Appleton (Fox Cities) Transportation Management Area:
Long Range Transportation / Land Use Plan
Appleton (Fox Cities) Urbanized Area
October 2015

Adopted
October 30, 2015

East Central Wisconsin
Regional Planning Commission
ECWRPC
Calumet • Fond du Lac • Menominee • Outagamie
Shawano • Waupaca • Waushara • Winnebago

Long-Range Transportation/Land Use Plan

Appleton (Fox Cities)

Transportation Management Area

Adopted October 30, 2015

Prepared by the
East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE:	Long-Range Transportation/Land Use Plan – 2050, Appleton (Fox Cities) Transportation Management Area
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SUBJECT:	Long-range transportation/land use plans update for the Appleton (Fox Cities) Transportation Management Area/Metropolitan Planning Organization (MPO).
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The *Long Range Transportation/Land Use Plan* (LRTP) update is prepared to meet the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for long range transportation and land use planning in metropolitan areas. MAP-21 stresses the need for integrated multi-modal transportation planning and the development of a continuing process of consideration for all modes of travel. The LRTP has been developed for the Appleton (Fox Cities) Transportation Management Area (TMA)/ Metropolitan Planning Organization (MPO) to carry out federal transportation planning requirements. The MPO staff works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by MAP-21 and is administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY: LONG RANGE TRANSPORTATION PLAN

INTRODUCTION

The *Long Range Transportation/Land Use Plan* (LRTP) update is prepared to meet the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for long range transportation and land use planning in metropolitan areas. MAP-21 stresses the need for integrated multi-modal transportation planning and the development of a continuing process of consideration for all modes of travel. The hallmark for MAP-21 is the transition to performance based evaluation of the system that includes measures and targets for all modes. The LRTP has been developed by the East Central Wisconsin Regional Planning Commission (ECWRPC) for the Urbanized Area/Transportation Management Area (TMA) to carry out federal transportation planning requirements. The Urbanized Area works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by MAP-21 and is administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, ECWRPC has worked with WisDOT Northeast Region, transit operators, and local governmental jurisdictions to insure coordination between land use and transportation planning within the Urbanized Area.

SOCIOECONOMIC ANALYSIS

Data collection included:

- Population (historic data and projections out to 2040)
- Households (number of households both historic and projections out to 2040)
- County business patterns
- Commuting patterns data

HEALTH AND LIVABILITY

Inventory of the following:

- Active Transportation
- Safety
- Air pollution
- Access to opportunities for healthy lifestyles
- County health rankings/health outcomes and health factors

LAND USE

An inventory of existing land use was completed in June of 2014. This inventory provided a foundation for both the sewer service area plans and this transportation/land use plan. The largest land use categories (as a percentage of total TMA acreage) include: Non-irrigated Cropland (38%), Single Family Structures (16%), Undeveloped Land Areas and Water (10%), Streets/Highways and Right of Way (10%) and General Woodlands (8%).

VISION, GOALS, AND OBJECTIVES

Vision

In 2050, the Urbanized Area will have a safe, efficient, and effective transportation network which provides options for the mobility needs of all people, goods, and services, while maximizing available resources, such as land, energy and finances.

Transportation Goals and Objectives

- Integrated planning
- Maximum system effectiveness for all residents
- An efficient transportation system
- Safety
- Minimal environmental disruption
- Compatibility with land use patterns
- Conservation of energy
- Performance measures
- Environmental justice
- Coordination at all levels
- Complete streets policies
- Sustainable and livable communities

STREETS AND HIGHWAY

This chapter assesses the existing conditions of the street and highway network. Items inventoried included:

- Pavement Surface Evaluation and Rating System (PASER)
- Pavement Condition Index (PCI)
- Annual Average Daily Traffic Counts (AADT)
- Park and Ride Lot Counts
- WisDOT Rideshare Program
- Bridge Sufficiency Ratings
- Fatalities and Serious Injuries
- Census Transportation Planning Products data

MULTIMODAL TRANSPORTATION

This chapter reviews the existing bicycle and pedestrian facilities within the Urbanized Area. Recommendations for future bicycle and pedestrian projects revolve around the **5 E's: Education, Encouragement, Enforcement, Engineering and Evaluation.**

PUBLIC AND SPECIALIZED TRANSPORTATION

This chapter reviews the public and paratransit system of the Urbanized Area. Data analyzed included: unlinked passenger trips (ridership numbers) and historic data on fare revenues, operating expenses and capital expenses.

FREIGHT

The Freight Chapter incorporates data on regional (county level) commodity flows both into and out of the urbanized area. Data also incorporated data on bridge sufficiency ratings and Federal Rail Administration safety data.

TRAVEL DEMAND MODEL

Travel Demand Models (TDM) are used to evaluate transportation systems and predict future traffic demands. The 2013 Northeast Regional TDM covers all of Outagamie, Winnebago, Calumet, Fond du Lac, Sheboygan, Manitowoc, Brown, Kewaunee, Door Counties and part of Oconto, Shawano, Waupaca, Dodge, Washington Counties and portions of Waupaca County. The model is further broken down into trip generation areas which include the Appleton/Fond du Lac/Oshkosh, Green Bay, Sheboygan/Manitowoc and rural areas. The Northeast TDM uses a trip based four-step model consisting of trip generation, trip distribution, mode choice, and assignment. The TDM uses socio-economic data, roadway attributes and various parameters to estimate the trip making within and across the model planning area. The Northeast TDM lets planners and others use data to show spatial relationships and ultimately gain a better understanding of the region in terms of transportation needs for the future.

SAFE ROUTES TO SCHOOL PROGRAM

The Safe Routes to School (SRTS) Program is an initiative that was included in 2005 in the SAFETEA-LU transportation bill, and continued in the MAP-21 transportation bill. The program encourages and enables communities and school districts to create safe routes for students of all ages and abilities, K-8 to use to walk or bike to school. The SRTS program focuses on the five E's (Engineering, Encouragement, Education, Enforcement, and Evaluation) when addressing these issues and making future recommendations. This program not only encourages students to walk or bike to school, but also addresses childhood obesity and environmental impacts of students walking/biking to school.

SECURITY

MAP-21 emphasizes the need to improve transportation security to strengthen America's highways.[1] The Urbanized Area/TMA recognizes the importance of security within the planning area and will consult with local municipalities to insure transportation system security. Items included in this chapter included: review of the county hazard mitigation plans, recommendations for Intelligent Transportation Systems (ITS) infrastructure improvements and general recommendations for transit system security.

[1] http://www.fhwa.dot.gov/map21/summaryinfo.cfm. (4/30/14)

PERFORMANCE MEASURES

Performance measures are a new requirement as a part of the federal MAP-21 transportation legislation. Performance measures for the Urbanized Area were developed out of recommendations/strategies from the Appleton (Fox Cities) Congestion Management Process (CMP) document. Performance measures have been established and documented in previous chapters of this planning document. The purpose of this chapter is to develop a full inventory of the performance measures and to document if:

- the goal has been met;
- trending in a positive direction;
- trending in a negative direction; and
- staying about the same.

RECOMMENDATIONS

Recommendations are developed based on committee member and public input, Transportation Improvement Program (TIP) transportation project list, aspects of the transit development plan (TDP) recommendations and local comprehensive planning policies. The TDP supports and enhances the LRTP though the complete analysis and recommendations of the transit system. Local comprehensive plans are analyzed and compared to the LRTP to identify any inconsistencies.

ENVIRONMENTAL JUSTICE

Public participation is an important part of any planning process. Environmental justice is a process which seeks to ensure that access to transportation systems and the transportation planning process is available to all, regardless of race or socioeconomic status. Concerted efforts were made to include all individuals within the planning process. Advertisements were published in the local newspaper prior to these meetings. Newsletters and notices were distributed via mail and e-mail to various committees, organizations, and agencies throughout the planning process for distribution to as many individuals as possible.

ENVIRONMENTAL MITIGATION

Environmental mitigation is a system level review on committed and planned transportation projects in relation to environmental attributes. It should be emphasized that the TMA's role in examining issues related to environmental mitigation is to scan system level issues, not a project level environmental impact document, which requires field work and specific analysis under the National Environmental Policy ACT (NEPA). Environmental attribute or set of attributes were mapped (with GIS mapping software) showing the Urbanized Area Long Range Transportation/Land Use projects and the proximity to each environmental resource. Buffers of one quarter mile are shown for improve/expand and new projects, while buffers of 250 feet are shown for bridge projects. It is assumed that potential impacts which must be mitigated for bridges are point specific. Environmental features with projects within proximity were analyzed and mitigation measures identified.

STATE AND LRTP COORDINATION

The coordination between the State LRTP and the TMA's LRTP is required by federal legislation, thus the State and MPO work together to assure that planning goals and objectives are in line with each other. The State Long Range Plan Coordination section highlights the goals and objectives that are coordinated between the two jurisdictions.

FINANCIAL ANALYSIS

The financial analysis section is intended to show that funding is reasonably available to implement the recommendations of the plan. The TMA uses an inflation factor to forecast revenues and expenditures. It is the responsibility of the TMA to show that their revenues and expenditures are fiscally constrained.

CHAPTER 1

INTRODUCTION

CHAPTER 1 – INTRODUCTION

TABLE OF CONTENTS

Introduction 1-1
Certifications 1-1
Federal Planning Requirements 1-2
ECWRPC Structure and Policy Making Process 1-3
- Commission Structure 1-3
- Transportation Committee 1-3
- Transportation Policy Advisory Committee 1-4
- Transportation Advisory Committee 1-4

Role of UZA and the MPO 1-6
Background and Process 1-7
- Phase 1: Analysis and Evaluation of Existing Conditions 1-7
- Phase 2: Vision, Goals and Objectives 1-8
- Phase 3: Plan Recommendations, Selection, and Adoption 1-8

Study Area 1-8
Public Information Meetings 1-8
Surveys 1-8
Mindmixer Public Comments 1-10
Current Long Range Planning Efforts 1-13
- Bicycle-Pedestrian Plan 1-13
- Public Participation Plan 1-13

FIGURES

Figure 1-1: Commission Structure 1-5
Figure 1-2: Commission Committee Structure 1-6

MAPS

Map 1-1: Appleton TMA Planning Area 1-15

CHAPTER 1: INTRODUCTION

INTRODUCTION

The *Long Range Transportation/Land Use Plan* (LRTP) update is prepared to meet the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for long range transportation and land use planning in metropolitan areas. MAP-21 stresses the need for integrated multi-modal transportation planning and the development of a continuing process of consideration for all modes of travel. The hallmark for MAP-21 is the transition to performance based evaluation of the system that includes measures and targets for all modes. The LRTP has been developed by the East Central Wisconsin Regional Planning Commission (ECWRPC) for the Urbanized Area to carry out federal transportation planning requirements. The Urbanized Area works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by MAP-21 and is administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, ECWRPC has worked with WisDOT Northeast Region, transit operators, and local governmental jurisdictions to insure coordination between land use and transportation planning within the Appleton (Fox Cities) TMA.

CERTIFICATIONS

In accordance with 23 CFR 450.322(a-l) and 23 CFR 450.334(a) East Central Wisconsin Regional Planning Commission hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;

(2) In non-attainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21, and the Title VI assurance executed by the State of Wisconsin under 23 U.S.C. 140 and 29 U.S.C. 794;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq*.) and US DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37 and 38).

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;

(9) Section 324 of Title 23, U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

In addition, the Appleton (Fox Cities) TMA certifies that the LRTP contains only projects that are consistent with the metropolitan plans for the TMA.

In addition, the Appleton (Fox Cities) TMA's public participation and certification process satisfies Valley Transit's public participation requirements for the Program of Projects.

FEDERAL PLANNING REQUIREMENTS

MAP-21, signed into law in July of 2012, and predecessor transportation legislation require that all urbanized areas have a comprehensive, cooperative, and continuing planning process in place to guide effective use of federal funding assistance. MAP-21 planning requirements reemphasize the integral relationship of land use with transportation infrastructure, as well as the need to address all mobility from a multi-modal perspective, as previously emphasized under ISTEA, TEA-21 and SAFETEA-LU. Additional areas of challenge under MAP-21 (Section 134 of title 23, United States Code) include:

(h) Scope of Planning Process.—

(1) In general.--The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will—

> *(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*
>
> *(B) increase the safety of the transportation system for motorized and nonmotorized users;*
>
> *(C) increase the security of the transportation system for motorized and nonmotorized users;*
>
> *(D) increase the accessibility and mobility of people and for freight;*
>
> *(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*

(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(G) promote efficient system management and operation; and

(H) emphasize the preservation of the existing transportation system.

To carry out the comprehensive planning program, ISTEA, TEA-21, SAFETEA-LU, and MAP-21 have reconfirmed the role of a cooperative planning institution, the MPO, to guarantee that all aspects of the urbanized area will be represented in the plan's development and that planning will be conducted on a continuing basis. As the MPO for the Appleton (Fox Cities) TMA, ECWRPC is responsible for carrying out these transportation planning responsibilities.

ECWRPC STRUCTURE AND POLICY MAKING PROCESS[1]

Commission Structure

The basic representation on the Commission's policy body consists of three commissioners from each county as follows:

(1) The chairman of the county board serves on the Commission because of his/her elective office.

(2) A second member is appointed by the county board. This individual must hold executive or legislative elective office within town, village, city or county governmental bodies with the appointing county. This member is automatically the county executive, if the county has one.

(3) A third member is appointed by the Governor from a list of six persons nominated by the county board. At least four of these nominees must by private citizens.

(4) Additional representatives are provided to counties with a population of 50,000 or greater, one for each attained increment of 50,000. The first additional representative is the mayor or council president of the largest city in the county, while subsequent additional members are appointed in a manner similar to the second member appointment procedures noted above.

Please reference **Figure 1-1** for a schematic representation of the Commission structure.

Transportation Committee

The Transportation Committee is comprised of 5 to 6 Commission members. This committee directs and monitors the transportation program element and maintains liaison with the Transportation Policy Advisory Committees and the Transportation Technical Advisory Committee. This committee is responsible for overseeing the transportation element of the regional plan.

[1] ECWRPC 2012-2013 Annual Report. (2/5/14)

Transportation Policy Advisory Committee (TPAC)

The Transportation Policy Committee (TPAC) facilitates regional participation and consensus building on transportation-related issues through a continuing, comprehensive, and coordinated planning process. The TPAC is composed of elected officials and board members of local governments and transportation agencies within the East Central Wisconsin Region; plus representatives from Federal Highway Administration and Wisconsin Department of Transportation. The TPAC serves as an advisory body to the Transportation Committee and the Commission on transportation related issues.

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) facilitates regional participation and consensus building on transportation-related issues through a continuing, comprehensive, and coordinated planning process. The TAC is composed of planners, engineers, and operators of local governments and transportation agencies within the East Central Wisconsin Region; plus representatives from Federal Highway Administration and Wisconsin Department of Transportation. The TAC serves as an advisory body to the TPAC.

Please reference **Figure 1-2** for a schematic representation of ECWRPC's transportation specific committees (Transportation Committee, TPAC and TAC).

Figure 1-1: Commission Structure

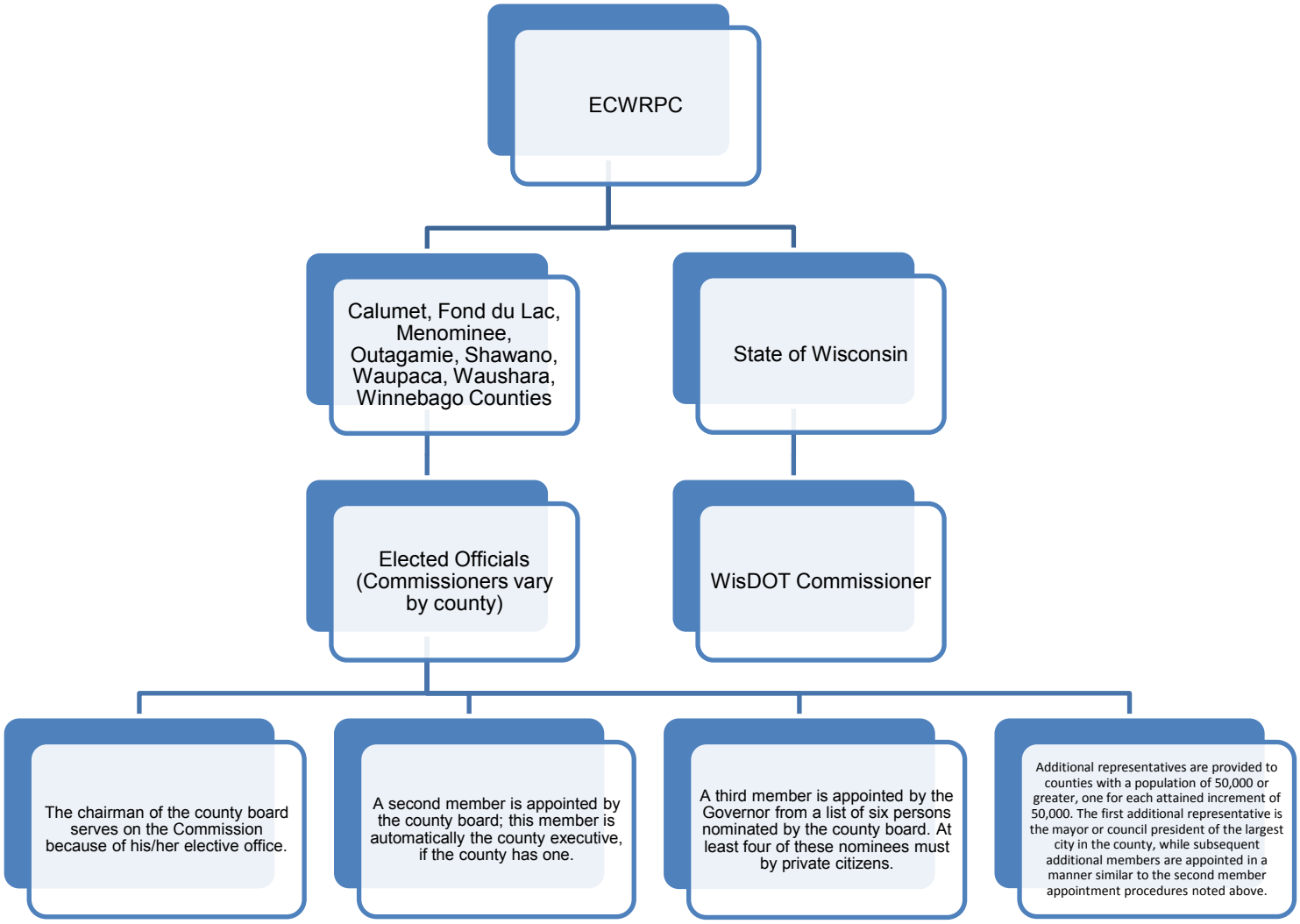
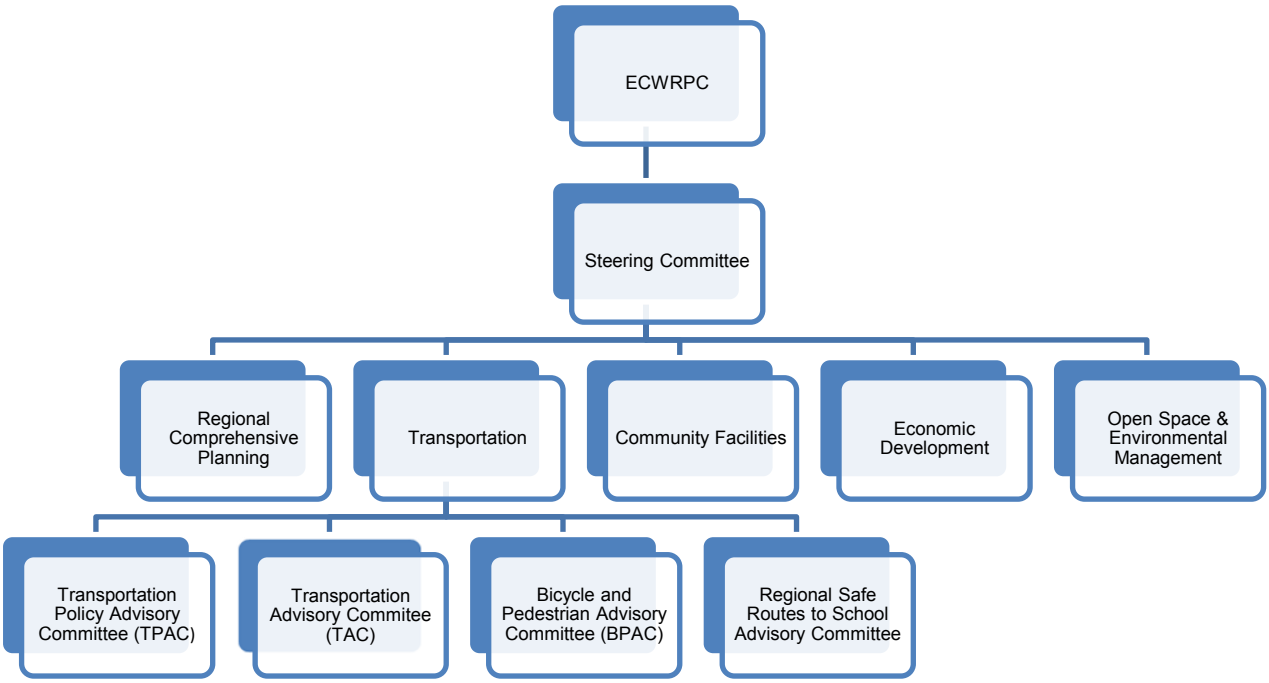


Figure 1-2: Commission Committee Structure (for transportation work flows)



ROLE OF URBANIZED AREA (UZA) AND THE METROPOLITAN PLANNING ORGANIZATION (MPO)[2]

The Census Bureau designates a new list of Urbanized Areas (UZAs) every 10 years, following the conclusion of each decennial census. UZAs typically:

- represent densely developed territory, encompassing residential, commercial, and other non-residential urban land uses in which social and economic interactions occur;
- represent the "Urban Footprint";
- have been explicitly defined through measures based primarily on population counts and residential population density; and
- have criteria accounting for non-residential urban land uses that are functionally part of the urban landscape.

After every decennial Census, the Census Bureau reviews and revises the criteria they use to define urban areas. Incorporated places may have very extensive boundaries that incorporate both rural and urban land, and some unincorporated areas may have development patterns with high population densities. Thus, the traditional method of using place boundaries (incorporated place or census designated place) as the basis for defining urban areas resulted in inconsistencies that were less than ideal. For the Census 2000, the Census Bureau took advantage of increased functionality of Geographic Information Systems (GIS), allowing for

[2] http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/. (2/4/14)

more consistent delineation processes. For the 2010 Census, the Census Bureau built upon this foundation to continue its efforts to produce an objective, comparable, and consistent urban area delineation.

The designation of UZAs by the U.S. Census Bureau has significant implications for the metropolitan planning process. Most significantly, current federal law requires that every UZA be represented by a metropolitan planning organization (MPO) which carries out the metropolitan transportation planning process for the UZA and surrounding areas. Furthermore, UZAs with populations exceeding 200,000 are designated as Transportation Management Areas (TMAs) bringing additional responsibilities.

BACKGROUND AND PROCESS

The long range transportation/land use planning process undertaken by ECWRPC is a process that has been conducted for many years. This plan will cover a 30+ year planning horizon with revisions occurring every 5 years (last updated in 2010). The planning process was conducted in three separate phases which include:

Phase 1: Analysis and Evaluation of Existing Conditions

In this phase a comprehensive inventory of existing conditions of the MPO was analyzed. Conditions and data analyzed in detail in subsequent chapters of this document include:

- Socio-economic analysis
- Existing and future land use development patterns
- Street and Highway analysis
- Multi-modal Transportation options
- Public/Specialized Transportation options
- Freight Network Analysis
- Traffic Demand Model (TDM) Analysis
- Safe Routes to School
- Security (Emergency Management)
- Performance Measures
- Environmental Justice and Mitigation
- Financial Analysis

Data Disclaimer: *Some data in the following chapters was obtained from the American Community Survey (ACS). The ACS is an ongoing statistical survey by the U.S. Census Bureau representing a sample of the population over a period of time, differing from the Decennial U.S. Census where figures are based on actual counts during a point in time. ACS estimates are controlled to decennial population estimates and become less accurate over the decade, meaning estimates are only as accurate as the census count on which they are based.*

ACS data can be used to draw conclusions, however, due to the limitations of these estimates, patterns can only be inferred through the data and consequently there is a larger margin of error (MOE). Small sample size increases the MOE, indicating inaccuracy and rendering the data unreliable. As a result, annual fluctuations in the ACS estimates are not meant to be interpreted as long-term trends and caution should be taken when drawing conclusions about small

differences between two estimates because they may not be statistically different. It should also be noted when comparing ACS multi-year estimates with decennial census estimates, some areas and subjects must be compared with caution or not compared at all.

Phase 2: Vision, Goals, and Objectives

In this phase the vision, goals and objectives were developed and reviewed by the Appleton (Fox Cities) Technical Policy Advisory and Technical Advisory Committees to address issues regarding land use and transportation within the urbanized area. These goals and objectives also satisfy the performance goals outlined by MAP-21.

Phase 3: Plan Recommendations, Selection, and Adoption

This recommended plan has been presented in public forums and before the Technical Advisory Committee (TAC) to gain a final set of public reactions before consideration by the Transportation Committee.

STUDY AREA

The Appleton (Fox Cities) TMA is shown in **Map 1-1**. The Appleton (Fox Cities) TMA encompasses portions of Calumet, Outagamie and Winnebago Counties; includes all or parts of the nine Towns of Buchanan, Clayton, Grand Chute, Greenville, Harrison, Kaukauna, Menasha, Neenah, Vandenbroek and Vinland; the four Cities of Appleton, Kaukauna, Menasha and Neenah; and the five Villages of Combined Locks, Harrison, Kimberly, Little Chute and Sherwood. The 2010 census figures show the population is 216,154, with an average population density of 2,083 people per square mile. The Appleton (Fox Cities) MPO is now designated a transportation management area (TMA). The TMA encompasses approximately 104 square miles of land area with 4 square miles of waterways and includes those areas potentially influenced by the expansion of urban development over the long-term. Other areas are used for particular analysis throughout the report.

PUBLIC INFORMATION MEETINGS

A sign-in sheet for the public meetings are displayed in **Appendix A**. Comments were accepted at these meetings, through the mail and by email. A comment page was created on the MPO website. Downloadable versions of the LRTP plan were available. All comments were compiled and displayed in **Appendix B**. MPO staff advertised for the public information meetings via the Oshkosh Northwestern, ECWRPC online e-newsletters, email correspondence with MPO committees, word of mouth, and through promotion on ECWRPC's Facebook page.

SURVEYS

As part of the public participation process, staff developed an 18 question survey to gauge regional input on the transportation network. The full survey and results for each question can be found in **Appendix C**. The survey responses range from March 19, 2014 to August 18, 2015. ECWRPC's Mindmixer social media outreach website/service was active from September 24,

2014 and responses were collected through January 30, 2015. Mindmixer questions and recommendations are included below.

Survey highlights/results include:

- 283 participants for Calumet, Outagamie and Winnebago Counties as of 8/18/15
- At the regional level, there was a total of 318 survey participants as of 8/18/15 (results included below)
- **Question 3:** How far is your commute to work? (if applicable)

Answer	Response Percent and (Number)
1 to 5 miles	33.45% (94)
5 to 10 miles	19.93% (56)
More than 10 miles	19.93% (56)
Not Applicable	18.86% (53)
Less than 1 mile	7.83% (22)

- **Question 4:** What modes of transportation do you use to commute to work? (check all that apply; responses equal greater than 100% as respondents could choose multiple answers)

Answer	Response Percent and (Number)
Auto (alone)	80.14% (222)
Bicycle	22.38% (62)
Not Applicable	13.00% (36)
Walk	11.55% (32)
Auto (carpool/vanpool)	5.42% (15)
Public Transit	7.04% (10)
Other	3.61% (10)

- **Question 6:** Approximately how often do you use your bicycle in the summer?

Answer	Response Percent and (Number)
Weekly	29.64% (83)
Occasionally	23.57% (66)
Daily	16.43% (46)
Rarely	11.07% (31)
Never	10.71% (30)
Not Applicable	8.57% (24)

- **Question 7:** Would you bicycle and/or walk more if additional bicycle and pedestrian facilities were available?

Answer	Response Percent and (Number)
Yes	58.27% (162)
No	24.10% (67)
Maybe	17.63% (49)

- **Question 8:** If you answered 'yes' to the previous question, which of the following would be helpful to you (check all that apply; responses equal greater than 100% as respondents could choose multiple answers)

Answer	Response Percent and (Number)
Extended greenway/trail system	77.72% (157)
Bicycle lanes/wide outside lanes	69.80% (141)
Bicycle trails facilities maps	38.61% (78)
Improved signage	33.17% (67)
Website or smart phone applications for bicycle/ trail accommodations	32.67% (66)
Parking, restrooms, water fountains, benches	30.69% (62)
More sidewalks	30.20% (61)
Safe Routes to School programs for children	26.24% (53)
Improved maintenance of existing facilities	23.76% (48)
Bicycle and walking groups	18.32% (37)
Not Applicable	8.42% (17)
Other	3.96% (8)

MINDMIXER PUBLIC COMMENTS

ECWRPC worked with a social media engagement company called Mindmixer to promote additional public comment and idea generation for the LRTP process. Through ECWRPC's Mindmixer website, staff posted a series of questions, surveys and instant polls to garner feedback from municipalities, state and federal entities and the public relating to the LRTP. These questions are posted below as well as the ideas/results for each topic.

- **QUESTION: What is your vision for transportation in our community? (Imagine getting around in our community in 10 or 20 years. What do you think will change over the course of time to make it easier to get from here to there?)**
    - **RESPONSES:** ***Bluetooth locator*** *tools to anticipate congestion and crashes*
    - *More trails (Need a better system of trails to help move more people around the area)*
    - **More options - other than the private automobile:** More public transit services, van-pool/car-pool networks, bike lanes/paths/trails, more transit and pedestrian-friendly design in our communities, commuter rail between Milwaukee, Chicago and Minneapolis, transit connection between Fond du Lac, Oshkosh, Neenah/Menasha, Appleton and Green Bay (perhaps a BRT with own lane on Hwy 41), creative ways to serve people in rural areas
    - **Way finder signage:**
      Having consistent way finder signage will help communities build a sense of pride and consistency. Cohesive signage can make a community predictable and easier to navigate.
    - **More options - need expanded public transit services,**
      including both fixed route buses more frequent and to more places and paratransit services for seniors and people with disabilities, more and better sidewalks to make the whole area more pedestrian friendly, bike lanes and paths

that connect the Fox Cities together, car-pooling and van pooling programs, "community" cars and bikes (to share), commuter rail service from Chicago and Milwaukee to Appleton and on to Minneapolis, regional connections (bus rapid transit) from Fond du Lac, Oshkosh, Neenah/Menasha, Appleton and Green Bay.

- **QUESTION/POLL: In the long term future (20 to 30 years from now), what areas of interest should be addressed to make a better community:**

    - Urban Design, **9 votes**
    - Downtown, **7 votes**
    - Parks and Open Space, **6 votes**
    - Economic Development and Tourism, **5 votes**
    - Arts and Culture, **5 votes**
    - Sustainability and Green Living, **5 votes**
    - Transportation, **5 votes**
    - Historic Preservation, **4 votes**
    - Safety, **2 votes**

- **QUESTION/POLL: What transportation options do you think our community needs more of? (How can we make our Community a more accessible place? What are the transportation problems that you think we should address first?)**

    - Bicycle, **3 votes**
    - Bus, **1 votes**
    - Train, **0 votes**
    - Walk, **0 votes**

- **QUESTION:** What are some congestion hot spots in our Community?
    - **County Highway N from Highway 114 to County Highway OO:** need bike lanes
    - **Jogging/Walking through roundabouts:** Some roundabouts are multi-lane and high speed. Cars are looking left and do not look for joggers or walkers. With a raised center median the pedestrians view is limited and traffic moves up quickly. In some cases cars do stop, however the second lane might not. Also, because of speed, cars are not expecting traffic to stop in a roundabout and this creates sudden braking and the roundabout to clog. For pedestrians a signalized intersection works the best.

- **QUESTION:** Do you think existing transportation options are adequate in our community, or could they be improved? In what way? (Are there forms of transportation [mass transit, ride share, bike] that you would like to see expanded or changed? Describe how you would improve transportation in our Community.)

    - **Need to have better connections so modes can be combined:** Better bike parking at transit stops so you don't need to take your bike with you. Bike share near municipal parking lots. A transit stop at municipal parking lots.

- **QUESTION:** Do you think existing transportation options are adequate in our community, or could they be improved? In what way? (Are there forms of transportation [mass transit, ride share, bike] that you would like to see expanded or changed? Describe how you would improve transportation in our Community.)

    - **Need to have better connections so modes can be combined:** Better bike parking at transit stops so you don't need to take your bike with you. Bike share near municipal parking lots. A transit stop at municipal parking lots.
    - **Job Site Transportation:** Our employers are having a hard time finding employees who are willing to commute from the urban areas to the rural areas. Would be nice to have some type of home-to-job site transportation system.

- **QUESTION:** Before making development decisions, does your community reference their comprehensive plan?

    - Yes – It is part of our review process **(4 votes)**
    - Sometimes – When there is a possible change of land use or zoning **(1 vote)**
    - No **(0 votes)**
    - Not Sure **(0 votes)**

- **QUESTION:** What bicycle and pedestrian facilities improvements would be helpful to you?
    - Extended greenway/trail system **(5 votes)**
    - Bicycle lanes/wide outside lanes **(3 votes)**
    - More sidewalks **(2 votes)**
    - Improved Signage **(2 votes)**
    - Bicycle/walking groups **(2 votes)**
    - Bicycle trails facilities maps **(1 votes)**
    - Improved maintenance of existing facilities **(1 vote)**
    - Safe Routes to School Programs for children **(1 vote)**
    - Parking, restrooms, water fountains, benches **(0 votes)**
    - Website/smartphone applications for bicycle/trail accommodations **(0 votes)**
    - Other **(0 votes)**

- **QUESTION:** Where would you like to see future multi-use trails/greenways developed?

    - From County Highway CB to downtown Appleton. Make it a bike boulevard down the middle of the street.
    - Connect the Fox Cities with the Fox River Trail leading to Green Bay using Co. Rd. "CE" or "Z"
    - A pedestrian/bike trail from Neenah to Oshkosh would benefit many. A portion of that has been completed; however the majority of County Road "A" is very difficult for bicyclists and dangerous for pedestrians. A completed trail such as this would be both accommodating and scenic.

CURRENT LONG RANGE PLANNING EFFORTS

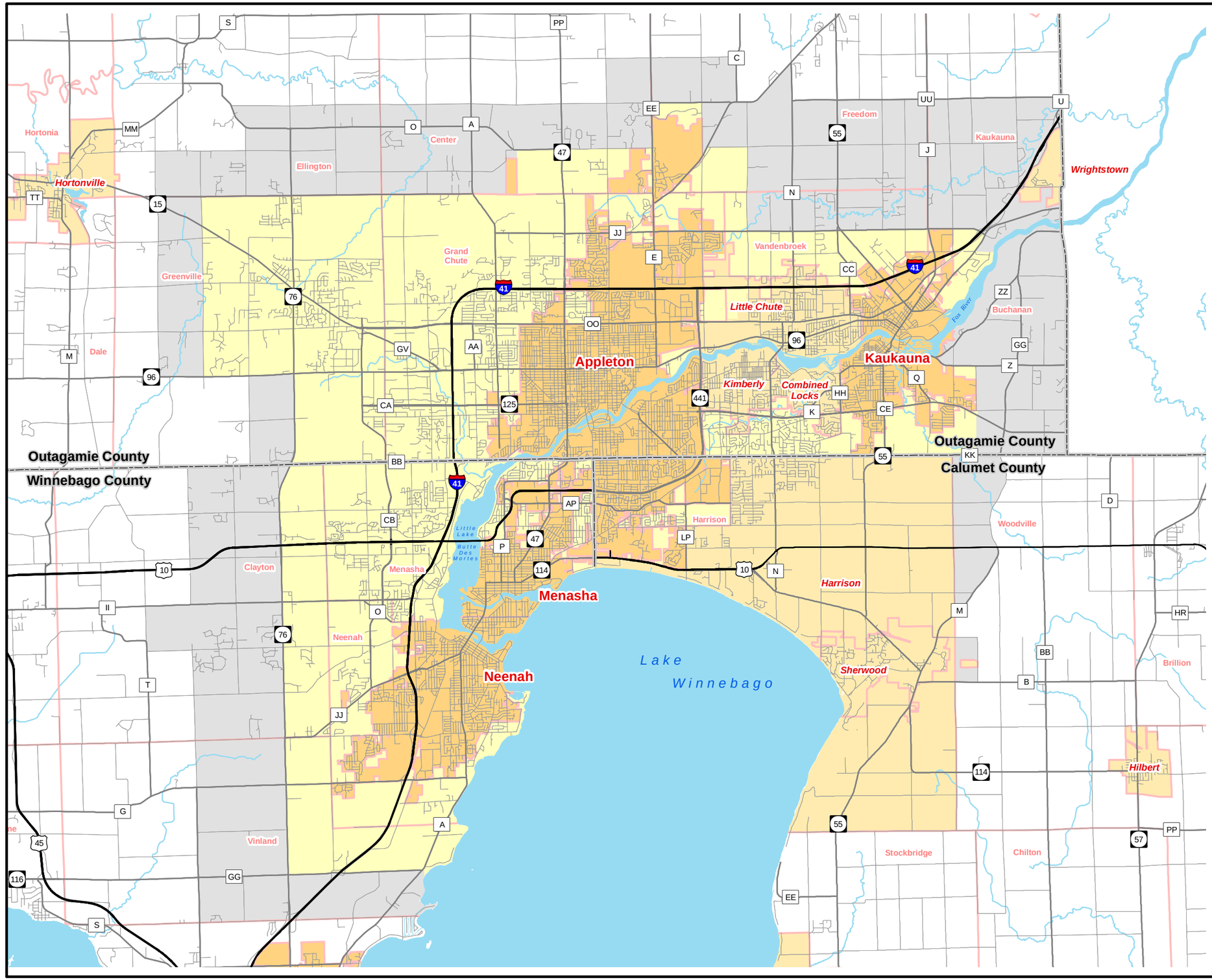
Bicycle-Pedestrian Plan

An update to the bicycle-pedestrian plan for Appleton (Fox Cities) and Oshkosh was finalized in October 2014. East Central staff worked with the Appleton (Fox Cities)/Oshkosh urbanized areas Bicycle-Pedestrian Steering Committee to develop the updated bicycle-pedestrian plan. Research was conducted to better define key issues such as creating a definition for 'on-street bicycle facilities', identifying gaps and barriers of the existing bicycle-pedestrian infrastructure within Appleton (Fox Cities) and Oshkosh, and analyzing/updating existing data and maps. Another critical component to the bicycle-pedestrian plan was the inclusion of a series of bicycle-pedestrian safety walk audits. East Central staff visited numerous intersections throughout Appleton (Fox Cities) and Oshkosh to document the status of bicycle-pedestrian accommodations; maps and photos were also prepared to illustrate the safety issues/concerns at each intersection evaluated. A system level analysis on the Appleton (Fox Cities)/Oshkosh bicycle-pedestrian plan may be found in the Multimodal Transportation Chapter of this document.

Public Participation Plan

The public participation plan (PPP) establishes procedures that allow for, encourage, and monitor participation of all citizens in the urbanized area, including but not limited to low income and minority individuals, and those with limited English proficiency. While traditional means of soliciting public involvement may not reach such individuals, or might not allow for meaningful avenues of input, the intent of this effort is to take reasonable actions throughout the planning process to provide opportunities for historically under-served populations to participate. Some of the techniques that can be used to engage the general population are public notices of meetings in the local newspaper and website, newsletters, social networks, open house format public information meetings. While these techniques will continue, staff will make a greater effort to engage the general public, possibly with techniques such as, nominal group exercises, surveys, use of local news media, etc. The full PPP may be found by accessing the following website link: http://fcompo.org/wp-content/uploads/2013/06/Final_FoxCities-Appleton (Fox Cities)MPO-PPP_Update_2013.pdf.

Map 1-1
Appleton TMA
Planning Area



- County Boundary
- Municipal Boundary
- City
- Village
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

N
W E
S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010

This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

Prepared JANUARY 2016 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

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CHAPTER 2

SOCIOECONOMIC ANALYSIS

CHAPTER 2 – SOCIOECONOMIC ANALYSIS

TABLE OF CONTENTS

Introduction 2-1
Population Characteristics 2-1
Household Characteristics 2-17
Employment Characteristics 2-19
Commuting Patterns 2-23

TABLES

Table 2-1: Census Population Estimates, Tri-County Fox Cities Area (1970 – 2010) 2-2
Table 2-2: Census Population Percent Change, Tri-County Fox Cities Area (1970 – 2010) . 2-3
Table 2-3: Population Density by Minor Civil Division per Square Mile, Tri-County Fox Cities Area (2013) 2-4
Table 2-4: Population Projections, Tri-County Fox Cities Area (2015 – 2040) 2-5
Table 2-5: Migration Patterns (Inbound and Outbound), Calumet County (2007 – 2011) 2-6
Table 2-6: Migration Patterns (Inbound and Outbound), Outagamie County (2007 – 2011) . 2-7
Table 2-7: Migration Patterns (Inbound and Outbound), Winnebago County (2007 – 2011). 2-11
Table 2-8: Number of Households, Tri-County Fox Cities Area (1970 – 2010) 2-17
Table 2-9: Projected Number of Households, Tri-County Fox Cities Area (2015 – 2040) 2-18
Table 2-10: Percentage Change No. of Employees and No. of Establishments, (2004 – 2011) 2-19
Table 2-11: County Business Patterns, Calumet County (2004, 2006, 2011) 2-20
Table 2-12: County Business Patterns, Outagamie County (2004, 2006, 2011) 2-21
Table 2-13: County Business Patterns, Winnebago County (2004, 2006, 2011)..... 2-22
Table 2-14: Commuter Adjusted Daytime Population, Appleton (Fox Cities) Area (2006 – 2010) 2-23
Table 2-15: Calumet County Residence County to Workplace County Flows for the United States and Puerto Rico Sorted by Residence Geography: 2006 – 2010 2-25
Table 2-16: Outagamie County Residence County to Workplace County Flows for the United States and Puerto Rico Sorted by Residence Geography: 2006 – 2010 . 2-27
Table 2-17: Winnebago County Residence County to Workplace County Flows for the United States and Puerto Rico Sorted by Residence Geography: 2006 – 2010. 2-30

CHAPTER 2: SOCIOECONOMIC ANALYSIS

INTRODUCTION

Prior to developing the long range transportation/land use recommendations for the Appleton (Fox Cities) TMA, an understanding of general and historic socioeconomic conditions of the region is essential. The data and analysis of this chapter involves summarizing select datasets for population characteristics, household characteristics, employment characteristics and commuter characteristics. These socioeconomic conditions are developed in detail below. Generally, the region has experienced steady and continuous growth and these patterns most likely will continue for the short and long term future.

POPULATION CHARACTERISTICS

Understanding the historic and projected population characteristics of the Appleton (Fox Cities) area is crucial for determining transportation demands. **Table 2-1** displays the tri-county municipalities of the Appleton (Fox Cities) TMA with their corresponding census population estimates from 1970 to 2010. **Table 2-2** displays the percentage change of population from 1970 to 2010 (by decade) of area municipalities. **Table 2-3** displays the population density (persons per square mile, 2013) of the municipalities in the Appleton (Fox Cities) area. The area as a whole has about 710 persons per square mile. **Table 2-4** displays the population projections of local jurisdictions forecasted in five year increments starting in 2015 and out to the year 2040. Population projections were compiled by the Wisconsin Department of Administration (DOA). The Appleton (Fox Cities) area experienced steady growth between 1970 and 2010 and is projected to maintain a steady population growth through to 2040. Overall, the Appleton (Fox Cities) area is expected to grow by approximately 21 percent (a numerical increase of 53,070 residents) in total population from 2015 to 2040.

Migration patterns (both inbound and outbound) for Calumet, Outagamie and Winnebago Counties were compiled from American Community Survey (ACS) 5-year estimates (2007-2011). This data represents a snapshot in time of the overall movement of people into and out of the tri-county region from other US counties. **Tables 2-5 to 2-7** display the inbound and outbound movement of people to and from the Calumet, Outagamie and Winnebago Counties, respectively. The data shows that there is a net change of 354 residents moving out of Calumet County; a net change of 1,120 residents moving out of Outagamie County; and a net change of 339 residents moving out of Winnebago County. Please note the 2007-2011 ACS 5-year estimates are averages over the period from January 1, 2007 to December 31, 2011. Multiyear estimates cannot be used to say what was going on in any particular year in the period, only what the average value is over the full time period.[1]

[1] https://www.census.gov/acs/www/Downloads/data_documentation/Statistical_Testing/2011StatisticalTesting3and5year.pdf. (07/31/14)

Table 2-1: Census Population Estimates, Tri-County Fox Cities Area (1970 – 2010)

Municipality	1970 Census	1980 Census	1990 Census	2000 Census	2010 Census
C Appleton	3,401	5,484	9,075	10,974	11,088
C Menasha	-	-	73	688	2,209
T Harrison	3,260	3,541	3,195	5,756	10,839
V Sherwood	350	372	837	1,550	2,713
Calumet County Total	**7,011**	**9,397**	**13,180**	**18,968**	**26,849**
C Appleton	52,976	53,424	56,177	58,301	60,045
C Kaukauna	11,308	11,310	11,982	12,983	15,462
T Buchanan	1,987	1,742	2,484	5,827	6,755
T Center	1,853	2,570	2,716	3,163	3,402
T Freedom	2,926	3,746	4,114	5,241	5,842
T Grand Chute	7,089	9,529	14,490	18,392	20,919
T Greenville	2,675	3,310	3,806	6,844	10,309
T Kaukauna	961	998	939	1,116	1,238
T Vandenbroek	1,653	1,538	1,291	1,351	1,474
V Combined Locks	2,771	2,573	2,190	2,422	3,328
V Kimberly	6,131	5,881	5,406	6,146	6,468
V Little Chute	5,522	7,907	9,207	10,476	10,449
Outagamie County Total	**97,852**	**104,528**	**114,802**	**132,262**	**145,691**
C Appleton	-	5	443	812	1,490
C Menasha	14,836	14,728	14,638	15,643	15,144
C Neenah	22,902	22,432	23,219	24,507	25,501
T Clayton	1,771	2,353	2,264	2,974	3,951
T Menasha	8,682	12,307	13,975	15,858	18,498
T Neenah	2,942	2,864	2,691	2,657	3,237
T Vinland	1,472	1,632	1,688	1,849	1,765
Winnebago	**52,605**	**56,321**	**58,918**	**64,300**	**69,586**
Fox Cities Total	**157,468**	**170,246**	**186,900**	**215,530**	**242,126**

Source: Demographic Services Center, Wisconsin Department of Administration, 2013

Table 2-2: Census Population Percent Change, Tri-County Fox Cities Area (1970 – 2010)

Municipality	1970-1980 % Change	1980-1990 % Change	1990-2000 % Change	2000-2010 % Change
C Appleton	61.25%	65.48%	20.93%	1.04%
C Kaukauna	-	-	-	-
C Menasha	-	-	842.47%	221.08%
T Harrison	8.62%	-9.77%	80.16%	88.31%
V Sherwood	6.29%	125.00%	85.19%	75.03%
Calumet County Total	**34.03%**	**40.26%**	**43.92%**	**41.55%**
C Appleton	0.85%	5.15%	3.78%	2.99%
C Kaukauna	0.02%	5.94%	8.35%	19.09%
T Buchanan	-12.33%	42.59%	134.58%	15.93%
T Center	38.69%	5.68%	16.46%	7.56%
T Freedom	28.02%	9.82%	27.39%	11.47%
T Grand Chute	34.42%	52.06%	26.93%	13.74%
T Greenville	23.74%	14.98%	79.82%	50.63%
T Kaukauna	3.85%	-5.91%	18.85%	10.93%
T Vandenbroek	-6.96%	-16.06%	4.65%	9.10%
V Combined Locks	-7.15%	-14.89%	10.59%	37.41%
V Kimberly	-4.08%	-8.08%	13.69%	5.24%
V Little Chute	43.19%	16.44%	13.78%	-0.26%
Outagamie County Total	**6.82%**	**9.83%**	**15.21%**	**10.15%**
C Appleton	-	87.60%	83.30%	83.50%
C Menasha	-0.73%	-0.61%	6.87%	-3.19%
C Neenah	-2.05%	3.51%	5.55%	4.06%
T Clayton	32.86%	-3.78%	31.36%	32.85%
T Menasha	41.75%	13.55%	13.47%	16.65%
T Neenah	-2.65%	-6.04%	-1.26%	21.83%
T Vinland	10.87%	3.43%	9.54%	-4.54%
Winnebago County Total	**7.06%**	**4.61%**	**9.13%**	**8.22%**
Fox Cities Total	**8.11%**	**9.78%**	**15.32%**	**12.34%**

Source: ECWRPC, 2014

Table 2-3: Population Density by Minor Civil Division per Square Mile, Tri-County Fox Cities Area (2013)

Municipality	Wisconsin Final Population Estimate (Jan 1, 2013)	2013 Census TIGER Square Miles Land Area	2013 Persons per Square Mile
C Appleton	11,165	3.31	3,374.70
C Kaukauna	-	0.01	0.00
C Menasha	2,346	1.54	1,521.98
T Harrison	10,990	31.84	345.13
V Sherwood	2,763	3.46	798.57
Calumet County Total	**27,264**	**40.17**	**678.75**
C Appleton	60,500	20.75	2,916.15
C Kaukauna	15,715	7.67	2,049.47
T Buchanan	6,912	15.25	453.12
T Center	3,418	34.87	98.01
T Freedom	5,942	34.36	172.95
T Grand Chute	21,583	23.46	920.00
T Greenville	10,773	35.72	301.61
T Kaukauna	1,254	16.30	76.92
T Vandenbroek	1,502	8.27	181.66
V Combined Locks	3,405	1.70	1,997.45
V Kimberly	6,586	2.34	2,815.00
V Little Chute	10,462	5.43	1,927.76
Outagamie County Total	**148,052**	**206.12**	**718.28**
C Appleton	1,485	0.39	3,821.13
C Menasha	15,108	4.49	3,366.13
C Neenah	25,750	9.21	2,796.42
T Clayton	3,996	36.28	110.15
T Menasha	18,582	12.17	1,526.59
T Neenah	3,371	7.96	423.47
T Vinland	1,748	28.61	61.11
Winnebago County Total	**70,040**	**99.10**	**706.75**
Fox Cities Total	**245,356**	**345.39**	**710.38**

Sources: Land area: U.S. Census Bureau, 2013 Census TIGER, Population: U.S. Census Bureau, 2010 Census; WI Demographic Services Center 2013 Final Estimates

Table 2-4: Population Projections, Tri-County Fox Cities Area (2015 – 2040)

Municipality	2015 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2040 Projection
C Appleton	11,240	11,890	12,360	12,770	12,910	12,860
C Menasha	2,465	2,840	3,185	3,525	3,800	4,000
T Harrison	1,345	1,550	1,740	1,925	2,070	2,185
V Harrison	10,200	11,760	13,190	14,600	15,700	16,550
V Sherwood	2,900	3,350	3,755	4,155	4,475	4,715
Calumet County	**28,150**	**31,390**	**34,230**	**36,975**	**38,955**	**40,310**
C Appleton	60,550	62,800	64,500	65,850	66,200	65,600
C Kaukauna	15,970	17,120	18,120	19,050	19,680	20,020
T Buchanan	7,140	7,900	8,605	9,280	9,795	10,180
T Center	3,440	3,625	3,765	3,900	3,960	3,975
T Freedom	6,045	6,485	6,870	7,225	7,460	7,600
T Grand Chute	22,080	23,980	25,700	27,320	28,500	29,270
T Greenville	11,170	12,450	13,650	14,800	15,710	16,390
T Kaukauna	1,270	1,360	1,430	1,500	1,545	1,570
T Vandenbroek	1,530	1,640	1,740	1,835	1,900	1,935
V Combined Locks	3,505	3,855	4,170	4,475	4,705	4,870
V Kimberly	6,650	7,025	7,335	7,610	7,760	7,815
V Little Chute	10,440	10,740	10,950	11,100	11,070	10,900
Outagamie County	**149,790**	**158,980**	**166,835**	**173,945**	**178,285**	**180,125**
C Appleton	1,540	1,680	1,820	1,950	2,055	2,145
C Menasha	15,110	15,330	15,460	15,520	15,380	15,120
C Neenah	26,010	26,990	27,810	28,520	28,870	28,970
T Clayton	4,140	4,510	4,855	5,200	5,470	5,685
T Menasha	18,950	20,070	21,080	22,020	22,680	23,140
T Neenah	3,495	3,810	4,110	4,400	4,635	4,820
T Vinland	1,740	1,755	1,755	1,750	1,720	1,680
Winnebago County	**70,985**	**74,145**	**76,890**	**79,360**	**80,810**	**81,560**
Fox Cities Total	**248,925**	**264,515**	**277,955**	**290,280**	**298,050**	**301,995**

Source: Demographic Services Center, Wisconsin Department of Administration, 2013

Table 2-5: Migration Patterns (Inbound and Outbound), Calumet County (2007 – 2011)

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Outagamie County	Wisconsin	846	Outagamie County	Wisconsin	804
Winnebago County	Wisconsin	534	Winnebago County	Wisconsin	303
Manitowoc County	Wisconsin	219	Muskegon County	Michigan	142
Brown County	Wisconsin	137	Manitowoc County	Wisconsin	138
Sheboygan County	Wisconsin	101	Brown County	Wisconsin	121
Portage County	Wisconsin	93	Ingham County	Michigan	112
Fond du Lac County	Wisconsin	78	Fond du Lac County	Wisconsin	103
Dodge County	Wisconsin	67	Pierce County	Wisconsin	76
Green County	Wisconsin	36	Milwaukee County	Wisconsin	75
Door County	Wisconsin	27	Marquette County	Michigan	68
Yuma County	Arizona	25	Dane County	Wisconsin	67
Delta County	Michigan	19	Sheboygan County	Wisconsin	51
Maricopa County	Arizona	18	Winona County	Minnesota	45
Washington County	Wisconsin	15	Maricopa County	Arizona	44
Lincoln County	Wisconsin	14	Washington County	Minnesota	41
Orange County	California	13	Franklin County	Pennsylvania	39
New York County	New York	12	Ada County	Idaho	38
Barren County	Kentucky	12	Chatham County	Georgia	33
Columbia County	Wisconsin	11	Tulare County	California	30
Price County	Wisconsin	11	Autauga County	Alabama	30
Waukesha County	Wisconsin	10	Cook County	Illinois	28
Tarrant County	Texas	9	Kenosha County	Wisconsin	27
Green Lake County	Wisconsin	8	Racine County	Wisconsin	25
Dane County	Wisconsin	8	Portage County	Wisconsin	24
Salt Lake County	Utah	8	Chippewa County	Wisconsin	21
Walworth County	Wisconsin	7	Orange County	Florida	18
Hamilton County	Indiana	6	Sherburne County	Minnesota	17
Marathon County	Wisconsin	5	Dunn County	Wisconsin	15
Pima County	Arizona	5	Queens County	New York	15
Milwaukee County	Wisconsin	4	St. Johns County	Florida	14
Oconto County	Wisconsin	4	Marinette County	Wisconsin	13
Waupaca County	Wisconsin	3	Hennepin County	Minnesota	13
Ozaukee County	Wisconsin	3	Shiawassee County	Michigan	13
Burleson County	Texas	3	Johnson County	Kansas	13
Santa Fe County	New Mexico	3	La Crosse County	Wisconsin	12
McHenry County	Illinois	3	Wood County	Wisconsin	12
Stanislaus County	California	3	Utah County	Utah	12
Lake County	Ohio	2	St. Louis County	Minnesota	12

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Mercer County	Ohio	2	Oneida County	Wisconsin	11
Maverick County	Texas	1	Grant County	Wisconsin	10
Val Verde County	Texas	1	Alger County	Michigan	10
Hinds County	Mississippi	1	Pima County	Arizona	8
Cass County	Indiana	1	Van Buren County	Michigan	7
	Total Inbound	**2,388**	Dodge County	Minnesota	6
			Ozaukee County	Wisconsin	5
			Lincoln County	Wisconsin	4
			Dodge County	Wisconsin	3
			Door County	Wisconsin	3
			Schoolcraft County	Michigan	3
			Vernon Parish	Louisiana	3
			Morgan County	Illinois	3
			Lancaster County	Nebraska	2
	Net Change	**-354**		**Total Outbound**	**2,742**

Source: U.S. Census Bureau, 2007-2011 5-year American Community Survey

Table 2-6: Migration Patterns (Inbound and Outbound), Outagamie County (2007 – 2011)

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Winnebago County	Wisconsin	2,242	Winnebago County	Wisconsin	1,832
Calumet County	Wisconsin	804	Brown County	Wisconsin	1,140
Brown County	Wisconsin	601	Calumet County	Wisconsin	846
Milwaukee County	Wisconsin	420	Dane County	Wisconsin	587
Waupaca County	Wisconsin	330	Waupaca County	Wisconsin	447
Dane County	Wisconsin	265	Shawano County	Wisconsin	356
Hennepin County	Minnesota	208	Milwaukee County	Wisconsin	304
Cook County	Illinois	129	Portage County	Wisconsin	172
Shawano County	Wisconsin	128	Fond du Lac County	Wisconsin	161
Fond du Lac County	Wisconsin	127	Waukesha County	Wisconsin	153
Walworth County	Wisconsin	121	Grant County	Wisconsin	138
Marquette County	Michigan	115	Cook County	Illinois	127
Chippewa County	Wisconsin	109	Marathon County	Wisconsin	126
Oneida County	Wisconsin	102	Hennepin County	Minnesota	101
Oconto County	Wisconsin	101	Marinette County	Wisconsin	97
Waukesha County	Wisconsin	95	DuPage County	Illinois	95
Honolulu County	Hawaii	94	Racine County	Wisconsin	94
Washington County	Wisconsin	85	Eau Claire County	Wisconsin	93
Manitowoc County	Wisconsin	79	Dodge County	Wisconsin	88
McLean County	Illinois	75	Pinal County	Arizona	87

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Wood County	Wisconsin	72	La Crosse County	Wisconsin	84
Portage County	Wisconsin	70	Walworth County	Wisconsin	84
Menominee County	Michigan	69	Marquette County	Michigan	76
Racine County	Wisconsin	68	Sauk County	Wisconsin	73
Orange County	California	67	Ramsey County	Minnesota	69
Rusk County	Wisconsin	64	Eaton County	Michigan	64
Tarrant County	Texas	61	Waushara County	Wisconsin	63
Pima County	Arizona	60	Harris County	Texas	60
Juneau County	Wisconsin	59	Monroe County	Wisconsin	58
Jefferson County	Wisconsin	55	Orange County	Florida	55
Wayne County	Michigan	54	Maricopa County	Arizona	53
Suffolk County	New York	51	Orange County	California	52
Dubuque County	Iowa	51	Bradley County	Tennessee	51
Prince William County	Virginia	50	Mecklenburg County	North Carolina	49
Dakota County	Minnesota	50	Collier County	Florida	48
Salt Lake County	Utah	46	Richmond County	Georgia	44
Rock County	Wisconsin	42	Door County	Wisconsin	43
La Crosse County	Wisconsin	39	Kenosha County	Wisconsin	43
Fresno County	California	38	Green Lake County	Wisconsin	42
Grant County	Wisconsin	37	San Diego County	California	38
Delta County	Michigan	36	Clark County	Nevada	36
Winnebago County	Illinois	35	Washington County	Minnesota	33
Knox County	Tennessee	34	Dallas County	Texas	32
St. Louis County	Minnesota	34	Lake County	Illinois	31
Calhoun County	Michigan	34	Pitt County	North Carolina	30
Marion County	Indiana	31	Douglas County	Nebraska	30
Somerset County	Pennsylvania	30	Manitowoc County	Wisconsin	29
Virginia Beach city	Virginia	29	Porter County	Indiana	29
Oakland County	Michigan	28	Honolulu County	Hawaii	29
Kane County	Illinois	28	El Paso County	Colorado	29
Marathon County	Wisconsin	27	Pender County	North Carolina	28
Loudoun County	Virginia	26	Boulder County	Colorado	28
Clark County	Nevada	26	Anoka County	Minnesota	27
Contra Costa County	California	26	Denver County	Colorado	27
Kenosha County	Wisconsin	25	Vilas County	Wisconsin	26
Dodge County	Wisconsin	24	Virginia Beach city	Virginia	26
Barron County	Wisconsin	23	Minnehaha County	South Dakota	26
Ramsey County	Minnesota	23	Fort Bend County	Texas	25
Snohomish County	Washington	21	Ventura County	California	24
Stark County	Ohio	21	Oconto County	Wisconsin	23

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Olmsted County	Minnesota	20	Washington County	Wisconsin	23
Marinette County	Wisconsin	19	Berkeley County	West Virginia	23
Potter County	Pennsylvania	19	Sarpy County	Nebraska	23
DuPage County	Illinois	19	Washtenaw County	Michigan	23
Garland County	Arkansas	19	Adams County	Wisconsin	21
Ashland County	Wisconsin	18	Dunn County	Wisconsin	21
Sheboygan County	Wisconsin	18	Langlade County	Wisconsin	20
Washtenaw County	Michigan	18	Delta County	Michigan	20
St. Croix County	Wisconsin	17	DeKalb County	Georgia	20
Stark County	North Dakota	16	Rusk County	Wisconsin	18
Maverick County	Texas	15	Sheboygan County	Wisconsin	18
Washington County	Oregon	15	Vernon County	Wisconsin	18
Hampshire County	Massachusetts	15	Knox County	Tennessee	17
Denver County	Colorado	15	Robertson County	Tennessee	17
Montgomery County	Ohio	14	Jackson County	Wisconsin	16
DeKalb County	Illinois	14	Oneida County	Wisconsin	16
El Paso County	Colorado	14	Putnam County	Tennessee	16
Ozaukee County	Wisconsin	13	Cuyahoga County	Ohio	16
Lauderdale County	Mississippi	13	Stearns County	Minnesota	16
Canyon County	Idaho	13	Winona County	Minnesota	16
Harrison County	Indiana	12	Iron County	Michigan	16
Douglas County	Wisconsin	11	Columbia County	Georgia	16
Pierce County	Wisconsin	11	Chippewa County	Wisconsin	15
Summit County	Ohio	11	Dakota County	Minnesota	15
Houghton County	Michigan	10	Ozaukee County	Wisconsin	14
Chatham County	Georgia	10	Utah County	Utah	14
Columbia County	Georgia	10	Kendall County	Illinois	14
Arapahoe County	Colorado	10	El Paso County	Texas	13
Athens County	Ohio	9	Blue Earth County	Minnesota	13
Hernando County	Florida	9	Hillsborough County	Florida	13
Boulder County	Colorado	9	Forest County	Wisconsin	12
Lincoln County	Wisconsin	8	Lee County	Illinois	12
Centre County	Pennsylvania	8	Richland County	South Carolina	11
Jackson County	Oregon	8	Gogebic County	Michigan	11
Hinds County	Mississippi	8	Houghton County	Michigan	11
Maricopa County	Arizona	8	San Bernardino County	California	11
Monroe County	Wisconsin	7	Rock County	Wisconsin	10
Chesterfield County	Virginia	7	Grand Forks County	North Dakota	10
Addison County	Vermont	7	Polk County	Wisconsin	9
Washington County	Ohio	7	Beaufort County	South Carolina	9
Benton County	Arkansas	7	Ashland County	Ohio	9

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Crawford County	Wisconsin	6	Morrison County	Minnesota	9
Dunn County	Wisconsin	6	Jackson County	Michigan	9
Eau Claire County	Wisconsin	6	Oakland County	Michigan	9
King County	Washington	6	Green County	Wisconsin	8
Carlton County	Minnesota	6	Lincoln County	Wisconsin	8
Nicollet County	Minnesota	6	King County	Washington	8
Bristol County	Massachusetts	6	Washoe County	Nevada	8
Los Angeles County	California	6	Marion County	Indiana	8
Lake County	Illinois	5	Larimer County	Colorado	8
Jackson County	Wisconsin	4	Jefferson County	Wisconsin	7
Trempealeau County	Wisconsin	4	Addison County	Vermont	7
Stephenson County	Illinois	4	Cleveland County	Oklahoma	7
Columbia County	Florida	4	Hardin County	Kentucky	7
Kewaunee County	Wisconsin	3	Tippecanoe County	Indiana	7
Waushara County	Wisconsin	3	Ashland County	Wisconsin	6
Shelby County	Tennessee	3	Barron County	Wisconsin	6
Delaware County	Pennsylvania	3	Price County	Wisconsin	6
Wake County	North Carolina	2	Richland County	Wisconsin	6
Vanderburgh County	Indiana	2	Monroe County	New York	6
Santa Clara County	California	2	Bremer County	Iowa	6
Door County	Wisconsin	1	Douglas County	Wisconsin	5
Lafayette County	Wisconsin	1	Marquette County	Wisconsin	5
Bexar County	Texas	1	Taylor County	Wisconsin	5
Harris County	Texas	1	Fredericksburg city	Virginia	5
Montgomery County	Maryland	1	Davidson County	Tennessee	5
Osceola County	Florida	1	Newaygo County	Michigan	5
Volusia County	Florida	1	Gibson County	Indiana	5
	Total Inbound	**8,499**	Peoria County	Illinois	5
			Iron County	Wisconsin	4
			Brown County	Minnesota	4
			Anne Arundel County	Maryland	4
			Linn County	Iowa	4
			Ward County	North Dakota	3
			Manistee County	Michigan	3
			Columbia County	Wisconsin	2
			Florence County	Wisconsin	2
			Gladwin County	Michigan	2
			Menominee County	Michigan	2
			Kossuth County	Iowa	2
			Warren County	Iowa	2
			Huron County	Michigan	1

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
			Worcester County	Maryland	1
	Net Change	**-1,120**		**Total Outbound**	**9,619**

Source: U.S. Census Bureau, 2007-2011 5-year American Community Survey

Table 2-7: Migration Patterns (Inbound and Outbound), Winnebago County (2007 – 2011)

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Outagamie County	Wisconsin	1,832	Outagamie County	Wisconsin	2,242
Milwaukee County	Wisconsin	922	Dane County	Wisconsin	864
Brown County	Wisconsin	644	Milwaukee County	Wisconsin	721
Fond du Lac County	Wisconsin	517	Fond du Lac County	Wisconsin	655
Dane County	Wisconsin	473	Calumet County	Wisconsin	534
Dodge County	Wisconsin	363	Green Lake County	Wisconsin	343
Calumet County	Wisconsin	303	Brown County	Wisconsin	279
Waukesha County	Wisconsin	289	Waupaca County	Wisconsin	230
Waupaca County	Wisconsin	237	Payette County	Idaho	208
Sheboygan County	Wisconsin	232	Portage County	Wisconsin	201
Green Lake County	Wisconsin	189	Waukesha County	Wisconsin	196
Portage County	Wisconsin	182	Sheboygan County	Wisconsin	188
Shawano County	Wisconsin	176	Waushara County	Wisconsin	151
Washington County	Wisconsin	175	Marathon County	Wisconsin	142
Racine County	Wisconsin	155	Dickinson County	Michigan	142
Summit County	Ohio	118	Dodge County	Wisconsin	137
Kenosha County	Wisconsin	116	Anchorage Municipality	Alaska	118
Marathon County	Wisconsin	116	Grant County	Wisconsin	113
Waushara County	Wisconsin	116	Hennepin County	Minnesota	113
Chippewa County	Wisconsin	115	Columbia County	Wisconsin	108
Columbia County	Wisconsin	113	Santa Rosa County	Florida	107
Door County	Wisconsin	106	Racine	Wisconsin	105

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
			County		
Manitowoc County	Wisconsin	93	Wood County	Wisconsin	105
Jefferson County	Wisconsin	90	Washington County	Nebraska	99
Jackson County	Wisconsin	87	Harris County	Texas	96
Oneida County	Wisconsin	87	La Crosse County	Wisconsin	69
Walworth County	Wisconsin	87	Sarasota County	Florida	68
Sauk County	Wisconsin	83	Crawford County	Arkansas	68
Juneau County	Wisconsin	77	Jackson County	Wisconsin	66
Rock County	Wisconsin	74	Kennebec County	Maine	62
Marinette County	Wisconsin	72	Sacramento County	California	61
Chesterfield County	Virginia	72	Bell County	Texas	58
Marquette County	Wisconsin	70	Lee County	Florida	57
Wood County	Wisconsin	69	Los Angeles County	California	50
Cuyahoga County	Ohio	61	Chippewa County	Wisconsin	48
La Crosse County	Wisconsin	58	Lincoln County	Wisconsin	48
Tarrant County	Texas	58	Juneau County	Wisconsin	47
DuPage County	Illinois	58	Walworth County	Wisconsin	47
Oconto County	Wisconsin	57	Rock County	Wisconsin	45
Houghton County	Michigan	57	Ozaukee County	Wisconsin	44
Polk County	Iowa	55	Cook County	Illinois	43
Adams County	Wisconsin	49	Coconino County	Arizona	43
Crawford County	Wisconsin	48	Shawano County	Wisconsin	42
Butler County	Kansas	46	Johnson County	Iowa	42
Denver County	Colorado	46	Pasco County	Florida	42
Clay County	South Dakota	45	New Haven County	Connecticut	40
Ogle County	Illinois	42	DuPage County	Illinois	39
Kewaunee County	Wisconsin	41	Broomfield	Colorado	37

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
			County		
Baldwin County	Alabama	41	Rock Island County	Illinois	35
Hennepin County	Minnesota	35	Faulkner County	Arkansas	35
Delta County	Michigan	35	Pinal County	Arizona	34
Maricopa County	Arizona	35	Lake County	Florida	33
Barron County	Wisconsin	32	Washington County	Arkansas	33
Scotland County	North Carolina	30	Boulder County	Colorado	32
Grant County	Wisconsin	29	Barron County	Wisconsin	31
Skagit County	Washington	29	Dunn County	Wisconsin	31
Tippecanoe County	Indiana	29	Hamilton County	Indiana	31
Eau Claire County	Wisconsin	28	Kenosha County	Wisconsin	30
Vigo County	Indiana	28	Oneida County	Wisconsin	29
Orange County	Florida	28	Kalkaska County	Michigan	29
Monroe County	Wisconsin	27	St. Croix County	Wisconsin	28
Clark County	Nevada	27	Pima County	Arizona	27
Santa Cruz County	California	26	Klamath County	Oregon	26
Ada County	Idaho	25	Seward County	Nebraska	26
Cook County	Illinois	23	Washington County	Wisconsin	25
Clark County	Wisconsin	22	Dallas County	Texas	25
Spartanburg County	South Carolina	22	Bernalillo County	New Mexico	25
Marshall County	Iowa	22	Polk County	Florida	24
Harrison County	Indiana	22	Mitchell County	Texas	23
Dunn County	Wisconsin	20	Allegheny County	Pennsylvania	23
St. Croix County	Wisconsin	20	Sarpy County	Nebraska	23
Philadelphia County	Pennsylvania	20	Marquette County	Wisconsin	22
Winnebago County	Illinois	20	Vermilion County	Illinois	22
Dickinson County	Michigan	18	Cherokee County	Georgia	22

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Pima County	Arizona	18	Frederick County	Maryland	21
New York County	New York	17	Sebastian County	Arkansas	21
Midland County	Michigan	17	Maricopa County	Arizona	21
Champaign County	Illinois	17	Adams County	Wisconsin	20
Coweta County	Georgia	17	Manitowoc County	Wisconsin	20
Yavapai County	Arizona	17	Montgomery County	Virginia	20
Tipton County	Tennessee	16	Tompkins County	New York	20
Larimer County	Colorado	16	Baldwin County	Alabama	20
Travis County	Texas	15	Oconto County	Wisconsin	18
Orleans Parish	Louisiana	15	Polk County	Wisconsin	17
Ramsey County	Minnesota	14	Montgomery County	Ohio	17
Bexar County	Texas	13	Sauk County	Wisconsin	16
Saginaw County	Michigan	13	Buncombe County	North Carolina	16
Lake County	Illinois	13	Johnson County	Kansas	16
Pinellas County	Florida	13	Ada County	Idaho	16
Volusia County	Florida	13	Litchfield County	Connecticut	16
Santa Clara County	California	13	Eau Claire County	Wisconsin	15
Buffalo County	Wisconsin	12	King County	Washington	15
Langlade County	Wisconsin	12	Baker County	Oregon	15
Wake County	North Carolina	12	Denver County	Colorado	15
Christian County	Kentucky	12	Onondaga County	New York	14
Sedgwick County	Kansas	12	Hillsborough County	Florida	14
Troup County	Georgia	12	Middlesex County	Massachusetts	13
Arapahoe County	Colorado	12	Crawford County	Wisconsin	12
Fremont County	Colorado	12	Door County	Wisconsin	12
Brazoria County	Texas	11	Richland County	Wisconsin	12
Centre County	Pennsylvania	11	Pulaski County	Missouri	12

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
McHenry County	Illinois	11	Marion County	Indiana	12
Orange County	California	11	Monroe County	Indiana	12
Blount County	Tennessee	10	Kewaunee County	Wisconsin	11
McCracken County	Kentucky	10	Rusk County	Wisconsin	11
Grant County	Indiana	10	Fort Bend County	Texas	11
Bayfield County	Wisconsin	9	Scotts Bluff County	Nebraska	11
Burnett County	Wisconsin	9	Washington County	Minnesota	11
Ozaukee County	Wisconsin	9	El Paso County	Colorado	11
Richland County	Wisconsin	9	Douglas County	Wisconsin	10
Dorchester County	South Carolina	9	Bexar County	Texas	10
Rensselaer County	New York	9	Oldham County	Kentucky	10
Douglas County	Nevada	9	Story County	Iowa	10
Scott County	Minnesota	9	Cobb County	Georgia	10
Marquette County	Michigan	9	Virginia Beach city	Virginia	9
Linn County	Iowa	9	Salt Lake County	Utah	9
Kane County	Illinois	9	Brazos County	Texas	9
Barrow County	Georgia	9	Marquette County	Michigan	9
Lincoln County	Wisconsin	8	White County	Illinois	9
Taylor County	Wisconsin	8	Iowa County	Wisconsin	8
Vilas County	Wisconsin	8	Green County	Wisconsin	7
Davidson County	Tennessee	8	Vernon County	Wisconsin	7
Ontonagon County	Michigan	8	Coryell County	Texas	7
Steuben County	Indiana	8	Cumberland County	Pennsylvania	7
Harris County	Texas	7	Washington County	Oregon	7
Sangamon County	Illinois	7	Comanche County	Oklahoma	7
Boulder County	Colorado	7	Tippecanoe County	Indiana	7

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Los Angeles County	California	7	Calhoun County	Florida	7
Menominee County	Wisconsin	6	Benton County	Arkansas	7
Dallas County	Texas	6	Spotsylvania County	Virginia	6
Piatt County	Illinois	6	Oneida County	New York	6
Honolulu County	Hawaii	6	Blue Earth County	Minnesota	6
Vernon County	Wisconsin	5	Bannock County	Idaho	6
Washington County	Vermont	4	Boundary County	Idaho	6
Lehigh County	Pennsylvania	4	Vilas County	Wisconsin	5
Kosciusko County	Indiana	4	Washburn County	Wisconsin	5
Ward County	North Dakota	3	Grundy County	Illinois	5
Onondaga County	New York	3	Forest County	Wisconsin	4
Dakota County	Minnesota	3	Jefferson County	Wisconsin	4
DeKalb County	Illinois	3	Bedford County	Pennsylvania	4
San Bernardino County	California	3	Dunn County	North Dakota	4
San Francisco County	California	3	Lafayette County	Wisconsin	3
Green County	Wisconsin	1	Sawyer County	Wisconsin	3
Iowa County	Wisconsin	1	Callaway County	Missouri	3
Sawyer County	Wisconsin	1	Wayne County	Michigan	3
King County	Washington	1	Baxter County	Arkansas	3
Lake County	Ohio	1	Yukon-Koyukuk Census Area	Alaska	3
Genesee County	Michigan	1	Buffalo County	Wisconsin	2
	Total Inbound	**10,540**	St. Louis County	Missouri	2
			St. Louis County	Minnesota	2
			Waseca County	Minnesota	2
			Kootenai County	Idaho	2

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
			Iron County	Wisconsin	1
			Oakland County	Michigan	1
			Bingham County	Idaho	1
	Net Change	**-339**		**Total Outbound**	**10,879**

Source: U.S. Census Bureau, 2007-2011 5-year American Community Survey

HOUSEHOLD CHARACTERISTICS (NUMBER OF HOUSEHOLDS)

The number of occupied housing units or simply the number of households was compiled for the Appleton (Fox Cities) Area. From 1970 to 2010, the number of households has increased by nearly 120 percent (52,965 households). **Table 2-8** displays the number of households by municipality in the tri-county Appleton (Fox Cities) area. Household projections for the tri-county Appleton (Fox Cities) area from 2015 to 2040 are expected to increase by approximately 28 percent (28,423 households). Please see **Table 2-9**.

Table 2-8: Number of Households, Tri-County Fox Cities Area (1970 – 2010)

Municipality	1970 Census	1980 Census	1990 Census	2000 Census	2010 Census
C Appleton*	16,939	21,095	24,818	26,864	28,874
C Kaukauna	3,187	3,907	4,365	4,971	6,270
C Menasha*	4,490	5,560	5,980	6,951	7,405
C Neenah	6,740	8,112	9,024	9,834	10,694
V Combined Locks	585	685	733	884	1,232
V Little Chute	1,346	2,482	3,158	3,878	4,207
V Kimberly	1,534	1,907	2,043	2,507	2,739
V Sherwood	95	123	303	572	986
T Buchanan	399	436	737	1,846	2,393
T Center	429	709	842	1,095	1,277
T Clayton	493	742	809	1,071	1,438
T Freedom	704	1,051	1,306	1,833	2,124
T Grand Chute	1,551	3,213	5,465	7,586	9,378
T Greenville	670	970	1,250	2,301	3,631
T Harrison	809	1,063	1,059	1,998	3,644
T Kaukauna	199	261	278	370	435
T Menasha	2,156	4,177	5,351	6,298	7,948
T Neenah	955	889	970	976	1,228
T Vandenbroek	481	416	400	460	516
T Vinland	413	535	595	693	721
Fox Cities Total	**44,175**	**58,333**	**69,486**	**82,988**	**97,140**

*Source: U.S. Census, 1970 – 2010 *denotes municipality in multiple counties*

Table 2-9: Projected Number of Households, Tri-County Fox Cities Area (2015 – 2040)

Municipality	2015 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2040 Projection
C Appleton*	29,874	31,623	32,983	34,200	34,853	34,938
C Kaukauna	6,638	7,232	7,750	8,253	8,637	8,891
C Menasha*	7,567	7,868	8,125	8,356	8,486	8,505
C Neenah	11,012	11,505	11,935	12,321	12,573	12,682
V Combined Locks	1,330	1,487	1,629	1,771	1,887	1,978
V Harrison*	3,476	4,083	4,667	5,275	5,781	6,178
V Little Chute	4,309	4,504	4,650	4,775	4,823	4,806
V Kimberly	2,887	3,099	3,276	3,444	3,558	3,627
V Sherwood	1,081	1,272	1,453	1,642	1,802	1,925
T Buchanan	2,593	2,915	3,216	3,514	3,759	3,955
T Center	1,324	1,418	1,491	1,565	1,611	1,637
T Clayton	1,521	1,668	1,808	1,949	2,068	2,161
T Freedom	2,253	2,456	2,635	2,808	2,939	3,032
T Grand Chute	10,146	11,198	12,150	13,081	13,819	14,356
T Greenville	4,033	4,568	5,072	5,571	5,992	6,328
T Harrison	504	592	677	765	838	897
T Kaukauna	457	498	530	564	588	605
T Menasha	8,220	8,764	9,268	9,746	10,121	10,381
T Neenah	1,338	1,469	1,595	1,719	1,826	1,910
T Vandenbroek	549	598	643	687	721	743
T Vinland	717	728	733	736	730	717
Fox Cities Total	**101,829**	**109,545**	**116,286**	**122,742**	**127,412**	**130,252**

*Source: Wisconsin Department of Administration, 2013 *denotes municipality in multiple counties*

Please refer to the following link provided by the DOA for further questions about projection methodologies for population and household numbers:
http://www.doa.state.wi.us/Divisions/Intergovernmental-Relations/Demographic-Services-Center/Wisconsin-Population-Projections/

EMPLOYMENT CHARACTERISTICS

County Business Pattern data for each county within the Appleton (Fox Cities) Area was compiled from the North American Industry Classification System (NAICS). The County Business Pattern Data was assembled for Calumet, Outagamie and Winnebago Counties from the years 2004, 2006 and 2011 to provide a recent historical employment analysis. **Tables 2-11 to 2-13** display the NAICS County Business Patterns. Data collected includes industry sector codes, a description of the industry sector, as well as compiling the total number of establishments (businesses) and number of employees for Calumet, Outagamie and Winnebago Counties. Please note that Public Administration (NAICS Code 92) was not included in this analysis.

During this brief time period, it is important to show the direct impacts of the Great Recession on the regional labor market. **Table 2-10** documents the percentage change from 2004 to 2011 for both the number of employees and the number of establishments. All three counties experienced a decrease in the percentage of employees. Interestingly, even with a decrease in employees, the percentage of establishments increased for Calumet and Outagamie Counties.

Table 2-10: Percentage Change No. of Employees and No. of Establishments, (2004-2011)

	% Change 2004-2011 No. Employees	% Change 2004-2011 No. Establishments
Calumet	-16.1	5.3
Outagamie	-0.7	0.8
Winnebago	-2.1	-5.3

Table 2-11: County Business Patterns, Calumet County (2004, 2006, 2011)

		2004		2006		2011	
NAICS Code	Description	Number of Establishments	Number of Employees	Number of Establishments	Number of Employees	Number of Establishments	Number of Employees
0	**Total for all sectors**	**818**	**14,220**	**831**	**12,694**	**861**	**11,934**
11	Agriculture, forestry, fishing & hunting	2	b	1	a	1	a
21	Mining	1	c	1	e	3	b
22	Utilities	1	a	1	a	1	a
23	Construction	141	777	142	715	106	394
31-33	Manufacturing	69	6,066	68	4,374	65	3,438
42	Wholesale trade	32	596	38	757	70	841
44-45	Retail trade	110	1,545	110	1,533	102	1,645
48-49	Transportation & warehousing	31	267	33	217	32	268
51	Information	11	53	11	81	9	b
52	Finance & insurance	48	443	51	466	62	634
53	Real estate & rental & leasing	23	114	21	92	17	b
54	Professional, scientific, & technical services	47	489	54	261	55	190
55	Management of companies & enterprises	3	a	4	b	3	a
56	Administrative and support & waste management & remediation services	34	378	36	664	47	g
61	Educational services	9	67	9	b	6	b
62	Health care & social assistance	66	964	64	1,031	73	1,067
71	Arts, entertainment, & recreation	19	95	20	85	23	155
72	Accommodation & food services	81	1,377	82	1,478	87	1,407
81	Other services (except public administration)	88	622	84	551	98	613
99	Industries not classified	2	a	1	a	1	a

a: 0 to 19 employees, b: 20 to 99, c: 100 to 249, e: 250 to 499
Source: CB0400A1, CB0600A1, CB1100A11: 2004, 2006, 2011 County Business Patterns: Geography Area Series: County Business Patterns for the U.S., State, County and Metropolitan Areas

Table 2-12: County Business Patterns, Outagamie County (2004, 2006, 2011)

		2004		2006		2011	
NAICS Code	Description	Number of Establishments	Number of Employees	Number of Establishments	Number of Employees	Number of Establishments	Number of Employees
0	**Total for all sectors**	**4,939**	**93,532**	**5,123**	**96,112**	**4,977**	**92,844**
11	Agriculture, forestry, fishing & hunting	14	b	12	26	8	b
21	Mining	2	a	3	b	10	b
22	Utilities	8	e	7	c	4	c
23	Construction	695	7,246	697	6,690	591	5,418
31-33	Manufacturing	329	18,609	338	18,874	339	17,084
42	Wholesale trade	296	4,200	306	4,639	305	5,023
44-45	Retail trade	777	14,086	774	13,786	756	12,620
48-49	Transportation & warehousing	159	3,251	164	3,325	145	3,946
51	Information	78	2,076	75	1,833	71	2,177
52	Finance & insurance	354	5,590	375	6,044	374	5,684
53	Real estate & rental & leasing	118	859	139	698	125	662
54	Professional, scientific, & technical services	363	3,230	390	3,746	378	3,867
55	Management of companies & enterprises	41	2,199	55	2,689	52	2,520
56	Administrative and support & waste management & remediation services	240	6,518	265	7,540	232	5,742
61	Educational services	44	2,096	50	2,088	53	1,993
62	Health care & social assistance	415	9,843	454	10,107	470	11,532
71	Arts, entertainment, & recreation	89	823	84	806	90	1,948
72	Accommodation & food services	417	7,584	431	7,905	471	8,303
81	Other services (except public administration)	484	4,993	493	5,035	500	4,100
99	Industries not classified	16	b	11	1	3	a

a: 0 to 19 employees, b: 20 to 99, c: 100 to 249, e: 250 to 499
Source: CB0400A1, CB0600A1, CB1100A11: 2004, 2006, 2011 County Business Patterns: Geography Area Series: County Business Patterns for the U.S., State, County and Metropolitan Areas

Table 2-13: County Business Patterns, Winnebago County (2004, 2006, 2011)

		2004		2006		2011	
NAICS Code	Description	Number of Establishments	Number of Employees	Number of Establishments	Number of Employees	Number of Establishments	Number of Employees
0	**Total for all sectors**	**3,723**	**87,555**	**3,745**	**83,722**	**3,525**	**85,684**
11	Agriculture, forestry, fishing & hunting	6	a	4	12	4	9
21	Mining	1	a	1	a	2	c
22	Utilities	2	c	2	b	2	b
23	Construction	401	5,017	391	4,984	309	3,993
31-33	Manufacturing	317	21,407	316	24,278	302	24,047
42	Wholesale trade	180	11,124	174	3,125	170	2,988
44-45	Retail trade	546	8,348	526	7,837	487	7,633
48-49	Transportation & warehousing	140	3,082	131	3,435	123	3,671
51	Information	35	496	47	931	47	2,011
52	Finance & insurance	234	3,371	247	3,151	234	3,137
53	Real estate & rental & leasing	128	701	119	858	105	640
54	Professional, scientific, & technical services	247	2,524	270	2,544	251	2,756
55	Management of companies & enterprises	35	5,864	45	4,613	37	4,901
56	Administrative and support & waste management & remediation services	163	2,621	165	4,720	153	3,925
61	Educational services	24	482	26	632	27	530
62	Health care & social assistance	407	11,779	421	11,658	424	14,136
71	Arts, entertainment, & recreation	74	1,054	64	917	64	922
72	Accommodation & food services	347	5,917	356	6,134	374	6,189
81	Other services (except public administration)	422	3,637	431	3,780	405	3,925
99	Industries not classified	14	5	9	16	5	10

a: 0 to 19 employees, b: 20 to 99, c: 100 to 249, e: 250 to 499
Source: CB0400A1, CB0600A1, CB1100A11: 2004, 2006, 2011 County Business Patterns: Geography Area Series: County Business Patterns for the U.S., State, County and Metropolitan Areas

COMMUTING PATTERNS

Regional workday commuting patterns place extra demands on the local and regional transportation system. Commuter Adjusted Daytime Population data was gathered from the American Community Survey (ACS) from 2006 to 2010. The Commuter Adjusted Daytime Population data compares the total number of workers in a minor civil division (MCD) to the total number of workers living in a MCD. The difference in total workers in a MCD to the total number of workers living in a MCD produces the Commuter Adjusted Daytime Population. If the Commuter Adjusted Daytime Population is a positive number, more workers are commuting into the MCD to their work destination; conversely if it is a negative number, more workers are commuting out of the MCD to their work destination. **Table 2-14** displays the Commuter Adjusted Daytime Population for select MCDs as well as an employment-residence ratio.

