

Project ID 4085-38-00  
**Village of Allouez, Riverside Drive**  
S Village Limits – N Village Limits  
STH 57  
Brown County

Project ID 4085-39-00  
**C De Pere, Broadway Street**  
Randall Avenue - NPL  
STH 57  
Brown County

WisDOT Contact: Andrew Fulcer (920) 492-5664  
Dan Segerstrom (920) 492-7718

Date: October 1, 2014

## Local Officials Meeting Minutes

**Attendees**                      **Representing**  
*SEE ATTACHED SIGN-IN SHEET*

*The attached report represents this writer's interpretation of items discussed during the meeting. Any corrections or additional information should be brought to our attention for clarification.*

### **Following a brief presentation by Andrew Fulcer, the questions and items discussed were as follows:**

The Village is concerned that they will lose tax income due to the roadway expansion and subsequent loss of land which will require the village to raise fees elsewhere. They are also concerned with loss of property values due to the project and the sidewalk construction. The team explained that the total land acquired will not be as significant as it may seem since the right of way is already wider than the road so the construction will first take up existing right of way which is approximately 66 feet.

The Village President, Steve VandenAvond, stated that the Village would like to see the narrowest 4-lane roadway cross-section that is possible and in areas that are wider and have the space necessary, medians with turn lanes to provide added safety.

The following questions were asked and answered accordingly:

***How does connecting highway status benefit the community on this project?***

The community has more influence in the overall decisions affecting the roadway but also must maintain the roadway. WisDOT will pay the community a set yearly amount to maintain the roadway.

***How does a community obtain connecting highway status on a state highway?***

WisDOT will send the Village information concerning this.

***Who would be responsible for maintenance of the sidewalks after construction?*** The Village of Allouez.

***Would there be an assessment for the project to the property owners for the construction of sidewalks?***

No. The project is completely financed by state and federal funds.

***When will construction begin on this project?***

Utility construction will begin in 2017. Roadway reconstruction will begin in 2018.

***Will the new road surface be concrete or asphalt?***

The choice of pavement is still being evaluated since the life cost analysis that is used to determine the most economical pavement type depends on the number of lanes on the roadway.

***How does the Fox River Trail come into consideration when evaluating the bike and pedestrian facilities?***

The Fox River trail is a recreational trail compared to bike and pedestrian facilities along WIS 57 which are considered transportation facilities. The presence of the Fox River Trail has no bearing on the need to provide bike and pedestrian facilities on WIS 57.

***Who determines if a property is historic or if an entire neighborhood is historic?***

Historians who are trained and have experience with the Secretary of the Interior's standards perform the initial evaluation.

***Who reviews and makes the final determination of whether a property is historic or not?***

WisDOT on behalf of FHWA makes the determination on eligibility. This information is provided to SHPO for their review.

***If a property or neighborhood is considered to be a historic resource, what protections does that property or neighborhood have?***

As designers, we first seek to avoid any impacts then if we can't we seek to minimize impacts. After unavoidable impacts are understood we seek to mitigate the effects of those impacts.

***What are your plans for the vision corners and ISD sight lines? Will you be buying that land or will you be acquiring easements that restrict the use of that land?*** We will be looking at those to determine the best way to provide the vision corners yet create the least impact to the property owner. In some cases the land may be purchased but in other cases just a permanent easement may be needed.

***What is considered a constrained environment concerning TRANS 75? Isn't a narrow corridor such as this a constrained environment?*** Structures, improvements, natural resources, or historical or archaeological sites adjacent to the highway that do not allow construction of the proposed facility are considered constraints. The purchase of land from abutting property owners does not constitute a constrained environment.

***Since real estate acquisition is part of the cost when considering the 20% cost exception to TRANS 75 wouldn't that limit the construction of sidewalks and bike lanes since the land will be expensive to acquire?*** The 20% rule provides for the expenditure of up to 20% of the project costs for sidewalks and bike lanes. This rule does not eliminate the sidewalks and bike lanes altogether.

***Will a wider roadway mean faster speeds after the project is complete? Are there any studies that have been completed that would provide information concerning this?*** WisDOT will look into whether any studies exist. If so, so they will pass this onto the Village.

***When is the final decision going to be made concerning the roadway width, number of lanes and sidewalk locations?*** A preferred alternative will be made over the winter and spring of 2015.

***What is the total estimated cost of this project?*** We do not have the total project cost estimated yet since we need to determine the lane configuration and intersection treatments to perform the cost analysis.

***Isn't the Murphy-Coles estate fence considered to be historic? Can the fence be saved?*** We understand this is an important resource to the community and to some residents considered to be historic. However, from a National Register standpoint this fence is not considered to be historic. The fence could be salvaged and moved or replaced if necessary.

***Can the trees be saved?*** We will do our best to save trees on the corridor but some will be lost including those along the Murphy-Coles Estate.

***Will decorative lighting be used on the corridor?*** We will be looking at this since the segments in Green Bay and De Pere have decorative lighting.

*Will trees be planted along the corridor? Will other aesthetic treatments be used?* The decision to plant trees, including what trees, will be determined by the design team working with the Village and City.

*Why would WisDOT consider including sidewalks and bike lanes on such a narrow corridor when there is no need for either?* Simply stated, there is a need to provide equitable access to the transportation corridor including the disabled, bicyclist, pedestrians and motorized transportation. It is also the law to provide these multi-modal transportation opportunities.

Respectfully submitted,

MEAD & HUNT, Inc.

John A. Rathke  
**Mead & Hunt, Inc.**

cc: To all attendees