
- 3) Is the roundabout proposed to be a single lane
 - a. Yes
- 4) Are there bike facilities planned along Lacy Rd between Seminole Hwy and Fire Station 1 and is the path currently terminating north of Astor Dr going to be extend south to Lacy Rd with the Seminole Roadway project?
 - a. Those sections of the roadway will be included in a ~~2024~~ 2024 correction – 2026 project. An extension of the bike path along Seminole is plan as part of that project.
- 5) There are roughly 600 new employee trips between Promega, Sub-zero and other employers and 300-350 dwelling units added from new development – yields roughly 1200 vehicle trips. Potential for additional trips from other employers and Edgewood. Could those new trips be included in the traffic analysis?
 - a. The traffic analysis used a sensitivity analysis approach to determine how much addition peak hour volume the intersection could handle before movements started to fail. We used that analysis to back into how many years we could expect the intersection to operate smoothly under varying growth factors. The Madison MPO will be updated their model in the coming months and the team will check our analysis against those results.
- 6) Could the design team further define the east and west basins and where the referenced kettle is.
 - a. The design team clarified the locations of stormwater basins and stormwater practice
- 7) Knowing that the cross-section is very steep, what will happen to existing trees along the corridor, specifically near the quarry and further east – a small patch of mature trees?
 - a. We plan to protect trees in place during construction. We plan to install street trees and will be thinking about how best to maintain tree canopy both during construction and into the future.
 - i. A follow-up to this after the meeting is that the design team will perform a tree survey to understand the number, type, and age of trees along the corridor. We will use this information to minimize tree impacts from the project.
- 8) Why are on-street bike lanes and an off-street path included?

- a. These facilities serve different user groups. Confident riders turning into and out of accesses would prefer on-street facilities, while less confident riders or those connect to other paths
- 9) Could specific trees that will definitely be impacted be identified.
 - a. The design team walked through the corridor and provided a general answers that trees within the current grading limits would be difficult to protect. We will be also be testing a steeper slope to minimize tree impacts.
 - i. As noted in question 7, a tree study will be performed to better understand what trees existing and how they (especially higher value trees) can be preserved.
- 10) Why does the roundabout option have less capacity than the signal
- 11) When will be the rebuild of Seminole Hwy be constructed
 - ~~a.~~ Andrew replied that roadway would be ~~designed in 2023 and constructed in 2024.~~
 - i. Andrew was referencing the Fitchrona Rd – Lacy to Nesbitt project currently slated for 2023-2024
 - ii. The E. Lacy and Seminole portions of CIP project 3495 are projected to be designed in 2025 and constructed in 2026
- 12) When did this project get moved ahead of the Seminole Hwy reconstruction
 - a. The 2021-2030 CIP originally delayed all of project 3495 (intersection, Seminole north to Schumann, and Lacy east to Savannah Oaks) to 2025/2026 due to uncertainty in TID 9. Council amended this change and the intersection portion of project 3495 was moved up to design in 2021 and construction in 2022.
- 13) Why is curb and gutter needed? Why can't the roadway be left in a rural/suburban cross-section. Why is this roadway prioritized over other adjacent roadway projects (Lacy further east, Seminole Hwy, Fitchrona Rd, etc.)? Why aren't these projects packaged together in a way to minimize construction impacts
 - a. Mayor Richardson explained that the TID is funding this project and that is partly the reason this project is being designed and constructed sooner. He also clarified land uses proposed south of Lacy Rd. Please see below for further explanation.
- 14) Will Commerce Park Dr be connected as part of this project?
 - a. Yes
- 15) Will this project be using 24" or 36" curb and gutter?
 - a. 24"
- 16) Is a tree survey included with this project?
 - a. Yes
- 17) Are turn lanes included at Commerce Park Dr.?
 - a. Yes
- 18) Will power lines be buried with this project
 - a. No, this would cost roughly \$1M. This is something to consider. We will be working with the utility providers on conflicts.

General Project Construction Cost information

The design consultant estimated rough construction costs for three separate portions of the roughly \$7M project as currently designed:

- Sidewalk - \$150,000
- On-street buffered bike lanes - \$500,000
- Raised medians - \$575,000

Follow-up Questions after the meeting

- 1) When was the Notice of the Feb 17 Public Meeting posted on the City Website? When was the Notice

emailed to nearby Neighborhood Associations? Which ones?

The notice was posted in the following ways:

- on the main City website 9 days (2/8/2021) prior to the meeting
- on the project website 9 days prior to the meeting
- in the Wisconsin State Journal 8 days (2/9/2021) prior to the meeting
- door hangers on approximately 80 addresses along the corridor one week prior to the meeting
- electronic notices sent to commercial and apartment properties one week prior to the meeting
- on social media 6 days prior to the meeting
- on Nextdoor 2 days prior to the meeting
- to neighborhood groups located north and east of the corridor 2 days prior to the meeting

2) When was staff directed to compile the information needed to prepare the presentation made on Feb 17 that's available at: <https://www.fitchburgwi.gov/DocumentCenter/View/21630/Lacy-Rd-PIM-Presentation>? When was staff directed to prepare the Feb 17 presentation? Was the scope, status, or timing of a reconstruction project for this segment of Lacy Rd ever an agenda item for a meeting of the Board of Public Works or the Finance Committee? If so, which meeting(s)?

The project first appeared in the TID #9 (Seminole/Lacy) Territory & Project Plan Amendment in 2019. A link to the adopted project plan is here: <http://www.fitchburgwi.gov/929/Tax-Increment-Districts> TID #9 Amendment 2 – Territory Expansion. Prior to the adoption of this TID amendment there were several public meetings (JRB, Plan Commission, and Council) and a public hearing.

The project was added to the 2020-2029 CIP partially as a replacement to CIP project #3490 Seminole from Lacy to Schumann (which was first added to the 2018-2027 CIP). Various changes to the costs, timing, and funding sources were made during the CIP processes in both 2019 and 2020. Each CIP process included various public meetings and two public hearings. Some of the costs for these projects have already been appropriated and included in the 2020 and 2021 operating budgets. Each budget process included various public meetings and two public hearings.

- 2020-2029 Adopted CIP (as revised during the 2020 budget process):
<http://www.fitchburgwi.gov/DocumentCenter/View/20195/2020---2029-CIP-Revised-during-2020-optg-budget>
- 2021-2030 Adopted CIP (as revised during the 2021 budget process):
<http://www.fitchburgwi.gov/DocumentCenter/View/21519/2021---2030-Adopted-CIP-revised-during-budget>
- 2020 Adopted Budget: <http://www.fitchburgwi.gov/DocumentCenter/View/20196/2020-Adopted-Budget---Fitchburg-WI>
- 2021 Adopted Budget: <http://www.fitchburgwi.gov/DocumentCenter/View/21528/2021-Adopted-Budget---Fitchburg-WI>

Andrew became aware that City staff would prepare the material on 2/4/2021. Andrew briefed the Transportation and Transit Commission on the project and upcoming public meeting on 2/11/2021.

3) More than one public meeting was held to obtain input on the reconstruction of Lacy Rd between City Hall and Syene Rd. How much time did it take to address the concerns of nearby residents before the design of that reconstruction project was authorized by the City?

The design process for Lacy Road (City Hall to Syene) had a kick off meeting in July 2015 and a final presentation to Council in January 2017. The City used the information gathered from that presentation to start with a proposed cross section that included narrow curb and gutter, a path on one side of the road, and storm sewer. Improvements to intersections including some medians were modeled off of previous Lacy Road project.

The intersection of Seminole & Lacy and Badger State Trail crossing design will include a public meeting, likely in early June 2021. The roadway project will not include an addition public meeting. Updated plans will be posted on the project website.