An **Employment-Residence (E-R) ratio** is a measure of the total number of workers working in the MCD, relative to the total number of workers living in the MCD. It is often used as a rough indication of the jobs-workers balance in a MCD, although it does not take into account whether the resident workers possess the skills needed for the jobs that are available. E-R ratios greater than 1.00 occur when there are more workers working in the MCD than living there. These MCDs can be considered as net importers of labor. For example, an E-R ratio of 1.19 means that there are 19 percent more workers working in the MCD than living in the MCD Values less than 1.00 indicate areas that send more workers to other areas than they receive, i.e., they are net exporters of labor. Please note that this data was not available for all MCDs within the Appleton (Fox Cities) area planning boundary as the threshold used was 2,500 workers either living within or working within a minor civil division.

Table 2-14: Commuter Adjusted Daytime Population, Appleton (Fox Cities) Area (2006-2010)

Jurisdiction	Total Workers Working in MCD	Total Workers Living in MCD	Daytime Population Change due to Commuting	Percent Daytime Population Change due to Commuting	Employment-Residence (E-R) ratio
C Appleton, Calumet	1,877	5,722	-3,845	-34.4	0.33
C Appleton, Outagamie	43,526	29,611	13,915	23.2	1.47
C Kaukauna	5,980	8,195	-2,215	-14.7	0.73
C Menasha	7,416	7,675	-259	-1.7	0.97
C Neenah	18,133	13,139	4,994	19.7	1.38
V Little Chute	4,155	5,544	-1,389	-13.2	0.75
V Kimberly	2,961	3,330	-369	-5.7	0.89
T Buchanan	1,390	3,494	-2,104	-31.9	0.40
T Freedom	952	3,226	-2,274	-39.6	0.30
T Grand Chute	20,390	11,881	8,509	41.5	1.72
T Greenville	6,528	5,284	1,244	12.8	1.24
T Harrison	983	5,296	-4,313	-43.1	0.19
T Menasha	12,345	9,832	2,513	13.9	1.26
Total	**126,636**	**112,229**	**14,407**		

Source: U.S. Census, American Community Survey (ACS) 5-year estimates, 2006-2010
Journey to Work and Migration Statistics Branch, Population Division

Additionally, the US Census publishes data on residence to workplace county flows for the entire United States and Puerto Rico. The most recent available data is from 2006-2010 which provides the averages over this 5 year period. Calumet County has approximately 25,139 residents (workers); Outagamie County has approximately 91,680 residents (workers); and Winnebago County has approximately 83,011 residents (workers). **Tables 2-15 to 2-17** display the workflows for each county categorized by the following:

Calumet County:

- Residents living and working within Calumet County **(8,533 or approximately 34 percent)**
- Residents living in the county and working in a neighboring/bordering county **(16,031 or approximately 64 percent)**
- Residents living in the county and working in any other Wisconsin county **(443 or 1.8 percent)**
- Residents living in the county and working outside of Wisconsin **(132 or 0.5 percent)**

Outagamie County:

- Residents living and working within Outagamie County **(61,714 or approximately 67 percent)**
- Residents living in the county and working in a neighboring/bordering county **(27,805 or approximately 30 percent)**
- Residents living in the county and working in any other Wisconsin county **(1,681 or 1.8 percent)**
- Residents living in the county and working outside of Wisconsin **(480 or 0.5 percent)**

Winnebago County:

- Residents living and working within Winnebago County **(59,880 or approximately 72 percent)**
- Residents living in the county and working in a neighboring/bordering county **(19,689 or approximately 24 percent)**
- Residents living in the county and working in any other Wisconsin county **(2,973 or 3.6 percent)**
- Residents living in the county and working outside of Wisconsin **(463 or 0.6 percent)**

Table 2-15: Calumet County Residence County to Workplace County Flows for the United States and Puerto Rico Sorted by Residence Geography: 2006-2010

Residence		Workplace		Number	Margin of Error
State	County	State/U.S. Island Area/Foreign Country	County		
WI	Calumet County	WI	Calumet County	**8,533**	370
WI	Calumet County	WI	Brown County	1,463	210
WI	Calumet County	WI	Fond du Lac County	657	179
WI	Calumet County	WI	Manitowoc County	962	191
WI	Calumet County	WI	Outagamie County	7,798	516
WI	Calumet County	WI	Sheboygan County	842	163
WI	Calumet County	WI	Winnebago County	4,309	336
				16,031	**Adjacent to Calumet**
WI	Calumet County	WI	Dodge County	41	44
WI	Calumet County	WI	Douglas County	3	5
WI	Calumet County	WI	Grant County	12	15
WI	Calumet County	WI	Green Lake County	15	14
WI	Calumet County	WI	Iowa County	9	14
WI	Calumet County	WI	Jefferson County	3	6
WI	Calumet County	WI	Kewaunee County	47	45
WI	Calumet County	WI	Langlade County	3	6
WI	Calumet County	WI	Marathon County	6	10
WI	Calumet County	WI	Marinette County	6	12
WI	Calumet County	WI	Milwaukee County	45	31
WI	Calumet County	WI	Monroe County	7	9
WI	Calumet County	WI	Oconto County	27	24
WI	Calumet County	WI	Ozaukee County	33	39
WI	Calumet County	WI	Portage County	7	8
WI	Calumet	WI	Rock County	19	24

Residence		Workplace		Number	Margin of Error
State	**County**	**State/U.S. Island Area/Foreign Country**	**County**		
	County				
WI	Calumet County	WI	Shawano County	6	8
WI	Calumet County	WI	Vernon County	3	5
WI	Calumet County	WI	Washington County	6	6
WI	Calumet County	WI	Waukesha County	45	34
WI	Calumet County	WI	Waupaca County	97	55
WI	Calumet County	WI	Wood County	3	4
				443	**Other Wisconsin Counties**
WI	Calumet County	Georgia	Gwinnett County	27	43
WI	Calumet County	Indiana	Kosciusko County	2	4
WI	Calumet County	Iowa	Bremer County	4	6
WI	Calumet County	Michigan	Alger County	19	30
WI	Calumet County	Michigan	Kent County	8	12
WI	Calumet County	Michigan	Marquette County	9	11
WI	Calumet County	Minnesota	Washington County	13	22
WI	Calumet County	Mississippi	Lauderdale County	3	4
WI	Calumet County	New York	New York County	2	4
WI	Calumet County	North Carolina	Guilford County	16	19
WI	Calumet County	South Carolina	Spartanburg County	15	23
WI	Calumet County	Washington	Spokane County	2	3
WI	Calumet County	Afghanistan		12	19
				132	**Outside Wisconsin**
				25,139	**County Total**

Source: http://www.census.gov/population/metro/data/other.html
Note: data does not take into consideration residence to workplace flows of residents into the county (only county residence)

Table 2-16: Outagamie County Residence County to Workplace County Flows for the United States and Puerto Rico Sorted by Residence Geography: 2006-2010

Residence		Workplace		Number	Margin of Error
State	County	State/U.S. Island Area/Foreign Country	County		
WI	Outagamie County	WI	Outagamie County	**61,714**	1,056
WI	Outagamie County	WI	Brown County	8,068	556
WI	Outagamie County	WI	Calumet County	1,518	236
WI	Outagamie County	WI	Shawano County	227	85
WI	Outagamie County	WI	Waupaca County	1,467	193
WI	Outagamie County	WI	Winnebago County	16,525	740
				27,805	**Adjacent to Outagamie**
WI	Outagamie County	WI	Clark County	5	9
WI	Outagamie County	WI	Dane County	152	81
WI	Outagamie County	WI	Dodge County	40	36
WI	Outagamie County	WI	Door County	19	15
WI	Outagamie County	WI	Eau Claire County	9	15
WI	Outagamie County	WI	Fond du Lac County	336	99
WI	Outagamie County	WI	Forest County	24	30
WI	Outagamie County	WI	Green Lake County	48	42
WI	Outagamie County	WI	Jackson County	3	5
WI	Outagamie County	WI	Jefferson County	4	5
WI	Outagamie County	WI	Juneau County	7	12
WI	Outagamie County	WI	Kewaunee County	24	26
WI	Outagamie County	WI	Langlade County	6	7
WI	Outagamie County	WI	Manitowoc County	125	76
WI	Outagamie County	WI	Marathon County	38	36
WI	Outagamie County	WI	Marinette County	41	51
WI	Outagamie County	WI	Marquette County	3	4

Residence		Workplace		Number	Margin of Error
State	**County**	**State/U.S. Island Area/Foreign Country**	**County**		
WI	Outagamie County	WI	Milwaukee County	217	102
WI	Outagamie County	WI	Monroe County	4	6
WI	Outagamie County	WI	Oconto County	55	42
WI	Outagamie County	WI	Oneida County	13	19
WI	Outagamie County	WI	Portage County	107	69
WI	Outagamie County	WI	Rock County	35	34
WI	Outagamie County	WI	Sauk County	8	13
WI	Outagamie County	WI	Sheboygan County	61	42
WI	Outagamie County	WI	Vernon County	19	24
WI	Outagamie County	WI	Vilas County	15	19
WI	Outagamie County	WI	Walworth County	25	27
WI	Outagamie County	WI	Washington County	24	23
WI	Outagamie County	WI	Waukesha County	111	77
WI	Outagamie County	WI	Waushara County	36	41
WI	Outagamie County	WI	Wood County	67	41
				1,681	**Other Wisconsin Counties**
WI	Outagamie County	Arizona	Pima County	4	6
WI	Outagamie County	Colorado	Pueblo County	10	15
WI	Outagamie County	Florida	Clay County	3	6
WI	Outagamie County	Georgia	Fulton County	11	17
WI	Outagamie County	Georgia	Glynn County	7	10
WI	Outagamie County	Idaho	Ada County	4	6
WI	Outagamie County	Illinois	Cook County	24	27
WI	Outagamie County	Illinois	DeKalb County	14	22

Residence		Workplace		Number	Margin of Error
State	**County**	**State/U.S. Island Area/Foreign Country**	**County**		
WI	Outagamie County	Illinois	DuPage County	22	25
WI	Outagamie County	Illinois	LaSalle County	14	22
WI	Outagamie County	Illinois	McHenry County	8	14
WI	Outagamie County	Indiana	Floyd County	12	18
WI	Outagamie County	Indiana	Marion County	9	15
WI	Outagamie County	Iowa	Black Hawk County	6	10
WI	Outagamie County	Iowa	Polk County	18	21
WI	Outagamie County	Kentucky	Jefferson County	14	21
WI	Outagamie County	Kentucky	Jessamine County	3	4
WI	Outagamie County	Louisiana	East Baton Rouge Parish	8	13
WI	Outagamie County	Maryland	Howard County	28	43
WI	Outagamie County	Michigan	Menominee County	3	5
WI	Outagamie County	Michigan	Wayne County	21	29
WI	Outagamie County	Minnesota	Cass County	4	6
WI	Outagamie County	Minnesota	Hennepin County	22	25
WI	Outagamie County	Minnesota	Ramsey County	39	39
WI	Outagamie County	Minnesota	Winona County	10	13
WI	Outagamie County	Missouri	Newton County	4	5
WI	Outagamie County	Montana	Park County	18	24
WI	Outagamie County	Nevada	Clark County	12	20
WI	Outagamie County	New Mexico	Doña Ana County	11	17
WI	Outagamie County	New York	Queens County	3	4
WI	Outagamie County	North Carolina	Cumberland County	11	17
WI	Outagamie County	North Carolina	Onslow County	11	18

Residence		Workplace		Number	Margin of Error
State	**County**	**State/U.S. Island Area/Foreign Country**	**County**		
WI	Outagamie County	Pennsylvania	Cumberland County	11	16
WI	Outagamie County	Pennsylvania	Somerset County	9	15
WI	Outagamie County	South Carolina	Greenville County	9	14
WI	Outagamie County	Tennessee	Shelby County	14	24
WI	Outagamie County	Texas	El Paso County	10	18
WI	Outagamie County	Texas	Harris County	4	8
WI	Outagamie County	Virginia	Prince William County	15	23
WI	Outagamie County	Canada		11	16
WI	Outagamie County	Brazil		9	14
				480	**Outside Wisconsin**
				91,680	**County Total**

Source: http://www.census.gov/population/metro/data/other.html
Note: data does not take into consideration residence to workplace flows of residents into the county (only county residence)

Table 2-17: Winnebago County Residence County to Workplace County Flows for the United States and Puerto Rico Sorted by Residence Geography: 2006-2010

Residence		Workplace		Number	Margin of Error
State	**County**	**State/U.S. Island Area/Foreign Country**	**County**		
WI	Winnebago County	WI	Winnebago County	**59,880**	1,198
WI	Winnebago County	WI	Calumet County	667	170
WI	Winnebago County	WI	Fond du Lac County	2,759	324
WI	Winnebago County	WI	Green Lake County	548	128
WI	Winnebago County	WI	Outagamie County	14,969	686
WI	Winnebago County	WI	Waupaca County	535	139
WI	Winnebago County	WI	Waushara County	211	80
				19,689	**Adjacent to Winnebago**

Residence		Workplace		Number	Margin of Error
State	**County**	**State/U.S. Island Area/Foreign Country**	**County**		
WI	Winnebago County	WI	Adams County	7	10
WI	Winnebago County	WI	Brown County	1,212	230
WI	Winnebago County	WI	Buffalo County	12	21
WI	Winnebago County	WI	Columbia County	28	30
WI	Winnebago County	WI	Dane County	69	45
WI	Winnebago County	WI	Dodge County	259	95
WI	Winnebago County	WI	Door County	104	111
WI	Winnebago County	WI	Eau Claire County	6	9
WI	Winnebago County	WI	Grant County	16	24
WI	Winnebago County	WI	Green County	7	10
WI	Winnebago County	WI	Jefferson County	25	22
WI	Winnebago County	WI	Juneau County	21	22
WI	Winnebago County	WI	Kenosha County	12	19
WI	Winnebago County	WI	Kewaunee County	13	21
WI	Winnebago County	WI	La Crosse County	31	29
WI	Winnebago County	WI	Manitowoc County	64	40
WI	Winnebago County	WI	Marathon County	53	47
WI	Winnebago County	WI	Marinette County	27	30
WI	Winnebago County	WI	Marquette County	13	21
WI	Winnebago County	WI	Milwaukee County	290	97
WI	Winnebago County	WI	Monroe County	12	20
WI	Winnebago County	WI	Oneida County	3	4
WI	Winnebago County	WI	Ozaukee County	92	51
WI	Winnebago County	WI	Portage County	145	81

Residence		Workplace		Number	Margin of Error
State	**County**	**State/U.S. Island Area/Foreign Country**	**County**		
WI	Winnebago County	WI	Price County	10	17
WI	Winnebago County	WI	Racine County	31	32
WI	Winnebago County	WI	Rock County	28	31
WI	Winnebago County	WI	Rusk County	13	21
WI	Winnebago County	WI	Sauk County	17	18
WI	Winnebago County	WI	Sawyer County	2	5
WI	Winnebago County	WI	Shawano County	36	32
WI	Winnebago County	WI	Sheboygan County	81	51
WI	Winnebago County	WI	Walworth County	45	34
WI	Winnebago County	WI	Washington County	80	53
WI	Winnebago County	WI	Waukesha County	71	46
WI	Winnebago County	WI	Wood County	44	40
				2,979	**Other Wisconsin Counties**
WI	Winnebago County	Arizona	Maricopa County	18	31
WI	Winnebago County	Arkansas	Benton County	19	29
WI	Winnebago County	California	Los Angeles County	8	13
WI	Winnebago County	Colorado	Arapahoe County	6	12
WI	Winnebago County	Colorado	Weld County	6	10
WI	Winnebago County	Delaware	New Castle County	10	15
WI	Winnebago County	Florida	Clay County	29	33
WI	Winnebago County	Hawaii	Hawaii County	11	17
WI	Winnebago County	Illinois	Boone County	11	17
WI	Winnebago County	Illinois	Cook County	87	52
WI	Winnebago County	Illinois	DuPage County	19	27

Residence		Workplace		Number	Margin of Error
State	**County**	**State/U.S. Island Area/Foreign Country**	**County**		
WI	Winnebago County	Illinois	Lake County	3	5
WI	Winnebago County	Illinois	LaSalle County	9	15
WI	Winnebago County	Indiana	Tippecanoe County	10	16
WI	Winnebago County	Kentucky	Hardin County	6	11
WI	Winnebago County	Kentucky	Jefferson County	8	13
WI	Winnebago County	Michigan	Dickinson County	11	17
WI	Winnebago County	Michigan	Gogebic County	11	18
WI	Winnebago County	Michigan	Iron County	16	26
WI	Winnebago County	Michigan	Washtenaw County	13	21
WI	Winnebago County	Minnesota	Hennepin County	31	28
WI	Winnebago County	Mississippi	Lauderdale County	5	9
WI	Winnebago County	New York	New York County	14	16
WI	Winnebago County	New York	Suffolk County	3	5
WI	Winnebago County	North Dakota	Cass County	11	16
WI	Winnebago County	Ohio	Delaware County	3	4
WI	Winnebago County	Pennsylvania	Delaware County	6	9
WI	Winnebago County	Pennsylvania	Lebanon County	11	17
WI	Winnebago County	Texas	Harris County	3	4
WI	Winnebago County	Virginia	Norfolk County	13	20
WI	Winnebago County	Washington	Snohomish County	15	25
WI	Winnebago County	China		18	28
WI	Winnebago County	Kuwait		5	9
WI	Winnebago County	Asia		4	5
WI	Winnebago County	Abroad, not specified		10	17

Residence		Workplace		Number	Margin of Error
State	County	State/U.S. Island Area/Foreign Country	County		
				463	Outside Wisconsin
				83,011	County Total

Source: http://www.census.gov/population/metro/data/other.html
Note: data does not take into consideration residence to workplace flows of residents into the county (only county residence)

CHAPTER 3

HEALTHY & LIVABLE COMMUNITIES

CHAPTER 3 – HEALTHY AND LIVABLE COMMUNITIES

TABLE OF CONTENTS

Introduction 3-1
Health and Transportation 3-1
Inventory 3-1
Active Transportation 3-2
Safety…. 3-4
Air Pollution 3-5
Access to Opportunities for Healthy Lifestyles 3-6
Existing Plans 3-6
Existing Programs 3-6
Fox Valley Bike Challenge 3-6
Safe Routes to School 3-6
East Central Wisconsin Regional SRTS Program 3-7
Additional Ranking and Review Opportunities 3-8
County Health Rankings 3-8
Health Outcomes vs. Health Factors 3-8
MPO Organizational Review 3-8
Motivation/Input for the Appleton MPO 3-9
Incorporation of Health into the Transportation Planning Process by Appleton TMA 3-9
Early Actions by MPOs to Incorporate Health into the Planning Process 3-9
Structural Changes by MPOs to Incorporate Health into the Planning Process 3-9
Active Community Environments (ACEs) Kit 3-9
Transportation/Land Use Policies 3-10
Compact Development 3-10
Infill Development 3-10
Transit Oriented Development 3-10
Smart Growth 3-11
National Association of Transportation Officials 3-11
Health and Livability Performance Measures 3-12
Commute Alone 3-12
Reason for Ranking 3-12
Long Commute – Driving Alone 3-12
Reason for Ranking 3-12
Air Quality Data – Ozone 3-13
Air Quality Data – Particulate Matter (PM2.5) 3-14

FIGURES

Figure 3-1: Commuting Mode Share for Appleton TMA 3-3
Figure 3-2: Valley Transit Bike Rack Usage 3-4
Figure 3-3: Appleton MPO Bicycle and Pedestrian Crash Data 3-4
Figure 3-4: Historic Ozone Values, Outagamie County 3-14
Figure 3-5: Historic 24-hour PM2.5 Values, Outagamie County 3-15
Figure 3-6: Historic Annual PM2.5 Values, Outagamie County 3-15

TABLES

Table 3-1: Appleton MPO Existing Bicycle and Pedestrian Facility Miles 3-2
Table 3-2: Bicycle and Pedestrian County Locations 3-3
Table 3-3: Appleton MPO Bicycle and Pedestrian Crash Data 3-4
Table 3-4: Average Daily Measure of Fine Particulate Matter in Micrograms per Cubic Meter 3-6
Table 3-5: County Health Rankings 3-8
Table 3-6: Commute Alone and Long Commute, by County and State, 2011 – 2014 3-13

CHAPTER 3: HEALTHY AND LIVABLE COMMUNITIES

INTRODUCTION

Building healthy and vibrant communities takes on a multi-disciplinary approach from local and regional partnerships. Officials in the planning and healthcare fields have worked together in recent decades to advocate, promote and design more efficient and well-rounded communities which are centered on personal well-being. Specifically, planners and healthcare officials have collaborated in working on shared concerns in transportation planning to improve air quality, encourage physical activity, prevent injuries and promote wellness, among other interrelated topics.[1] Urban planning and public health share common missions and perspectives in that "both aim to improve human well-being, emphasize needs assessment and service delivery, manage complex social systems, focus at the population level, and rely on community-based participatory methods. Both fields focus on the needs of vulnerable populations."[2] This LRTP recognizes the importance of healthy and livable communities by promoting policies where transportation and health can better coexist. This chapter briefly outlines transportation and land use policies which support shared ideas in the planning and public health fields.

HEALTH AND TRANSPORTATION

A vision of a healthy community includes areas where people have access to healthy foods, feel safe, have opportunities for physical activity, breathe clean air, have access to gainful employment and feel connected to opportunity. Transportation has a significant role in this vision. Transportation significantly effects health through air pollution, traffic crashes, access to healthy food, access to physical activity, and economic opportunity, which are only a few of the implications.

Inventory

To categorize and make sense of these connections, the following considerations are highlighted in *Metropolitan Area Transportation Planning for Healthy Communities* report prepared for the U.S. Department of Transportation in December 2012. The report is based on research of four best practice studies and develops a comprehensive approach on how MPOs can approach health as a direct, broadly-based goal for interdisciplinary planning, and how they can consider health during all stages of the metropolitan area transportation planning process. The report identifies a "holistic" approach to health considering:

1. **Active transportation:** Transportation systems that encourage walking or bicycling can help people to increase their levels of physical activity, resulting in significant potential health benefits and disease prevention. Transportation planners can increase opportunities for active transportation by planning regional and local transportation systems that are safe, convenient, affordable, and attractive for system users.

2. **Safety:** The critical step for MPOs to move from traditional measures of reduced injuries and fatalities to a more holistic approach is to include safety as part of an overall goal for transportation plans and projects that lead to a "healthier community."

[1] http://www.cdc.gov/mmwr/preview/mmwrhtml/su5502a12.htm. (08/13/14)
[2] Ibid. (08/13/14)

3. **Air pollution:** This focus is on transportation-related air pollution emissions and their impacts on human health, such as asthma or bronchitis, and transportation planning processes that consider improved air quality as part of a holistic approach to health, in addition to meeting federal air quality requirements.

4. **Access to opportunities for healthy lifestyles:** Community design and transportation systems can support or inhibit residents in their pursuit of health-related activities. These activities may include access from residences and workplaces to: stores selling healthy food, medical offices, social service centers, and active recreation facilities. Access to health-related activities is especially critical for vulnerable and disadvantaged populations, such as the elderly and children, as well as designated Environmental Justice communities (specifically low-income and minority populations) with limited transportation options.

Using this approach the following inventory has been created.

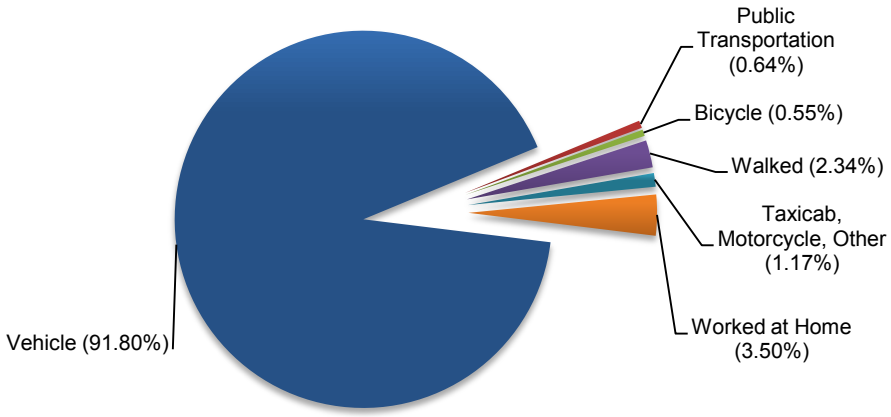
Active Transportation

Table 3-1: Appleton MPO Existing Bicycle and Pedestrian Facility Miles

Communities	Bike Lanes (Miles)	Bike Lanes x2 (Miles)	Off-Road Paved (Miles)	Off Road Not Paved (Miles)	Sidewalks (Miles)	Bike Racks (Number)
Cities						
Appleton	9.32	18.64	19.07	0.00	439.80	65
Menasha	1.85	3.70	4.04	0.00	138.20	19
Neenah	10.92	21.84	15.97	0.00	133.30	26
Kaukauna	7.13	14.26	3.26	5.82	105.26	14
Villages						
Combined Locks	0.00	0.00	00.54	2.14	19.32	3
Little Chute	4.30	8.60	2.29	0.00	70.60	10
Kimberly	0.09	0.18	3.57	0.31	49.20	9
Sherwood	0.00	0.00	5.77	1.40	2.25	2
Towns						
Buchanan	0.00	0.00	2.06	0.00	0.00	4
Center						
Clayton	0.00	0.00	0.00	3.33	0.00	3
Ellington	0.00	0.00	0.00	0.00	0.00	0
Freedom	0.00	0.00	0.00	0.00	0.00	1
Grand Chute	1.42	2.84	11.20	1.63	0.00	6
Greenville	0.00	0.00	10.83	0.00	0.00	7
Harrison	0.00	0.00	3.6	0.34	1.91	3
Kaukauna	0.00	0.00	0.00	0.00	0.00	0
Menasha	0.00	0.00	14.86	0.91	0.00	5
Neenah	0.00	0.00	2.10	0.00	0.00	2
Vandenbroek	0.00	0.00	0.60	0.00	0.00	0
Vinland	0.00	0.00	0.00	0.00	0.00	0
Appleton MPO Total	**35.03**	**70.06**	**99.76**	**15.88**	**959.84**	**179**

Source: ECWRPC, 2014

Figure 3-1: Commuting Mode Share for Appleton TMA



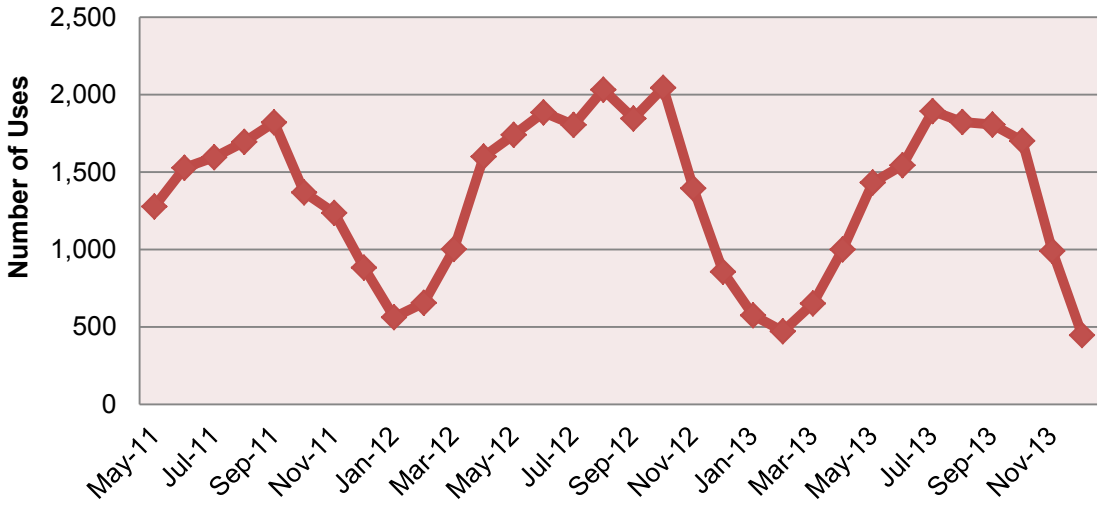
Source: U.S. Census 2010
BO8006: Sex of Workers by Means of Transportation to Work – Universe: Workers 16 years and over
2008-2012 American Community Survey 5 –Year Estimates

Table 3-2: Bicycle and Pedestrian County Locations

Location (Trail/Street)	Municipality	Date	Count per Day
CB Trail (south of CTH BB)	Town of Menasha, Winnebago County	06/2013	66
Apple Creek Trail	City of Appleton, Outagamie County	06/2013	455
Plank Rd./STH 114	City of Menasha, Winnebago County	06/2013	132
Cold Spring Road	Town of Menasha, Winnebago County	06/2013	1,338
CTH A and Sunnyview Rd. (CTH Y)	Winnebago County	06/2013	77
Trestle Trail	Town of Menasha, Winnebago County	2013	384
North Lake Street Trail	Town of Menasha, Winnebago County	2013	3
Jacobson Trail	Town of Menasha, Winnebago County	2013	15

Source: Local Municipalities, 2013

Figure 3-2: Valley Transit Bike Rack Usage
May, 2011 - December, 2013



Source: Valley Transit

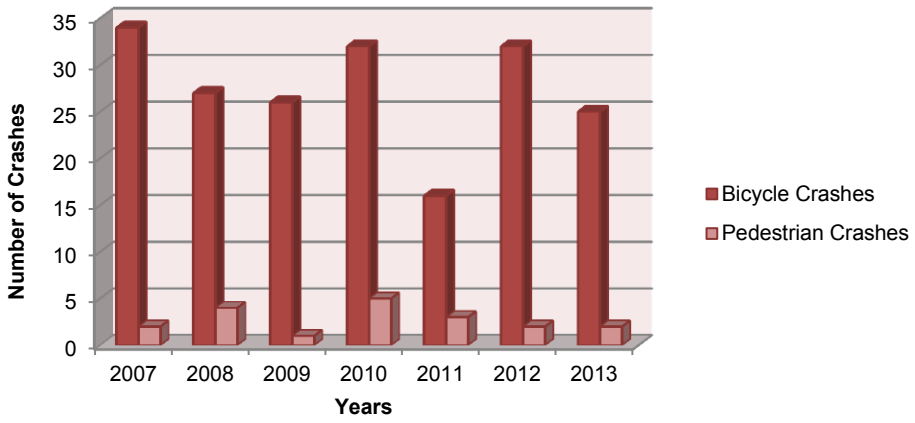
Safety

Table 3-3: Appleton MPO Bicycle and Pedestrian Crash Data

	2007	2008	2009	2010	2011	2012	2013	Total
Bicycle Crashes	34	27	26	32	16	32	25	192
Pedestrian Crashes	2	4	1	5	3	2	2	19

Source: UW TOPS Lab

Figure 3-3: Appleton MPO Bicycle and Pedestrian Crash Data



Air Pollution

Air pollution from cars and trucks is harmful to human health. Poor air quality increases respiratory ailments including asthma and bronchitis. The Union of Concerned Scientists lists the following as major pollutants from motor vehicles:

- **Particulate matter (PM).** These particles of soot and metals give smog its murky color. Fine particles — less than one-tenth the diameter of a human hair — pose the most serious threat to human health, as they can penetrate deep into lungs. PM is a direct (primary) pollution *and* a secondary pollution from hydrocarbons, nitrogen oxides, and sulfur dioxides. Diesel exhaust is a major contributor to PM pollution.

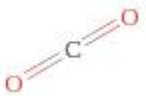
- **Hydrocarbons (HC).** These pollutants react with nitrogen oxides in the presence of sunlight to form ground level ozone, a primary ingredient in smog. Though beneficial in the upper atmosphere, at the ground level this gas irritates the respiratory system, causing coughing, choking, and reduced lung capacity.

- **Nitrogen oxides (NOx).** These pollutants cause lung irritation and weaken the body's defenses against respiratory infections such as pneumonia and influenza. In addition, they assist in the formation of ground level ozone and particulate matter.

- **Carbon monoxide (CO).** This odorless, colorless, and poisonous gas is formed by the combustion of fossil fuels such as gasoline and is emitted primarily from cars and trucks. When inhaled, CO blocks oxygen from the brain, heart, and other vital organs. Fetuses, newborn children, and people with chronic illnesses are especially susceptible to the effects of CO.

- **Sulfur dioxide (SO2).** Power plants and motor vehicles create this pollutant by burning sulfur-containing fuels, especially diesel. Sulfur dioxide can react in the atmosphere to form fine particles and poses the largest health risk to young children and asthmatics.

- **Hazardous air pollutants (toxics).** These chemical compounds have been linked to birth defects, cancer, and other serious illnesses. The Environmental Protection Agency estimates that the air toxics emitted from cars and trucks — which include Benzene, acetaldehyde, and 1, 3-butadiene — account for *half* of all cancers caused by air pollution.

-  **Greenhouse gases**. Motor vehicles also emit pollutants, such as carbon dioxide, that contribute to global climate change. In fact, cars and trucks account for over one-fifth of the United States' total global warming pollution.

County Health Rankings measures Particulate Matter (PM) from a NASA Applied Sciences Program that collected data from 2003-2008.

Table 3-4: Average Daily Measure of Fine Particulate Matter in Micrograms per Cubic Meter (PM2.5)

County	Average daily PM25
Calumet	11.5
Outagamie	11.4
Winnebago	11.6
Wisconsin	11.5
Top U.S. Performers	9.5 (90th percentile)

Source: County Health Rankings, 2011

Access to Opportunities for Healthy Lifestyles

The following plans, programs, and partners provide access for healthy lifestyles:

Existing Plans

Several communities within the Appleton MPO have developed bicycle and pedestrian plans including:

- *City of Appleton On Street Bike Lane Plan* - July 2010
- *Grand Chute Pedestrian and Bicycle Strategy* - 2013

Existing Programs

Fox Valley Bike Challenge

In 2009, Kimberly-Clark Corporation created an internal Bike Challenge for its 50,000+ employees. The Bike Challenge was a health and wellness initiative that was intended to encourages people to bike for transportation and recreation. In 2011, with the help of the Bicycle Federation of Wisconsin, the Challenge was successfully piloted in Wisconsin at the statewide level. The Bike Challenge then called the Get Up and Ride National Bike Challenge, which went national in 2012, had over 30,000 participants riding 12 million miles.[3]

Safe Routes to School

Safe Routes to School (SRTS) is a national and international movement to create safe, convenient and fun opportunities for children to bicycle and walk to and from schools. The goal of the program is to enable and encourage children K-8th grade, including those with disabilities, to walk and bike to school. The SRTS program is based on the principles of the 5-E's: Engineering, Encouragement, Education, Enforcement, and Evaluation. The program facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution. The program also will play a role in reversing the alarming nationwide trend toward childhood obesity and inactivity. SRTS funds are limited to children K-8 and to projects located within two miles of a school.[4]

[3] http://www.endomondo.com/campaign/national/faqs. (3/26/2013)
[4] http://www.saferoutespartnership.org/resourcecenter/quick-facts .(3/26/2013)

- Within the span of one generation, the percentage of children walking or bicycling to school has dropped precipitously, from approximately 50% in 1969 to just 13% in 2009.[5]

- While distance to school is the most commonly reported barrier to walking and bicycling[6], private vehicles still account for half of school trips between 1/4 and 1/2 mile—a distance easily covered on foot or bike.[7]

- In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.[8]

- A California study showed that schools that received infrastructure improvements through the Safe Routes to School program yielded walking and bicycling increases in the range of 20 to 200 percent.[9]

East Central Wisconsin Regional SRTS Program

The East Central Wisconsin Regional SRTS Program focuses on empowering local communities and school districts with the resources and knowledge needed to implement SRTS activities. By working to make it safer and more appealing for students (grades K–8) to walk and bike to school, the Regional SRTS Program is continually making strides to improve childhood health, reduce traffic congestion and pollution, and create more livable communities. The East Central Wisconsin Regional SRTS Program has been funded through Wisconsin Department of Transportation.

Participating schools are required to put together, with the assistance of East Central staff, a local SRTS plan that includes the following: student and parent surveys; bike and walk audits; and school specific recommendations. East Central staff also worked with local SRTS task forces to implement SRTS recommendations through programs such as International Walk to School Day/Bike to School Day, Walking School Bus Programs, Frequent Walker Programs, Youth Engagement Programs, and the East Central WI Regional Safe Routes to School Program is funded through a Wisconsin Department of Transportation Grant.

[5] Transportation Characteristics of School Children, Report no. 4. Washington, DC: Nationwide personal Transportation Study, Federal Highway Administration, July 1972. (August 2013)
[6] U.S. Centers for Disease Control and Prevention, Morbidity and Mortality Weekly Report September 30, 2005, "Barriers to Children Walking to or from School, United States 2004." Available at www.cdc.gov/mm wr/preview/mmwrhtml/mm5438a2.htm. (August 2013)
[7] Federal Highway Administration, National Household Travel Survey 2001; NHTS Brief on Travel to School, January 2008. (August 2013)
[8] McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine (August 2011) (In press). (August 2013)
[9] Marla R. Orenstein, Nicolas Gutierrez, Thomas M. Rice, Jill F. Cooper, and David R. Ragland, "Safe Routes to School Safety and Mobility Analysis" (April 1, 2007). UC Berkeley Traffic Safety Center. Paper UCB-TSC-RR-2007-1. http://repositories.cdlib.org/its/tsc/UCB-TSC-RR-2007-1. (August 2013)

ADDITIONAL RANKING AND REVIEW OPPORTUNITIES

County Health Rankings

The County Health Rankings and Roadmaps program is collaboration between the Robert Wood Johnson Foundation and the University of Wisconsin Population Health Institute. Each year County Health Rankings measures vital health factors, including high school graduation rates, obesity, smoking, unemployment, access to healthy foods, the quality of air and water, income, and teen births in nearly every county in America. The annual Rankings provide a revealing snapshot of how health is influenced by where we live, learn, work and play.

Table 3-5: County Health Rankings

	Wisconsin	Calumet	Outagamie	Winnebago
Overall Ranking – Health Outcomes		**6**	**21**	**39**
Health Factors		**6**	**9**	**17**
Health Behaviors		15	32	33
Adult Obesity	29%	31%	31%	30%
Physical Inactivity	22%	18%	22%	22%
Access to Exercise Opportunities	78%	76%	84%	75%
Physical Environment		**13**	**22**	**31**
Air Pollution - Particulate Matter	11.5	11.5	11.4	11.6
Driving Alone To Work	80%	84%	84%	84%
Long Commute – Driving Alone	26%	23%	19%	16%

Source: County Health Rankings & Roadmaps, 2014

Health Outcomes vs. Health Factors

Health outcomes in the County Health Rankings represent how healthy a county is. Two types of health outcomes are measured: how long people live (length of life) and how healthy people feel while alive (quality of life).

Health factors in the County Health Rankings represent what influences the health of a county. There are four types of health factors that are measured: health behaviors, clinical care, social and economic, and physical environment factors.

Several review methodologies are included in this plan to provide a snapshot of how transportation and health are connected.

MPO Organizational Review

The *Metropolitan Area Transportation Planning for Healthy Communities* report developed a review process to better understand where the four best practice studies are at in integrating health into their work. The following ideas utilize this review for the Appleton MPO.

Motivation/Input for the Appleton MPO

- Safe Routes to School, Community Health Improvement Plans (CHIP), City of Appleton Bike Implementation
- Quality of life issues
- Safe Routes to School, Active Community Environments (ACEs) kit, Transform WI
- CDC grants

Incorporation of Health into the Transportation Planning Process by Appleton TMA

- Develop regional and visional goals
- Development of transportation plan
- Development of State Transportation Improvement Program and regional (TMA level) Transportation Improvement Program
- Monitor System Performance

Early Actions by MPOs to Incorporate Health into the Planning Process

- Define and document connections between health, land use and transportation
- Engage and enlist support of partners
- Identify ways for public health partners to participate in MPO activities

Structural Changes by MPOs to Incorporate Health into the Planning Process

- Incorporate health into MTP goals
- Develop staff and technical capacity in health-related approaches and tools
- Establish standing technical or other advisory committees with designated responsibility to oversee health topics
- Formalize participation of health stakeholders into planning process
- Incorporate health into TIP project selection criteria
- Develop performance measures that capture impact on health

Active Community Environments (ACEs) Kit

The ACEs kit was developed by the Wisconsin Nutrition, Physical Activity and Obesity Program as a way to guide communities in developing a built environment that makes it easy to be physically active on a routine basis. The kit utilizes five steps to achieve this built environment:

Step One - Getting Started. Convene a meeting of key stakeholders to have an initial discussion on possible individuals and community assets that could help further your mission.

Step Two - Assessment. Utilize the ACEs Assessment Checklist to assess the needs of the community.

Step Three - Strategies and Resources. Review and select strategies and resources provided in the ACEs kit that align with your community's needs.

Step Four - Using the assessment answers, survey responses, interview results and other data to prioritize your initiative components and to set goals and objectives.

Step Five - Set up a process to monitor progress and make necessary changes. Continue to revise the plan to create and maintain a healthy environment for all residents and visitors.

Step Two of this process is utilized in this planning effort to provide an assessment of the Appleton (Fox Cities) TMA.

TRANSPORTATION/LAND USE POLICIES

Compact Development

The TMA supports land use policies which promote compact development land use patterns. The Urban Land Institute categorizes compact development that has most or all of the following:

- concentrations of population and/or employment;
- medium to high densities appropriate to context;
- a mix of uses;
- interconnected streets;
- innovative and flexible approaches to parking;
- pedestrian, bicycle and transit-friendly design; and
- access and proximity to transit such as Transit Oriented Development (TOD).[10]

Infill Development

Infill development is the process of developing vacant and/or underutilized land parcels within existing urban areas. Rather than developing open land parcels on the urban fringe, infill development focuses on rebuilding city centers first before expanding further outward of urban areas. The TMA supports infill development land use policies.

Transit Oriented Development

Transit Oriented Development (TOD) is a planning method which aims to create more walkable, vibrant communities. It emphasizes the importance of an integrated transportation system, taking into consideration all modes of transportation (personal vehicles, public transportation, bicycles and pedestrians). TOD supports public transportation (bus, bus rapid transit, trolley, etc.) as a means to reduce congestion in city centers. While the Appleton (Fox Cities) TMA does not experience significant traffic congestion relative to larger metropolitan areas, it is important to maintain and strive to continuously improve the local public transportation system. Benefits of TOD include[11]:

- higher quality of life;
- better places to live, work and play;
- greater mobility with ease of moving around;
- increased transit ridership;
- reduced traffic congestion and driving;
- reduced car accidents and injuries;
- reduced household spending on transportation, resulting in more affordable housing;

[10] http://www.reconnectingamerica.org/assets/Uploads/2010_landusedrivinglowres.pdf (page 8, 02/21/14)
[11] http://www.transitorienteddevelopment.org/ (08/13/14)

- healthier lifestyle with more walking and less stress;
- higher, more stable property values;
- increased foot traffic and customers for area businesses;
- greatly reduced dependence on foreign oil;
- greatly reduced pollution and environmental destruction;
- reduced incentive to sprawl, increased incentive for compact development;
- less expensive than building roads and sprawl; and
- enhanced ability to maintain economic competiveness.

Smart Growth

Smart Growth principles are strategies and policies which promote a shift away from conventional development patterns and focus on quality of life issues such as supporting better housing, transportation, economic development and preservation of environmental quality.[12] It is similar to concepts shared with TOD, infill development and compact development mentioned above. The US EPA outlines the following guidelines for smart growth[13]:

- mix land uses;
- take advantage of compact building design;
- create housing opportunities and choices for a range of household types, family size and incomes;
- create walkable neighborhoods;
- foster distinctive, attractive communities with a strong sense of place;
- preserve open space, farmland, natural beauty, and critical environmental areas;
- reinvest in and strengthen existing communities and achieve more balanced regional development;
- provide a variety of transportation choices;
- make development decisions predicable, fair and cost-effective; and
- encourage citizen and stakeholder participation in development decisions.

National Association of Transportation Officials (NACTO)

The National Association of Transportation Officials (NACTO) published reference materials for designing better streets/infrastructure for driving, walking, biking and public transportation. Their guide is called the *Urban Street Design Guide*. This guide provides useful information/principles to help cities and officials with planning for the future. Items of interest include:

- streets;
- street design elements;
- interim design strategies;
- intersections;
- intersection design elements; and
- design controls.

For more detailed information on the *Urban Street Design Guide*, please visit: http://nacto.org/usdg/ to learn more.

[12] http://www.newurbanism.org/newurbanism/smartgrowth.html. (08/13/14)
[13] Ibid. (08/13/14)

HEALTH AND LIVABILITY PERFORMANCE MEASURES

Commute Alone

This measure represents the percentage of the workforce that primarily drives alone to work.

Reason for Ranking

The transportation choices that communities and individuals make have important impacts on health through active living, air quality, and traffic crashes. The choices for commuting to work can include walking, biking, taking public transit, or carpooling, the most damaging to the health of communities is individuals commuting alone. In most counties, this is the primary form of transportation to work.[14]

Long Commute – Driving Alone

This measure estimates the proportion of commuters, among those who commute to work by car, truck, or van alone, who drive longer than 30 minutes to work each day.

Reason for Ranking

A 2012 study[15] in the American Journal of Preventive Medicine found that the farther people commute by vehicle, the higher their blood pressure and body mass index. Also, the farther they commute, the less physical activity the individual participated in.[16] Our current transportation system also contributes to physical inactivity—each additional hour spent in a car per day is associated with a 6 percent increase in the likelihood of obesity.[17,18]

Data was gathered for Calumet, Outagamie and Winnebago Counties for number of workers, number of workers who drive alone, percentage of workers who drive alone and percentage of workers who commute 30 or more minutes to work. This data was available from the years 2011 – 2014 for number of workers, number of workers who drive alone, percentage of workers who drive alone and for 2014 for percentage of workers who commute 30 or more minutes to work. **Table 3-6** displays this data. Additionally, for the State of Wisconsin, approximately 80 percent of drivers commute alone. These three counties show similar trends to the state for percent of workers who drive alone; Calumet, Outagamie and Winnebago Counties are slightly below the state average for percent of workers who commute 30+ minutes to work (23, 19 and 16 percent respectively, compared to 26 percent).

[14] http://www.countyhealthrankings.org/app/wisconsin/2014/measure/factors/67/map. (04/07/14)
[15] http://www.ajpmonline.org/article/S0749-3797%2812%2900167-5/abstract. (04/07/14)
[16] Hoehner, Christine M., et al. "Commuting distance, cardiorespiratory fitness, and metabolic risk." American journal of preventive medicine 42.6 (2012): 571-578. (04/22/14)
[17] http://www.countyhealthrankings.org/app/wisconsin/2014/measure/factors/137/map. (04/07/14)
[18] Frank, Lawrence D., Martin A. Andresen, and Thomas L. Schmid. "Obesity relationships with community design, physical activity, and time spent in cars." American journal of preventive medicine 27.2 (2004): 87-96. (04/22/14)

Table 3-6: Commute Alone and Long Commute, by County and State, 2011-2014

	Calumet				Outagamie				Winnebago			
Year	2011	2012	2013	2014	2011	2012	2013	2014	2011	2012	2013	2014
Workers	23,843	23,843	23,843	23,843	91,706	91,680	91,935	92,443	81,453	83,011	82,813	82,899
# Drive Alone	20,140	20,140	20,140	20,140	77,782	77,269	76,638	77,327	68,595	69,200	69,250	69,245
% Drive Alone	85	85	85	85	85	84	83	84	84	83	84	84
30+ min Commute % Drive Alone				23				19				16
% Drive Alone, Wisconsin	80	80	80	80	80	80	80	80	80	80	80	80
30+ min Commute % Drive Alone, Wisconsin				26				26				26

Source: http://www.countyhealthrankings.org/ (2014)

Air Quality Data – Ozone

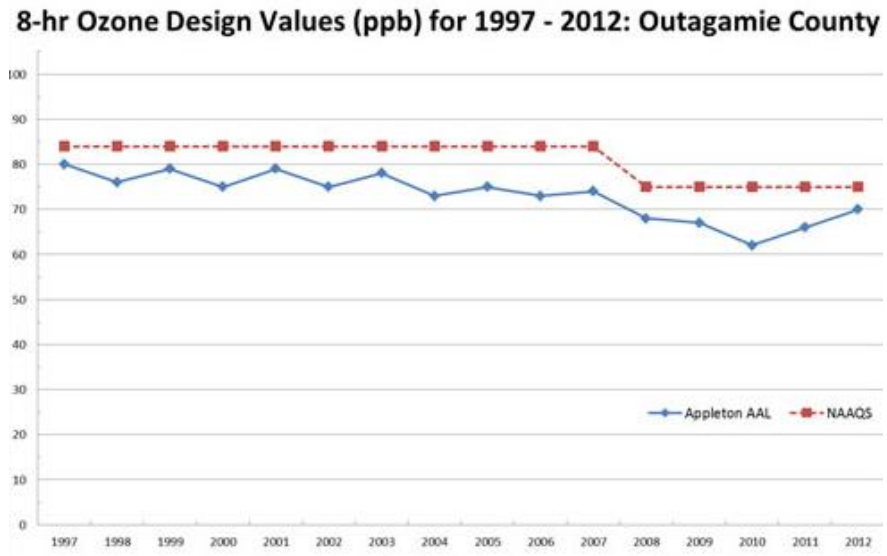
Ground level ozone is the main component of smog. Ozone can also adversely affect one's health. As such, people with lung disease, children, older adults and people who are active outdoors may be adversely impacted by elevated levels of ozone in the air.[19] In addition to negatively impacting people, elevated levels of ozone can cause damage to sensitive vegetation and ecosystems.[20] Primary sources of ozone include emissions from industrial facilities and electric utilities, motor vehicle exhaust, gasoline vapors and chemical solvents.[21] Ozone data is measured in units of parts per billion (ppb). As part of the Clean Air Act, the Environmental Protection Agency (EPA) is required to set National Ambient Air Quality Standards (NAAQS).

For ozone, the air quality standard (maximum) is set at 0.075 parts per million (ppm), which equals 75 ppb. This 0.075 ppm standard represents the "Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years".[22] **Figure 3-4** displays the average daily ozone levels for Outagamie County as reported by the Wisconsin DNR Air Quality Trends Report (2014). Please note that ozone monitoring stations are not available for Calumet and Winnebago Counties. Outagamie County ozone values have consistently remained below the NAAQS.

PM2.5 and ozone monitoring in Outagamie County is done at 4432 North Meade Street in Appleton near a neighborhood.[23] **Please note that the current air quality standard of 75 ppb may in the near future be reduced to 60-70 ppb by the EPA. Information is available in a report titled *Policy Assessment for the Review of the Ozone National Ambient Air Quality Standards.*[24] Calumet, Outagamie and Winnebago Counties could potentially be listed as non-attainment counties.**

[19] http://www.epa.gov/groundlevelozone/basic.html. (4/28/14)
[20] Ibid. (4/28/14)
[21] http://www.epa.gov/groundlevelozone/basic.html. (4/28/14)
[22] http://www.epa.gov/ttn/naaqs/standards/ozone/s_o3_history.html. (4/28/14)
[23] http://dnr.wi.gov/topic/airquality/Trends.asp?cty=Outagamie#charts. (05/19/14)
[24] http://www.epa.gov/ttn/naaqs/standards/ozone/data/20140131pa.pdf. (07/10/14)

Figure 3-4: Historic Ozone Values, Outagamie County



Source: Wisconsin DNR, 2014

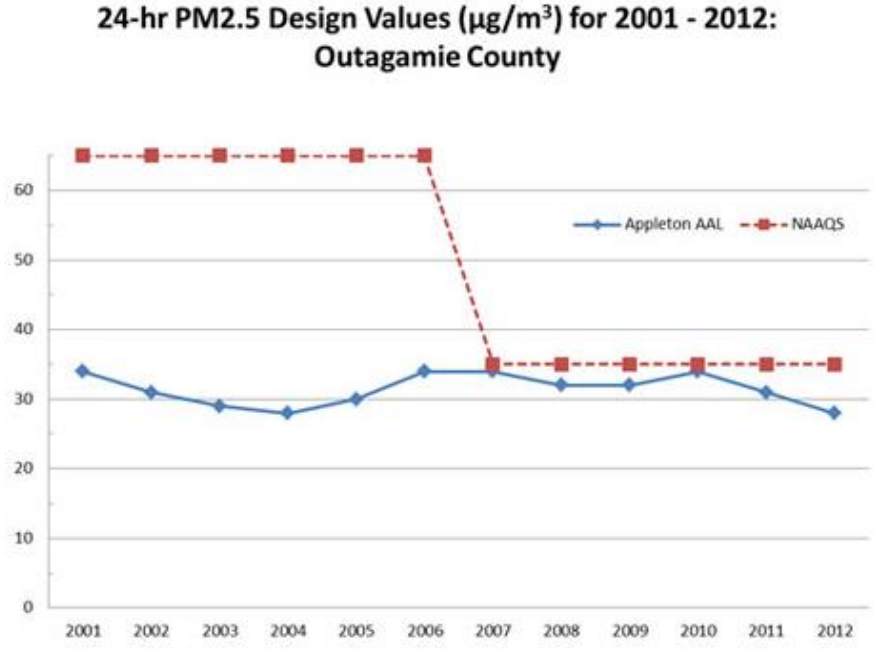
Air Quality Data – Particulate Matter (PM2.5)

Particulate matter (PM) is another data set that is useful for determining relative air quality. The EPA defines particulate matter as "a complex mixture of extremely small particles and liquid droplets. Particle [matter] is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals and soil or dust particles".[25] The EPA defines PM particles as either "inhalable course particles" or "fine particles" and for the purpose of this analysis, only fine particle data was gathered from the DNR. The EPA defines fine particles as "those found in smoke and haze, are 2.5 micrometers in diameter and smaller; these particles can be directly emitted from sources such as forest fires, or they can form when gases emitted from power plans, industries and automobiles react in the air".[26]

This data was gathered from the Wisconsin DNR Air Quality Trends Report (2014) (same as ozone data above). It was averaged to find yearly PM2.5 totals from 2009 through 2013. The EPA's National Ambient Air Quality Standards for PM2.5 (24-hour) is approximately 35 micrometers and 15 micrometers for annual PM2.5 (changed to 12 micrometers in January 2014). **Figures 3-5 – 3-6** display the PM2.5 (micrometers) for Outagamie County (24 hour and annual data, respectively). Outagamie County has consistently remained below the NAAQS.

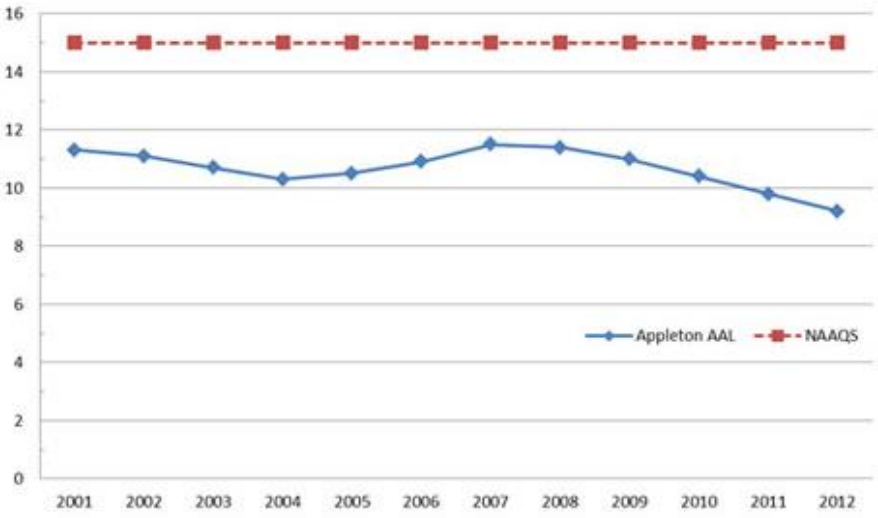
[25] http://www.epa.gov/airquality/particlepollution/. (4/28/14)
[26] http://www.epa.gov/airquality/particlepollution/. (4/28/14)

Figure 3-5: Historic 24-hour PM2.5 Values, Outagamie County



Source: Wisconsin DNR, 2014

Figure 3-6: Historic Annual PM2.5 Values, Outagamie County



Source: Wisconsin DNR, 2014

CHAPTER 4

LAND USE &
DEVELOPMENT

CHAPTER 4 – LAND USE AND DEVELOPMENT

TABLE OF CONTENTS

Land Use and Development 4-1
Land Use 4-1

TABLES

Table 4-1: Appleton (Fox Cities) TMA Updated Land Use, 2014 4-2

MAPS

Map 4-1: Appleton TMA Existing Land Use 4-5
Map 4-2: Appleton TMA Future Land Use 4-7

CHAPTER 4: LAND USE AND DEVELOPMENT

LAND USE AND DEVELOPMENT

Historical land use trends and existing land use characteristics are essential to determining future land use/transportation relationships. Since 1960, the Appleton (Fox Cities) study area has experienced significant changes in urban land use patterns. While the urban core (contiguous urban development) has expanded, the 1960s began a 20 year period of significant scattered urban uses through the planning area. Between 1960 and 1970, approximately 25 percent of urban development was scattered beyond the urban core. This trend was most evident in the towns surrounding the urban core, such as the Town and Village of Buchanan, Town of Grand Chute, and Town of Menasha. During the 1970s, various state and local land use and environmental regulations were adopted, which impacted these land use trends and provided for more compact and dense development. By the 1990s, significantly less scattered urban development was occurring. This trend continues today.

The changing density of development has also had an impact on land consumption. In 1957, scattered single family residential development averaged 1.7 units per acre. In 1995, scattered single family residential development averaged 2.6 units per acre. Over this time period, land uses have changed from very scattered residential or agricultural to more developed residential on the urban fringe. Scattered residential persists further beyond the urbanizing areas. In the urban core area, industrial and commercial land consumption has also increased significantly with a trend toward less dense development. As an example, significant increases in parking areas for retail centers have created greater land consumption.

LAND USE

An inventory of existing land use was completed in June of 2014. This inventory provided a foundation for both the sewer service area plans and this transportation/land use plan. The results of the inventory are depicted in **Table 4-1**. The largest land use categories (as a percentage of total TMA acreage) include: Non-irrigated Cropland (38%), Single Family Structures (16%), Undeveloped Land Areas and Water (10%), Streets/Highways and Right of Way (10%), General Woodlands (8%) and **Map 4-1** displays the existing land use categories for the Appleton (Fox Cities) region; **Map 4-2** displays the future land use classifications.

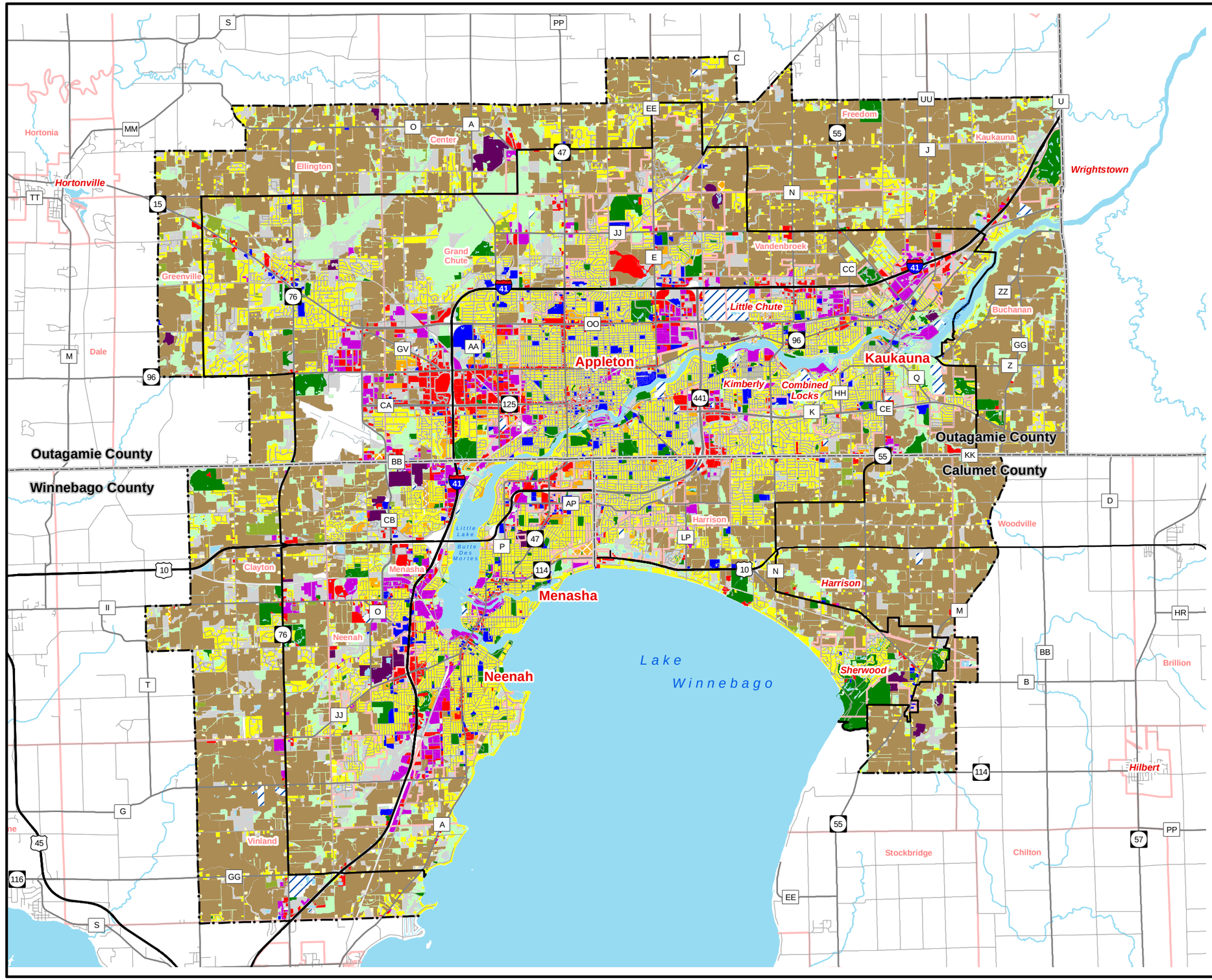
Table 4-1: Appleton (Fox Cities) TMA Updated Land Use, 2014

Land Use	Acres	Parcels	Percent
Nonirrigated Cropland	65,844	1,775	38.43%
Single Family Structures	26,726	70,168	15.60%
Undeveloped Land Areas & Water	16,365	7,554	9.55%
Streets/Highways ROWs	16,307	474	9.52%
General Woodlands	14,381	3,505	8.39%
Water Areas	4,692	2,322	2.74%
Manufacturing	2,596	456	1.51%
Commercial Services	2,469	1,965	1.44%
General Recreation Parks	2,329	251	1.36%
Golf Courses, Country Clubs	2,073	59	1.21%
Retail Trade	1,788	932	1.04%
Barns, Sheds, Outbuildings	1,463	954	0.85%
Apartments	1,282	951	0.75%
Air Transportation	1,211	9	0.71%
Mining	1,106	32	0.65%
Accessory Residential Uses	977	2,691	0.57%
Planted Wood Lots	971	175	0.57%
Rail Transportation	828	181	0.48%
Educational Services	716	115	0.42%
Farm Residences	657	819	0.38%
Warehousing and Storage	608	200	0.36%
Active Landfills	578	16	0.34%
Construction	528	206	0.31%
Religious Organizations and Non-Profit Agencies	438	188	0.26%
Ambulatory Health Care Service	411	199	0.24%
Truck Transportation	411	76	0.24%
Industrial	357	145	0.21%
Cemeteries	341	88	0.20%
Public Administration	287	118	0.17%
Commercial	221	227	0.13%
Mobile Home Parks	215	40	0.13%
Automobile Salvage Yards	165	24	0.10%
Group Quarters	155	71	0.09%
Abandoned Landfills	149	4	0.09%
Electrical Power Generation	140	71	0.08%
Spectator Sport	132	5	0.08%
Parks and Outdoor Recreation	128	55	0.07%
Sport & Rec Facilities	121	44	0.07%
Amusement	116	21	0.07%
Water, Sewage and Other System	114	43	0.07%
Museums & Historical Sites	112	19	0.07%
Wholesale Trade	102	36	0.06%
Broadcasting and Telecommunications	97	70	0.06%
Colleges & Universities	88	20	0.05%
Support Activities for Transportation	84	71	0.05%
Hospitals	83	7	0.05%
Utilities	74	42	0.04%
Recycling Facilities	69	10	0.04%
Residential Development	64	203	0.04%
Waste Treatment & Disposal	38	5	0.02%
Sewage Treatment Plant	37	5	0.02%

Land Use	Acres	Parcels	Percent
Mobile Homes Not in Parks	17	25	0.01%
Irrigated Cropland	15	7	0.01%
Marinas	15	5	0.01%
Recreational Vehicle Park	14	3	0.01%
Water Towers/Storage Tanks	12	27	0.01%
Natural Gas Distribution	11	15	0.01%
Public Libraries	8	5	0.00%
Institutional Facilities	6	3	0.00%
Unknown	3	1	0.00%
Transportation	2	2	0.00%
Total	**171,350**	**97,810**	**100.00**

Source: Data of Existing Land Use, updated by ECWRPC 2014

Map 4-1
Appleton TMA
Existing Land Use



- Appleton TMA Boundary
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Single Family Residential
- Farmsteads
- Multi-Family
- Mobile Home Parks
- Commercial
- Industrial
- Quarries
- Institutional Facilities
- Transportation
- Utilities/Communications
- Non-Irrigated Cropland
- Irrigated Cropland
- Recreational Facilities
- Planted Woodlands
- General Woodlands
- Open Other Land
- Water

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Scale in Miles

Source:
Base data provided by Outagamie, Winnebago, and Calumet County 2010.
Existing land use provided by ECWRPC 2003, 2010
TMA planning area provided by WisDOT/ECWRPC

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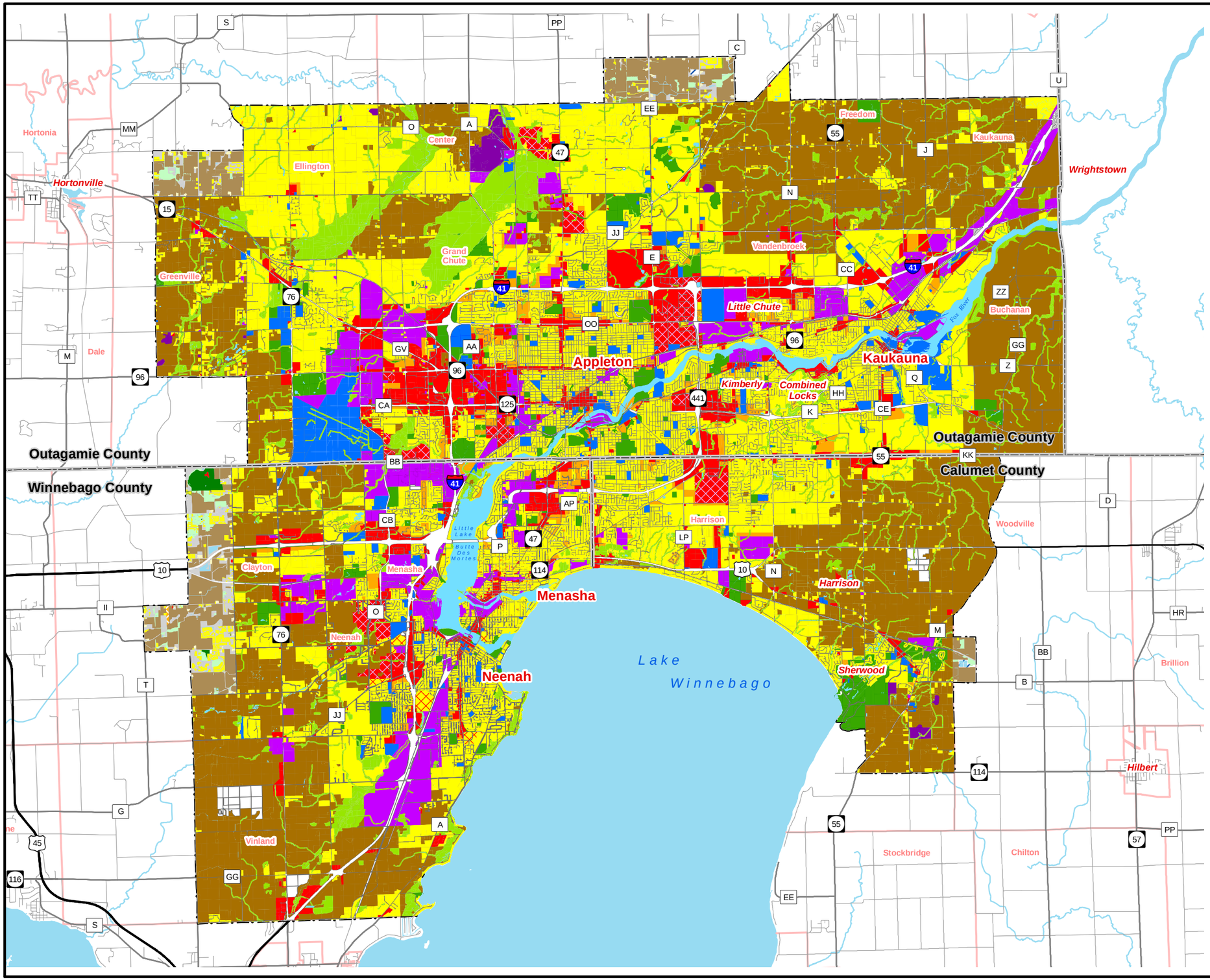
Map 4-2
Appleton TMA
Future Land Use



- Single Family Residential
- Multi-Family Residential
- Commercial
- Manufacturing
- Quarry
- Public Institutional
- Transportation & Utilities
- Agricultural
- Commercial & Industrial Mix
- Commercial & Residential Mix
- Parks & Recreation
- Woodlands
- Vacant & Undeveloped
- Water Features
- Appleton TMA Boundary
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary

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Scale in Miles

Source:
Base data provided by Outagamie, Winnebago, and Calumet County 2010.
Future land use provided by ECWRPC.
TMA planning area provided by WisDOT/ECWRPC

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CHAPTER 5

ADOPTED VISION, GOALS, & OBJECTIVES

CHAPTER 5 – ADOPTED VISION, GOALS AND OBJECTIVES

TABLE OF CONTENTS

Introduction 5-1
Vision 5-1
Transportation Goals and Objectives 5-2
Goal 1: Integrated Planning 5-3
Objectives 5-3
Goal 2: Maximum System Effectiveness for All Residents 5-3
Objectives 5-3
Goal 3: An Efficient Transportation System 5-3
Highway Transportation 5-3
Freight Transportation 5-4
Public Transportation 5-5
Bicycle and Pedestrian Travel 5-5
Air Transportation 5-6
Passenger Rail 5-7
Water Transportation 5-7
Goal 4: Safety 5-7
Objectives 5-7
Goal 5: Minimal Environmental Disruption 5-8
Objectives 5-8
Goal 6: Compatibility with Land Use Patterns 5-9
Objectives 5-9
Goal 7: Conservation of Energy 5-10
Objectives 5-10
Goal 8: Performance Measures 5-10
Objectives 5-10
Goal 9: Environmental Justice 5-11
Objectives 5-11
Goal 10: Coordination at All Levels 5-11
Objectives 5-11
Goal 12: Sustainable and Livable Communities 5-11
Objectives 5-11
Land Use 5-12
Land Use Goals and Objectives 5-12
Goal 1: Growth Management 5-13
Land Allocation 5-13
Land Use Standards 5-13
Development 5-14
Feasibility 5-14
Preservation 5-15
Existing Infrastructure 5-15
Goal 2: Urban Service Delivery 5-15
Public Facilities 5-15
Cooperation and Coordination 5-16
Goal 3: Environmental Resources 5-16
Water Resources 5-16

Air Quality 5-17
Environmental Areas and Corridors 5-17
Ecosystems 5-17
Agriculture 5-18
Waste Removal 5-18
Goal 5: Open Space 5-19
Recreation 5-19
Heritage 5-19
Future Open Space 5-19
Cost 5-20
Opportunities 5-20

CHAPTER 5: ADOPTED VISION, GOALS, AND OBJECTIVES

INTRODUCTION

East Central first developed the vision, goals and objectives for transportation/land use planning in the mid 1970s, and updated those goals and objectives in the early 1980s. The passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 required all MPOs to update and adopt long-range transportation plans which conformed to ISTEA's metropolitan planning requirements. ISTEA's requirements emphasized multimodal transportation, a strong transportation/land use interrelationship and an expanded public involvement process. This process meshed well with East Central's long-established planning process.

In 1998, the Transportation Equity Act for the 21st Century (TEA-21) replaced ISTEA. The overall differences between the two included increased funding levels and a budgetary clause that guaranteed promised funding for transportation projects. In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) replaced TEA-21. SAFETEA-LU continued the commitment for multimodal transportation funding.

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) replaced all prior transportation legislation. MAP-21 carries on with the principles established in previous legislation; however, its primary difference is the need for further performance measures and standards. Additional areas of challenge under MAP-21 include:

- improving safety;
- maintaining infrastructure condition;
- reducing traffic congestion;
- system reliability;
- freight movement and economic vitality;
- environmental sustainability; and
- reducing project delivery delays.

To carry out the comprehensive planning program, MAP-21 has reconfirmed the role of a cooperative planning institution, the MPO, to guarantee that all aspects of the Appleton (Fox Cities) Transportation Management Area (TMA) will be represented in the plan's development and that planning will be conducted on a continuing basis.

The vision, goals, and objectives pertinent to the long range planning process are as follows:

VISION

In 2050, the Appleton (Fox Cities) Transportation Management Area (TMA) will have a safe, efficient, and effective transportation network which provides options for the mobility needs of all people, goods, and services, while maximizing available resources, such as land, energy and finances.

TRANSPORTATION GOALS AND OBJECTIVES

To obtain this vision, the following transportation goals were defined:

1. **Integrated planning.** Integrate the transportation program with other functional elements of comprehensive planning in recognition of the fact that the primary objective of a transportation system is to connect centers of activity.

2. **Maximum system effectiveness for all residents.** Consider the capabilities and transportation preferences of all users and determine the relative effectiveness of various system alternatives.

3. **An efficient transportation system.** Provide an integrated transportation system that will meet short and long range needs and maximize the capabilities of all transportation modes including street and highway, rail and trucking facilities, public transportation, bicycle and pedestrian travel and air transportation.

4. **Safety.** Provide a safe transportation system throughout the region.

5. **Minimal environmental disruption.** Develop a transportation system that minimizes environmental disruption and maintains environmental quality.

6. **Compatibility with land use patterns.** Develop a transportation system compatible with existing and future land use patterns.

7. **Conservation of energy.** Provide a transportation system that promotes the conservation of energy resources.

8. **Performance Measures.** Develop and monitor relevant data sets to track the overall efficiency of the transportation system.

9. **Environmental Justice.** Ensure that access to transportation systems and the transportation planning process is available to all individuals, regardless of race or socioeconomic status.

10. **Coordination at all levels.** Coordination with local and state planning documents and programs.

11. **Complete Streets Policies.** Institute a Complete Streets policy to ensure consistent design and operation of the entire roadway with all users in mind – including bicyclists, public transportation vehicles and riders and pedestrians of all ages and abilities.[1]

12. **Sustainable and Livable Communities.** Foster the development of livable communities—places where coordinated transportation, housing, and commercial development give people access to affordable and environmentally sustainable transportation.[2]

[1] http://www.smartgrowthamerica.org/complete-streets. (02-19-14)
[2] http://www.dot.gov/livability/101. (02-19-14)

Goal 1: Integrated Planning

Objectives

A. The existing transportation system should be continually evaluated, deficiencies identified and solutions proposed in keeping with comprehensive planning goals and objectives.

B. The transportation system should be planned in support of current land use and desired patterns of future development.

C. All proposals and changes considered in the comprehensive planning program should be constructively reviewed in terms of their impact on the transportation system.

D. Local citizens should be formally involved in the transportation planning process.

E. Compatibility should be promoted among local, regional and state transportation policies and plans.

F. Compatibility should be promoted between public and private transportation services.

Goal 2: Maximum System Effectiveness for All Residents

Objectives

A. At least a minimum level of transportation should be provided to all persons residing in the region.

B. Methodologies should be employed capable of comparing the effectiveness of investments in alternative transportation networks and modes.

C. Subsidy programs should be considered to meet the needs of the economically disadvantaged.

Goal 3: An Efficient Transportation System

Highway Transportation

Ensure that appropriate levels of service for road transportation are provided to reduce congestion for the entire region.

Objectives:

A. The highway system should be designed to adequately accommodate projected future highway travel growth and the potential modal choices necessary for the efficient movement of goods and people.

B. Development of new or expanded highway corridors should only be considered after a determination that alternative transportation modes cannot address the need to:

    1. alleviate significant safety hazards;

2. relieve communities of heavy through-traffic burdens;
3. alleviate traffic congestion;
4. conserve energy in highway use;
5. stimulate economic development; and
6. provide a framework for future planned land use.

C. A community's development plan should incorporate all proposed future principal and minor arterial streets within their existing and extraterritorial powers jurisdictions.

D. Street and highway design standards should be based on functional class criteria set forth in WisDOT's *Design Manual*.

E. Community development regulations allowing private streets should require right-of-way and design standards consistent with WisDOT's *Design Manual* for local streets.

F. Adequate financial resources for upkeep and renewal of existing highways to prevent accelerated deterioration should be a high priority in the budgetary process.

G. Low-cost improvements such as channelization, signalization and removal of parking should be the first measure considered to maintain an adequate level of service on highway facilities.

H. Regulations concerning the use of highways should be strictly enforced, including those which prevent the deterioration of structures and the highway surface.

I. Appropriate access control measures should be established for existing and future routes functionally classified or proposed as principal or minor arterials.

J. Traffic control signals within the TMA should be coordinated or timed to facilitate the efficient flow of traffic.

K. Future residential developments should be designed in a traditional street grid pattern to foster compact development and efficient delivery of essential residential services such as utilities, refuse removal and winter snow removal.

Freight Transportation

Ensure that appropriate types and levels of freight transportation services are provided to the entire region.

Objectives:

A. Common-carrier truck service should be provided to all areas of the region.

B. Efficient truck routing should be oriented to the freeway, expressway and high-level arterial network to facilitate truck traffic and to reduce conflicts with autos.

C. Joint terminals and common pick-up and delivery services should be encouraged where efficient and practical for the transport companies concerned.

D. The location of truck and rail terminals should be determined cooperatively by public and private interests.

E. Existing rail service should be maintained according to standards set forth in the Wisconsin Rail Plan.

F. Air freight service should be provided at all metropolitan and regional centers.

Public Transportation

Expand public transportation choices to provide a competitive mode of transportation.

Objectives:

A. Local governments should recognize public transportation as a basic public service.

B. Public transportation should be provided in all urban areas using delivery systems appropriate to the density of development. Delivery systems include both fixed-route and demand-responsive services employing various sized buses, vans and taxis for the appropriate customers.

C. Local governments should promote land use patterns and compact site design standards which can be efficiently served by public transportation.

D. Public transportation should be related to travel patterns within an urban area.

E. At a minimum, public transportation should meet the mobility needs of the transit dependent.

F. Public transportation should provide a level of service that is safe, convenient, comfortable and affordable.

G. Funding and organizational mechanisms for public transportation should be based on principles of equity and reflect the interconnectivity of jurisdictions within an urban area.

H. Public transportation should strive to meet the service, performance, management and marketing standards determined for a given urban area.

I. Transportation services within an urban area should be coordinated to increase efficiency and avoid overlap and duplication of service. Coordination should encompass public and private transportation services and include such travel demand management programs as ride-sharing, employee van pools, subsidized transit passes, and park and ride lots.

J. Intercity public transportation should serve all populous areas of the region.

Bicycle and Pedestrian Travel

Make travel by foot or bicycle a safe, convenient, and attractive alternative to motorized travel by providing adequate accommodations, education and enforcement, and proposing more compact land use patterns.

Objectives:

A. A network of suitable on and off-road routes should be developed which provide linkages between important origins and destinations and interconnect with other modes of transportation both locally and regionally.

B. Conflicts between motor vehicles and bicycles and pedestrians should be minimized.

C. Bicycle and pedestrian related improvements should be integrated into the planning, design, and construction of all appropriate highway and street improvement projects.

D. Facilities and amenities which make bicycling and walking more attractive alternatives to the motor vehicle should be provided at destinations.

E. Actions, activities and incentives which encourage increased walking and bicycling for transportation purposes should be promoted.

F. Efforts to increase community awareness of bicycle and pedestrian safety issues should be undertaken.

G. Enforcement of "rules of the road" which pertain to safe bicycling and walking should be increased.

H. Efforts to alert motorists to the presence of bicyclists and pedestrians on designated routes should be undertaken.

I. Compact and mixed land uses should be encouraged to increase opportunities for bicycling and walking.

J. New development should be encouraged to integrate the bicycle and pedestrian modes of transportation.

K. Natural and man-made corridors should be utilized for bicycle/pedestrian trails.

Air Transportation

Provide and maintain a safe air transportation system to meet travel and freight service demands.

Objectives:

A. An airport system should be maintained to provide an adequate level of service to existing and anticipated patterns of development, especially areas of population concentration and activities which generate significant travel demands throughout the region.

B. Each airport in the region should be designed to conform to the standards and provide the type of service indicated by its classification in the Wisconsin Airport Systems Plan.

C. Master plans should be prepared for all airports in the region included in the Wisconsin Airport System plan.

D. A zoning ordinance should be adopted for every airport in the region to ensure compatible uses adjacent to each airport.

E. Airports should cause minimal disruption of the environment and natural resource base.

F. Noise exposure forecast criteria should be considered when developing areas surrounding airports.

G. Priority should be given to maintaining existing airport facilities in a safe condition before constructing new facilities.

H. The airport system should be integrated with other major transportation modes.

I. Adequate public transportation should be provided between the airport and the central city.

J. Adequate parking areas should be maintained at all airports in the region.

Passenger Rail

Encourage the implementation of the Midwest Rail Initiative as it applies to passenger rail service.

Objectives:

A. Local government should participate in the implementation of the Midwest Rail Initiative.

B. A future passenger rail system should be integrated with freight rail service infrastructure and supported by adequate parking and passenger facilities.

Water Transportation

Maintain the ability to safely serve recreational, commercial, and industrial travel needs on area waterways.

Objectives:

A. Local government should coordinate with pertinent enforcement agencies to keep river travel safe.

B. Bridge openings should cause minimal disruption to bridge traffic.

Goal 4: Safety

Objectives

A. The level of access control should be appropriate to the function of the highway.

B. Vehicle conflicts should be reduced through roadway and intersection design appropriate for the desired level of service.

C. Accident-producing facility deficiencies should be accorded a high priority for correction.

D. Design standards should be adequate for the legal speeds, sizes, and weights of vehicles.

E. Appropriate marking, signing, and protection devices should be installed where justified by design, speed and accident exposure rates.

F. Safe speed limits and laws dealing with drunk driving should be strictly enforced and new strategies for dealing with these problems should be explored.

G. The strictest possible safety regulations should be employed near transportation-related construction sites.

H. Driver education programs should be designed not only to train new drivers but also to improve the techniques of present drivers.

I. Educational programs should be expanded to include pedestrian, motorcycle and bicycle safety and the safe use of public transportation.

J. Railway and highway grade crossings should be eliminated in high traffic areas and properly signalized in other areas.

K. Harbors and other navigable waters should be clearly marked and lighted where appropriate.

L. To ensure safe movement of hazardous material, infrastructure improvements should conform to guidelines set by local emergency services and state and federal regulations.

Goal 5: Minimal Environmental Disruption

Objectives

A. Required federal and state environmental impact statements and assessments for transportation facilities should be carefully reviewed on the local and regional levels.

B. Care should be taken to protect historic or visually pleasing buildings and scenic, historic, scientific and cultural sites when constructing new or improving existing transportation facilities.

C. The location of roadways through environmentally sensitive areas should be minimized.

D. Transportation facilities should be designed to be aesthetically pleasing and sensitive to the natural landscape, incorporating such amenities as boulevards, berms and attractive landscaping on major arterials in urban areas and minimizing unsightly views such as junkyards, billboards, and strip commercial development in more rural areas.

E. Natural vegetation should be encouraged along roadsides to protect wildlife, reduce the use of herbicides, cut maintenance costs and help alleviate air and noise pollution.

F. Transportation facilities should be located and designed to minimized exposure of people to harmful and/or annoying air, water or noise pollution levels.

G. Air pollution should be minimized through efficient traffic control measures and through encouragement of transit, bicycle and pedestrian travel.

H. Air quality should be monitored to ensure that motor vehicles, including air and water craft, do not exceed the exhaust emission standards set by the Environmental Protection Agency.

I. All transport related sewerage and other facilities should be constructed and maintained so that their contribution to water pollution will be minimized and will meet appropriate water quality standards.

J. Natural water depths should be used to the maximum extent possible to avoid unnecessary dredging. Where dredging is necessary, disposal sites should be planned and located consistent with state solid waste disposal regulations and/or disposed of in a nuisance-free and aesthetic manner.

K. National noise standards should be used to ensure that residential areas, schools, or other places with high concentrations of people are not exposed to harmful levels of noise from transportation facilities.

Goal 6: Compatibility with Land Use Patterns

Objectives

A. The proper use of land for and adjacent to highways should be maximized by coordinating street and highway planning with land development.

B. The relative accessibility provided by the highway system should be adapted to comprehensive plans by providing a higher level of accessibility to areas where development is to be encouraged.

C. The total amount of land used for roadways should be minimized and multiple uses of right-of-ways should be encouraged.

D. The disruption and dislocation of neighborhoods, households, businesses, industries and public and institutional buildings by construction of new or reconstruction of existing transportation facilities should be minimized.

E. Development of neighborhood units by arterial streets and highways should be avoided except where it can be demonstrated that the proposed location and design will improve the ability of the area to function effectively.

F. Location of new or relocation of existing transportation facilities in or through recreational facilities and historic, scenic or cultural sites should be avoided wherever possible.

G. When constructing or improving roadways, prime farmland should be preserved wherever possible.

H. Transportation facilities should be designed to promote compact development. New transportation facilities should not be extended for new subdivisions until existing subdivisions are fully developed.

I. Right-of-ways for proposed transportation facilities should be reserved to minimize disruption of future development.

Goal 7: Conservation of Energy

Objectives

A. Local governments should develop transportation policies to conserve transportation energy and meet contingency situations in case of fuel shortfalls.

B. Development patterns that reduce the need to travel should be promoted.

C. Interruptions in traffic flow should be minimized.

D. Highway facilities should be routed to provide the shortest travel paths for the greatest number of trips.

E. Bypasses of urbanized areas should be constructed where serious traffic congestion can be alleviated.

F. Highway facilities should be designed and maintained to conserve energy. This includes providing smooth pavements and the elimination of steep grades and sharp curves.

G. The use of ride sharing and mass transportation should be encouraged.

H. The most energy efficient methods of construction and maintenance should be identified and applied.

I. Efforts to improve energy conservation through improved fuel efficiency of vehicles and through educational programs on better driving and travel habits should be pursued.

Goal 8: Performance Measures

Objectives

A. Performance measures and targets should be monitored, tracked and integrated into the LRTP.

B. Both motorized and non-motorized transportation modes should be monitored by performance measures.

C. Other performance measures to track should include (but are not limited to) the urban and rural road network, public transportation, rail and bridge sufficiency ratings, air quality, non-recurring incidents, and WisDOT's MAPSS (Mobility, Accountability, Preservation, Safety and Service) performance measures.

Goal 9: Environmental Justice

Objectives

A. Efforts to include all individuals such as elected officials, transportation officials and other decision makers (healthcare, school districts, economic development, etc.) in the planning process should be made including utilizing all available forms of media and methods.

B. ECWRPC's Public Participation Plan (PPP) should be referenced to encourage and monitor participation of all citizens in the MPO planning boundaries.

Goal 10: Coordination at All Levels

Objectives

A. Efforts to ensure consistency with WisDOT's Connections 2030 State Long Range Transportation Plan and relevant municipal transportation and comprehensive plans should be reviewed and incorporated into this planning process.

B. Consistency with WisDOT's MAPSS performance measures should be reviewed and incorporated into this planning process.

Goal 11: Complete Streets Policies

Objectives

A. Transportation planners, engineers and municipalities should be cognizant of designing transportation systems that take into consideration all modes of travels and abilities of users.

B. Elected officials, transportation officials and other decision makers (healthcare, school districts, economic development, etc.) should recognize the interconnectedness of safety, health and economic vitality in the role of building a reliable transportation network.[3]

C. Work with and foster the development of complete streets policies with local municipalities.

Goal 12: Sustainable and Livable Communities

Objectives

A. Implementation of the U.S. DOT's livability principles should be incorporated into the MPO planning process.

B. The six livability principles are defined by the U.S. DOT:

1. **Provide more transportation choices** to decrease household transportation costs, reduce our dependence on oil, improve air quality and promote public health.

[3] http://www.smartgrowthamerica.org/complete-streets/a-to-z. (02-19-14)

2. **Expand location- and energy-efficient housing choices** for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.
3. **Improve economic competitiveness of neighborhoods** by giving people reliable access to employment centers, educational opportunities, services and other basic needs.
4. **Target federal funding toward existing communities** – through transit-oriented and land recycling – to revitalize communities, reduce public works costs, and safeguard rural landscapes.
5. **Align federal policies and funding** to remove barriers to collaboration, leverage funding and increase the effectiveness of programs to plan for future growth.
6. **Enhance the unique characteristics of all communities** by investing in healthy, safe and walkable neighborhoods, whether rural, urban or suburban.[4]

LAND USE

The goals assembled pertaining to land use intend to encourage efficient, orderly, and planned land use development patterns consistent with sound environmental management practices. The land use element provides direction and integrates four sub-element functional plans which have direct impacts on future land use. These functional areas are Growth Management, Urban Service Delivery, Environmental Resources, and Open Space.

Like the transportation objectives, the primary intent of the land use objectives is to guide land use decisions, particularly in terms of sewer service area actions. A secondary use of these objectives falls within the planning process itself.

LAND USE GOALS AND OBJECTIVES

The following sub-elements and goals were defined:

1. **Growth Management.** Encourage an orderly and planned pattern of community growth and development.

2. **Urban Service Delivery.** Promote urban services in an efficient, environmentally sound, and socially responsible manner.

3. **Environmental Resources.** Protect the environment and manage natural resources in an ecologically sound manner.

4. **Open Space.** Provide sufficient public open space to meet the recreational needs of all residents and protect and preserve natural and cultural resources.

[4] http://www.dot.gov/livability/101. (02-19-14)

Goal 1: Growth Management

Land Allocation

Promote balanced allocation of land areas to accommodate current and future urban development needs.

Objectives:

A. The supply of land allocated for urban development should approximate the current and future needs as determined from population, employment and land use projections which have been developed in conjunction with adopted comprehensive or urban service area plans.

B. New urban development patterns should incorporate planned areas of mixed use and density neighborhoods that are clustered and compatible with adjacent uses.

C. Work places, shopping centers, recreational facilities, and community facilities should be located to provide a mix of land uses for improved accessibility for residents.

D. Urban designs with higher density land use alternatives should be promoted.

Land Use Standards

Promote planned urban communities which contain centralized, compact, contiguous and compatible urban development patterns.

Objectives:

A. Vacant developable lands within existing urban areas should first be infilled, then development staged outward from the existing development limits.

B. New subdivision development should be encouraged within existing urbanized areas or as an expansion of existing urban areas concurrent with the provision of necessary facilities and services.

C. The expansion of major commercial and industrial land use activities should be adjacent to existing areas or in areas designated for such development in adopted comprehensive plans.

D. Natural and man-made features, such as ridge lines, streams and major highways, should be considered in the expansion and staging of urban development.

E. Urban development should only take place in designated urban service areas.

F. Community development plans should be coordinated in multijurisdictional urban areas.

G. Urban sprawl in the form of unplanned development which is non-contiguous, low density scattered and inefficiently served should be discouraged.

H. Development and redevelopment of land parcels should consider a mix of uses and functions.

Development

Promote urban development which protects environmentally sensitive areas and is compatible with the natural resource base.

Objectives:

A. Urban development should be directed to suitable land and discouraged on unsuitable land, such as floodplains, wetlands, prime agricultural soils, areas of high bedrock and groundwater, steep slopes, prime wildlife habitat, unique scientific areas and areas of historical or archeological significance.

B. The development of environmentally sensitive areas should be discouraged.

C. Adverse development impacts to surface water and groundwater should be mitigated.

D. Designs and plans for new development should preserve open spaces for public use, complement the existing landscape, and conserve energy and natural resources.

E. Land reclamation should be required following extractive operations or other uses which significantly alter the land surface.

F. Urban redevelopment activities should weigh environmental, health and safety factors against associated costs and benefits.

Feasibility

Promote efficient and cost-effective development in urban growth areas.

Objectives:

A. Urban development should be encouraged at densities adequate to sustain reasonable urban service costs.

B. Urban development should occur in areas served by adequate public facilities and services.

C. A variety of types, prices and locations of housing should be provided to promote convenience, choice and affordability.

D. Development patterns and site designs that support multimodal transportation should be encouraged.

E. Major commercial and industrial areas should be provided with readily accessible major transportation systems.

F. Community comprehensive plans should be adopted prior to the extension of urban services.

Preservation

Preserve rural land uses by requiring planning which considers water and sanitary sewer adequacy.

Objectives:

A. Agricultural and open space characteristics of rural areas should be preserved.

B. Rural development should be limited to land with suitable physical characteristics and soils supporting conventional on-site sewage treatment systems.

C. Rural residential housing should be limited to dependent single lot use in agriculture and open space areas.

D. Rural subdivision development should be limited to areas which do not negatively impact agricultural or open space uses and the provision of public services.

E. Rural subdivision development should be restricted in urban planning areas until long-term urban services are provided.

Existing Infrastructure

Encourage development in areas that are served by existing transportation infrastructure.

Objectives:

A. Infill development and redevelopment projects should be promoted in order to avoid the need for extension of transportation infrastructure and service.

B. Design standards for infill should be given different consideration for transportation/traffic requirements compared to "greenfield" development.

Goal 2: Urban Service Delivery

Public Facilities

Provide efficient, economical, and equitable public facilities and services to urban development.

Objectives:

A. The use of existing public facilities and services should be maximized in the allocation of future urban growth.

B. Design of new and upgraded transportation and utility facilities with capacities sufficient to respond to existing demand levels and to the additional demand generated by planned development should be encouraged.

C. A full range of essential urban services and facilities should be provided to urban development areas.

D. The costs of providing urban services should be minimized through higher density development.

E. Major infrastructure extensions should be staged to coincide with community growth rates.

F. Utilities serving individual developments should be extended consistent with community water and wastewater system plans.

G. Provision of public facilities and services should be coordinated with the location and timing of new development.

Cooperation and Coordination

Provide services where efficiency, equity, and economies of scale can be obtained through cooperation and coordination.

Objectives:

A. Overlapping urban service areas, facility and system capacities and service capabilities should be discouraged.

B. The proliferation of major public infrastructure facilities that duplicate services should be discouraged.

C. Inter-municipal agreements should be promoted for the provision of joint service.

D. More uniform facility design and service standards should be encouraged for multiple jurisdiction development areas.

Goal 3: Environmental Resources

Water Resources

Improve and protect surface and groundwater quality.

Objectives:

A. The quality and supply of groundwater should be protected as the principal source of water supply and water conservation programs should be encouraged.

B. The use of natural drainage patterns and measures should be promoted to enhance water quality.

C. Wetlands should be preserved as an essential component of the hydrologic system.

D. The risk of groundwater contamination should be reduced in aquifer recharge areas.

E. Lakeshore and stream bank erosion should be minimized.

F. Construction site erosion should be controlled and urban stormwater runoff reduced.

G. Non-point source pollution abatement programs should be supported.

H. The adverse water quality impacts of agricultural runoff should be minimized.

Air Quality

Improve or maintain high air quality throughout east central Wisconsin.

Objectives:

A. Air pollution abatement programs and air quality regulations should be supported.

B. Geographically coordinated abatement strategies should be encouraged.

C. The public should be provided with information on air quality programs and specific air quality problems.

D. The increased use of transportation modes that are more efficient and environmentally sound than the private automobile should be encouraged.

E. Noise pollution should be reduced and noise sources isolated.

Environmental Areas and Corridors

Preserve and protect environmentally sensitive areas and promote the linkage of these areas into environmental corridors.

Objectives:

A. The natural environment should be recognized as an integrated system of interacting and finite land, water and air resources that protect the health and stability of the entire ecosystem.

B. Shoreland, floodplain and wetland areas should be protected as essential components of the hydrologic system and their scenic and recreational value preserved.

C. The disturbance of environmentally sensitive areas by utilities and transportation facilities construction should be minimized.

D. Critical natural areas should be preserved and protected from development and other adverse impacts.

E. Adjacent land uses which adversely impact sensitive areas should be restricted or mitigated.

F. The interrelationship of adjacent landscape types should be recognized to avoid dividing the natural units or breaking important linkages.

Ecosystems

Manage wildlife and wildlife habitat in a manner that maintains ecological stability and diversity, and considers social and economic impacts.

Objectives:

A. The diversity and population of plant and wildlife species should be maintained and increased.

B. Critical habitat areas for endangered and rare species should be preserved and enhanced.

C. Wildlife habitat such as fencerows, woodlots and natural areas should be protected and expanded.

D. Adequate public access to hunting and fishing areas should be provided.

E. Responsible public use of private land should be encouraged.

F. Wildlife and plant populations should be managed in ways that do not impose undue financial loss to individual property owners.

G. Plant and animal preserves used specifically for educational and observational purposes should be maintained and expanded.

Agriculture

Preserve land suitable for the production of food and fiber to meet present and future needs.

Objectives:

A. Land best suited for agriculture or forestry should be preserved for these uses or in other uses which enable the land to be readily converted to agricultural or forestry production.

B. Ecologically sound and economically feasible farm and forestry management practices which preserve soil productivity and minimize soil loss should be encouraged.

C. Soil should be recognized as one of the basic and most important resources and programs to preserve and improve productivity and wise use consistent with soil capability should be developed and promoted.

Waste Removal

Employ a comprehensive management approach for solid and organic wastes.

Objectives:

A. The amount of solid waste generated by households, business and industry should be reduced.

B. Solid waste should be recycled as an alternative raw material for construction, manufacturing, and energy production.

C. Organic wastes should be used as soil amendments.

D. Waste disposal operations and facilities should be centralized where economically feasible.

E. Cost-effective waste management systems should be provided that are consistent with development and water and air quality regulations.

F. On-site waste disposal systems should be managed to minimize adverse land use, environmental, and public health impacts.

G. Health threats from toxic substances in the environment should be reduced.

Goal 5: Open Space

Recreation

Provide all area residents an opportunity to partake in a wide range of active and passive recreational activities on a year-round basis.

Objectives:

A. Recreational facilities should be provided to address the level of activity participation, facility deficiencies and aesthetic needs of the community.

B. Park sites should be developed to fully serve the local and area wide needs of the community.

C. Safe, convenient and adequate access to all parks and recreation areas should be provided.

Heritage

Preserve areas of unique natural, historical, and cultural significance or unusual beauty for public use and enjoyment.

Objectives:

A. All significance preservation areas should be identified and mapped.

B. Unique areas should be protected by minimizing the impact of individual development proposals.

C. Significant natural areas should be preserved as public open space.

D. Public access and use within environmental corridors and drainage ways should be promoted.

Future Open Space

Plan for future development of open space and recreational needs of the urban area.

Objectives:

A. All municipalities should be encouraged to participate in the development of comprehensive park and open space plans.

B. Opportunities should be identified for developing a network of recreational trails along highly attractive environmental corridors, natural waterways, and transportation rights-of-way to link major recreational facilities and residential areas.

C. Coordination between neighboring jurisdictions should be facilitated for development of parks and recreation facilities and linkages.

D. Future parks and open space areas should be preserved so that suitable and adequate land will be available to provide active and passive recreational opportunities as growth occurs.

Cost

Provide recreational opportunities in a cost-effective manner.

Objectives:

A. Facilities should be developed which can provide multi-seasonal recreational opportunities.

B. The use of existing recreational facilities should be optimized.

C. Duplicative recreational facilities and programs should be avoided.

D. Grants and funding assistance should be maximized in the acquisition and development of recreational facilities.

E. Municipalities and school districts should be encouraged to cooperate in the development of community recreational and playground facilities.

F. The development of the county park system should be encouraged to complement recreational opportunities available in local parks.

G. Municipalities should be encouraged to establish capital funding and other parkland dedication methods to provide for future recreational needs.

Opportunities

Make individual communities, and the region as a whole, a more attractive place to live, work, and play.

Objectives:

A. Scenic areas should be preserved and landscaping and other site development requirements strengthened to promote community beautification.

B. Additional billboard proliferation should be prevented, their placement controlled and a phase-out program promoted.

C. Community tree planting programs on street terraces and public areas should be promoted.

D. Waterfront areas should be preserved and redeveloped to promote greater public recreational use.

E. Scenic easements to protect important viewsheds should be acquired.

CHAPTER 6

STREET & HIGHWAY NETWORK

CHAPTER 6 – STREET AND HIGHWAY NETWORK

TABLE OF CONTENTS

Introduction 6-1
Preservation 6-1
Safety 6-1
Sustainability/Livability 6-3
Complete Streets 6-3
Street and Highway Network Performance Measures 6-5
- Pavement Surface Evaluation and Rating System (PASER) 6-5
- Routine Maintenance 6-5
- Capital Preventive Maintenance 6-5
- Structural Improvements 6-5
- Appleton (Fox Cities) TMA PASER Data 6-5
- Pavement Condition Index (PCI) 6-6
  - Pavement Condition Index Background 6-6
  - Benefits of the Pavement Condition Index 6-7
  - The Pavement Condition Index Method 6-7
- Annual Average Daily Traffic Counts (AADT) 6-10
- Park and Ride Lot Counts 6-18
- WisDOT Rideshare Program 6-19
- Bridge Inspection and Ratings 6-20
- FHWA/WisDOT Highway Safety Improvement Program (HSIP) 6-27
- Transportation Improvement Program (TIP) Performance Indicators 6-30
- Census Transportation Planning Products (CTPP) 6-33

FIGURES

Figure 6-1: Appleton (Fox Cities) TMA PASER Paved Roads 2005 – 2013 6-6
Figure 6-2: Pavement Condition Index State Highways, Calumet County Roads, 2012 6-9
Figure 6-3: Pavement Condition Index State Highways, Outagamie County Roads, 2012 ... 6-9
Figure 6-4: Pavement Condition Index State Highways, Winnebago County Roads, 2012... 6-10
Figure 6-5: 8-6102, STH 114 W of CTH LP, Menasha 6-11
Figure 6-6: 44-0103, USH 41 W of CTH N, Little Chute 6-12
Figure 6-7: 44-1218, USH 41 E of CTH E, Appleton 6-12
Figure 6-8: 44-6107, STH 15 Between CTH JJ & STH 76, Greenville 6-13
Figure 6-9: 70-6123, USH 41 S of CTH BB 6-13
Figure 6-10: 70-6051, USH 10-STH 441, W of CTH P, Menasha 6-14
Figure 6-11: 70-0002, STH 21 3.5 MI W of STH 116 6-14
Figure 6-12: 70-0118, USH 45 N of Breezewood Ln 6-15
Figure 6-13: 70-1441, USH 10 East of USH 45, Winchester 6-15
Figure 6-14: 70-1443, USH 45 Between CTH T & STH 116 6-16
Figure 6-15: 70-1061, USH 45 S of CTH T 6-16
Figure 6-16: 70-1440, USH 10-45 Between USH 10 East & USH 45 North 6-17
Figure 6-17: 70-1442, USH 10 W of USH 45, Winchester 6-17
Figure 6-18: 70-6111, STH 21 W of CTH FF 6-18
Figure 6-19: Appleton (Fox Cities) TMA Bridge Sufficiency Ratings (2013) 6-27
Figure 6-20: TIP Funding by Source 6-31

Figure 6-21: TIP Funding by Project Type 6-31
Figure 6-22: TIP Funding by Preservation/Expansion 6-32
Figure 6-23: TIP Funding by Transportation Mode 6-32

TABLES

Table 6-1: Appleton (Fox Cities) TMA PASER Paved Roads 2005 – 2013 6-6
Table 6-2: WisDOT Pavement Condition Index (PCI) Classification 6-7
Table 6-3: Distresses by Pavement Type 6-8
Table 6-4: AADT Stations Calumet, Outagamie and Winnebago Counties 6-11
Table 6-5: Park and Ride Lot Counts Calumet, Outagamie and Winnebago Counties, 2006 – 2013 6-19
Table 6-6: County Rideshare Participants 6-20
Table 6-7: Appleton (Fox Cities) TMA Bridge Sufficiency Ratings, 2013 6-21
Table 6-8: 5-Year Rolling Average, FARS, Calumet County 6-28
Table 6-9: 5-Year Rolling Average, Serious Injuries, Calumet County 6-28
Table 6-10: 5-Year Rolling Average, Fatality Rate per 100 Million VMT, Calumet County 6-28
Table 6-11: 5-Year Rolling Average, Rate of Serious Injuries/100 million VMT, Calumet County 6-28
Table 6-12: 5-Year Rolling Average, FARS, Outagamie County 6-29
Table 6-13: 5-Year Rolling Average, Serious Injuries, Outagamie County 6-29
Table 6-14: 5-Year Rolling Average, Fatality Rate per 100 Million VMT, Outagamie County 6-29
Table 6-15: 5-Year Rolling Average, Rate of Serious Injuries/100 million VMT, Outagamie County 6-29
Table 6-16: 5-Year Rolling Average, FARS, Winnebago County 6-29
Table 6-17: 5-Year Rolling Average, Serious Injuries, Winnebago County 6-29
Table 6-18: 5-Year Rolling Average, Fatality Rate per 100 Million VMT, Winnebago County 6-30
Table 6-19: 5-Year Rolling Average, Rate of Serious Injuries/100 million VMT, Winnebago County 6-30
Table 6-20: Mode to Work, Calumet County, 2000 – 2010 6-33
Table 6-21: Mode to Work, Outagamie County, 2000 – 2010 6-34
Table 6-22: Mode to Work, Winnebago County, 2000 – 2010 6-34
Table 6-23: Mean Travel Time by Mode to Work, Calumet County, 2000 – 2010 6-35
Table 6-24: Mean Travel Time by Mode to Work, Outagamie County, 2000 – 2010 6-35
Table 6-25: Mean Travel Time by Mode to Work, Winnebago County, 2000 – 2010 6-35
Table 6-26: Number of Workers in Household, Calumet County, 2000 – 2010 6-36
Table 6-27: Number of Workers in Household, Outagamie County, 2000 – 2010 6-36
Table 6-28: Number of Workers in Household, Winnebago County, 2000 – 2010 6-36

MAPS

Map 6-1: Calumet County Rural Functional Classification System 6-37
Map 6-2: Outagamie County Rural Functional Classification System 6-39
Map 6-3: Winnebago County Rural Functional Classification System 6-41
Map 6-4: Appleton TMA Urbanized Functional Classification System 6-43
Map 6-5: Appleton TMA High Crash Locations, 2009 – 2013 6-45
Map 6-6: Appleton TMA PASER 2005 6-47
Map 6-7: Appleton TMA PASER 2007 6-49
Map 6-8: Appleton TMA PASER 2009 6-51
Map 6-9: Appleton TMA PASER 2011 6-53

Map 6-10: Appleton TMA PASER 2013 6-55
Map 6-11: Appleton TMA Bridge Sufficiency 6-57

CHAPTER 6: STREET AND HIGHWAY NETWORK

INTRODUCTION

This section assesses the existing conditions of the street and highway network of the Appleton (Fox Cities) TMA. The existing street and highway network in the urban area has generally kept pace with growth in population, employment, and the significant increase in auto trips. This general pattern of increasing auto trips has been the norm for decades most notably starting in the post-World War II era.

While the growth in population has been modest, traffic volumes have increased. In this sense, the Appleton (Fox Cities) TMA reflects the national trend, which is based on a number of factors. Vehicle ownership has continued to increase. This is largely a result of an increasing incidence of two career families. In addition to necessitating two vehicles for work trips, it creates a residual need for teens to be responsible for much of their own trip making, frequently resulting in a third, or fourth vehicle in the household.

Another factor which has contributed to the increase in vehicle use is the dispersion of land uses. Unlike the compact, mixed use neighborhood development characteristic of pre-1960 development, residential development is now more commonly on larger lots in subdivisions which are solely residential in nature, and likely miles from employment centers and shopping. The lower density development reduces the efficiency and effectiveness of public transit and produces trip lengths which are not conducive to bicycle and pedestrian modes. Many of these areas also do not have facilities to safely serve bicycle or pedestrian travel modes. The end result is more, longer trips, reflected in the increase in the statistic of Vehicles Miles Traveled (VMT). As the population of the Appleton (Fox Cities) TMA continues to grow, it will be important to consider all modes of transportation for the system.

PRESERVATION

The Appleton (Fox Cities) TMA is not only working to accommodate growing traffic needs through expansion, but also to preserve the current transportation network to ensure a safe and efficient system. Preservation is becoming a greater issue as the entire transportation system grows older and funding becomes tighter. The TMA is working to strengthen and preserve the overall transportation system through sound planning principles.

The transportation network in Calumet, Outagamie and Winnebago counties offers the foundation for movement of goods and people into, out of, through and within the tri-county region. An efficient transportation system is crucial for emergency service and evacuation. Major corridors within the tri-county region consist of U.S. Highways 10, 151, 441, 41, and 45 and State Highways 15, 21, 26, 44, 47, 55, 76, 110, 114 and 116. U.S. Highway 41, State Route 55 and 76 provide north/south movement between Milwaukee and Green Bay. East/west movement across the three county region is inhibited by Lake Winnebago, but is intact within each county. U.S. Highway 10 provides an east/west route through Outagamie and Calumet Counties. State Route 114 and 151 provide east/west route in Calumet County and U.S. Highway 45 in Winnebago County. For context, **Map 6-1** provides the Calumet County Rural Functional Classification System of Roads; **Map 6-2** provides the Outagamie County Rural Functional Classification System of Roads; **Map 6-3** provides the Winnebago County Rural

Functional Classification System of Roads; and **Map 6-4** provides the Appleton (Fox Cities) TMA Urbanized Functional Classification System of Roads.

SAFETY

The goal of the Appleton (Fox Cities) TMA is to reduce the potential for traffic accidents and provide for safe and secure transportation of goods and people through and within the region, thus safety is an important aspect of the LRTP.

According to the Insurance Institute for Highway Safety (IIHS), 32,367 Americans were killed in traffic crashes in 2011.[1] In 2012 WisDOT reported that 601 persons were killed and 39,370 persons were injured in crashes throughout the State of Wisconsin.[2] The figures pertaining to persons killed do not include alternative modes fatalities. The transportation planning process can play a key role in reducing crashes through the identification of safety issues and common challenges.

By including all aspects of transportation safety in the planning process, engineering, education, enforcement, and emergency medical response, units of government are able to make safer and more efficient transportation improvement choices. It is also important to examine safety on a comprehensive scale by including all forms of transportation (automobile, transit, bicycle, pedestrian and rail) and how they interact system-wide. By examining current conditions and trends, future hazards and incidents can be reduced, if not prevented.

The Appleton (Fox Cities) TMA recognizes the importance of safety within the planning process and has conducted an in-depth analysis of multimodal crashes throughout the TMA to assist in the transportation decision-making process. By examining and understanding the crash data and incorporating safety conscious planning, the Appleton (Fox Cities) TMA can identify safety issues, common challenges and ways to over-come them, which will result in a safer system for all users.

The Appleton (Fox Cities) TMA collected crash locations data from January 1, 2005 – December 31, 2013. The data was aggregated to produce a crash density map of all reported crashes (includes vehicular, bicycle and pedestrian related crashes). The crash data was provided by the Wisconsin Traffic Operations and Safety Laboratory (TOPS) which is part of the University of Wisconsin College of Engineering. TOPS works closely with WisDOT to collect, analyze and share crash data for the state of Wisconsin.

Staff used GIS (geographic information systems) software to compile the crash data for the Oshkosh Urbanized Area. A GIS model was created to produce a “crash density” map. The basic GIS methodology involved the following generalized processes:

- Used road centerline files of the regional transportation network to locate all road intersections within the MPO planning area.

- Created a 100 foot buffer zone around all bridge data and “erased” intersections that were located on bridges (this was done to make sure that only true road intersections were considered and that more intersections were not created than truly exist).

[1] http://www.iihs.org/iihs/topics/t/general-statistics/fatalityfacts/overview-of-fatality-facts. (02/28/14)
[2] http://www.dot.wisconsin.gov/safety/motorist/crashfacts/docs/crash-general.pdf. (02/28/14)

- Applied a spatial join of the TOPs crash data to the buffered intersections data layer to visualize non-spatial data attributes in a spatial "map" format.

- Used GIS density tools (Kernel Density and Raster Calculator to convert data into square miles) to produce final map product.

Map 6-5 displays the crash data for the Appleton (Fox Cities) TMA; classified from low crash density to high crash density. A note on the density calculation: the GIS density calculations should be viewed "qualitatively" in the sense that darker (red areas) are higher crash areas and lighter (green areas) are lower crash areas relative to the overall crash data. Red areas mean that relative to the region as a whole, these areas have more crashes compared to the total average number of crashes; green areas mean that relative to the region as a whole, these areas have fewer crashes compared to the total average number of crashes from 2005 to 2013.

High crash areas include (major corridors):

- USH 41 interchanges through the entire Fox Cities
- STH 10/STH 441 interchanges through the entire Fox Cities
- STH 47 corridor
- STH 96 corridor
- HWY 125/CTY CA/College Avenue
- CTH OO/Northland Avenue

Staff will continue to collect and analyze crash information for intersections and roadways throughout the Appleton (Fox Cities) TMA and present this information to committee members and decision-makers. This information will be used to determine and identify high-risk areas so decision-makers can develop solutions to reduce incidents.

SUSTAINABILITY / LIVABILITY

Sustainability and livability are different concepts, but can coexist together. The concept of sustainability implies the capacity to endure while livability refers to the suitability of the human environment. Together they refer to a suitable human environment that can endure. In transportation planning this means creating a transportation network that adequately accommodates all users while enduring in the human environment. Sustainability and livability are two concepts that the Appleton (Fox Cities) TMA recognizes and will work to incorporate both into the long range planning process.

COMPLETE STREETS

"Complete Streets" concepts are an approach to design roads that accommodate all users including bicyclist, pedestrians, mass transit, persons with disabilities, the elderly, motorists, freight providers, and emergency responders. These policies also look at existing and future land use and users that use the surrounding land. These concepts attempt to create a safe, accessible and connected transportation network for all modes and users. Reference to "Complete Streets" concepts is included in federal and state law. Federal law (23 U.S.C. Section 217 (g)) details the planning and design of bicycle and pedestrian facilities in coordination with transportation projects:

(g) Planning and Design.—

(1) In general.— Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and state in accordance with sections 134 and 135, respectively. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.

(2) Safety considerations.— Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations shall include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings.[3]

State law states that the state department of transportation shall ensure that bike and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds appropriated under s. 20.395 or 20.866 (Chapter Trans 75, Bikeways and Sidewalks in Highway Projects)[4]. Exceptions to these rules are the following:

- Bicyclist or pedestrians are prohibited by law from using the highway that is the subject of the project.
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use of the bikeways or pedestrian ways. For purposes of this subdivision, cost is excessively disproportionate if it exceeds 20 percent of the total project cost.
- Establishing bike or pedestrian ways would have excessive negative impacts in a constrained environment.
- There is an absence of need for the bikeways or pedestrian ways, as indicated by sparsity of population, traffic volume, or other factors.
- The community where bike and pedestrian ways are to be located refuses to accept an agreement to maintain them.

The Appleton (Fox Cities) TMA supports “Complete Streets” through their goals, objectives and policies. The MPO also uses the components of the “Complete Streets” approach by including safety, multimodalism, and capacity as a criterion when selecting transportation projects for federal funding as part of the Transportation Improvement Program (TIP). The City of Appleton, City of Menasha, Town of Menasha, and the City of Neenah are planning to connect these communities with bicycle and pedestrian accommodations along the WIS 47 (Appleton Road) corridor. Currently, there are sections of this corridor that could benefit from a road diet, or retrofit sections with multi-use trails and sidewalks.

[3] http://www.law.cornell.edu/uscode/text/23/217. (05/13/14)
[4] http://www.dot.wisconsin.gov/projects/state/docs/complete-streets-rules.pdf. (05/13/14)

STREET AND HIGHWAY NETWORK PERFORMANCE MEASURES

Pavement Surface Evaluation and Rating System (PASER)

Pavement Surface Evaluation and Rating System (PASER) is a visual survey method used to rate the condition of the roads through the condition of various types of pavement distress on a scale of 1-10. PASER uses 10 separate ratings with 1 being the worst and 10 being a newly constructed road. PASER measures the distress of a pavement's surface. This method is based upon sound engineering principles.

Routine Maintenance

Roads with PASER of 8, 9 and 10 require routine maintenance. Routine Maintenance is the day-to-day, regularly-scheduled activities to prevent wear and tear on the roadway surface. This includes street sweeping, ditch maintenance, gravel shoulder grading, and crack sealing. This category also includes roads that are newly constructed or recently seal-coated and require little or no maintenance.

Capital Preventive Maintenance

PASER ratings 5, 6, and 7 are included in this category. Capital preventive maintenance (CPM) is at the heart of asset management. It is the planned set of cost effective treatments to an existing roadway that retards further deterioration and maintains or improves the functional condition of the system without significantly increasing the structural capacity. The purpose of CPM is to protect the pavement structure; slow the rate of deterioration; and/or correct pavement surface deficiencies. Roads in this category still show good structural support but the surface is starting to deteriorate. CPM is intended to address pavement problems before the structural integrity of the pavement has been severely impacted.

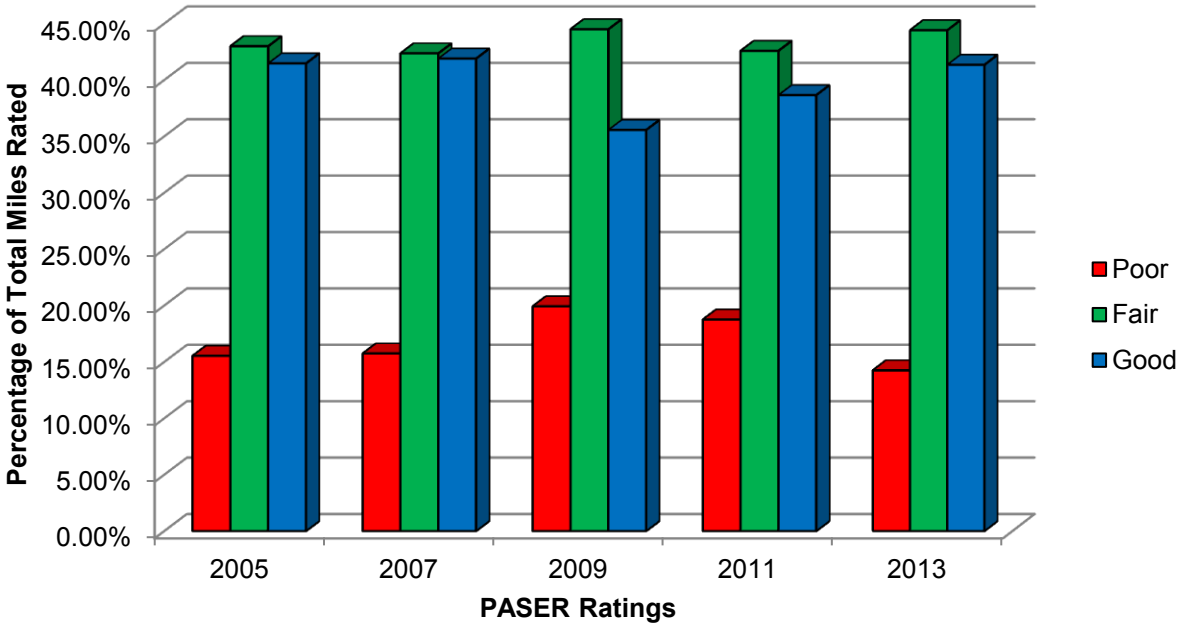
Structural Improvements

Roads with a PASER rating of 1, 2, 3, or 4 are in need of some type of structural improvement such as resurfacing or major reconstruction. Rutting is beginning to take place. Alligator cracking is evident.

Appleton (Fox Cities) TMA PASER Data

PASER data is collected by local municipalities every two years and submitted to WisDOT, who compiles and inputs the data into the Wisconsin Information System for Local Roads (WISLR) web based software and database. **Figure 6-1** is a compilation of the Appleton (Fox Cities) TMA PASER data from 2005, 2007, 2009, 2011 and 2013. **Table 6-1** also displays the same data. Collecting and comparing PASER data from one year to the next allows the TMA to gauge how the transportation system as whole changes over time. Ratings 1-4 decreased 1.29 percent, ratings 5-7 increased 1.42 percent and ratings 8-10 decreased 0.13 percent from 2005 to 2013. The TMA is experiencing a shift from "good" and "poor" to "fair" paved roads. The shift is slight, but should be noted.

Figure 6-1: Appleton (Fox Cities) TMA PASER Paved Roads 2005-2013



Source: 2005, 2007, 2009, 2011, 2013 WisDOT WISLR data

Table 6-1: Appleton (Fox Cities) TMA PASER Paved Roads 2005-2013

	2005	2007	2009	2011	2013
Poor	15.54%	15.75%	19.93%	18.76%	14.25%
Fair	42.99%	42.36%	44.50%	42.59%	44.41%
Good	41.47%	41.90%	35.57%	38.66%	41.34%
Total	100.00%	100.00%	100.00%	100.00%	100.00%

Source: 2005, 2007, 2009, 2011, 2013 WisDOT WISLR data

Maps 6-6 – 6-10 display 2005, 2007, 2009, 2011 and 2013 PASER data. Ratings 1-4 are identified in red and represent "poor" roads that require structural improvements. Ratings 5-7 are identified in green and represent "fair" roads that require capital preventative maintenance. Finally the ratings 8-10 are identified in blue and represent "good" roads that require routine maintenance. The map allows the MPO to visualize the system in its entirety and identify those areas that are in need of repairs.

Pavement Condition Index (PCI)[5]

Pavement Condition Index Background

The Pavement Condition Index (PCI) method of pavement condition rating was developed in the 1970s by the US Army Corps of Engineers. The PCI method has gained nationwide acceptance due to its ability to provide an objective and repeatable rating system. Agencies supporting the PCI method include the US Department of Defense, the American Public Works Association,

[5] Wisconsin Department of Transportation. (04/07/14)

the Federal Aviation Administration, and many others. ASTM standards for the PCI method have been published for both airfield and roadway pavement.

Benefits of the Pavement Condition Index

In addition to the rating index, the PCI method offers much more than a numerical index of condition. The distress type, severity, and quantity information that drives the PCI calculation provides pavement engineers with detailed data that identifies the pavement dynamics, or mechanism of distress, occurring in the pavement. With this data, cost-effective alternatives for maintenance and rehabilitation can be determined.

WisDOT asset managers have continued to increase their reliance on data-driven decision making mechanisms including the rigorous use of pavement condition data for programming and planning purposes. The Bureau of State Highway Programs requires more robust pavement data to support both existing and long-term asset management needs. To meet this need, the PCI method was chosen for its comprehensive design and long-standing proven track record. It is an excellent resource for determining existing condition, forecasting future condition and determining cost-effective maintenance and improvement strategies. Replacement of the pavement data collection van in 2008 provided an ideal opportunity to upgrade WisDOT's pavement data and rating procedures.

The Pavement Condition Index Method

A PCI is calculated based on the results of a detailed pavement distress survey that identifies pavement distress type, distress severity, and distress quantity. The PCI is a numerical rating that ranges from 0 for a totally failed pavement to 100 for a pavement in perfect condition. The PCI index is a robust and proven index that is proportional to pavement condition. For example, PCI ratings (numeric) can be consistently equated to pavement condition (class) as shown in **Table 6-2**. The WisDOT PCI is calculated based on the identification and measurement of the distresses identified in **Table 6-3** for asphalt and concrete pavement types.

Once the distress types, severities, and quantities are identified, deductions to the rating are determined from the Corps of Engineers density deduct curves. The deduct points are subtracted from 100 to obtain the PCI. **Figures 6-2 to 6-4** displays PCI data for Calumet, Outagamie and Winnebago Counties (2012) with the corresponding percentage of each pavement condition class.

Table 6-2: WisDOT PCI Classification

PCI Ratings (numeric)	Pavement Condition (class)
85-100	Very Good to Excellent
70-85	Good
55-70	Fair
40-55	Poor
25-40	Very Poor
10-25	Serious
0-10	Failed

Source: WisDOT, 2014

Table 6-3: Distresses by Pavement Type

Asphalt & Composite Pavements	Jointed Concrete Pavements
Alligator Cracking	Blow up/Buckling
Bleeding	Corner Break
Block Cracking	Divided/Shattered Slab
Bumps and Sags	Durability Cracking
Corrugation	Faulting
Depression	Lane/Shoulder Drop Off
Edge Cracking	Linear Cracking
Joint Reflection Cracking	Patching (large)
Lane/Shoulder Drop Off	Patching (small)
Longitudinal & Transverse Cracking	Popouts
Patching	Pumping
Potholes	Punchouts
Rutting	Scaling
Shoving	Shrinkage Crack
Slippage Cracking	Corner Spalling
Swell	Joint Spalling
Weathering/Raveling	

Source: WisDOT, 2014

Figure 6-2: Pavement Condition Index (PCI) State Highways, Calumet County Roads, 2012

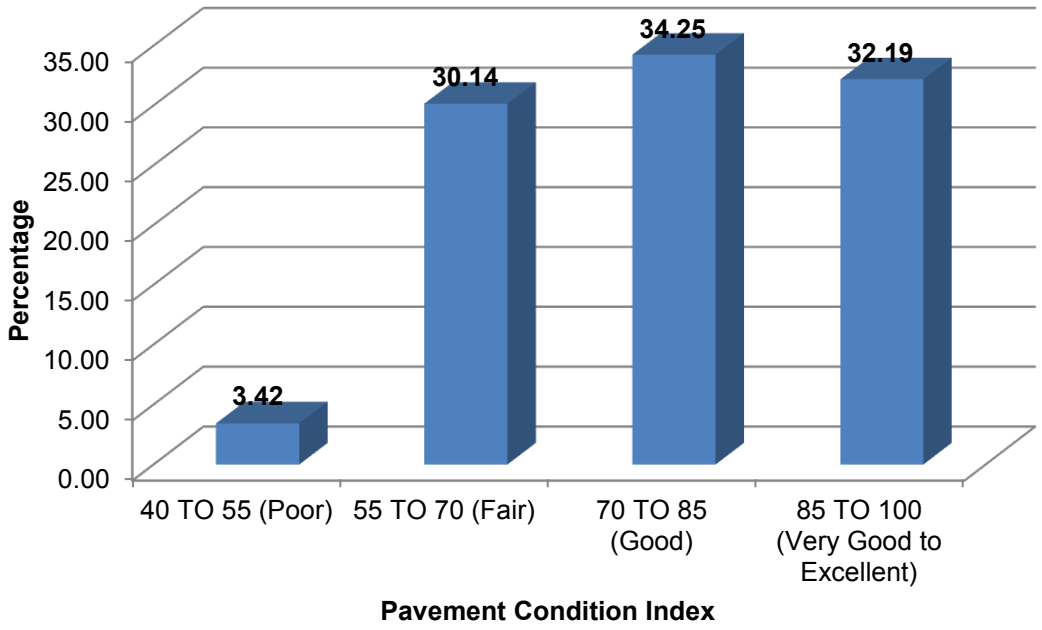


Figure 6-3: Pavement Condition Index (PCI) State Highways, Outagamie County Roads, 2012

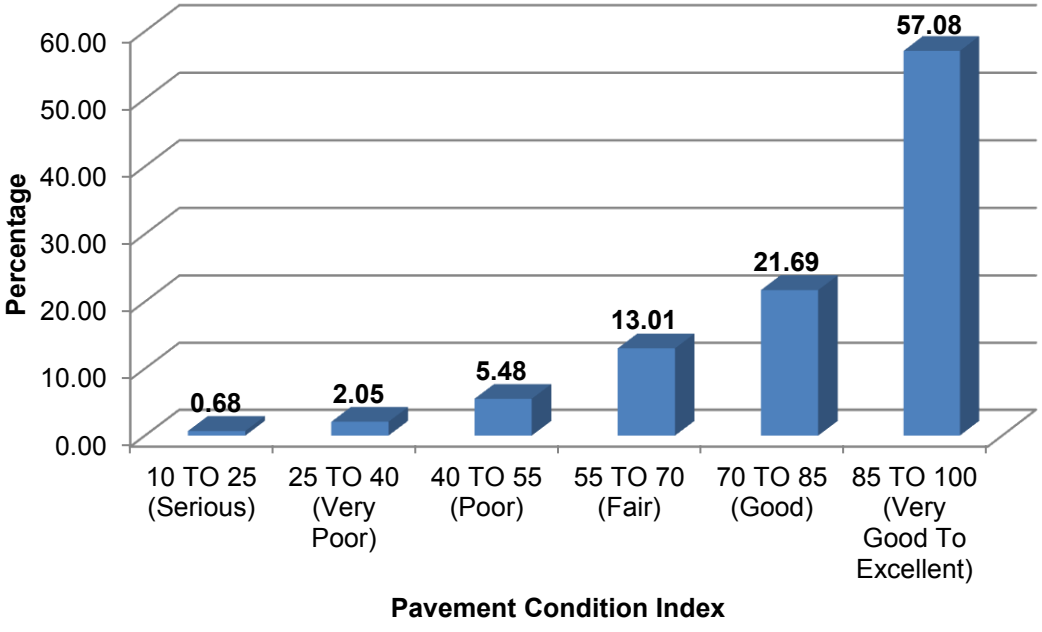
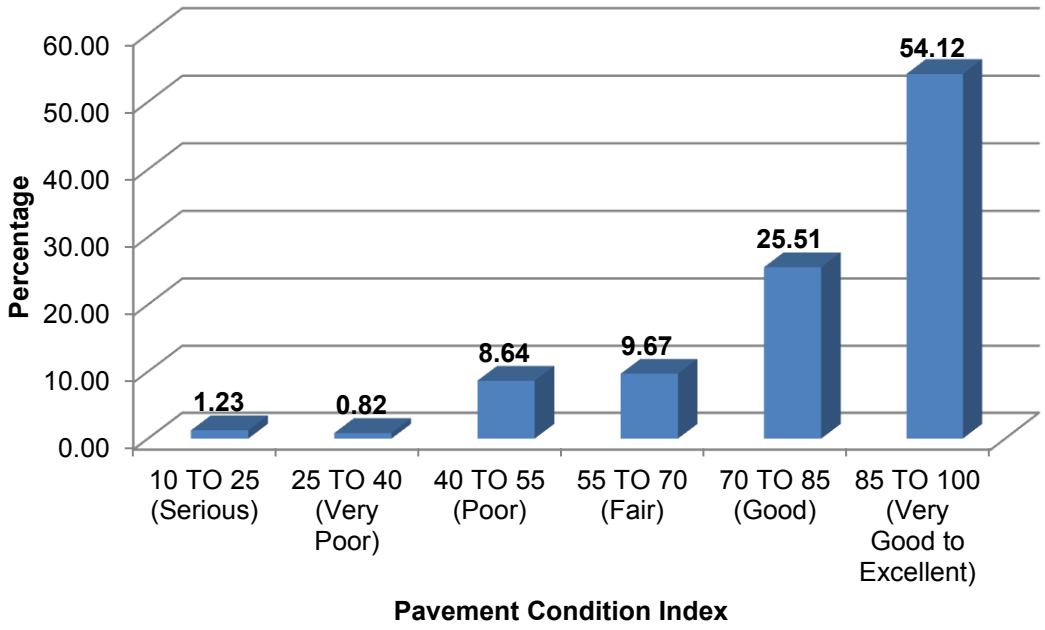


Figure 6-4: Pavement Condition Index (PCI) State Highways, Winnebago County Roads, 2012



Annual Average Daily Traffic Counts (AADT)

Annual Average Daily Traffic (AADT) counts were compiled from data provided by WisDOT which is defined as: The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.[6] AADT data ranges from the years 2003 to 2012 and provides a historical perspective of general traffic volumes on area roadways. The AADT values are based on continuous operation of the station for the entire year. Vehicles are detected and recorded as individual units, so that no axle adjustment factor is necessary.[7] **Table 6-4** details the automated traffic recorder location (by station, county and highway). **Figures 6-5 – 6-18** display the AADT for the corresponding automated traffic recorder location.

[6] http://www.dot.wisconsin.gov/travel/counts/docs/continuous2012-cover.pdf. (04/21/14)
[7] Ibid. (04/21/14)

Table 6-4: AADT Stations, Calumet, Outagamie and Winnebago Counties

Station	County	Highway
8-6102, STH 114 W of CTH LP, Menasha	Calumet	STH 114
44-0103, USH 41 W of CTH N, Little Chute	Outagamie	USH 41
*44-0105, USH 41 Between STH 125 & STH 96, Appleton	Outagamie	STH 96
*44-0165, USH 41 Between STH 96 & STH 15	Outagamie	USH 41/STH 96
44-1218, USH 41 E of CTH E, Appleton	Outagamie	USH 41
44-6107, STH 15 Between CTH JJ & STH 76, Greenville	Outagamie	STH 15
70-6051, USH 10-STH 441, W of CTH P, Menasha	Winnebago	STH 441
70-6123, USH 41 S of CTH BB	Winnebago	USH 41
70-0002, STH 21 3.5 MI W of STH 116	Winnebago	STH 21
70-0118, USH 45 N of Breezewood Ln	Winnebago	USH 45
70-1061, USH 45 S of CTH T	Winnebago	USH 45
70-1440, USH 10-45 Between USH 10 East & USH 45 North	Winnebago	USH 10-45
70-1441, USH 10 East of USH 45, Winchester	Winnebago	USH 10
70-1442, USH 10 W of USH 45, Winchester	Winnebago	USH 10
70-1443, USH 45 Between CTH T & STH 116	Winnebago	USH 45
70-6111, STH 21 W of CTH FF	Winnebago	STH 21

*Source: WisDOT, 2003-2012 *data not available*

Figure 6-5: 8-6102, STH 114 W of CTH LP, Menasha

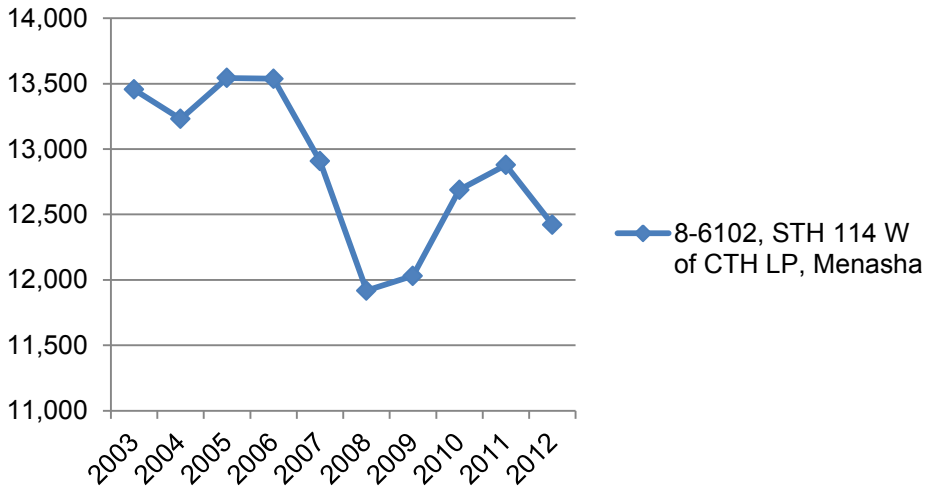


Figure 6-6: 44-0103, USH 41 W of CTH N, Little Chute

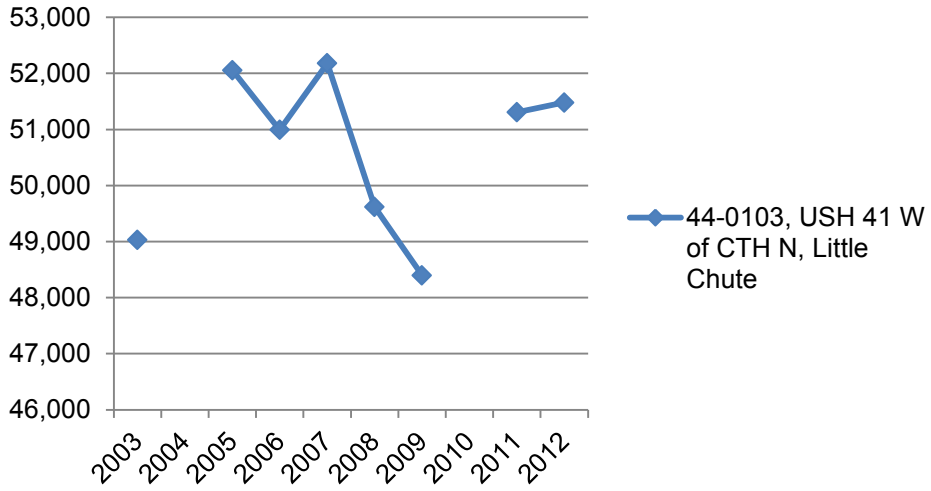


Figure 6-7: 44-1218, USH 41 E of CTH E, Appleton

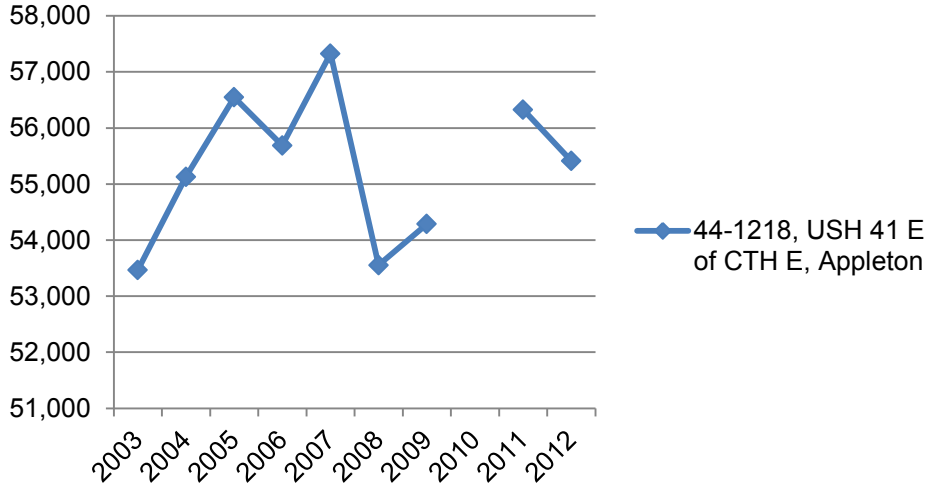


Figure 6-8: 44-6107, STH 15 Between CTH JJ & STH 76, Greenville

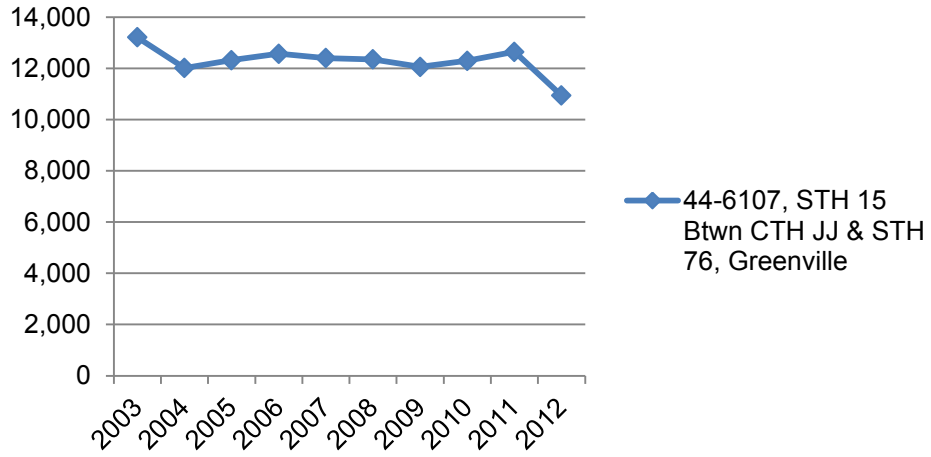


Figure 6-9: 70-6123, USH 41 S of CTH BB

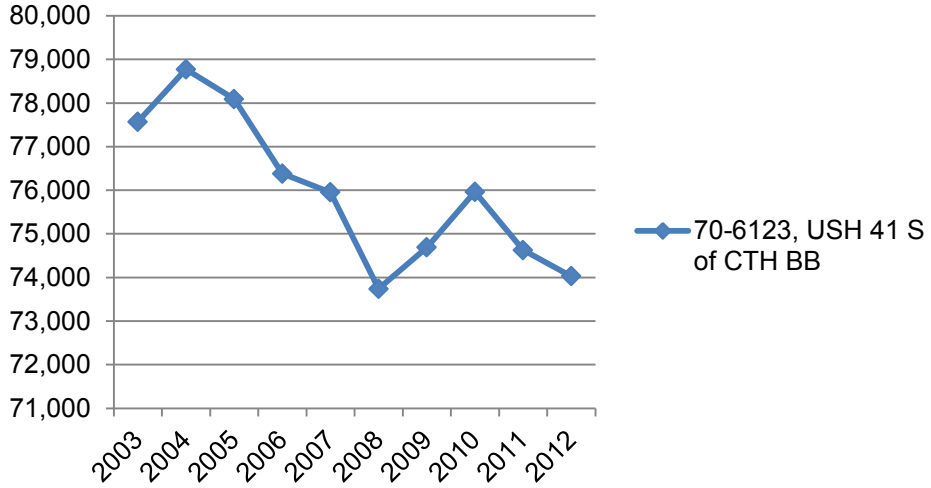


Figure 6-10: 70-6051, USH 10-STH 441, W of CTH P, Menasha

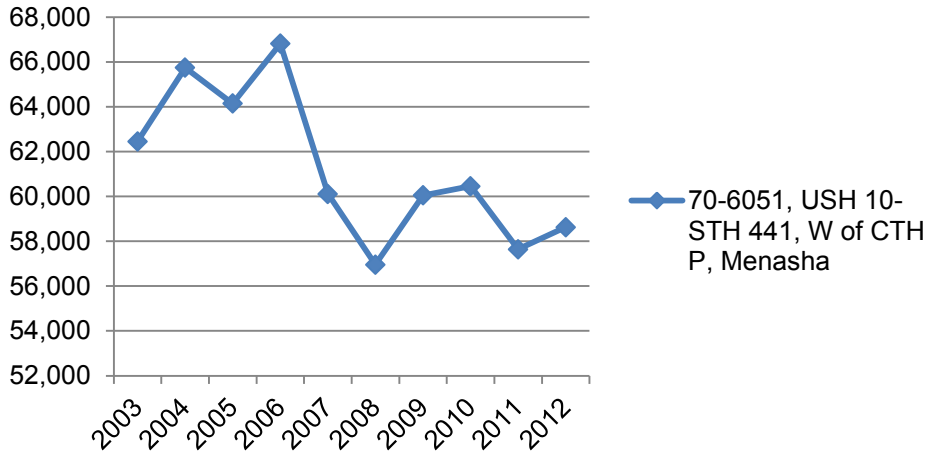


Figure 6-11: 70-0002, STH 21 3.5 MI W of STH 116

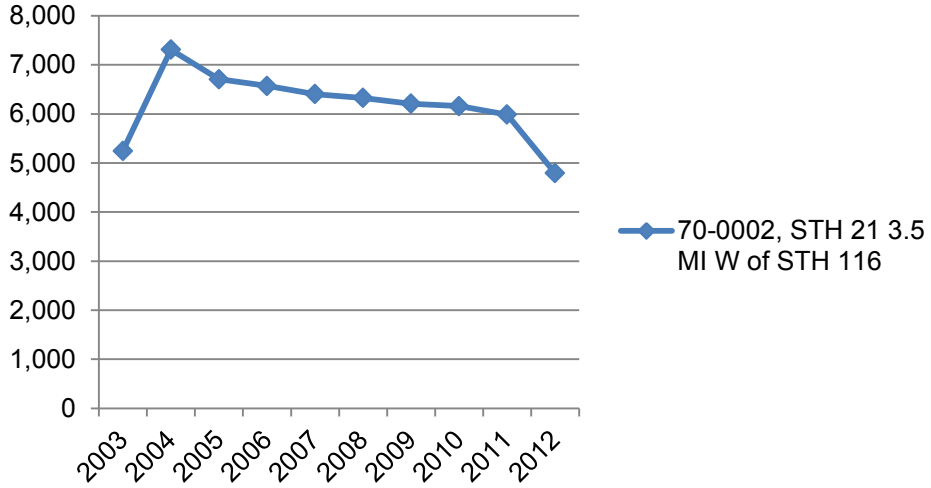


Figure 6-12: 70-0118, USH 45 N of Breezewood Ln

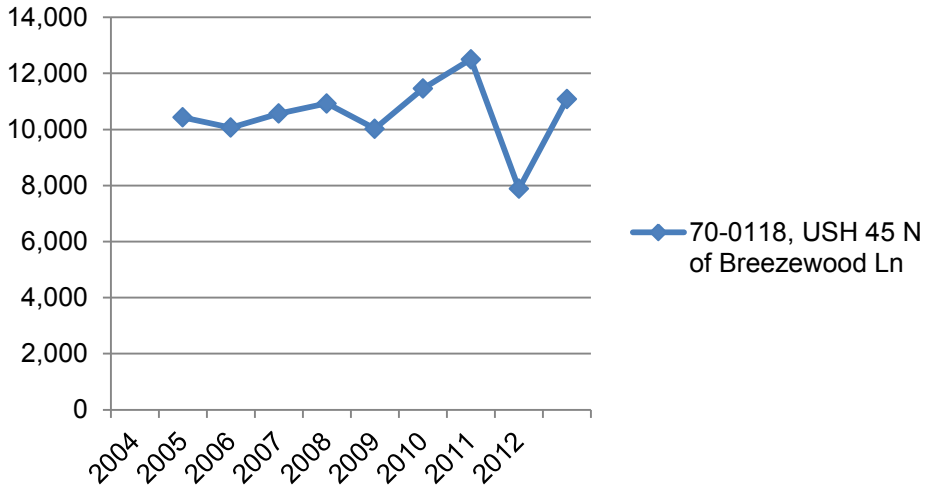


Figure 6-13: 70-1441, USH 10 East of USH 45, Winchester

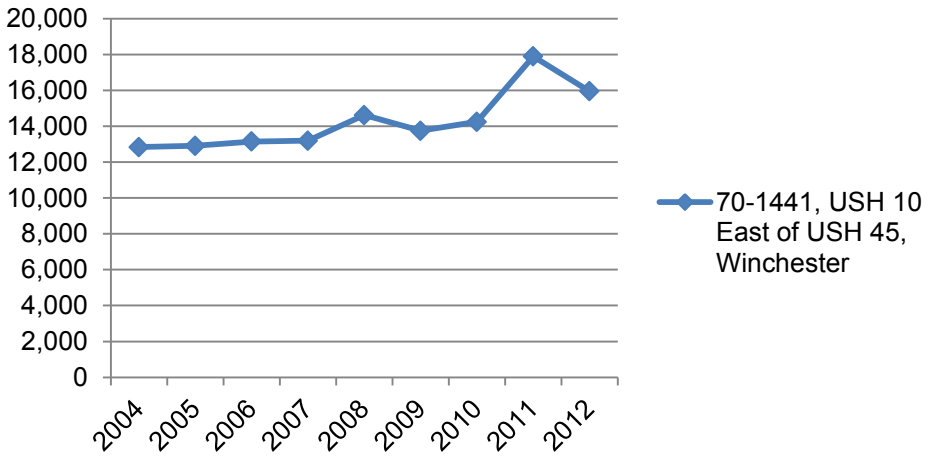


Figure 6-14: 70-1443, USH 45 Between CTH T & STH 116

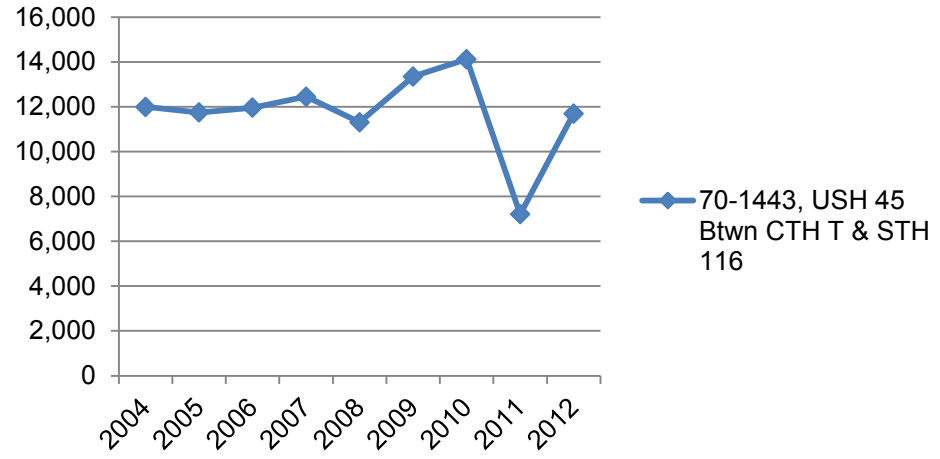


Figure 6-15: 70-1061, USH 45 S of CTH T

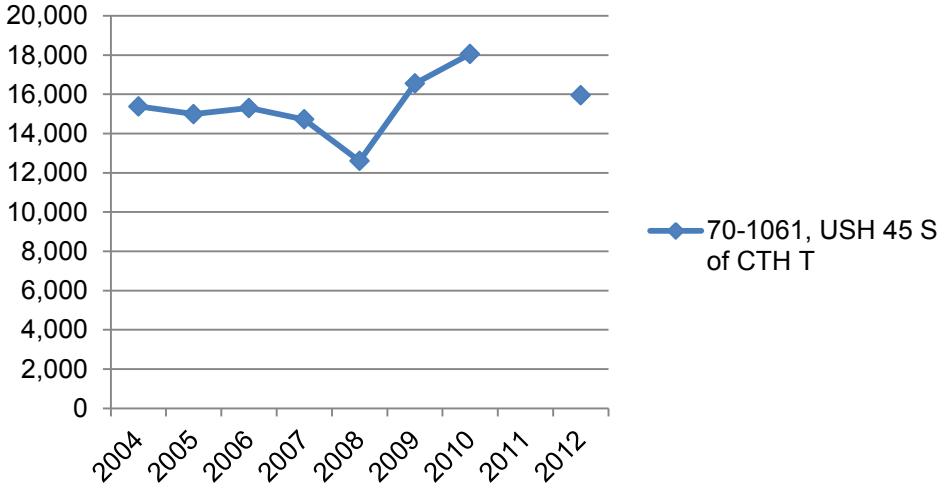


Figure 6-16: 70-1440, USH 10-45 Between USH 10 East & USH 45 North

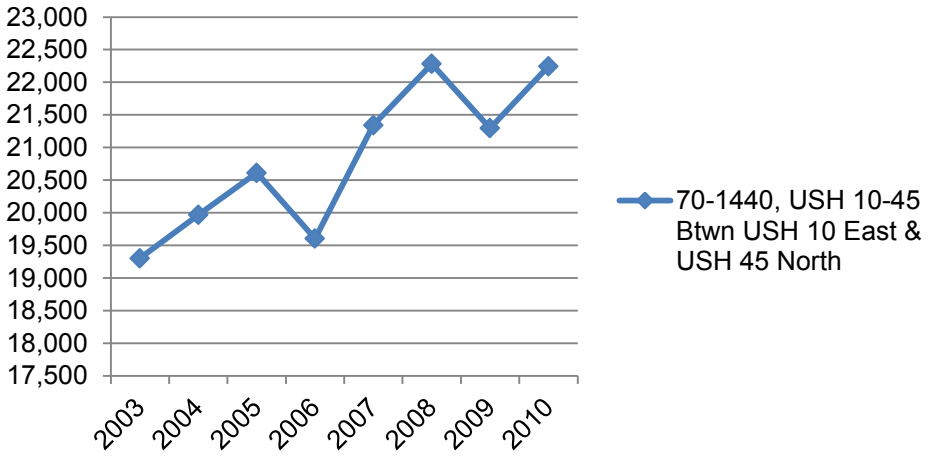


Figure 6-17: 70-1442, USH 10 W of USH 45, Winchester

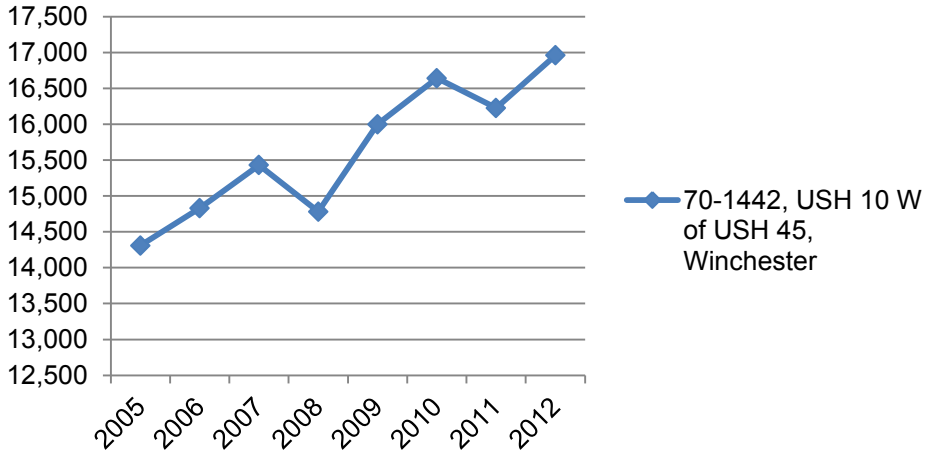
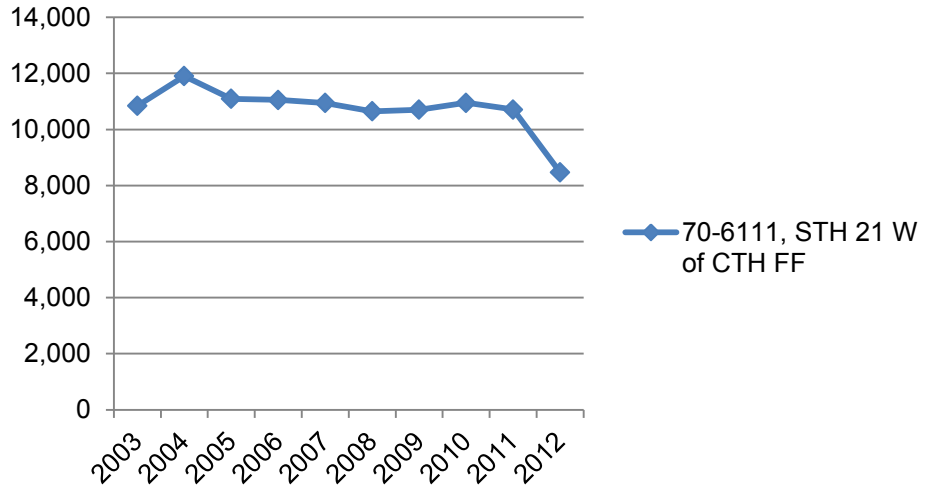


Figure 6-18: 70-6111, STH 21 W of CTH FF



Park and Ride Lot Counts

WisDOT maintains regular monthly counts on the number of cars parked in their park and ride lots. This monthly data was received from WisDOT for Calumet, Outagamie and Winnebago Counties and is displayed in **Table 6-5**. Data collected for the purpose of this analysis was from 2003 to 2013. Lot ID's 44-04, 44-03 and 70-02 are not within the TMA planning area but were included to provide a regional perspective on park and ride usage within the county. As more park and ride data becomes available, it may be useful to see how the average vehicle counts and the ratio of average vehicle count/capacity change. This data may also be helpful for transportation officials to justify expanding lot capacity or increasing the number of park and ride lots if necessary.

Table 6-5: Park and Ride Lot Counts, Calumet, Outagamie and Winnebago Counties, 2003-2013

County	Lot ID	Description	Lot Capacity	Total (2003-2013)	Average Vehicle Count	Average Vehicle Count/Lot Capacity
Calumet	08-02	USH 10 & CTH "N"	41	2208	11	27.5%
Calumet	08-01	STH 114 & STH 55	18	1371	7	40.7%
Outagamie	44-04	USH 45 & STH 15	37	530	10	26.5%
Outagamie	44-03	USH 45 & STH 96	26	1930	12	44.7%
Outagamie	44-01	USH 41 & CTH "N"/Evergreen Rd.	88	3765	34	38.5%
Outagamie	44-02	USH 41 & CTH "E"	142	5373	31	21.9%
Winnebago	70-02	USH 45 & STH 116	97	486	6	6.0%
Winnebago	70-01	USH 41 & STH 44	40	2474	32	80.3%
Winnebago	70-03	STH 26 & USH 41	42	630	11	26.8%
Winnebago	70-04	USH 41 & STH 76	115	748	16	14.1%

Source: WisDOT, 2014

For the most current information regarding park and ride lots, please visit the following website: http://www.dot.wisconsin.gov/travel/parkride/ and click on county of interest from the map.

WisDOT Rideshare Program

WisDOT provides a free rideshare program that brings commuters together for carpooling and bicycle commuting. The rideshare program serves all of Wisconsin plus the bordering counties of neighboring states (IA, IL, MI and MN); the program serves individual commuters as well as employers who wish to participate in providing 'green' alternative commuting options.[8] Rideshare Program registrants' data (county of residence and by county of where registrants work) was collected for Calumet, Outagamie and Winnebago Counties for 2013 and 2014. Note that all registrants' information is current back 24 months; older inactive records are deleted from the system.[9] Also, some duplication of count may occur as some registrants both live and work in the same county.[10] **Table 6-6** provides the number of registrants who both live and work in Calumet, Outagamie and Winnebago Counties for 2013 and 2014. In addition to registrant counts, a list of employers with multiple registrants was provided. Local employers whose

[8] http://www.dot.wisconsin.gov/travel/commuter/index.htm. (4/24/14)
[9] WisDOT Program Coordinator. (4/8/14)
[10] Ibid. (4/8/14)

employees' are participating in the Rideshare Program include Ariens, Appleton Paper, Fox Valley Technical College, Pierce Manufacturing, Plexus Corporation, Thrivent Financial for Lutherans, Voith Paper Inc., West Businesses Services, Eaton Corporation, Kimberly Clark, Neenah Paper, Georgia Pacific, Bemis Curwood, SCA Tissue, Oshkosh Corporation, University of Wisconsin Fox Valley and University of Wisconsin Oshkosh.

Table 6-6: County Rideshare Participants

	2013	2014
Work in Calumet County	7	17
Live in Calumet County	22	15
Work in Outagamie County	70	61
Live in Outagamie County	99	74
Work in Winnebago County	135	86
Live in Winnebago County	95	72

Source: WisDOT, 2014

Bridge Inspection and Ratings

Wisconsin's bridges are inspected every two years and sometimes more frequently depending on any known deficiencies. Bridge inspections can range from routine to in-depth contingent on the bridge's characteristics and needs. Bridge inspectors are trained to follow FHWA standards and guidelines. Smaller bridges can be inspected on foot, while larger bridges require a "reach all" vehicle with a jointed arm and bucket to provide a detail analysis. Inspectors survey the following bridge facets:

- the superstructure or beams that support the deck looking for cracks, rust, or any problems with bolts or rivets;
- the substructure units (which support the superstructure);
- bridge approaches and the deck or surface of the bridge; and
- on bridges over large bodies of water, inspections require divers to check supporting piers.[11]

The information collected from the bridge inspection is used to assign the bridges with a Sufficiency Rating (SR). SRs take into account 75 factors reviewed during the inspection. The SR ranges from 0 to 100 with 0 representing an in-sufficient or deficient bridge and 100 representing a sufficient bridge. Municipalities are eligible for rehabilitation funding with bridges with a SR of 80 or less and replacement funding with SR of 50 or less.

For 2013, there were 252 bridges rated within the TMA. Of that number, 181 bridges (72 percent) had a SR 81 and above; 53 bridges (21 percent) that qualify for rehabilitation funds (SR 51-80); and 18 bridges (7 percent) that qualify for replacement funds (SR >50). **Table 6-7** and **Figure 6-7** display this data below. **Map 6-11** displays the Bridge Sufficiency Ratings locations.