4) Why is the proposal presented on Feb 17 designed as if it's a gateway to the City? Why so wide, and therefore expensive? Who decided this streetscape is better than the “rural” charm of the current roadway? Has the City adopted an ordinance for two lane roads like Lacy Rd that requires “on-street bike lanes” and “painted bike buffers” when they are upgraded? What will be the “design capacity” for vehicle traffic for the Feb 17 Proposal vs the capacity of the existing road if it’s resurfaced and safety improvements are made to eliminate the curves on the hill that start approx. 1000' east of Fitchrona Rd?

The TID can only pay for improvements to the roadway.

The City does not have a written policy or ordinance that requires bike lanes on roadways, but has referenced many adopted plans, within the City and regionally, which encourage the installation of bike lanes in addition to other bike and pedestrian facilities along collector roadways. This segment of Lacy Road is identified as a “Collector - Urban” roadway in the 2020 Comp Plan (and as a Minor Collection in the 2009 Comp Plan). Per the Land Division Ordinance, Sec 24-8, all collectors unless specified in the Comprehensive plan or official map shall have minimum 80-feet in right-of-way width. Collector roads are required to have this width to accommodate the minimum design road width of 40 feet, as well as 40 feet of clear zone for road drainage. The 80-foot width typically accommodates an urban cross section with 40 feet of travel and bike lanes, a path on one side and a sidewalk on the other side of the road. Similarly classified roads include Irish Ln between Fish Hatchery Rd and Syene Rd, Nobel Dr, and E. Clayton Rd. No City ordinance requires collector roads to be 40', but [Section 24-10](#) does denote responsibility of roadway width for collector and arterial streets to the city engineer based on anticipated land use, traffic volume, and any applicable federal, state or county requirements.

In table A.1 and A.2 in Appendix A (pg. 95) of the 2017 Bike and Pedestrian plan, recommended bikeway treatments are shown based on speed, number of lanes, and vehicles per day. Based on table A.2 for urban cross sections and the characteristics of the proposed roadway, buffered bike lanes or buffered bike lanes + shared use path are recommended for this corridor. On Street bike buffered bike lanes were included in the eastern reconstruction of Lacy Road and Fahey Glen in addition to the path, so this was set as an accepted minimum standard for Lacy Road from Seminole Highway to Fitchrona Road.

Medians provide several benefits along the corridor. Please see question 17 for more info. The addition of medians adds space requirements to the design. Fire code requires 20' of clear street space for fire apparatus to use their outriggers. The addition of the median therefore requires the eastbound and westbound street portions to be 20' wide. In the design, this space is currently divided between a general-purpose travel lane and a buffered bike lane.

The proposed design capacity for Lacy Road would be similar to the design capacity of the reconstructed Lacy Road.

The safety improvements reach beyond just the sight distance at the Commerce Park Drive intersection, including several hills and curves to the west of the new intersection. By smoothing out the curves and improving sight lines along the corridor, improving the shoulders and drainage, vehicles will feel more comfortable driving at a closer distance, which increases the capacity to fit more vehicles per hour on the

roadway. The roadway in its current configuration has a number of accidents related back to the geometry of the roadway.

5) Before staff was directed to prepare the presentation made on Feb 17, was advice sought on the scope of the reconstruction of Lacy Rd from adjacent landowners, nearby business/residents, or other interest groups? If so, who was involved and when? Is the City aware of any proposals to develop any of the properties south of Lacy Rd (other than the Edgewood College Athletic Complex) that are not in the Urban Service Area as currently delineated?

Fitchburg used the approved cross section for the 2017 Lacy Road reconstruction as a base for the section west of Seminole Highway. Raised medians are currently included in the design instead of the mix of surface and raised medians used on E. Lacy. Sidewalks on the south side are currently included in the design, but were not included on E Lacy.

Safety and access improvements were shared and discussed with Promega, Payne and Dolan, Hammersley Stone, the O'Briens, and Edgewood College over a period dating from early 2019-present. The design shifted the road north of the homes near Commerce Park Drive intersection to minimize grading impacts on private property.

There are approximately 54 acres south of Lacy Road and east of Fitchrona Road owned by Payne and Dolan. Applications for a residential development are anticipated in 2021. These lands are within the Urban Service Area and are identified as LDR (Low Density Residential) in the Comp Plan.

There have been discussions internally with Mayor and City staff about possibly launching the South Stoner Prairie Neighborhood Plan process. Please see link to Future Urban Growth Area map below.

<http://www.fitchburgwi.gov/DocumentCenter/View/249/Future-Urban-Growth-Area?bidId=>

6) Page 11 of the Feb 17 Presentation is a "Typical Cross Section" of the proposal. Traffic lanes are 11' wide in each direction. "On-street bike lanes", plus curb & gutter, occupy 7' of width in each direction and "painted bike buffers" occupy 2' of width in each direction — a total of 18' of paved surface for bike lanes. There's also a 5' sidewalk and a 7' terrace on the south side of Lacy Rd. Where else in the City are there similar situations involving bike lanes, bike buffers, sidewalks and terraces? What is the current (and 2030 projected) traffic volume on those roads? How does that figure compare to the current (and 2030 projected) traffic volume on Lacy Rd? Regarding the 5' sidewalk and 7' terrace on the south side of Lacy Rd, and the storm sewer and curb & gutter, will all property owners fronting on Lacy pay all these costs? If not, how will these costs be allocated? Will a TID be involved in paying some or all of these costs? If so, will the TID be reimbursed for the costs it pays for improvements fronting on properties that are eventually developed on the south side of Lacy Rd that did not pay these costs when this work was done?

The bike lanes and bike buffers will occupy a total of 12 feet of paved surface width. The one-foot gutter section is counted for drainage and is not counted as a bike lane. This is identical to the 2017 Lacy Road reconstruction.

Fahey Glen between Lacy Road and E. Cheryl Parkway has a 10-foot path, 15.5-foot grass terraces, 5-foot bike lanes, 2-foot buffers, 22-feet of driving lanes and a 5 foot sidewalk. Curb and gutter is also 30" instead of 24".

Lacy Rd from Glen Brook Wy to Syene Rd has buffered bike lanes and a 10' path on the south side. Annual Average Daily Traffic (AADT) from 2018 showed 4,300 vehicles per day on this eastern stretch of Lacy. The project section of Lacy was counted in March 2020. 4,000 vehicles were counted in 14 hours which was factored up to 6,000 for the whole day. Forecasts for 2031 indicated Lacy road will see 7,000 vehicles per day. Forecasts for 2041 indicated Lacy Rd will see 7,750 per day.

See attached summary of funding sources for each of the related CIP projects, based on the projects adopted through the 2021 budget and 2021-2030 CIP.

Yes, there is a portion of the Lacy Road project from Fitchrona to Seminole that is intended to be assessed. both a portion of the curb/gutter and a portion of the utilities cost. The total projected assessments is \$60,000 in an approximately \$8 million project.

TID funding accounts for a significant portion of the proposed projects. TID funding is available because the projects are necessary to meet the needs of the proposed and anticipated development within TID #9. There are three major facilities in TID #9 – Sub-Zero expansion, Sub-Zero design facility, and the Promega building. There are also new buildings for Hop Haus and Race Day Events. Additional vacant land is also available in the TID with potential for further development. Properties south of Lacy are not included in the TID.

The City has also been awarded a TEA grant through the Wisconsin Department of Transportation (WisDOT). This grant was awarded due to the job retention and creation of both the Promega and Sub-Zero projects. Accepting the \$1 million TEA grant also obligates the City to meet certain requirements. For more information about the TEA grant please see the link here: <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tea.aspx>

If the amenities of the road are not upgraded to a more urban section, most likely neither TID nor TEA funding would be able to be used to fund the project. In order to be eligible for TID funding, the road improvements must be required to meet the needs of the new development within the TID. Any portion that addresses current needs or needs of properties outside of the TID cannot be paid with TID funds.