[11] http://www.dot.wisconsin.gov/projects/bridges/. (03/03/14)

Table 6-7: Appleton (Fox Cities) TMA Bridge Sufficiency Ratings, 2013

BRIDGE ID	OWNER	MUNICIPALITY	FEATURE ON	FEATURE UNDER	SR
B700130	STATE	T-MENASHA	USH 41 NB	CTH II	100.00
B700183	COUNTY	T-MENASHA	CTH-CB	WIS CENTRAL LTD RR	100.00
B700159	STATE	T-MENASHA	USH 10 EB	WEST SIDE ARTERIAL	100.00
B700160	STATE	T-MENASHA	USH 10 WB	WEST SIDE ARTERIAL	100.00
B700115	STATE	T-MENASHA	STH 441 NB	USH 10 WB	100.00
B700116	STATE	T-MENASHA	STH 441 SB	USH 10	100.00
B700114	STATE	C-MENASHA	USH 10 WB-STH 441 SB	STH 47	100.00
B080025	STATE	T-HARRISON	STH 441 NB	LAKE PARK RD	100.00
B080026	STATE	T-HARRISON	STH 441 SB	LAKE PARK RD	100.00
B440210	TOWN	T-BUCHANAN	SPRINGFIELD DR	TRIB GARNERS CREEK	100.00
B440164	STATE	T-GRAND CHUTE	USH 10 WB-USH 41 NB	SPENCER ST	100.00
B440122	STATE	C-APPLETON	STH 441 NB	CTH CE	100.00
B440123	STATE	C-APPLETON	STH 441 SB	CTH CE	100.00
B440128	STATE	T-GRAND CHUTE	STH 441 SB	CTH OO	100.00
B440127	STATE	T-GRAND CHUTE	STH 441 NB	CTH OO	100.00
B440129	STATE	T-GRAND CHUTE	STH 441 NB	USH 41	100.00
B440130	STATE	T-GRAND CHUTE	STH 441 SB	USH 41	100.00
B440160	STATE	T-KAUKAUNA	USH41 NB	CTH U	100.00
B700251	CITY	C-NEENAH	CAMERON WAY	NEENAH SLOUGH	99.90
B700290	CITY	T-NEENAH	ADAMS ST	NEENAH SLOUGH	99.90
B440054	TOWN	T-GRAND CHUTE	CAPITOL DR	TRIB MUD CREEK	99.90
B700209	STATE	T-CLAYTON	USH 10 EB	N OAKWOOD AVE	99.70
B440117	COUNTY	T-VANDENBROEK	CTH JJ	BR APPLE CREEK	99.60
B700208	STATE	T-CLAYTON	USH 10 WB	N OAKWOOD AVE	99.30
B700157	STATE	T-MENASHA	USH 10 EB	COLD SPRING RD	99.00
B700081	TOWN	T-MENASHA	AMERICAN DR	MENASHA CREEK	99.00
B700113	STATE	C-MENASHA	USH 10 EB-STH 441 NB	STH 47	99.00
B080027	STATE	T-HARRISON	STH 441 NB	CTH KK	99.00
B080028	STATE	T-HARRISON	STH 441 SB	CTH KK	99.00
B440174	COUNTY	T-BUCHANAN	CTH CE	CTH N	99.00
B440044	STATE	T-KAUKAUNA	CTH J	USH 41	99.00
B440115	COUNTY	T-VANDENBROEK	CTH JJ	APPLE CREEK	99.00
B440208	TOWN	T-VANDENBROEK	WEYERS RD	APPLE CREEK	99.00
B700167	STATE	T-CLAYTON	USH 10 EB	N CLAYTON RD	98.90
B700165	STATE	T-MENASHA	USH 10 EB	IRISH RD	98.90
B700168	STATE	T-CLAYTON	USH 10 WB	N CLAYTON RD	98.90
B700166	STATE	T-MENASHA	USH 10 WB	IRISH RD	98.90
B700060	CITY	C-NEENAH	JEWELERS PARK DR	NEENAH SLOUGH	98.80
B700206	STATE	T-CLAYTON	USH 10 EB	FAIRVIEW RD	98.80
B700169	STATE	T-CLAYTON	STH 76 NB	USH 10 WESTBOUND	98.80
B700082	TOWN	T-MENASHA	BUTTE DES MORTS RD	MENASHA CREEK	98.80

BRIDGE ID	OWNER	MUNICIPALITY	FEATURE ON	FEATURE UNDER	SR
B440013	STATE	V-LITTLE CHUTE	STH 96-MAIN ST	BONGERS CREEK	98.20
B440084	COUNTY	T-VANDENBROEK	CTH N	APPLE CREEK	98.20
B700223	CITY	C-NEENAH	MAIN ST	WISCONSIN CENTRAL LTD	98.10
B700205	STATE	T-CLAYTON	USH 10 WB	FAIRVIEW RD	98.10
B700254	CITY	C-NEENAH	PENDLETON RD	UNNAMED CREEK	98.00
B700049	STATE	C-NEENAH	USH 41 SB	CECIL ST	98.00
B700124	STATE	T-NEENAH	USH 41 NB	STH 114	98.00
B700129	STATE	T-MENASHA	USH 41 SB	CTH II	98.00
B700135	STATE	T-MENASHA	USH 41 SB	CTH BB	98.00
B700136	STATE	T-MENASHA	USH 10 WB-USH 41 NB	CTH BB	98.00
B440163	STATE	T-GRAND CHUTE	USH 41 SB	SPENCER ST	98.00
B440161	STATE	T-GRAND CHUTE	USH 41 NB	FOX VALLEY RR	98.00
B440162	STATE	T-GRAND CHUTE	USH 41 SB	FOX VALLEY RR	98.00
B440277	VILLAGE	V-LITTLE CHUTE	BUCHANAN RD	BR Apple Creek	98.00
B440253	CITY	C-APPLETON	GLENHURST LANE (West)	TRIBUTARY TO APPLE CREEK	98.00
B440252	CITY	C-APPLETON	GLENHURST LANE (East)	TRIBUTARY TO APPLE CREEK	98.00
B440143	CITY	C-APPLETON	GLORY LANE	FRENCH RD DITCH	98.00
B440261	CITY	C-APPLETON	CHERRYVALE AVE	APPLE CREEK	98.00
B440268	CITY	C-APPLETON	PROVIDENCE AVE	APPLE CREEK CHANNEL	98.00
B440270	CITY	C-APPLETON	SALM RD	APPLE CREEK CHANNEL	98.00
B440092	COUNTY	T-GRAND CHUTE	CTH BB	W BR MUD CREEK	97.90
B440192	CITY	C-APPLETON	LIGHTNING DR	AAL TRIB	97.90
B440194	CITY	C-APPLETON	FRENCH RD	APPLE CREEK	97.90
B440266	CITY	C-APPLETON	ASHBURY DR	FRENCH RD SWALE	97.90
B700210	STATE	T-MENASHA	N LAKE ST	USH 41	97.80
B700073	TOWN	T-MENASHA	AMERICAN DR	S BR MUD CREEK	97.80
B440267	CITY	C-APPLETON	CTH JJ	APPLE CREEK	97.80
B440196	CITY	C-APPLETON	PROVIDENCE RD	APPLE CREEK	97.60
B440135	STATE	T-VANDENBROEK	STH 55	APPLE CREEK	97.50
B440121	STATE	T-VANDENBROEK	STH 55	MOSES CREEK	97.40
B440075	STATE	C-APPLETON	ONEIDA ST	W WATER ST	97.30
B700128	STATE	T-NEENAH	USH 41 NB	CTH O-NORTH STREET	97.20
B700126	STATE	C-NEENAH	USH 41 NB	MAIN ST	97.10
B700071	STATE	C-NEENAH	USH 41 NB	SOO LINE	97.00
B700072	STATE	C-NEENAH	USH 41 SB	SOO LINE	97.00
B700050	STATE	C-NEENAH	USH 41 NB	CECIL ST	97.00
B700132	STATE	T-MENASHA	USH 41 NB	WISCONSIN CENTRAL RR	97.00
B440178	STATE	T-GRAND CHUTE	STH 15 WB	USH 41 SB	97.00
B440390	CITY	C-APPLETON	WERNER RD	UNNAMED STREAM	97.00
B440211	TOWN	T-FREEDOM	GREINER RD	BR APPLE CREEK	97.00
B440159	STATE	T-KAUKAUNA	USH 41	CTH U	97.00
B440104	TOWN	T-KAUKAUNA	MCCABE RD	BR APPLE CREEK	97.00

BRIDGE ID	OWNER	MUNICIPALITY	FEATURE ON	FEATURE UNDER	SR
B700286	COUNTY	C-NEENAH	BELL ST	CANADIAN NATIONAL RR	96.90
B440153	VILLAGE	V-COMBINED LOCKS	PARK ST	GARNERS CREEK	96.90
B440269	CITY	C-APPLETON	FRENCH RD	APPLE CREEK CHANNEL	96.90
B440203	COUNTY	C-APPLETON	CTH O	MACKVILLE CREEK	96.90
B700178	TOWN	T-MENASHA	IRISH RD	DRAINAGE DITCH	96.80
B700093	COUNTY	T-MENASHA	CTH BB	DRAINAGE DITCH	96.80
B440158	STATE	T-GRAND CHUTE	USH 41 NB	STH 96	96.70
B440157	STATE	T-GRAND CHUTE	USH 41 SB	STH 96	96.70
B440100	COUNTY	T-FREEDOM	CTH J	APPLE CREEK	96.60
B700057	CITY	C-NEENAH	BERGSTROM RD	NEENAH SLOUGH	96.50
B440275	CITY	C-APPLETON	BANTA CT	FOX RIVER POWER CANAL	96.50
B440179	STATE	T-VANDENBROEK	CTH N	USH 41	96.50
B440071	STATE	T-KAUKAUNA	USH 41	CTH JJ (SB)	96.40
B440073	STATE	T-KAUKAUNA	USH 41	WRIGHTSTOWN RD	96.40
B440002	COUNTY	T-BUCHANAN	CTH KK	BR KANKAPOT CREEK	96.30
B700131	STATE	T-MENASHA	USH 41 SB	WISCONSIN CENTRAL R.R	96.00
B700186	COUNTY	T-MENASHA	CTH CB	BR MUD CREEK	96.00
B440177	STATE	T-GRAND CHUTE	STH 15 EB	USH 41 SB	96.00
B700285	STATE	C-NEENAH	BREEZEWOOD LN	USH 41	95.90
B440156	STATE	T-GRAND CHUTE	USH 10 WB-USH 41 NB	STH 125	95.90
B440155	STATE	T-GRAND CHUTE	USH 41 SB	STH 125	95.90
B440062	STATE	T-GRAND CHUTE	RAMP STH 125WB-USH 41NB	MUD CREEK	95.90
B700184	COUNTY	T-NEENAH	CTH CB	UNNAMED STREAM	95.80
B440131	TOWN	T-GRAND CHUTE	SPENCER ST	MUD CREEK	95.80
B700306	CITY	C-NEENAH	OAK ST	FOX RIVER	95.70
B700181	TOWN	T-MENASHA	AMERICAN DR	DRAINAGE DITCH	95.70
B440072	STATE	T-KAUKAUNA	USH 41	CTH JJ	95.70
B440074	STATE	T-KAUKAUNA	USH 41	WRIGHTSTOWN RD NB	95.70
B700123	STATE	T-NEENAH	USH 41 SB	STH 114	95.50
B440171	STATE	C-APPLETON	MEADE ST	USH 41	95.40
B440079	COUNTY	C-KAUKAUNA	CTH Z-DODGE ST	KANKAPOT CREEK	95.30
B700256	CITY	C-NEENAH	CECIL ST	HARRISON ST	95.10
B700110	STATE	C-MENASHA	CTH P	USH 10-STH 441	95.10
B440095	VILLAGE	V-COMBINED LOCKS	CTH Z-PROSPECT AVE	C&NW RR	95.10
B440041	STATE	C-KAUKAUNA	USH 41 NB	STH 55	95.10
B440040	STATE	C-KAUKAUNA	USH 41 SB	STH 55	95.10
B440107	CITY	C-APPLETON	PACIFIC ST	PEABODY PARK RD	94.90
B700066	STATE	T-VINLAND	CTH GG	USH 41	94.70
B440262	STATE	T-GREENVILLE	STH 76	DRAINAGE DITCH	94.70
B7000780003	STATE	T-MENASHA	RAMP USH 41 N-STH 441 E	SOO LINE	94.60
B440080	COUNTY	T-GRAND CHUTE	BB	MUD CREEK	94.60
B440172	STATE	T-GRAND CHUTE	CTH E (Ballard Rd)	USH 41	94.60

BRIDGE ID	OWNER	MUNICIPALITY	FEATURE ON	FEATURE UNDER	SR
B700279	CITY	C-NEENAH	CECIL ST	NEENAH SLOUGH	94.50
B700187	COUNTY	T-MENASHA	CTH CB	TRIB LT LAKE BUTTE DES M	94.40
B700059	CITY	C-NEENAH	BREEZEWOOD LN	NEENAH SLOUGH	94.00
B080024	STATE	T-HARRISON	TELULAH AVE	STH 441	94.00
B700076	STATE	T-MENASHA	RAMP STH 441SB-USH 41NB	N BUTTE DES MORTS BCH RD	93.90
B440186	COUNTY	T-BUCHANAN	CTH CE	KANKAPOT CREEK	93.70
B700173	CITY	C-NEENAH	STH 114-WINNECONNE AVE	NEENAH SLOUGH	93.20
B700134	STATE	T-MENASHA	USH 41 NB	MENASHA CREEK	92.40
B440114	TOWN	T-VANDENBROEK	HOLLAND RD	APPLE CREEK	92.40
B700045	STATE	T-CLAYTON	STH 76	SOO LINE	92.30
B440094	VILLAGE	V-COMBINED LOCKS	CTH Z-STATE ST	GARNERS CREEK	91.90
B440140	STATE	T-GRAND CHUTE	CTH A	USH 41	91.90
B440132	STATE	T-GRAND CHUTE	FRENCH RD	USH 41	91.70
B440043	STATE	C-KAUKAUNA	USH 41 NB	MALONEY RD	91.60
B700125	STATE	C-NEENAH	USH 41 SB	MAIN ST	91.00
B440187	COUNTY	V-LITTLE CHUTE	N WASHINGTON ST	FOX VALLEY & WESTERN RR	91.00
B700133	STATE	T-MENASHA	USH 41 SB	MENASHA CREEK	90.80
B700111	STATE	C-MENASHA	USH 10 EB-STH 441 NB	CTH AP	90.80
B700112	STATE	C-MENASHA	USH 10 WB-STH 441 SB	CTH AP	90.80
P440717	CITY	C-APPLETON	LAWE ST	FOX RIVER	90.80
B440027	COUNTY	T-GRAND CHUTE	CTH OO	BONGERS CREEK	90.80
B700108	STATE	C-MENASHA	USH 10 EB-STH 441 NB	LOCAL ROAD	90.70
B700109	STATE	C-MENASHA	USH 10 WB-STH 441 SB	LOCAL ROAD	90.70
B440042	STATE	C-KAUKAUNA	USH 41 SB	MALONEY RD	90.60
B440257	CITY	C-APPLETON	LIGHTNING DR	APPLE CREEK	90.40
B440055	COUNTY	T-BUCHANAN	CTH CE	GARNERS CREEK	90.20
P440724	CITY	C-APPLETON	OLDE ONEIDA ST	NAVIGATION CANAL	89.60
B440106	TOWN	T-KAUKAUNA	BODDE RD	APPLE CREEK	89.60
B700069	TOWN	T-MENASHA	JACOBSEN RD	SOO LINE	89.50
P440923	TOWN	T-GREENVILLE	MAYFLOWER RD	BEAR CREEK	89.50
P440937	TOWN	T-CENTER	QUARRY RD	BEAR CREEK	89.50
P440105	TOWN	T-KAUKAUNA	SECTION LINE RD	BR APPLE CREEK	89.50
P440101	TOWN	T-KAUKAUNA	GARRITY RD	APPLE CREEK	89.50
B7000780004	STATE	T-MENASHA	USH 10 EB-STH 441 NB	N BUTTE DES MORTS BCH RD	88.90
B440081	CITY	C-KAUKAUNA	WISCONSIN AVE	US GOVT CANAL FOX RIVER	88.90
P440926	COUNTY	T-GRAND CHUTE	CH JJ	BEAR CREEK	88.90
B7000780002	STATE	T-MENASHA	USH 10 EB-STH 441 NB	SOO LINE	88.20
B700079	STATE	T-MENASHA	USH 10 EB-STH 441	USH 41	86.40
P440723	CITY	C-APPLETON	OLDE ONEIDA ST	SOUTH CANAL	86.40
B440033	STATE	T-VANDENBROEK	HOLLAND RD	USH 41	86.40
B440083	CITY	C-APPLETON	ONEIDA ST NB	JONES PARK RD	85.50
B700068	STATE	T-MENASHA	USH 10-STH 441	TAYCO ST	85.30

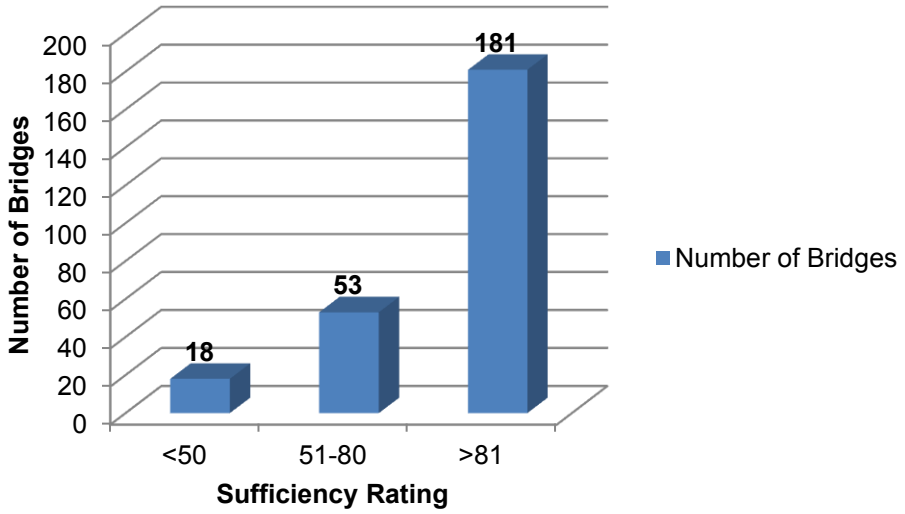
BRIDGE ID	OWNER	MUNICIPALITY	FEATURE ON	FEATURE UNDER	SR
P700056	TOWN	T-VINLAND	WOODENSHOE RD	NEENAH SLOUGH	85.00
B440126	STATE	T-GRAND CHUTE	STH 441	STH 96-FOX RIVER-CNW RR	85.00
B440082	CITY	C-APPLETON	ONEIDA ST SB	JONES PARK RD	84.50
B700058	STATE	C-NEENAH	USH 41	NEENAH SLOUGH	83.00
B440125	STATE	C-APPLETON	NEWBERRY ST	STH 441	83.00
P440711	CITY	C-KAUKAUNA	ELM ST	FOX RIVER	82.40
B700106	CITY	C-NEENAH	STH 114-WINNECONNE AVE	SOO LINE RR	82.30
B440024	STATE	T-GRAND CHUTE	CAPITAL DR	USH 41	82.30
B440465	COUNTY	T-GRAND CHUTE	CTH OO	SOO LINE	82.00
P440924	TOWN	T-VANDENBROEK	BUCHANAN RD	APPLE CREEK	82.00
B7000780001	STATE	T-MENASHA	USH 10 W	SOO LINE	81.80
B700158	STATE	T-MENASHA	USH 10 WB	COLD SPRING RD	81.00
B440021	STATE	T-GRAND CHUTE	USH 41 NB	SOO LINE	81.00
B440020	STATE	T-GRAND CHUTE	USH 41 SB	SOO LINE	81.00
B440034	STATE	T-VANDENBROEK	VANDENBROEK RD	USH 41	80.80
P440114	TOWN	T-CENTER	WEGE RD	BEAR CREEK	80.80
B700179	STATE	T-MENASHA	USH 10	DRAINAGE WAY	80.60
P440715	COUNTY	C-APPLETON	E BALLARD RD	DRAINAGE WAY	80.50
B440038	STATE	T-VANDENBROEK	BUCHANAN RD	USH 41	80.50
B700908	CITY-CONNECTING ST	C-NEENAH	STH 114-COMMERCIAL ST	FOX RIVER	80.10
B700067	STATE	T-NEENAH	CTH G	USH 41	80.00
B440029	STATE	T-GRAND CHUTE	USH 41 NB	GILLETT ST	80.00
B440028	STATE	T-GRAND CHUTE	USH 41 SB	GILLETT ST	80.00
B700906	CITY	C-NEENAH	STH 114-COMMERCIAL ST	FOX RIVER	79.30
B080031	STATE	T-HARRISON	STH 114 WB	USH 10	79.00
B440185	CITY	C-KAUKAUNA	CTH Z / STH 55	POWER CANAL	79.00
B700180	COUNTY	T-MENASHA	CTH CB	DRAINAGE DITCH	78.10
B7000010001	STATE	C-MENASHA	RACINE ST	FOX RIVER	77.30
P440125	TOWN	T-GRAND CHUTE	CASALOMA DR	BR MUD CREEK	77.30
B440098	CITY	C-APPLETON	STH 47-MEMORIAL DR	FOX RIVER	77.10
B440039	STATE	T-VANDENBROEK	CTH CC	USH 41	76.80
P440103	TOWN	T-KAUKAUNA	FARRELL RD	BR APPLE CREEK	76.50
B440188	CITY	C-APPLETON	OLDE ONEIDA ST	NORTH MILLRACE	76.40
B440137	STATE	T-BUCHANAN	STH 441	DRAINAGE WAY	75.50
P440713	CITY	C-KAUKAUNA	ISLAND ST	FOX RIVER	75.30
P440944	COUNTY	T-KAUKAUNA	CTH J	BR APPLE CREEK	74.60
B440184	CITY	C-KAUKAUNA	STH 55 / LAWE ST	FOX RIVER	74.20
B440175	COUNTY	T-BUCHANAN	CTH CE	GARNERS CREEK	73.80
P440952	TOWN	T-CENTER	WEGE RD	MACKVILLE CREEK	73.70
B440010	STATE	T-GRAND CHUTE	STH 125	MUD CREEK	72.20
P440710	CITY	C-KAUKAUNA	ELM ST	FOX RIVER	71.30

BRIDGE ID	OWNER	MUNICIPALITY	FEATURE ON	FEATURE UNDER	SR
P440719	CITY	C-APPLETON	LAWE ST	NAVIGATION CANAL	70.90
B440260	CITY	C-APPLETON	COLLEGE AVE	FOX RIVER	70.80
B440022	STATE	T-GRAND CHUTE	USH 10-USH 41	MUD CREEK	70.00
B440165	STATE	T-GRAND CHUTE	USH 10-USH 41	N BR MUD CREEK	69.00
B440035	STATE	T-GRAND CHUTE	STH 47 SB	USH 41	68.40
B440068	STATE	T-GRAND CHUTE	STH 96	MUD CREEK	68.30
B440036	STATE	T-GRAND CHUTE	STH 47 NB	USH 41	68.30
P440729	CITY	C-APPLETON	S ISLAND ST	POWER CANAL	67.80
B440003	COUNTY	T-BUCHANAN	CTH KK	KANKAPOT CREEK	66.20
B700061	STATE	T-MENASHA	USH 10-STH 441	LIT LAKE BUTTE DE MORTS	66.10
B440045	COUNTY	T-CENTER	CTH O	BEAR CREEK	66.10
B700062	CITY	C-MENASHA	STH 114-WASHINGTON ST	FOX RIVER	64.00
B7000970002	STATE	C-MENASHA	STH 114 - TAYCO ST	FOX RIVER	64.00
B440052	TOWN	T-KAUKAUNA	MCCABE RD	APPLE CREEK	63.50
P440950	COUNTY	T-VANDENBROEK	CTH CC	BR APPLE CREEK	61.90
P440104	TOWN	T-KAUKAUNA	FARRELL RD	APPLE CREEK	60.50
B7000970001	STATE	C-MENASHA	STH 114 - TAYCO ST	FOX RIVER	59.00
B700021	STATE	T-MENASHA	USH 41	S BR MUD CREEK	59.00
B700089	CITY	C-NEENAH	MAIN ST	NEENAH SLOUGH	57.90
P700700	CITY	C-MENASHA	RIVER ST	FOX RIVER	57.50
P440903	TOWN	T-BUCHANAN	NEW RD	BR PLUM CREEK	56.80
P440941	TOWN	T-VANDENBROEK	HICKORY RD	BR APPLE CREEK	56.80
B440009	STATE	T-GRAND CHUTE	STH 125	SOO LINE	56.10
B440051	COUNTY	T-KAUKAUNA	CTH U	APPLE CREEK	55.60
B700084	TOWN	T-MENASHA	NORTHERN RD	S BR MUD CREEK	53.80
P440712	CITY	C-KAUKAUNA	ISLAND ST	FOX RIVER TAIL RACE	51.90
P440128	TOWN	T-VANDENBROEK	MALONEY RD	APPLE CREEK	50.00
B7000010002	STATE	C-MENASHA	RACINE ST	FOX RIVER	43.80
P440113	TOWN	T-FREEDOM	MALONEY RD	BR APPLE CREEK	39.00
P440718	CITY	C-APPLETON	LAWE ST	POWER CANAL	38.10
B700714	COUNTY	T-NEENAH	CTH G	NEENAH SLOUGH	33.00
P700702	CITY	C-MENASHA	3RD ST	LAKE WINNEBAGO SLOUGH	30.10
P440728	CITY	C-APPLETON	W PROSPECT DR	JACKMAN ST	10.10
B080033	STATE	C-APPLETON	PEDESTRIAN BRIDGE	STH 441	0.00
P440726	RAILROAD	C-APPLETON	CNW RR	PIERCE ST	0.00
P440720	RAILROAD	C-APPLETON	CNW RR	MASON ST	0.00
P440271	RAILROAD	C-APPLETON	WI CENTRAL RR	E JOHN ST	0.00
B440256	CITY	C-APPLETON	PEDESTRIAN WALKWAY	SUPERIOR STREET	0.00
B440124	STATE	C-APPLETON	FOX RIVER VALLEY RR	STH 441	0.00
B440250	TOWN	T-GRAND CHUTE	MALL TR	MUD CR TRIB	0.00
B440914	STATE	C-APPLETON	CNW RR	STH 96-WISCONSIN AVE	0.00
B440066	RAILROAD	T-GRAND CHUTE	CNW RR	STH 96	0.00

BRIDGE ID	OWNER	MUNICIPALITY	FEATURE ON	FEATURE UNDER	SR
B440190	TOWN	T-GRAND CHUTE	BICYCLE/PEDESTRIAN	USH 41	0.00
B440280	CITY	C-APPLETON	MEMORIAL PARK WALKWAY	APPLE CREEK	0.00

Source: WisDOT/FHWA, 2014

Figure 6-19: Appleton (Fox Cities) TMA Bridge Sufficiency Ratings 2013



FHWA / WisDOT Highway Safety Improvement Program (HSIP)

MAP-21 legislation has made safety a priority for the overall design and preservation of the street and highway network and has specifically designated $43 million in funding to address safety issues through the Highway Safety Improvement Program (HSIP). Additionally the HSIP:

- Requires data driven reporting on performance measures and targets.
- Focuses on crash reductions by analyzing both crash numbers and crash rates.
- Includes four program subareas (HSIP, High Risk Rural Roads Program, Railway-Highway Crossings – Warning Devices, and Railway-Highway Crossings – Elimination of Hazards.
- Is **NOT** a grant program (funding structure is 90% federal with 10% state/local match).
- Is funded on a four year funding cycle (next eligible application is 2018).
- Involves the development and continuation of intersection safety improvements such as: (installing/modifying traffic signals, roundabouts and channelization/turning radii improvements, straightening isolated curves or hills, improving sight distance, access modifications, constructing turning, bypass or other auxiliary lanes, eliminating roadside obstacle(s), installing guardrails, barriers and crash attenuators, installing signs, delineators, flashing warning lights (including fluorescent, yellow-green signs) at pedestrian-bicycle crossings, in school zones and other problem areas).[12]

[12] http://www.dot.state.wi.us/localgov/highways/docs/hsip.pdf. (03/03/14)

More information regarding the HSIP can be found by accessing the following links from WisDOT: http://www.dot.state.wi.us/localgov/highways/hsip.htm and FHWA: https://www.fhwa.dot.gov/map21/guidance/guidehsip.cfm.

As per 23 CFR Part 490, state departments of transportation are required to develop performance measures and targets to carry out the Highway Safety Improvement Program (HSIP) and to assess serious injuries and fatalities per vehicle miles traveled, and the number of serious injuries and fatalities. Fatalities are monitored by the Fatality Analysis Rating System (FARS) as part of the National Highway Traffic Safety Administration (NHTSA); serious injuries and fatalities rates are documented in the Highway Performance Monitoring System (HPMS). Lastly, serious injuries are documented by WisDOT. All of the above measures were calculated by deriving the 5-year rolling averages of their respective datasets. **Tables 6-8 – 6-19** display this data below.

Table 6-8: 5-Year Rolling Average, FARS, Calumet County

Year	2008	2009	2010	2011	2012	5-year rolling average
Fatalities	5	7	4	2	5	4.60

Source: NHTSA (FARS), 2014 ***Wisconsin 5-yr avg. is 615.20 (from 2007-2011)***

Table 6-9: 5-Year Rolling Average, Serious Injuries, Calumet County

Year	2007	2008	2009	2010	2011	5-year rolling average
Injuries	187	173	176	149	150	167

Source: WisDOT, 2014 ***Wisconsin 5-yr avg. is 31,613 (from 2007-2011)***

Table 6-10: 5-Year Rolling Average, Fatality Rate per 100 Million VMT, Calumet County

Year	VMT (Vehicle Miles Traveled)	VMT millions (000,000)	VMT (100 million)	Fatalities	Fatalities per 100 million VMT
2012	370,353,820	370	3.70	5	1.35
2011	346,690,505	347	3.47	2	0.58
2010	365,017,885	365	3.65	4	1.10
2009	357,600,000	358	3.58	7	1.96
2008	370,600,000	371	3.71	5	1.35
					(5yr average) 1.27

Source: HPMS/FARS, 2014 ***Wisconsin 5-yr avg. is 1.06 (from 2007-2011)***

Table 6-11: 5-Year Rolling Average, Rate of Serious Injuries/100 Million VMT, Calumet County

Year	VMT (Vehicle Miles Traveled)	VMT millions (000,000)	VMT (100 million)	Serious Injuries	Serious Injuries per 100 million VMT
2012	370,353,820	370	3.70	167	45.14
2011	346,690,505	347	3.47	150	43.23
2010	365,017,885	365	3.65	149	40.82
2009	357,600,000	358	3.58	176	49.16
2008	370,600,000	371	3.71	173	46.63
					(5yr average) 45.00

Source: WisDOT, 2014 ***Wisconsin 5-yr avg. is 53.94 (from 2007-2011)***

Table 6-12: 5-Year Rolling Average, FARS, Outagamie County

Year	2008	2009	2010	2011	2012	5-year rolling average
Fatalities	13	11	15	11	8	11.60

Source: NHTSA (FARS), 2014 ***Wisconsin 5-yr avg. is 615.20 (from 2007-2011)***

Table 6-13: 5-Year Rolling Average, Serious Injuries, Outagamie County

Year	2007	2008	2009	2010	2011	5-year rolling average
Injuries	1,022	1,023	948	890	908	958

Source: WisDOT, 2014 ***Wisconsin 5-yr avg. is 31,613 (from 2007-2011)***

Table 6-14: 5-Year Rolling Average, Fatality Rate per 100 Million VMT, Outagamie County

Year	VMT (Vehicle Miles Traveled)	VMT millions (000,000)	VMT (100 million)	Fatalities	Fatalities per 100 million VMT
2012	1,416,524,485	1,417	14.17	8	0.56
2011	1,424,374,540	1,424	14.24	11	0.77
2010	1,475,159,180	1,475	14.75	15	1.02
2009	1,528,600,000	1,529	15.29	11	0.72
2008	1,553,300,000	1,553	15.53	13	0.84
					(5yr average) 0.78

Source: HPMS/FARS, 2014 ***Wisconsin 5-yr avg. is 1.06 (from 2007-2011)***

Table 6-15: 5-Year Rolling Average, Rate of Serious Injuries/100 Million VMT, Outagamie County

Year	VMT (Vehicle Miles Traveled)	VMT millions (000,000)	VMT (100 million)	Serious Injuries	Serious Injuries per 100 million VMT
2012	1,416,524,485	1,417	14.17	885	62.46
2011	1,424,374,540	1,424	14.24	908	63.76
2010	1,475,159,180	1,475	14.75	890	60.34
2009	1,528,600,000	1,529	15.29	948	62.00
2008	1,553,300,000	1,553	15.53	1,023	65.87
					(5yr average) 62.89

Source: WisDOT, 2014 ***Wisconsin 5-yr avg. is 53.94 (from 2007-2011)***

Table 6-16: 5-Year Rolling Average, FARS, Winnebago County

Year	2008	2009	2010	2011	2012	5-year rolling average
Fatalities	13	9	15	10	7	10.80

Source: NHTSA (FARS), 2014 ***Wisconsin 5-yr avg. is 615.20 (from 2007-2011)***

Table 6-17: 5-Year Rolling Average, Serious Injuries, Winnebago County

Year	2007	2008	2009	2010	2011	5-year rolling average
Injuries	1,154	1,184	1,005	1,058	1,044	1,089

Source: WisDOT, 2014 ***Wisconsin 5-yr avg. is 31,613 (from 2007-2011)***

Table 6-18: 5-Year Rolling Average, Fatality Rate per 100 Million VMT, Winnebago County

Year	VMT (Vehicle Miles Traveled)	VMT millions (000,000)	VMT (100 million)	Fatalities	Fatalities per 100 million VMT
2012	1,600,287,020	1,600	16.00	7	0.44
2011	1,629,822,090	1,630	16.30	10	0.61
2010	1,674,285,660	1,674	16.74	15	0.90
2009	1,679,000,000	1,679	16.79	9	0.54
2008	1,681,300,000	1,681	16.81	13	0.77
					(5yr average) 0.65

Source: HPMS/FARS, 2014 ***Wisconsin 5-yr avg. is 1.06 (from 2007-2011)***

Table 6-19: 5-Year Rolling Average, Rate of Serious Injuries/100 Million VMT, Winnebago County

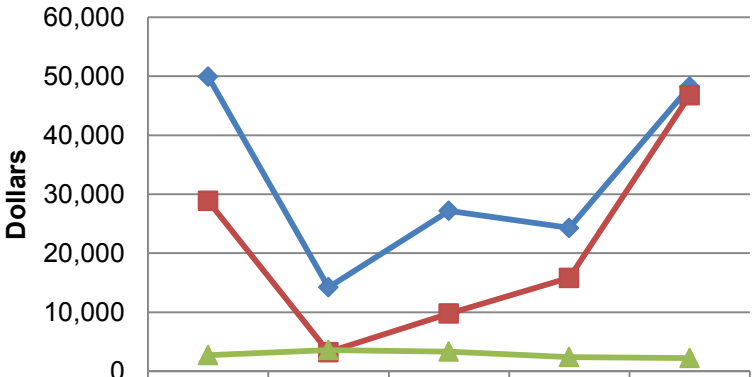
Year	VMT (Vehicle Miles Traveled)	VMT millions (000,000)	VMT (100 million)	Serious Injuries	Serious Injuries per 100 million VMT
2012	1,600,287,020	1,600	16.00	1,020	63.75
2011	1,629,822,090	1,630	16.30	1,044	64.05
2010	1,674,285,660	1,674	16.74	1,058	63.20
2009	1,679,000,000	1,679	16.79	1,005	59.86
2008	1,681,300,000	1,681	16.81	1,184	70.43
					(5yr average) 64.26

Source: WisDOT, 2014 ***Wisconsin 5-yr avg. is 53.94 (from 2007-2011)***

Transportation Improvement Program (TIP) Performance Indicators

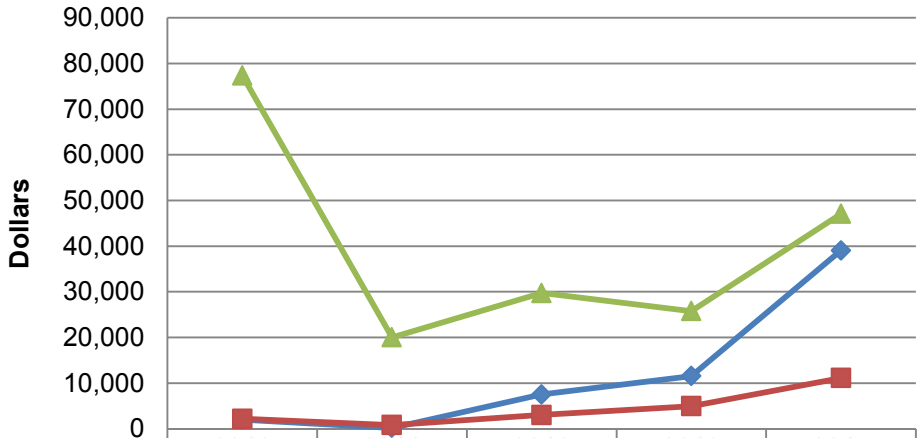
Another performance measure that ECWRPC initiated in 2014 is to track the Transportation Improvement Program (TIP) spending allocations for the MPO. Items include tracking funding allocation by federal, state and local sources; by project and engineering (PE), right of way (ROW) and construction (CONST) costs; preservation (P) and engineering (E); and by project types (highway, rail, bicycle/pedestrian and transit). Funds were tabulated from 2010 to 2014 TIP project years. **Figures 6-20 – 6-23** display this information below. **Note that dollar amounts represent millions of dollars.**

Figure 6-20: TIP Funding by Source ($000)



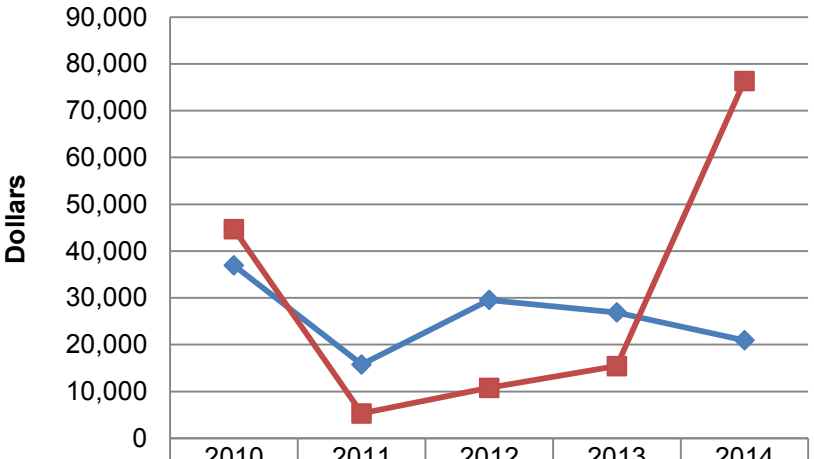
	2010	2011	2012	2013	2014
Fed	49,948	14,212	27,206	24,293	48,233
State	28,886	3,251	9,785	15,835	46,789
Local	2,731	3,602	3,331	2,397	2,231

Figure 6-21: TIP Funding by Project Type ($000)



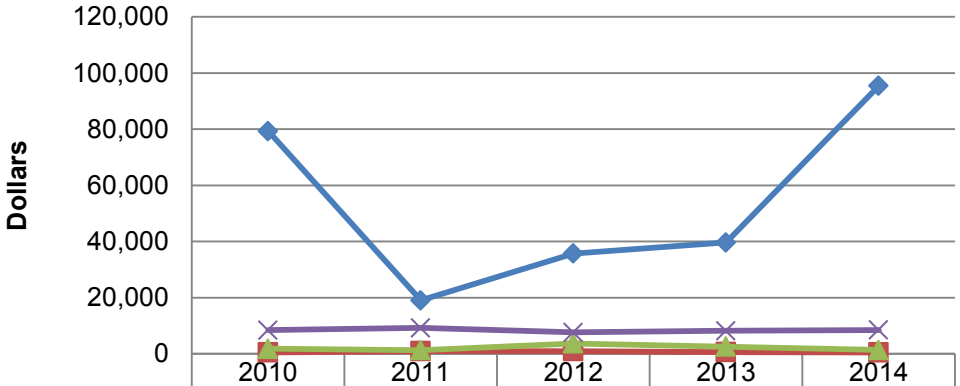
	2010	2011	2012	2013	2014
PE	1,991	220	7,535	11,554	39,068
ROW	2,202	825	3,047	4,962	11,125
CONST	77,372	20,020	29,740	25,780	47,060

Figure 6-22: TIP Funding by Preservation/Expansion ($000)



	2010	2011	2012	2013	2014
Preservation Subtotal	36,912	15,776	29,538	26,883	20,921
Expansion Subtotal	44,653	5,289	10,784	15,413	76,332

Figure 6-23: TIP Funding by Transportation Mode ($000)



	2010	2011	2012	2013	2014
Highway	79,294	19,031	35,684	39,651	95,438
Rail	460	962	963	580	460
Bike/Ped	1,811	1,277	3,675	2,515	1,335
Transit	8,410	9,232	7,595	8,202	8,455

Census Transportation Planning Products (CTPP)

The Census Transportation Planning Products (CTPP) is a database developed by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) and provides census data on demographic characteristics, home and work locations and journey to work travel flows. Data was gathered at the county level and collected as part of the CTPP 2000 and 2006-2010 American Community Survey (ACS) 5 year estimates and compared. For the purpose of this analysis, CTTP variables include collecting data on the following variables which can be tracked over time as performance indicators:

- mode to work (workers 16 and over) of the tri-county region (**Tables 6-20 to 6-22**);
- travel time to work (workers 16 and over) of the tri-county region (**Tables 6-23 to 6-25**); and
- number of workers in household of the tri-county region (**Tables 6-26 to 6-28**).

Table 6-20: Mode to Work, Calumet County, 2000-2010

Mode to Work[a]	CTPP2000			2006-2010 ACS			Is Change Statistically Significant in Number?*
	Number	Percent	MOE(+/-)*	Number	Percent	MOE (+/-)	
	At Place of Residence						
Total Workers	21,915	100.0	407	25,139	100.0	431	Yes
Drove alone	18,130	82.7	405	21,249	84.5	474	Yes
2-person Carpool	1,590	7.3	158	1,588	6.3	240	No
3-or-more-person Carpool	320	1.5	72	509	2.0	366	No
Public Transportation	39	0.2	25	64	0.3	43	No
Bike	45	0.2	27	66	0.3	40	No
Walked	770	3.5	111	476	1.9	115	Yes
Taxi, Motorcycle and Other Means	100	0.5	40	227	0.9	76	Yes
Worked at Home	930	4.2	122	960	3.8	177	No

*Source: CTPP, 2014, a. Residence place information is from CTPP2000 Table 1-002 and 2006- 2010 ACS Table B08301 and workplace information is from CTPP2000 Table 2-002 and 2006-2010 ACS Table B08406, *90% Confidence Interval*

Table 6-21: Mode to Work, Outagamie County, 2000-2010

Mode to Work[a]	CTPP2000			2006-2010 ACS			Is Change Statistically Significant in Number?*
	Number	Percent	MOE(+/-)*	Number	Percent	MOE (+/-)	
	At Place of Residence						
Total Workers	84,570	100.0	811	91,680	100.0	1,010	Yes
Drove alone	71,560	84.6	807	77,269	84.3	1,011	Yes
2-person Carpool	5,320	6.3	290	4,665	5.1	411	Yes
3-or-more-person Carpool	930	1.1	123	1,717	1.9	652	Yes
Public Transportation	693	0.8	106	765	0.8	152	No
Bike	350	0.4	76	511	0.6	149	No
Walked	2,740	3.2	210	2,391	2.6	377	No
Taxi, Motorcycle and Other means	310	0.4	71	1,040	1.1	231	Yes
Worked at Home	2,675	3.2	208	3,322	3.6	370	Yes

*Source: CTPP, 2014, a. Residence place information is from CTPP2000 Table 1-002 and 2006- 2010 ACS Table B08301 and workplace information is from CTPP2000 Table 2-002 and 2006-2010 ACS Table B08406, *90% Confidence Interval*

Table 6-22: Mode to Work, Winnebago County, 2000-2010

Mode to Work[a]	CTPP2000			2006-2010 ACS			Is Change Statistically Significant in Number?*
	Number	Percent	MOE(+/-)*	Number	Percent	MOE (+/-)	
	At Place of Residence						
Total Workers	81,110	100.0	801	83,011	100.0	986	Yes
Drove alone	68,555	84.5	795	69,200	83.4	1,153	No
2-person Carpool	5,350	6.6	291	5,452	6.6	496	No
3-or-more-person Carpool	985	1.2	127	1,435	1.7	759	No
Public Transportation	560	0.7	96	616	0.7	186	No
Bike	420	0.5	83	726	0.9	197	Yes
Walked	2,675	3.3	207	2,242	2.7	357	Yes
Taxi, Motorcycle and Other means	485	0.6	89	883	1.1	165	Yes
Worked at Home	2,090	2.6	184	2,457	3.0	305	Yes

*Source: CTPP, 2014, a. Residence place information is from CTPP2000 Table 1-002 and 2006- 2010 ACS Table B08301 and workplace information is from CTPP2000 Table 2-002 and 2006-2010 ACS Table B08406, *90% Confidence Interval*

Table 6-23: Mean Travel Time by Mode to Work, Calumet County, 2000-2010

Mean Travel Time by Mode to Work[b]	Census 2000		2006-2010 ACS		Is Change Statistically Significant in Minutes?*
	Minutes	MOE(+/-)	Minutes	MOE(+/-)	
	At Place of Residence				
Total Workers (does not include workers who worked at home)	19.3	0.6	20.0	0.8	No
Drove alone	19.3	0.6	19.7	0.8	No
Carpooled	23.9	2.4	24.1	6.3	No
Public Transportation	27.8	24.3	49.4	58.3	No
Taxi, Motorcycle, Walk, Bicycle and Other means	8.5	1.7	14.1	7.1	No

*Source: CTPP, 2014, b. CTPP2000 Table 1-118 and 2006-2010 ACS Table C08136, *90% Confidence Interval*

Table 6-24: Mean Travel Time by Mode to Work, Outagamie County, 2000-2010

Mean Travel Time by Mode to Work[b]	Census 2000		2006-2010 ACS		Is Change Statistically Significant in Minutes?*
	Minutes	MOE(+/-)	Minutes	MOE(+/-)	
	At Place of Residence				
Total Workers (does not include workers who worked at home)	18.1	0.2	19.3	0.5	Yes
Drove alone	17.9	0.3	19.0	0.5	Yes
Carpooled	20.6	1.1	22.5	3.6	No
Public Transportation	40.3	5.8	38.8	12.3	No
Taxi, Motorcycle, Walk, Bicycle and Other means	12.0	1.2	15.8	4.1	No

*Source: CTPP, 2014, b. CTPP2000 Table 1-118 and 2006-2010 ACS Table C08136, *90% Confidence Interval*

Table 6-25: Mean Travel Time by Mode to Work, Winnebago County, 2000-2010

Mean Travel Time by Mode to Work[b]	Census 2000		2006-2010 ACS		Is Change Statistically Significant in Minutes?*
	Minutes	MOE(+/-)	Minutes	MOE(+/-)	
	At Place of Residence				
Total Workers (does not include workers who worked at home)	17.8	0.3	17.7	0.4	No
Drove alone	17.8	0.3	17.4	0.5	No
Carpooled	19.4	1.1	19.8	3.3	No
Public Transportation	28.7	4.3	35.5	15.1	No
Taxi, Motorcycle, Walk, Bicycle and Other means	13.1	1.2	16.3	3.1	No

*Source: CTPP, 2014, b. CTPP2000 Table 1-118 and 2006-2010 ACS Table C08136, *90% Confidence Interval*

Table 6-26: Number of Workers in Household, Calumet County, 2000-2010

Number of Workers in Household	Census 2000		2006-2010 ACS		Is Change Statistically Significant in Minutes?*
	Number	MOE(+/-)	Number	MOE(+/-)	
	At Place of Residence				
Total Workers at Place of Residence[c]	22,242	406	25,580	659	Yes

*Source: CTPP, 2014, c. Census 2000 SF3 Table P43 and 2006-2010 ACS Table B23001, *90% Confidence Interval*

Table 6-27: Number of Workers in Household, Outagamie County, 2000-2010

Number of Workers in Household	Census 2000		2006-2010 ACS		Is Change Statistically Significant in Minutes?*
	Number	MOE(+/-)	Number	MOE(+/-)	
	At Place of Residence				
Total Workers at Place of Residence[c]	85,651	810	93,284	1,102	Yes

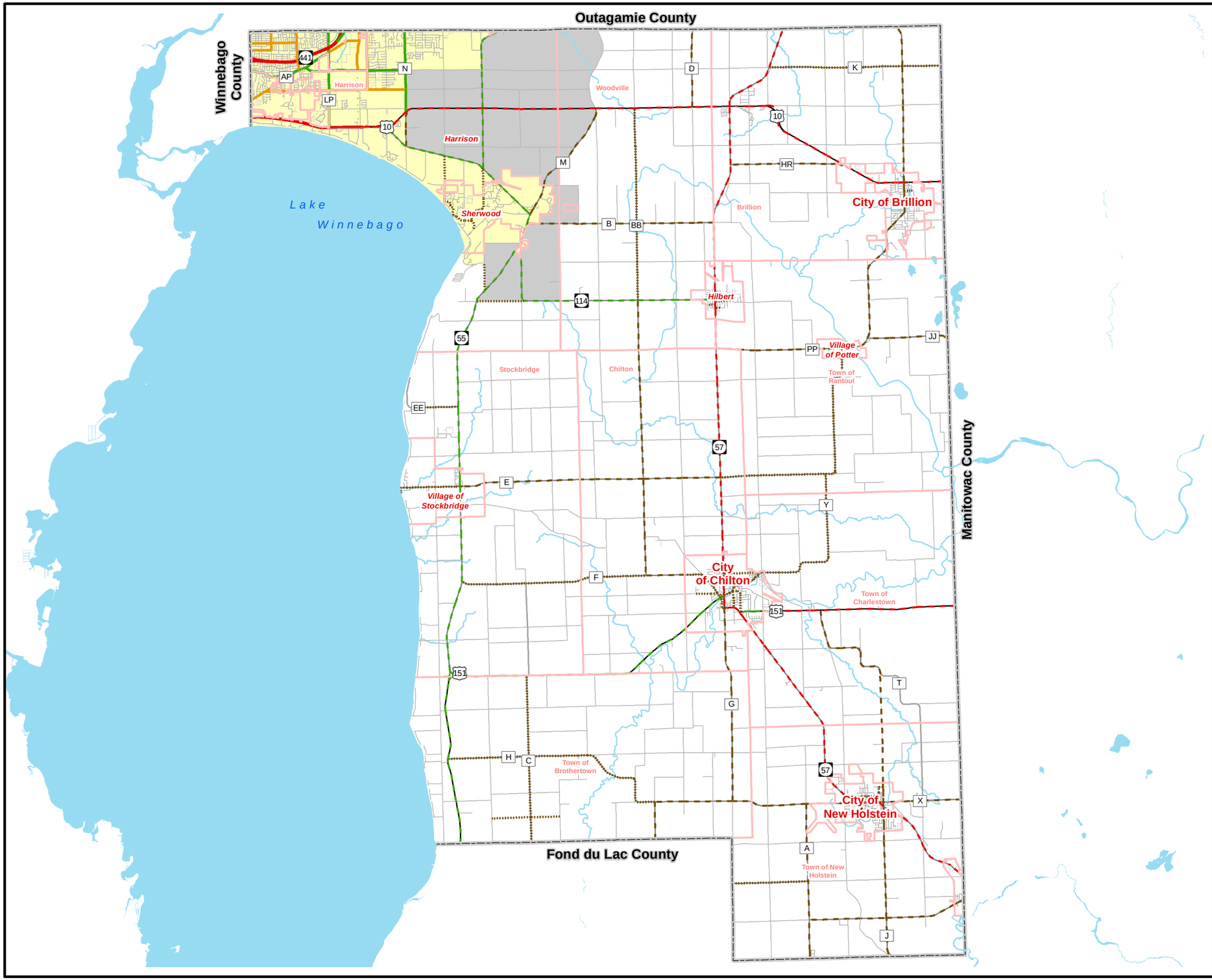
*Source: CTPP, 2014, c. Census 2000 SF3 Table P43 and 2006-2010 ACS Table B23001, *90% Confidence Interval*

Table 6-28: Number of Workers in Household, Winnebago County, 2000-2010

Number of Workers in Household	Census 2000		2006-2010 ACS		Is Change Statistically Significant in Minutes?*
	Number	MOE(+/-)	Number	MOE(+/-)	
	At Place of Residence				
Total Workers at Place of Residence[c]	82,720	800	85,000	1,152	Yes

*Source: CTPP, 2014, c. Census 2000 SF3 Table P43 and 2006-2010 ACS Table B23001, *90% Confidence Interval*

Map 6-1
Calumet County
Rural Functional Classification System



- Urban Principal Arterial
- Urban Planned Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Planned Collector
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Local
- Municipal Boundary
- County Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

N
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S

0 1 2

Scale in Miles

Source:
Base data provided by Calumet County 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Functional Classification System provided by WisDOT/ECWRPC

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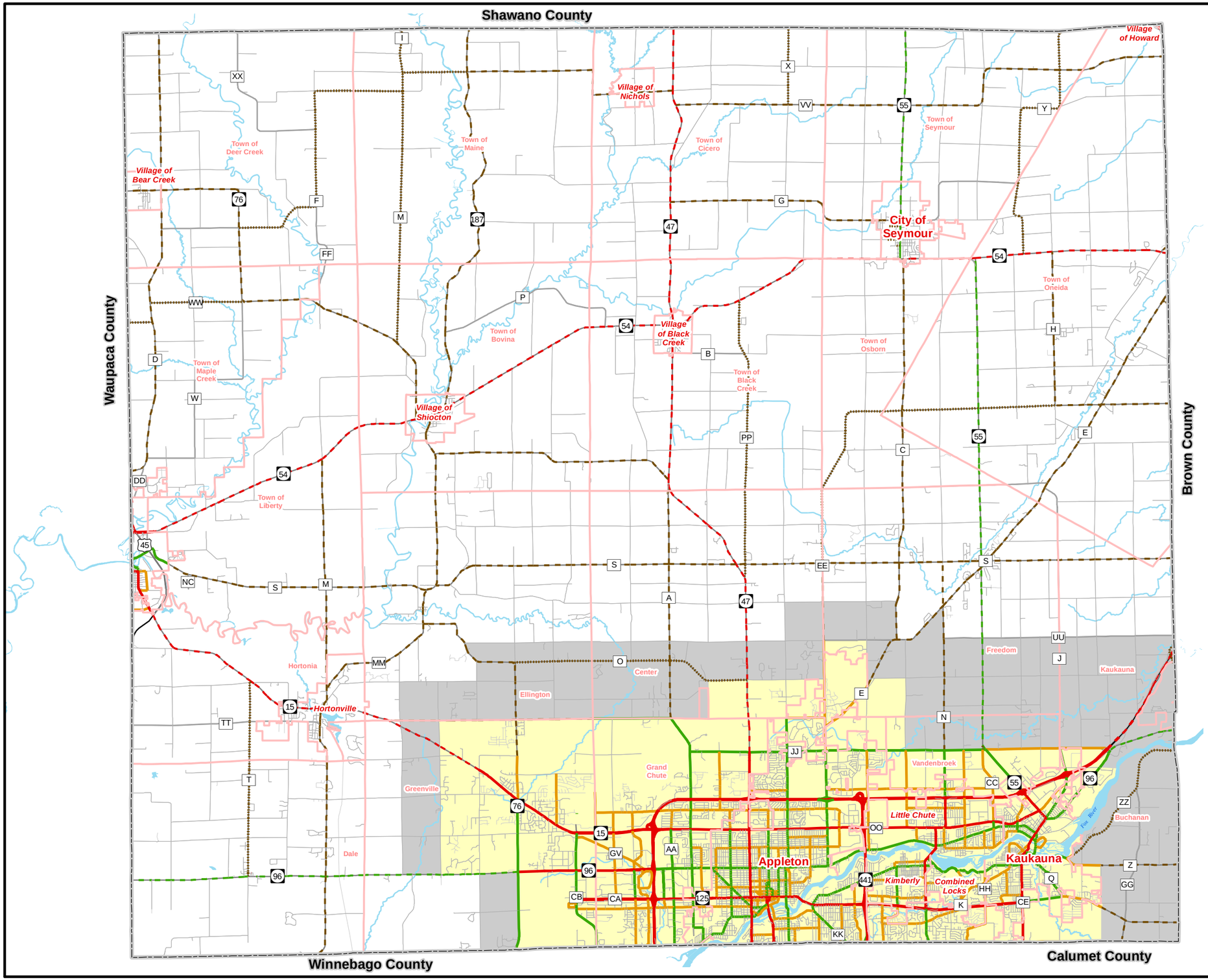
Map 6-2
Outagamie County Rural Functional Classification System



Legend

- Urban Principal Arterial
- Urban Planned Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Planned Collector
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Local
- Municipal Boundary
- County Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

N W E S

0 1 2

Scale in Miles

Source:
Base data provided by Outagamie County 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Functional Classification System provided by WisDOT/ECWRPC

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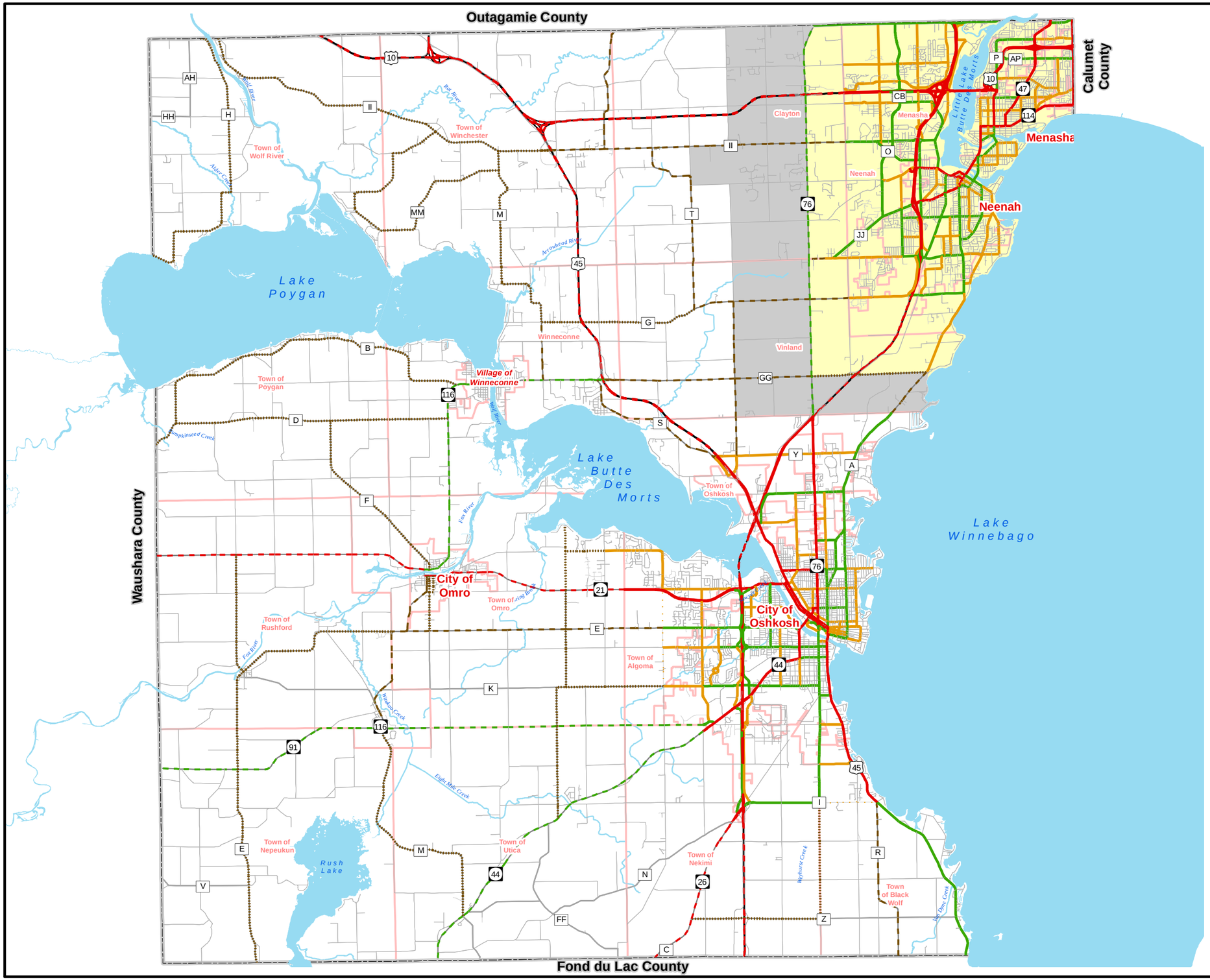
Map 6-3
Winnebago County Rural Functional Classification System



Legend

- Urban Principal Arterial
- Urban Planned Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Planned Collector
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Local
- Municipal Boundary
- County Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

N
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0 1 2

Scale in Miles

Source:
Base data provided by WinnebagoCounty 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Functional Classification System provided by WisDOT/ECWRPC

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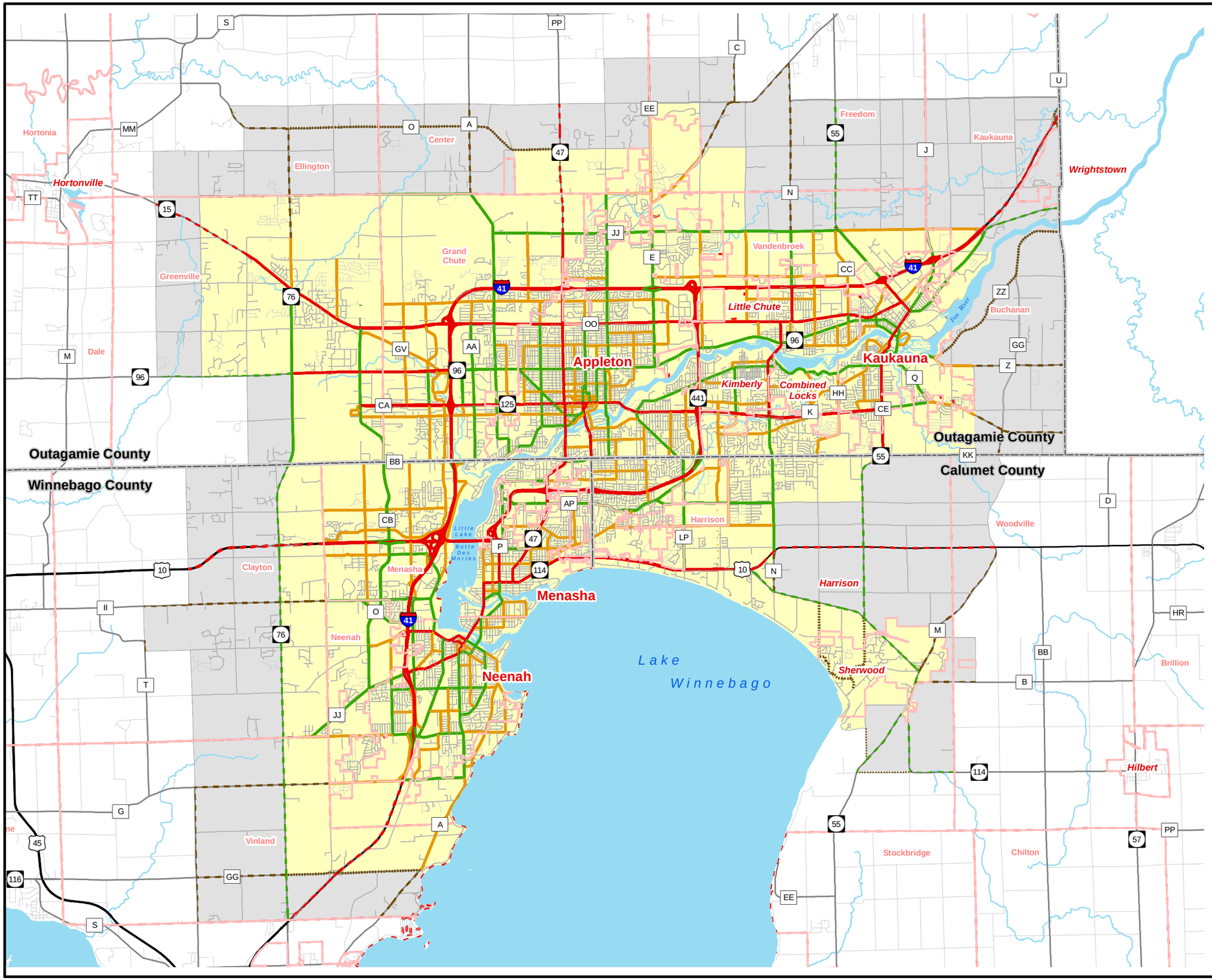
Map 6-4
Appleton TMA
Urbanized Functional Classification System



- Urban Principal Arterial
- Urban Planned Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Planned Collector
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Local
- Municipal Boundary
- County Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

N W E S

0 1 2

Scale in Miles

Source:
Base data provided by Outagamie, Winnebago, and Calumet Counties 2010
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC.
Functional Classification System provided by WisDOT/ECWRPC

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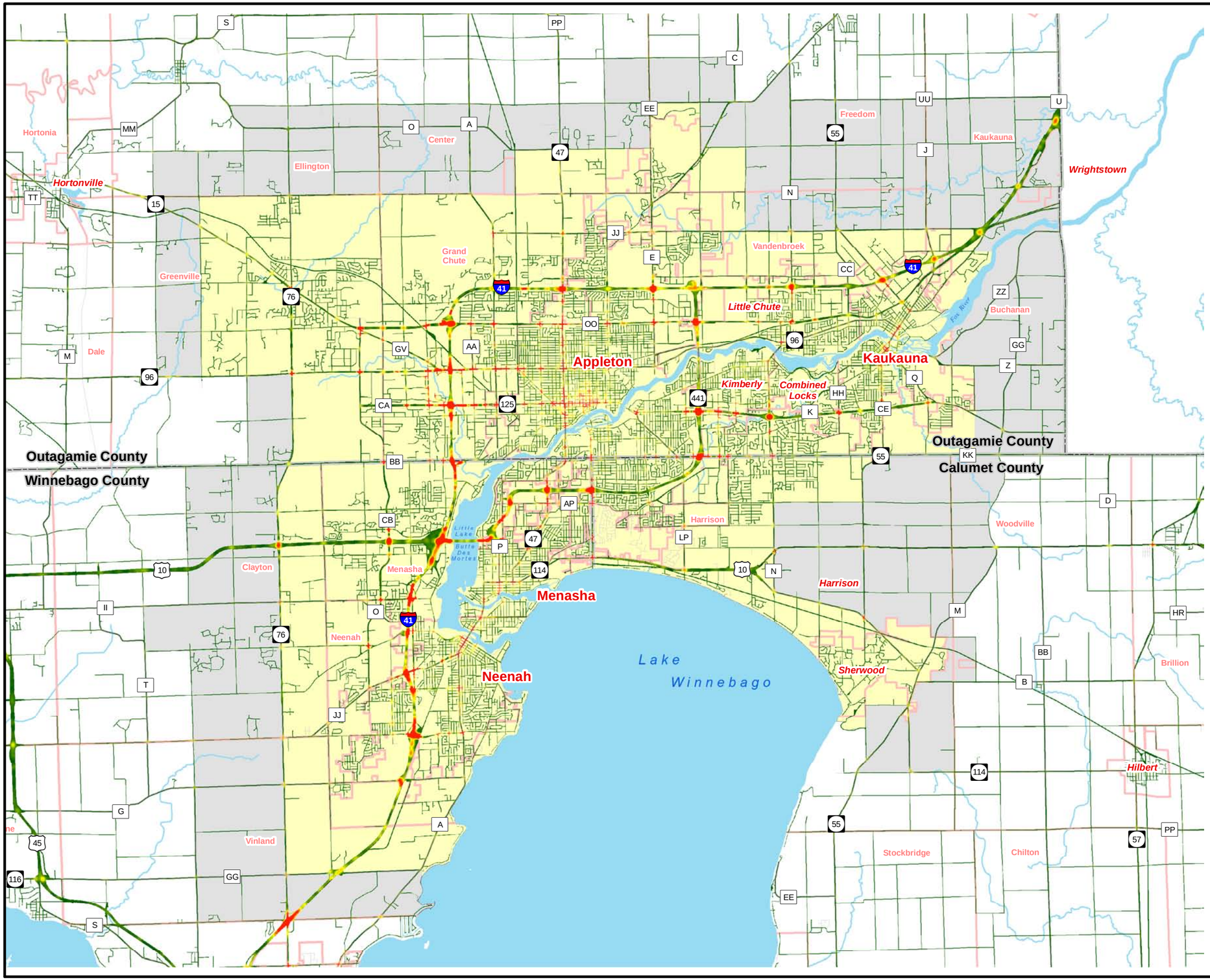
Map 6-5
Appleton TMA
High Crash Locations
2009-2013



High Crash Density

Low Crash Density

County Boundary

Municipal Boundary

Appleton Adjusted Urbanized Area

Appleton Transportation Management Area

N

W E

S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010

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Map 6-6
Appleton TMA
PASER 2005

- Paved Poor
- Paved Fair
- Paved Good
- Not Rated
- Unpaved
- County Boundary
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

N
W E
S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted urbanized area provided by WisDOT/ECWRPC
PASER data provided by WisDOT

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Map 6-7
Appleton TMA
PASER 2007

Paved Poor
Paved Fair
Paved Good
Not Rated
Unpaved
County Boundary
Municipal Boundary
Appleton Adjusted Urbanized Area
Appleton Transportation Management Area

N
W E
S

0 1 2
Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted urbanized area provided by WisDOT/ECWRPC
PASER data provided by

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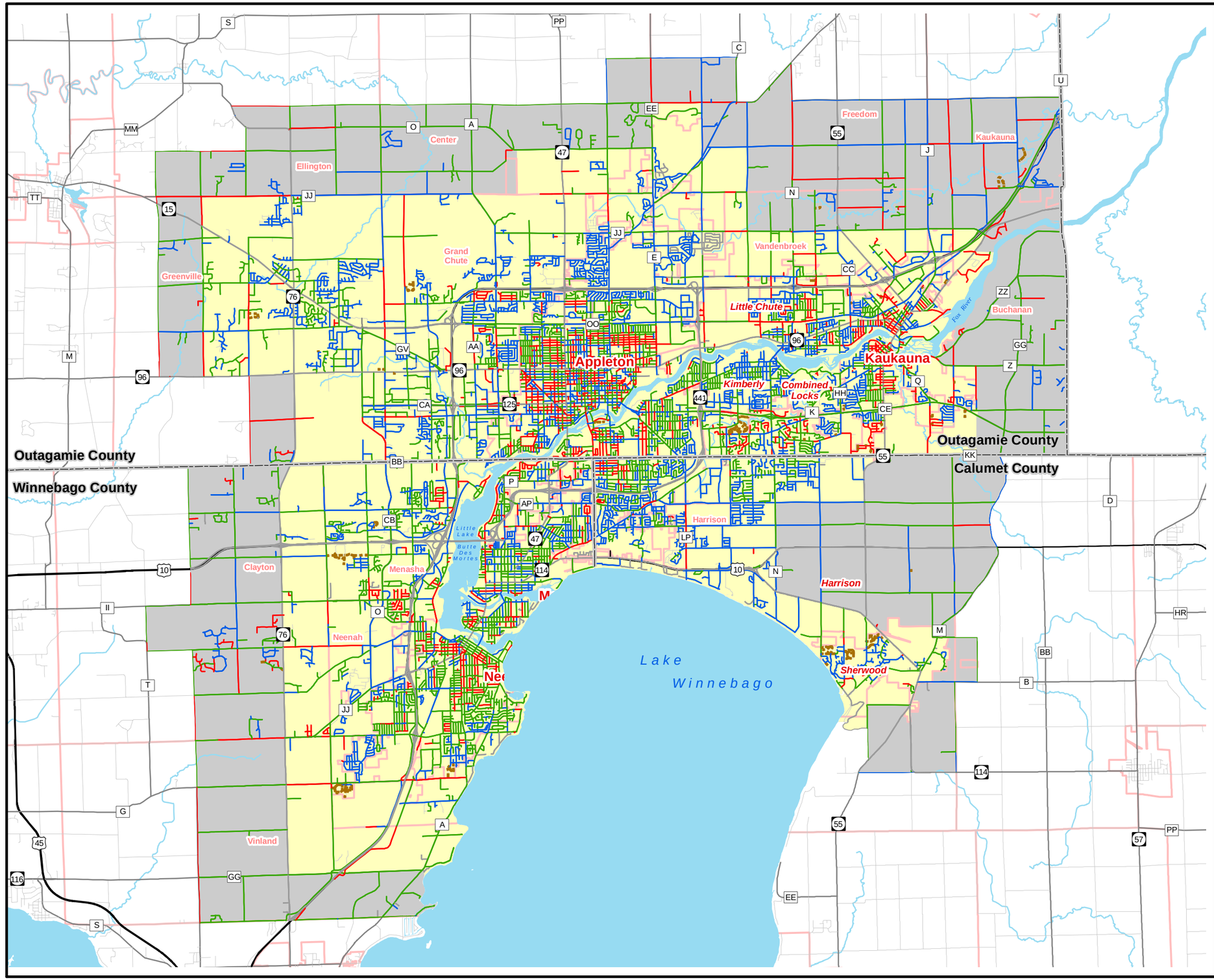
Map 6-8
Appleton TMA
PASER 2009



- Paved Poor
- Paved Fair
- Paved Good
- Not Rated
- Unpaved
- County Boundary
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

N
W E
S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted urbanized area provided by WisDOT/ECWRPC
PASER data provided by WisDOT

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ECWRPC

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Map 6-9
Appleton TMA
PASER 2011

- Paved Poor
- Paved Fair
- Paved Good
- Not Rated
- Unpaved
- County Boundary
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

N
W E
S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted urbanized area provided by WisDOT/ECWRPC
PASER data provided by WisDOT

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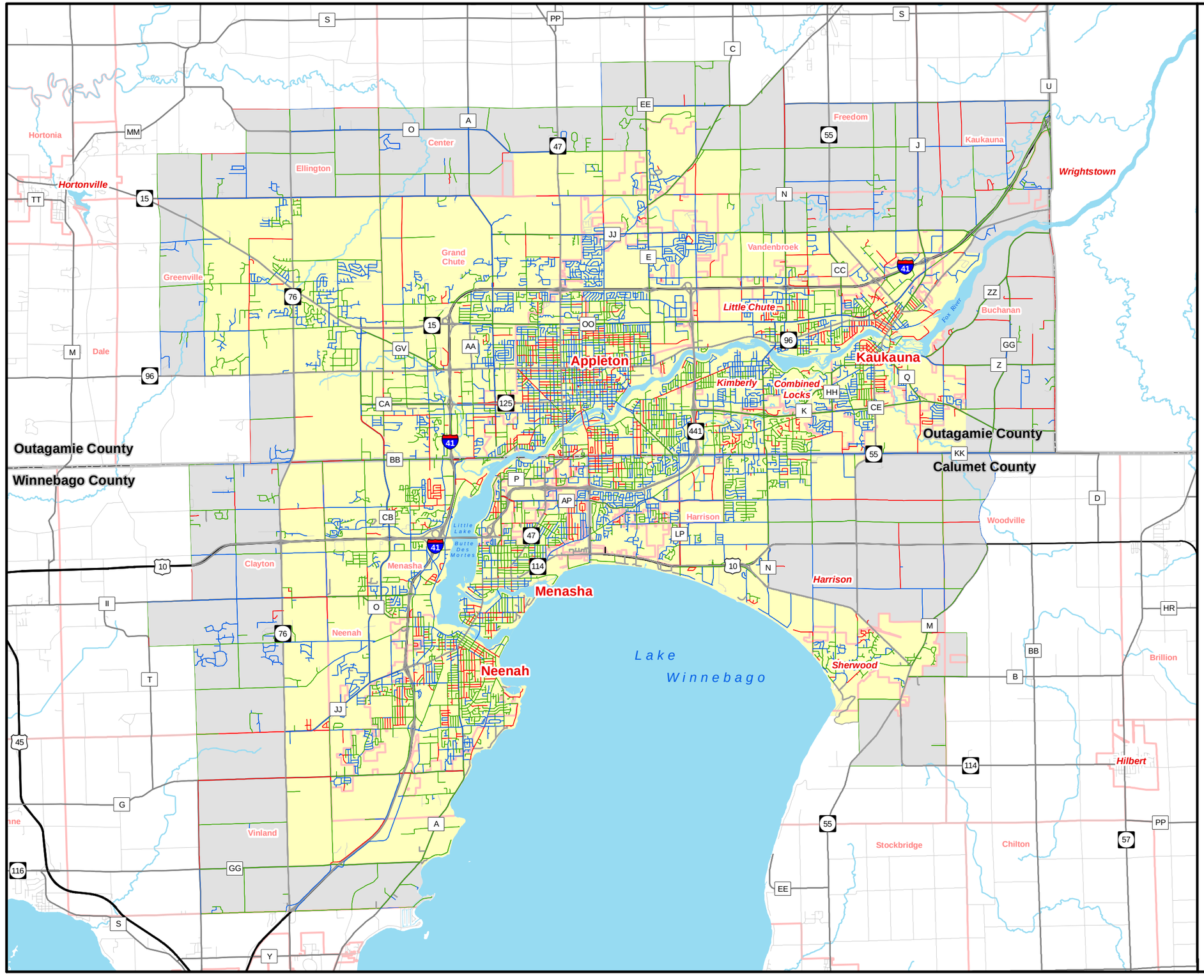
Map 6-10
Appleton TMA
PASER 2013



- Poor
- Fair
- Good
- Not Rated
- County Boundary
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

N W E S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted urbanized area provided by WisDOT/ECWRPC
PASER data provided by WisDOT

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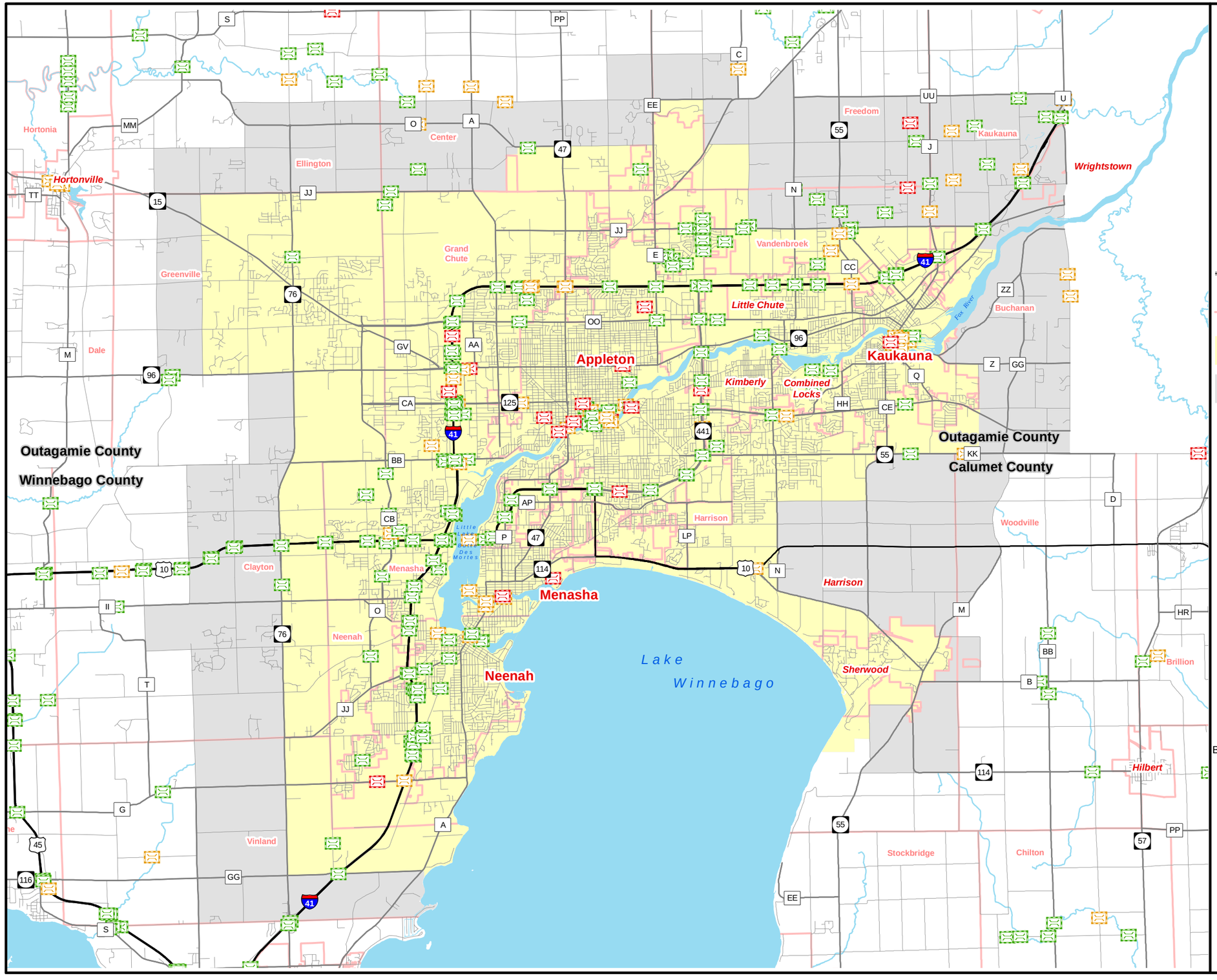
Map 6-11
AppletonTMA
Bridge Sufficiency



Legend

- Replacement Funding Eligible
- Rehabilitation Funding Eligible
- Sufficient
- County Boundary
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

N
W E
S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago, Outagamie, and Calumet Counties 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Bridge data provided by WisDOT

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CHAPTER 7

TRAVEL DEMAND MODEL

CHAPTER 7 – TRAVEL DEMAND MODEL

TABLE OF CONTENTS

Travel Demand Model (TDM) Analysis 7-1

TABLES

Table 7-1: Level of Service (LOS) Threshold Comparison 7-2
Table 7-2: Appleton (Fox Cities) MPO Congestion Status by Miles, 2010 7-5
Table 7-3: Appleton (Fox Cities) MPO Congestion Status by Miles, 2045 7-8

MAPS

Map 7-1: Appleton TMA Level of Service 2010 7-15
Map 7-2: Appleton TMA Level of Service 2045 7-17

CHAPTER 7: TRAVEL DEMAND MODEL

TRAVEL DEMAND MODEL (TDM) ANALYSIS

Travel Demand Models (TDM) are used to evaluate transportation systems and predict future traffic demands. The 2013 Northeast Regional TDM covers all of Outagamie, Winnebago, Calumet, Fond du Lac, Sheboygan, Manitowoc, Brown, Kewaunee, Door Counties and part of Oconto, Shawano, Waupaca, Dodge, Washington Counties and portions of Waupaca County. The model is further broken down into trip generation areas which include the Appleton/Fond du Lac/Oshkosh, Green Bay, Sheboygan/Manitowoc and rural areas. The Northeast TDM uses a trip based four-step model consisting of trip generation, trip distribution, mode choice, and assignment. The TDM uses socio-economic data, roadway attributes and various parameters to estimate the trip making within and across the model planning area. New for the 2013 model version is the integration of the transportation network with a geodatabase. A geodatabase allows for demographic/socio-economic data to be linked to geographic features such as census tracts, census block groups, municipal boundaries and other geographic features. Having the capabilities of a geodatabase linked with the Northeast TDM lets planners and others use data to show spatial relationships and ultimately gain a better understanding of the region in terms of transportation needs for the future.

The model estimates trips by calculating the number and types of trips traveling between transportation analysis zones across the transportation network. The model uses base year data from 2010 to forecast travel demands/patterns out to year 2045. Within each analysis year, the Northeast TDM estimates traffic movement for four distinct time periods, AM, midday, PM and evening. The TDM is used to analyze the composition of traffic, purpose of travel, peak hour usage, and origin-destination linkages. This allows for explicit analysis of future travel behavior along the Appleton (Fox Cities) TMA's major transportation corridors. The TDM is also useful for forecasting traffic volumes and patterns across the TMA region.

The Northeast TDM is also capable of estimating link-based operational deficiencies for each analysis year. To determine the planning-level operational deficiencies, sufficiency thresholds must be established. WisDOT's *Connections 2030 Plan* establishes a functional hierarchy of the state's corridors and parameters to classify the traffic operations of these particular roadways which can be translated into sufficiency thresholds. The classification system within WisDOT's *Connections 2030 Plan* is based on regional functionality and urban or rural location and is used to determine sufficiency thresholds. The sufficiency thresholds are then converted to Level of Service (LOS) thresholds by applying roadway characteristics such as access, signal density, travel lanes and posted speed limit. The LOS thresholds are then compared to the roadway's current traffic counts and forecasted traffic volumes to determine congestion status. LOS is a quantitative measure of quality of service of a transportation facility. The LOS measures is stratified into six letter grades, "A" through "F" with "A" being the best and "F" being the worst.[1] The Northeast TDM's LOS threshold is equivalent to a LOS C. Each roadway segment depending on functionality and its urban or rural location has a specific LOS C or LOS D threshold.

[1] Facilities Development Manual, Wisconsin Department of Transportation, Chapter 11 Design, Section 5 General Design Considerations. (3/4/2013)

For the purpose of this LRTP, the TDM was used to locate existing and potential congestion areas on regional roadways by calculating Level of Service (LOS) thresholds comparing base year 2010 to forecast year 2045 on roadways within the MPO planning area.

Table 7-1 illustrates the LOS model thresholds. The Northeast TDM is centered on LOS C (un-congested). LOS of A and B (not shown in Table 7-1) are considered not congested as well and LOS of D, E and F are considered moderately to extremely congested. Planning level thresholds are represented by average annual daily traffic (AADT).

Table 7-1: Level of Service (LOS) Threshold Comparison

Planning Level Capacity Thresholds				
	Average Annual Daily Traffic (AADT)			
Facility Type	**LOS C (4.0)** **un-congested** (upper limit)	**LOS D (5.0)** **moderate congestion** (upper limit)	**LOS E (6.0)** **severe congestion** (upper limit)	**LOS F (>6.0)** **extreme congestion** (lower limit)
Urban Freeway, 55 mph				
Four-lane	53,800	74,900	88,500	> 88,500
Six-lane	90,300	122,000	142,200	> 142,200
Eight-lane	126,900	165,700	180,100	> 180,100
Urban Freeway, 65 mph				
Two-lane	29,400	38,400	45,800	> 45,800
Four-lane	58,800	76,800	91,600	> 91,600
Six-lane	97,800	124,800	146,300	> 146,300
Eight-lane	136,900	169,000	195,000	> 195,000
Rural Freeway, 65 mph				
Four-lane	60,100	76,400	89,500	> 89,500
Six-lane	99,800	124,300	143,600	>143,600
Eight-lane	139,500	168,300	191,500	> 191,500
Urban Multilane Highway				
Four-lane	46,000	61,000	72,000	> 72,000
Six-lane	70,000	93,000	109,000	>109,000
Rural Multilane Highway				
Four-lane	47,700	61,200	68,000	> 68,000
Six-lane	71,900	92,000	102,300	> 102,300

Planning Level Capacity Thresholds				
	Average Annual Daily Traffic (AADT)			
Facility Type	**LOS C (4.0) un-congested** (upper limit)	**LOS D (5.0) moderate congestion** (upper limit)	**LOS E (6.0) severe congestion** (upper limit)	**LOS F (>6.0) extreme congestion** (lower limit)
Signalized Arterial				
2-lane undivided	14,200	16,100	17,600	> 17,600
1-lane one-way	14,200	16,100	17,600	> 17,600
2-lane with TWLTL	15,000	16,900	18,600	> 18,600
2-lane divided	15,000	16,900	18,600	> 18,600
4-lane undivided	20,400	23,300	25,900	> 25,900
2-lane one-way	20,400	23,300	25,900	> 25,900
4-lane with TWLTL	26,300	29,900	33,200	> 33,200
4-lane divided	27,800	31,700	35,100	> 35,100
6-lane divided	40,900	46,300	51,200	> 51,200
3-lane one-way	40,900	46,300	51,200	> 51,200
6-lane with TWLTL	39,400	44,500	49,300	> 49,300
8-lane divided	53,800	60,800	67,100	> 67,100
4-lane one-way	53,800	60,800	67,100	> 67,100
Non-Signalized Arterial				
Urban Non-Signalized 2-Lane	16,100	23,000	30,400	> 30,400
Urban Non-Signalized 4-Lane	23,100	33,300	44,700	> 44,700
Rural Non-Signalized 2-Lane	8,700	15,200	30,400	> 30,400

Source: Wisconsin Department of Transportation

This table provides generalized threshold values that should be used for **planning applications. WisDOT approved software should be used for more specific operational or design applications. The LOS and capacity calculations are based on the TRB 2010 Highway Capacity Manual. AADT generalized volumes are based on a K250 design hour.*

Table 7-2 illustrates congestion levels throughout the Appleton (Fox Cities) MPO for the analysis of road miles. Note: sufficient roadway miles are not illustrated in the table. **Map 7-1** illustrates the LOS thresholds for the Appleton (Fox Cities) MPO in base year 2010. LOS D is equivalent to "Approaching" congestion levels, LOS E is equivalent to "Potential" congestion levels and LOS F is equivalent to "Deficient" congestion levels.

In 2010, congested areas in the Appleton (Fox Cities) represented within the tri-county region included:

Calumet:

- USH 10 from approximately CTH M from the west to CTH N to the east near the Village of Sherwood
- USH 10 (Oneida Street) from Midway Road to the STH 441/USH 10 interchange

Outagamie:

- USH 41 (future Interstate 41) from STH 15 to CTH N near Little Chute
- STH 47 from Mackville Road/CTH O to W Broadway Drive
- Meade Street (portions roughly bounded by CTH OO (Northland Avenue) to the north and STH 96 (Wisconsin Avenue) to the south)
- STH 96 from N Badger Avenue to west of the Interstate 41 interchange near the Fox River Mall
- STH 15 roughly between the Village of Greenville to Village of Hortonville
- CTH CA/STH 125 and Interstate 41 interchange and west to Casaloma Drive
- S Badger Avenue from STH 125 (College Avenue) to STH 47
- College Avenue from S Oneida Street to S Lawe Street
- College Avenue bridge over Fox River to E John Street
- College Avenue from STH 441 interchange east to Railroad Street

Winnebago:

- CTH CB from W Prospect Avenue to Shady Lane
- USH 10/STH 441 Bridge over Little Lake Butte Des Morts
- CTH P (Racine Street) from USH 10/STH 441 interchange to Main Street (Menasha)
- Main Street (Menasha) from Racine Street to STH 114 (Washington Street)
- Interstate 41 from just south of Breezewood/Bell Street Interchange to STH 76 (near Oshkosh)

Map 7-2 illustrates the LOS thresholds for the MPO projected by year 2045. Congested areas in the Appleton (Fox Cities) represented within the tri-county region include:

Calumet:

- The same corridors mentioned above in 2010
- CTH KK (Calumet Street) from roughly STH 441 to CTH N
- Lake Park Road from S Kensington Drive to Plank Road
- Portion of Plank Road east of USH 10 intersection to approximately Southfield Drive

Outagamie:

- The same corridors mentioned above in 2010
- College Avenue/CTH CE east to urbanized area boundary near City of Kaukauna
- STH 55 from CTH CE north to Interstate 41
- Portions of CTH CB from CTH OO to CTH BB (W Prospect Avenue)

Winnebago:

- The same corridors mentioned above in 2010 with the exception of Interstate 41 from Oshkosh to Neenah and the bridge over Little Lake Butte Des Morts

A complete listing of the LOS road segments and summary are included in **Table 7-2** below comparing 2010 data to projected 2045 data (**Table 7-3**) for LOS D, E and F from high to low mileage.

Table 7-2: Appleton (Fox Cities) MPO Congestion Status by Miles, 2010

Road Name	Bounding Roads	Grade	City	Mileage
Interstate 41	Bergstrom Road & Green Valley Road	Approaching (D)	Town of Vinland & Neenah	4.6
State Highway 15	Manley Road & Lily of the Valley Drive	Approaching (D)	Town of Greenville	3.06
Interstate 41	State Highway 47 & State Highway 15	Approaching (D)	Town of Grand Chute	2.4
Interstate 41	County Highway N & N French Road	Approaching (D)	Village of Little Chute	1.98
State Highway 114	State Highway 55 & County Highway N	Approaching (D)	Village of Harrison	1.70
Interstate 41	County Highway E & State Highway 47	Approaching (D)	City of Appleton	1.54
County Highway CB	County Highway BB & Shady Lane Road	Approaching (D)	Town of Menasha	1.08
State Highway 47	County Highway A & W Broadway Drive	Approaching (D)	Town of Center	0.98
County Highway CE	State Highway 441 & S Railroad Street	Deficient (F)	Village of Kimberly	0.76
State Highway 10	Tayco Street & Butte Des Morts Road	Approaching (D)	Town of Menasha	0.74
Interstate 41	State Highway 441 & County Highway E	Approaching (D)	City of Appleton	0.71
Racine Street	Main Street & 7th Street	Approaching (D)	City of Menasha	0.66
Racine Street	7th Street & 12th Street	Potential (E)	City of Menasha	0.55
State Highway 96	County Highway A & N Badger Avenue	Potential (E)	Town of Grand Chute	0.51
State Highway 96	State Highway 76 & Glenview Drive	Approaching (D)	Town of Greenville	0.5
State Highway 96	N Popp Lane & County Highway A	Approaching (D)	Town of Grand Chute	0.44
E College Avenue	N Catherine Street & County Highway KK	Deficient (F)	City of Appleton	0.44

Road Name	Bounding Roads	Grade	City	Mileage
N Meade Street	E Glendale Avenue & E Longview Drive	Approaching (D)	City of Appleton	0.42
State Highway 55	Lake Breeze Drive & Railroad Tracks	Approaching (D)	Village of Sherwood & Harrison	0.36
County Highway CA	N Casaloma Drive & S Nicolet Road	Approaching (D)	Town of Grand Chute	0.33
W College Avenue	N Durkee Street & N Lawe Street	Potential (E)	City of Appleton	0.28
State Highway 96	County Highway GV & Interstate 41 Ramps	Approaching (D)	Town of Grand Chute	0.24
State Highway 96	Interstate 41 Ramps & County Highway AA	Approaching (D)	Town of Grand Chute	0.23
W College Avenue	S Appleton Street & N Durkee Street	Approaching (D)	City of Appleton	0.23
County Highway CA	Interstate Ramp E & N Westhill Boulevard	Approaching (D)	Town of Grand Chute	0.18
Main Street	Center Street & Marina Plaza	Potential (E)	City of Menasha	0.15
S Badger Avenue	W 8th Street & State Highway 47	Approaching (D)	City of Appleton	0.15
State Highway 114	Interstate 41 & S Green Bay Road	Approaching (D)	City of Neenah	0.14
County Highway CA	Interstate 41 Ramps	Deficient (F)	Town of Grand Chute	0.12
W Prospect Avenue	W 6th Street & S Oneida Street	Approaching (D)	City of Appleton	0.12
State Highway 10	Interstate 41 Ramp & E Meadow Grove Boulevard	Approaching (D)	City of Appleton	0.11
State Highway 55	County Highway B & Clifton Road	Approaching (D)	Village of Sherwood	0.11
State Highway 55	Interstate 41 & Maloney Road	Approaching (D)	City of Kaukauna	0.11
N Casaloma Drive	State Highway 96 & W Integrity Way	Approaching (D)	Town of Grand Chute	0.11
County Highway KK	State Highway 441 & Stoney Brook Road	Potential (E)	City of Appleton	0.1
S Badger Avenue	State Highway 125 & W Lawrence Street	Approaching (D)	City of Appleton	0.1
State Highway 10	Interstate 41 Ramp S & Interstate 41 Ramp N	Deficient (F)	City of Appleton	0.09
Main Street	Marina Plaza & Racine Street	Approaching (D)	City of Menasha	0.09
State Highway 10	E Meadow Grove Boulevard & County Highway AP	Potential (E)	City of Appleton	0.08
Main Street	State Highway 114 & Center Street	Approaching (D)	City of Menasha	0.08
N Casaloma Drive	County Highway CA & W Grande Market Drive	Approaching (D)	Town of Grand Chute	0.08
County Highway CA	S Nicolet Road & Interstate 41 Ramp W	Potential (E)	Town of Grand Chute	0.07

Road Name	Bounding Roads	Grade	City	Mileage
State Highway 114	Water Street & Fox River	Deficient (F)	City of Menasha	0.06
State Highway 96	Interstate 41 Ramps	Potential (E)	Town of Grand Chute	0.06
N Meade Street	State Highway 96 & E Randall Street	Deficient (F)	City of Appleton	0.06
N Meade Street	E Randall Street & E Brewster Street	Potential (E)	City of Appleton	0.06
N Meade Street	E Brewster Street & E Circle Street	Deficient (F)	City of Appleton	0.06
N Meade Street	E Circle Street & E Roosevelt Street	Potential (E)	City of Appleton	0.06
N Meade Street	E Roosevelt Street & E Grant Street	Deficient (F)	City of Appleton	0.06
State Highway 114	Center Street & Kaukauna Street	Deficient (F)	City of Menasha	0.05
N Meade Street	E Longview Drive & County Highway OO	Potential (E)	City of Appleton	0.05
N Meade Street	E Summer Street & State Highway 96	Approaching (D)	City of Appleton	0.04
State Highway 96	County Highway AA & N Popp Lane	Potential (E)	Town of Grand Chute	0.03
State Highway 10	County Highway AP Intersection Area	Approaching (D)	City of Appleton	0.02
County Highway OO	State Highway 441 Ramps	Approaching (D)	City of Appleton	0.02
State Highway 55	Highway 10 Roundabout	Approaching (D)	Village of Harrison	0.01
County Highway N	County Highway N & State Highway 10 Roundabout	Approaching (D)	Village of Harrison	0.01
State Highway 15	Interstate 41 Ramp W	Approaching (D)	Town of Grand Chute	0.01
			Total Miles	**27.39**

Source: WisDOT (NE TDM, 2015)

Table 7-3: Appleton (Fox Cities) MPO Congestion Status by Miles, 2045

Road Name	Bounding Roads	Grade	City	Mileage
Interstate 41	County Highway J & State Highway 441	Approaching (D)	*Multiple*	4.95
Interstate 41	County Highway U & County Highway J Ramp	Approaching (D)	Town of Kaukauna	3.87
State Highway 114	Firelane 13 Road & County Highway B	Approaching (D)	Village of Harrison & Sherwood	3.26
Interstate 41	State Highway 47 & State Highway 15	Approaching (D)	Town of Grand Chute	2.4
County Highway CB	E Shady Lane & W Spencer Road	Deficient (F)	Town of Menasha & Greenville	2.31
State Highway 47	W Deerview Drive & Wege Road	Approaching (D)	Town of Grand Chute & Center	2.2
County Highway CE	State Highway 55 & Weiler Road	Approaching (D)	City of Kaukauna	1.97
State Highway 441	W Kennedy Avenue & County Highway OO Ramp	Approaching (D)	Village of Kimberly & Little Chute	1.63
Interstate 41	County Highway E & State Highway 47	Approaching (D)	City of Appleton	1.54
State Highway 15	N Mayflower Drive & Interstate 41	Deficient (F)	Town of Grand Chute	1.43
State Highway 96	Shawn Court & Lock Road	Approaching (D)	Town of Kaukauna	1.3
County Highway CE	State Highway 441 Ramp & County Highway N	Deficient (F)	Village of Kimberly	1.22
State Highway 15	State Highway 76 & Greenwood Road	Potential (E)	Town of Greenville	1.2
County Highway CE	County Highway N & Buchanan Road	Approaching (D)	Town of Buchanan	1.17
County Highway JJ	County Highway A & Hample Road	Approaching (D)	Town of Grand Chute	1.02
State Highway 96	Julius Drive & State Highway 76	Approaching (D)	Town of Greenville	0.99
County Highway CB	State Highway 96 & State Highway 15	Deficient (F)	Town of Greenville	0.96
County Highway CE	County Highway HH & State Highway 55	Potential (E)	City of Kaukauna	0.96
State Highway 76	Everglade Road & Glen Valley Drive	Approaching (D)	Town of Greenville	0.84
Garrity Road	McCabe Road & Interstate 41 Ramp	Approaching (D)	Town of Kaukauna	0.83
N Meade Street	County Highway OO & Interstate 41	Approaching (D)	City of Appleton	0.76
County Highway JJ	County Highway E & N Mary Martin Drive	Approaching (D)	City of Appleton	0.7
N Badger Avenue	W Franklin Street & W Spring Street	Approaching (D)	City of Appleton	0.7
County Highway OO	County Highway A & N Mason Street	Potential (E)	Town of Grand Chute	0.68

Road Name	Bounding Roads	Grade	City	Mileage
County Highway CE	Buchanan Road & County Highway HH	Deficient (F)	Village of Combined Locks	0.66
County Highway KK	State Highway 441 Ramp & N Coop Road	Potential (E)	City of Appleton	0.64
Island Street	State Highway 55 & County Highway Z	Approaching (D)	City of Kaukauna	0.64
State Highway 125	N Linwood Avenue & County Highway A	Approaching (D)	City of Appleton	0.61
Interstate 41	State Highway 441 & County Highway E	Approaching (D)	City of Appleton	0.58
County Highway GV	N Casaloma Drive & N McCarthy Road	Approaching (D)	Town of Grand Chute	0.57
County Highway N	County Highway KK & Buchanan Road	Approaching (D)	Town of Buchanan	0.55
State Highway 441	Springfield Drive & Milky Way	Approaching (D)	City of Appleton	0.54
County Highway JJ	County Highway J & Farrell Road	Approaching (D)	City of Kaukauna	0.54
Racine Street	Seventh Street & Twelfth Street	Deficient (F)	City of Menasha	0.53
County Highway A	West First Avenue & W Glendale Avenue	Approaching (D)	Town of Grand Chute	0.53
State Highway 114	County Highway N & Firelane 13 Road	Potential (E)	Village of Harrison	0.52
State Highway 96	County Highway A & N Badger Avenue	Deficient (F)	Town of Grand Chute	0.51
State Highway 76	West American Drive & E Shady Lane	Approaching (D)	Town of Clayton	0.5
McCabe Road	County Highway UU & Garrity Road	Approaching (D)	Town of Kaukauna	0.5
State Highway 15	County Highway CB & N Mayflower Drive	Approaching (D)	Town of Greenville	0.49
County Highway JJ	N Meade Street & E Apple Creek Road	Approaching (D)	City of Appleton	0.47
State Highway 96	Interstate 41 Ramp & County Highway AA	Approaching (D)	Town of Grand Chute	0.46
County Highway Q	County Highway Z & Parker Lane	Approaching (D)	City of Kaukauna	0.45
College Avenue	County Highway KK & N Green Bay Road	Deficient (F)	City of Appleton	0.44
State Highway 55	State Highway 96 & County Highway J	Deficient (F)	City of Kaukauna	0.43
County Highway J	State Highway 55 & Raught Street	Approaching (D)	City of Kaukauna	0.43
State Highway 96	N Popp Lane & County Highway A	Potential (E)	Town of Grand Chute	0.43
County Highway N	Brookhaven Drive & Wallace Street	Approaching (D)	Village of Kimberly	0.41
County Highway OO	Interstate 41 & County Highway AA	Deficient (F)	Town of Grand Chute	0.41

Road Name	Bounding Roads	Grade	City	Mileage
Racine Street	State Highway 114 & Seventh Street	Approaching (D)	City of Menasha	0.4
State Highway 47	S Riverview Lane & W Prospect Avenue	Approaching (D)	City of Appleton	0.36
Plank Road	State Highway 10 & Southfield Drive	Approaching (D)	City of Menasha	0.35
County Highway J	County Highway OO & Kelso Road	Approaching (D)	City of Kaukauna	0.35
County Highway E	Interstate 41 & N Silverleaf Court	Approaching (D)	City of Appleton	0.35
State Highway 10	State Highway AP & State Highway 441	Deficient (F)	City of Appleton	0.34
County Highway CA	N Mall Drive & S Casaloma Drive	Potential (E)	Town of Grand Chute	0.33
State Highway 114	E Wisconsin Avenue & E Forest Avenue	Approaching (D)	City of Neenah	0.31
County Highway KK	N Coop Road & Noe Road	Deficient (F)	Village of Harrison	0.3
N Meade Street	State Highway 96 & E Grant Street	Deficient (F)	City of Appleton	0.3
N Casaloma Drive	State Highway 96 & W Michaels Drive	Approaching (D)	Town of Grand Chute	0.29
County Highway OO	County Highway AA & N Edward Street	Approaching (D)	Town of Grand Chute	0.28
County Highway KK	Noe Road & Darboy Drive	Potential (E)	Village of Harrison	0.27
College Avenue	S Lawe Street & S Durkee Street	Deficient (F)	City of Appleton	0.26
N Meade Street	E Glendale Avenue & E Pershing Street	Potential (E)	City of Appleton	0.26
State Highway 55	E Ann Street & W Henry Street	Potential (E)	City of Kaukauna	0.25
Racine Street Ramp	Racine Street & State Highway 441	Approaching (D)	City of Menasha	0.24
County Highway CB	W Spencer Road & County Highway CA	Potential (E)	Town of Greenville	0.24
Lake Park Road	E Plank Road & S Kensington Drive	Approaching (D)	City of Appleton	0.24
State Highway 55	E 8th Street & County Highway Z	Deficient (F)	City of Kaukauna	0.24
County Highway CB	Jacobsen Road & State Highway 10 Underpass	Approaching (D)	Town of Menasha	0.23
State Highway 47	W Capitol Drive & W Association Drive	Approaching (D)	City of Appleton	0.23
State Highway 55	County Highway Z & Maple Street	Approaching (D)	City of Kaukauna	0.22
College Avenue	N Morrison Street & S Superior Street	Approaching (D)	City of Appleton	0.22
County Highway E	N French Road & Greiner Road	Approaching (D)	Town of Freedom	0.22
County Highway OO	N Edward Street & County Highway A	Potential (E)	Town of Grand Chute	0.22

Road Name	Bounding Roads	Grade	City	Mileage
County Highway CB	State Highway 10 Underpass & W American Drive	Approaching (D)	Town of Menasha	0.21
College Avenue	State Highway 441 Ramp & N Kensington Drive	Approaching (D)	City of Appleton	0.21
W Prospect Avenue	S Bluemound Drive & Northern Road	Approaching (D)	Town of Grand Chute	0.21
County Highway AA	County Highway OO & W Glenpark Drive	Approaching (D)	Town of Grand Chute	0.21
State Highway 55	Maple Street & W Wisconsin Avenue	Deficient (F)	City of Kaukauna	0.2
College Avenue	N Green Bay Road & N Meade Street	Approaching (D)	City of Appleton	0.19
County Highway CA	Interstate 41 Ramp & N Mall Drive	Deficient (F)	Town of Grand Chute	0.19
N Meade Street	E Grant Street & E Glendale Avenue	Approaching (D)	City of Appleton	0.19
N Badger Avenue	W Spencer Street & W Lawrence Street	Approaching (D)	City of Appleton	0.19
County Highway AP	S Telulah Avenue & E Plank Road	Approaching (D)	City of Appleton	0.18
County Highway KK	S Kensington Drive & State Highway 441 Ramp	Approaching (D)	City of Appleton	0.18
State Highway 125	N Westhill Boulevard & Interstate 41 Ramp	Approaching (D)	Town of Grand Chute	0.18
N Meade Street	E Evergreen Drive & E Castlebury Lane	Approaching (D)	City of Appleton	0.18
State Highway 96	County Highway GV & Interstate 41 Ramp	Deficient (F)	Town of Grand Chute	0.18
State Highway 76	State Highway 15 & Parkview Drive	Approaching (D)	Town of Greenville	0.17
State Highway 55	County Highway CE & E Ann Street	Approaching (D)	City of Kaukauna	0.17
State Highway 55	W Wisconsin Avenue & State Highway 96	Approaching (D)	City of Kaukauna	0.17
State Highway 47	Interstate 41 Ramp & W Evergreen Drive	Deficient (F)	Town of Grand Chute	0.17
Racine Street	Chute Street & Broad Street	Approaching (D)	City of Menasha	0.16
College Avenue	Radio Road & S Matthias Street	Approaching (D)	City of Appleton	0.16
Racine Street	Center Street & Chute Street	Potential (E)	City of Menasha	0.15
Garrity Road	Interstate 41 Ramps	Potential (E)	Town of Kaukauna	0.15
County Highway KK	Otte Court & County Highway N	Approaching (D)	Village of Harrison	0.14
County Highway KK	E Calumet Street & S Lake Park Road	Potential (E)	City of Appleton	0.13
W Prospect Avenue	S Appleton Street & W Sixth Street	Approaching (D)	City of Appleton	0.13
State Highway 55	E 14th Street & E 12th Street	Deficient (F)	City of Kaukauna	0.12

Road Name	Bounding Roads	Grade	City	Mileage
State Highway 55	E 11th Street & E 9th Street	Deficient (F)	City of Kaukauna	0.12
N McCarthy Road	County Highway OO & W Clairemont Drive	Approaching (D)	Town of Grand Chute	0.11
State Highway 114	Interstate 41 & S Green Bay Road	Approaching (D)	City of Neenah	0.11
County Highway KK	Darboy Drive & Otte Court	Deficient (F)	Village of Harrison	0.11
State Highway 55	E 16th Street & E 14th Street	Approaching (D)	City of Kaukauna	0.11
State Highway 55	Maloney Road & Interstate 41	Potential (E)	City of Kaukauna	0.11
County Highway Z	Island Street & County Highway Q	Potential (E)	City of Kaukauna	0.11
County Highway CB	State Highway 10 Underpass (General Area)	Deficient (F)	Town of Menasha	0.1
County Highway CE	State Highway 441 Ramps	Deficient (F)	Village of Kimberly	0.1
State Highway 47	W Association Drive & Interstate 41 Ramp	Potential (E)	Town of Grand Chute	0.1
W Prospect Avenue	Interstate 41 Ramp & American Drive	Approaching (D)	Town of Grand Chute	0.1
N Meade Street	E McArthur Street & E Longview Drive	Potential (E)	City of Appleton	0.1
N Badger Avenue	W Lawrence Street & State Highway 125	Potential (E)	City of Appleton	0.1
County Highway OO	State Highway 441 Intersection	Deficient (F)	Village of Little Chute	0.09
Racine Street	State Highway 114 & Center Street	Approaching (D)	City of Menasha	0.08
College Avenue	S Durkee Street & N Morrison Street	Potential (E)	City of Appleton	0.08
County Highway E	County Highway O & County Highway C	Approaching (D)	Town of Freedom	0.08
N Casaloma Drive	County Highway CA & W Grande Market Drive	Approaching (D)	Town of Grand Chute	0.08
Garrity Road	Interstate 41 Ramp & E Frontage Road	Approaching (D)	Town of Kaukauna	0.07
Racine Street	Broad Street & First Street	Potential (E)	City of Menasha	0.06
Racine Street	First Street & Second Street	Approaching (D)	City of Menasha	0.06
Racine Street	Second Street & State Highway 114	Potential (E)	City of Menasha	0.06
State Highway 55	E 18th Street & E 17th Street	Approaching (D)	City of Kaukauna	0.06
State Highway 55	E 17th Street & E 16th Street	Deficient (F)	City of Kaukauna	0.06
State Highway 55	E 12th Street & E 11th Street	Approaching (D)	City of Kaukauna	0.06
State Highway 55	E 9th Street & E 8th Street	Potential (E)	City of Kaukauna	0.06

Road Name	Bounding Roads	Grade	City	Mileage
State Highway 96	Interstate 41 Ramps	Potential (E)	Town of Grand Chute	0.06
State Highway 96	County Highway AA & N Popp Lane	Deficient (F)	Town of Grand Chute	0.06
State Highway 114	Water Street & Kaukauna Street	Deficient (F)	City of Menasha	0.05
N Meade Street	E Pershing Street & E McArthur Street	Deficient (F)	City of Appleton	0.05
N Meade Street	E Longview Drive & County Highway OO	Deficient (F)	City of Appleton	0.05
N Badger Avenue	State Highway 47 & W Spencer Street	Potential (E)	City of Appleton	0.05
N Meade Street	E Summer Street & State Highway 96	Approaching (D)	City of Appleton	0.04
County Highway E	County Highway EE & E Apple Creek Road	Approaching (D)	City of Appleton	0.04
State Highway 55	W Henry Street & E 18th Street	Deficient (F)	City of Kaukauna	0.03
State Highway 10	County Highway N Intersection	Potential (E)	Village of Harrison	0.01
State Highway 10	State Highway 55 Intersection	Approaching (D)	Village of Harrison	0.01
County Highway AP	County Highway LP Intersections	Approaching (D)	City of Appleton	0.01
Lake Park Road	E Plank Road Intersection	Deficient (F)	City of Appleton	0.01
County Highway KK	County Highway N Intersection	Potential (E)	Village of Harrison	0.01
County Highway CE	State Highway 441 Ramp Intersection	Potential (E)	Village of Kimberly	0.01
			Total Miles	**66.32**

Source: WisDOT (NE TDM, 2015)

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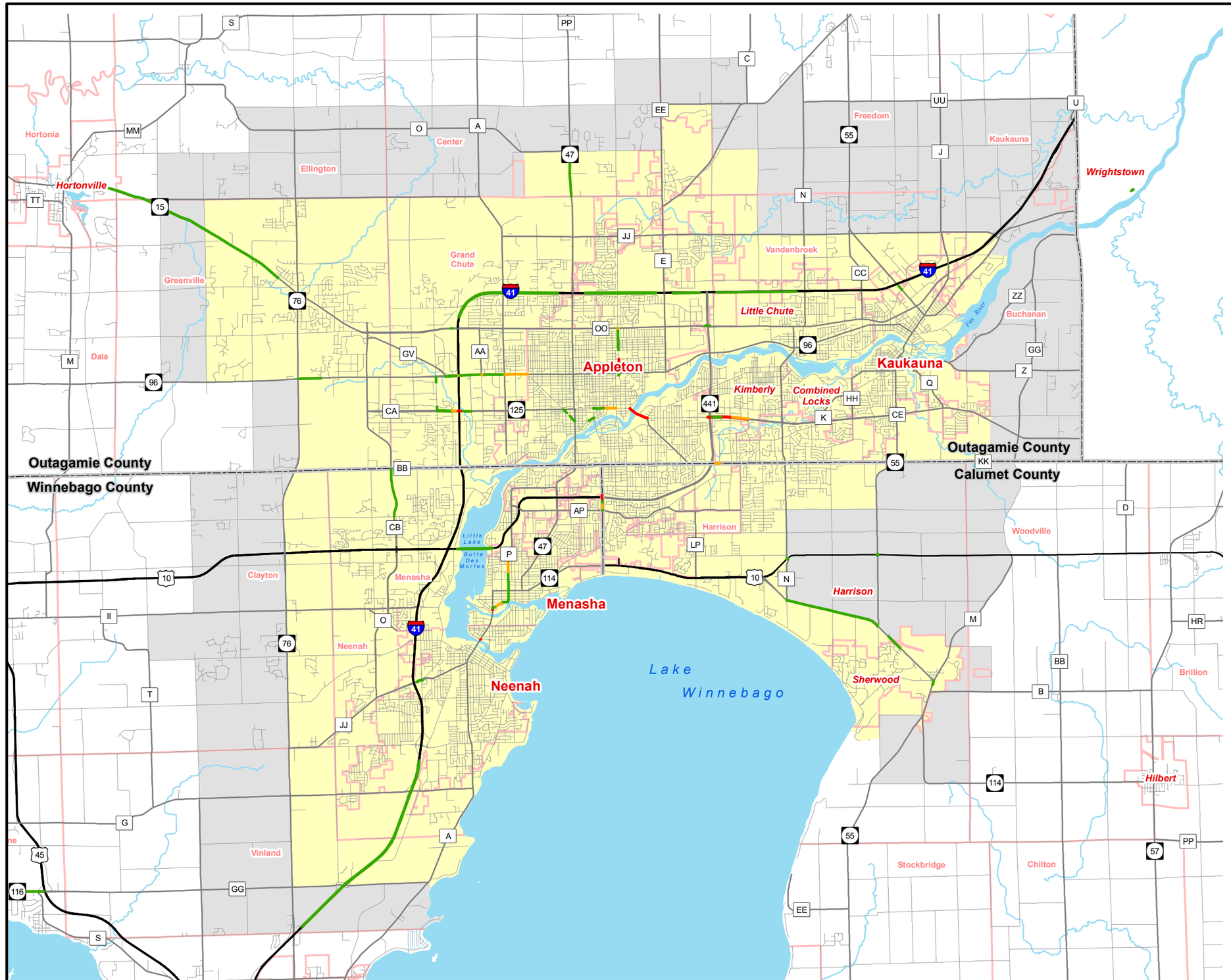
Map 7-1
Appleton TMA
Level of Service 2010



- Approaching (D)
- Potential (E)
- Deficient (F)
- County Boundary
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

N W E S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010

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Map 7-2
Appleton TMA
Level of Service 2045

- Approaching (D)
- Potential (E)
- Deficient (F)
- County Boundary
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

N
W E
S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010

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CHAPTER 8

PUBLIC & SPECIALIZED TRANSPORTATION

CHAPTER 8 – PUBLIC AND SPECIALIZED TRANSPORTATION

TABLE OF CONTENTS

Introduction 8-1
Transit 8-1
- Service Area 8-1
- Service Characteristics 8-1
  - Fixed Route 8-1
  - School Tripper 8-1
  - Fixed Route Ridership 8-2
  - Fixed Route Fare Revenues and Operating Expenses 8-3
- The Connector 8-3
  - How It Works 8-4
- Call-A-Ride 8-4
- ADA Paratransit Service and Elderly Service 8-4
  - Ridership 8-4
  - Paratransit Fare Revenues and Operating Expenses 8-5
- Transit System Summary 8-6
  - Operating Funds (Dollars and Percentage) 8-6
  - Capital Funds (Dollars and Percentage) 8-7
- Specialized Transportation 8-8
- County Human Services-Public Transportation Coordination Plan 8-8
- System Summary Analysis 8-9

Transit Performance Measures 8-13
- Unlinked Passenger Trips per Vehicle Revenue Mile 8-13
- Population within a Quarter Mile of Public Transportation 8-14

TABLES

Table 8-1: Fixed Route Service Characteristics, 2004 – 2014 8-2
Table 8-2: Fixed Route Service Fare Revenues and Operating Expenses, 2004 – 2014 8-3
Table 8-3: Purchased Transportation Service Characteristics, 2004 - 2014 8-5
Table 8-4: Purchased Transportation Service Fare Revenues and Operating Expenses, 2004 - 2014 8-5
Table 8-5: Operating Funds (Dollars) for Fixed and Purchased Transportation Systems 2004 - 2014 8-6
Table 8-6: Operating Funds (Percentage) for Fixed Route and Purchased Transportation Systems 2004 - 2014 8-6
Table 8-7: Capital Funds (Dollars) for Fixed Route and Purchased Transportation Systems, 2004 - 2014 8-7
Table 8-8: Capital Funds (Percentage) for Fixed Route and Purchased Transportation Systems, 2004 - 2014 8-7
Table 8-9: Demographic Profile Outagamie County 8-8
Table 8-10: Outagamie County Coordination Facilitation 8-10
Table 8-11: Appleton Valley Transit Profile (2004 - 2014) 8-13

MAPS

Map 8-1: Appleton TMA Transit System 2014 8-15
Map 8-2: Appleton TMA Route 1 8-17
Map 8-3: Appleton TMA Route 2 8-19
Map 8-4: Appleton TMA Route 3 8-21
Map 8-5: Appleton TMA Route 4 8-23
Map 8-6: Appleton TMA Route 5 8-25
Map 8-7: Appleton TMA Route 6 8-27
Map 8-8: Appleton TMA Route 8 8-29
Map 8-9: Appleton TMA Route 9 8-31
Map 8-10: Appleton TMA Route 11 8-33
Map 8-11: Appleton TMA Route 12 8-35
Map 8-12: Appleton TMA Route 15 - East 8-37
Map 8-13: Appleton TMA Route 15 - West 8-39
Map 8-14: Appleton TMA Route 16 8-41
Map 8-15: Appleton TMA Route 19 8-43
Map 8-16: Appleton TMA Route 20 - East 8-45
Map 8-17: Appleton TMA Route 20 - West 8-47
Map 8-18: Appleton TMA Route 30 - North 8-49
Map 8-19: Appleton TMA Route 30 - South 8-51
Map 8-20: Appleton TMA Route 31 8-53
Map 8-21: Appleton TMA Route 32 8-55
Map 8-22: Appleton TMA Route 41 - North 8-57
Map 8-23: Appleton TMA Route 41 - South 8-59

CHAPTER 8: PUBLIC AND SPECIALIZED TRANSPORTATION

INTRODUCTION

Chapter 53 of title 49, United States Code, as amended by MAP-21, notes that the metropolitan transportation planning process work "to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes."[1] The public and specialized transportation options within the Appleton (Fox Cities) TMA are both necessary elements that move people throughout the planning area. This chapter documents the current public and specialized transportation services within the Appleton (Fox Cities) TMA as well as lists performance measures to track and follow over subsequent plan updates.

TRANSIT

Service Area

The Valley Transit System, which is owned and operated by the City of Appleton, provides transit services throughout the Appleton (Fox Cities) TMA. Such services include fixed route bus service, complimentary ADA paratransit service (Valley Transit II), and various ancillary paratransit services including fixed route sheltered workshop services, demand responsive sheltered workshop services, elderly demand responsive services, Connector, Call-A-Ride and a seasonal trolley service (operates from June 5 to September 27). The paratransit services are contracted out to various service providers and are supported by funding partners that include municipalities, counties, family care organizations and private funding partners.

As of 2014, the municipalities include: the Cities of Appleton, Kaukauna, Menasha, and Neenah, the Towns of Buchanan, Grand Chute, Harrison and Menasha; the Villages of Kimberly and Little Chute; as well as Calumet, Outagamie, and Winnebago Counties.[2] An overview of the service area is displayed in **Map 8-1**.

Service Characteristics

Fixed Routes

Individual route maps are included in **Maps 8-2 to 8-23**.

School Tripper

In addition to these routes, Valley Transit operates tripper service during the school year. Valley Transit provides tripper service to Appleton North High School, Fox Valley Lutheran, James Madison Middle School, Appleton East High School, Appleton West High School and Wilson Middle schools.

[1] http://www.fta.dot.gov/documents/chap53MAP21.pdf. (10/7/14)
[2] http://www.appleton.org/departments/?department=fb4dcfb8d520&subdepartment=dc80bfa22795. (10/16/14)

Fixed Route Ridership

After a decline in ridership in 2009, ridership has been on the rise surpassing 1 million each year through 2013. **Table 8-1** documents Valley Transit service characteristics for unlinked passenger trips, vehicle revenue miles and vehicle revenue hours from 2004 – 2014. The data was provided by the National Transit Database transit profiles.[3] Unlinked passenger trips represent the total number of boardings (trips), including all transfers on the system. Revenue miles represent the number of miles a bus is in service carrying passengers, while generating revenue. Revenue hours represent the number of hours a bus is in service carrying passengers, while generating revenue.

Table 8-1: Fixed Route Service Characteristics, 2004 - 2014

Ridership	Valley Transit		
Year	Unlinked Passenger Trips	Vehicle Revenue Miles	Vehicle Revenue Hours
2004	937,410	857,829	56,246
2005	928,884	859,762	56,350
2006	936,696	844,553	55,741
2007	958,359	856,435	56,352
2008	1,001,326	845,645	56,654
2009	909,109	869,611	56,776
2010	956,265	882,500	57,702
2011	1,073,655	877,805	57,202
2012	1,095,650	879,225	57,102
2013	1,093,202	909,137	59,810
2014	1,081,882	902,835	59,818

Source: National Transit Database, 2004-2013; 2014 directly from Valley Transit
**Decrease in ridership due to cold weather/closings in January and February*

[3] http://www.ntdprogram.gov/ntdprogram/profiles.htm. (10/13/14)

Fixed Route Fare Revenues and Operating Expenses

From 2004 to 2014, Valley Transit operating expenses remained steady between $4 to 5 million. Fare revenues have generally increased during this same time period, ranging from $535,770 in 2004 to $841,274 in 2014 for fixed route services. Please reference **Table 8-2**.

Table 8-2: Fixed Route Service Fare Revenues and Operating Expenses, 2004 - 2014

Ridership	Valley Transit	
Year	Operating Expenses ($)	Fare Revenues ($)
2004	4,135,495	535,770
2005	4,051,098	612,040
2006	4,180,668	690,869
2007	4,340,522	691,204
2008	4,708,964	735,922
2009	4,395,769	839,947
2010	4,713,837	775,082
2011	4,691,569	855,377
2012	4,559,191	847,730
2013	4,844,201	864,964
2014	5,205,857	841,274

Source: National Transit Database, 2004-2013; 2014 directly from Valley Transit

The Connector

In October of 2007 Valley Transit, in partnership with United Way Fox Cities, launched The Connector. The Connector extends regular bus routes beyond standard route boundaries to help local residents more easily reach their jobs or other places that may fall outside of regular Valley Transit service areas. The Connector also operates beyond normal Valley Transit hours, which provides access to public transportation for those who work second or third shift. The Connector is available to all area residents.

The Connector offers transportation 20 hours a day, six days a week. (The Connector does not operate between midnight and 4 am, on Sundays or on holidays.) The Connector Zone is roughly bordered by County JJ to the north, State 76 to the west, County G to the south and Harwood Road to the east. It extends service beyond the regular fixed route system to one of six bus transfer points within the fixed route service area. Valley Transit contracts the Connector service through Running Inc.

To access The Connector, residents can call Running, Inc. at (920) 832-5789. They can also call Valley Transit directly at (920) 832-5800 for information. All rides need to be scheduled at least two hours in advance and can be arranged up to 14 days in advance. If riders need to cancel, a call is required at least one hour prior to the scheduled ride.

How It Works

There are three main ways The Connector will provide service to local residents. All fares must be paid with cash in the exact amount. Drivers cannot make change.

- Traveling TO The Connector Zone: Valley Transit bus service will take passengers to a transfer point closest to their final destination and The Connector will then take passengers the rest of the way. For each one-way trip, passengers will pay $2.00 (or their normal fare) on the bus and $4 on The Connector.

- Traveling FROM The Connector Zone: Transportation will be provided by The Connector to the nearest Valley Transit bus transfer point. Valley Transit bus service will then take passengers to their final destination. For each one-way trip, passengers will pay $4 on The Connector and $2.00 (or their normal fare) on the bus.

- Traveling WITHIN The Connector Zone: The Connector will transport passengers from their specified pick-up point to their final destination. For each one-way trip, passengers will pay $6.

- Transfer points include:
    - (1) North Transfer Point: Piggly Wiggly at 1st Avenue
    - (2) West Transfer Point: Fox River Mall
    - (3) East Transfer Point: Goodwill in Darboy
    - (4) South Transfer Point: Neenah Transit Center
    - (5) Downtown Appleton: Transit Center
    - (6) Northeast Transfer Point: Piggly Wiggly in Little Chute

Call-A-Ride

Call-A-Ride service, which is operated through a contract with Kidz Kab, LLC, is open the general public with hours of operation running from 7 a.m. to 7 p.m. Monday through Saturday. A two hour advanced reservation is required. The fare for this service is $2.00 (one way). Free transfers can be made to any Valley Transit bus. Call-A-Ride service area is for the Towns of Buchanan and Harrison, making trips to and from the downtown Appleton Transit Center.

ADA Paratransit Service and Elderly Service

Ridership

In addition to fixed-route service, Valley Transit also provides ADA paratransit service and ancillary paratransit services. Wheelchair accessible Valley Transit II is offered to the non-ambulatory disabled as well as seniors over 60 years and individuals with disabilities. Paratransit service is eligible for the same federal and state aids as fixed-route service. Paratransit trips have fluctuated between 2004 and 2014, ranging from a low of 179,524 in 2012 unlinked trips to a high of 224,817 in 2008. Please reference **Table 8-3**.

Table 8-3: Purchased Transportation Service Characteristics, 2004 - 2014

Ridership	Valley Transit		
Year	Unlinked Passenger Trips	Vehicle Revenue Miles	Vehicle Revenue Hours
2004	190,920	913,039	58,325
2005	201,520	914,686	58,369
2006	198,578	866,423	58,665
2007	222,736	961,016	61,963
2008	224,817	1,061,675	68,212
2009	217,754	1,078,150	74,996
2010	202,592	1,095,543	58,331
2011	189,418	1,019,725	58,956
2012	179,524	1,311,536	50,593
2013	180,892	922,500	44,183
2014	189,400	980,703	46,701

Source: National Transit Database, 2002-2013; 2014 directly from Valley Transit

Paratransit Fare Revenues and Operating Expenses

Paratransit expenses have been on the rise since 2004; from $1,799,357 in 2004 to $3,471,252 in 2014. This figure is without depreciation and interest factored in. Overall, fare revenues have almost doubled in the ten year period. This is due to more use of the services with fares and a reduction in the use of services that are fare free. With the incorporation of the Family Care organizations, several of Valley Transit's fare free services were eliminated while other fare free services saw a reduction in ridership as the Family Care organization provided rides by alternate means. Paratransit fare revenues by year are also shown in **Table 8-4**.

Table 8-4: Purchased Transportation Service Fare Revenues and Operating Expenses, 2004 - 2014

Ridership	Valley Transit	
Year	Operating Expenses ($)	Fare Revenues ($)
2004	1,799,357	287,831
2005	1,893,725	283,601
2006	2,075,931	347,968
2007	2,431,758	402,860
2008	2,937,168	470,912
2009	2,916,075	551,471
2010	2,954,827	549,966
2011	3,000,594	581,102
2012	3,028,610	563,171
2013	2,417,336	607,893
2014	3,471,252	654,735

Source: National Transit Database, 2004-2013; 2014 directly from Valley Transit

Transit System Summary

Operating Funds (Dollars and Percentage)

Table 8-5 shows the operating funds (dollars) of funding sources for both the Valley Transit fixed route system as well as the demand response systems.

Table 8-5: Operating Funds (Dollars) for Fixed and Purchased Transportation Systems 2004 - 2014

Ridership	Valley Transit				
Year	Fare Revenues	Local Funds	State Funds	Federal Assistance	Other Funds
2004	818,352	1,416,929	1,867,315	1,751,364	80,892
2005	887,183	1,472,521	1,754,628	1,733,896	96,595
2006	1,025,555	1,369,318	1,606,398	2,144,161	111,166
2007	1,080,486	1,572,546	1,791,214	2,244,365	83,669
2008	1,191,587	2,090,265	2,064,292	2,181,388	118,600
2009	1,390,774	1,316,679	1,612,854	2,811,968	179,569
2010	1,306,135	1,659,077	1,936,659	2,689,521	176,032
2011	1,436,478	1,224,384	2,235,654	2,511,960	283,687
2012	1,410,901	1,408,924	2,088,591	2,493,836	185,516
2013	1,472,857	1,638,882	2,208,486	2,632,481	147,240
2014	1,496,009	1,742,567	2,309,629	2,905,770	198,174

Source: National Transit Database, 2002-2013; 2014 directly from Valley Transit

Table 8-6 shows the operating funds (as a percentage) of funding sources for both the Valley Transit fixed route system as well as the demand response systems.

Table 8-6: Operating Funds (Percentage) for Fixed Route and Purchased Transportation Systems 2004 - 2014

Ridership	Valley Transit				
Year	Fare Revenues	Local Funds	State Funds	Federal Assistance	Other Funds
2004	14%	24%	31%	30%	1%
2005	15%	25%	30%	29%	1%
2006	16%	22%	26%	34%	2%
2007	16%	23%	26%	33%	2%
2008	16%	27%	27%	29%	1%
2009	19%	18%	22%	39%	2%
2010	17%	21%	25%	35%	2%
2011	19%	16%	29%	33%	3%
2012	19%	19%	28%	33%	1%
2013	18%	20%	27%	33%	2%
2014	17%	20%	27%	34%	2%

Source: National Transit Database, 2004-2013; 2014 directly from Valley Transit

Capital Funds (Dollars and Percentage)

Table 8-7 shows the capital funds (dollars) of funding sources for both the Valley Transit fixed route system as well as the demand response systems.

Table 8-7: Capital Funds (Dollars)
for Fixed Route and Purchased Transportation Systems, 2004 - 2014

Ridership	Valley Transit			
Year	Local Funds	State Funds	Federal Assistance	Other Funds
2004	844,183	0	3,472,937	0
2005	241,132	0	990,905	0
2006	80,173	0	320,693	0
2007	3,155	0	12,618	0
2008	1,928	0	7,711	0
2009	40,944	0	276,133	0
2010	0	0	683,307	0
2011	0	0	516,488	0
2012	24,931	0	310,929	0
2013	28,550	0	139,645	0
2014	0	0	22,718	0

Source: National Transit Database, 2004-2013; 2014 directly from Valley Transit

Table 8-8 shows the capital funds (as a percentage) of funding sources for both the Valley Transit fixed route system as well as the demand response systems.

Table 8-8: Capital Funds (Percentage)
for Fixed Route and Purchased Transportation Systems, 2004 - 2014

Ridership	Valley Transit			
Year	Local Funds	State Funds	Federal Assistance	Other Funds
2004	20%	0	80%	0
2005	20%	0	80%	0
2006	20%	0	80%	0
2007	20%	0	80%	0
2008	20%	0	80%	0
2009	13%	0	87%	0
2010	0%	0	100%	0
2011	0%	0	100%	0
2012	7%	0	93%	0
2013	17%	0	83%	0
2014	0%	0	100%	0

Source: National Transit Database, 2004-2013; 2014 directly from Valley Transit

Specialized Transportation

"Specialized transportation services" means a transportation system, either publicly or privately owned, which provides to elderly or disabled persons general or special service on a regular and continuing basis in a designated service area (WI State Statute 85.21). In order to understand the need/demand for specialized transportation services in the Appleton (Fox Cities) TMA, it is important to have an understanding of the basic demographic profile of the region.

Table 8-9 provides a demographic profile by age cohort for Outagamie County. Table 8-9 compares census data from 2000 to 2010. As shown in this table, there has been a substantial increase in the total number and percentage of the 45 to 64 years old and 65+ years old cohorts; a pattern that will likely continue for the life of this LRTP.

Table 8-9: Demographic Profile Outagamie County

Population by Age Cohort					
Age Cohort	**2000**		**2010**		**2000 to 2010**
	Number	**Percent of Total**	**Number**	**Percent of Total**	**Percent Change**
Median Age	34.4		37.1		7.8
Total Population	160,971		176,695		9.8
Under 18 Years Old	44,527	27.7	44,424	25.1	-0.2
18 to 24 Years Old	14,293	8.9	15,343	8.7	7.3
25 to 44 Years Old	51,274	31.9	48,111	27.2	-6.2
45 to 64 Years Old	33,292	20.7	47,983	27.2	44.1
65 + Years Old	17,585	10.9	20,834	11.8	18.5

Source: US Census Bureau 2000 and 2010, Table DP-1

County Human Services-Public Transportation Coordination Plan

A county human services-public transportation coordinated plan is a five year plan dedicated to sharing resources both intra- and inter-county to assist the transportation disadvantaged public in getting rides based on their individual mobility needs. Broad and encompassing strategies and actions are developed to enhance the mobility needs of the elderly and disabled for the life of the plan.

According to Federal Transit Administration (FTA) rules, a human service-public transportation coordinated plan must include the following four elements:

1. An assessment of available services that identifies current transportation providers (e.g., public, private and nonprofit);

2. An assessment of the transportation needs for individuals with disabilities and older adults. The assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts and gaps

in service;

3. Strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and

4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Federal transit law, as amended by Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (2005), and continued in Moving Ahead for Progress in the 21st Century Act (MAP-21) (2012), requires that projects selected for funding under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program be "derived from a locally developed, coordinated public transit-human services transportation plan" and that the plan be "developed through a process that includes representatives of public, private,and non-profit transportation and human services providers and participation by members of the public."[4]

MAP-21 repealed 5316 (Job Access and Reverse Commute) and 5317 (New Freedom) programs. 5316 projects are now eligible for funding under public transportation grants programs (5311 and 5307), which do not require coordinated planning. 5317 projects are now eligible under 5310 and require coordinated planning. Wisconsin State Statute 85.21 (Specialized Transportation Assistance Program) candidate projects also require coordinated planning to receive funding. Projects selected for 5310 and 85.21 funding must align with the county human services-public transportation coordinated plan.

System Summary Analysis

As part of the *Outagamie County Human Services-Public Transportation Coordinated Plan*, a system summary analysis was completed. The following gaps/needs and barriers were recognized along with potential strategies to improve the specialized transportation system (see **Table 8-10)**:

[4] http://www.dot.wisconsin.gov/localgov/transit/toolkit.htm.

Table 8-10: Outagamie County Coordination Facilitation

Gap/Need/Barrier	Strategy	Priority
Establishment of a Fox Cities Regional Transportation Authority (RTA)	Investigate/research/continue to support a Regional Transportation Authority (RTA) at the local and regional level and contact local legislators	**1**
• Increased education to key policy makers; database of concerned individuals/impacted consumers; • Need more positive stories of people using public transportation; • Overall public transportation overwhelming environment is to an elderly person and some people who do not use the public transportation; security of transit center; police records indicate that transit facilities are safe; working with the community and neighbors to improve perceptions; • Need more people to come to the budget public hearings for the City of Appleton and other various municipalities; • Education on various public hearings; some of the times of those meetings are set by enabling legislation; as well as the State of WI	Expand on travel training and Bus Buddy Program; continue to market with transit providers; ESTER (economic research/data on the benefits of public transit to the local economy); support the "Complete Streets" policies; advertise with mailers; leaders setting an example of transit; letters to the editor with personal stories; outreach/presentations to the communities; support TRANSPORTATION PLUNGE (Fox Cities) in spring 2014; incentives for local businesses/students to use public transit (AASD for middle/high school students); coordinate with Lawrence University students; grant opportunities	**2 (tie)**
Lack of monies for transportation providers - want to avoid budget cuts	Contact legislators about importance of services; gathering community support and contributions; educate the public on funding issues/ensuring a better perception of public transit; advocate for funding for capital and operation costs (alternative funding such as through a Regional Transit Authority (RTA) is supported)	**3**

Gap/Need/Barrier	Strategy	Priority
• Meeting needs in a timely fashion during peak hours • Private contractor seems more interested in not providing rides (in reference to non- emergency transportation) • Wheelchair transportation • County public hearings and other public meetings should provide public transportation for those individuals that need public transportation to attend those meetings • Different groups of people have a lot of the similar needs - duplication of services; lack of data to show what services are needed by disable individuals; those individuals with disabilities are more towards the bottom of the priority list. • Affordable and efficient public transportation • Location of clinics and medical buildings, planning of transportation for new development in general - because they may not be on the public transportation services	Purchasing vans from Group Homes; coordination with other providers (private and non-profit); education/outreach to the public; research on weight limit capacities for lifts	**4 (tie)**

Gap/Need/Barrier	Strategy	Priority
Having a Regional (Regional local something with local ties) brokerage (independent group i.e. EC or Making the Ride Happen, Valley Transit, Lamers) for all paratransit • take care of medical, ADA,elderly, school, anything specialized transportation - use trip planners on the internet - do it more efficiently and effective; must be a regional issue - not by county -		**5 (tie)**
Hospital/late night discharges	Bringing healthcare providers together; researching other examples of success stories	**6**

TRANSIT PERFORMANCE MEASURES

Unlinked Passenger Trips per Vehicle Revenue Mile (UPTVRM)

One way to measure the service effectiveness of public transportation and paratransit services is to examine annual vehicle revenue miles and annual unlinked trips. Vehicle revenue miles are the miles that vehicles are scheduled to or actually travel while in revenue service; unlinked trips represent the number of passengers who board public transportation vehicles and are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.[5]

Table 8-11 provides a Transit Profile of Valley Transit for their bus and demand response services. The Unlinked Passenger Trips per Vehicle Revenue Mile (UPTRVM) is the calculated ratio of unlinked trips to vehicle revenue miles and are displayed in the table. Larger UPTVRM ratios indicate higher service effectiveness.

Table 8-11: Appleton Valley Transit Profile (2004 - 2014)

Ridership	Bus			Purchased Transportation		
Year	Annual Unlinked Passenger Trips	Annual Vehicle Revenue Miles	Unlinked Passenger Trips per Vehicle Revenue Mile	Annual Unlinked Passenger Trips	Annual Vehicle Revenue Miles	Unlinked Passenger Trips per Vehicle Revenue Mile
2004	937,410	857,829	1.09	190,920	913,039	0.21
2005	928,884	859,762	1.08	201,520	914,686	0.22
2006	936,696	844,553	1.11	198,578	866,423	0.23
2007	958,359	856,435	1.12	222,736	961,016	0.23
2008	1,001,326	845,645	1.18	224,817	1,061,675	0.21
2009	909,109	869,611	1.05	217,754	1,078,150	0.20
2010	956,265	882,500	1.08	202,592	1,095,543	0.18
2011	1,073,655	877,805	1.22	189,418	1,019,725	0.19
2012	1,095,650	879,225	1.25	179,524	1,311,536	0.14
2013	1,093,202	909,137	1.20	180,892	922,500	0.20
2014	1,081,882	902,835	1.20	189,400	980,703	0.19
Avg	**997,494**	**871,394**	**1.14**	**199,832**	**1,011,363**	**0.20**

Source: National Transit Database, 2004-2013; 2014 directly from Valley Transit

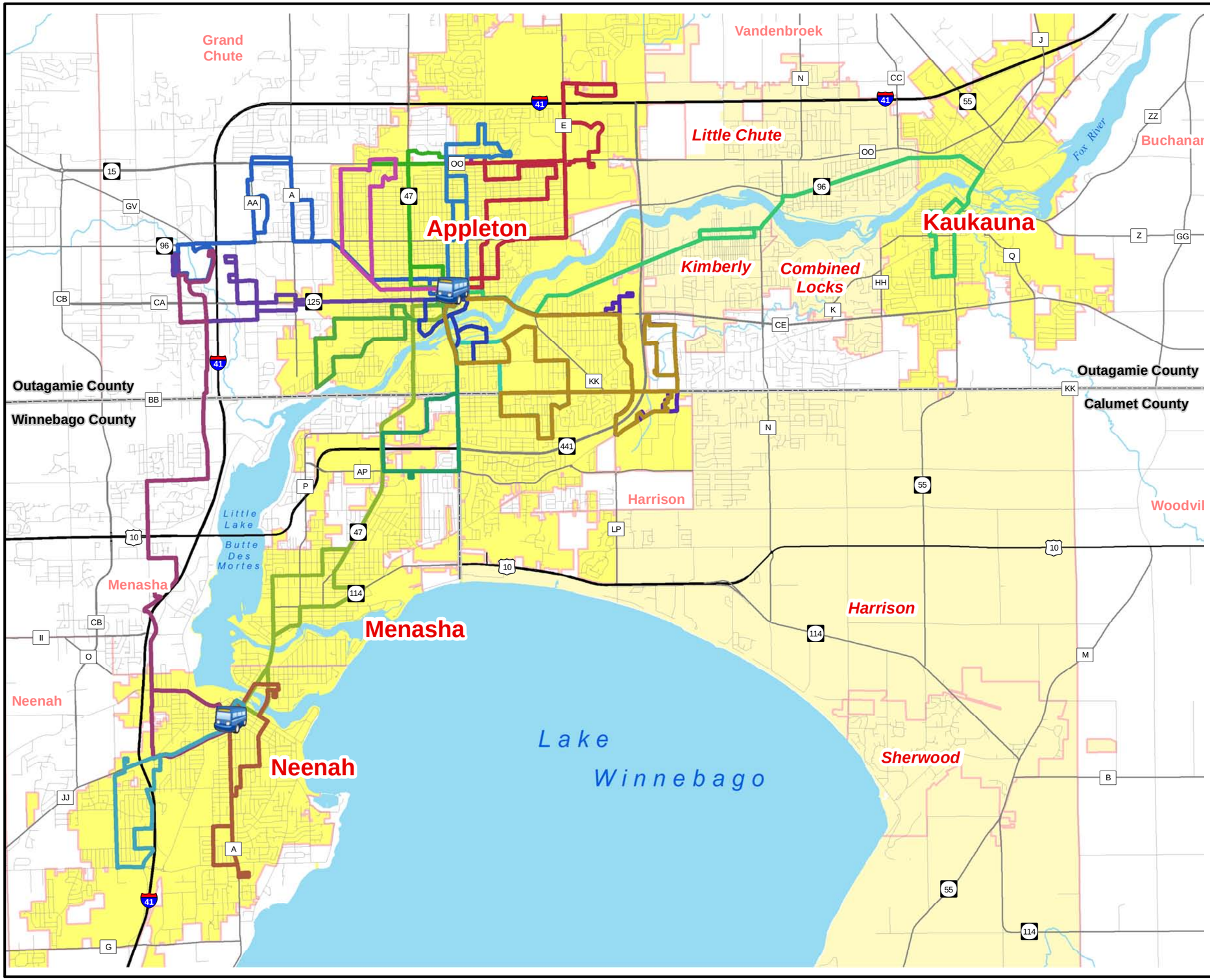
[5] http://www.mbta.com/uploadedfiles/About_the_T/Financials/Stats%20Presentation%209-7-11.pdf. (4/3/14)

Population within a Quarter Mile of Public Transportation

Public transportation ridership is dependent upon a variety of factors, one of which is the distance a person/family lives from a scheduled fixed route stop. The general rule of thumb is that people will be willing to walk up to about a quarter mile to and from a fixed route stop to use public transportation.[6] Using this quarter mile rule, ECWRPC calculated the total Appleton (Fox Cities) TMA population within a quarter mile of a fixed route service stop. In 2013, the approximate population living within a quarter mile of a fixe route service stop was 117,614. The approximate population of the Appleton (Fox Cities) TMA was 216,154 (2010 Census), which equates to about 48 percent of the population living within a quarter mile of public transportation. As future updates to the long range transportation plan occur, ECWRPC will continue to monitor this performance measure as a means to maintain and promote public transportation within the Appleton (Fox Cities) planning area.

[6] http://www.vtpi.org/tdm/tdm45.htm. (4/24/14)

Map 8-1
Appleton TMA
Transit System 2014



Valley Transit Centers

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 8
- Route 9
- Route 11
- Route 12
- Route 15
- Route 16
- Route 19
- Route 20
- Route 30
- Route 31
- Route 32
- Route 41
- County Boundary
- Municipal Boundary
- City
- Village

N W E S

0 0.5 1

Scale in Miles

Source:
Base data provided by Outagamie, Calumet, and Winnebago County 2010.
Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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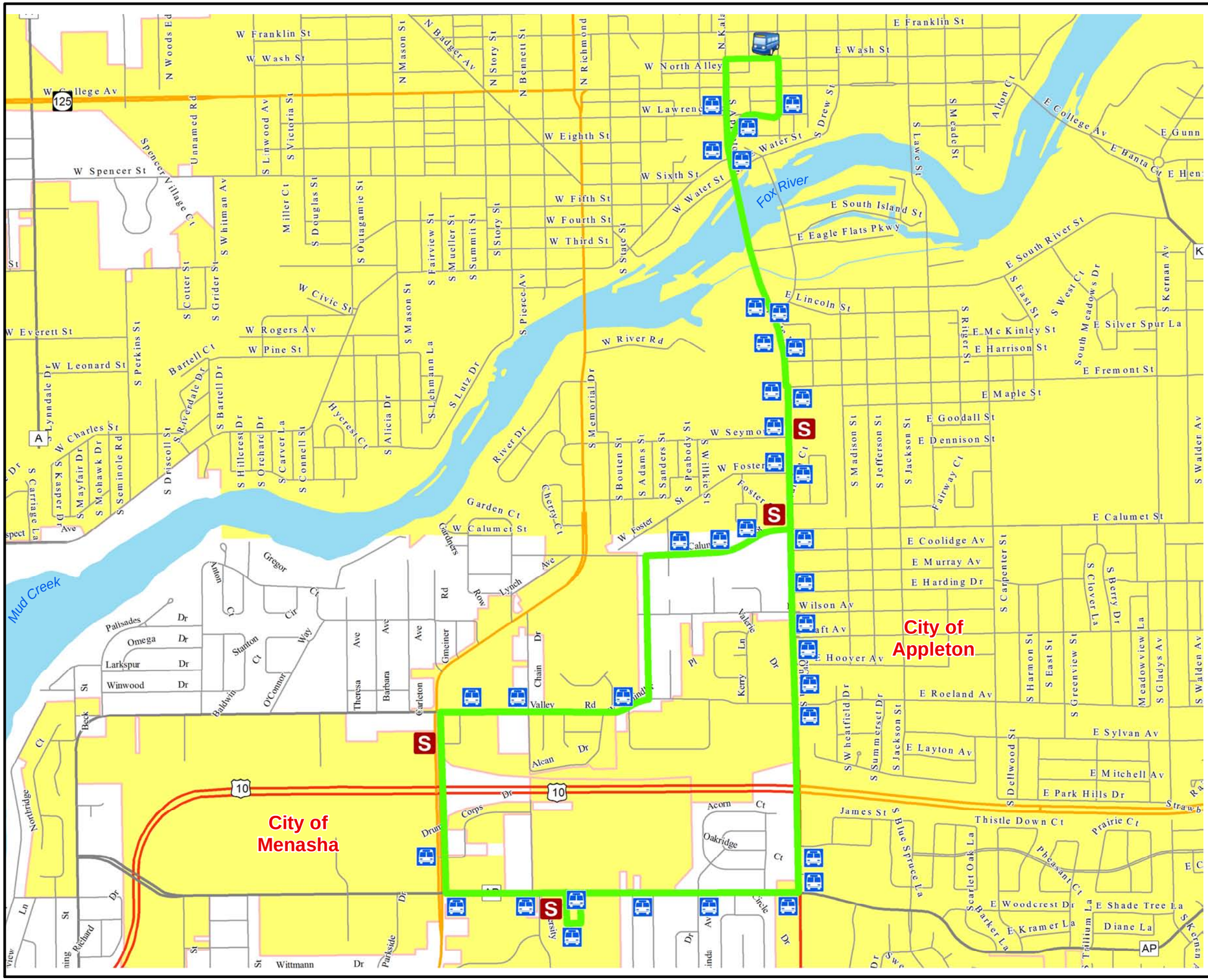
Map 8-2
Appleton TMA
Route 1



0 1,000 2,000

Feet

Source:
Base data provided by Outagamie, Calumet, and Winnebago County 2010.
Transit Routes provided by City of Appleton
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Map 8-3
Appleton TMA
Route 2

Transit Center
Transit Stops
Transit Shelters
Route 2
USH
STH
CTH
Local Road
Municipal Boundary
City
Village

N
W E
S

0 500 1,000
Feet

Source:
Base data provided by Outagamie, Calumet, and Winnebago County 2010.
Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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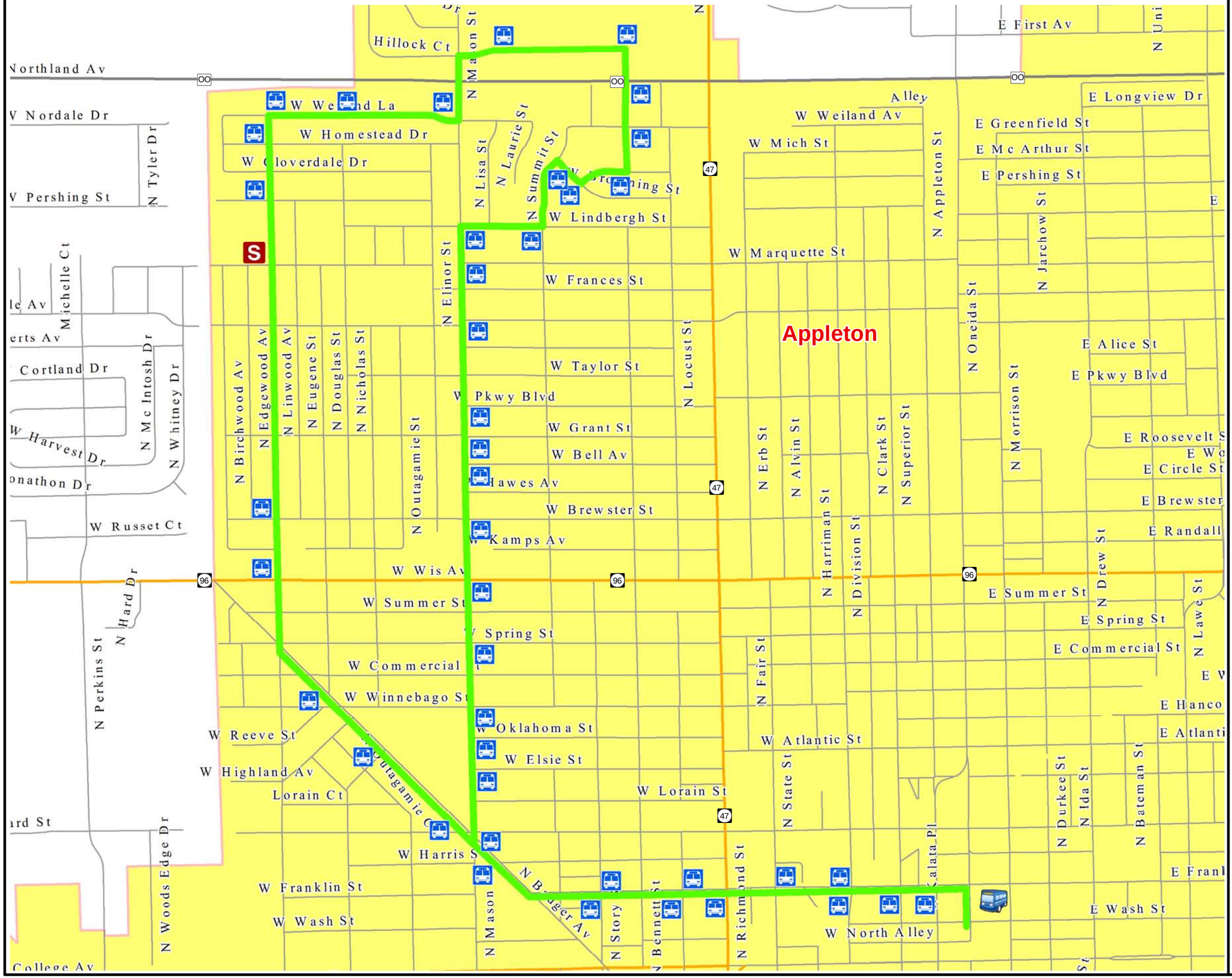
Map 8-4
Appleton TMA
Route 3



Legend

- Transit Center
- Transit Stops
- Transit Shelters
- Route 3
- USH
- STH
- CTH
- Local Road
- Municipal Boundary
- City
- Village

N
W E
S

0 500 1,000
Feet

Source:
Base data provided by Outagamie, Calumet, and Winnebago County 2010.
Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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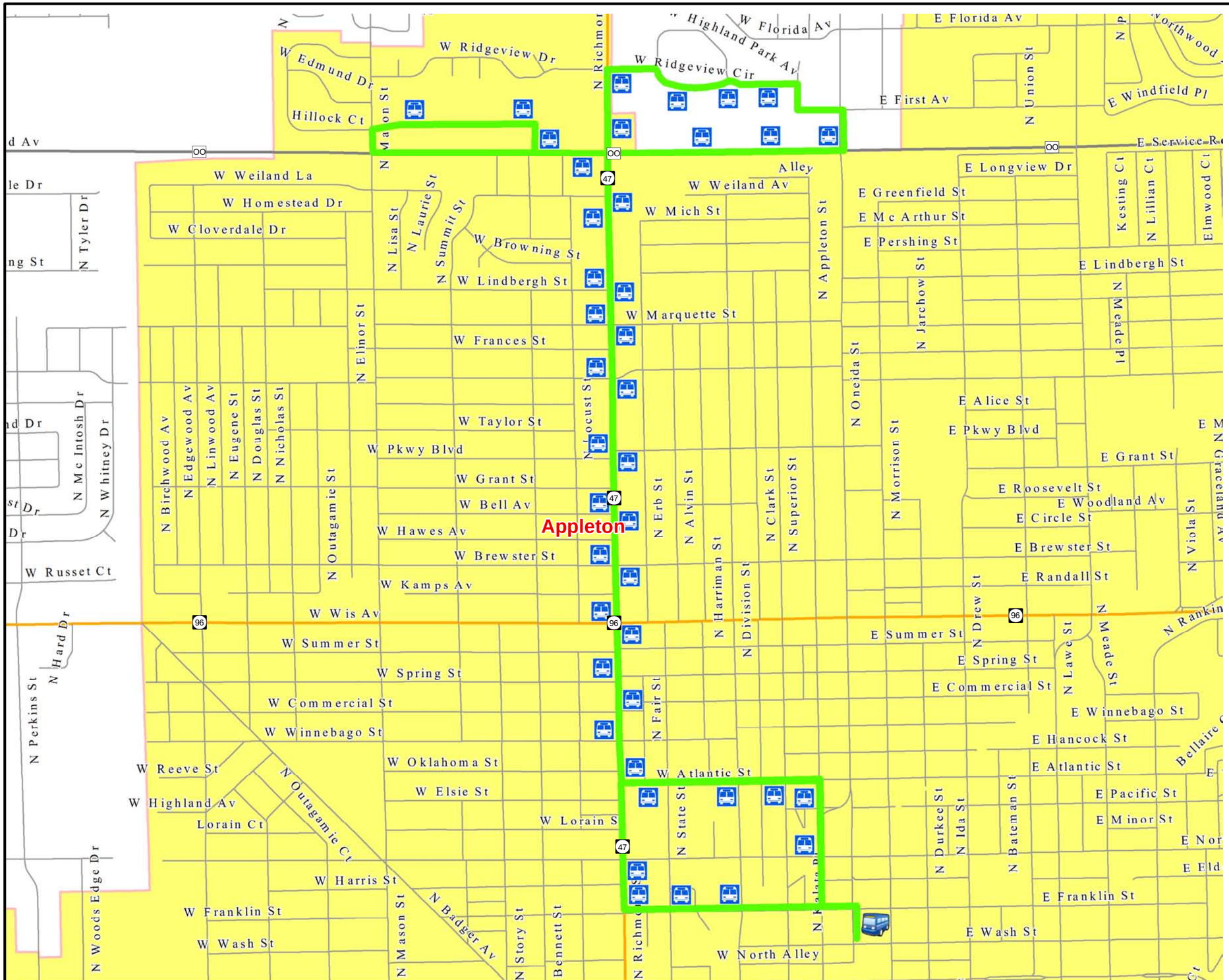
Map 8-5
Appleton TMA
Route 4



- Transit Center
- Transit Stops
- Transit Shelters
- Transit Route 4
- USH
- STH
- CTH
- Local Road
- Municipal Boundary
- City
- Village

N
W E
S

0 500 1,000
Feet

Source:
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Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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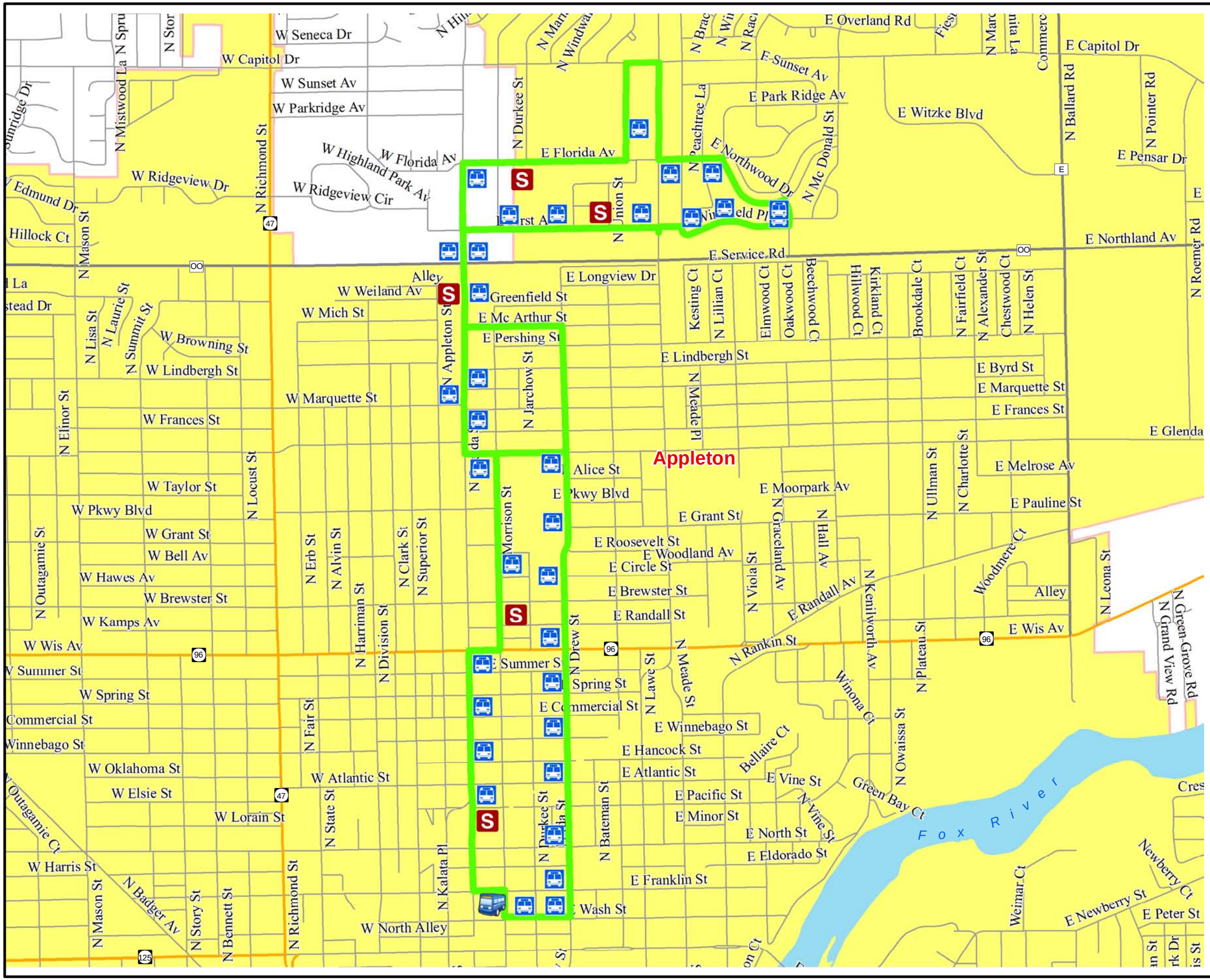
Map 8-6
Appleton TMA
Route 5



Legend

- Transit Center
- Transit Stops
- Transit Shelters
- Transit Route 5
- USH
- STH
- CTH
- Local Road
- Municipal Boundary
- City
- Village

N W E S

0 1,000 2,000

Feet

Source:
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Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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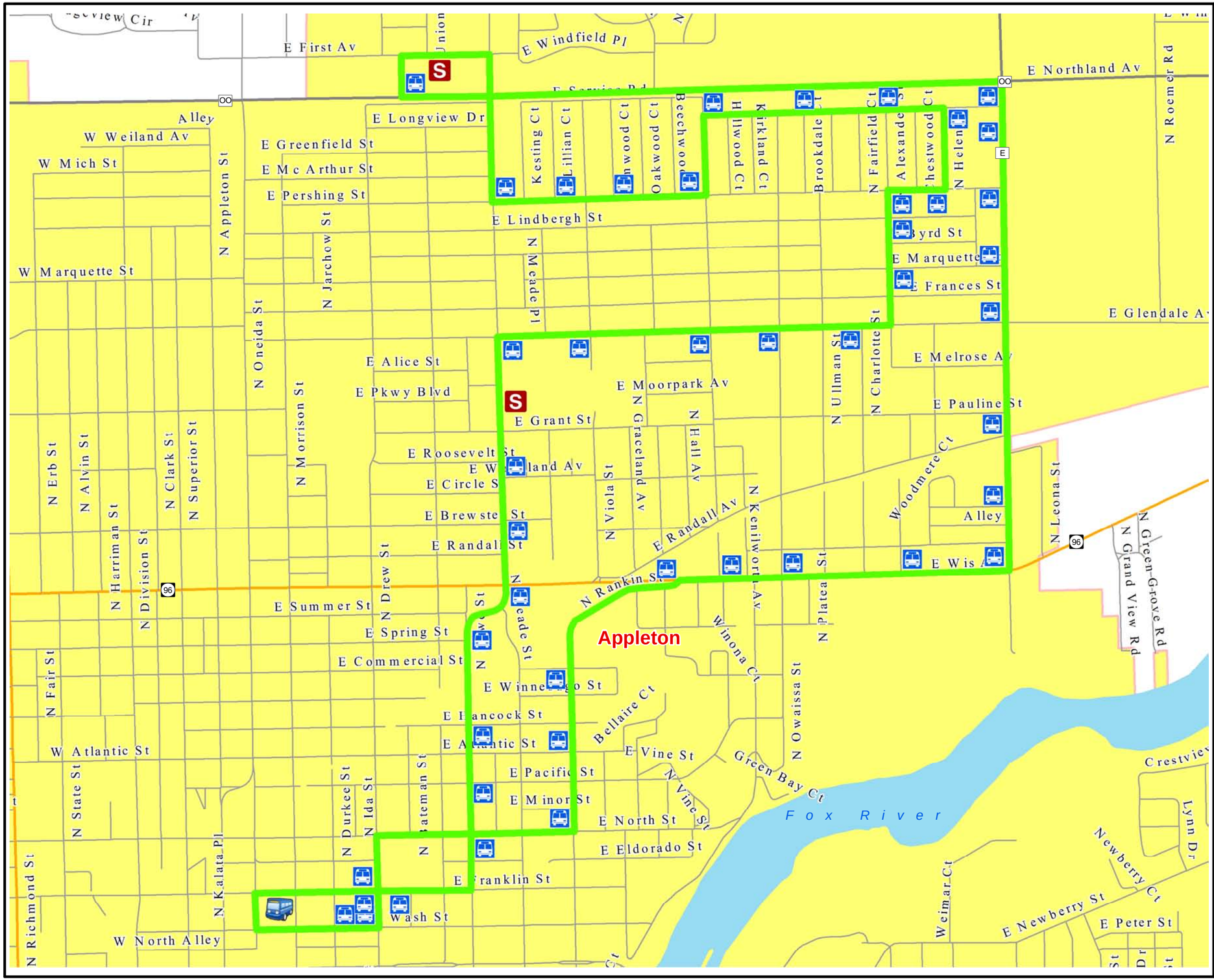
Map 8-7
Appleton TMA
Route 6



- Transit Center
- Transit Stops
- Transit Shelters (S)
- Route 6
- USH
- STH
- CTH
- Local Road
- Municipal Boundary
- City
- Village

N
W E
S

0 1,000 2,000
Feet

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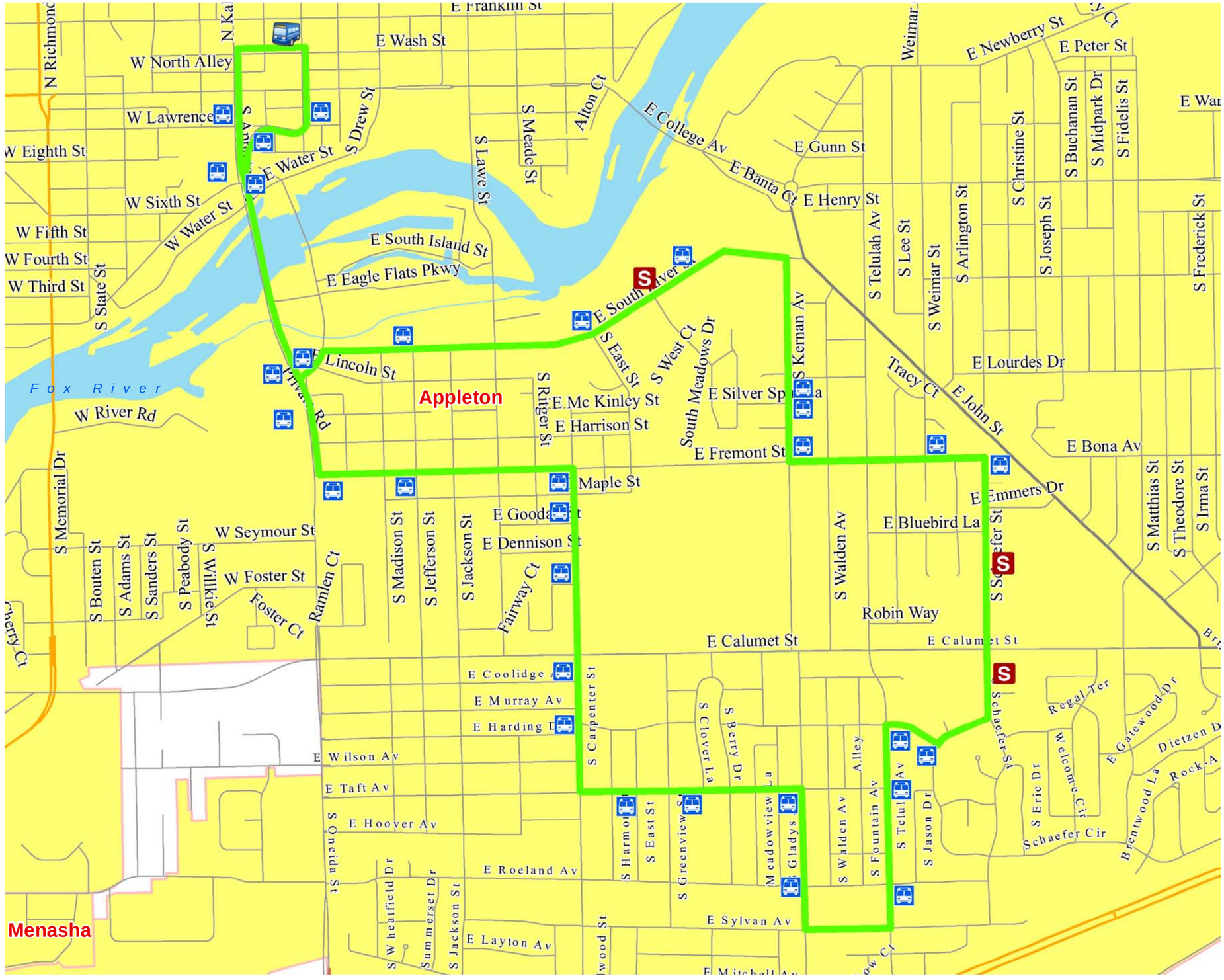
Map 8-8
Appleton TMA
Route 8



Transit Center

Transit Stops

Transit Shelters

Route 8

USH

STH

CTH

Local Road

Municipal Boundary

City

Village

N

W E

S

0 1,000 2,000

Feet

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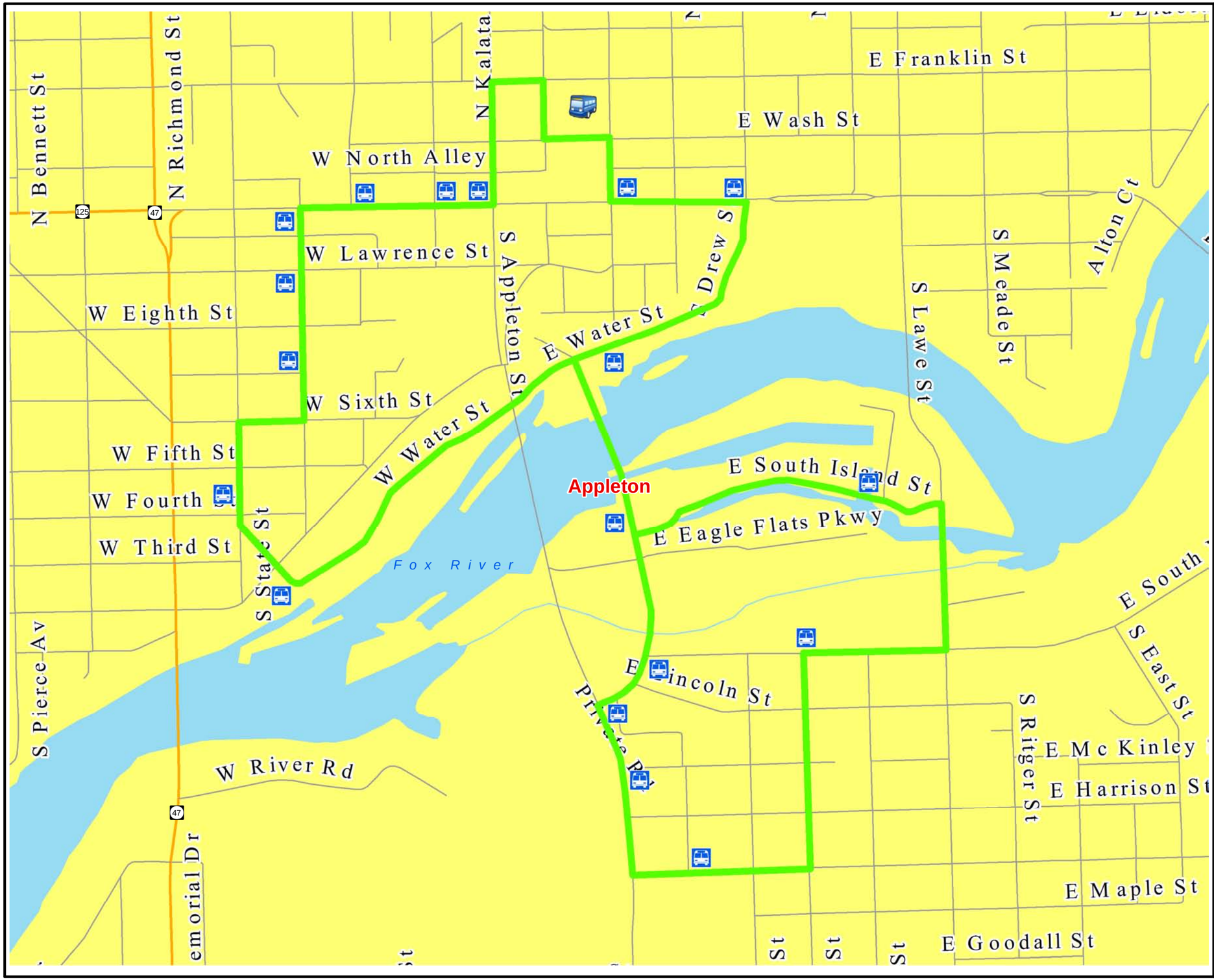
Map 8-9
Appleton TMA
Route 9



- Transit Center
- Transit Stops
- Transit Shelters
- Route 9
- USH
- STH
- CTH
- Local Road
- Municipal Boundary
- City
- Village

N
W E
S

0 500 1,000
Feet

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Map 8-10
Appleton TMA
Route 11

- Transit Center
- Transit Stops
- Transit Shelters
- Route 11
- USH
- STH
- CTH
- Local Road
- Municipal Boundary
- City
- Village