TEA funding is a 50% matching grant up to \$1,000,000 in exchange for creating or retaining 200 new employment positions by businesses in the immediate area of impact. The grant is based on the assumption, that in order to support the new employment and business operations, surrounding transportation infrastructure must be improved. The infrastructure typically includes capacity expansion, turn lanes, drainage improvements, pedestrian, bicycle, and paths, streetlighting and intersection improvements. The City lays this out in advance and during the grant application, which is incorporated into the approved State-Municipal Agreement for Transportation Economic Assistance Grant, if awarded.

This is a reimbursement grant, which means the Municipality must produce the payments for eligible costs under the Agreement. The Municipality would have to spend \$2,000,000 for eligible costs to receive \$1,000,000 in return. As seen below, the estimated construction cost of the project is in excess of \$2,000,000. However, other costs are eligible for reimbursement such as preliminary engineering, construction engineering (inspection), Municipal staff costs plus overhead, and real estate needed for the improvement.

Council first authorized the TEA grant application for the Commerce Park Drive extension at the December 11, 2018 Council meeting via resolution R-228-18. Council then authorized the TEA grant application to be changed to the Lacy Road project at the December 10, 2019 Council meeting via Resolution R-223-19 (<https://agendas.fitchburgwi.gov/OnBaseAgendaOnline/Meetings/ViewMeeting?id=1501&doctype=1>)

In August 2020, the City submitted an application to the Department of Transportation for the TEA grant. The application provided the following justification for the proposed transportation improvement: This project will provide a necessary and essential street improvement to accommodate the planned expansion of Promega Corporation facilities and Sub-Zero Group facilities within Fitchburg's Commerce Park. This project will widen and urbanize Lacy Road, thereby accommodating the increase in transportation demands due to the trucking of materials and services. Creating a transportation link to existing and future facilities is essential for the expansion and growth of Promega Corporation and Sub-Zero. The project will also create a necessary multi-use path link between Fitchrona Road and the Badger State Trail. The application was given a favorable

outcome in part due to the installation and connection to non-vehicular infrastructure such as sidewalk, pathways, and on road bike lanes.

Due to the grading and elevation issues, Lacy Road needs to be completed in order to connect it to Commerce Park Drive. Truck traffic from Promega will be routing from Commerce Park Drive to Lacy Road and McKee Road, so the completion of this intersection is crucial to business operation.

The agreement made with the Department of Transportation for this class of facility and *this specific project*, the eligible street width is 40' and roadway is a (2) two lane facility with 7-foot paved bike lanes on both sides of the roadway. Construction of additional width is the responsibility must be borne by the municipality.

The proposed improvement includes 6,226 linear feet of roadway will be improved to an urban roadway cross-section with a proposed right of way of 73-feet, consisting of 2-11' through traffic lanes, including 7' bike lanes with a 40-foot (curb to curb face) asphalt pavement. a 5' wide sidewalk on the south side of Lacy Road and a 10' foot multi-use path on the north side is proposed. Street lighting will be included in this improvement.

The City is responsible for all non-TEA eligible costs including but not limited to the costs associated with the following work:

- All storm sewer and detention basin costs in excess of what is required to drain the TEA eligible roadway improvements.
- All sanitary sewer, water mains and laterals, electric and gas services and extensions, telephone and other utility adjustments, installation and relocation.

When the grant was prepared, the estimated costs were as shown below: Shortly after submitting the grant, the City received a revised probable opinion of cost which reflect the current CIP budget.

ESTIMATED COSTS

	Total Estimated Cost	State TEA Grant	Local Costs
Design and Engineering	\$362,550		\$7362,550
Construction	\$4,834,000	\$1,000,000	\$3,834,000
Contingencies	\$966,800		\$966,800
Total Estimate	\$6,163,350	\$1,000,000 Max.	\$5,163,350

In the event of failure to comply the the requirements of this Agreement by the Municipality, the State may seek any of the remedies authorized under s. Trans 510.03(3), Wisconsin Administrative Code.

7) As per page 11 of the Presentation, there is a 10' wide multi-use path on the north side of Lacy, and a 5' sidewalk on the south side. What are the pros/cons of a reconstruction project that has a multi-use path on the north side of Lacy (perhaps wider than 10'); no sidewalk on the south side of Lacy; and no "on-street bike lanes", "painted bike buffers" and curb&gutter?

Pros:

- This configuration would largely remove impacts on the southern half of the roadway, although the regrading of the roadway at the hill would still necessitate changes to some southern driveways.
- This configuration would reduce costs associated with elements not included.

Cons:

- Without curb, gutter, inlets, and underground storm sewer the existing drainage ditches would still be needed. This would result in a multi-use path being located north of the existing ditch on the north side of the roadway (similar to the east side of Seminole Highway between Vroman and Whalen Rd.).
 - It would result in removal of trees and land acquisition north of existing ditches.
- TID and TEA funding would not be applicable for the roadway reconstruction
- Commuter and recreational bicyclist would share the multi-use path with other users potentially resulting in highly variable speed. (i.e. some cyclist may be traveling 30-40 mph down the hill)
- The reconstruction of the roadway as a recommended C4 cross section for a rural collector would still require 80 feet of R/W for travel lanes, shoulders and drainage ditches. A 20-foot clear zone is required beyond the edge of the travel lane which would remove any fixed objects in that area unless protected by a barrier such as curb and gutter or a guard rail. Additional R/W would be needed beyond the slope ditch to include the path.

Would a "multi-use path only" option, in conjunction with the multi-use path on the south side of ~~Buds' Dr~~ Sub-Zero Parkway (when it's fully installed), have enough capacity to accommodate sidewalk and "on-street bike lane" users? Have any studies been done in Fitchburg to determine what percentage of residents prefer multi-use paths over buffered bike lanes if only one path type is available?

Sub-Zero Parkway (45 feet b/c to b/c) is very similar to the proposed cross section for Lacy Road (38 feet b/c to b/c without medians) except the buffered portion of the bike lanes are being used for parking on one side of the street. That cross section has (2) 11-foot travel lanes, (2) five foot bike lanes, and (1) 8-foot parking lane, (1) 10 foot path, and (1) five foot sidewalk. The terraces are 9.5-feet each. The proposed Lacy Road section reduces the terraces and increases the median width along certain sections of the corridor.

The proposed separated on-street bike facilities, multiuse path, and sidewalk are not capacity improvements. [A national survey](#) of adults in 50 US metro areas defined four groups of cyclists: Strong & Fearless (7%), Enthused & Confident (5%), Interested but Concerned (51%), and No Way No How (37%).

The three facilities accommodate different users:

- Multi-use path on the north side – Interested but Concerned adults and child cyclists using the corridor to connect to other trail and attractions along the corridor (51% of adults). Also pedestrians traveling within and through the corridor.
- On-street buffered bike lanes – Strong & Fearless and Enthused & Confident (12% of adults)
- Sidewalk on south side – serves all people walking between existing and future destinations on the south side of the roadway without having to cross the roadway

Also, how much stormwater in a year with average precipitation will be generated and need to be "managed" by the Feb 17 proposal. If a "multi-use path only" option is constructed, will storm sewers and new detention basins in the Lacy Rd corridor still be needed? If not, how much money will be saved? Also, what is the estimated design & construction cost, and annual maintenance cost, of the Feb 17 proposal and the "multi-use path only" option?