N W E S

0 1,000 2,000

Feet

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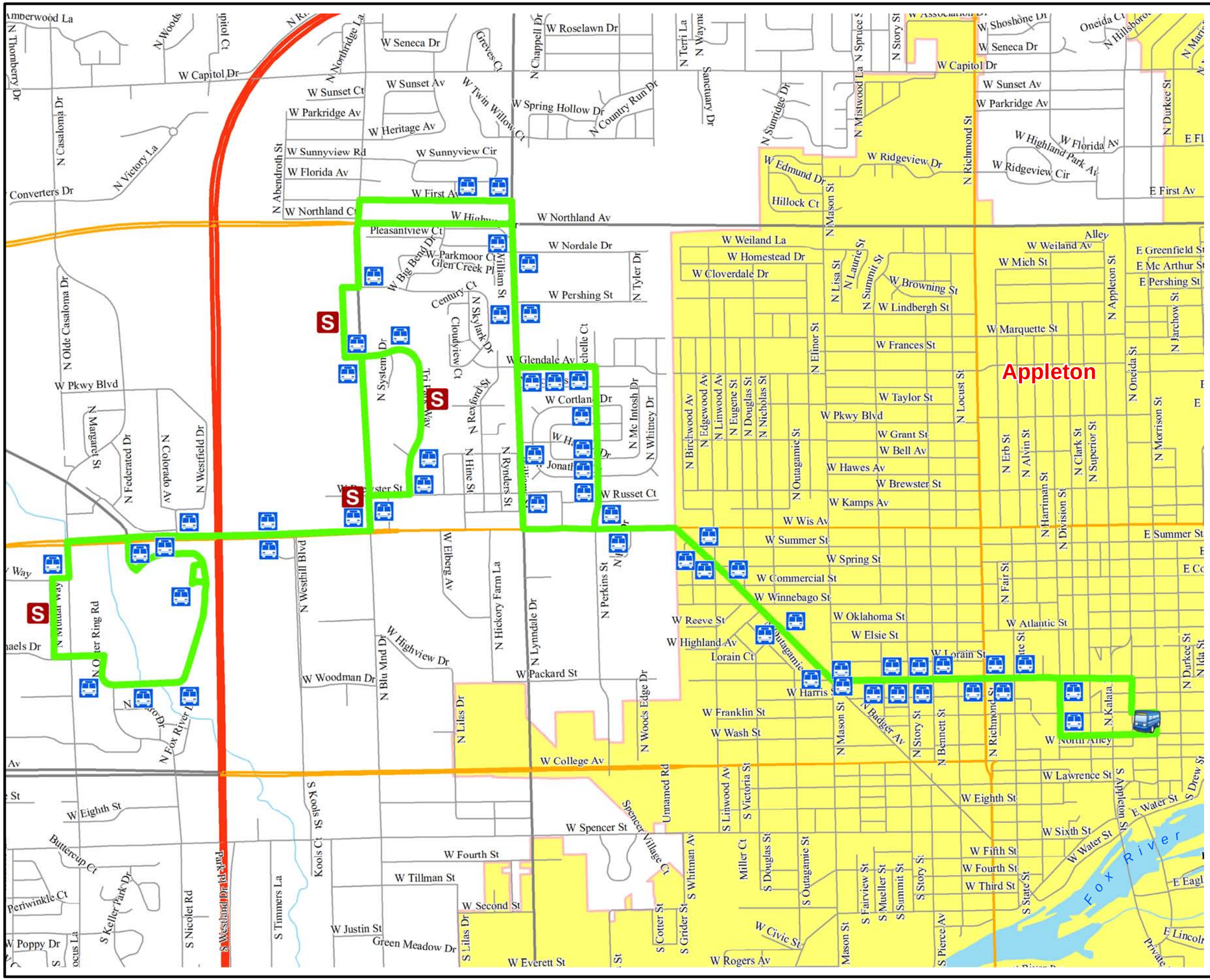
Map 8-11
Appleton TMA
Route 12



Legend

- Transit Center
- Transit Stops
- Transit Shelters
- Route 12
- USH
- STH
- CTH
- Local Road
- Municipal Boundary
- City
- Village

N
W E
S

0 1,000 2,000

Feet

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Map 8-12
Appleton TMA
Route 15 - East

Transit Center
Transit Stops
Transit Shelters
Route 15
USH
STH
CTH
Local Road
Municipal Boundary
City
Village

N
W E
S

0 500 1,000
Feet

Source:
Base data provided by Outagamie, Calumet,
and Winnebago County 2010.
Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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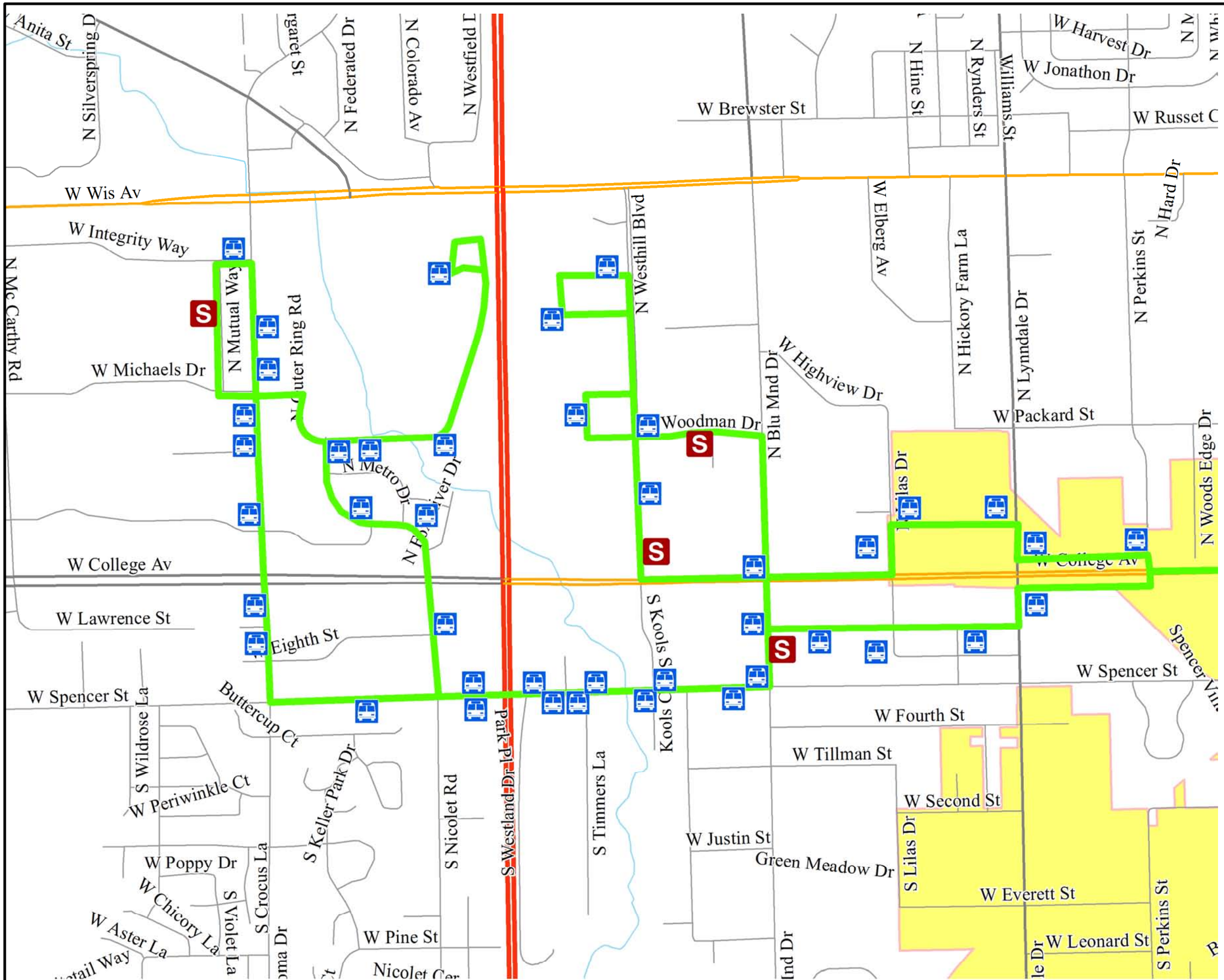

Map 8-13
Appleton TMA
Route 15 - West

- Transit Center
- Transit Stops
- Transit Shelters
- Route 15
- USH
- STH
- CTH
- Local Road
- Municipal Boundary
- City
- Village

N
W E
S

0 900 1,800

Feet

Source:
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Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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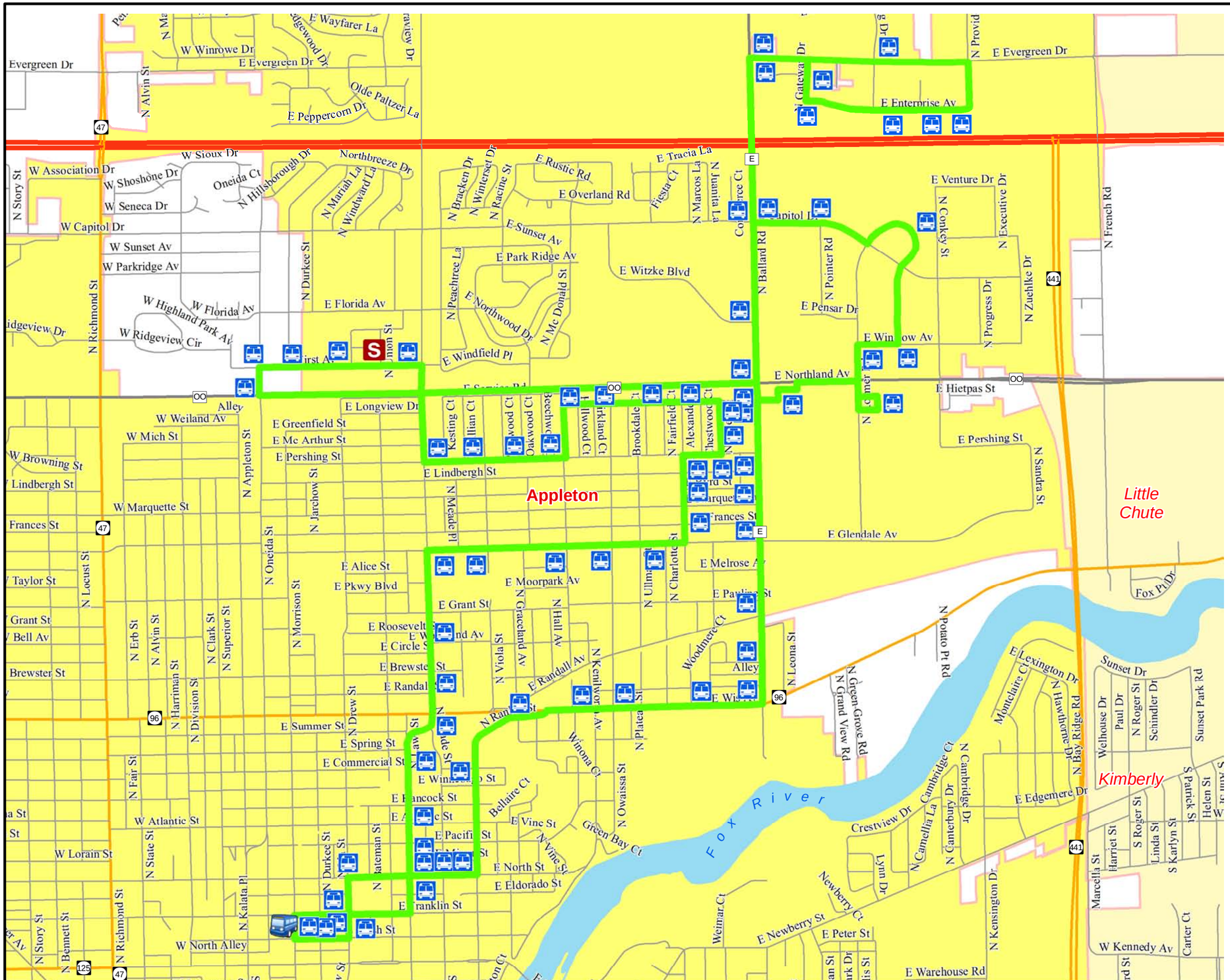
Map 8-14
Appleton TMA
Route 16



Legend

- Transit Center
- Transit Stops
- Transit Shelters
- Route 16
- USH
- STH
- CTH
- Local Road
- Municipal Boundary
- City
- Village

N
W E
S

0 1,000 2,000
Feet

Source:
Base data provided by Outagamie, Calumet, and Winnebago County 2010.
Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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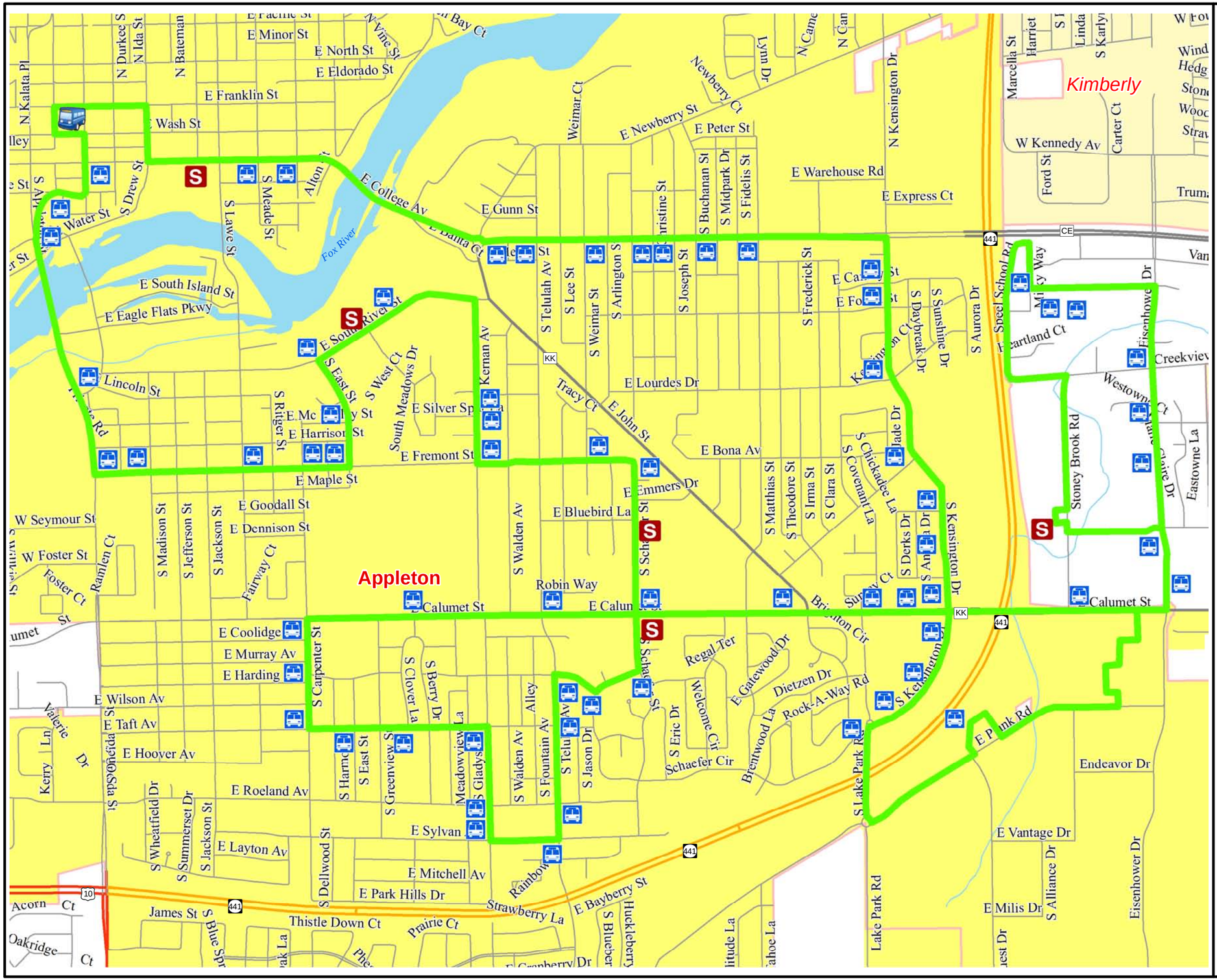
Map 8-15
Appleton TMA
Route 19



Transit Center
Transit Stops
Transit Shelters
Route 19
USH
STH
CTH
Local Road
Municipal Boundary
City
Village

N
W E
S

0 1,000 2,000
Feet

Source:
Base data provided by Outagamie, Calumet, and Winnebago County 2010.
Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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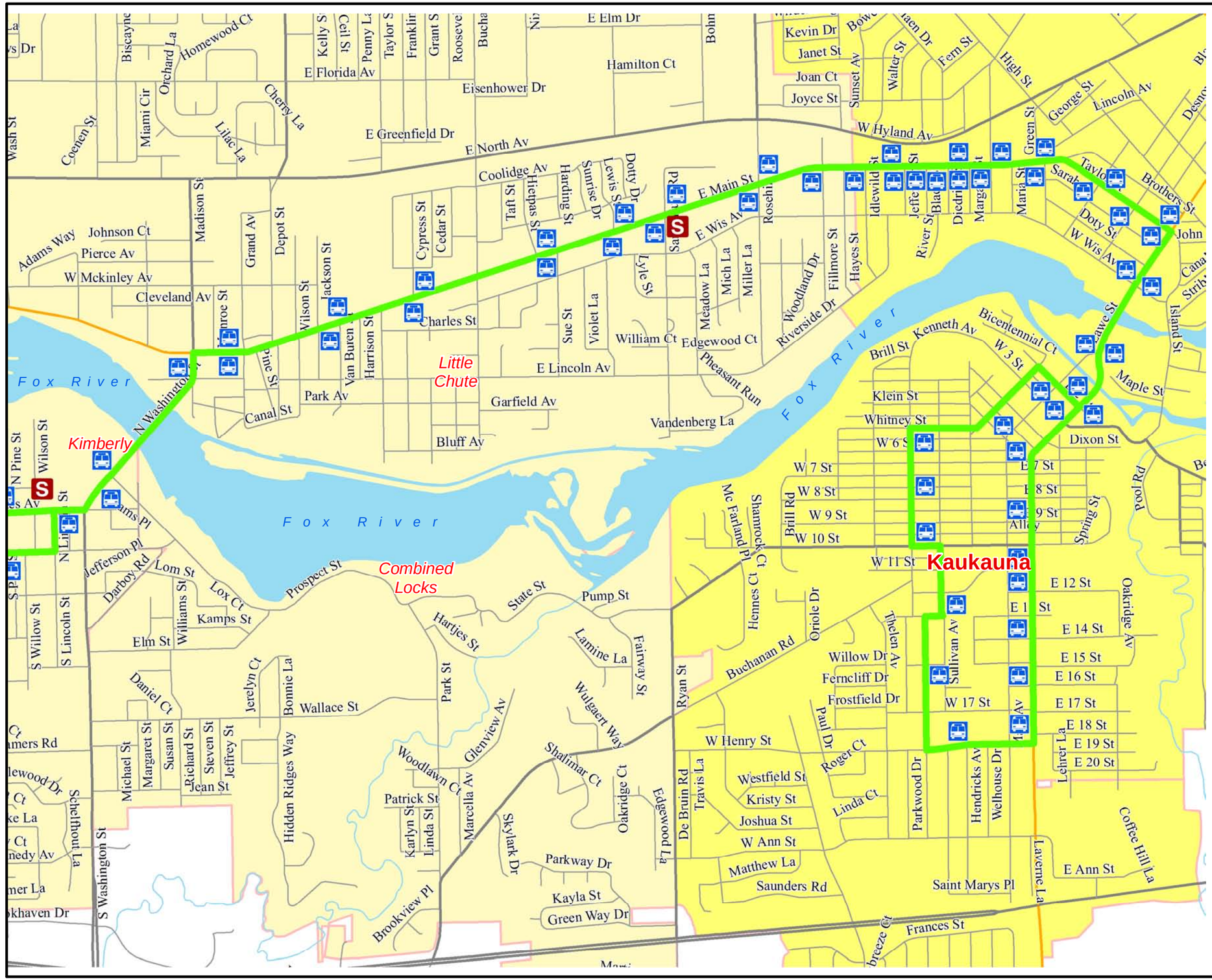
Map 8-16
Appleton TMA
Route 20 - East



Legend

- Transit Center
- Transit Stops
- Transit Shelters
- Route 20
- USH
- STH
- CTH
- Local Road
- Municipal Boundary
- City
- Village

N W E S

0 1,000 2,000

Feet

Source:
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Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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Map 8-17
Appleton TMA
Route 20 - West

Transit Center
Transit Stops
Transit Shelters
Route 20
USH
STH
CTH
Local Road
Municipal Boundary
City
Village

N
W E
S

0 1,000 2,000
Feet

Source:
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Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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Map 8-18
Appleton TMA
Route 30 - North

- Transit Center
- Transit Stops
- Transit Shelters
- Route 30
- USH
- STH
- CTH
- Local Road
- Municipal Boundary
- City
- Village

N
W E
S

0 1,000 2,000
Feet

Source:
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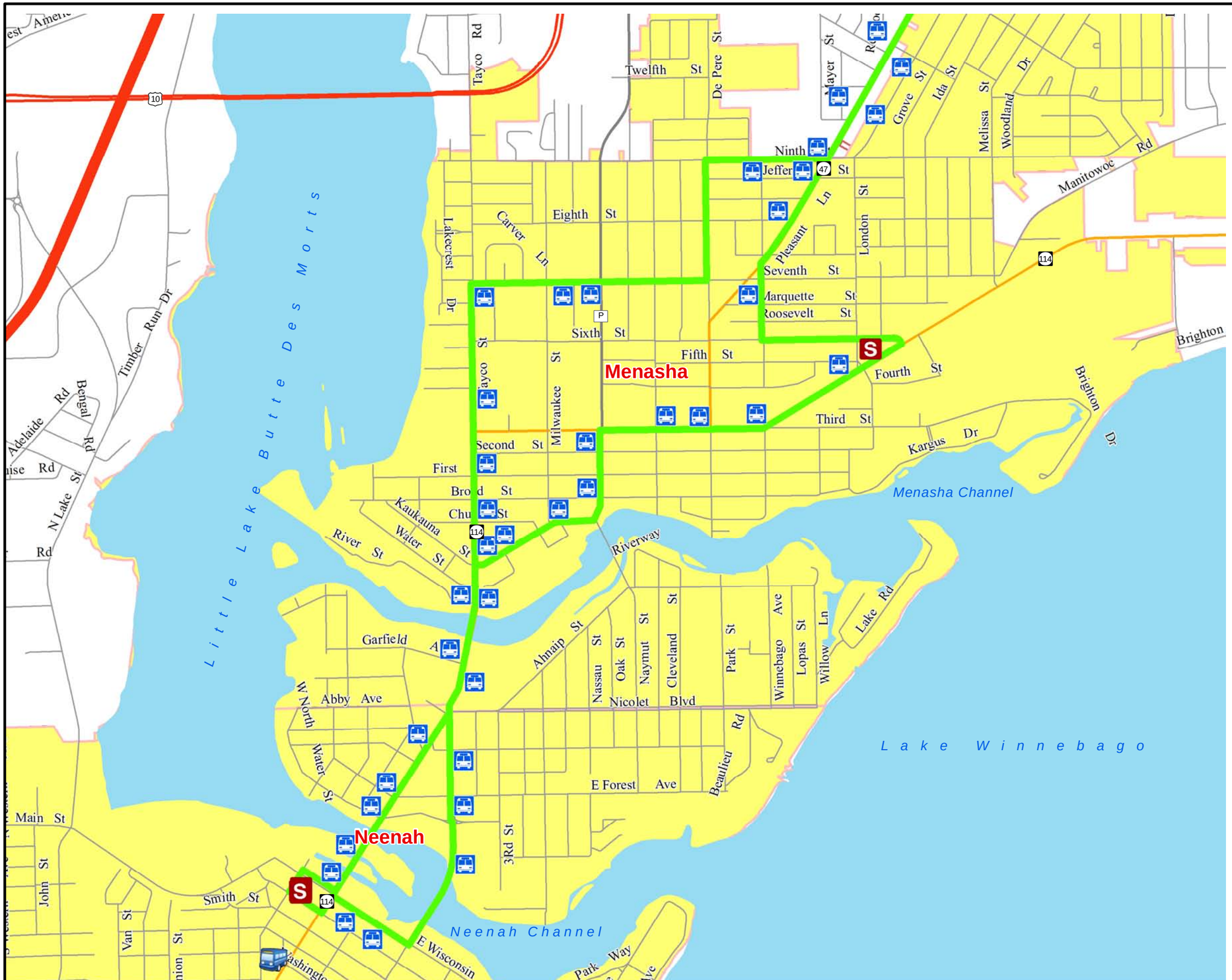
Map 8-19
Appleton TMA
Route 30 - South



Transit Center

Transit Stops

Transit Shelters

Route 30

USH

STH

CTH

Local Road

Municipal Boundary

City

Village

N

W E

S

0 1,000 2,000

Feet

Source:
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and Winnebago County 2010.
Transit Routes provided by City of Appleton
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Map 8-20
Appleton TMA
Route 31

N
W E
S

0 950 1,900

Feet

Source:
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and Winnebago County 2010.
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Transit Center
Transit Stops
Transit Shelters
Route 31
USH
STH
CTH
Local Road
Municipal Boundary
City
Village

TD O:\1312FoxOshkoshLRTP\MXDs\FoxCities\Transit\Map_8_20_Route_31.mxd

Map 8-21
Appleton TMA
Route 32

Transit Center
Transit Stops
Transit Shelters
Route 32
USH
STH
CTH
Local Road
Municipal Boundary
City
Village

N
W E
S

0 1,000 2,000
Feet

Source:
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Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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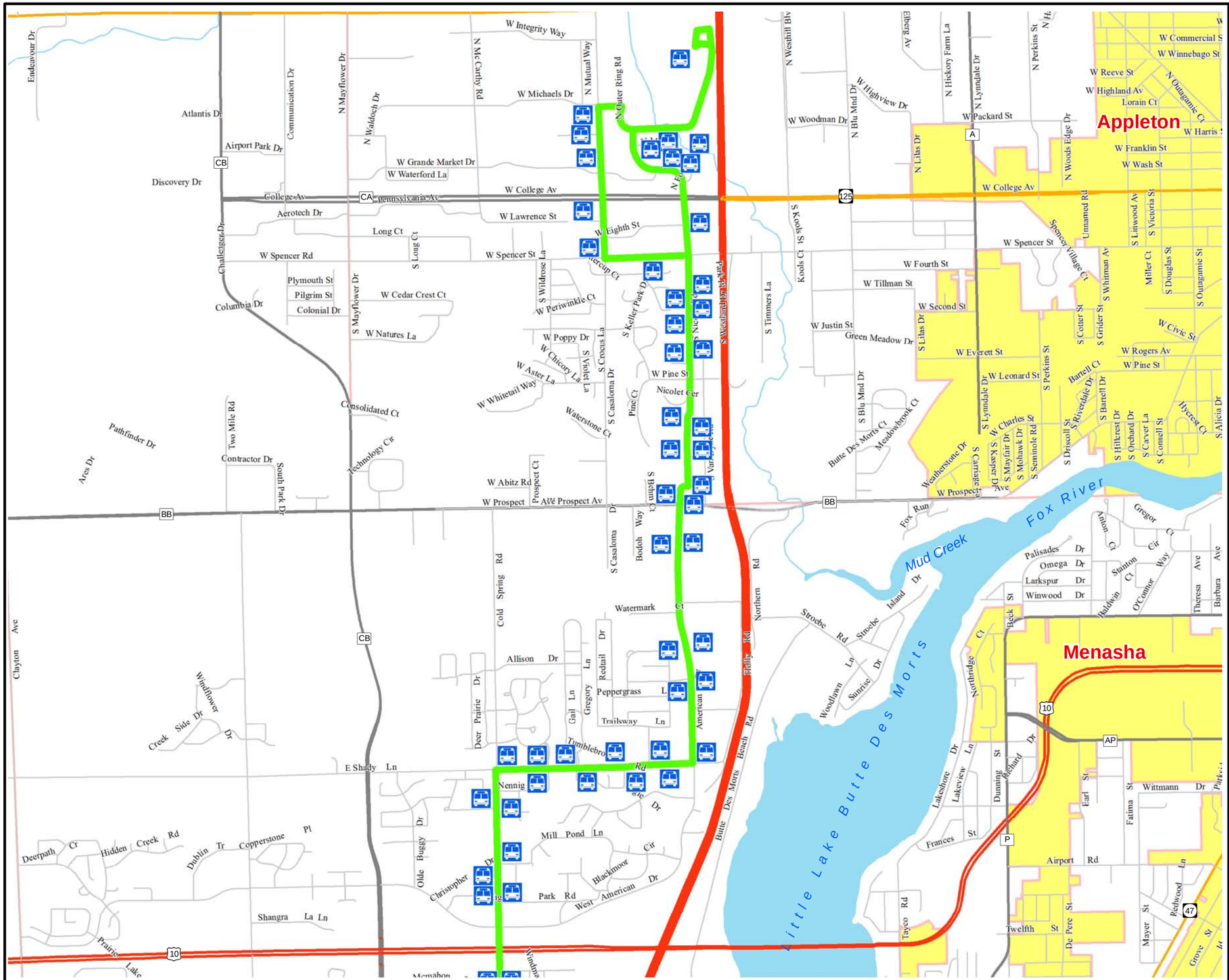
Map 8-22
Appleton TMA
Route 41 - North



Transit Center

Transit Stops

Transit Shelters

Route 41

USH

STH

CTH

Local Road

Municipal Boundary

City

Village

N
W E
S

0 1,500 3,000

Feet

Source:
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and Winnebago County 2010.
Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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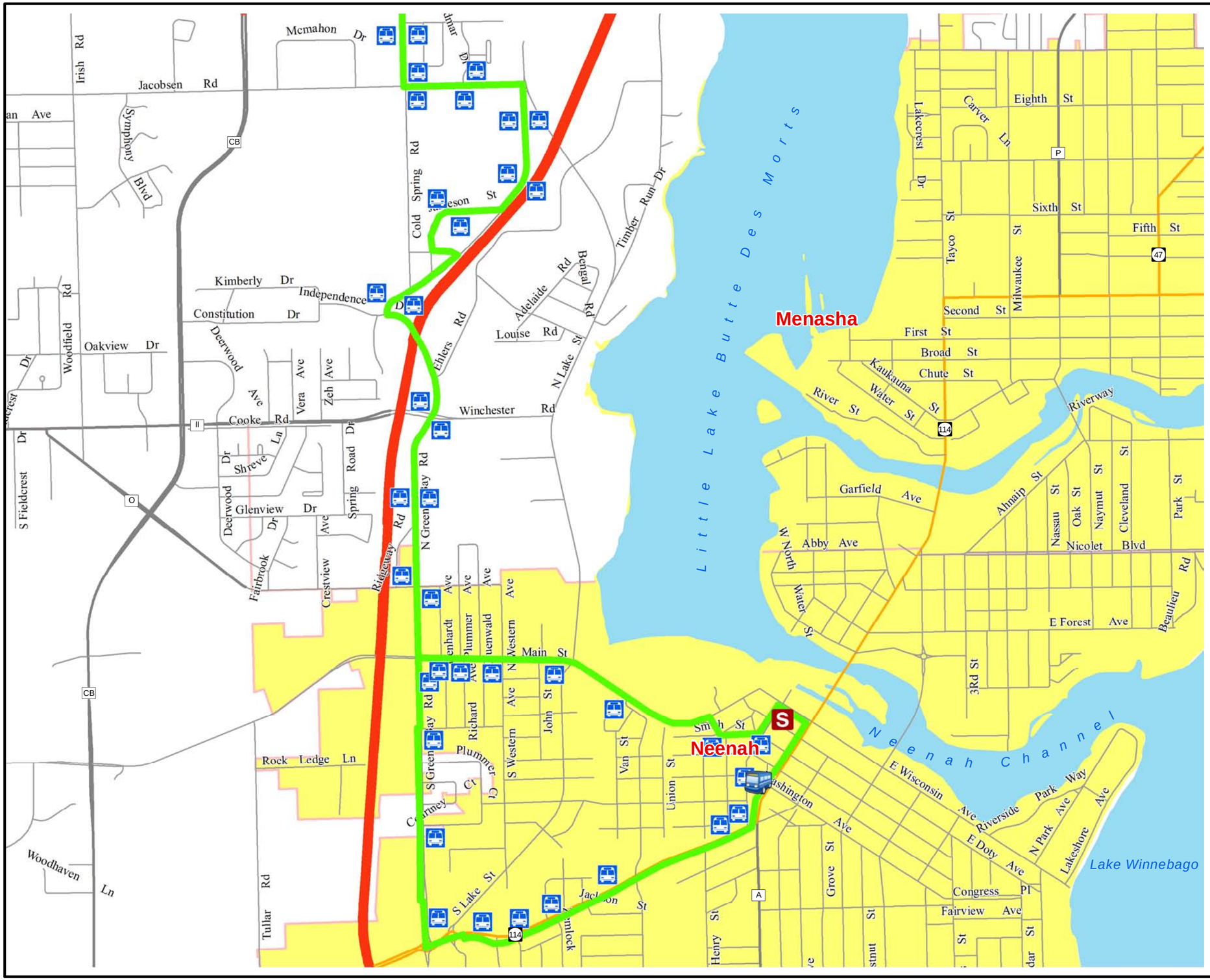
Map 8-23
Appleton TMA
Route 41 - South



Transit Center
Transit Stops
Transit Shelters
Route 41
USH
STH
CTH
Local Road
Municipal Boundary
City
Village

N
W E
S

0 1,000 2,000
Feet

Source:
Base data provided by Outagamie, Calumet, and Winnebago County 2010.
Transit Routes provided by City of Appleton
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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CHAPTER 9

FREIGHT

CHAPTER 9 – FREIGHT

TABLE OF CONTENTS

Introduction 9-1
National Primary Freight Network (US DOT) 9-1
Highway and Local Road System (Connections 2030 Plan) 9-6
Rail System (Wisconsin Rail Plan 2030) 9-6
Commodity Profiles (WisDOT) 9-9
2030 State Freight Shipments Forecasts (All Travel Modes) 9-23
Canadian National Rail Profile 9-25
Airport Freight 9-26
Fox River Lock System 9-27
Port of Green Bay 9-28
    Infrastructure Investment Survey of the Great Lakes and St. Lawrence Seaway System 9-28
Center for Freight and Infrastructure Research and Education and the MAFC Regional Freight Study 9-29
Transportation Research Board: Stakeholder Engagement 9-30
Freight Performance Measures 9-31
    Bridges 9-31
    Canadian National 9-32
    Federal Rail Administration (FRA) Office of Safety Analysis 9-32
    American Transportation Research Institute (ATRI) 9-33

FIGURES

Figure 9-1: Average Daily Long-Haul Truck Traffic on the National Highway System, 2011 . 9-2
Figure 9-2: Average Daily Long-Haul Truck Traffic on the National Highway System, 2040 . 9-2
Figure 9-3: Major Truck Routes on the National Highway System, 2011 9-3
Figure 9-4: Major Truck Routes on the National Highway System, 2040 9-4
Figure 9-5: Peak-Period Congestion on the National Highway System, 2011 9-5
Figure 9-6: Peak-Period Congestion on the National Highway System, 2040 9-5
Figure 9-7: Transportation of Coal by Volume by Mode 9-9

TABLES

Table 9-1: Wisconsin Commodities by Rail, 2007 9-7
Table 9-2: Top 10 Destinations of Wisconsin Originating Rail Tonnage, 2007 9-8
Table 9-3: Top 10 Originations of Wisconsin Terminating Rail Tonnage, 2007 9-8
Table 9-4: Calumet County Outbound Freight, 2012 9-10
Table 9-5: Top State Destinations of Calumet County Outbound Tonnage 9-10
Table 9-6: Top Calumet County Outbound Truck Commodities 9-11
Table 9-7: Top Calumet County Outbound Rail Commodities 9-11
Table 9-8: Calumet County Inbound Freight, 2012 9-11
Table 9-9: Top State Origins of Calumet County Inbound Tonnage 9-12
Table 9-10: Top Calumet County Inbound Truck Commodities 9-12
Table 9-11: Top Calumet County Inbound Rail Commodities 9-13
Table 9-12: Outagamie County Outbound Freight, 2012 9-13

Table 9-13: Top State Destinations of Outagamie County Outbound Tonnage 9-14
Table 9-14: Top Outagamie County Outbound Truck Commodities 9-15
Table 9-15: Top Outagamie County Outbound Rail Commodities 9-15
Table 9-16: Top Outagamie County Outbound Air Commodities 9-16
Table 9-17: Outagamie County Inbound Freight, 2012 9-16
Table 9-18: Top State Origins of Outagamie County Inbound Tonnage 9-17
Table 9-19: Top Outagamie County Inbound Truck Commodities 9-18
Table 9-20: Top Outagamie County Inbound Rail Commodities 9-18
Table 9-21: Top Outagamie County Inbound Air Commodities 9-19
Table 9-22: Winnebago County Outbound Freight, 2012 9-19
Table 9-23: Top State Destinations of Winnebago County Outbound Tonnage 9-20
Table 9-24: Top Winnebago County Outbound Truck Commodities 9-20
Table 9-25: Top Winnebago County Outbound Rail Commodities 9-21
Table 9-26: Winnebago County Inbound Freight, 2012 9-21
Table 9-27: Top State Origins of Winnebago County Inbound Tonnage 9-22
Table 9-28: Top Winnebago County Inbound Truck Commodities 9-22
Table 9-29: Top Winnebago County Inbound Rail Commodities 9-23
Table 9-30: Wisconsin Freight Shipments by Weight, 2007 and 2030 (thousands of tons) ... 9-24
Table 9-31: Wisconsin Freight Shipments by Value, 2007 and 2030 (thousands of $) 9-25
Table 9-32: Historic Air Cargo Activity and Forecasts 9-27
Table 9-33: Total Port, Terminal and Waterway Infrastructure Investments 9-29
Table 9-34: CN Railroad Crossing and Trespassing Accidents U.S. and Canada 9-32
Table 9-35: Federal Rail Accidents/Incidents (2011-2013) 9-33
Table 9-36: ATRI Top Industry Issues, 2013 9-34

MAPS

Map 9-1: Appleton TMA Freight Locations and Truck Routes 9-35
Map 9-2: Appleton TMA Rail Routes 9-37

CHAPTER 9: FREIGHT

INTRODUCTION

The State of Wisconsin's long range multimodal plan, *Connections 2030*, mentions that "quality of life and economic growth depend on a safe, efficient, effective and coordinated multimodal transportation system that provides choices for people and goods, enabling quick and convenient transfers among modes".[1] Our regional economy is dependent upon timely transportation modes which are dependable and reliable. Freight movement via over the road trucks, rail and air is important for the state at a regional and local scale. Nationally, truck transportation revenues exceeded $200 billion and class I freight railroads exceeded $46 billion in 2009.[2,3]

NATIONAL PRIMARY FREIGHT NETWORK (US DOT)

Section 167(c) of title 23 United States Code (U.S.C.), which was established in Section 1115 of MAP-21, directs the Secretary [of the US DOT] to establish a national freight network to assist states in strategically directing resources toward improved system performance for efficient movement of freight on the highway portion of the Nation's freight transportation system. This includes the National Highway System, freight intermodal connectors, and aerotropolis transportation systems.[4]

Under 23 U.S.C. 167(c), the national freight network will consist of the primary freight network, the portions of the Interstate System not designated as part of the primary freight network, and critical rural freight corridors. The designation of the primary freight network will be based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and states. The primary freight network will be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight, but the 27,000 mile cap may be increased by an additional 3,000 centerline miles of existing and planned roadways that the Secretary deems critical to the future efficient movement of goods on the primary freight network.[5]

Within the Appleton (Fox Cities) TMA, US Highway 41 (and future Interstate 41) is designated as part of the national "Primary Freight Network" or PFN. A map of the entire PFN for Wisconsin may be found in **Appendix D** of this document. US Highway 41 with a starting point at US Highway 45 and an ending point of US Highway 141 has an estimated 123 miles that are part of the PFN.[6]

---

[1] http://www.dot.state.wi.us/projects/state/docs/2030-chapter1.pdf. (06/26/14)

[2] http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_statistics/html/table_rail_profile.html. (07/07/14)

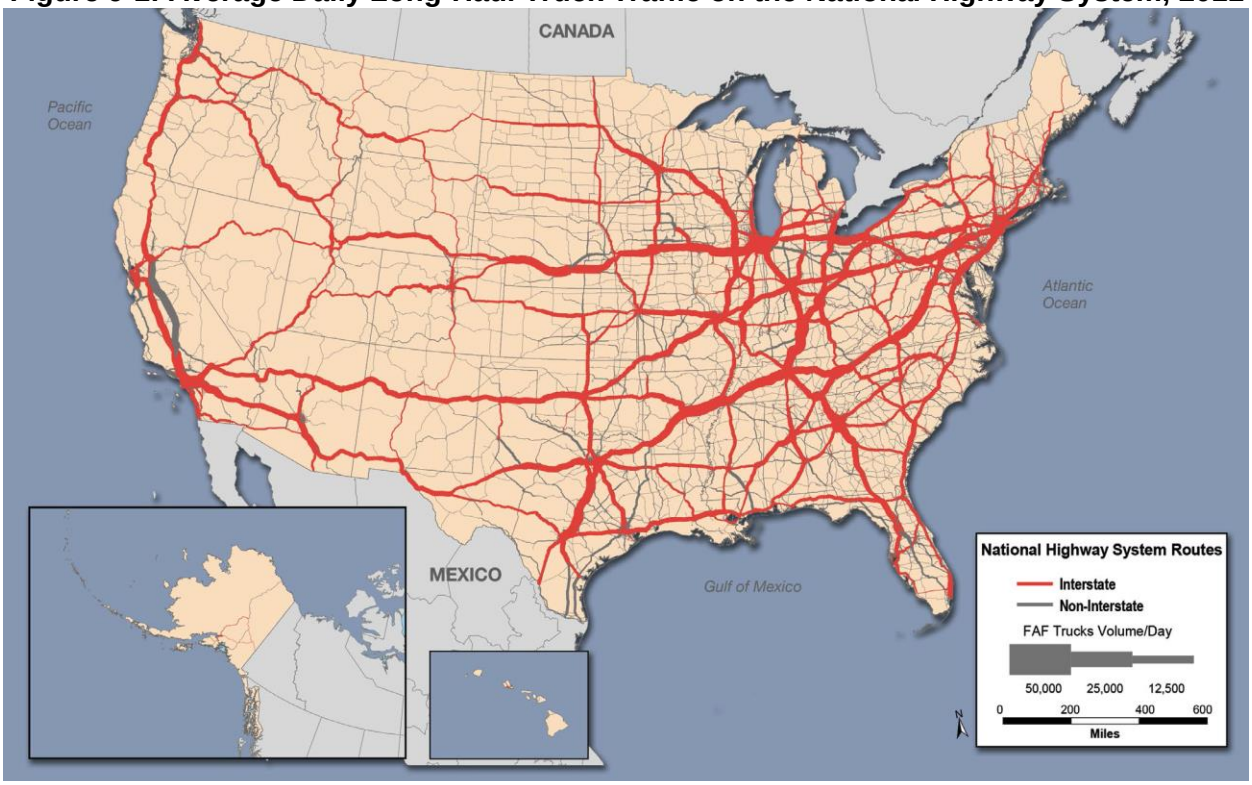
[3] http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_statistics/html/table_rail_profile.html. (07/07/14)

[4] http://www.ops.fhwa.dot.gov/freight/infrastructure/nfn/. (07/03/14)

[5] Ibid. (07/03/14)

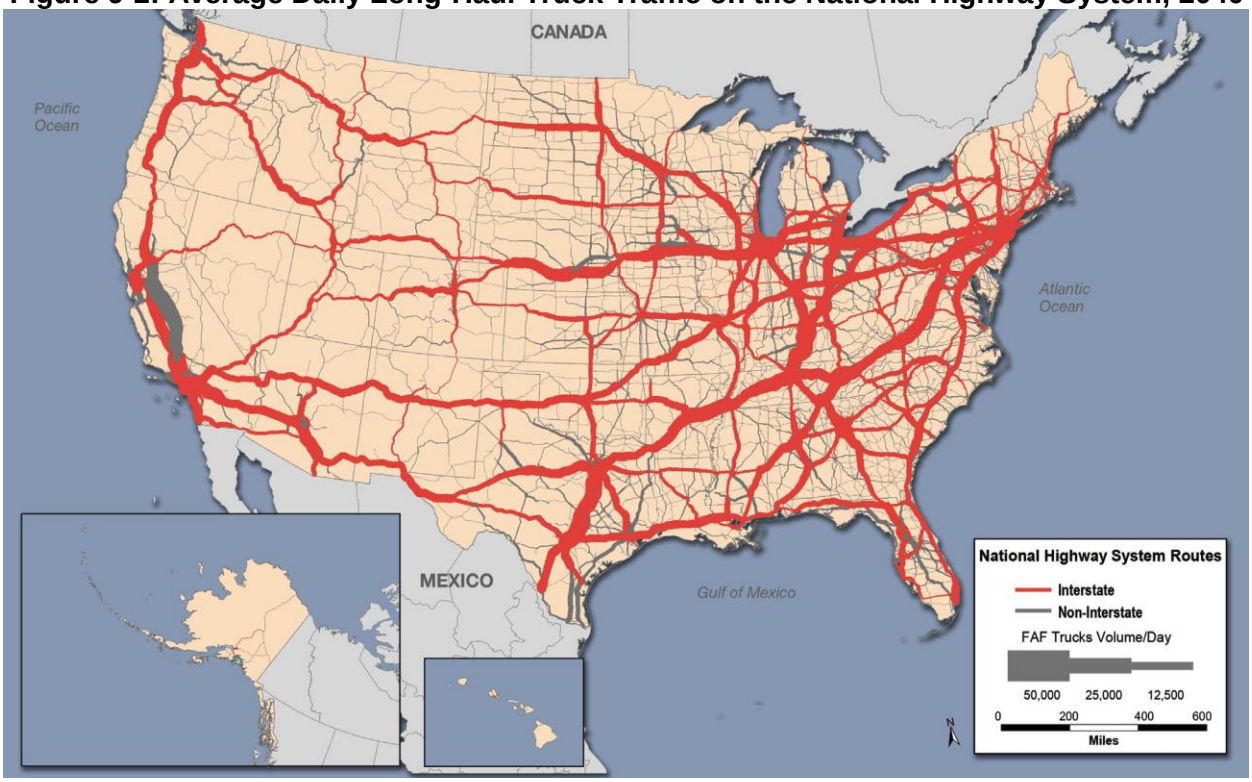
[6] http://www.ops.fhwa.dot.gov/freight/infrastructure/pfn/pfn41k_tables/pfn41k_wi.pdf. (07/03/14)

Figure 9-1: Average Daily Long-Haul Truck Traffic on the National Highway System, 2011



Source: Freight Facts and Figures 2013 (FHWA and Bureau of Transportation Statistics)

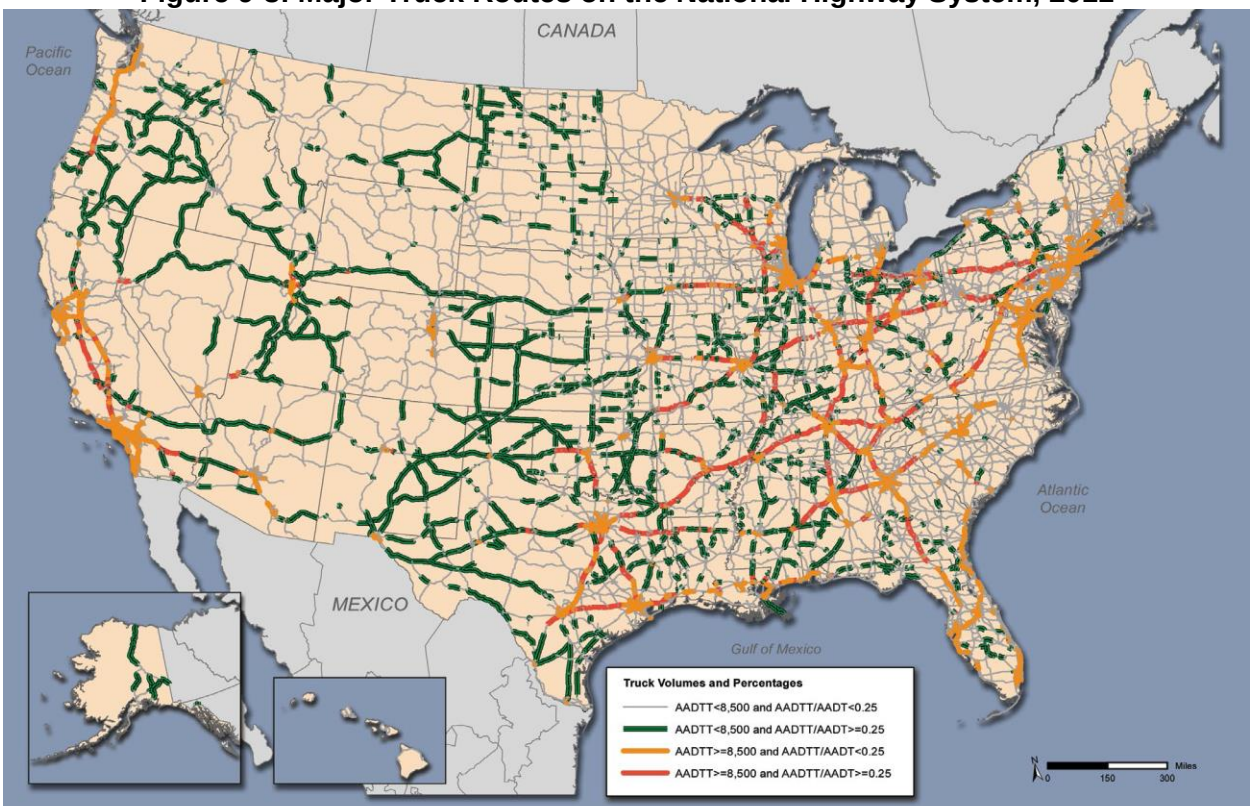
Figure 9-2: Average Daily Long-Haul Truck Traffic on the National Highway System, 2040



Source: Freight Facts and Figures 2013 (FHWA and Bureau of Transportation Statistics)

According to a FHWA/Bureau of Transportation Statistics 2013 report, *Freight Facts and Figures*, long-haul freight truck traffic is primarily concentrated on the Interstate System. This report notes that "By 2040, long haul freight truck traffic in the United States is expected to increase dramatically on the National Highway System. Forecast data indicate that truck travel may reach 460 million miles per day".[7] Please see **Figures 9-1** and **9-2**. Regionally, USH 41 remains the vital travel corridor for the Appleton (Fox Cities) TMA.

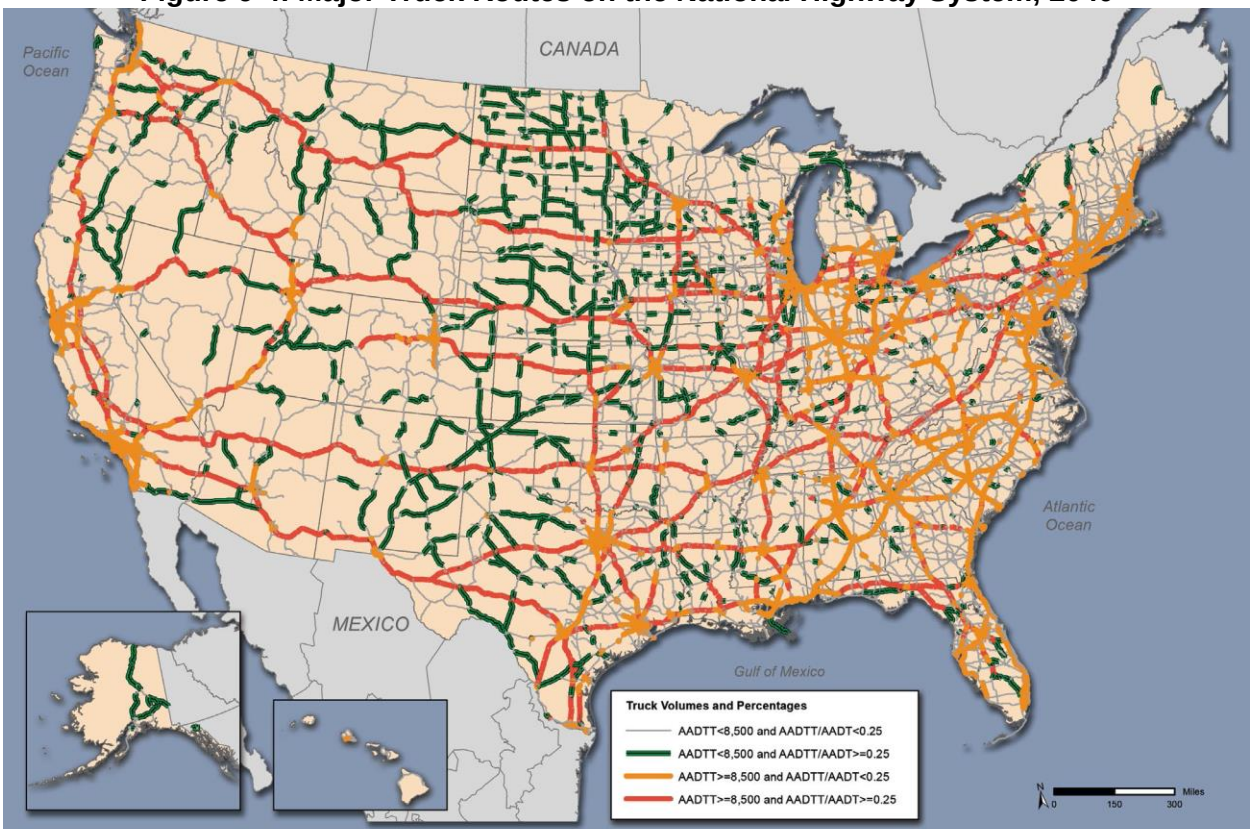
Figure 9-3: Major Truck Routes on the National Highway System, 2011



Source: Freight Facts and Figures 2013 (FHWA and Bureau of Transportation Statistics)

[7] Freight Facts and Figures 2013 (FHWA and Bureau of Statistics). (10/20/14)

Figure 9-4: Major Truck Routes on the National Highway System, 2040

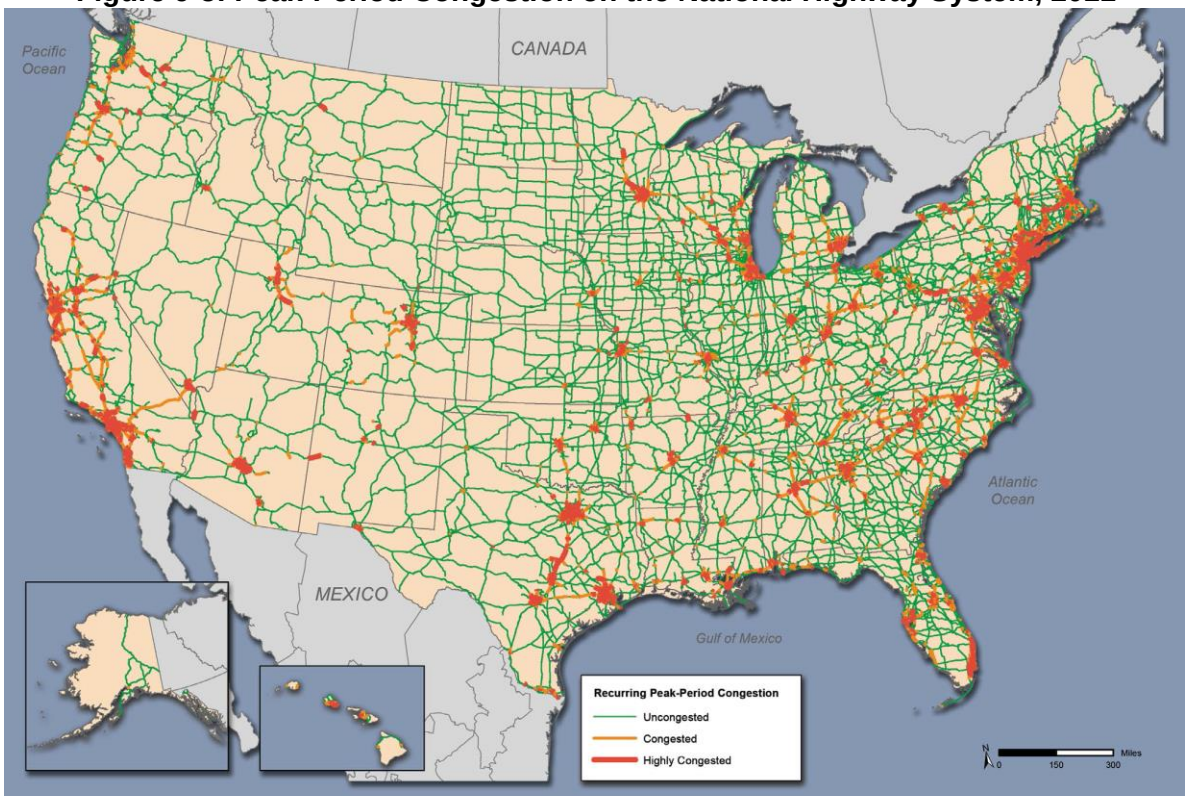


Source: Freight Facts and Figures 2013 (FHWA and Bureau of Transportation Statistics)

Figures 9-3 and 9-4 show truck volumes as absolute numbers and as a percentage of the traffic stream. According to the same FHWA report, nearly 14,530 miles of the National Highway System carry more than 8,500 trucks per day on sections where at least every fourth vehicle is a truck. This report also notes that segments carrying more than 8,500 trucks per day are expected to increase by approximately 42,000 miles or by 175 percent by 2040. For east central Wisconsin, USH 41 is forecasted (by 2040) to have at least 8,500 or more annual average daily truck traffic; this represents less than 25 percent of total vehicle traffic on these road segments.[8]

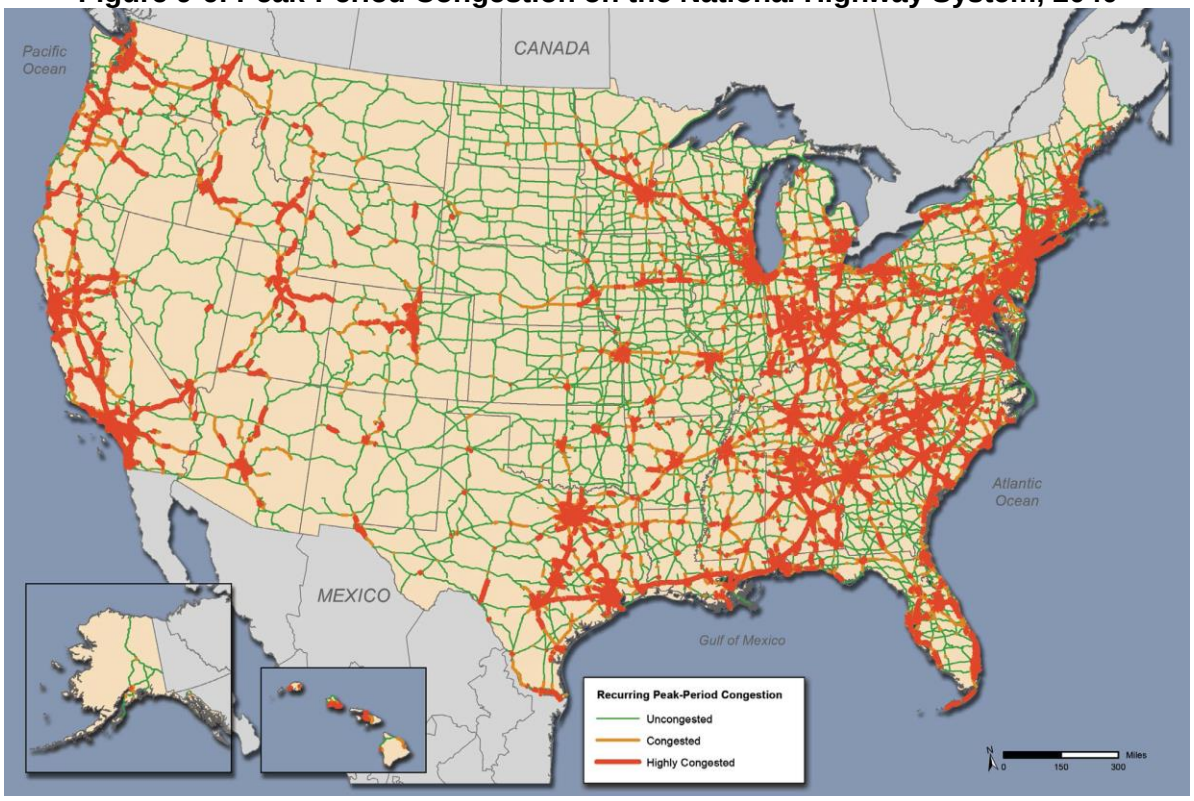
[8] Freight Facts and Figures 2013 (FHWA and Bureau of Statistics). (10/20/14)

Figure 9-5: Peak-Period Congestion on the National Highway System, 2011



Source: Freight Facts and Figures 2013 (FHWA and Bureau of Transportation Statistics)

Figure 9-6: Peak-Period Congestion on the National Highway System, 2040



Source: Freight Facts and Figures 2013 (FHWA and Bureau of Transportation Statistics)

Figures 9-5 and 9-6 show peak period congestion on the National Highway System in 2011 and forecasted to 2040. Assuming no changes in network capacity, increases in truck and passenger vehicle traffic are expected to expand areas of recurring peak-period congestion to 34 percent of the National Highway System in 2040 compared to 10 percent in 2011.[9] This has the potential to slow traffic on 28,000 miles of the National Highway System and create stop-and-go conditions on an additional 46,000 miles.[10] At the regional level, the TMA will continue to monitor traffic patterns and trends and work with municipalities to make appropriate recommendations.

HIGHWAY AND LOCAL ROAD SYSTEM (CONNECTIONS 2030 PLAN)

Wisconsin's has approximately 122,177 miles of highways and local roadways of which 11,769 miles are dedicated to the state and interstate highways.[11] Trucking has traditionally been and is projected to be an integral part of the regional economy. For example, in 2002, the total value of goods shipped just within the state accounted for $108,148 (millions of dollars); by 2035, this amount is expected to reach $198,784 (millions of dollars).[12] Trucking is expected to account for 68 percent of all 2035 freight shipments measured by weight and 76 percent of all 2035 freight shipments measured by value.[13] For the local TMA scale, it is important to preserve and maintain the local and regional road networks which facilitate efficient and dependable truck transportation options.

RAIL SYSTEM (WISCONSIN RAIL PLAN 2030)

Wisconsin's rail system is another integral part in the movement of freight within and out of the state. The state has approximately 3,600 miles of track, of which only about 530 miles are owned by the state and leased out to rail companies.[14] Rail transportation within Wisconsin is projected to be an important part of the regional economy for several reasons as noted by WisDOT in their *Wisconsin Rail Plan 2030*[15]:

- Rail service provides a low cost transportation alternative for high volume, lower value commodities that are essential to many of Wisconsin's manufacturing industries.
- Rail freight movement between Wisconsin, Canada and Mexico is expected to continue to grow.
- Intercity passenger rail provides a travel option for those who cannot, or choose not to, drive or fly.
- Both rail freight and passenger service provide an energy efficient way to move goods and people.

[9] Freight Facts and Figures 2013 (FHWA and Bureau of Statistics). (10/20/14)
[10] Ibid. (10/20/14)
[11] http://www.dot.state.wi.us/projects/state/docs/2030-chapter2.pdf. (06/26/14)
[12] http://www.dot.state.wi.us/projects/state/docs/2030-chapter3.pdf. (Table 3-12) (06/26/14)
[13] Ibid. (06/26/14)
[14] http://www.dot.state.wi.us/projects/state/docs/railplan-chapter1.pdf. (06/26/14)
[15] Ibid. (06/26/14)

Additionally, WisDOT outlined several policies and actions to guide future coordination of the *Wisconsin Rail Plan 2030*[16], including to:

- Establish a freight focus in WisDOT to better understand freight needs across the state and to integrate freight transportation policies into department planning and investment decision-making processes.
- Assume the role of facilitator and advocate for freight between public and private interests.
- Collect and analyze data to support freight planning.
- Conduct an all-mode freight study.
- Work with railroads to ensure that appropriate rail service is provided to all shippers statewide.
- Preserve corridors for future rail use.
- Acquire lines into public ownership to preserve essential railroad service.
- Fund track and bridge upgrades for publicly-owned rail corridors.
- Continue to preserve corridors for future transportation use.
- Provide loan assistance to Wisconsin businesses and communities.

In terms rail freight data, 179.1 million tons of commodities were shipped within and through the state in 2007, representing about 15 percent of total freight value ($182.6 billion) [17] Canadian National (CN) is the major rail company within the East Central Wisconsin region. In 2007, CN shipped an average of 40-59.9 gross tons on their rail lines which run through Fond du Lac, Oshkosh and to the Fox Cities.[18] Wisconsin commodities are shown in detail in **Table 9-1**. Destinations for Wisconsin originating rail freight are shown in **Table 9-2**; originations of rail freight terminating in Wisconsin are shown in **Table 9-3**.

Table 9-1: Wisconsin Commodities by Rail, 2007 (Millions of Tons)

Commodity	Millions of Tons
Coal	45.0
Metallic Ores	19.0
Farm Products	18.9
Chemicals/Allied Products	17.6
Lumber/Wood	12.4
Food/Kindred Products	12.3
Freight All Kind	11.9
Pulp and Paper	10.4
Nonmetallic Minerals	8.6
Clay/Concrete/Glass/Stone	5.9
All Other	18.9

Source: WisDOT Rail Plan 2030

[16] http://www.dot.state.wi.us/projects/state/docs/railplan-chapter5.pdf. (06/26/14)
[17] http://www.dot.wisconsin.gov/projects/state/docs/railplan-chapter4.pdf. (07/07/14)
[18] Ibid. (07/07/14)

Table 9-2: Top 10 Destinations of Wisconsin Originating Rail Tonnage, 2007

State/Province	Total Tons	Percent of Total
Illinois	5,770,030	30.3 %
Wisconsin	3,770,996	19.8 %
Texas	1,655,889	8.7 %
Minnesota	645,276	3.4 %
Ontario	604,096	3.2 %
Indiana	536,640	2.8 %
Colorado	484,108	2.5 %
Iowa	482,362	2.5 %
Louisiana	474,922	2.5 %
Ohio	463,280	2.4 %
Other	4,164,428	21.9%
TOTAL	**19,052,027**	**100.0 %**

Source: WisDOT Rail Plan 2030

Table 9-3: Top 10 Originations of Wisconsin Terminating Rail Tonnage, 2007

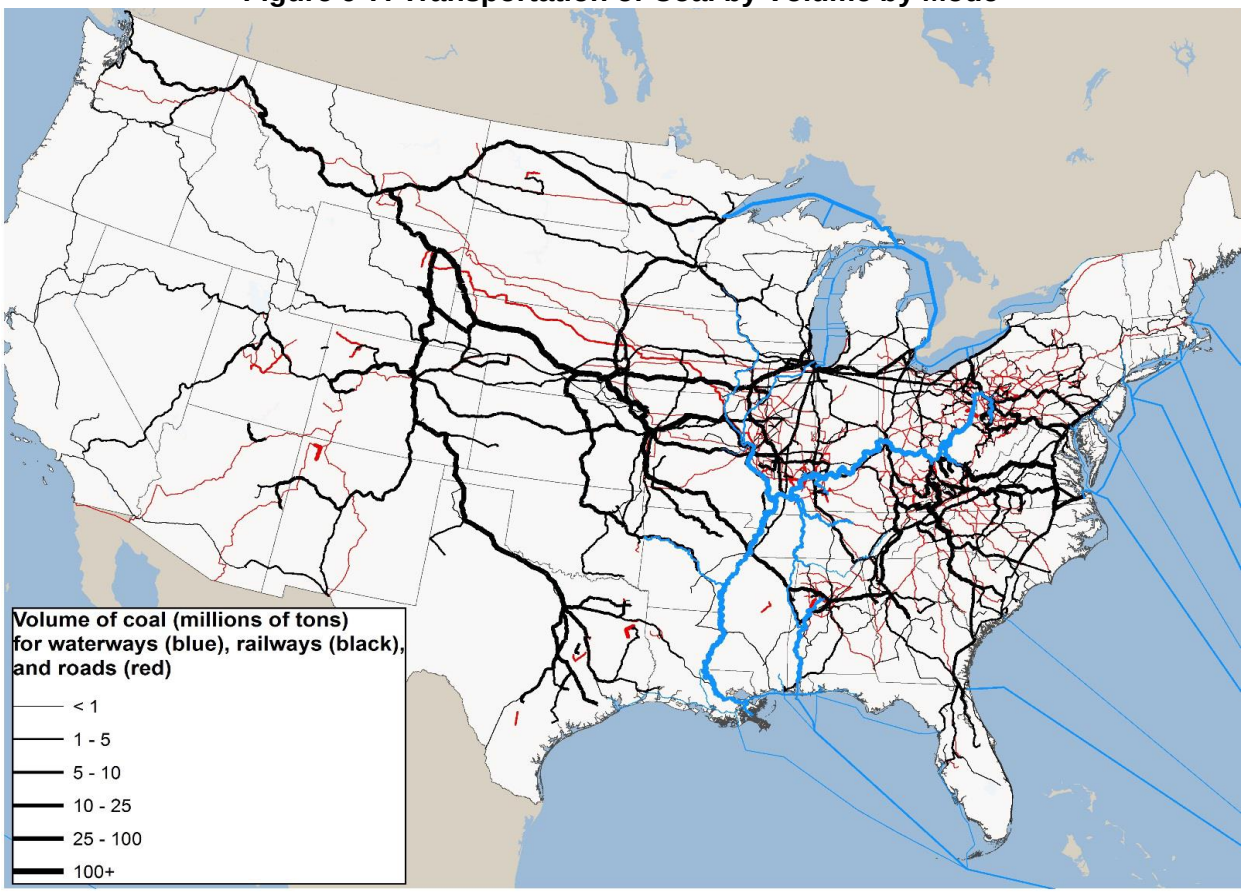
State/Province	Total Tons	Percent of Total
Wyoming	29,768,641	37.6 %
Minnesota	15,294,030	19.3 %
Montana	11,832,082	14.9 %
Wisconsin	3,770,996	4.8 %
North Dakota	2,772,279	3.5 %
Illinois	1,516,158	1.9 %
Saskatchewan	1,248,307	1.6 %
Michigan	1,247,640	1.6 %
Ontario	1,209,880	1.5 %
Alberta	1,057,160	1.3 %
Other	9,545,158	12.0 %
TOTAL	**79,262,331**	**100.0 %**

Source: WisDOT Rail Plan 2030

The top three destinations of rail shipments that originate in Wisconsin are Illinois, at 30 percent; Wisconsin, at 20 percent; and Texas, at nine percent of the total originating rail tonnage. The top three originations of commodity rail shipments that terminate in Wisconsin are Wyoming, at 38 percent; Minnesota, at 19 percent, and Montana, at 15 percent.[19] The high percentage of shipments from Wyoming is due to importing coal from the Powder River Basin. Please reference **Figure 9-7**. Utilities, which rely on rail to supply large quantities of coal for power generation, contribute approximately $4.3 billion annually and provide almost 11,100 jobs to the state's economy[20].

[19] Ibid. (07/07/14)
[20] http://www.dot.wisconsin.gov/projects/state/docs/railplan-chapter4.pdf. (09/11/14)

Figure 9-7: Transportation of Coal by Volume by Mode



Source: Kentucky Transportation Center, 2010 (presentation part of Mid-Continent Transportation Research Symposium, 2014)

COMMODITY PROFILES (WISDOT)

WisDOT also has commodity profile data that details commodity flows at the county level. **Tables 9-4 to 9-29** displays outbound and inbound freight data for truck, rail and air transportation modes. Please note that this data is from 2012 for Calumet, Outagamie and Winnebago Counties. Outagamie County is the only county with air freight data.

Table 9-4: Calumet County Outbound Freight, 2012

Mode	Tons	% of Total	Value ($)	% of Total
Truck	3,514,000	99.5%	1,501,573,737	99.7%
Rail	17,872	0.5%	4,276,591	0.3%
Other	7	0.0%	13,315	0.0%
TOTAL	**3,531,879**	**100.0%**	**1,505,863,643**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-5: Top State Destinations of Calumet County Outbound Tonnage

State	Truck Tons	%	Rail Tons	%
WI	1,387,830	39.5%		
IL	732,112	20.8%		
IN	256,400	7.3%		
MI	238,267	6.8%		
IA	224,084	6.4%		
MN	108,474	3.1%		
OH	75,542	2.1%		
KY	50,086	1.4%		
MO	35,670	1.0%		
NY	35,256	1.0%		
TN	21,721	0.6%	17,872	100%
Other	348,557	9.9%	0	
TOTAL	**3,514,000**	**100.0%**	**17,872**	**100%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-6: Top Calumet County Outbound Truck Commodities

Commodity	Truck Tons	% of Total Truck
Broken Stone or Riprap	1,247,708	35.5%
Prepared or Canned Feed	798,959	22.7%
Grain	462,030	13.1%
Dairy Farm Products	365,532	10.4%
Malt	99,292	2.8%
Misc. Field Crops	84,178	2.4%
Cheese or Special Dairy Products	69,852	2.0%
Iron or Steel Castings	65,575	1.9%
Lawn or Garden Equipment	49,594	1.4%
Dimension Stone, Quarry	39,458	1.1%
Misc. Waste or Scrap	34,344	1.0%
Misc. Food Preparations	25,639	0.7%
Ready-Mix Concrete, Wet	19,633	0.6%
Primary Metal Products	18,404	0.5%
Warehouse & Distribution Center	15,772	0.4%
Metal Scrap or Tailings	13,462	0.4%
Livestock	10,231	0.3%
Other	55,726	1.6%
TOTAL	**3,514,000**	**100%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-7: Top Calumet County Outbound Rail Commodities

Commodity	Rail Tons	% of Total Rail
Grain	17,872	100%

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-8: Calumet County Inbound Freight, 2012

Mode	Tons	% of Total	Value ($)	% of Total
Truck	1,461,870	94.3%	869,414,618	95.7%
Rail	88,832	5.7%	39,215,801	4.3%
Other	5	0.0%	123,771	0.0%
TOTAL	**1,550,707**	**100.0%**	**908,754,190**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-9: Top State Origins of Calumet County Inbound Tonnage

State	Truck Tons	%	Rail Tons	%
WI	913,065	62.5%	88,832	100%
IL	150,630	10.3%		
IA	88,790	6.1%		
MN	78,139	5.3%		
MI	69,725	4.8%		
IN	44,262	3.0%		
OH	18,986	1.3%		
MO	7,789	0.5%		
TX	7,556	0.5%		
PA	7,363	0.5%		
Other	75,565	5.2%		
TOTAL	**1,461,870**	**100%**	**88,832**	**100%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-10: Top Calumet County Inbound Truck Commodities

Commodity	Truck Tons	% of Total Truck
Grain	374,390	25.6%
Dairy Farm Products	226,210	15.5%
Warehouse & Distribution Center	129,100	8.8%
Gravel or Sand	126,145	8.6%
Broken Stone or Riprap	108,411	7.4%
Petroleum Refining Products	91,753	6.3%
Misc. Waste or Scrap	82,315	5.6%
Misc. Field Crops	62,965	4.3%
Prepared or Canned Feed	32,363	2.2%
Ready-mix Concrete, Wet	22,603	1.5%
Cheese or Special Dairy Products	19,204	1.3%
Primary Iron or Steel Products	18,758	1.3%
Processed Milk	10,252	0.7%
Other	157,401	10.8%
TOTAL	**1,461,870**	**100%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-11: Top Calumet County Inbound Rail Commodities

Commodity	Rail Tons	% of Total Rail
Grain	51,032	57.4%
Potassium or Sodium Compound	13,040	14.7%
Liquefied Gases, Coal or Petroleum	7,720	8.7%
Nut or Veg Oils or By-products	7,320	8.2%
Misc. Indus Inorganic Chemicals	6,920	7.8%
Plywood or Veneer	2,800	3.2%
TOTAL	**88,832**	**100%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-12: Outagamie County Outbound Freight, 2012

Mode	Tons	% of Total	Value ($)	% of Total
Truck	8,868,019	95.3%	10,713,250,755	95.8%
Rail	428,168	4.6%	79,060,855	0.7%
Air	5,380	0.1%	394,202,961	3.5%
Other	15	0.0%	64,615	0.0%
TOTAL	**9,301,607**	**100.0%**	**11,186,590,905**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-13: Top State Destinations of Outagamie County Outbound Tonnage

State	Truck Tons	%
WI	4,598,191	51.9%
IL	974,481	11.0%
MI	539,985	6.1%
IN	411,114	4.6%
IA	294,261	3.3%
OH	219,942	2.5%
MN	164,484	1.9%
FL	132,856	1.5%
NY	126,183	1.4%
TX	116,213	1.3%
Other	1,290,308	14.6%
TOTAL	**8,868,019**	**100.0%**
State	**Rail Tons**	**%**
WI	186,584	43.6%
MN	76,000	17.8%
MI	47,960	11.2%
LA	32,520	7.6%
MS	19,208	4.5%
ON	13,040	3.0%
IL	12,232	2.9%
KY	9,800	2.3%
TN	8,624	2.0%
IN	7,160	1.7%
Other	15,040	3.5%
TOTAL	**428,168**	**100.0%**
State	**Air Tons**	**%**
WI	799	14.9%
TX	479	8.9%
FL	407	7.6%
CA	333	6.2%
NY	215	4.0%
PA	196	3.6%
MI	196	3.6%
WA	194	3.6%
NC	161	3.0%
OH	161	3.0%
Other	2,240	41.6%
TOTAL	**5,380**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-14: Top Outagamie County Outbound Truck Commodities

Commodity	Truck Tons	% of Total Truck
Warehouse & Distribution Center	2,343,094	26.4%
Broken Stone or Riprap	804,952	9.1%
Gravel or Sand	715,642	8.1%
Petroleum Refining Products	680,148	7.7%
Grain	633,332	7.1%
Paper	505,816	5.7%
Dairy Farm Products	454,440	5.1%
Frozen Specialties	293,320	3.3%
Lumber or Dimension Stock	275,463	3.1%
Frozen Fruit, Veg or Juice	228,154	2.6%
Other	1,933,657	21.8%
TOTAL	**8,868,019**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-15: Top Outagamie County Outbound Rail Commodities

Commodity	Rail Tons	% of Total Rail
Nonmetal Minerals, Processed	299,960	70.1%
Grain	68,600	16.0%
Metal Scrap or Tailings	20,200	4.7%
Oil Kernels, Nuts or Seeds	19,208	4.5%
Paper	9,040	2.1%
Paper Waste or Scrap	8,040	1.9%
Pulp or Pulp Mill Products	3,120	0.7%
TOTAL	**428,168**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-16: Top Outagamie County Outbound Air Commodities

Commodity	Rail Tons	% of Total Rail
Small Packaged Freight Shipments	2,691	50.0%
Fak Shipments	509	9.5%
Electrical Equipment	334	6.2%
Machinery	308	5.7%
Transportation Equipment	251	4.7%
Drugs	217	4.0%
Printed Matter	194	3.6%
Rubber or Misc. Plastics	185	3.4%
Lumber or Wood Products	176	3.3%
Chemicals or Allied Products	137	2.5%
TOTAL	**5,380**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-17: Outagamie County Inbound Freight, 2012

Mode	Tons	% of Total	Value ($)	% of Total
Truck	6,858,924	85.6%	$6,387,915,781	87.0%
Rail	1,146,204	14.3%	$528,430,580	7.2%
Air	5,155	0.1%	$424,068,917	5.8%
Other	10	0.0%	$163,446	0.0%
TOTAL	**8,010,292**	**100.0%**	**$7,340,578,724**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-18: Top State Origins of Outagamie County Inbound Tonnage

State	Truck Tons	%
WI	3,773,041	55.0%
IL	565,892	8.3%
MI	414,135	6.0%
IA	308,567	4.5%
IN	301,091	4.4%
MN	268,374	3.9%
OH	172,719	2.5%
KY	71,657	1.0%
MO	69,727	1.0%
PA	67,631	1.0%
Other	846,090	12.3%
TOTAL	**6,858,924**	**100.0%**
State	**Rail Tons**	**%**
AL	338,280	29.5%
MI	188,960	16.5%
AB	146,440	12.8%
WI	126,400	11.0%
MN	84,920	7.4%
State	**Rail Tons**	**%**
TX	54,080	4.7%
GA	54,080	4.7%
SK	29,400	2.6%
LA	22,640	2.0%
OK	15,524	1.4%
Other	85,480	7.5%
TOTAL	**1,146,204**	**100.0%**
State	**Air Tons**	**%**
WI	578	11.2%
TX	493	9.6%
CA	419	8.1%
FL	383	7.4%
PA	209	4.1%
NY	203	3.9%
TN	200	3.9%
WA	185	3.6%
AZ	176	3.4%
NC	163	3.2%
Other	2,145	41.6%
TOTAL	**5,155**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-19: Top Outagamie County Inbound Truck Commodities

Commodity	Truck Tons	% of Total Truck
Broken Stone or Riprap	1,204,636	17.6%
Gravel or Sand	750,209	10.9%
Warehouse & Distribution Center	541,451	7.9%
Dairy Farm Products	468,666	6.8%
Grain	390,899	5.7%
Misc. Field Crops	375,036	5.5%
Petroleum Refining Products	276,124	4.0%
Ready-Mix Concrete, Wet	275,046	4.0%
Asphalt Paving Blocks or Mix	152,162	2.2%
Concrete Products	147,780	2.2%
Other	2,276,914	33.2%
TOTAL	**6,858,924**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-20: Top Outagamie County Inbound Rail Commodities

Commodity	Rail Tons	% of Total Rail
Pulp or Pulp Mill Products	275,920	24.1%
Broken Stone or Riprap	252,600	22.0%
Primary Forest Materials	189,640	16.5%
Nonmetal Minerals, Processed	108,080	9.4%
Flour or Other Grain Mill Products	68,280	6.0%
Plastic Mater or Synth Fibres	64,560	5.6%
Misc. Indus Inorganic Chemicals	36,480	3.2%
Fertilizers	31,604	2.8%
Nut or Veg Oils or By-products	25,280	2.2%
Soybean Oil or By-products	17,400	1.5%
Other	76,360	6.7%
TOTAL	**1,146,204**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-21: Top Outagamie County Inbound Air Commodities

Commodity	Rail Tons	% of Total Rail
Small Packaged Freight Shipments	2,567	49.8%
Machinery	470	9.1%
Electrical Equipment	445	8.6%
Fak Shipments	326	6.3%
Rubber or Misc. Plastics	237	4.6%
Instrument, Photo Equipment, Optical Equipment	220	4.3%
Transportation Equipment	176	3.4%
Misc. Manufacturing Products	168	3.3%
Textile Mill Products	117	2.3%
Drugs	105	2.0%
Other	323	6.3%
TOTAL	5,155	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-22: Winnebago County Outbound Freight, 2012

Mode	Tons	% of Total	Value ($)	% of Total
Truck	7,871,575	98.0%	13,733,571,165	97.0%
Rail	163,908	2.0%	422,798,157	3.0%
Other	117	0.0%	337,829	0.0%
TOTAL	**8,035,781**	**100.0%**	**14,156,756,396**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-23: Top State Destinations of Winnebago County Outbound Tonnage

State	Truck Tons	%
WI	2,864,290	36.4%
IL	1,599,283	20.3%
MI	454,119	5.8%
IN	411,977	5.2%
IA	309,539	3.9%
MN	306,174	3.9%
OH	222,456	2.8%
NY	130,198	1.7%
TX	116,091	1.5%
FL	97,951	1.2%
Other	1,359,498	17.3%
TOTAL	**7,871,575**	**100.0%**
State	**Rail Tons**	**%**
WI	80,140	48.9%
IL	44,248	27.0%
MI	10,920	6.7%
GA	5,520	3.4%
CA	4,040	2.5%
VA	3,640	2.2%
TX	3,280	2.0%
NJ	2,880	1.8%
SC	1,840	1.1%
KS	1,560	1.0%
Other	5,840	3.6%
TOTAL	163,908	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-24: Top Winnebago County Outbound Truck Commodities

Commodity	Truck Tons	% of Total Truck
Broken Stone or Riprap	3,047,624	38.7%
Warehouse & Distribution Center	894,847	11.4%
Motor Vehicles	580,846	7.4%
Grain	291,869	3.7%
Misc. Plastic Products	258,961	3.3%
Sanitary Paper Products	239,362	3.0%
Dairy Farm Products	195,523	2.5%
Ready-mix Concrete, Wet	172,834	2.2%
Passenger Motor Car Bodies	163,970	2.1%
Soft Drinks or Mineral Water	156,709	2.0%
Other	1,869,030	23.7%
TOTAL	**7,871,575**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-25: Top Winnebago County Outbound Rail Commodities

Commodity	Rail Tons	% of Total Rail
Grain	64,632	39.4%
Oil Kernels, Nuts or Seeds	29,556	18.0%
Motor Vehicles	17,880	10.9%
Metal Scrap or Tailings	14,400	8.8%
Pulp or Pulp Mill Products	10,960	6.7%
Ordnance or Accessories	8,600	5.2%
Paper Waste or Scrap	7,720	4.7%
Primary Forest Materials	4,000	2.4%
Primary Iron or Steel Products	3,640	2.2%
Fiber, Paper or Pulpboard	2,520	1.5%
TOTAL	**163,908**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-26: Winnebago County Inbound Freight, 2012

Mode	Tons	% of Total	Value ($)	% of Total
Truck	6,736,688	90.8%	10,266,196,912	93.1%
Rail	680,080	9.2%	756,845,845	6.9%
Other	127	0.0%	5,024,028	0.0%
TOTAL	**7,416,896**	**100.0%**	**11,028,204,941**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-27: Top State Origins of Winnebago County Inbound Tonnage

State	Truck Tons	%
WI	3,377,246	50.1%
IL	854,076	12.7%
IN	346,121	5.1%
MI	317,287	4.7%
IA	307,888	4.6%
MN	236,619	3.5%
OH	183,347	2.7%
KY	72,469	1.1%
PA	67,590	1.0%
MO	61,199	0.9%
Other	912,847	13.6%
TOTAL	**6,736,688**	**100.0%**
State	**Rail Tons**	**%**
AL	102,600	15.1%
TX	83,000	12.2%
WY	69,120	10.2%
LA	63,400	9.3%
AB	59,520	8.8%
WI	47,400	7.0%
State	**Rail Tons**	**%**
SC	37,840	5.6%
ON	35,800	5.3%
IN	35,680	5.2%
ID	28,800	4.2%
Other	116,920	17.2%
TOTAL	**680,080**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-28: Top Winnebago County Inbound Truck Commodities

Commodity	Truck Tons	% of Total Truck
Broken Stone or Riprap	1,168,221	17.3%
Grain	645,504	9.6%
Gravel or Sand	564,886	8.4%
Warehouse & Distribution Center	527,741	7.8%
Petroleum Refining Products	389,649	5.8%
Misc. Waste or Scrap	250,603	3.7%
Primary Forest Materials	186,504	2.8%
Motor Vehicle Parts or Accessories	182,642	2.7%
Ready-Mix Concrete, Wet	143,771	2.1%
Metal Scrap or Tailings	129,578	1.9%
Misc. Internal Combustion Engines	120,406	1.8%
Primary Iron or Steel Products	105,206	1.6%
Fiber, Paper or Pulp Board	101,160	1.5%
Other	2,220,817	33.0%
TOTAL	**6,736,688**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-29: Top Winnebago County Inbound Rail Commodities

Commodity	Rail Tons	% of Total Rail
Plastic Mater or Synth Fibres	189,960	27.9%
Pulp or Pulp Mill Products	116,200	17.1%
Nonmetal Minerals, Processed	76,320	11.2%
Metal Scrap or Tailings	55,960	8.2%
Primary Iron or Steel Products	37,120	5.5%
Fiber, Paper or Pulp board	36,040	5.3%
Potassium or Sodium Compound	34,560	5.1%
Paper	27,800	4.1%
Misc. Indus Inorganic Chemicals	25,320	3.7%
Misc. Industrial Organic Chemicals	19,200	2.8%
Other	61,600	9.1%
TOTAL	**680,080**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

2030 STATE FREIGHT SHIPMENTS FORECASTS (ALL TRAVEL MODES)

Table 9-30 displays Wisconsin freight shipments by weight in 2007 historic values and projections for shipments out to 2030 (measured in thousands of tons). This data was obtained from WisDOT's *State Rail Plan 2030* (Chapter 5). The data is shown in four categories: freight leaving Wisconsin, freight entering Wisconsin, freight travelling within Wisconsin, and Overhead (travelling through Wisconsin). This data was collected for all freight modes including rail, truck, water and air. In total, rail freight shipments by weight are forecasted to increase by about 16 percent by 2030; truck freight shipments by weight are forecasted to increase by about 14 percent by 2030; data not available for air and water freight data. Please note: These forecasts were prepared prior to the recent rapid growth in the outbound movement of non-metallic minerals; more specifically, frac sand. These forecasts were also prepared prior to the announced closings, or conversions, of several coal-fired power plants. Future forecasts are likely to change.[21]

[21] WisDOT State Rail Plan 2030, Chapter 5, page 5-8. (9/15/14)

Table 9-30: Wisconsin Freight Shipments by Weight, 2007 and 2030 (thousands of tons)

	Leaving WI			Entering WI			Within State			Overhead			All		
	2007	2030	% Change	2007	2030	% Change	2007	2030	% Change	2007	2030	% Change	2007	2030	% Change
Rail	15,234	14,580	-4.3	75,415	72,635	-3.7	3,771	3,971	5.3	86,067	118,073	37.2	180,487	209,934	16.3
Truck	92,467	99,387	7.5	52,990	67,702	27.8	118,392	112,779	-4.7	76,462	106,568	39.4	340,350	386,519	13.6
Water	21,365	NA	NA	8,106	NA	NA	425	NA	NA	0	NA	NA	29,896	NA	NA
Air	199	NA	NA	76	NA	NA	<1	NA	NA	0	NA	NA	275	NA	NA
Unknown	54	NA	NA	621	NA	NA	0	NA	NA	0	NA	NA	675	NA	NA
Total	129,319	NA	NA	137,208	NA	NA	122,519	NA	NA	161,799	NA	NA	5,550,845	NA	NA

Source: WisDOT (Global Insight TRANSEARCH)

Table 9-31 displays Wisconsin freight shipments by value in 2007 historic values and projections for shipments out to 2030 (measured in thousands of dollars). This data was obtained from WisDOT's *State Rail Plan 2030* (Chapter 5). The data is shown in four categories: freight leaving Wisconsin, freight entering Wisconsin, freight travelling within Wisconsin, and Overhead (travelling through Wisconsin). This data was collected for all freight modes including rail, truck, water and air. In total, rail freight shipments by value are forecasted to increase by about 18 percent by 2030; truck freight shipments by value are forecasted to increase by about 40 percent by 2030; data not available for air and water freight data. Please note: These forecasts were prepared prior to the recent rapid growth in the outbound movement of non-metallic minerals; more specifically, frac sand. These forecasts were also prepared prior to the announced closings, or conversions, of several coal-fired power plants. Future forecasts are likely to change.[22]

[22] WisDOT State Rail Plan 2030, Chapter 5, page 5-8. (9/15/14)

Table 9-31: Wisconsin Freight Shipments by Value, 2007 and 2030 (thousands of $)

	Leaving WI			Entering WI			Within State			Overhead			All		
	2007	2030	% Change	2007	2030	% Change	2007	2030	% Change	2007	2030	% Change	2007	2030	% Change
Rail	12,751	7,867	-38.3	20,843	23,356	12.1	1,867	1,905	2.0	146,887	180,531	22.9	182,348	214,262	17.5
Truck	226,014	263,031	16.4	248,884	380,169	52.7	184,272	229,436	24.5	329,504	513,445	55.8	988,726	1,386,298	40.2
Water	6,939	NA	NA	1,113	NA	NA	387	NA	NA	0	NA	NA	8,439	NA	NA
Air	763	NA	NA	1,218	NA	NA	2	NA	NA	0	NA	NA	1,983	NA	NA
Unknown	6	NA	NA	187	NA	NA	0	NA	NA	0	NA	NA	193	NA	NA
Total	246,473	NA	NA	272,245	NA	NA	186,497	NA	NA	475,900	NA	NA	1,181,689	NA	NA

Source: WisDOT (Global Insight TRANSEARCH)

CANADIAN NATIONAL (CN) RAIL PROFILE

Within the East Central Wisconsin Region, Canadian Nation (CN) is the primary railroad operator. CN operates 1,578 miles (44 percent of total mileage) of track within Wisconsin and employs 440 staff (2009 data). CN operates a major railroad yard in North Fond du Lac and yards in Oshkosh, Neenah and Appleton.[23] The maximum allowable car weights for railcars on CN's routes within the MPO can range from 263,000 to 286,000 pounds.[24] For those interested, CN has a price calculator which allows customers to obtain a price quote by the carload. Please access the following link for more information: https://ecprod.cn.ca/velocity/POWCarloadFrontend/public/english/GetCarloadPrice.
See **Appendix E** documenting the entire rail system for Wisconsin.

[23] http://www.dot.state.wi.us/projects/state/docs/railplan-chapter3.pdf. (06/26/14)
[24] Ibid. (07/03/14)

AIRPORT FREIGHT

The Outagamie County Regional Airport supports the following airport uses[25]:

- Personal/Recreational
- Business/Corporate
- Commercial Service
- Cargo
- Flight Training
- Charter
- Search and Rescue
- Military

Annual operations and enplanements (boardings) (2010) at Outagamie County Regional Airport are as follows[26]:

- Air Carrier (13,780)
- Air Taxi (1,452)
- Air Cargo (1,452)
- Military-Local and Itinerant (266)
- General Aviation-Local (5,345)
- General Aviation-Itinerant (17,800)
- Total Operations (38,643)
- Enplanements (272,470)

Air cargo operations are an important element for Outagamie County Airport. According to a survey produced by the *State Airport System Plan*, the Outagamie County Airport handles approximately 25,962,500 pounds of inbound and outbound cargo in 2010; of which 5 percent was freight, 5 percent was US Mail and the remainder 90 percent was Express cargo.[27] The Outagamie County Regional Airport currently has one air cargo operation - Federal Express. The facility provides overnight, next day and freight service.[28]

In terms of forecasting for future cargo demands for Outagamie County Airport, the airport is expected to see a jump to 36,748,200 pounds of inbound and outbound cargo by the year 2030 or an increase of approximately 10,785,700 pounds.[29]

Outagamie County Regional Airport Sustainable Master Plan **(2012**) also published their historic air cargo activity and forecasts. For comparison, their information is included in **Table 9-32**. They note, "Forecasts of total annual pounds of cargo shipped at the Airport are developed by applying the proportional changes in U.S. activity 2012-2031 to the Airport's 2011 total of 25,371,771 total pounds shipped."[30] Air cargo handled at ATW is projected to increase to over

[25] Wisconsin State Airport System Plan 2030, Table 3-9. (08/11/14)
[26] Wisconsin State Airport System Plan 2030, Table 3-11. (08/11/14)
[27] Wisconsin State Airport System Plan 2030, Table 3-12. (08/11/14)
[28] http://www.atwairport.com/index.php/airport-terminal/tenant-list.html. (03/17/14)
[29] Wisconsin State Airport System Plan 2030, Table 4-24. (08/11/14)
[30] *Outagamie County Regional Airport Sustainable Master Plan* (2012), Chapter 2, page 2-22. (09/15/14)

42 million pounds by 2031, an increase of approximately 70 percent.[31] Federal Express is the primary freight tenant at Outagamie County Airport.

Table 9-32: Historical Air Cargo Activity and Forecasts

	ATW Air Cargo Pounds [a]			Total Domestic Revenue Ton Miles (millions) [b]
Year	Total	Outbound	Inbound	
Historic:				
2002	21,548,037	10,109,277	11,438,760	12,967
2003	19,070,867	8,592,396	10,478,471	14,270
2004	19,853,107	8,588,012	11,265,095	16,341
2005	21,673,038	9,066,168	12,606,870	16,090
2006	23,472,127	9,268,397	14,203,730	15,711
2007	24,897,904	9,520,816	15,377,088	15,818
2008	31,153,868	10,433,062	20,720,806	14,411
2009	19,763,890	8,284,687	11,479,203	11,900
2010	25,962,484	10,847,630	15,114,854	12,833
2011	25,371,771	10,739,041	14,632,730	12,048
CAGR (Compounded Annual Growth Rate) 2002-2011	*1.83%*	*0.67%*	*2.77%*	*-0.81%*
Projected:				
2016	30,873,890	12,750,916	18,122,974	13,354
2021	34,372,291	14,195,756	20,176,535	14,209
2031	42,232,742	17,442,122	24,790,620	16,674
CAGR 2011-2031	*2.58%*	*2.45%*	*2.67%*	*1.64%*

[a] Source: Airport records
[b] Source: FAA Aerospace Forecasts 2006-2017, 2010-2030, 2012-2032

Additionally important to Outagamie County Airport and the potential to continue to expand upon freight planning is the facilities' Airport Business Park. The business park is an undeveloped area of the airport (approximately 75 acres) on the northwest side of the property. As of September 2014, one of the 8 business park lots was leased.[32]

FOX RIVER LOCK SYSTEM

The Lower Fox River is a 39 mile long river controlled by 17 wooden hand operated locks and 4 dams. At one time, the Lower and Upper Fox River was a thriving transportation route, moving passengers and freight from the Port of Green Bay to Lake Winnebago to Portage. However, with the development of the railroads the Fox River commercial transport business ceased to be relevant. In 1983 the U.S. Army Corps of Engineers closed the Fox River lock system to commercial traffic. All but 3 out of the 17 locks were abandoned and left to slowly decay until 2001 when the State of Wisconsin took over the lock system and began restoration. Today, the Fox River Lock System is not only an important historical asset and transportation network for tourism and recreation, but a foundation of a once thriving commercial transport network. If the current modes of commercial transportation can no longer support the demand of the freight users, then the Fox River lock system should be considered as a viable solution to meet future transportation needs.

[31] Ibid, Chapter 4, page 4-13. (09/15/14)
[32] http://www.atwairport.com/index.php/airport-business-a-aviation-info/atw-business-park.html. (09/15/14)

PORT OF GREEN BAY

The Port of Green Bay (a recognized Free Trade Port) remains a vital transportation link for the entire Northeast Wisconsin region and beyond as it imports dry and liquid bulk commodities for manufacturing businesses.[33] Major shipments to the port include coal, limestone, salt and cement; total commerce is about 2.2 million metric tons (2013).[34] It is recommended that the Port of Green Bay increase the depth of the Fox River channel from 24 feet to 26 feet and widen the channel from 100 feet to 250 feet to accommodate larger ships. The *2010 Green Bay Metropolitan Planning Organization Long Range Transportation/Land Use Plan* also recommends looking for additional exports such as finished products area foundries, paper converting machines from local and regional paper mills, wood pulp and grain from producers in northeast Wisconsin.[35] Additionally, the MPO recommends that local and regional municipalities look to create/expand the Maritime Highway Corridor (M-41/43) into the Port of Green Bay, possibly creating more economic opportunities for trade/commerce for northeast Wisconsin.[36] Major shipments to the port include coal, limestone, salt and cement; total commerce is about 2.2 million metric tons (2013).[37]

Infrastructure Investment Survey of the Great Lakes and St. Lawrence Seaway System

In a 2015 report titled, *Infrastructure Investment Survey of the Great Lakes and St. Lawrence Seaway System*, the authors sent a survey to some 600+ companies and government agencies involved with the maritime freight industry. This report compiled data from 2009 to 2013. Some of the major highlights from this survey included[38]:

- A total of $7 billion is being spent on asset renewal and infrastructure improvements by both public and private sectors (in Canada and the United States).
- Between 2009-2013 more than $4.7 billion has been invested in ships, ports and terminals, and waterway infrastructure.
- An additional $2.2 billion has been committed for infrastructure investments in the system by companies and governments.
- American, Canadian and international ship owners are spending more than $4 billion on the biggest renewal of the Great Lakes fleets in 30 years.
- Total port, terminal and waterway infrastructure investments by state and province total $2.9 billion.

Specifically for the State Of Wisconsin, Total Port, Terminal and Waterway Infrastructure Investments (in US and Canadian dollars) are shown in **Table 9-33**. Other Midwestern States are also included to provide a regional comparison.

[33] http://www.portofgreenbay.com/about/history. (08/25/14)
[34] http://www.portofgreenbay.com/media/55367/year%20end%20tonnage%202013%20final.pdf. (08/25/14)
[35] http://www.co.brown.wi.us/departments/page_5de9b9d570a4/?department=2317176c7f00&subdepartment=b4d10bb9388e. (08/26/14)
[36] http://www.marad.dot.gov/documents/AMH_Fact_Sheet_V11.pdf. (08/26/14)
[37] http://www.portofgreenbay.com/media/55367/year%20end%20tonnage%202013%20final.pdf. (08/25/14)
[38] American Great Lakes Ports Association Press Release, January 14, 2015.

Table 9-33: Total Port, Terminal and Waterway Infrastructure Investments (in US and Canadian dollars)

U.S. Dollars	Actual 2009-2013	Committed Post-2013	Total
Illinois	40,711,359	16,136,913	**56,848,272**
Indiana	73,238,952	1,997,742	**75,236,694**
Michigan	78,824,573	36,235,272	**115,059,845**
Minnesota	76,666,601	43,760,483	**120,427,084**
New York	79,445,760	101,336,359	**180,782,119**
Ohio	124,847,579	5,502,159	**130,349,738**
Pennsylvania	5,219,571	5,307,767	**10,527,338**
Wisconsin	89,739,221	11,750,342	**101,489,563**
TOTAL U.S.	**568,693,616**	**222,027,037**	**790,720,653**
Canadian Dollars			
Illinois	41,932,700	16,621,020	**58,553,720**
Indiana	75,436,120	2,057,674	**77,493,795**
Michigan	81,189,310	37,322,330	**118,511,640**
Minnesota	78,966,599	45,073,297	**124,039,897**
New York	81,829,133	104,376,450	**186,205,583**
Ohio	128,593,006	5,667,224	**134,260,231**
Pennsylvania	5,376,158	5,467,000	**10,843,158**
Wisconsin	92,431,398	12,102,853	**104,534,250**
TOTAL U.S.	**585,754,425**	**228,687,848**	**814,442,273**
TOTAL (U.S. + CN)	**1,154,448,041**	**450,714,885**	**1,605,162,926**

Source: Infrastructure Investment Survey of the Great Lakes & St. Lawrence Seaway System (Tables A-6, B-6) (2015)

CENTER FOR FREIGHT AND INFRASTRUCTURE RESEARCH AND EDUCATION AND THE MAFC REGIONAL FREIGHT STUDY

The Appleton (Fox Cities) TMA is cooperating to study freight transportation patterns (via road and rail) in Northeast Wisconsin to determine the current and future needs of the areas stakeholders. This research project is sponsored by WisDOT, the National Center for Freight and Infrastructure Research and Education (C-FIRE) at the University of Wisconsin Madison and the Mid-America Freight Coalition (MAFC).

“The ten states (Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio and Wisconsin) of the Mid-America Freight Coalition are undertaking a study of the movement of freight through and within the region. The primary goal of this study is to maximize the benefit that transportation can contribute to regional economic health. The economy of the region is heavily reliant on manufacturing and agriculture, both of which generate significant amounts of freight, both for the inputs and for the products of economic activities. Both of these major economic engines also face major competition from foreign producers. Success in that competition depends in part on producing quality products at competitive prices, but it also depends on the ability to deliver those products to national and international markets at competitive prices. In delivered, or landed, price, transportation can be a significant factor. Any measures that can be taken to make the movement of freight within the region more efficient will

benefit regional producers and the general economy of the region".[39] The states have defined the following objectives for this study[40]:

- The use of transportation and the movement of freight to support and encourage a regional approach to economic development.
- Identification of bottlenecks, particularly at intermodal connections, how they affect freight movements throughout the entire region, and how they might be alleviated.
- Uniformity and consistency applied to freight movements across the regions, especially regarding permitting, truck sizes and weights, and oversize/overweight rules.
- Development of major routes and corridors as regional entities that account for multi-modal and intermodal aspects.
- Identification of unused freight capacity in different areas and modes and how this and how this capacity might be better used.
- Support for disaster planning, scenario planning, and incident management when a major node, or corridor, is crippled by forces of man or nature.
- Environmental considerations such as air quality, fuel efficiency, land use, and mitigation of invasive species.

The final results of this study have yet to be published. For more information regarding the MAFC and their work within the region, please consult their website.[41]

TRANSPORTATION RESEARCH BOARD: STAKEHOLDER ENGAGEMENT

The mission of the Transportation Research Board (TRB) is to provide leadership in transportation innovation and progress through research and information exchange, conducted within a setting that is objective, interdisciplinary, and multimodal.[42] The TRB recently released a 2014 report titled *Integrating Freight Considerations into Collaborative Decision Making for Additions to Highway Capacity*. Within this report, the TRB outlines a series of "best practices" that transportation agencies and officials can utilize to better plan and integrate freight ideas and stakeholder engagement into the planning process. The following is a summary of these best practices noted in the report (which could possibly be pursued further by the TMA and its staff)[43]:

- ***Nurture "freight champions."*** Freight champions are individuals with the ability to mobilize interest in advancing freight planning. A freight champion may be a private sector leader, a policy maker, or an individual working for a transportation agency. An important role of the freight champion is to be a face for freight and to build trust and relationships with industry stakeholders.

- ***Engage early and frequently.*** Engagement should be conducted early and often, but targeted at key decision points to help conserve resources and avoid stakeholder fatigue, which can cause participants to lose interest in the planning process altogether.

[39] http://www.wistrans.org/cfire/research/projects/mafc-13/. (03/17/14)
[40] Ibid. (03/17/14)
[41] http://midamericafreight.org/. (03/17/14)
[42] http://www.trb.org/AboutTRB/MissionandServices.aspx. (10/2/14)
[43] http://onlinepubs.trb.org/onlinepubs/shrp2/SHRP2_S2-C15-RW-1.pdf. (10/2/14)

- ***Improve freight planning capacity.*** Agencies should continue their efforts to improve freight planning knowledge and staff capacity. Stakeholders indicate that freight agency staff with knowledge of freight issues, trends, and operations provide additional value to the outreach and maximize the benefits of stakeholder engagement.

- ***Collaborate with other agencies.*** Work with other agencies and organizations to share private-sector freight stakeholder input, which sometimes makes its way into the planning process through elected officials and others with frequent and direct contact with the business community (e.g., chambers of commerce, economic development organizations).

- ***Improve interagency communication.*** Communications can break down between local, regional, or state government institutions and the DOT and MPO planners related to the highway impacts of new development projects (e.g., BCO purchases property near a highway interchange through an arrangement with local leaders, causing a bottleneck, and DOT is instructed to "make it work"). Inclusion of the MPO in discussions is helpful.

- ***Assist policy makers.*** Build their knowledge about supply chain and logistics; helps them connect with freight constituents.

- ***Focused meetings and materials.*** Stakeholders respond to plans and products that already have been prepared or summarized in a way that minimizes the time they need to spend reviewing materials. Stakeholder meetings should be focused with clearly defined agendas and action items.

- ***Institutionalize outreach.*** Establish regular meetings and outreach activities to build relationships and to improve the understanding of freight issues in the jurisdiction.

- ***Limited but creative engagement is most effective.*** Use technology, other venues (industry events), focus groups, and so forth. Engagement is dependent on the scale of the freight stakeholder interest in the project. A more robust engagement strategy can be developed for a major truck route improvement versus a commuter route with few trucks.

- ***Post and integrate feedback.*** Transportation agencies should assimilate feedback from private-sector stakeholders, post it online, and make sure that stakeholders recognize that their valuable feedback is being integrated into the planning documents.

FREIGHT PERFORMANCE MEASURES

Bridges[44]

All of Wisconsin's 13,600 bridges are inspected at least once every two years and sometimes more frequently depending on a bridge's age, traffic load and any known deficiencies or load restrictions. Inspection dates and reports for all Wisconsin bridges can be found on the Highway Structures Information System portion of the WisDOT website.

[44] http://www.dot.state.wi.us/projects/bridges/. (04/17/14)

There are different types of bridge inspections from routine to in-depth depending on a bridge's individual characteristics and needs. WisDOT's trained bridge inspectors follow Federal Highway Administration (FHWA) standards and guidelines. Some smaller bridges can be inspected on foot, while others require use of a special "reach-all" vehicle with a jointed arm and bucket that provides inspectors an up-close look at the underside of a bridge. Depending on the size of a bridge, weather conditions and other factors, a bridge inspection can take from one hour to more than a week. During bridge inspections, certified inspectors survey:

- The superstructure or beams that support the deck looking for cracks, rust, or any problems with bolts or rivets.
- The substructure units (which support the superstructure).
- Bridge approaches and the deck or surface of the bridge.
- On bridges over large bodies of water, inspections require divers to check supporting piers.

Following a thorough review of the deck, superstructure and substructure, bridges are assigned a "sufficiency rating" number between one and 100. The rating takes into account some 75 factors reviewed during an inspection and also considers a bridge's age, length and width, and the average amount of traffic the bridge handles. WisDOT uses the sufficiency ratings to help prioritize bridge improvements.

Under WisDOT's Local Bridge Improvement Assistance program, municipalities are eligible for rehabilitation funding on bridges with sufficiency ratings less than 80, and replacement funding on bridges with sufficiency ratings less than 50. Each year, all states including Wisconsin are required to submit a report to the FHWA that reviews the condition of its bridges.

Canadian National (CN)

Canadian National (CN), the major railroad company, provides a safety report which documents railroad crossing and trespassing accidents. Crossing and trespassing accidents data on CN railroads was taken directly from their *Leadership in Safety Report* from 2013 and 2014. This data is from the United States and Canada for the years 2010 through 2013. CN's *Leadership in Safety Report* also provides target goals for crossing and trespassing accidents for 2014. **Table 9-34** displays crossing and trespassing accidents for a regional perspective.

Table 9-34: CN Railroad Crossing and Trespassing Accidents U.S. and Canada

Data	2010	2011	2012	2013	2014 Target
Crossing Accidents	220	226	191	207	180
Trespassing Accidents	88	66	43	57	50
TOTALS	**308**	**292**	**234**	**264**	**230**

Source: CN Leadership in Safety Report 2013, 2014

Federal Rail Administration (FRA) Office of Safety Analysis

Additionally, the FRA Office of Safety Analysis provides yearly safety data such as: total accidents/incidents, total fatalities, total nonfatal conditions, highway rail accidents/incidents, total fatalities, total nonfatal conditions, number of crossings, public crossings, private crossings, crossings with gates, other active crossings and number of crossings with passive warnings at the county level. **Table 9-35** displays this data for the years 2011 through 2013 for Calumet, Fond du Lac, Outagamie and Winnebago Counties and the State of Wisconsin.

Table 9-35: Federal Rail Accidents/Incidents (2011- 2013)

	Calumet			Fond du Lac			Outagamie			Winnebago			Wisconsin		
	2011	2012	2013	2011	2012	2013	2011	2012	2013	2011	2012	2013	2011	2012	2013
Total Accidents/ Incidents	**1**	**2**	**2**	**6**	**10**	**11**	**3**	**1**	**3**	**3**	**3**	**7**	**188**	**131**	**165**
Total Fatalities	0	0	0	0	0	1	0	0	0	0	0	0	11	5	6
Total Nonfatal Conditions	1	1	0	5	7	9	2	2	1	2	1	4	114	76	110
Highway Rail Accidents/ Incidents	**1**	**2**	**2**	**1**	**0**	**1**	**2**	**1**	**2**	**1**	**2**	**5**	**56**	**43**	**60**
Total Fatalities	0	0	0	0	0	1	0	0	0	0	0	0	5	4	2
Total Nonfatal Conditions	1	1	0	0	0	0	1	2	0	0	0	2	16	12	22
Number of Crossings	**92**	**92**	**92**	**134**	**134**	**134**	**194**	**194**	**194**	**182**	**182**	**184**	**6,298**	**6,298**	**6,300**
Public Crossings	62	62	62	81	81	81	137	137	137	115	115	117	4,021	4,021	4,023
Private crossings	30	30	30	53	53	53	57	57	57	67	67	67	2,277	2,277	2,277
Crossings with gates	5	5	5	22	22	22	44	44	44	51	51	51	878	878	878
Other Active Crossings	21	21	21	22	22	22	26	26	26	22	22	22	972	972	972
Number Crossings with Passive Warnings	36	36	36	37	37	37	67	67	67	42	42	44	2,171	2,171	2,171

Source: Federal Rail Administration

American Transportation Research Institute (ATRI)

The American Transportation Research Institute (ATRI) is a 501(c) (3) non-profit organization that has been engaged in transportation studies and operational tests since 1954. Their mission is to "conduct transportation research with an emphasis on the trucking industries essential role in a safe, efficient, and viable transportation system."[45] Each year ATRI conducts a "top industry issues" survey on behalf of the American Trucking Associations (ATA) which is used to identify and monitor the issues that are important to the industry at a national level. ATRI posts the results of industry surveys on their website. Surveys are available from 2005 to 2013.[46] Over time, it would be beneficial to track the results of this survey and keep current on the trucking industry trends. The results of the 2013 Issues Survey is included below and ranked in order of significance.

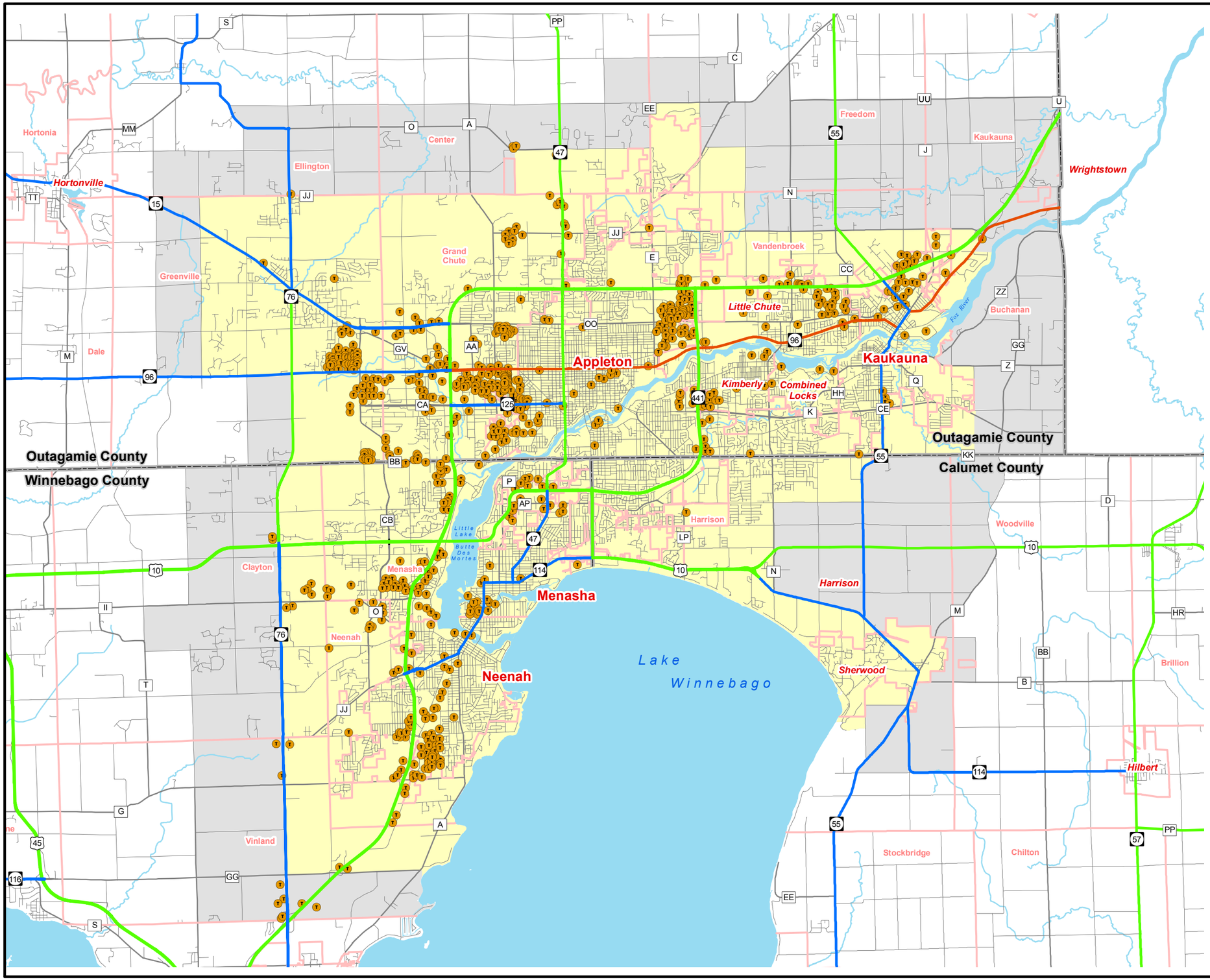
[45] http://atri-online.org/. (05/15/14)
[46] http://atri-online.org/2012/10/08/critical-issues-in-the-trucking-industry/. (05/15/14)

Table 9-36: ATRI Top Industry Issues, 2013

2013 Issues	
1. Hours of Service	6. Truck Parking
2. CSA	7. Driver Retention
3. Driver Shortage	8. Fuel Supply/Fuel Prices
4. Economy	9. Infrastructure/Congestion/Funding
5. Electronic Logging Mandate	10. Driver Health/Wellness

Source: ATRI, 2014

Map 9-1
Appleton TMA Freight Locations & Truck Routes



- None
- 75"
- 65"
- FreightTerminals
- County Boundary
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

N W E S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
Freight terminals provided by ECWRPC
Frieght routes provided by Wisconsin DOT

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East Central Wisconsin Regional Planning Commission
ECWRPC

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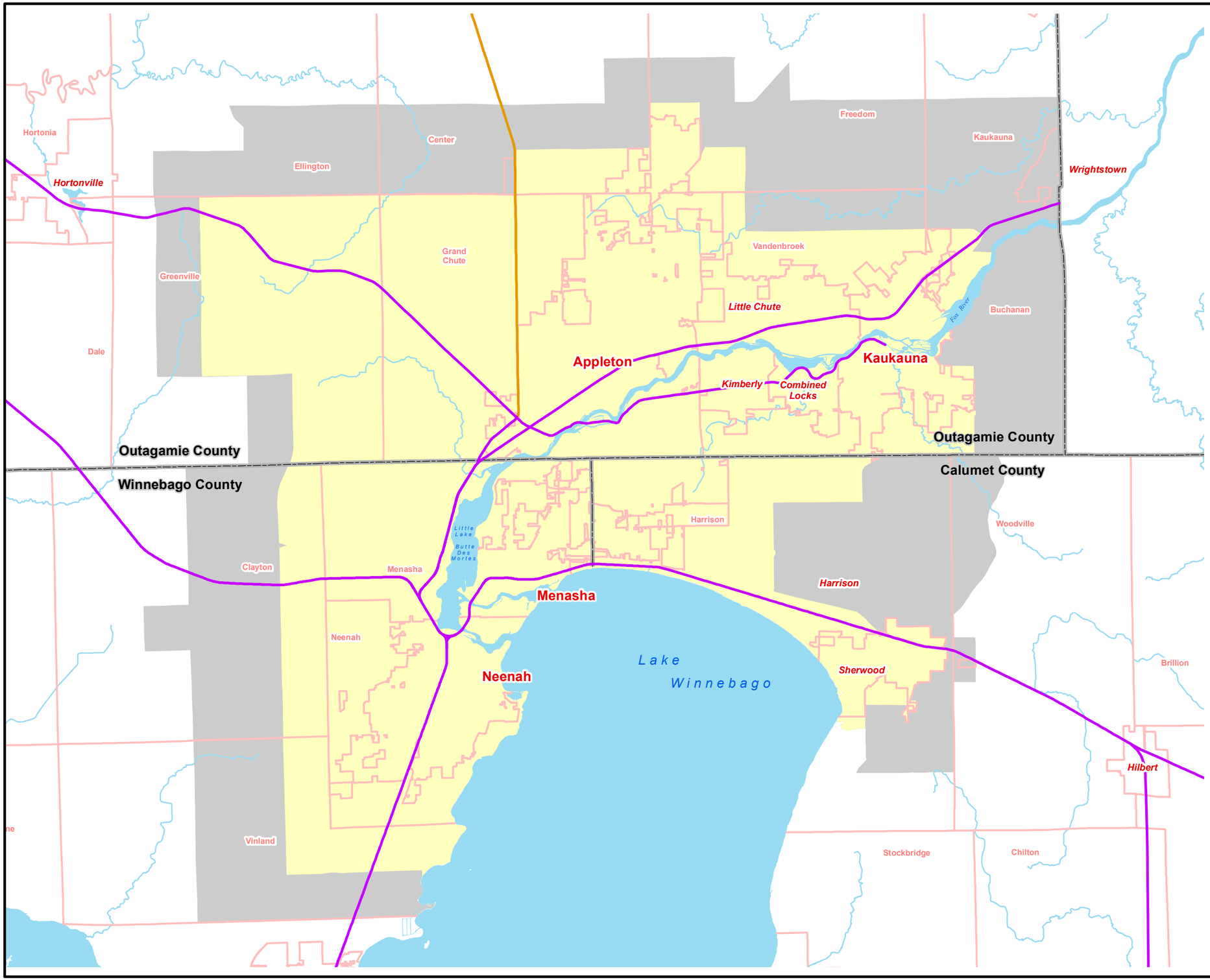
Map 9-2
Appleton TMA
Rail Routes



286,000 Pound Rail Cart Limit

263,000 Pound Rail Cart Limit

County Boundary

Municipal Boundary

Appleton Adjusted Urbanized Area

Appleton Transportation Management Area

N

W E

S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
Rail Data provided by WI Rail Plan 2030

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CHAPTER 10

MULTIMODAL TRANSPORTATION

CHAPTER 10 – MULTIMODAL TRANSPORTATION

TABLE OF CONTENTS

Introduction 10-1
Definitions 10-2
Existing Conditions 10-3
Performance Measures 10-8
Intergovernmental Measures 10-8
Local Measures 10-8
Census Data 10-8
Advocacy Organizations and Partners 10-8
Fox Cities Greenways 10-8
Fox Cities Cycling Association 10-9
Weight of the Fox Valley 10-9
Well City Fox Cities and Well City Oshkosh 10-9
Activate Fox Cities 10-10
Local Advocacy Measures 10-10
Fox Cities Bike Challenge 10-10
Funding 10-10
Local Capital Improvement Programs (CIPs) 10-11
Surface Transportation Program – Urban (STP-Urban) 10-11
Transportation Alternatives Program (TAP) 10-11
Highway Safety Improvement Program (HSIP) 10-12
Recreational Trails Aid Program (RTA) 10-12
Metropolitan Planning (PL) Funds 10-12
EPA “Climate Showcase Communities” Grants 10-13
U.S. Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG) 10-13
The Robert Wood Johnson Foundation 10-13
Fox Cities Visitors Bureau and Convention Center – Tourism Development Grant Fund 10-13
Public Private Partnerships 10-14
Additional Resources 10-16
Recommendations 10-17

FIGURES

Figure 10-1: Complete Streets Diagram 10-19

TABLES

Table 10-1: Appleton (Fox Cities) TMA Existing Pedestrian Facility Miles 10-4
Table 10-2: Appleton (Fox Cities) MPO Existing Bicycle Facility Miles 10-6
Table 10-3: Appleton (Fox Cities) TMA Existing Roadways with Pedestrian and Bicycle Facilities 10-7
Table 10-4: Quick Reference Funding Source Summary Table 10-15

MAPS

Map 10-1: Appleton TMA Existing Pedestrian Facilities 10-21
Map 10-2: Appleton TMA Existing Bicycle Facilities 10-23
Map 10-3: Appleton TMA Bike Rack Inventory 10-25
Map 10-4: Appleton TMA Existing, Planned, and Recommended Pedestrian Facilities 10-27
Map 10-5: Appleton TMA Existing, Planned, and Recommended Bicycle Facilities 10-29

CHAPTER 10: MULTIMODAL TRANSPORTATION

INTRODUCTION

This chapter of the Appleton (Fox Cities) LRTP will look at the existing conditions of the TMA and address possible improvements and strategies through the recommendations sections. This Chapter will also provide existing and recommended performance measures as well as funding opportunities and additional resources. Existing data resources such as U.S. Census data, local and regional municipality facility counts and Wisconsin Department of Transportation (WisDOT) materials should be referenced. Additional municipal surveys, existing facility audits and local advocacy and action groups should also be consulted.

The multimodal chapter is designed to be a guide that corroborates existing plans and provides additional resources. This chapter is not intended to supplant existing municipal plans, but provide an additional resource for the planning and implementation process.

The multimodal chapter is designed to be a guide that corroborates existing plans and provides additional resources. This chapter is not intended to supplant existing municipal plans, but provide an additional resource for the planning and implementation process. There are a number of benefits to developing a well-rounded transportation system. Benefits of developing and maintaining these multimodal transportation facilities are well documented and include:

- health benefits;
- economic benefits;
- environmental benefits; and
- social benefits.

These multimodal transportation options should remain viable modes for both recreation and active transportation within the urbanized area. The remainder of this chapter documents the existing inventory of bicycle and pedestrian facilities within the Appleton (Fox Cities) TMA as well as lists recommendations regarding future long term projects (proposed and “wish list” items). The inventory and recommendations were primarily provided by the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan* which was adopted by ECWRPC Policy Board in October 2014. MPO staff support these recommendations and will work with local municipalities where possible to facilitate their advancement.

DEFINITIONS

The following definitions were defined within the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan - 2014* and the *City of Oshkosh Bicycle and Pedestrian Circulation Plan – 2011* and are consistent with WisDOT's Chapter Trans 75 legislation[1]:

Bicycle Facilities - are infrastructure improvements such as sharrows, marked bike lanes, and shared use paths (both paved and unpaved). For consistency through the LRTP document, bicycle facilities that are signed or unsigned will not be calculated within the existing facilities section.[2]

Bike Lanes - A portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and signs.

Complete Streets - Roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities.

Multi-Use Trail – a travelway separated and distinct from facilities in the right-of-way which are physically separated from motorized vehicle traffic by an open space or barrier either within the right-of-way or within an independent area. Multi-use trails are typically used exclusively by pedestrians, bicycles or non-motorized users.

Pedestrian – A person on foot, in a wheelchair, on skates or on a skateboard.

Pedestrian Facilities - Defined within the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan* as sidewalks or shared use paths (both paved and unpaved).[3]

Road Diet – A technique in transportation planning whereby a roads number of travel lanes are reduced and/or the effective width of each lane is narrowed in order to achieve systemic improvements

Shared Roadway – a roadway that is officially designated and marked as a bicycle route, but which is open to motor vehicle travel and upon which no bicycle lane is designated.

Sharrow (also known as stripe less bike lanes) – An arrow-like design painted on a roadway to mark a bicycling route. Sharrows are place in the center of a travel lane to indicate that the bicyclist may use the full lane. The name "sharrow" is a contraction of "shared roadway marking."

[1] http://docs.legis.wisconsin.gov/code/admin_code/trans/75. (02/13/15)
[2] Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan – 2014.
[3] Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan – 2014.

EXISTING CONDITONS

The Appleton (Fox Cities) TMA encompasses 25 municipalities (3 counties, 4 cities, 5 villages, 13 towns), and resides completely within Calumet, Outagamie, and Winnebago Counties, Wisconsin. Existing bicycle and pedestrian facilities are divided into different categories ranging from completed route systems to existing built structures.

Table 10-1: Appleton (Fox Cities) TMA Existing Pedestrian Facility Miles; addresses the total mileage of pedestrian facilities provided within the TMA boundaries. Using the 2010 US Census population data and the total pedestrian facilities data, a measurable percentage metric was developed. The right column shows the total percentage per population and was developed so as to track future facility increases. Total percentage of pedestrian facilities by population (0.47%) within the Appleton (Fox Cities) TMA is comparatively low related to surrounding MPO regions. With a ratio of 4.71miles of sidewalk facilities per 1,000 residents, the TMA as a whole provides pedestrian accommodations. **Map 10-1**: Appleton (Fox Cities) Existing Pedestrian Facilities Map displays the location of pedestrian facilities constructed within the TMA boundary.

The TMA's individual city cores have a well implemented pedestrian network, but as you travel further from the center, available facilities decrease. Several explanations can cause the decrease in pedestrian related facilities. The core of the Appleton (Fox Cities) TMA is dominated by the Cities of Appleton, Menasha, Neenah and Kaukauna and several larger villages and towns including Grand Chute, Little Chute and Kimberly. With each city's policy of developing "urban" style roadways when constructing new or replacing old surfaces, the policy of installing pedestrian sidewalks where necessary is generally followed. This policy has allowed the core area of the TMA to provide large quantities of sidewalk over a longer period of time. The surrounding municipalities have a more "rural" style development model that does not normally facilitate the construction of right-of-way based pedestrian facilities. With smaller municipalities limited ability to fund road construction projects with an "urban" style design, which can be quite costly, often makes the project infeasible. In addition to the cost structure of an "urban" vs "rural" style development, the general tendency of surrounding municipalities is geared towards nodes of commercial development and larger residential neighborhoods separated from those commercial centers. The reliance of the automobile and the increased distance from businesses, most located outside of the local town, to the personal residence does not easily validate the construction of traditional right-of-way based pedestrian facilities. One observation is the higher volume of existing multimodal trails within the towns and villages of the TMA. With recent development trends leaning towards suburban style growth, the implementation of multimodal trail facilities can be provided for within the original build schedule. The ability to plan for large scale pedestrian accommodations is made considerably easier when space is allocated from the start.

Table 10-1 Appleton (Fox Cities) TMA Existing Pedestrian Facility Miles

Communities	Population	Off-Road Paved (Miles)	Off Road Not Paved (Miles)	Sidewalks (Miles)	Total Miles of Pedestrian Facilities	Miles Per 1000 Capita
Cities						
Appleton	72,623	15.41	0.17	501.42	517	6.90
Menasha	17,353	3.79	0	89.52	93.31	5.16
Neenah	25,501	16.57	0.25	153.34	170.16	6.01
Kaukauna	15,462	2.96	5.58	124.76	133.3	8.07
Villages						
Combined Locks	3,328	0.52	2.14	22.32	24.98	6.71
Harrison	7,373	2.47	8.66	1.3	12.43	0.18
Little Chute	10,449	2.36	0	79.6	81.96	7.62
Kimberly	6,468	4.43	0.31	55.5	60.24	8.58
Sherwood	2,713	7.2	0.09	3.8	11.09	1.40
Towns						
Buchanan	6,755	2.22	0.23	0	2.45	0.00
Center	3,402	0	0	0	0	0.00
Clayton	3,951	0	3.33	0	3.33	0.00
Ellington	2,535	0	0	0	0	0.00
Freedom	5,842	0	0	0	0	0.00
Grand Chute	20,919	14.23	1.66	0	15.89	0.00
Greenville	10,309	10.83	0	0	10.83	0.00
Harrison	3,471	0	0	0	0	0.00
Kaukauna	1,238	0	0	0	0	0.00
Menasha	18,498	15.58	0.91	0	16.49	0.00
Neenah	3,237	2.58	0	0	2.58	0.00
Vandenbroek	1,474	0.59	0	0	0.59	0.00
Vinland	1,765	0	0	0	0	0.00
Appleton TMA Total	**244,666**	**101.74**	**23.33**	**1031.56**	**1156.63**	**4.22**

Source: Population data provided by U.S. Census, 2010; Bicycle data provided by local municipalities in 2013

Table 10-2: Appleton (Fox Cities) TMA Existing Bicycle Facility Miles; displays the quantity of designated bicycle facilities for each municipality and the TMA as a whole. Recent trends moving towards supplying bicycle related facilities have begun to gain momentum. Historically, the use of bicycles and other pedestrian related modes of transportation were the norm. With the advent of the automobile and the increased construction of roads and highways, the pedestrian oriented development model gave way to automobile based development. The importance of the bicycle, pedestrian and complete streets have begun to guide construction in a more smart sustainable fashion. The inclusion of bike lanes or designated facilities is increasing in momentum within the TMA area. As of 2013, a ratio of 0.75 miles of bicycle related facilities per 1,000 residents is provided within the TMA boundary. Existing infrastructure is developing at a faster rate than surrounding regions and provides more substantial transportation based growth along longer regional corridors.

Similar to regional pockets of pedestrian facilities, bicycle facilities are not evenly spaced within the TMA. Several townships and even villages are not implementing facilities at the same rate of growth. The Village of Harrison for example is experiencing faster growth than many of the surrounding communities, but has not implemented additional bicycle facilities or pedestrian facilities at an even rate. This uneven growth trend can be caused by several issues: the political structure within the village may not have the ability or pressure to pursue multimodal facilities. Additionally, the growth pattern is geared towards a residential “sub-division” style expansion. The increases in larger lots with low density do not easily lend itself to a bicycle friendly community structure. The Village of Harrison is but one example of a community that is not keeping up with overall regional trends.

Table 10-2: Appleton (Fox Cities) MPO Existing Bicycle Facility Miles

Communities	Population	Bike Racks (Number)	Bike Lanes x2 (Miles)	Off-Road Paved (Miles)	Off Road Not Paved (Miles)	Total Bicycle Facility (Miles)	Miles Per 1000 Capita
Cities							
Appleton	72,623	65	16.8	15.41	0.17	32.38	0.45
Menasha	17,353	19	2.84	3.79	0	6.63	0.38
Neenah	25,501	26	20.02	16.57	0.25	36.84	1.44
Kaukauna	15,462	14	14	2.96	5.58	22.54	1.46
Villages							
Combined Locks	3,328	3	0	0.52	2.14	2.66	0.80
Harrison	7,373	3	0.1	2.47	8.66	1.3	0.18
Little Chute	10,449	10	8.12	2.36	0	10.48	1.00
Kimberly	6,468	9	0.18	4.43	0.31	4.92	0.76
Sherwood	2,713	2	0	7.2	0.09	7.29	2.69
Towns							
Buchanan	6,755	4	0	2.22	0.23	2.45	0.36
Center	3,402	0	0	0	0	0.00	0.00
Clayton	3,951	3	0	0	3.33	3.33	0.84
Ellington	2,535	0	0	0	0	0.00	0.00
Freedom	5,842	1	0	0	0	0.00	0.00
Grand Chute	20,919	6	5.7	14.23	1.66	21.59	1.03
Greenville	10,309	7	0	10.83	0	10.83	1.05
Harrison	3,471	0	0	0	0	0	0.00
Kaukauna	1,238	0	0	0	0	0.00	0.00
Menasha	18,498	5	0.54	15.58	0.91	17.03	0.92
Neenah	3,237	2	0	2.58	0	2.58	0.80
Vandenbroek	1,474	0	0	0.59	0	0.59	0.40
Vinland	1,765	0	0	0	0	0.00	0.00
Appleton TMA Total	**244,666**	**179**	**68.3**	**101.74**	**23.33**	**183.44**	**0.75**

Source: Population data provided by U.S. Census, 2010; Bicycle data provided by local municipalities in 2013

Map 10-2: Appleton TMA Existing Bicycle Facilities; shows the distribution of bicycle facilities within the TMA. As with the pedestrian facilities, the majority of the facilities are located within the higher density core areas. Ongoing regional construction projects and recognizing the importance of a complete streets policy has facilitated the growth of those bicycle facilities.

Two regional outliers that should be noted are the Village of Greenville and the Village of Sherwood. Both communities are implementing multimodal facilities along major corridors. The use of trails to connect regional points of interest is especially evident in Greenville where three different parks, a school and a local YMCA are regionally connected. The uses of trail underpasses were implemented to provide a safe means of crossing State HWY 76.

Map 10-3: Appleton TMA Bike Rack Inventory: shows the existing location of bicycle rack facilities. The increased reliance of the bicycle and the newly implemented bike racks on Valley Transit busing system has represented positive strides towards providing alternative transportation structures. The placement of these structures, to date, has been along major corridors and adjacent to public and private developments. Additional concentrations of bike racks are located near central business districts, near regional points of interest and adjacent to each university/technical college.

Table 10-3: Existing Roadways with Pedestrian and Bicycle Facilities: breaks down the total roadways within the Fox Cities TMA and compares that total to the total mileage of roadways with sidewalks and bicycle facilities. A percentage metric was developed to better understand the total level of complete streets and a comparable between implanted miles to total mileage.

Table 10-3: Appleton (Fox Cities) TMA Existing Roadways with Pedestrian and Bicycle Facilities

	Miles	Percentage
Roadway	1,891	
Roadway with Sidewalk	599	32%
Roadway with Bicycle Facilities	133	7%
Roadway with Sidewalk, Bicycle Facilities, and Transit Routes (i.e. Complete Streets)	23.11	1%

Bicycle and Pedestrian data provided by local municipalities in 2013

It is noted that bicycles are considered vehicles based on Wisconsin State Statute [340.01(5)][4] and they can be used on roadways however, consideration should be given to provide space for bicyclists on the roadway as it related to safety.

With ongoing improvements to the USH 441 corridor, many new pedestrian and bicycle facilities will be implemented. The use of diverging diamond underpasses and designated pedestrian and bicycle facilities are being prioritized. All reconstructed overpasses have pedestrian facilities consistent with the State of Wisconsin's Trans 75 guidelines. Bicycle and pedestrian facilities will be provided in the form of wider sidewalks, bike lanes and bike oriented transitions and ramps. These underpasses are consistent with local and regional bike and pedestrian plan recommendations.

[4] Wisconsin State Statute [340.01(5)] http://docs.legis.wisconsin.gov/statutes/statutes/340/01/5. (9/19/14)

PERFORMANCE MEASURES

Recommended facility improvements should be regularly measured for functionality and sustainability. On an annual basis, it is important to measure the success of multimodal facilities. Performance measure such as facility use metrics and local advocacy measures should be recorded regularly. Performance measures can be categorized into two different fields; intergovernmental measures and local advocacy measures. Intergovernmental measures are guides where infrastructure counts, usage patterns and facility quality analyses are completed. Local advocacy measures look at the use of facilities through alternative means. While Intergovernmental measures look at individual segments of a route, local advocacy measures focus on the rider/walker and the individual metric traits. Examples of each measurable are listed below.

Intergovernmental Measures

Local Measures

Data on regional bike/pedestrian facilities (by mileage) was recently inventoried through the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan* in 2014. Miles of facilities of trails and sidewalks were documented. For the Appleton (Fox Cities) TMA, the following mileages were recorded:

- 68.3 miles of bike lanes;
- 101.74 miles of off-road paved trails;
- 23.33 miles of off-road non-paved trails; and
- 1031.56 miles of sidewalks.

In terms of performance measures for the LRTP, it will be important to monitor the status of these mileages for both bicycle/pedestrian facilities. Over time, with the implementation of recommendations of the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan*, the MPO can work to maintain and increase the quantity and quality of the regional multimodal transportation network.

Census Data

US Census Bureau perform regular audits on 5 and 10 year cycles. With data recently collected in 2010, the census is an excellent source for data pertaining to districts and individual census tracts. Regular maintenance of the data is important to receive the highest quality results. Relevant data includes population, density, income metrics, demographics and employment trend data.

Website: www.census.gov

Advocacy Organizations and Partners

Fox Cities Greenways

The Fox Cities Greenways organization was started in January, 1995 and was primarily formed after the STH 441 bridge over Little Lake Butte des Morts was open for bicyclists and

pedestrians before residents were allowed to drive on it. This sparked significant interest among the public about having trail facilities throughout the Fox Cities. The Fox Cities Greenways organization is a 501C3 organization that works with local municipalities, partner organizations, and residents to develop and expand the bicycle and pedestrian network through trails, bicycle facilities, and water trails.

Website: http://www.focol.org/greenways/

Fox Cities Cycling Association

In 2013, the Fox Cities Cycling Association, a subcommittee of the Fox Cities Greenways was develop in an effort to continue to expand and develop bicycle facilities throughout the Fox Cities. The FCCA has worked with partner organization to organize community rides (i.e. Moonlight Rides, Community Bike Rides, the Fox Valley Bike Challenge Ride, etc.), provide bike valet at the Appleton Farmers Market, educating local residents on the benefits of bicycling and providing advocacy for bicycling. The FCCA also developed the Bicycle Benefits Program, which works with local businesses to provide a discount to those customers who bike to their establishment.

Website: http://www.foxcitiescycling.org/

Weight of the Fox Valley

The Weight of the Fox Valley is a three-county initiative to build a community that achieves and maintains a healthy weight at every age. The Weight of the Fox Valley is a movement working together to build a healthier community. Partners include but are not limited to: school districts, government organizations, businesses, and non-profit organizations.

Facebook Site: https://www.facebook.com/WeightoftheFoxValley

Well City Fox Cities and Well City Oshkosh

Well City Fox Cities and Well City Oshkosh is part of a national movement to build healthier communities. This innovative program was created in 1991 by the Wellness Council of America (WELCOA), a national non-profit organization and leading resource for health and wellness promotion. To build healthier communities and earn the Well City designation, local businesses team up, pledging to earn Well Workplace designations within three years. It requires 20% of a community's population to be employed by Well Workplace Award-

winning companies/organizations.

Website: Well City Fox Cities http://www.wellcityfoxcities.com/about-us.html; Well City Oshkosh http://www.welloshkosh.com/Home

Activate Fox Cities

Activate Fox Cities is a wide ranging group of Fox Cities organizations that have joined together to encourage people in our community to get moving and live healthier. Activate Fox Cities is part of a national effort led by the YMCA of the USA, known as Activate America: Pioneering Healthy Communities, a project that engages key community stakeholders to develop strategies that reduce barriers and increase support for healthy living in the Fox Cities. Their plan is to educate, motivate, and facilitate long-term collaboration with business, government, schools, communities, neighborhoods, social service agencies and the media toward making the Fox Cities a healthier place to live, work, and play.

Website: http://www.ymcafoxcities.org/activatefoxcities/INDEX.HTM

Local Advocacy Measures

Fox Cities Bike Challenge

The League of American Bicyclists in partnership with Kimberly-Clark Corporation sponsors a national event known as the National Bike Challenge. This annual event is a free and interactive way for bicyclists across the country to log the number of miles they ride for sport/recreation and for active transportation (work, errands, etc.). At the local level, the Fox Cities Cycling Association participates in this national event by hosting its own cycling challenge: Fox Cities Bike Challenge. As part of the National Bike Challenge, individuals and groups can participate by logging the number of miles they ride with their bicycles. The official bicycle challenge period begins May 1st and runs through September 30th each year. Riders are automatically eligible for prizes and awards simply by recording the number of miles they ride.

In terms of performance measures for the LRTP, staff will monitor the local miles ridden as part of the Fox Cities Cycling Association/Fox Valley Bike Challenge. For the 2014 Challenge, local participants (2,305 riders) accounted for:

- 995,517 miles (approximately 2 round trips to the moon)
- 53,963,816 calories burned
- $562,457 dollars saved
- 895,965 pounds of CO_2 saved

FUNDING

Primary funding for multimodal facilities and pedestrian and bicycle improvements should be budgeted annually within each municipality. It is critical that the municipality provide funding for pedestrian based improvements. In point of fact, many grant and funding opportunities require a percentage based match. An example of a required match is the 20% match for most Surface

Transportation Program-Urban (STP-Urban) grants. STP-Urban awards require that 20% of the overall project cost be funded through local funds. The remaining 80% of the project cost will then be awarded (federal funds). The purpose of the match based system is to ensure that local municipalities show a willingness to fund the improvements they request and that funds are not awarded and subsequently unused.

Funding options are available from a wide range of sources and endowments. With many funding resources having strict requirements on inclusions and implementation procedures, the overall cost of the project can see a large increase. It is prudently recommended that all parties interested in obtaining alternative funding resources contact the administrator of the funds or ECWRPC and WisDOT to gain additional information and assistance on funding requirements and matching totals. Listed below is a brief list of available funding resources relevant to the Appleton (Fox Cities) TMA. This list is but a small sample of the opportunities available and represents a wide range of federal, state and private opportunities.

Local Capital Improvement Programs (CIPs)

As local streets are scheduled for reconstruction or resurfacing, bicycle and pedestrian accommodations should be considered by the local municipality. It is much more cost efficient to include bicycle and pedestrian accommodations as part of the project versus trying to retrofit once the project is completed. The costs of bicycle and pedestrian accommodations can then be built into the cost of the project.

Surface Transportation Program – Urban (STP-Urban)

The Surface Transportation Program – Urban (STP-Urban) allocates federal funds to complete a variety of improvements to federal-aid-eligible roads and streets in urban areas. All projects must meet federal and state requirements. Communities are eligible for funding on roads that are functionally classified as a major collector or higher.[5] Metropolitan Planning Organizations (MPOs) and the Wisconsin Department of Transportation (WisDOT) coordinate with local municipalities to select projects that are eligible for STP-Urban funds. The Appleton (Fox Cities) and Oshkosh MPO have worked with the Technical Advisory Committee (TAC) to develop selection criteria for projects that are eligible (see the Appleton (Fox Cities) Transportation Improvement Program and the Oshkosh Transportation Improvement Program for more information). In the past STP-Urban Infrastructure Projects that have been awarded funds have included bicycle and pedestrian accommodations. In the future it is recommended that the Appleton (Fox Cities) TMA and Oshkosh MPO also consider funding non-infrastructure projects (i.e. education, encouragement, enforcement, and evaluation projects) through STP-Urban funds. The federal funding ration for STP-Urban projects is usually 80% federal funds, 20% local funds.

Website: http://www.dot.wisconsin.gov/localgov/highways/stp-urban.htm

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a new legislative program that was authorized in 2012 by federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21). Projects that meet eligibility criteria for the Safe Routes to School Program,

[5] Wisconsin Department of Transportation (WisDOT) Surface Transportation Program: http://www.dot.wisconsin.gov/localgov/highways/stp-urban.htm.

Transportation Enhancements, and/or the Bicycle and Pedestrian Facilities Program will be eligible TAP projects. The funding ratio is usually 80% federal funds, 20% local matching funds.

In MAP-21, MPOs with populations over 200,000 (or Transportation Management Areas – TMAs) will now have the ability to select and award TAP projects at the local level.[6] The Appleton (Fox Cities) TMA has an annual federal allocation of $314,140 annually to award to TAP projects. WisDOT also coordinates a statewide TAP grant cycle for projects that are not located within the TMAs.

With the changes in the Transportation Alternatives Program, the Safe Routes to School projects now require a 20% local match. This local match may be difficult for smaller local municipalities to obtain and it is recommended that local municipalities work with private entities or a variety of municipality departments to help fund the 20% match.

Website: http://www.dot.state.wi.us/localgov/aid/tap.htm

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is to develop and implement, on a continuing basis, stand-alone safety projects designed to reduce the number and severity of crashes on all streets and highways (both state and local). The federal funding ratio for the HSIP funds is usually 90% federal and a 10% match of state and/or local funds. The HSIP Program currently prioritizes sites that have experienced a high crash history with an emphasis on low-cost options that can be implemented quickly.[7]

Website: http://www.dot.wisconsin.gov/localgov/highways/hsip.htm

Recreational Trails Aid Program (RTA)

The Recreation Trails Program provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorized the Recreational Trails Program through federal fiscal years 2013 and 2014 as a set-aside from the Transportation Alternatives Program.

Website: FHWA - http://www.fhwa.dot.gov/environment/recreational_trails/index.cfm
WDNR - http://dnr.wi.gov/aid/rta.html

Metropolitan Planning (PL) Funds

Metropolitan Planning (PL) Funds provides federal funding under MAP-21 to metropolitan planning organization to carry out the federal transportation planning activities within a MPO area. The primary purpose of these funds is for the administration of the MPO process including the development of a regional multi-modal long range transportation plan and the transportation improvement program. MPOs over 200,000 in population will also administer the Transportation Alternatives Program and Congestion Management Process. Funding can be used for sub-

[6] Wisconsin Department of Transportation (WisDOT) Transportation Alternatives Program: http://www.dot.state.wi.us/localgov/aid/tap.htm.
[7] Wisconsin Department of Transportation (WisDOT) Highway Safety Improvement Program (HSIP): http://www.dot.state.wi.us/localgov/highways/hsip.htm.

regional and other modal planning activities including plans, studies, and programs for bicycle and pedestrian accommodations.

EPA "Climate Showcase Communities" Grants

The Environmental Protection Agency (EPA) announced the availability of up to $10 million in first-of-its-kind, "Climate Showcase Communities" grants to local and tribal governments to establish and implement climate change initiatives that will help reduce greenhouse gas emissions. The agency awards cooperative agreements, each one ranging from $100,000 to $500,000. Approximately 5 percent of the funds are set-aside for tribal governments. The EPA requests proposals from local governments, federally recognized Indian tribal governments, and inter-tribal consortia to efficiently reduce greenhouse gas emissions, and improve the environmental, economic, public health, and social conditions in a community.

Website: http://www.epa.gov/statelocalclimate/local/showcase/index.html

U.S. Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG)

The CDBG program provided eligible metropolitan cities and urban counties (called "formula communities") with annual direct grants that they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve communities facilities and services, typically to benefit underserved communities (low- and moderate-income communities). Eligible activities include building public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers, and recreational facilities.[8]

Website:
http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation seeks to improve the health and health care of all Americans. One of the primary goals of the Foundation is to "promote healthy communities and lifestyles." Specifically, the Foundation has an ongoing "Active Living by Design" grant program that promotes the principles of active living including non-motorized transportation. Other related calls for grant proposals are issues as developed, and multiple communities nationwide have received grants related to promotion of trails and other non-motorized facilities.

Website: http://www.rwjf.org/en/grants.html#q/maptype/grants/ll/37.91,-96.38/z/4

Fox Cities Visitors Bureau and Convention Center – Tourism Development Grant Fund

Since its inception, the Fox Cities Convention and Visitors Bureau has allocated a percentage of its room tax revenue for the development or expansion of visitor attractions and amenities through a grant program previously called the *Capital Development Grant Program.* Since 2011,

[8] U.S. Department of Housing and Urban Development: http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs.

the grant program is referred to as the *Fox Cities Tourism Development Grant Program.* During the Bureau's 25 year history it has made nearly $7.0 million in grants through the program. Grants have ranged between $2,500 and $1,000,000. As a general rule the Tourism Development Grant Committee does not fund elements of trail construction projects. There are, however, rare exceptions where a trail project will be considered under the capital project category. Most often these will be unique or unusual crossings or bridges that are key to the success of a particular trail project. This includes a grant for the Herb and Dottie Smith Park Trail Trestle Bridge Project of $50,000 and the Friendship Trestle Trail.

Public Private Partnerships

As federal and state funds become more competitive for local communities, it is recommended that local municipalities work with the private sector to help secure funds for various types of bicycle and pedestrian projects. The private sector could help to provide the 20% local match for state grant programs, making the local grant application more competitive for funding.

Additionally, local businesses have a vested interested in bicycle and pedestrian accommodations, as healthy active employees help to reduce the businesses health insurance costs and the employees are also more productive. Local health insurance companies are interested in having healthy residents, as it reduces the health insurance claims related to chronic diseases. Private and public partnerships should be explored by local municipalities as the built environment as a direct correlation with the health of local residents.

Table 10-4: Quick Reference Funding Source Summary Table summarizes the main points of the provided list and categorizes the main points of each funding resource into one guide.

Table 10-4: Quick Reference Funding Source Summary Table

Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
Surface Transportation Program (STP)	Federal	MPO/WisDOT	Construction, resurfacing, and operational improvements for highways and bridges, including transit and other modes.	Construction of pedestrian/bicycle transportation facilities; Non-construction projects for safe bicycle use; Upgrade public sidewalks to comply with ADA standards.	80% Federal / 20% Local
Transportation Alternatives Program (TAP)	Federal	Local / Appleton TMA / WisDOT			80% Federal / 20% Local
Recreational Trails Aids Program (RTA)	Federal	WDNR	Develop and maintain recreational trails and trail related facilities for non-motorized and motorized recreational trail uses.	Motorized and non-motorized trails. Eligible categories are trail maintenance and rehabilitations, trailside or trailhead facilities, construction and maintenance equipment, trail construction, trail assessments, and trail safety and environmental protection education.	80% Federal / 20% Local
Highway Safety Improvement Program (HISP)	Federal	WisDOT	Reduction in traffic fatalities and serious injuries on public roads	Improvements for pedestrian/bicyclist safety; Construction of yellow-green signs at pedestrian/bicycle crossings and in school zones. Correction of hazardous locations including roadside obstacles, railway-highway crossing needs, and poorly marked roads that constitutes a danger to bicyclists/pedestrians. Highway safety improvement projects on bicycle/pedestrian pathways or trials.	90% Federal / 10% Local
Metropolitan Planning (PL) Funds	Federal	MPO	Funds are for MPOs to carry out federal transportation planning activities within the MPO area. Activities include administering the MPO process, development of a regional multimodal long range transportation plan, and maintaining a multiyear transportation improvement program.	Funding can be used for region, sub-regional, and other modal planning activities including plans, studies, and programs for bicycle and pedestrian improvements.	80% Federal / 20% Local
EPA "Climate Showcase Communities" Grants	Federal	EPA	Assist local governments in developing plans, conducting demonstration projects, and implement projects that reduce greenhouse gas (GHG).	Activities must achieve reductions in GHG emissions by addressing one of ten priority areas including land use, transportation, and community planning and include reductions in vehicle miles traveled.	50% Federal / 50% Non-Federal
Community Development Block Grant (CDBG)	Federal	City/HUD	Directly provides funds to cities and towns for projects with community-wide benefits. Activities must benefit low to moderate income communities.	Sidewalks, greenways, trails, and bicycle facilities that provide increased safety, access, and transportation options.	100% Federal
Bikes Belong Coalition	Private	Bikes Belong Coalition	Bikes Belong will accept requests for funding of up to $10,000 for facility and advocacy projects.	Fundable projects include paved bike paths and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.	None, but encouraged.

Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
Robert Wood Johnson Foundation (RWJF)	Private	RWJF	Active Living Research – supports research to identify promising policy and environmental strategies for increasing physical activity, decreasing sedentary behaviors and preventing obesity among children and adolescents.	Active Living Research supports research examining how environments and policies impact physical activity, especially among ethnic minorities and children living in low-income communities. Findings are expected to inform environmental and policy changes that will promote active living among children and families.	Varies

ADDITIONAL RESOURCES

Additional resources are available through existing local, regional and state bicycle and pedestrian plans:

- *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan – 2014*
- *City of Appleton On Street Bike Lane Plan – 2010*
- *City of Menasha Open Space and Recreation Facilities Plan – 2012*
- *Greenville Comprehensive Outdoor Recreation Plan – 2009*
- *Town of Harrison Comprehensive Park and Outdoor Recreation Plan – 2007*
- *Village of Kimberly Open Space and Recreation Plan – 2013*
- *Little Chute Comprehensive Park and Outdoor Recreation Plan – 2009*
- *Outagamie County Comprehensive Plan Outdoor Recreation and Open Space Plan – 2013*
- *Grand Chute Pedestrian and Bicycle Strategy – 2013*
- *Town of Buchanan Comprehensive Plan – 2009*
- *Town of Clayton Park and Open Space Plan – 2009*
- *City of Kaukauna Open Space and Recreation Plan – 2010*
- *Town of Menasha Five Year Park and Open Space Plan – 2004*
- Appleton GIS Planning File (Not a Published Plan) - 2013
- *Department of Transportation Bikeways and Sidewalks Highways Projects – 2010*
- *Rails for Trails – 2013*
- *Wisconsin DNR Trails Network Plan – 2003*
- *WisDOT Bicycle Transportation Plan 2020*
- *WisDOT Facilities Development Manual*

RECOMMENDATIONS

The recommendations section of the Chapter 10: Multimodal Transportation is intended to provide thoughtful recommendations that rely on already established local and state plans and documents. With ten different municipalities including town, city, county, and state represented, these recommendations stress the importance of intergovernmental cooperation and the understanding that pedestrian flow does not follow local municipal boarders, but is a system of networks that follow commercial, residential, industrial and recreational corridors and nodes. A consistent theme and ongoing cooperation is vital to provide high a quality multimodal infrastructure network.

This chapter recognizes that many different experience and skill levels may be present. Special consideration should be made to who will be using the designed facility and what the skill level of the user may be. Different intensities such as the inclusion of on street facilities like bike lanes or sharrows versus multi-use trails or pathways should be considered and who the target user is. Different users have different needs on the same corridor. It is important that the type of user be understood and facilities implemented with a complete streets policy in mind.

The recommendations made within this chapter are derived by the inclusion of existing bicycle and pedestrian documents or complete streets policies. Every attempt has been made to include existing plan recommendations and documents. See the Additional Resources section for a list of existing bicycle and pedestrian documents.

Infrastructure Improvements

As mentioned above, bicycle and pedestrian systems should be closely tied to existing nodes of influence. Whenever possible, multimodal facilities should be located within the right-of-way with bicycle facilities on the roadway. Riding a bicycle on the sidewalk can be more dangerous because of driveways, close proximity to walking pedestrians, decreased visibility and greater points of conflict at existing intersections. A bicycle on the roadway, though closer to moving traffic, is still considered safer than travelling along the sidewalk where vehicles don't generally look for bicycle traffic.

Recommended infrastructure improvements are categorized into three different sections; existing, planned, and recommended facilities:

- **Existing Facilities:** include sidewalks, shared use paths, bike lanes, and sharrows.
- **Planned Facilities:** are facilities that have funding committed to them or the facilities are included in a previously recorded map document.
- **Recommended Facilities:** are facilities that were identified as needed connections throughout the planning process.

The Regional Bicycle and Pedestrian Network was facilitated through the development of the *Appleton (Fox Cities) TMA and Oshkosh MPO Regional Bicycle and Pedestrian Plan – 2014*. The network can be found on **Maps 10-4 and 10-5**. Each map is broken into these three major categories with Parks and the Appleton (Fox Cities) TMA boundary delineated. Additional features of the map include Regional Network recommendations that will need multiple municipalities and regional cooperation for successful completion. The recommended facilities and regional network features stress the importance of connecting known points of interest to existing and planned infrastructure facilities. Regional centers, points of interest and existing

facilities should be reviewed for plan consistency and used as the starting points for new infrastructure installation. Bicycle and pedestrian infrastructure can be successful only if the system as a whole has a start and end point connected to points of value and has an interconnecting system of routes.

Non-Infrastructure Improvements

Non-infrastructure improvements are centered on the "5-E" concept. The "5-Es" (Education, Encouragement, Enforcement, Engineering and Evaluation) look at the overriding process of providing complete multimodal facilities. Sound planning principals recognize that it takes more than infrastructure installation to produce a high quality product.

- **Education** encompasses all efforts to teach, train, and facilitate discussion regarding safe driving, cycling, and walking skills and techniques and is an important role of raising the awareness of multiple road users.

- **Encouragement** activities are those that motivate people to choose walking or biking to make trips rather than driving a car. Often times, these activities are coordinated for broad impacts across municipal boundaries.

- **Enforcement** identifies the needed cooperation of law enforcement officials, legislative bodies, and judicial systems to insure equitable application of the law, respecting the right and responsibilities of motorists, cyclists, and pedestrians alike.

- **Engineering** refers to any physical improvement intended to enhance the safety of cyclists and pedestrians.

- **Evaluation** refers to data collection and methods of analysis used to identify proper us and provide justification for future developments and programs.

Complete Streets Improvements

A complete streets policy is defined as a section of right-of-way that addresses all the needs of the user in an attractive and functional manner. Complete streets emphasize multiple modes of transportation along the same section of roadway and include bicycle, pedestrian, mass transit and traditional automobile based transportation.

The State of Wisconsin – Department of Transportation recognized the importance of the complete streets policy and in 2009 developed Trans 75. Trans 75 is a program where the Wisconsin DOT will require that all state and county projects receiving tax dollar funding will provide accommodations for all modes of transportation to be accounted for and provided when appropriate. Many municipalities around the country have active complete streets policies. As of 2014, only the Town of Grand Chute; Outagamie County, WI has a complete streets policy within the east central Wisconsin region.

Figure 10-1: Complete Streets Diagram

Image curtesy of www.nacto.org/usdg/dedicated-median-bus-lanes/

Figure 7-1: Complete Streets Policy with Dedicated Bus Lanes

Complete streets allocate space within the right-of-way for all users. Note the designated bus median and the bicycle boulevard that separates automobile traffic from other street users. The end result is an efficient green approach to right-of-way design.

It is recognized that not every street within the Appleton (Fox Cities) TMA or individual municipalities will have the complete streets designation; there are simply too many roads. Instead, a complete streets policy should be adopted for each municipality that describes in detail the policies to be followed for the construction of new or reconstruction of existing right-of-ways. A street can still provide for the needs of the area and have many of the pieces inherent within a complete street with little to no additional cost to the development. It is recommended that pedestrian facilities be installed within all urban roads and major corridors both rural and urban. Additional multimodal facilities should be constructed where possible along all right-of-way corridors that connect major point of commercial, industrial, recreational and residential uses. Schools, parks and places of gathering should also be connected using the complete streets model.

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Map 10-1
Appleton TMA
Existing Pedestrian Facilities

- Off Road Pedestrian Facility
- Sidewalk
- County Boundary
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

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Scale in Miles

Source:
Base data provided by Outagamie, Winnebago and Calumet Counties 2010.
Trail data provided by ECWRPC & Local Municipalities
MPO/Adjusted urbanized area provided by WisDOT/ECWRPC

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Map 10-2
Appleton TMA
Existing Bicycle Facilities

- Existing Bicycle Facility
- County Boundary
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

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Scale in Miles

Source:
Base data provided by Outagamie, Winnebago and Calumet Counties 2010.
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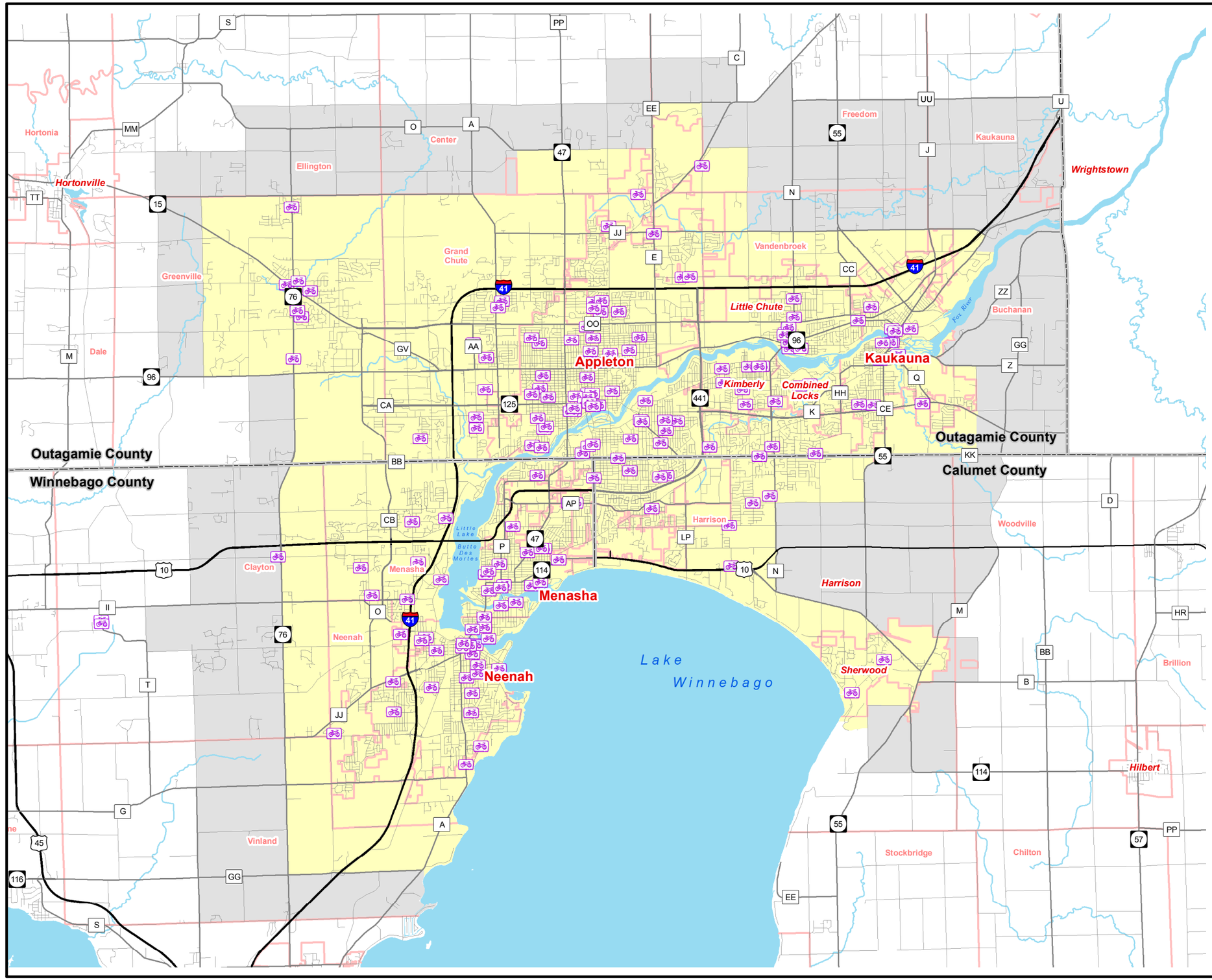
Map 10-3
Appleton TMA
Bike Rack Inventory



- Bike Racks
- County Boundary
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

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Scale in Miles

Source:
Base data provided by Outagamie, Winnebago and Calumet Counties 2010.
Trail data provided by ECWRPC & Local Municipalities
MPO/Adjusted urbanized area provided by WisDOT/ECWRPC

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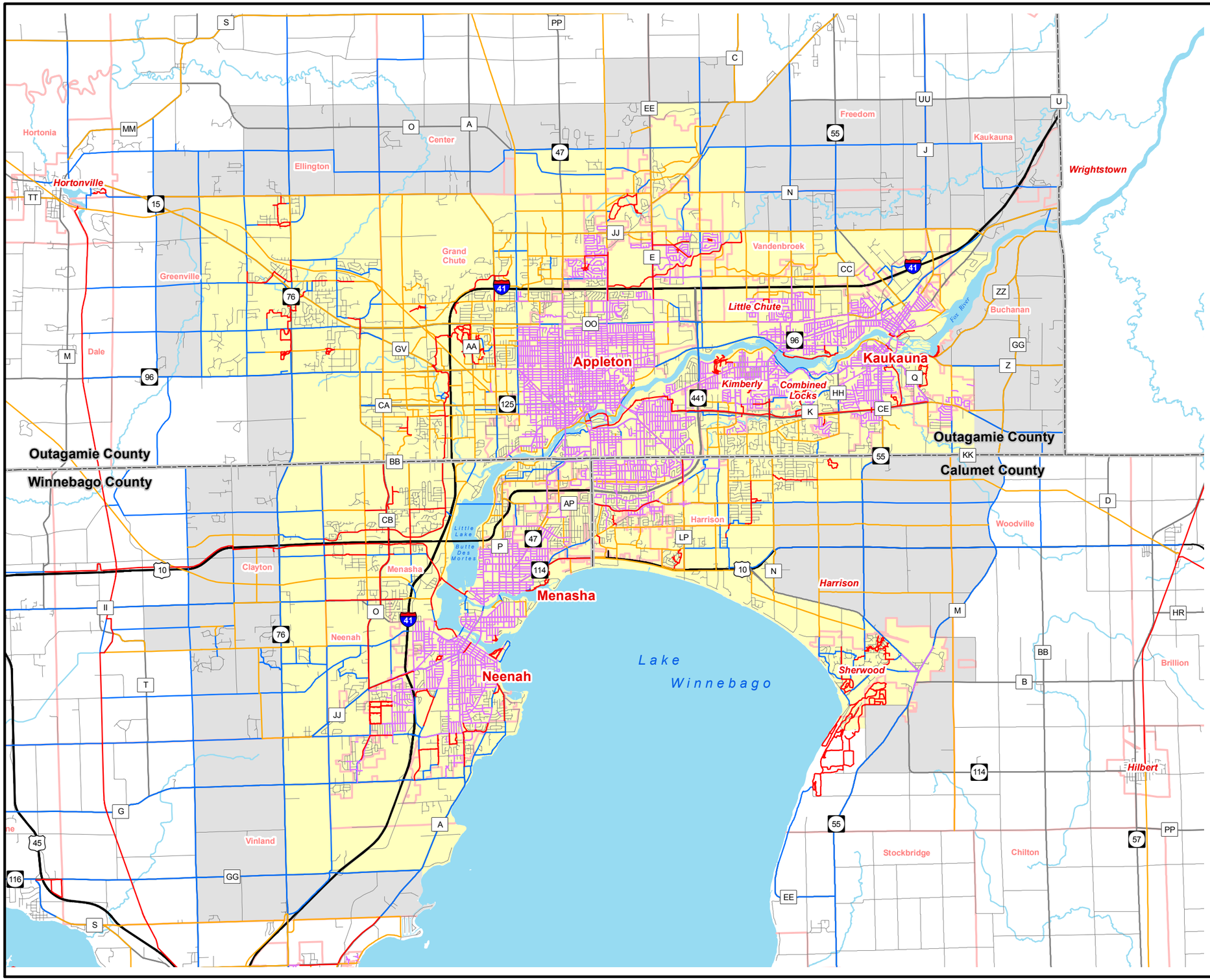
Map 10-4
Appleton TMA
Existing, Planned, and Recommended Pedestrian Facilities



- Existing Pedestrian Facility
- Sidewalk
- Planned Facility
- Recommended Facility
- County Boundary
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

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Scale in Miles

Source:
Base data provided by Outagamie, Winnebago and Calumet Counties 2010.
Trail data provided by ECWRPC & Local Municipalities
MPO/Adjusted urbanized area provided by WisDOT/ECWRPC

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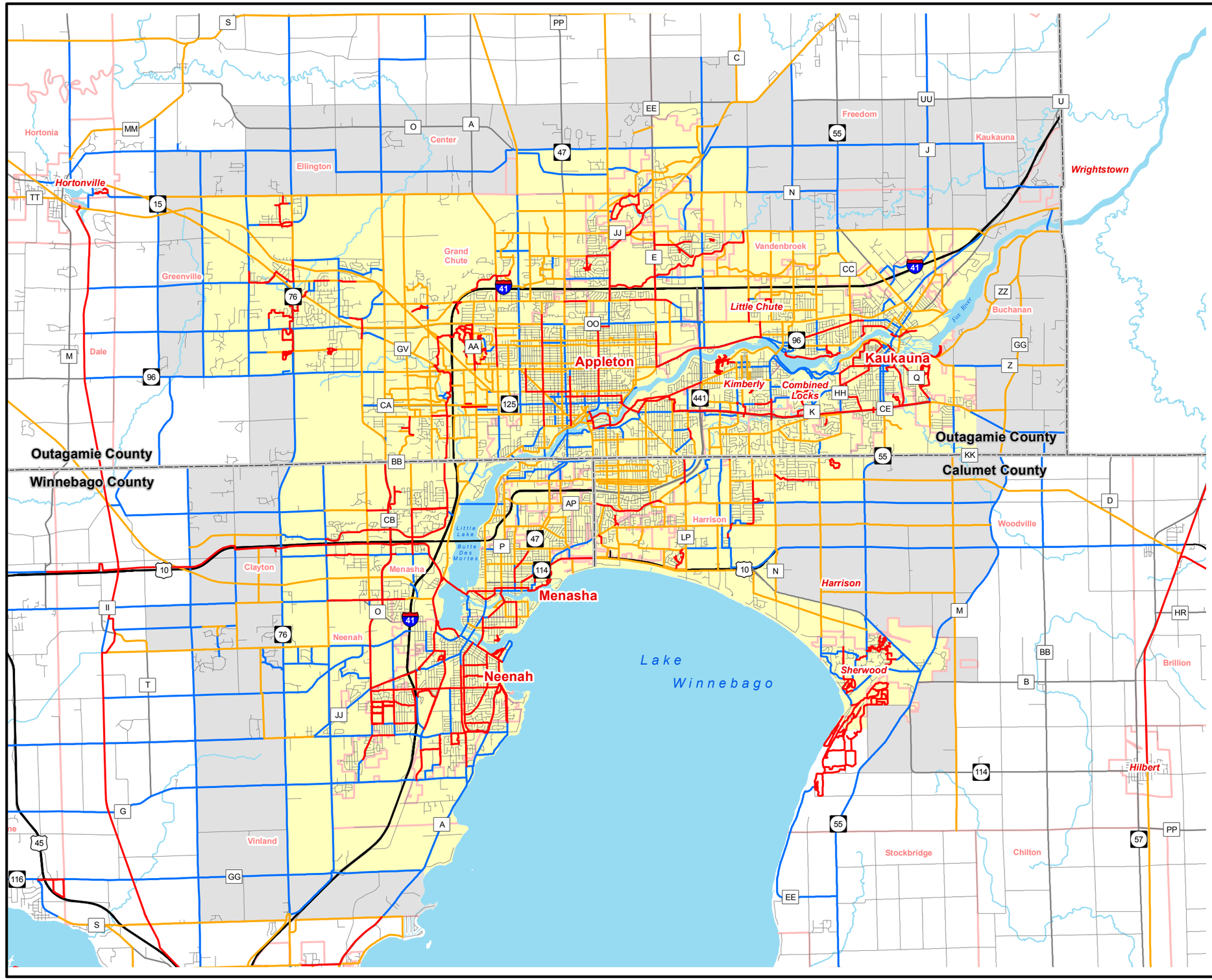
Map 10-5
Appleton TMA
Existing, Planned, and Recommended Bicycle Facilities



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Scale in Miles

Existing Bicycle Facility

Planned Facility

Recommended Facility

County Boundary

Municipal Boundary

Appleton Adjusted Urbanized Area

Appleton Transportation Management Area

Source:
Base data provided by Outagamie, Winnebago and Calumet Counties 2010.
Trail data provided by ECWRPC & Local Municipalities
MPO/Adjusted urbanized area provided by WisDOT/ECWRPC

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CHAPTER 11

SAFE ROUTES TO SCHOOL

CHAPTER 11 – SAFE ROUTES TO SCHOOL

TABLE OF CONTENTS

Introduction 11-1
The 5 E's of SRTS 11-1
- Education 11-1
- Encouragement 11-2
- Enforcement 11-2
- Engineering 11-2
- Evaluation 11-2

Why Safe Routes to School 11-2
- Safety 11-2
- Health and Obesity 11-3
- Environment 11-4
- Traffic Congestion 11-5
  - Bus Transportation Costs 11-5

History and Funding of SRTS 11-6
East Central Wisconsin Regional SRTS Program 11-9
- Five-Year Highlights 11-10
- East Central's Regional SRTS Partners 11-11
- Regional SRTS Advisory Committee 11-11
- Regional SRTS Program Funding 11-13
- Regional SRTS Programs and Events 11-13
  - International Walk to School Day 11-13
  - Winter Walk to School Day/Month 11-13
  - Bike Safety Month 11-14
  - Frequent Walker Program/Mileage Club 11-14
  - Fire Up Your Feet Program 11-14
  - Walking School Bus Program or Bicycle Train 11-14
  - Youth Engagement 11-14
- Local SRTS Programs 11-15
  - Student Surveys 11-15
  - Parent Surveys 11-15
  - Bike and Walk Audits 11-15
  - Local SRTS Task Force 11-15
  - Local SRTS Action Plans 11-15

Appleton (Fox Cities) TMA SRTS Program 11-16
- Appleton Area School District 11-16
- Hortonville Area School District 11-18
- Kaukauna Area School District 11-19
- Kimberly Area School District 11-20
- Little Chute School District 11-21
- Menasha Joint School District 11-22
- Neenah Joint School District 11-24

FIGURES

Figure 11-1: Safe Routes to School Timeline 11-6
Figure 11-2: Regional SRTS Map 11-9
Figure 11-3: Regional SRTS Timeline 11-10
Figure 11-4: Increased Participation in the Regional SRTS Program 11-10
Figure 11-5: Regional Safe Routes to School Strategic Plan 11-12

TABLES

Table 11-1: Federal SRTS Program Funding 11-7
Table 11-2: Wisconsin SRTS Program Funding 11-8
Table 11-3: Regional SRTS Advisory Committee Members 11-11
Table 11-4: East Central Wisconsin Regional SRTS Program Funding 11-13
Table 11-5: School Participation in Regional Safe Routes to School Programs & Events 11-17
Table 11-6: Demographic Data for Appleton Schools Participating in Regional SRTS Program 11-17
Table 11-7: School Participation in Regional Safe Routes to School Programs & Events 11-19
Table 11-8: Demographic Data for Hortonville Schools Participating in Regional SRTS Program 11-19
Table 11-9: Demographic Data for Kaukauna Schools Participating in Regional SRTS Program 11-20
Table 11-10: School Participation in Regional Safe Routes to School Programs & Events 11-21
Table 11-11: School Participation in Regional Safe Routes to School Programs & Events 11-22
Table 11-12: Demographic Data for Little Chute Schools Participating in Regional SRTS Program 11-22
Table 11-13: School Participation in Regional Safe Routes to School Programs & Events 11-23
Table 11-14: Demographic Data for Menasha Schools Participating in Regional SRTS Program 11-23
Table 11-15: School Participation in Regional Safe Routes to School Programs & Events 11-24
Table 11-16: Demographic Data for Neenah Schools Participating in Regional SRTS Program 11-26

CHAPTER 11: SAFE ROUTES TO SCHOOL

INTRODUCTION

Safe Routes to School (SRTS) is a national and international initiative to create safe, convenient and fun opportunities for children to bicycle and walk to and from school. The goal of the program is to enable and encourage children Kindergarten-8th grade, including those with disabilities, to walk and bike to school.