Stormwater facilities have been designed to meet State and Local design regulations. Alternate improvements that reduce the impervious surfaces will reduce the volume and area of ponds needed to treat runoff and regulate peak discharges, but will not be eliminated. Curb and gutter Storm sewers are recommended for the corridor to reduce the width associated with properly designed shoulders and drainage ditches for a rural collector. There is minimal maintenance required for storm sewer. Annual cost of street sweeping the gutters

is around \$2,500 per year. The costs for maintaining a ditch and street sweeping are about equal or greater due to having to maintain a low mow area in the vision triangle areas and areas around the curves.

The stormwater calculations are not completed yet. Storm sewers and new detention basins will still be needed if a multi-use path only option is constructed. The preliminary construction cost for the February 17 proposal is approximately \$7 million. The estimated preliminary construction cost of each cross-sectional element is as follows:

- S. Side Sidewalk - \$150,000
- 14' of buffered bike lane - \$500,000
- Raise medians - \$575,000

8) Regarding the multi-use path on the north side of Lacy adjacent to the curves that start approx. 1000' east of Fitchrona Rd, what are the pros/cons of constructing a retaining wall there to minimize the number of trees that need to be removed and grading required to eliminate the existing curves? Also, since MG&E is currently constructing some type of utility easement to the north of and parallel to these curves, will the feasibility of placing the multi-use path on top of this easement be explored?

Pro:

- Reduction in grading limits on the north side

Con

- Clear distance requirements would likely require this wall to be set back from the roadway, diminishing its benefit in saving grading limits
- The wall would require additional design, testing, and construction costs.
- The wall would still need up to 20 feet of removal behind it in order to construct it.
- The wall would likely be removed when the quarry is reclaimed and converted into lots. The hill is probably going to be mined and lowered to a point that the wall is unnecessary at a cost of over \$600,000.

Currently, a water line is proposed to be installed under the multi-use path in City ROW. The 10' easement is designed to be located just north of the path between the Quarry driveway and the Badger St Trail. The easement is privately owned by the utility and would be subject to any terms and conditions of the utility including the removal at any time without cause.

9) To the extent curbs, gutters and sidewalks are installed when this stretch of Lacy is reconstructed, what percentage of the cost will be paid by adjacent property owners? By the City? By others, e.g the TID which was mentioned at the Feb17 Meeting?

Please see response to question 6. Property owners will be assessed for utility improvements and curb/gutter.

10) At the Feb 17 Meeting, a tree survey was requested. Will this be done? If the proposal presented on Feb 17 is constructed, how many trees, and what species will be removed, and from where?

The design team is developing a plan to conduct a tree survey to understand the location, number, and type of trees located on the corridor.

11) Fitchburg recently earned (again) a "Tree City USA" designation. In the Lacy Rd corridor, there definitely are mature trees that should be preserved like oak, hackberry and shagbark hickory of considerable age, regardless of the reconstruction option the City selects. Was the City Forester or Tree Committee involved in process of developing the Feb 17 proposal? Along Lacy Rd, currently many trees are marked with "pink dots." Does this indicate tree removal? Which private entity or City department marked the trees? When is removal scheduled to begin? Has a contract been awarded for this work? Can it be postponed

until the answers to the questions in ATTACHMENT 1 are available and the City decides if the scope and timing of the Feb 17 should be revised? If that happens and Lacy Rd reconstruction does not occur in 2022, can the funds that will not be spent in 2022 be used for a different road improvement project in Fitchburg? The City Forester was not involved with this project to date. She will be included as appropriate going forward. The project team is planning to include tree screening adjacent to the MG&E property near Lacy and Seminole.

TID, TEA, and assessment funding can only be used for this specific project and cannot be redirected to other road improvement projects. Utility impact fees can only be used for a specific type of project that is required due to new growth. The portion of the project funded by general borrowing and utility rates could be redirected to an alternate appropriate project.

The project team is not aware of who marked these trees. Tree removal will be conducted in the Fall.

12) If the Feb 17 proposal is constructed, are there understory plants of value that can be relocated to other areas of the city? Are there funds available to accomplish this?

This project does not currently include budget to relocate corridor plants and trees. There is precedent on other City road projects to relocate smaller trees and plants, if necessary.

13) Regarding the "terrace" shown on page 11 of the Feb 17 Presentation that's located between the street and multi-use path (or sidewalk), what is the feasibility of minimizing the "terrace" with in those areas where the goal is to minimize removal of existing trees?

The terrace provides a separation between the path, street, and sidewalks. It is needed to store snow during winter maintenance operations, and it is the most likely location for future street trees and street lighting. It may be narrowed in some small segments to minimize existing tree removal. It is likely that the proximity of the construction of the curb or path would put any tree in jeopardy if the trunk is less than 20 feet from the proposed infrastructure. The closer the path is to the street, the more often it will need to be plowed off from street snow, so it is in the best interest of long term maintenance costs to locate the path as far away from the street as possible. When paths meander closer to live traffic, the users tend to create their own safe clear zone approximately 3-feet from the edge. This causes congestion if there are multiple users/user types occupying the same path.

14) Regarding the "median" shown on page 11 of the Feb 17 Presentation, why is this needed? A grassy median is a maintenance expense. It adds width, which forces more excavation and tree removal on one, or both sides, of Lacy.

The median provides four main benefits:

- the medians provide a pedestrian refuge enabling pedestrians and bicyclists to cross one travel lane at a time thus simplifying their crossing
- the medians channelize through traffic generally resulting in slower speeds and reduced frequency of head on collisions from vehicles crossing the centerline
- the medians can be used to provide a grade break between travel lanes that would otherwise require additional grading from either side of the roadway
- the medians either restrict crossing movements at driveways or provide space for left turn lanes that reduce rear-end and approach turn collisions

It is for these reasons collectively that a median is included in the plan for a significant portion of the corridor. The addition of medians does add additional space requirements to the design. Fire code requires 20' of clear street space for fire apparatus to use their outriggers. The addition of the median therefore requires the eastbound and westbound street portions to be 20' wide. In the design, this space is currently divided between a general-purpose travel lane and a buffered bike lane. Removing or dramatically shortening the medians would remove this issue.

15) Regarding the 2 alternatives (a roundabout or traffic signals) for reconfiguring the Lacy Rd/Seminole Hwy intersection that are shown on page 14 of the Feb 17 Presentation, has there been any discussion with the Wis DNR about relocating the Badger State Trail where it crosses Lacy Rd so it runs on the westside of the MG&E property adjacent to the Lacy/Seminole intersection to improve safety for trail users? Also, if a roundabout is the alternative selected, what can be done to prevent vehicles traveling westbound on Lacy Rd and turning northbound onto Seminole Hwy from hitting pedestrians and bikers traveling eastbound or westbound on the multi-use path soon to be installed on the north side of Lacy Rd? Also, what can be done to prevent vehicles traveling southbound on Seminole Hwy and turning westbound onto Lacy Rd from hitting pedestrians and bikers traveling eastbound or westbound on the multi-use path on the north side of Lacy Rd?

No discussions have been had in regard to relocating the trail crossing further west. Based on crash records no crashes involving bicyclists or pedestrians have been recorded at this trail crossing or intersection in the last 5 years. We will be contracting with a consultant to begin the design of the intersection in the next month and will include specific attention and request for alternatives in regards to bike and pedestrian crossings at the trail and intersection. There will be a chance for public comment on both portions of the project during that meeting in early June.

16) When was a project added to the Fitchburg Capital Improvement Plan (CIP) regarding Lacy Rd Reconstruction from Fitchrona Rd to Seminole Hwy? When that happened, what year was the project scheduled to be completed, what was the scope of the project, and what was the estimated cost of the project?

The roadway project is CIP project 3494, the Seminole intersection project is 3495, and the stormwater project associated with the intersection project is 4724. The intersection project (3495) originally included Seminole north to Schumann and Lacy east to Savannah Oaks. Originally, the roadway project was scoped for \$2.1M within 0.5 miles of TID 9 and \$3.1M in the TID.

CIP #3494 Lacy Rd (Fitchrona to Seminole) was first added to the 2020-2029 CIP (process occurred in early 2019) and was scheduled for 2020/2021.

- 2020-2029 Adopted CIP (as revised during the 2020 budget process):
<http://www.fitchburgwi.gov/DocumentCenter/View/20195/2020---2029-CIP-Revised-during-2020-optg-budget> (page 228)

17) When was the CIP amended to allow a Lacy Rd reconstruction project to be done in 2022. When that happened, what was the estimated cost of the project? If the project scope changed, why? If the original project schedule changed, why?

The adopted 2021-2030 CIP still includes construction of the project in 2021. However, those amounts can be carried over into 2022 based on the timeline needed to complete the project. Uncertainty in TID funding and the likelihood of paying more for construction due to bid letting in Summer compared to Winter delayed the project until 2022. Below is a snip from the Mayor's Introductory Letter to the 2021-2030 CIP that addresses the TID uncertainty (<http://www.fitchburgwi.gov/DocumentCenter/View/21519/2021---2030-Adopted-CIP-revised-during-budget> Page 7

TID #9 Seminole/Lacy: The estimated cost of the infrastructure projects identified in the amended project plan have significantly increased. In addition, the new large buildings identified to fund these infrastructure projects are currently under construction and there is some uncertainty as to the property value and tax increment that will be generated from them. Due to the higher costs and uncertainty, many of the infrastructure projects are delayed several years until more solid information on the TID's financial forecast is known. If the revenues of the TID are as high or higher than predicted in the amended project plan, the City can choose to continue with the infrastructure projects earlier. Because the City has already entered into a cost sharing agreement, the construction of Lacy Road from Seminole to Fitchrona will continue as planned.

There will be a better understanding of the future increment revenue that can be expected once the two largest new buildings have completed construction and the assessment value is established by the State. That is currently expected to be completed in 2023.

There was a significant change in the total cost included in the 2021-2030 CIP. The total cost increased from \$4,572,400 to \$7,592,000 and funding sources were updated.

- 2021-2030 Adopted CIP (as revised during the 2021 budget process): <http://www.fitchburgwi.gov/DocumentCenter/View/21519/2021---2030-Adopted-CIP-revised-during-budget>

18) What funding sources, and corresponding amounts, will be used to pay for the Feb 17 Proposal? If City tax levy funds are needed, what percentage increase in the City levy will be needed.

The new estimate of the project costs is \$7.5M including utilities. The table below documents the funding sources.

Funding Source	Amount
Borrowing – GO debt	\$1,708,500
Assessed	\$15,000
Utility – Assessed storm	\$15,000
Utility – Impact fees	\$57,000
Utility – Rates (stormwater)	\$383,000
Utility – Rates (water)	\$90,000
Utility – Rates (sewer)	\$85,000
Utility – Assessed (water)	\$15,000
Utility – Assessed (sewer)	\$15,000
TIF borrowing	\$5,208,500

19) If TID funding is involved, what is the expiration date for that funding? What is the expiration date for any other funding available for reconstructing this stretch of Lacy Rd?

The expenditure period ends in 2030. **Attached link to TID project plan and annual report**

A link to the adopted project plan is here: <http://www.fitchburgwi.gov/929/Tax-Increment-Districts> TID #9 Amendment 2 – Territory Expansion

The City is checking with DOT for the expiration of TEA funding. New jobs must be documented by the third year of the executed agreement. If we said we all the new jobs justify the improvements, you had better have the improvements completed before all the new employees get there.

20) When was a project added to the CIP regarding the reconstruction of Seminole Hwy from Lacy Rd to Schumann Dr? When that happened, what year was the project scheduled to be completed, what was the scope of the project, and what was the estimated cost of the project?

Project 3495 (intersection, Seminole n to Schumann, and Lacy e to Savannah Oaks)

Project #3495 includes the Lacy/Seminole Intersection, Lacy East to Savannah Oaks, and Seminole North to Schumann. That project was added to the 2020-2029 CIP partially as a replacement to CIP project #3490 Seminole from Lacy to Schumann (which was first added to the 2018-2027 CIP and scheduled for 2025-2027). Various changes to the costs, timing, and funding sources were made during the CIP processes in both 2019 and 2020.

- 2018-2029 Adopted CIP (as revised during the 2018 budget process): <http://www.fitchburgwi.gov/DocumentCenter/View/16361> (page 165)
- 2020-2029 Adopted CIP (as revised during the 2020 budget process): <http://www.fitchburgwi.gov/DocumentCenter/View/20195/2020---2029-CIP-Revised-during-2020-optg-budget> (page 229)
- 2021-2030 Adopted CIP (as revised during the 2021 budget process): <http://www.fitchburgwi.gov/DocumentCenter/View/21519/2021---2030-Adopted-CIP-revised-during-budget> (page 243)

21) Has the CIP been amended to revise the scope, cost or completion date of the Seminole Hwy reconstruction project? If so, when and why?

The 2021-2030 CIP originally delayed all of project 3495 (intersection, Seminole north to Schumann, and Lacy east to Savannah Oaks) to 2025/2026 due to uncertainty in TID 9. Council amended this change and the intersection portion of project 3495 was moved up to design in 2021 and construction in 2022.

22) What funding sources, and corresponding amounts, will be used to pay for the Seminole Hwy reconstruction project? If City tax levy funds are needed, what percentage increase in the City levy will be needed.

- 2021-2030 CIP #3495 Item C: Seminole north inside TID total cost \$2,577,000 paid 100% by TID #9
- 2021-2030 CIP #3495 Item D: Seminole north within ½ mile of TID total cost \$974,000, 30% funded by TID #9 rest by borrowing and utilities

2021-2030 Adopted CIP (as revised during the 2021 budget process):

<http://www.fitchburgwi.gov/DocumentCenter/View/21519/2021---2030-Adopted-CIP-revised-during-budget> (page 243)

Because the property tax portion of the project will be financed by borrowing, the annual impact on the City's levy will be allocated over 20 years. The impact should be less than \$50,000 per year, which equates to a 0.2% increase on the 2020 City tax levy.

23) If "TID" funding is involved, what is the expiration date for that funding? What is the expiration date for any other involved funding?

The expenditure period ends in 2030.

A link to the adopted project plan is here: <http://www.fitchburgwi.gov/929/Tax-Increment-Districts>
TID #9 Amendment 2 – Territory Expansion

24) If the reconstruction of Lacy Rd west of Seminole Hwy (including the Lacy Rd/Seminole Hwy intersection) occurs in 2022 and the reconstruction of Seminole Hwy occurs in 2024, will Seminole Hwy be closed to traffic in 2022 and 2024, or only in 2022? Will the reconstruction of Seminole Hwy north of the Lacy/Seminole intersection require closure of Seminole Hwy to thru traffic? When will the intersection of Lacy Rd and Fitchrona Rd be upgraded? Will that upgrade require the close of Lacy and Fitchrona to thru traffic? What can't the Lacy/Fitchrona intersection be done the same year Lacy Rd is upgraded?

The City tries to balance construction impacts, project costs, and project elements when coordinating projects in the CIP. It is not feasible to construct all of these projects during the same time due to financial capacity. Traffic control plans have not been developed yet for future projects. The Fitchrona road (Lacy to Nesbitt) project is scheduled to be constructed in 2024. The Seminole Rd (north to Schumann) and Lacy Rd (east to Savannah Oaks) projects are scheduled to be constructed in 2026. Due to these projects close proximity to

Savannah Oaks school, we are anticipating construction to be performed during summer break. The intersection of Fitchrona & Lacy will require more time to acquire right-of-way that could not be accommodated with the Lacy Rd project timeline.

25) What are the pros/cons of reconstructing Seminole Hwy, Lacy Rd (west of Seminole), Lacy Rd (east of Seminole) and the Lacy/Seminole intersection all in 2023? In 2024?

Pros:

- reduction in the duration of construction impacts in this area of the City.

Cons:

- staff capacity and capital improvement funding would be constrained to one area of the City
- City still won't know the revenue generation of the TID at that time

26) When will the street that runs north/south and serves the North Stoner Prairie Neighborhood be connected to Lacy Rd approx. 1000' east of Seminole Hwy? Will that work require closure of Lacy Rd? The 2020 to 2022 Schedule for Fitchburg Road Construction calls for work on Lacy Rd east of Seminole to be done in 2022 along with work on Seminole Hwy. What is the current schedule for the work on Lacy Rd east of Seminole now that work on Seminole has been delayed until 2024 (as stated at the Feb 17 Meeting)? What are the pros/cons of reconstructing Seminole Hwy, Lacy Rd (west of Seminole), Lacy Rd (east of Seminole), and the Lacy/ Seminole intersection all in 2023? In 2024? If all these projects can't be done in one year, how many times will Lacy Rd and Seminole Hwy be closed until all these projects are completed?

Yes, the new roadway (Wayfair) is planned to be connected to Lacy in June 2021. We don't anticipate Lacy Rd being closed during this construction.

Andrew made a mistake in project timing during the public meeting. Fitchrona Rd is planned to be constructed in 2024, the Seminole and Lacy Rd East projects are scheduled to be constructed in 2026.

Please see answer to question 25 in regards to pros and cons.

27) What are the pros/cons (in regard to cost, runoff generation, tree removal, other aesthetics, etc.) of the proposal presented on Feb 17 vs a project consisting of resurfacing Lacy Rd, leaving the existing shoulders at their present location & width, fixing the traffic safety issues that start at the curves on the hill approximately 1000 ft east of Fitchrona Rd, and installing a 10ft wide multi-use path on the north side of Lacy Rd?

Please see response to question 7. The current road does not meet engineering design standards for the amount/type of traffic it currently and is projected to carry. A road resurfacing is not recommended, as the current accident and safety deficiencies will not subside. The TEA grant and professional codes require the community to design the road to recognized standards.

28) At the Lacy Rd/Commerce Park Dr intersection, what is the current (and projected 2030) traffic volume (eastbound&westbound) on Lacy Rd? What are the comparable northbound&southbound figures for Commerce Park Dr? Why was Commerce Park Dr not connected to Lacy Rd in 2020 as called for in the 2020 to 2022 Schedule for Fitchburg Road Construction Projects posted on the City website on 1/16/2020 at: <https://www.fitchburgwi.gov/DocumentCenter/View/20250/Fitchburg-Construction-Projects-2020-2022---Fitchburg?bidId=> . Why was the reconstruction of Lacy Rd not ready to be done in 2021 as indicated on this website? Was the scope of the project changed after 1/16/2020? Why will the reconstruction of Seminole Hwy (between Lacy Rd and Schumann Dr) not ready to be done in 2022 as indicated on this website? Current volumes for Lacy west of Seminole have been estimated (based on data from March 2020) to be 6,000 vehicles per day. These counts represent more up-to-date volumes compared to previous counts from 2009 which appeared in the 2030 Comprehensive Plan. Forecasts for 2031 indicated Lacy road will likely see 7,000 vehicles per day. Forecasts for 2041 indicated Lacy Rd will likely see 7,750 per day, and Commerce Park at

Lacy will likely see 1100 vehicle per day. These forecasts were obtained from the Madison MPO travel model in May 2020.

There was uncertainty in TID #9 that changed the timing of projects in this area. The Commerce Park Dr connection is designed to connect to the new elevation of Lacy as part of this project. The exhibits on the website need to be removed and updated. 2020 and into 2022 had some significant staff changes for the department, and maintenance of the website could not be kept up to date.

We will be updating the Fitchburg Construction Projects Figure on the City Website during the upcoming CIP process this Spring.

29) At the Lacy Rd/Commerce Park Dr intersection, where is the traffic originating that represents the difference between the current and projected 2030 traffic volume eastbound on Lacy Rd prior to the Lacy/Commerce Park intersection? Westbound on Lacy Rd prior to the Lacy/Commerce Park intersection? Will the “multi-use path only” option (see question #7) have sufficient capacity to handle traffic generated in lands eventually developed south of Lacy Rd that are currently outside of the Fitchburg’s Urban Service Area?

Generally speaking, a 2 lane road with left turn lanes can handle 17,500 vehicles per day before seeing Level of Service D or E. A 2 lane road without left turn lanes can handle 16,000 vehicles per day. Most capacity constraints really occur at intersections (in this case, we modeled the intersections of Fitchrona and Seminole). The addition of the left turn bays at major driveway accesses and side-streets will lower delay compared to a 2-lane cross-section.

30) What are the pros/cons of installing a roundabout at the intersection of Lacy Rd and Commerce Park Dr when it is connected to Lacy Rd. What are the pro/cons of delaying that connection (currently scheduled for 2022 as per information provided at the Feb 17 Meeting) until 2023 (or 2024) regardless of whether a roundabout is installed?

Being near the top of the hill, that intersection is not a great candidate for a roundabout. Left and right turn lanes have been designed at this intersection and Commerce Park Dr must stop so no to minimal delay is expected for through travelers on Lacy. Constructing this connection later will lengthen construction impacts to travelers and adjacent new businesses on Lacy. It would also increase constructions costs as separate permitting and mobilization would be required.

Council specifically voted on an amendment to accelerate this intersection to 2021/2022 during the most recent CIP process.

31) To the extent that the scope and cost of the Feb 17 Proposal is reduced, how much of the cost savings can be used to address other transportation needs in Fitchburg? Other non-transportation needs? TID, TEA, and special assessment funding can only be used for this project as proposed

TID, TEA, and assessment funding can only be used for this specific project and cannot be redirected to other road improvement projects nor other needs. Utility impact fees can only be used for a specific type of project that is required due to new growth. The portion of the project funded by general borrowing and utility rates could be redirected to an alternate appropriate project.

32) Prior to Feb17, was there any effort undertaken by the City to obtain public input on various options for reconstructing Lacy Rd from Fitchrona Rd to Seminole Hwy?
Board of Public Works, TTC, and budget during 2020 CIP process

Each CIP process included various public meetings and two public hearings. Some of the costs for these projects have already been appropriated and included in the 2020 and 2021 operating budgets. Each budget process included various public meetings and two public hearings.

33) Will any of the cost of reconstructing Lacy Rd be paid by Federal or State Transportation Funds? Will an environmental assessment of the project the City decides to build be prepared before the design of the project is authorized?

Yes, a TEA grant has been awarded for this project due to the job growth and job retention of two major employers in TID #9 that are contributing to the need for this road project. The City applied for other transportation grant funds but was unsuccessful. An environment assessment is being performed as part of the TEA grant scope of work.

34) Has the City started negotiations to acquire easements or right-of-way needed to construct the Feb 17 proposal? Have easements been acquired? If so, at what cost and where are they located?

The City will be beginning negotiations with property owners on easements and ROW once a finalized cross section is selected and Transportation Project Plat is approved. We anticipate these elements presented to Council in late April/early May.

35) The Feb 23 Proposal includes installation of a storm sewer and 2 storm water detention basins. What will be the volume of stormwater that can be contained in the east basin before it overtops? The west basin before it overtops?

The stormwater detention basins will be sized to provide TSS treatment and rate control, with the permanent storage volume providing TSS treatment and the temporary storage volume providing rate control. An Erosion and Sediment Control permit application has not yet been received for this project, but the size of the basin will be verified during the permitting process, where modeling is reviewed to verify that the basin is adequate to meet ordinance requirements. Wet detention basins are not designed to provide volume control, so unless evaporation has occurred, all water that enters the basin will exit the basin (except at a slower rate and cleaner).

36) Will the east basin be designed so it can discharge to surface water? If so, how many gallons of stormwater will be discharged on an annual average (and peak year) basis; how many times per year on an annual average (and peak year) basis will a discharge occur; and how many feet will the discharge travel before it enters a navigable waterway? Will the east basin be designed so it can discharge to groundwater? If so, on an annual average (and peak year) basis what percentage of the stormwater that enters the basin will be discharged into surface water? Into groundwater? Evaporate?

The east basin will not discharge to a navigable waterway. It will discharge to the Sub Zero kettle located to the north, which has no natural outlet. Wet ponds are not designed to provide volume control, so unless there is additional capacity due to evaporation, we would anticipate all storm events to cause discharge from the pond to occur. Wet ponds are designed to have a permanent pool area, and therefore are required to have an impermeable liner (for example, clay). Therefore, we would not anticipate infiltration to groundwater within the wet pond. The amount of water to evaporate would be weather dependent.

37) Has the option of managing stormwater tributary to the east basin been considered that would involve adding that stormwater volume to the stormwater management system recommended in the Sub Zero Stormwater Study that was presented at the Feb 24 Meeting of the Committee of the Whole? If not, will this option be considered if the east basin is part of the Lacy Rd Reconstruction project that's eventually implemented?

I apologize. I am not sure that I fully understand this question. Water from the proposed basin would flow into to the Sub Zero Kettle to the north. If Council decides to move forward with the recommendations presented at the February COW meeting, water within the kettle would be pumped to the north if it reaches a certain elevation. Please let me know if this did not answer your question (claudia.guy@fitchburgwi.gov).

38) Will the west basin be designed so it can discharge to surface water? If so, how many gallons of

stormwater will be discharged on an annual average (and peak year) basis; how many times per year on an annual average (and peak year) basis will a discharge occur; and how many feet will the discharge travel before it enters a navigable waterway? Will the west basin be designed so it can discharge to groundwater? If so, on an annual average (and peak year) basis what percentage of the stormwater that enters the basin will be discharged into surface water? Into groundwater? Evaporate?

The west basin will discharge to a roadside ditch. The roadside ditch flows north to Goose Lake, which is approximately 1,900 feet to the north. Wet basins are designed to have impermeable liners, so infiltration to groundwater is not anticipated within the wet basin. Wet basins are not designed to provide volume control, so most of the water that enters a wet basin will exit (except at a slower rate than it entered). Some volume may be captured within the basin if the permanent pool elevation has been lowered due to evaporation; however, wet basins are not designed to provide volume control, so this would be an ancillary benefit. The amount of water to evaporate would be weather dependent.

Storm events are typically discussed as the percent chance for that event to occur during a given year based on data published by the National Weather Service in NOAA Atlas 14. For example, the 100-year storm event has a 1 percent chance of occurring during a given year. In Dane County, the storm events used for design are the 1-, 2-, 10-, and 100-year 24-hour storm events using the NRCS MSE4 storm distribution. Per our ordinance, stormwater facilities shall be designed to maintain the pre-development runoff rates for these four storm events.

Backwater from Goose Lake contributes to flooding on Fitchrona Road. For more information, please visit: <http://www.fitchburgwi.gov/2660/Fitchrona-Rd-Flood-Study>.

39) Regarding the TID referenced in Questions 6, 9, 19 and 23, what is the amount of money in it now? How much more is forecast to be deposited into it until it expires? If there is money in it after it expires, what happens to that money?

The original TID projections were included in the TID project plan: <http://www.fitchburgwi.gov/DocumentCenter/View/20969/Project-Plan---201919---Final> (page 26). The TID forecasts were last updated as of 12/31/19 and are available on the City's website here: <http://www.fitchburgwi.gov/DocumentCenter/View/21048/TID-9-2020-Annual-Report> (page 7) The forecasts as of 12/31/20 are expected to be available, and shared at a public Joint Review Board meeting, in June 2021. There remains uncertainty about the tax increment expected to be collected over the life of the TID since two of the larger projects are under construction and the final buildings will be assessed by the State manufacturing division.

If there is funding available at the end of a TID's life, it is distributed proportionally to all of the overlying jurisdictions that are involved in the TID (County, School, MATC, City). If the TID has a deficit at the end of the maximum life the City is responsible for absorbing the deficit and it is not shared with the overlying jurisdictions.

40) The Feb 17 Proposal includes two left turn lanes located within 0.3 miles west of the Lacy/Seminole intersection. These lanes are for westbound traffic to turn south onto streets that do not yet exist. It appears the first left turn lane will serve the 40 acre parcel southwest of the Lacy Rd/Seminole Hwy intersection that Edgewood College is considering developing as an athletic complex. It appears the second left turn lane will serve the 37 acre parcel that fronts on the west property line of the "Edgewood" parcel. The 37 acre parcel is not in the Urban Service Area. Given this background, can the first left turn lane be deleted from the project and: a) be replaced by a right turn lane on Seminole south of Lacy Rd at a distance sufficient to minimize conflicts between traffic entering and exiting the "Edgewood" parcel and traffic using the Lacy/Seminole intersection or b) use the second left turn lane that will serve the parcel that's west of the "Edgewood" parcel? The roadway space for left turn lanes will be provided as part of this project for future properties south of Lacy in the areas you indicated. Based on the intended use and scale these properties will likely justify left turn bays

that make sense to install during reconstruction. The striping and signing will be updated based on the timing and access location of these projects. The left turns are located at proposed driveway locations from a concept provided by Edgewood College. Based on the proposed use, a considerable amount of event driven parking will require overflow left turn storage to prevent gridlock on the street. Driveway locations will be reviewed by staff when a formal plan is submitted along with their traffic analysis.

41) Can the second left turn lane be deleted from the project and: a) be replaced by a left turn lane that's integrated with the Lacy Rd/Commerce Park Dr intersection that's part of the Lacy Rd Reconstruction project or b) be constructed when the 37 acre parcel it serves is added to the Urban Service Area and is rezoned to allow residential or commercial or industrial development?

Please see response to question 40.

42) The Feb 17 Proposal includes reference to a "Future Street" on the south side of Lacy Rd that's approximately 250' west of the Lacy Rd/Rock Ridge Rd intersection. The "future street" is not located on the property it will eventually serve. That property is a 20.5 acre parcel (225/0609-182-8712-4) that has approximately 100' of frontage on the south side of Lacy Rd. This frontage is approximately 125' east of the "future street" and is very close to the Lacy/Rock Ridge intersection? The parcel with 100' of frontage on Lacy Rd is located within the Urban Service Area, so it may be developed soon. Given this background, can the "future street" be moved east so it's directly opposite Rock Ridge Rd relying on the approach used in the Feb 17 Proposal to relocate the access road to the truck staging area on the south side of Lacy (that's approximately 1000' east of Rock Ridge Rd) so it's directly opposite to the quarry access road on the north side of Lacy Rd?

The "future street" is not planned to be used under the current plan for the Fitchburg Minerals subdivision. It will likely be vacated or used for a utility easement connection. A formal submittal has not been completed by the owner of the land for development consideration. Access to the subdivision will be reviewed and recommendations made once it is submitted. Please see the Fitchburg Minerals public meeting for more information about this draft plan - <https://www.youtube.com/watch?v=25ojo0JAK2U>.

43) If Lacy Rd between Seminole Hwy and Commerce Park Dr does not have two on-street bike lanes/buffers, a side walk & terrace on the south side, curb & gutter on both sides, and a median (except the minimum width needed for one left turn lane within 0.3 miles west of the Lacy Rd/Seminole Hwy intersection and one left turn lane at the Lacy Rd/Commerce Park Dr intersection) is a storm sewer and detention basin needed? If so why? How much will these 2 components cost to include in the project if all the other components listed above are not included? Also, if all the other components listed above are included, how much will the storm sewer and detention basin cost? How much will the buffered bike lanes 8' wide cost? How about the curb & gutter?

Lacy road will need to be improved to the minimum standards for a rural collector, which will impact a minimum of 80-feet of right of way without a trail. Stormwater management will be required based on a 40 foot width including (2) 12' foot travel lanes, (2) 8-foot shoulders (paved or unpaved). The corridor close to the badger state trail is extremely flat for ditches and would promote the growth of tall wetland vegetation and constant maintenance to keep the stormwater flowing. There may not be enough grade to allow flow to continue without pumping it out of a ditch. Storm sewers can be laid a lot flatter and promote flow.

**City of Fitchburg
Lacy/Seminole Capital Projects
Funding and Estimates as of 2021 Budget**

CIP Project #3494 Lacy Rd (Fitchrona to Seminole)									
	2018	2019	2020	2021	2022	2023	2024	2025	2026
Borrowing				\$ 1,708,500	\$ -	\$ -	\$ -	\$ -	\$ -
Assessed				\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -
Utility Assessed				\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Fees				\$ 57,000	\$ -	\$ -	\$ -	\$ -	\$ -
Utility Rates				\$ 558,000	\$ -	\$ -	\$ -	\$ -	\$ -
TIF #9			\$ 806,900	\$ 5,208,500	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ 806,900	\$ 7,592,000	\$ -	\$ -	\$ -	\$ -	\$ -

New in 2020-2029 CIP. One of several projects to replace #3490
2021-2030 CIP updated the total cost from \$4,572,400 to \$7,592,000 and changed funding sources

CIP Project #3495 Lacy/Seminole Intersect, Lacy E, Seminole N									
	2018	2019	2020	2021	2022	2023	2024	2025	2026
Borrowing								\$ 168,400	\$ 1,216,600
Impact Fees								\$ 19,000	\$ 137,500
Utility Rates								\$ 46,100	\$ 334,200
TIF #9				\$ 440,000	\$ 1,450,000			\$ 549,500	\$ 4,047,700
	\$ -	\$ -	\$ -	\$ 440,000	\$ 1,450,000	\$ -	\$ -	\$ 783,000	\$ 5,736,000

New in 2020-2029 CIP. One of several projects to replace #3490
2020-2029 Council Amendment to accelerate entire project from 2023/2024 to 2021/2022
2021-2030 Proposed CIP delayed all TID #9 projects not currently under contract to 2025/2026 and updated costs/fundin
2021-2030 Council Amendment to accelerate the Lacy/Seminole intersection from 2025/2026 to 2021/2022 and increase

CIP Project #4723 Lacy/Seminole Regional Stormwater									
	2018	2019	2020	2021	2022	2023	2024	2025	2026
Utility Rates			\$ 75,000						
Utility Borrowing					\$ 90,000	\$ 707,100			
TIF #9			\$ 225,000		\$ 265,000	\$ 2,128,000			
	\$ -	\$ -	\$ 300,000	\$ -	\$ 355,000	\$ 2,835,100	\$ -	\$ -	\$ -

New in 2020-2029 CIP. One of several projects to replace #3490
2021-2030 Proposed CIP delayed all TID #9 projects not currently under contract to 2025/2026
2021-2030 Council Amendment to accelerate from 2025 to 2022/2023

CIP Project #4724 Lacy/Seminole Storm Ponds for Roads									
	2018	2019	2020	2021	2022	2023	2024	2025	2026
TIF #9			\$ 157,350	\$ 602,650	\$ 340,000				
	\$ -	\$ -	\$ 157,350	\$ 602,650	\$ 340,000	\$ -	\$ -	\$ -	\$ -

New in 2020-2029 CIP. One of several projects to replace #3490
2021-2030 Proposed CIP delayed all TID #9 projects not currently under contract to 2025 and updated costs
2021-2030 Council Amendment to accelerate from 2025 to 2021/2022

Other comments received after the meeting

Sent: Wednesday, March 10, 2021 9:11 PM

To: Andrew McFadden <Andrew.McFadden@Fitchburgwi.gov>

Subject: Fwd: Lacy Rd: Fitchrona to Seminole

Hello Mr McFadden,

There's always somebody who doesn't get the word and this time it's me. I apologize for being tardy with my comments and hope they're not too late for your consideration. I'm a resident of Fitchburg and use the Lacy/Seminole intersection frequently and regularly both as a motorist and a bicyclist.

Overall, I'm very happy to see this improvement taking place. This section of Lacy Rd definitely needs an upgrade and making it rideable for bicyclists and safer for motorists will be a big plus.

- I'm agnostic on the traffic signal vs roundabout for the intersection. I think the roundabout will be better for cars and the traffic signal better for bicyclists. For all the advantages of roundabouts, they're a challenge for bicyclists. Pretty much the only way to do them is to act like a car. That is what I do, but I recognize it can be scary and requires a level of ability that not everyone has. Every accommodation I've seen requires too much merging, crossing and stopping with the attendant danger and inconvenience (ex: Lacy and Fahey Glen).
- The biggest concern I have is the Badger State Trail crossing (& I understand there are jurisdictional issues). I think the big danger is for folks southbound on the trail and cars turning right from Seminole (southbound) to Lacy (westbound). There are a number of reasons for this conflict:
 - the speed of cars, especially those accelerating quickly who are accustomed to the high speed limit on that section of Lacy,
 - poor sight distance for trail users who can't see the cars on Seminole that are about to turn right onto Lacy,
 - trail users--especially those who actually stop (bless their hearts)--can't always get across quickly for a whole variety of reasons -- children, people with strollers, skaters, mixed groups of pedestrians and bicyclists, bunches of folks queued up, then trying to cross. It's quite something to behold; consider observing on a warm Saturday late morning later this spring.
 - There's a very similar problem where the Cap City trail crosses South Syene Rd near McCoy Rd--poor sight distance, high car speed, not enough time to cross safely. I knew an experienced bicyclist who was hit by a van there (Cheri Maples, who later died of her injuries); I believe the van turned from McCoy.

So, what to do about that crossing? Here are some ideas:

- paint the road and make it a pedestrian crosswalk where trail users have the right-of-way.
- Put a stop sign for westbound traffic on Lacy just before the trail crossing. I don't like inconveniencing motorists with a mandatory stop because the trail traffic is so intermittent by season and time of day.
- Put a yield sign or overhead signage for westbound traffic on Lacy just before the trail crossing. Consider combining this with a painted crosswalk.
- Add red overhead flashing lights controlled by trail users. Vulnerable users would be able to protect themselves by requiring traffic to stop; folks who felt able to navigate the crossing on their own wouldn't have to stop traffic.
 - There are yellow flashers controlled by trail users further south where Cap City crosses Hwy M. My observation is that motorists are confused and inconsistent about stopping -- sometimes they do and sometimes they don't. Sometimes they do from one direction and

not the other. Sometimes a motorist will stop and the car behind them will pull out and pass. Needless to say, I don't use the yellow ones on Cty M, didn't use the ones on McKee (before the bridge went in) and would not use yellow flashers if they were installed on Lacy. As I close in on age 70, using red flashing lights to cross is a more and more appealing idea, especially at rush hour or other busy times.