The primary purposes of the Safe Routes to School program are as follows:

1. to enable and encourage children, including those with disabilities, to walk and bicycle to school;

2. to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and

3. to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8).[1]

THE 5 E'S OF SRTS

Comprehensive SRTS programs focus on the "5 E's"; engineering, encouragement, education, enforcement, and evaluation. Planning efforts assess the pedestrian and bicycle facilities at and around schools, how students are traveling to school, and concerns or issues parents and the community have with students walking and/or bicycling to school. Recommendations are formed and then implemented by communities, participating schools, and parents.

Education

Education on bicycle and pedestrian safety for students, parents, and the community is essential when implementing a SRTS program. Education efforts teach children how to be safe pedestrians and bicyclists and teach drivers how to make the environment around the schools safer for children. Bike rodeos or other community events can teach students and parents the proper bicycling safety tips. Parents and community members are further educated about the East Central Regional SRTS program initiatives through local news media, social media platforms such as Facebook, Twitter and YouTube and East Central's SRTS website www.eastcentralsrts.org.

[1] http://www.fhwa.dot.gov/environment/safe_routes_to_school/overview/. (1/5/15)

Encouragement

Encouragement strategies are used to show that walking and biking to school can be a safe, fun, healthy and exciting. This is done through a variety of one time and on-going events and activities such as Walk to School Day, Bike to School Day, Walking School Bus Program, frequent walker clubs and more to promote walking and biking to school throughout the community.

Enforcement

Enforcement strategies increase awareness of children walking and biking to school, improve driver behavior, and teach children to follow traffic rules by partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools. A community approach to enforcement involves not only law enforcement officers but also students, parents, teachers, and crossing guards.

Engineering

Engineering strategies create safer environments for walking and bicycling to school through improvements to the infrastructure surrounding schools. These improvements focus on reducing motor vehicle traffic speeds and conflicts with pedestrians and bicyclists, and establishing safer and fully accessible crossings, walkways, trails and bikeways. Engineering efforts can include increased signage, lighting, bike lanes, sidewalks, crosswalks, or curb ramps.

Evaluation

Evaluation is an important component of SRTS programs that can be incorporated into each of the other E's. SRTS programs can be evaluated through bike and walk audits around schools, parent surveys and student arrival and departure tallies. Collecting data before and after program activities or projects are implemented allow communities to track progress and provide information to guide program development.

Together, all of these components create a comprehensive approach to implementing a Safe Routes to School program and increase the number of students walking and biking to and from school.

WHY SAFE ROUTES TO SCHOOL

Safety

Safe Routes to School projects focus on infrastructure improvements, student traffic education, and driver enforcement that improve safety for children, many of whom already walk or bicycle in unsafe conditions.

- Pedestrians are more than twice as likely to be struck by a vehicle in locations without sidewalks.[2]

[2] R. Knoblauch, B. Tustin, S. Smith, and M. Pietrucha. "Investigation of Exposure-Based Pedestrian Accident Areas: Crosswalks, Sidewalks, Local Streets, and Major Arterials." Washington DC: US Dept. of Transportation; 1987.

- In 2009, approximately 23,000 children ages 5-15 were injured and more than 250 were killed while walking or bicycling in the United States.[3]
- From 2000-2006, 30% of traffic deaths for children ages 5-15 occurred while walking or bicycling.[4]
- The medical costs for treating children's bicycle and pedestrian fatalities cost $839 million in 2005 and another $2.2 billion in lifetime lost wage costs.[5]
- A safety analysis by the California Department of Transportation estimated that the safety benefit of SRTS was up to a 49 percent decrease in the childhood bicycle and pedestrian collision rates.[6]

Health and Obesity

Children today are simply not getting enough physical activity, contributing to growing rates of obesity and obesity-related health problems, such as diabetes. Safe Routes to School projects make it safer for more children to walk and bicycle to school, which will help address this obesity crisis among children by creating increases in physical activity.

- Over the past 40 years, rates of obesity have soared among children of all ages in the United States, and approximately 25 million children and adolescents—more than 33%—are now overweight or obese or at risk of becoming so.[7]
- Kids are less active today, and 23% of children get no free time physical activity at all.[8]
- The prevalence of obesity is so great that today's generation of children may be the first in over 200 years to live less healthy and have a shorter lifespan than their parents.[9]
- Today, approximately one-quarter of health care costs in the United States are attributable to obesity,[10] and health care costs just for childhood obesity are estimated at approximately $14 billion per year.[11]

[3] "Pedestrians: 2009 Data" and "Bicyclists and Other Cyclists: 2009 Data" Washington, DC: National Highway Traffic Safety Administration, 2009. Available at http://www-nrd.nhtsa.dot.gov/Pubs/811394.pdf and http://www-nrd.nhtsa.dot.gov/pubs/811386.pdf.

[4] Borse, N, et al., *CDC Childhood Injury Report. Patterns of Unintentional Injuries among 0-19 Year Olds in the United States, 2000-2006,* December 2008. Available at http://www.cdc.gov/SafeChild/images/CDC-ChildhoodInjury.pdf.

[5] WISQARS (Web-based Injury Statistics Query and Reporting System). 2005 Cost of Injury Reports. Centers for Disease Control and Prevention, National Center for Injury Prevention and Control, Office of Statistics and Programming. Database queried for injuries and fatalities to child pedestrians and bicyclists ages 5 to 14, accessed June 2, 2011, http://wisqars.cdc.gov:8080/costT/.

[6] Marla Orenstein, Nicolas Gutierrez, Thomas Rice, Jill Cooper, and David Ragland, "Safe Routes to School Safety and Mobility Analysis" (April 1, 2007). *UC Berkeley Traffic Safety Center.* Paper UCB-TSC-RR-2007-1. http://repositories.cdlib.org/its/tsc/UCB-TSC-RR-2007-1.

[7] Ogden, C.L. et al., "Prevalence of Overweight and Obesity in the United States, 1999-2004." Journal of the American Medical Association, 295, no. 13 (2006). Available at http://jama.ama-assn.org/cgi/content/full/295/13/1549#JOC60036T2.

[8] "Physical activity levels among children aged 9-13 years—United States, 2002." Morbidity and Mortality Weekly Report 2003; 52[33]:785-8.

[9] S. Jay Olshansky, Ph.D., Douglas J. Passaro, M.D., Ronald C. Hershow, M.D., Jennifer Layden, M.P.H., Bruce A. Carnes, Ph.D., Jacob Brody, M.D., Leonard Hayflick, Ph.D., Robert N. Butler, M.D., David B. Allison, Ph.D., and David S. Ludwig, M.D., Ph.D., "A Potential Decline in Life Expectancy in the United States in the 21st Century," New England Journal of Medicine: Volume 352: 1138-1145, March 17, 2005.

[10] Trasande L and S Chatterjee. "The impact of obesity on health service utilization and costs in childhood." Obesity 17 (2009): 1749–54.

[11] Marder, William and Stella Chang. "Childhood Obesity: Costs, Treatment Patterns, Disparities in Care and Prevalent Medical Conditions.
New York: Thomson Medstat Research Brief, 2006. Accessed June 3, 2011, www.medstat.com/pdfs/childhood_obesity.pdf.

- People living in auto-oriented suburbs drive more, walk less, and are more obese than people living in walkable communities. For each hour of driving per day, obesity increases 6 percent, but walking for transportation reduces the risk of obesity.[12]
- Walking one mile to and from school each day is two-thirds of the recommended sixty minutes of physical activity a day. Plus, children who walk to school have higher levels of physical activity throughout the day.[13] [14]

Environment

Safe Routes to School projects increase the number of children walking and bicycling to school, which also cuts down on the number of cars. As cars emit pollutants for each mile traveled, reducing traffic can improve the quality of air that children breathe in and around their schools.

- Children exposed to traffic pollution are more likely to have asthma, permanent lung deficits, and a higher risk of heart and lung problems as adults.[15]
- Over the last 25 years, among children ages 5 to 14, there has been a 74 percent increase in asthma cases.[16] In addition, 14 million days of school are missed every year due to asthma.[17]
- One-third of schools are in "air pollution danger zones."[18]
- Schools that are designed so children can walk and bicycle have measurably better air quality.[19]
- A 5% increase in a neighborhood's "walkability" reduces vehicle miles traveled by 6%.[20]
- Returning to 1969 levels of walking and bicycling to school[21] would save 3.2 billion vehicle miles, 1.5 million tons of carbon dioxide and 89,000 tons of other pollutants[22] — equal to keeping more than 250,000 cars off the road for a year.

[12] Frank LD, Andresen MA, Schmid TL. "Obesity relationships with community design, physical activity, and time spent in cars." American Journal of Preventative Medicine 2004; 27: 87-96.
[13] Alexander et al., The broader impact of walking to school among adolescents. BMJonline.
[14] Cooper et al., Commuting to school: Are children who walk more physically active? Amer Journal of Preventative Medicine 2003: 25 (4).
[15] Gauderman, W. J., E. Avol, F. Lurmann, N. Kuenzli, F. Gilliland, J. Peters and R. McConnell, "Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide," *Epidemiology*, Volume 16, No. 6, November 2005. AND Gauderman, W.J., H. Vora, R. McConnell, K. Berhane, F. Gilliland, D. Thomas, F. Lurmann, E. Avol, N. Kunzli, M. Jerrett, and J. Peters, "Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study," *The Lancet*, Volume 368, February 2007.
[16] Centers for Disease Control and Prevention. Surveillance for Asthma—United States, 1960-1995: CDC Surveillance Summaries, April 24, 1998. MMWR Morbidity and Mortality Weekly Report, Vol. 47 (SS-1), 1998, pp. 1-27.
[17] Centers for Disease Control and Prevention. Healthy Youth! Health Topics: Asthma. Available at http://www.cdc.gov/HealthyYouth/asthma/index.htm.
[18] Appatova, A. S., Ryan, P., LeMasters, G., Grinshpun, S. "Proximal exposure of public schools and students to major roadways: a nationwide US survey," *Journal of Environmental Planning and Management*, Volume 51, Issue 5, 2008.
[19] US EPA. Travel and Environmental Implications of School Siting, October 2003. Available at www.smartgrowth.umd.edu/pdf/SchoolLocationReport.pdf.
[20] Lawrence D. Frank, James F. Sallis, et al. "Many Pathways from Land Use to Health" *Journal of the American Planning Association*, Volume 72, Issue 1, Winter 2006.
[21] McDonald, N. "Active Transportation to School: Trends among U.S. Schoolchildren, 1969-2001," *American Journal of Preventive Medicine*, Volume 32, Number 6, June 2007.
[22] "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks," U.S Environmental Protection Agency. Available at http://www.epa.gov/otaq/consumer/f00013.htm.

Traffic Congestion

Neighborhoods are becoming increasingly clogged by traffic. By boosting the number of children walking and bicycling, Safe Routes to School projects reduce traffic congestion.

- Within the span of one generation, the percentage of children walking or bicycling to school has dropped precipitously, from approximately 50% in 1969[23] to just 13% in 2009.[24]
- While distance to school is the most commonly reported barrier to walking and bicycling[25], private vehicles still account for half of school trips between 1/4 and 1/2 mile[26]—a distance easily covered on foot or bike.
- In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.[27]
- A California study showed that schools that received infrastructure improvements through the Safe Routes to School program yielded walking and bicycling increases in the range of 20 to 200 percent.[28]

Bus Transportation Costs

Schools often make cutbacks in bus routes to save money—meaning that more children will be walking and bicycling in potentially unsafe conditions, or more parents will drive their children, which increases traffic congestion and air quality concerns.

- Approximately 55% of children are bused, and we spend $21.5 billion nationally each year on school bus transportation, an average of $854 per child transported per year.[29]
- Eliminating one bus route, based on average per-pupil expenditure and average number of pupils per bus, would save a school district approximately $45,000 per year.[30]
- Nationwide, approximately 22 percent of school districts made busing reductions during the 2010-2011 school year due to fuel price increases.[31] [32]

[23] Transportation Characteristics of School Children, Report no. 4. Washington, DC: Nationwide personal Transportation Study, Federal Highway Administration, July 1972.
[24] McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine (August 2011) (In press).
[25] U.S. Centers for Disease Control and Prevention, Morbidity and Mortality Weekly Report September 30, 2005, "Barriers to Children Walking to or from School, United States 2004." Available at www.cdc.gov/mm wr/preview/mmwrhtml/mm5438a2.htm.
[26] Federal Highway Administration, National Household Travel Survey 2001; NHTS Brief on Travel to School, January 2008.
[27] McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine (August 2011) (In press).
[28] Marla R. Orenstein, Nicolas Gutierrez, Thomas M. Rice, Jill F. Cooper, and David R. Ragland, "Safe Routes to School Safety and Mobility Analysis" (April 1, 2007). *UC Berkeley Traffic Safety Center.* Paper UCB-TSC-RR-2007-1. http://repositories.cdlib.org/its/tsc/UCB-TSC-RR-2007-1.
[29] Digest of Education Statistics, 2010. Tables 184, 186 and 187. Washington, DC: U.S. Department of Education, National Center for Education Statistics, 2011.
[30] Digest of Education Statistics, 2010. Table 184. U.S. Department of Education, National Center for Education Statistics, 2011 AND "School Bus Safety Overview." School Transportation News, http://www.stnonline.com/stn/data_statistics/safetyoverview/index.htm.
[31] Babcock, Stephane. "STN Fuel Survey: Schools feeling pinch from rise in prices." STN Online, March 14, 2011. Accessed June 1, 2011, http://www.stnonline.com/home/top-stories/3218-stn-fuel-survey-schools-feeling-pinch-from-rise-in-prices.
[32] http://saferoutespartnership.org/resourcecenter/quick-facts. (1/9/15)

HISTORY AND FUNDING OF SRTS

The concept of Safe Routes to School (SRTS) first started in Odense, Denmark in the late 1970s. It was designed as part of an initiative to reduce the number of children killed while walking and bicycling to school. Following its success, the program spread throughout Europe and in Australia, New Zealand, Canada, the United States and other countries around the world.

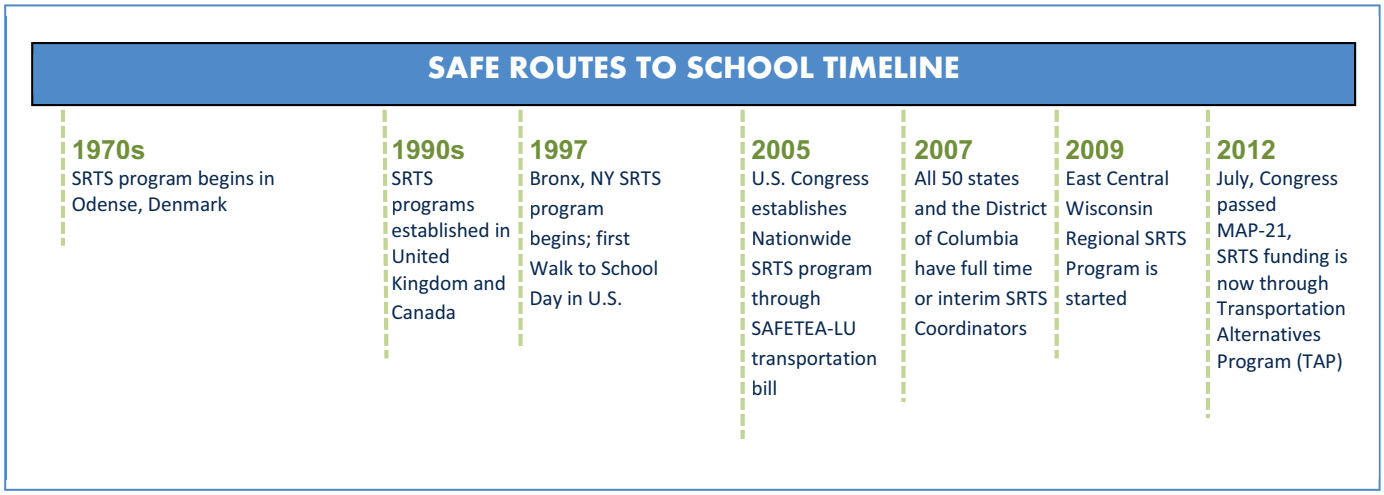
The first modern Safe Routes to School program in the U.S. began in 1997 in the Bronx, NY. In 1998, Congress funded two pilot SRTS programs through the US Department of Transportation. The National Highway Traffic Safety Administration (NHTSA) issued $50,000 each for Safe Routes to School pilot programs in Marin County, California and Arlington, Massachusetts. Within a year after the launch of the pilot programs, many other grassroots Safe Routes to School efforts were started throughout the United States.

In 2003, the League of American Bicyclists organized the first meeting of leaders in pedestrian and bicycle advocacy to talk about SRTS issues and how a national program might work. At the same time, a number of states were developing their own SRTS programs, continuing to build momentum for the movement.

In 2005, U.S. Congress passed federal legislation to establish a National Safe Routes to School Program. The federal transportation bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) was signed into law in August 2005 and dedicated a total of $612 million towards SRTS from 2005 to 2009.[33]

The Federal Highway Administration administers the federal Safe Routes to School program funds and provides guidance and regulations pertaining to SRTS programs. Federal SRTS funds are distributed to State Departments of Transportation (DOT) based on student enrollment; no state received less than $1 million per year in 2005. The legislation also required each state to have a Safe Routes to School Coordinator to serve as a central point of contact for the state.

Figure 11-1: Safe Routes to School Timeline



Source: Report of the National Safe Routes to School Task Force[34]

[33] http://www.saferoutesinfo.org/about-us/mission-and-history. (1/9/15)
[34] http://www.saferoutesinfo.org/sites/default/files/task_force_report.web_.pdf . (1/9/15)

Safe Routes to School programs operate in all 50 states and D.C. Children benefiting from SRTS funds live in urban, rural and suburban communities representing varying income levels and a range of walking and bicycling conditions. With legislative extensions, the federal Safe Routes to School Program has apportioned nearly $1.15 billion to states as of September 30, 2012. These funds have benefited or will benefit close to 15,000 schools.[35]

The Wisconsin Department of Transportation distributed more than $19 million in federal funds for SRTS projects, throughout the state, from 2005 to 2012. The Safe Routes to School Program in Wisconsin provides funding for planning, infrastructure and non-infrastructure projects within two miles of an elementary or middle school (kindergarten–8th grade).

In July 2012, Congress passed a transportation bill: Moving Ahead for Progress in the 21st Century Act (MAP-21). Starting in October 2012, Safe Routes to School (SRTS) activities were eligible to compete for funding alongside other programs, including the Transportation Enhancements program and Recreational Trails program, as part of a new program called Transportation Alternatives (TAP). The SRTS funding under the SAFETEA-LU legislation can continue to be awarded as long as funds remain.[36]

As of the 2013 fiscal year, SRTS projects are eligible to compete for funding under TAP and therefore subject to all TAP requirements. This includes the match requirements; 80 percent federal funding with a 20 percent local match. The tables below display funding allocations at federal and state levels for the Safe Routes to School program, allocated through SAFETEA-LU from 2005-2012 and TAP starting in 2013.

Table 11-1: Federal SRTS Program Funding

FISCAL YEAR	ALLOCATION
2005	$51,000,000
2006	$96,030,000
2007	$122,000,000
2008	$147,000,000
2009	$180,000,000
2010	$180,000,000
2011	$202,439,733
2012	$168,042,127
TOTAL 2005-12 (SAFETEA-LU)	**$1,146,511,860**
2013 (TAP)	**$727,129,608***

Source: http://www.fhwa.dot.gov/environment/safe_routes_to_school/funding/

[35] http://www.saferoutesinfo.org/about-us/mission-and-history. (1/9/15)
[36] http://apps.saferoutesinfo.org/legislation_funding/state_apportionment.cfm.

Table 11-2: Wisconsin SRTS Program Funding

FISCAL YEAR	ALLOCATION
2005	$1,000,000
2006	$1,554,314
2007	$2,048,636
2008	$2,499,641
2009	$3,072,413
2010	$3,072,413
2011	$3,411,016
2012	$2,868,305
TOTAL 2005-12 (SAFETEA-LU)	**$19,526,738**
2013 (TAP)	**$16,496,910***

Source: http://www.saferoutesinfo.org/program-tools/find-state-contacts/wisconsin

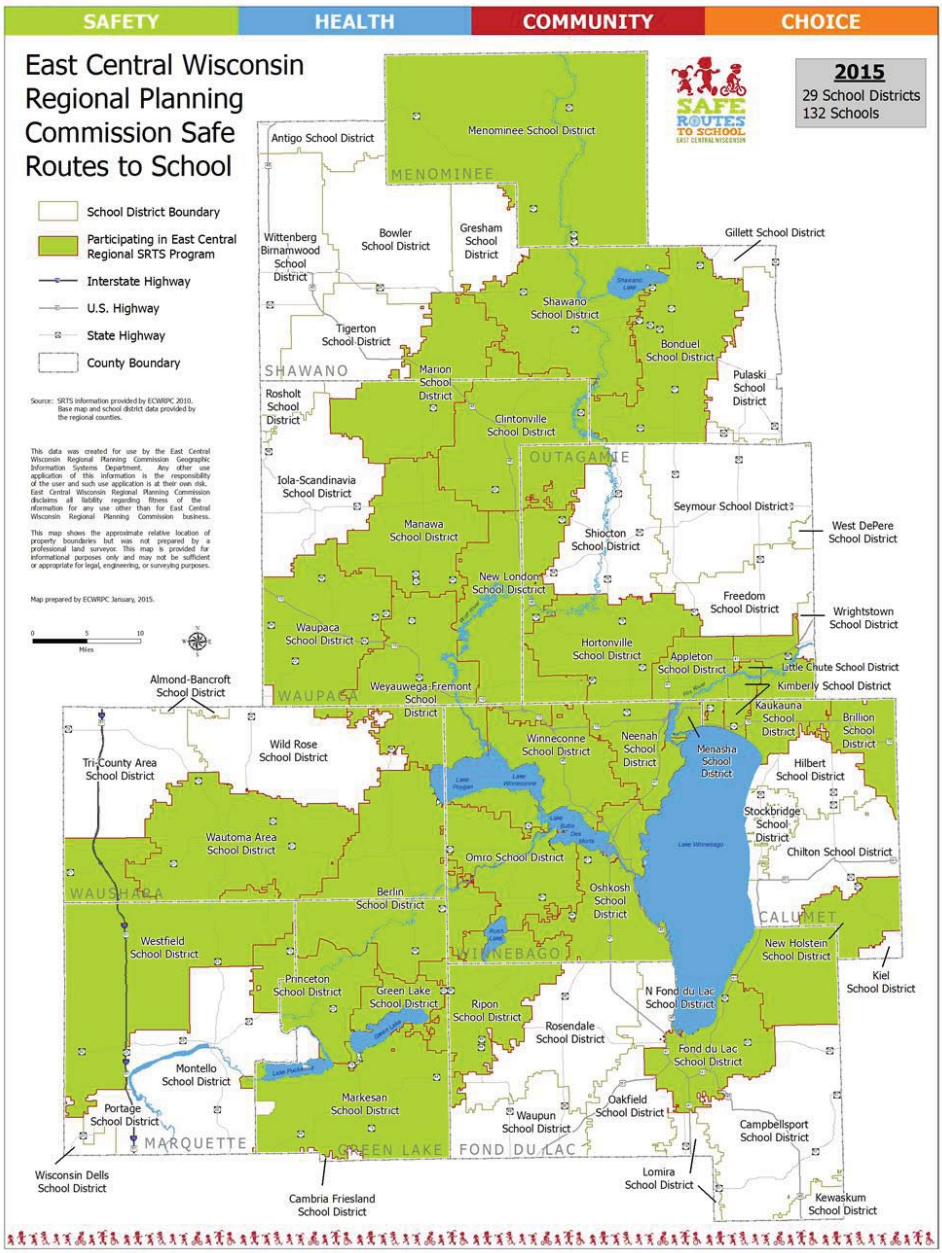
***This dollar amount represents grant funding allocated through the Transportation Alternatives Program (TAP), not all of it was allocated in the last grant award. With certain exceptions, projects that met eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle & Pedestrian Facilities Program are eligible TAP projects.*[37]

[37] http://www.dot.wisconsin.gov/localgov/aid/tap.htm.

EAST CENTRAL WISCONSIN REGIONAL SRTS PROGRAM

The East Central Wisconsin Regional Safe Routes to School (SRTS) Program, started in October of 2009, focuses on empowering local communities and school districts with the resources and knowledge needed to implement SRTS projects and activities. The Regional SRTS program is open to any public or private school (grades K-8) within the East Central Wisconsin Regional Planning Commission's ten-county region including Calumet, Fond du Lac, Green Lake, Marquette, Menominee, Outagamie, Shawano, Waupaca, Waushara and Winnebago Counties. As shown in Figure 11-2, in January 2015 there were 132 schools in 29 school districts participating in the Regional SRTS Program.

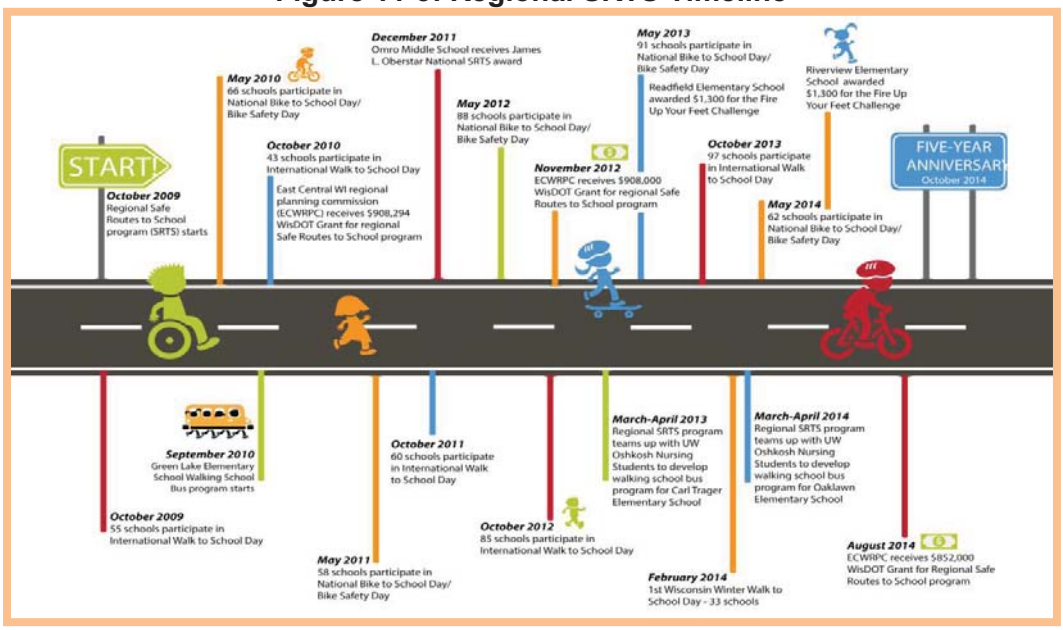
Figure 11-2: Regional SRTS Map



Source: ECWRPC SRTS Regional Database

The Regional SRTS program is continually making strides to improve childhood health, reduce traffic congestion and pollution, and create more livable communities by making it safer and more appealing for students to walk and bike to school. The Regional SRTS program celebrated its five-year anniversary in 2014.

Figure 11-3: Regional SRTS Timeline

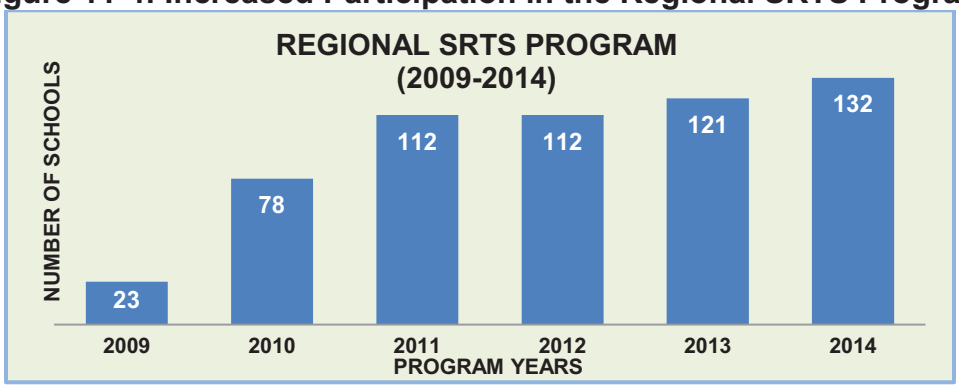


Source: ECWRPC SRTS Regional Database

Five-Year Highlights

The number of schools participating in the Regional SRTS Program increased significantly, there was also increased participation in SRTS events such as International Walk to School Day and Bike Safety Month/National Bike to School Day within the region. In December 2011, Omro Middle School received the James L. Oberstar National SRTS award. Readfield Elementary School (New London School District) won $1,200 in the Fire Up Your Feet Activity Challenge in the fall of 2013. Riverside Elementary School (Fond du Lac School District) won $1,300 in the Fire Up Your Feet Activity Challenge in the spring of 2014 and again in the fall of 2014.

Figure 11-4: Increased Participation in the Regional SRTS Program



Source: ECWRPC SRTS Regional Database

East Central's Regional SRTS Partners

This list includes but is not limited to partners that have worked with the East Central Regional SRTS Program:

- East Central Wisconsin Regional SRTS Advisory Committee
- Safe Routes to School National Partnership
- National Center for Safe Routes to School
- Wisconsin Department of Transportation
- Wisconsin Department of Health Services
- Federal Highway Administration
- Wisconsin Bike Federation
- Alliance for Bicycling and Walking
- Local municipalities and county health, park and recreation, planning, law enforcement, public works and highway departments
- Local School Districts
- re:TH!NK Winnebago County Health Coalition
- UW – Oshkosh
- Fox Cities Greenways, Inc.
- Well City Fond du Lac
- Well City Fox Cities
- Well City Oshkosh
- People for Bikes
- America Walks
- Weight of Fox Valley
- Activate Fox Cities
- Oshkosh Cycling Club

Regional SRTS Advisory Committee

The Regional SRTS program and its Advisory Committee are built on collaborative partnerships among many stakeholders including educators, parents, students, East Central's SRTS staff, elected officials, city planners and engineers, business and community members, bicycle and pedestrian advocates, and local health coalitions. The Advisory Committee provides guidance to East Central's SRTS staff and helps implement the SRTS Strategic Plan. Table 11-3 gives a complete list of committee members, as of February 2015.

Table 11-3: Regional SRTS Advisory Committee Members

COMMITTEE MEMBERS	ORGANIZATION
Marian Sheridan, Chair	Fond du Lac School District
Cheryl Laabs	Winnebago County Health Department
Joe Horvath	Omro Middle School
Lauree Renaud	Green Lake Greenways
Derek Weyer	WisDOT - Northeast Region
Matt Halada	WisDOT - Northeast Region
Brenna Root	Winnebago County Health Department
Emily Dieringer	re:TH!INK
Ann Marx	City of Brillion
Mary Feldt	Waupaca Area School District
Tanya Iveron	WisDOT - Madison
Mikki Duran	Appleton Area School District

Source: ECWRPC SRTS Regional Database

In 2011, the Regional SRTS Advisory Committee developed the East Central Regional Safe Routes to School Strategic Plan. *The East Central Regional Safe Routes to School Strategic Plan* (2012-2016) was approved by the East Central Wisconsin Regional Planning Commission Board in January, 2012. Each year a Regional SRTS Action Plan is developed, reviewed and approved by both the Regional SRTS Advisory Committee and the East Central Wisconsin Regional Planning Commission Board.

Figure 11-5: Regional Safe Routes to School Strategic Plan (2012-2016)

Mission: Safe Routes to School engages and empowers schools and communities to improve the health and well-being of children and families by advocating safe walking and bicycling.

Vision: Through collaboration, Safe Routes to School is a catalyst that empowers communities and schools to become more walkable and bikeable, creating safe, healthy, active lifestyles.

Student Engagement	Policy, Planning, & Infrastructure Leadership	Robust Partnerships	Communication	Regional Sustainability & Evidence-based Practice
Engage and empower students on all levels to develop and implement walking, biking, and other active lifestyle initiatives.	***Provide resources, leadership & expertise to foster diverse collaboration & a framework to build a healthy & active community.***	***We will create & strengthen both public and private partnerships, resulting in increased advocacy, sustainable funding, & corporate participation in SRTS.***	***Through frequent & consistent outreach, SRTS will offer accessible communications, increase awareness, educate stakeholders, & engage communities.***	***Regional SRTS will be the leader in establishing evidence-based criteria to support & sustain SRTS community cultures.***
Develop and assist school districts with school-based Biking and Walking Clubs.	Establish written hazardous bussing policy/criteria.	Develop partnerships with businesses, non-profits, & business organizations for funding support.	Engage policy stakeholders with face to face meetings on key themes, targets, and objectives.	Develop a Performance Evaluation Analysis that shows benefits: health, economic, and environmental.
Organize the participation of parents, grandparents, and the community in Safe Routes to School Initiatives	Revise & create land use, neighborhood development, & street design bike friendly standards.	Encourage work-life practices (like flex hours) that allow for participation in SRTS activities.	Engage school districts in development of online consortiums and intranet links to share best practices.	Implementation of regional guidelines via annual safety assessments.
Youth engagement is enhanced through programming and membership in SRTS Committees.	Partner with non-profits and local businesses to increase infrastructure linkages to school.	Increase collaboration with healthcare partners on community events-bike helmet programs, etc.	Engage families & students at all levels with online gaming format.	Influence region-wide practices through policy/media advocacy.
Expand SRTS partnerships to summer and afterschool programs.	Develop Comprehensive approach to planning and funding.	Leverage relationships with local partners to increase programming.	Engage media through increased frequency, expansion to national media to promote regional brand.	Establish consistent messaging that demonstrates effectiveness of SRTS to policy makers.

Source: ECWRPC SRTS Regional Database

Regional SRTS Program Funding

The East Central Wisconsin Regional SRTS Program is funded through grant awards, administered by the Wisconsin Department of Transportation (WisDOT). WisDOT aims to solicit SRTS project applications as part of the Transportation Alternatives Program (TAP) award cycle every other calendar year.[38] The Regional SRTS program started receiving non-infrastructure grant awarded funding in 2009. Prior to 2009, East Central staff worked with local communities utilizing local funds to support SRTS projects.The table below shows the amount East Central Wisconsin Regional Planning Commission was awarded each grant cycle to use towards the Regional SRTS Program.

Table 11-4: East Central Wisconsin Regional SRTS Program Funding

WisDOT GRANT CYCLE	GRANT AWARD ALLOCATION
2009* (SRTS)	$183,900*
2010 (SRTS)	$908,294
2013 (SRTS)	$908,000
2014 (TAP)	$852,000
TOTAL	**$2,852,194**

Source: ECWRPC SRTS Regional Database
*Notes: * 2009 was the pilot year, that dollar amount only reflects one year.*

Regional SRTS Programs and Events

East Central staff also work with local SRTS task forces to promote SRTS initiatives through programs and events such as International Walk to School Day, Winter Walk to School Month, Bike Safety Month, Frequent Walker Program, Fire Up Your Feet, Walking School Bus Program, and Youth Engagement Programs. See *Table 11-5* for schools participating in the Fond du Lac urbanized area.

International Walk to School Day (1st Wednesday in October)

International Walk to School Day is a global event that involves communities from more than 40 countries walking and bicycling to school on the same day. It began in 1997 as a one-day event. Over time, this event has become part of a movement for year-round safe routes to school programs. In 2013, there were 4,447 Walk to School Day events held nationally and 97 held across the East Central Wisconsin Region.

Winter Walk to School Day/Month (Month of February)

Winter Walk to School Day is an international event held in February to promote walking to school year-round. In Wisconsin it started as a one day event in February 2013. Due to potential weather related challenges and to accommodate as many schools as possible, the entire month of February has been designated by East Central Wisconsin Regional Planning Commission as

[38] http://www.dot.wisconsin.gov/localgov/docs/srts.pdf.

Winter Walk to School Month**.** In February 2015, there were over 30 schools participating in this event across the East Central Wisconsin Region.

Bike Safety Month

The East Central Regional SRTS Program observes Bike Safety Month annually in May in conjunction with National Bike Awareness Month, National Bike to School Day, and Bike to Work Week. The event focuses on increasing awareness and bicycle safety while encouraging students to bike to school. In past years, up to 91 public and private schools from across the East Central Region have participated in Bike Safety Month.

Frequent Walker Program/Mileage Club

Schools within the region develop frequent walker programs (i.e. Walking Wednesdays) to encourage families to walk to school more often. Students attending rural schools may not have opportunities to bike and walk to school. For that reason, several schools within the East Central Region have developed Frequent Walker Program on their campus where students can walk a designated route on school grounds. Many schools have developed mileage club programs in which frequent walker punch cards are provided so children can track their physical activity. As of 2015, there are approximately 30 schools with the East Central Wisconsin region participating in a frequent walker program.

Fire Up Your Feet Program

The Fire Up Your Feet Program offers free resources such as, an online Activity Challenge Tracker with monetary awards, a school fundraising organizer and more, all aimed at encouraging families, students, and schools to work together to create active lifestyles which inspire our children to be healthy and physically active. The Fire Up Your Feet Wisconsin Program was started by local SRTS coalitions in Milwaukee, La Crosse, Madison, and the East Central Region. Website: http://wi.fireupyourfeet.org.

Walking School Bus Program or Bicycle Train

A Walking School Bus (WSB) is a group of children who walk to school together under the supervision of trained adult leaders. The program promotes good health, a cleaner environment, and reduced traffic around schools. A variation on the walking school bus is the bicycle train, in which trained adults supervise children riding their bikes to school instead of walking. In the 2014 spring semester, there were 5 schools and approximately 77 students within the East Central region continually participating in a walking school bus program.

Youth Engagement

The purpose of the Youth Engagement Program is to engage middle school youth to develop SRTS activities for their peers. Refer to the East Central WI Youth Engagement Program Guidebook on the East Central WI Regional SRTS website: http://eastcentralsrts.org/regional-srts-programs/youth-engagement-program.

Local SRTS Programs

Student Surveys

Student surveys tally how students are currently traveling to and from school. Student surveys are conducted one week for 3 days (Tuesday, Wednesday, and Thursday). National Safe Routes to School Forms are used for student surveys. Student surveys are distributed in the fall and spring.

Parent Surveys

Parent surveys are used to find out parent's concerns with allowing their child(ren) to walk or bike to school and from school. These can be sent home in take home folders or in registration packets at the beginning of school, there is also a form available online. National Safe Routes to School Forms will be used for parent surveys. Parent surveys are distributed in the fall and spring.

Bike and Walk Audits

Task force members will go through a Bike/Walk Audit training where they look at various scenarios and discuss how they would solve them using the 5 E's. Bike/Walk Audits are observations and evaluations of existing walking/biking conditions at and around a school. East Central staff will assist the task force in conducting these audits and providing the task force with maps, a checklist and a comment sheet.

Local SRTS Task Force

A Local SRTS Task Force is made up of a variety of stakeholders including but not limited to local law enforcement, school representatives, government representatives, health professionals, department of transportation, parents, and students.

Local SRTS Action Plans

Local SRTS action plans include the following: student and parent surveys; bike and walk audits; and school specific recommendations. When addressing safety concerns and making recommendations, the Regional SRTS program is guided by the 5 E's framework; Education, Encouragement, Engineering, Enforcement, and Evaluation.

APPLETON (FOX CITIES) TMA SRTS PROGRAM

There are 12 school districts within the Appleton (Fox Cities) urbanized area; Appleton Area School District, Freedom Area School District, Hilbert School District, Hortonville Area School District, Kaukauna Area School District, Kimberly Area School District, Little Chute School District, Menasha Joint School District, Neenah Joint School District, Oshkosh School District, Winneconne Community School District and Wrightstown Community School District.

While Hilbert School District, Oshkosh School District, Winneconne Community School District and Wrightstown Community School District boundaries are located within the Appleton urbanized area, these school districts do not have schools located within the Appleton urbanized area. Freedom Area School District has one school within the Appleton urbanized area; however, Freedom Area School District is not participating in the Regional SRTS program at this time. The following 7 school districts within the Appleton (Fox Cities) urbanized area are participating in the Regional SRTS Program; Appleton Area School District, Hortonville Area School District, Kaukauna Area School District, Kimberly Area School District, Little Chute School District, Menasha Joint School District, and Neenah Joint School District.

Appleton Area School District

The City of Appleton applied for and received a SRTS Planning Grant from the WisDOT in 2007. The plan worked with three pilots schools within the Appleton Area School District: Richmond, Lincoln and Franklin Elementary Schools. In 2008, the City of Appleton received a SRTS Infrastructure and Non-Infrastructure Grant funding for sidewalk, crosswalk, and signage improvements along with hiring a part-time SRTS Coordinator. The local SRTS coalition helped to develop educational materials, provide incentives and develop local public service announcements. In 2009, the Town of Grand Chute adopted their Local SRTS Action Plan that is for Badger and Houdini Elementary Schools. That plan can be found on the East Central Regional SRTS program website at http://eastcentralsrts.org/local-programs/appleton-area-school-district. In 2010, the Town of Grand Chute applied for and received SRTS Infrastructure and Non-Infrastructure Grant funds to make infrastructure improvements near Badger Elementary School and provide educational opportunities for students at Badger Elementary School. Since the development of these two plans, several additional schools in the district have started participating in the Regional SRTS Program and school-specific Local SRTS Action Plans are being developed.

The following 13 schools in the Appleton Area School District, located within the Appleton urbanized area, are participating in the Regional SRTS Program:

- Badger Elementary School
- Celebration Lutheran School
- Columbus Elementary School
- Edison Elementary School
- Fox River Academy
- Horizons Elementary School
- Houdini Elementary School
- Huntley Elementary School
- Jefferson Elementary School
- Johnston Elementary School
- Lincoln Elementary School
- Richmond Elementary School
- Stephen Foster Elementary Charter

The table below displays program and event participation for each of these schools during the 2013-2014 school year.

Table 11-5: School Participation in Regional Safe Routes to School Programs & Events

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Fire Up Your Feet Program	Walking School Bus Program	Youth Engagement Program
Badger Elementary School	x						
Celebration Lutheran School	x						
Columbus Elementary School		x	x				
Edison Elementary School	x		x				
Fox River Academy	x						
Horizons Elementary School	x		x				
Houdini Elementary School							
Huntley Elementary School	x	x	x				
Jefferson Elementary School	x						
Johnston Elementary School	x	x					
Lincoln Elementary School	x						
Richmond Elementary School	x		x				
Stephen Foster Elementary Charter	x						

Source: Data from ECWRPC SRTS Regional Database (2013-2014 school year)
Notes: X indicates participation
* *Winter Walk to School Month started in 2014*

Table 11-6: Demographic Data for Appleton Schools Participating in Regional SRTS Program

	Grade Levels of Students	Student Enrollment	Students Walking to School	Students Biking to School	Students Living Within Two Miles of School	Students Eligible for Busing due to hazard situation	Students Eligible for Free/ Reduced Cost Meals
Badger Elementary School	K-6	305	*	*	213	213	46%
Celebration Lutheran School	PK-8	81	*	*	*	*	*
Columbus Elementary School	K-6	167	*	*	*	*	62%
Edison Elementary School	K-6	315	*	*	*	*	31%
Fox River Academy	1-8	103	*	*	*	*	7%
Horizons Elementary School	K-6	381	*	*	*	*	55%
Houdini Elementary School	K-6	598	*	*	*	*	16%

Huntley Elementary School	K-6	685	*	*	293	293	22%
Jefferson Elementary School	K-6	425	*	*	*	*	8%
Johnston Elementary School	K-6	489	*	*	384	132	38%
Lincoln Elementary School	K-6	343	*	*	*	*	53%
Richmond Elementary School	K-6	259	*	*	*	*	32%
Stephen Foster Elementary Charter	K-6	318	*	*	*	*	46%

Source: Data from ECWRPC SRTS Regional Website[39] (2013-2014 school year)
*Notes: * Data Unavailable*

Total Appleton Area School District student participation was 4,469 in 2013-3014.

Hortonville Area School District

The Hortonville Area School District has been actively participating in the East Central Regional SRTS program and meeting regularly since 2009. The Hortonville/Greenville SRTS Task Force is a collaborative group comprised of representatives from the Village of Hortonville, Town of Greenville, Hortonville Area School District, Immanuel Lutheran School, St. Mary's Catholic School, Outagamie County, and the Wisconsin Department of Transportation. Parent and Student Surveys were conducted at each school in the fall of 2009. Bike and Walk Audits were done in the spring of 2010.

The Hortonville/Greenville SRTS Task Force will continue to evaluate the SRTS Program through these measurement tools and make further improvements, as necessary. The school-specific Local SRTS Action Plans will continue to serve as guiding documents for current and future SRTS-related efforts. These plans can be found on the East Central Regional SRTS program website at http://eastcentralsrts.org/local-programs/hortonville-area-school-district.

The SRTS Task Force continues to educate and promote SRTS initiatives by re-evaluating each of the school campuses for safety issues, assessing parent attitudes, perceptions, and concerns with allowing their children to walk or bike to school, and by gathering law statistics on speeding, traffic violations, and volumes at and around schools.

The following four schools in the Hortonville Area School District, located within the Appleton urbanized area, are participating in the Regional SRTS Program:

- Greenville Elementary School
- Greenville Middle School
- Immanuel Lutheran School
- Saint Mary's Grade School

The table below displays program and event participation for each of these schools during the 2013-2014 school year.

[39] http://eastcentralsrts.org/wp-content/uploads/2013/12/FondduLacSchoolDistrict.pdf.(2/10/15)

Table 11-7: School Participation in Regional Safe Routes to School Programs & Events

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Fire Up Your Feet Program	Walking School Bus Program	Youth Engagement Program
Greenville Elementary School	x						
Greenville Middle School	x						
Immanuel Lutheran School	x						
Saint Mary 's Grade School	x						

Source: Data from ECWRPC SRTS Regional Database (2013-2014 school year)
Notes: X indicates participation
* *Winter Walk to School Month started in 2014*

Table 11-8: Demographic Data for Hortonville Schools Participating in Regional SRTS Program

	Grade Levels of Students	Student Enrollment	Students Walking to School	Students Biking to School	Students Living Within Two Miles of School	Students Not Eligible for Busing	Students Eligible for Free/Reduced Cost Meals
Greenville Elementary School		755					
Greenville Middle School		552					
Immanuel Lutheran School		226					
Saint Mary's Grade School		141					

Source: Data from ECWRPC SRTS Regional Website[40] (2013-2014 school year)
*Notes: * Data Unavailable*

Total Hortonville Area School District student participation was 1,674 in 2013-3014.

Kaukauna Area School District

The Kaukauna Area School District began working with the East Central Regional SRTS program in 2014. At that time an initial meeting was held with stakeholders from the district and the City of Kaukauna to discuss implementation of a SRTS program in the community. In the fall of 2014 Bike/Walk Audits were conducted at each of the school sites to inventory existing conditions and record any safety concerns related to students walking or biking to school.

As implementation continues survey data will be collected from each of the schools and school-specific Local SRTS Action Plans will be developed for each school site. Schools within the district are also participating in education/encouragement programs which are part of the East Central Regional SRTS program to encourage more students to walk/bike to school and educate them on how to do so safely.

The following five schools in the Kaukauna Area School District, located within the Appleton urbanized area, are participating in the Regional SRTS Program:

[40] http://eastcentralsrts.org/wp-content/uploads/2013/12/FondduLacSchoolDistrict.pdf. (2/10/15)

- Dr. H. B. Tanner Early Learning Center
- Electra Quinney Elementary School
- Park Community Charter School
- River View School
- Victor Haen Elementary School

The table below displays program and event participation for each of these schools during the 2013-2014 school year.

Table 11-9: Demographic Data for Kaukauna Schools Participating in Regional SRTS Program

	Grade Levels of Students	Student Enrollment	Students Walking to School	Students Biking to School	Students Living Within Two Miles of School	Students Not Eligible for Busing	Students Eligible for Free/Reduced Cost Meals
Dr. H. B. Tanner Early Learning Center		610					
Electra Quinney Elementary School		550					
Park Community Charter School		552					
River View Intermediate/Middle School		1070					
Victor Haen Elementary School		299					

Source: Data from ECWRPC SRTS Regional Website[41] (2013-2014 school year)
*Notes: * Data Unavailable*

Total Kaukauna Area School District student participation was 3,081 in 2013-3014.

Kimberly Area School District

The Kimberly Area School District began participating with East Central Wisconsin Regional Planning Commission to complete their Local SRTS Action Plan in 2008. That plan can be found on the East Central Regional SRTS program website at http://eastcentralsrts.org/local-programs/kimberly-area-school-district. During the planning process, the local SRTS coalition recommended that an underpass be developed on County Highway CE near the Heart of the Valley YMCA. The Village of Kimberly was awarded the Transportation Enhancement Grant by the Wisconsin Department of Transportation. The Noe Road Trail in the Village of Harrison was also identified in the Kimberly SRTS Plan as a way for students living in the adjacent subdivision to safely walk to and from school. This project was funded through American Recover and Reinvestment Act of 2009. Today it provides students and residents opportunities to walk to and from school and also to the Darboy Community Park.

The following eight schools in the Kimberly Area School District, located within the Appleton urbanized area, are participating in the Regional SRTS Program:

- Holy Spirit Catholic School
- Janssen Elementary School
- Sunrise Elementary School
- Westside Elementary School

[41] http://eastcentralsrts.org/wp-content/uploads/2013/12/FondduLacSchoolDistrict.pdf. (2/10/15)

- JR Gerritts Middle School
- Mapleview Intermediate School
- Woodland Elementary School
- Woodland Intermediate School

The table below displays program and event participation for each of these schools during the 2013-2014 school year.

Table 11-10: School Participation in Regional Safe Routes to School Programs & Events

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Fire Up Your Feet Program	Walking School Bus Program	Youth Engagement Program
Holy Spirit Catholic School							
Janssen Elementary School	x						
JR Gerritts Middle School	x						
Mapleview Intermediate School	x						
Sunrise Elementary School							
Westside Elementary School	x						
Woodland Elementary School							
Woodland Intermediate School							

Source: Data from ECWRPC SRTS Regional Database (2013-2014 school year)
Notes: X indicates participation
* *Winter Walk to School Month started in 2014*

Total Kimberly Area School District student participation was 3,482 in 2013-3014.

Little Chute School District

The Little Chute School District began participating with East Central Wisconsin Regional Planning Commission to complete their Local SRTS Action Plan in 2008. That plan can be found on the East Central Regional SRTS program website at http://eastcentralsrts.org/local-programs/little-chute-area-school-district. Little Chute School District is the only school district in the region that does not provide busing, except for special needs students.

All students that attend Little Chute Elementary and Middle Schools live within two miles of the schools. Since 2008 the Village of Little Chute adopted a bicycle and pedestrian plan and is working to increase their bicycle and pedestrian accommodations throughout the village.

The following two schools in the Little Chute School District, located within the Appleton urbanized area, are participating in the Regional SRTS Program:

- Little Chute Elementary School
- Little Chute Middle School

The table below displays program and event participation for each of these schools during the 2013-2014 school year.

Table 11-11: School Participation in Regional Safe Routes to School Programs & Events

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Fire Up Your Feet Program	Walking School Bus Program	Youth Engagement Program
Little Chute Elementary School	x		x				
Little Chute Middle School	x		x				

Source: Data from ECWRPC SRTS Regional Database (2013-2014 school year)
Notes: X indicates participation
** Winter Walk to School Month started in 2014*

Table 11-12: Demographic Data for Little Chute Schools Participating in Regional SRTS Program

	Grade Levels of Students	Student Enrollment	Students Walking to School	Students Biking to School	Students Living Within Two Miles of School	Students Not Eligible for Busing	Students Eligible for Free/Reduced Cost Meals
Little Chute Elementary School		598					
Little Chute Middle School		386					

Source: Data from ECWRPC SRTS Regional Website[42] (2013-2014 school year)
*Notes: * Data Unavailable*

Total Little Chute School District student participation was 984 in 2013-3014.

Menasha Joint School District

The Menasha Joint School District started working with the East Central Regional SRTS Program in 2010 to develop their local SRTS program. A Task Force was formed and met regularly over the course of 4 months to discuss programming and Bike/Walk Audits were performed at all of the schools. After the audits the Task Force met to discuss the results and began developing recommendations for each school site. In the months following that meeting there was a large of amount of turnover in the administration within the district and the program lost momentum and was unable to continue developing their local SRTS program.

In August 2013 administration from the district reached out to the East Central Regional SRTS program and since then the district has been working hard to re-vamp their SRTS efforts. All of the schools have been reevaluated with Bike/Walk Audits, all of the schools are collecting student and parent survey data, and a new Task Force is being formed and plans to meet in 2014. The district plans to work with the East Central Regional SRTS Program to develop Local SRTS Action Plans for all of the K-8 schools in the district in the near future and is working hard to promote walking/biking to school safely.

The following six schools in the Menasha Joint School District, located within the Appleton urbanized area, are participating in the Regional SRTS Program:

- Butte des Morts Elementary School

[42] http://eastcentralsrts.org/wp-content/uploads/2013/12/FonddduLacSchoolDistrict.pdf.(2/10/15)

- Clovis Grove Elementary School
- Gegan Elementary School
- Jefferson Elementary School
- Maplewood Middle School
- Nicolet Elementary School

The table below displays program and event participation for each of these schools during the 2013-2014 school year.

Table 11-13: School Participation in Regional Safe Routes to School Programs & Events

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Fire Up Your Feet Program	Walking School Bus Program	Youth Engagement Program
Butte des Morts Elementary School							
Clovis Grove Elementary School			x				
Gegan Elementary School							
Jefferson Elementary School	x						
Maplewood Middle School							
Nicolet Elementary School	x						

Source: Data from ECWRPC SRTS Regional Database (2013-2014 school year)
Notes: X indicates participation
** Winter Walk to School Month started in 2014*

Table 11-14: Demographic Data for Menasha Schools Participating in Regional SRTS Program

	Grade Levels of Students	Student Enrollment	Students Walking to School	Students Biking to School	Students Living Within Two Miles of School	Students Not Eligible for Busing	Students Eligible for Free/Reduced Cost Meals
Butte des Morts Elementary School		449					
Clovis Grove Elementary School		493					
Gegan Elementary School		242					
Jefferson Elementary School		141					
Maplewood Middle School		763					
Nicolet Elementary School		140					

Source: Data from ECWRPC SRTS Regional Website[43] (2013-2014 school year)
*Notes: * Data Unavailable*

[43] http://eastcentralsrts.org/wp-content/uploads/2013/12/FondduLacSchoolDistrict.pdf. (2/10/15)

Total Menasha School District student participation was 2,228 in 2013-3014.

Neenah Joint School District

The Neenah Joint School District is committed to empowering students to maintain a healthy and active lifestyle. Encouraging students to walk or bike to school and educating them on how to do so safely is a big part of this commitment. The Neenah SRTS Task Force formed in 2011 as the Neenah Joint School District became actively involved in the East Central Regional SRTS program. The Task Force is made up of individuals from the Neenah School District, City of Neenah, City of Neenah Police Department, Neenah Health Department, and the Town of Neenah. Since 2011 many schools in the district have been actively participating in events and programs that are a part of the East Central Regional SRTS program. Most of the schools have already completed all of the necessary steps and have a draft version of their Local SRTS Action Plan completed which can be found on the East Central Regional SRTS program website at http://eastcentralsrts.org/local-programs/neenah-joint-school-district.

The Neenah community continues to promote walking and biking initiatives through bicycle safety assemblies, Summer Fun Runs and "Girls on the Run" Program (a nationally recognized running and empowerment program for school aged girls. The City of Neenah Police Department and Parks and Recreation Department also provide bicycle registration, a crossing guard program, and annual bike safety rodeos for residents.

The following 13 schools in the Neenah Joint School District, located within the Appleton urbanized area, are participating in the Regional SRTS Program:

- Alliance Charter School
- Clayton Elementary School
- Coolidge Elementary School
- Hoover Elementary School
- Horace Mann Middle School
- Lakeview Elementary School
- Roosevelt Elementary School
- Saint Margaret Mary's Grade School
- Shattuck Middle School
- Spring Road Elementary School
- Taft Elementary School
- Tullar Elementary School
- Wilson Elementary School

The table below displays program and event participation for each of these schools during the 2013-2014 school year.

Table 11-15: School Participation in Regional Safe Routes to School Programs & Events

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Fire Up Your Feet Program	Walking School Bus Program	Youth Engagement Program
Alliance Charter School							
Clayton Elementary School							
Coolidge Elementary School							
Hoover Elementary School	x	x	x	x			
Horace Mann Middle School							

Lakeview Elementary School							
Roosevelt Elementary School							
Saint Margaret Mary's Grade School		x					
Shattuck Middle School							
Spring Road Elementary School	x		x	x			
Taft Elementary School							
Tullar Elementary School							
Wilson Elementary School		x					

Source: Data from ECWRPC SRTS Regional Database (2013-2014 school year)
Notes: X indicates participation
* *Winter Walk to School Month started in 2014*

Table 11-16: Demographic Data for Neenah Schools Participating in Regional SRTS Program

	Grade Levels of Students	Student Enrollment	Students Walking to School	Students Biking to School	Students Living Within Two Miles of School	Students Not Eligible for Busing	Students Eligible for Free/Reduced Cost Meals
Alliance Charter School		125					
Clayton Elementary School		279					
Coolidge Elementary School		375					
Hoover Elementary School		289					
Horace Mann Middle School		447					
Lakeview Elementary School		365					
Roosevelt Elementary School		232					
Saint Margaret Mary's Grade School		278					
Shattuck Middle School		935					
Spring Road Elementary School		432					
Taft Elementary School		198					
Tullar Elementary School		403					
Wilson Elementary School		368					

Source: Data from ECWRPC SRTS Regional Website[44] (2013-2014 school year)
*Notes: * Data Unavailable*

Total Neenah School District student participation was 4,726 in 2013-3014.

Total MPO enrollment participating in Regional SRTS program was 20,644 in 2013-3014 school year.

[44] http://eastcentralsrts.org/wp-content/uploads/2013/12/FondduLacSchoolDistrict.pdf. (2/10/15)

CHAPTER 12

SECURITY

CHAPTER 11 – SAFE ROUTES TO SCHOOL

TABLE OF CONTENTS

Introduction 11-1
The 5 E's of SRTS 11-1
- Education 11-1
- Encouragement 11-2
- Enforcement 11-2
- Engineering 11-2
- Evaluation 11-2

Why Safe Routes to School 11-2
- Safety 11-2
- Health and Obesity 11-3
- Environment 11-4
- Traffic Congestion 11-5
  - Bus Transportation Costs 11-5

History and Funding of SRTS 11-6
East Central Wisconsin Regional SRTS Program 11-9
- Five-Year Highlights 11-10
- East Central's Regional SRTS Partners 11-11
- Regional SRTS Advisory Committee 11-11
- Regional SRTS Program Funding 11-13
- Regional SRTS Programs and Events 11-13
  - International Walk to School Day 11-13
  - Winter Walk to School Day/Month 11-13
  - Bike Safety Month 11-14
  - Frequent Walker Program/Mileage Club 11-14
  - Fire Up Your Feet Program 11-14
  - Walking School Bus Program or Bicycle Train 11-14
  - Youth Engagement 11-14
- Local SRTS Programs 11-15
  - Student Surveys 11-15
  - Parent Surveys 11-15
  - Bike and Walk Audits 11-15
  - Local SRTS Task Force 11-15
  - Local SRTS Action Plans 11-15

Appleton (Fox Cities) TMA SRTS Program 11-16
- Appleton Area School District 11-16
- Hortonville Area School District 11-18
- Kaukauna Area School District 11-19
- Kimberly Area School District 11-20
- Little Chute School District 11-21
- Menasha Joint School District 11-22
- Neenah Joint School District 11-24

FIGURES

Figure 11-1: Safe Routes to School Timeline 11-6
Figure 11-2: Regional SRTS Map 11-9
Figure 11-3: Regional SRTS Timeline 11-10
Figure 11-4: Increased Participation in the Regional SRTS Program 11-10
Figure 11-5: Regional Safe Routes to School Strategic Plan 11-12

TABLES

Table 11-1: Federal SRTS Program Funding 11-7
Table 11-2: Wisconsin SRTS Program Funding 11-8
Table 11-3: Regional SRTS Advisory Committee Members 11-11
Table 11-4: East Central Wisconsin Regional SRTS Program Funding 11-13
Table 11-5: School Participation in Regional Safe Routes to School Programs & Events 11-17
Table 11-6: Demographic Data for Appleton Schools Participating in Regional SRTS Program 11-17
Table 11-7: School Participation in Regional Safe Routes to School Programs & Events 11-19
Table 11-8: Demographic Data for Hortonville Schools Participating in Regional SRTS Program 11-19
Table 11-9: Demographic Data for Kaukauna Schools Participating in Regional SRTS Program 11-20
Table 11-10: School Participation in Regional Safe Routes to School Programs & Events 11-21
Table 11-11: School Participation in Regional Safe Routes to School Programs & Events 11-22
Table 11-12: Demographic Data for Little Chute Schools Participating in Regional SRTS Program 11-22
Table 11-13: School Participation in Regional Safe Routes to School Programs & Events 11-23
Table 11-14: Demographic Data for Menasha Schools Participating in Regional SRTS Program 11-23
Table 11-15: School Participation in Regional Safe Routes to School Programs & Events 11-24
Table 11-16: Demographic Data for Neenah Schools Participating in Regional SRTS Program 11-26

CHAPTER 12: SECURITY

INTRODUCTION

The need for ensuring the operation and integrity of America's surface transportation system is evident following such events as September 11, 2001, Hurricane Katrina, Superstorm Sandy and other similar emergency incidents. A resilient and efficient transportation system is critical to ensuring safe, continuous movement of people and goods during a natural or human catastrophe. Major corridors within the three county region consist of U.S. Highways 10, 41, 45, and 151 and State Highways 15, 21, 26, 44, 47, 55, 76, 110, 114, 116 and 441. U.S. Highways 41, 45 and State Highway 55 provide north/south movement between Milwaukee and Green Bay. East/west movement across the three county region is inhibited by Lake Winnebago, but is intact within each county. State Highways 114 and 151 provide east/west routes in Calumet County; U.S. Highway 10 and State Highway 441 provide an east/west route through the three county region; U.S. Highway 45 provides north/south movement within and through Winnebago County. The full capability of the transportation system must be harnessed and optimized to effectively move people and goods during a natural or human catastrophe.

TRANSPORTATION SECURITY

MAP-21 emphasizes the need to improve transportation security to strengthen America's highways.[1] The Appleton (Fox Cities) TMA recognizes the importance of security within the planning area and will consult with local municipalities to insure transportation system security.

All states are required to develop hazardous mitigation plans under the planning requirements found in the Code of Federal Regulations (CFR), specifically 44 CFR Parts 201.4 and 201.5. Local communities are required to do the same under CRF Part 201.6. Wisconsin Emergency Management (WEM) is that state agency in charge of updating the statewide plan which follows a three year cycle. The latest version of Wisconsin's hazard mitigation plan is current as of 2011.

Calumet, Outagamie and Winnebago Counties all have active hazard mitigation plans.[2,3,4,5] Each Wisconsin county is designated as an emergency planning district and has a Local Emergency Planning Committee (LEPC) to administer the local program. LEPC membership includes local elected officials, members of emergency response agencies (fire, law enforcement, EMS, health, etc.), and representatives for transportation, public works, the media, community groups, environmental groups, and operators of affected facilities.[6]

[1] http://www.fhwa.dot.gov/map21/summaryinfo.cfm. (4/30/14)
[2] http://emergencymanagement.wi.gov/mitigation/maps/Local_Hazard_Mitigation_Plan_Map.asp. (5/1/14)
[3] http://www.outagamie.org/modules/showdocument.aspx?documentid=13553. (5/1/14)
[4] http://www.co.calumet.wi.us/DocumentCenter/View/1183. (5/1/14)
[5] http://www.co.winnebago.wi.us/sites/default/files/EmergencyManagement/Winnebago_County_HMP_draft_3.pdfm. (5/1/14)
[6] http://emergencymanagement.wi.gov/EPCRA/docs/epcra_lepc_info.pdf. (4/30/14)

The following goals were taken from the State of Wisconsin's hazard mitigation plan which serve as the foundation for the updated State Mitigation Strategy and are supported by the Appleton (Fox Cities) TMA:

1. Minimize human, economic and environmental disruption and reduce the potential for injury and loss of life from natural hazards.
2. Enhance public education about disaster preparedness and resilience, and expand public awareness of natural hazards.
3. Encourage and promote continued comprehensive hazard mitigation planning and implementation of the plan.
4. Support coordination and collaboration among federal, state, and local authorities, and non-governmental organizations regarding hazard mitigation activities.
5. Improve the disaster resistance of buildings, structures, and infrastructure whether new construction, expansion or renovation.[7]

A security incident can affect any number of people at any time and any place. Being prepared to handle catastrophic events requires coordination and planning. The Appleton (Fox Cities) TMA recommends the development of an evacuation plan, an alternative route(s) plan, and an Intelligent Transportation System (ITS) Plan at a regional level to help ensure preparedness. The Calumet, Outagamie and Winnebago County hazard mitigation plans should be consulted and coordinated throughout the process.

At the statewide level, WisDOT's Statewide Traffic Operations Center (STOC) provides additional guidance to assist in any type of roadway emergency and/or evacuation. STOC recommends that local municipalities notify them for any type of roadway emergency and/or evacuation. WisDOT has a comprehensive Emergency Transportation Operations (ETO) plan and the STOC is able to activate the appropriate response to an emergency 24/7. The STOC may also assist local municipalities with the following for traffic control and traveler information[8]:

- Updating messages on overhead Dynamic Message Signs (DMS) and on state-owned Portable Changeable Message Signs (PCMS).
- Posting evacuation information on the 511 website, phone system and Twitter accounts. The STOC has the ability to post floodgate messages on 511 so that all individuals are notified of the emergency situation immediately upon calling in to the phone system or accessing 511 via the website. 511 is an efficient and effective method for providing traveler information.
- Sending e-mail notifications. E-mail distribution lists have been developed for the media, trucking companies and neighboring state's DOTs.
- Monitoring cameras and detectors. This information can be provided to first responders that have access to the cameras. This information can also be found on the online LINK system through the UW-Madison TOPS lab.

Throughout the event the STOC must be given status updates to ensure accurate information is being provided to motorists, the media, and others.

[7] http://emergencymanagement.wi.gov/mitigation/docs/Executive%20Summary.pdf. (4/30/14)
[8] Brown, Outagamie, Winnebago and Fond du Lac Emergency Evacuation Route and Traffic Control Guidance document. (08/25/14)

INTELLIGENT TRANSPORTATION SYSTEM (ITS)

The US Department of Transportation defines an Intelligent Transportation System (ITS) as a means to "improve transportation safety and mobility and enhance American productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. Intelligent transportation systems (ITS) encompass a broad range of wireless and wire line communications-based information and electronics technologies"[9]. Please see **Appendix items F and G** which shows a map of recent ITS improvements within Outagamie and Winnebago Counties, respectively. Examples of ITS deployments include:

- ramp exit number signage;
- closed circuit TV cameras;
- closed circuit TV camera trailers;
- ramp closure gates;
- type III barricades;
- dynamic message signs;
- portable changeable message signs;
- traffic detection sensors; and
- crash investigation sites.

Benefits of ITS[10]:

- **Safety –** reduced crashes and crash severities (Examples: collision avoidance, dynamic message signs, speed and right of way warnings, speed enforcement, road weather information and management, traffic signal enforcement, work zone management and variable speed limits[11])
- **Mobility –** reduced delay and improved travel reliability (Examples: dynamic message signs, advanced signal systems, adaptive signal controls, transit signal priority, pre-trip information, surveillance, work zone management and automatic vehicle location/computer-aided dispatch[12])
- **Productivity –** reduced operating costs for both public and private entities (Examples: automatic vehicle location/computer-aided dispatch, commercial vehicle operations electronic screening, road weather information and management, winter maintenance strategies, commercial vehicle operations credential administration, service patrols, dynamic message signs and freight and asset tracking[13])
- **Efficiency –** improved use of existing infrastructure capacity and costly right-of-way
- **Energy and Environment –** reduced emissions and fuel consumption (Examples: advanced signal systems, dynamic message signs, service patrols, roadway

[9] http://www.its.dot.gov/faqs.htm. (4/30/14)
[10] https://97c26a8d-a-62cb3a1a-s-sites.googlegroups.com/site/itswisconsin/ITSWI_overview.pdf?attachauth=ANoY7coaj5q5noaaX4XvG2wMS71uwyjowjXnlfLa1yNyUSb-WpNbjUZNasXJ9Hq7BuYxxHhjQZA7ghO1DWfApCF2fFcc8koSqnPYWStUZwFqxtP7qz6nC6V-vTHWPdRUKF9veNuR0cvO1CdVlAUjXNvr9ZXYgwtSgvvU7JJlGoKBFD5K1ULo2lXUFhNfN1DzyQjsBjGAZlnatzS8LfVki0rtNMJ0I2X4Fw%3D%3D&attredirects=0. (08/26/14)
[11] Intelligent Transportation Systems Benefits, Costs, Deployment and Lessons Learned Desk Reference 2011 Update. (9/18/14)
[12] Ibid. (9/18/14)
[13] Ibid. (9/18/14)

surveillance, pre-trip information, speed control, congestion pricing and electronic toll collection[14])

- **Customer Satisfaction –** improved information, smarter use of resources, and smoother travel

ITS emerging issues to consider (from ITS e-Module 14)[15]:

- Has the market penetration of smart devices peaked, or are substantial new waves of devices and sensors coming to the marketplace?
- Will travelers be concerned and circumspect about their privacy or will they freely share with third parties information about their whereabouts, travel behaviors, and preferences in wirelessly connected, location-based, socially networked community environments?
- Is the rapid advent of big data and extreme computing at tera-, peta-, and exobyte scales—the result of collecting enormous amounts of data from connected infrastructure, vehicles, and travelers—going to be manageable by existing and projected capacities of computers, data centers, and servers?
- What will happen as the demographics of the traveling public change over time? Young people are socially networked and tech-savvy, whereas an aging population will demand greater mobility options than currently exist. How will the market meet these changing demands?
- Will cyberspace hackers find ways to breach security safeguards and cause traffic mayhem?
- Will the views of vehicles and vehicle ownership by generation "Y" be different from those of previous generations, resulting in shifts in demographics, automobile ownership, trip generation, and parking space requirements?
- Amongst a host of other issues that will need to be considered and dealt with.

TRANSIT SECURITY

Valley Transit buses and transit center are equipped with surveillance systems that digitally record activity.

The Federal Transit Administration (FTA) encourages all transit systems to develop and implement proactive security plans to protect passengers, employees, revenues and property. They have made a wealth of information available to assist in the development of written security plans.

Additionally, the FTA has developed a *Response and Recovery for Declared Emergencies and Disasters Plan* which can be used as a resource for local transit agencies. This resource documents addresses both transit agencies affected by declared emergencies and disasters as well as transit agencies contributing to response and recovery from declared emergencies and disasters.[16,17]

[14] Ibid. (9/18/14)
[15] http://www.pcb.its.dot.gov/eprimer/module14.aspx. (09/11/14)
[16] http://www.fta.dot.gov/documents/FTA_Response_Recovery_Declared_Emergencies_Disasters.pdf. (5/1/14)
[17] http://www.fta.dot.gov/documents/ProtectiveMeasures.pdf. (5/1/14)

The FTA and the National Transit Institute (NTI) note the following suggestions for transit operators and transit agencies to be better equipped to handle an emergency situation (from their Emergency Preparedness Guide)[18]:

What to Do Before an Emergency Happens

- Understand your agency's emergency policies, protocols, and communication plan. Know how to operate emergency equipment as well as emergency and alternative communication devices in case main lines of communication are severed. Consider communication methods for those with visual, hearing, speech, or other impairments. For example, having paper and markers on hand can allow a vehicle operator to communicate with hearing-impaired customers.

- Stock and maintain an agency-supplied first-aid kit and any other emergency supplies for your customers.

- **Have the following readily accessible for use in an emergency situation:**
    - Checklist of procedures for notification.
    - Current emergency contact information. Make yourself a small, wallet- sized index card of vital contact numbers.
    - City, town, county and state highway maps.

- Keep a personal emergency supplies kit close to your work station, if permitted by your agency. Additionally, a fully charged cell phone and a battery-operated radio are key items to have on hand. Know which radio stations will provide emergency information for your area.

- **Transit operators and drivers:**
    - Bus and van drivers should learn alternate routes in the event your main route is impassable or obstructed.
    - Rail operators should be aware of your company's policies with regard to turning off traction power and emergency uncoupling of rail cars.

[18] http://transit-safety.fta.dot.gov/epg/6_OntheJob.html. (09/18/14)

CHAPTER 13

PERFORMANCE MEASURES

CHAPTER 13 – PERFORMANCE MEASURES

TABLE OF CONTENTS

Introduction 13-1
Congestion Management Process (CMP) Plan 13-1
- Definition 13-1
- What Is Congestion? 13-2
- What Is Performance-Based Planning? 13-2
- Strategies for Performance Measurements and Targets 13-2
- State Performance Measures 13-2
- Congestion Management Strategies 13-3
- Street Network Strategies 13-4
  - Encouragement and Education 13-4
  - Parking Management 13-4
  - Capacity Improvements 13-5
  - Access Management 13-5
  - Preservation 13-5
- Travel Demand Model Strategies 13-6
- Railroad and Bridge Strategies 13-6
  - Railroad 13-6
  - Bridges 13-6
- Transportation Alternative Strategies 13-7
  - Safe Routes to School Program 13-7
  - Bicycle/Pedestrian Safety Education Programs 13-7
  - Bicycle Facility Improvements 13-7
  - Intersection Pedestrian Enhancements 13-8
  - Rideshare's Bike Buddy Program 13-8
- Freight Strategies 13-9
- Transit Strategies 13-9
  - Service 13-9
  - Education 13-9
- Non-Recurring Incident Strategies 13-10
  - Intersection Improvements 13-10
  - Geometric Design Improvements 13-10
- District Strategies 13-10
- Intelligent Transportation System (ITS) Strategies 13-11

TABLES

Table 13-1: Performance Measures Summary, Appleton (Fox Cities) TMA 13-12

CHAPTER 13: PERFORMANCE MEASURES

INTRODUCTION

As noted previously within this document, performance measures are a requirement as per MAP-21 regulations. Performance measures have been established and documented in previous chapters of this planning document. The purpose of this chapter is to develop a full inventory of the performance measures and to document if:

- the performance measure has been met;
- the performance measure is trending in a positive direction;
- the performance measure is trending in a negative direction; or
- the performance measure is staying about the same.

For a more detailed analysis and information, please use the Comments Column to see which chapter each performance measure can be found within the long range plan. **Table 13-1** displays a summary of performance measures for the planning area.

CONGESTION MANAGEMENT PROCESS (CMP) PLAN

Urbanized Areas exceeding 200,000 in population (or Transportation Management Areas) are required to develop congestion management strategies as part of the long-range transportation planning process. Transportation Management Areas (TMAs) are federally required to produce a Congestion Management Process (CMP) plan which essentially identifies and monitors congestion within a TMA. MPO staff recommends implementing CMP principles and ideas and incorporated these elements into this LRTP (see below). MPO staff reviewed similar CMP documents from across the nation to develop the congestion management strategies for the Appleton (Fox Cities) TMA.

Definition

A CMP as defined in federal regulation is intended to serve as a systematic process that provides for safe and effective management of local transportation networks. Reduced congestion is achieved by first evaluating the entire transportation system. Once there is a complete understanding of how all the moving parts works together, then improvements to the system can take place to increase overall efficiencies. Examples of congestion improvements include: street network strategies, Travel Demand Model (TDM) strategies, railroad and bridge strategies, transportation alternative strategies, freight strategies, transit strategies, non-recurring incident strategies, district strategies, Intelligent Transportation System (ITS) strategies and policy level strategies. Transportation efficiency is tracked through a number of performance measures and performance targets set by the State of Wisconsin and the Federal Highway Administration (FHWA).

The CMP was first instated by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was known as a Congestion Management System (CMS). The CMS required the development of a plan with a focus on system level planning. The CMS planning requirement remained with the implementation of Intermodal Surface Transportation Efficiency Act for the 21st Century (ISTEA-21) until the introduction of the Safe, Accountable, Flexible, and

Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. SAFETEA-LU changed the CMS to a CMP requirement, which changed the focus from system level planning to dealing with congestion as a broader process. The Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorized the CMP requirement with a focus on performance-based planning. Performance-based planning includes the establishment of a performance-based approach to transportation decision making and the establishment of performance targets to meet national and state goals.[1]

The primary objectives of the CMP include:

- development of congestion management objectives;
- establishment of measures of multimodal transportation system performance;
- collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion;
- identification of congestion management strategies;
- implementation activities, including identification of an implementation schedule and possible funding sources for each strategy; and
- evaluation of the effectiveness of implemented strategies.[2]

What Is Congestion?

Congestion in reference to transportation relates to an excess of vehicles on a portion of roadway at a particular time resulting in speeds that are slower—sometimes much slower—than normal or "free flow" speeds. Congestion often means stopped or stop-and-go traffic. – *FHWA - Traffic Congestion and Reliability: Trends and Advanced Strategies for Congestion Mitigation*

What Is Performance-Based Planning?

Performance-based planning applies measureable management principles to transportation system policies and investment decisions, providing a link between management and long range decisions about policies and investments that an agency makes in its transportation system while establishing a level of transparency and objectivity that is critical for development of transportation plans. – *FHWA - The Performance Based Planning and Programming Newsletter Volume 1, Issue 1, January 2013.*

Strategies for Performance Measurements and Targets

Performance measures allow the MPO to adequately gauge the system performance in order to identify congestion related problems and communicate this information to the public and effectively engage residents of an MPO. Performance measures use statistical evidence to determine current congestion conditions and assist an MPO in advancing their identified vision, goals and objectives. It is important to note that performance measures can adapt or change over time to better reflect the needs of the MPO.

According to federal regulation, the CMP must include *"appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion*

[1] http://www.fhwa.dot.gov/map21/mp.cfm. (1/30/2013)
[2] Congestion Management Process: A Guidebook, U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration. (April 2011)

reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area."[3] Performance measures should be created for assessing and monitoring both local level (individual projects) and regional (system wide) transportation networks.

State Performance Measures

The Wisconsin Department of Transportation (WisDOT) created a performance improvement program centered on the five core goals of: Mobility, Accountability, Preservation, Safety and Service (MAPSS). The MAPSS Performance Improvement Program guides the DOT in achieving their mission "to provide leadership in the development and operation of a safe and efficient transportation system." Establishing goals and measuring results is essential to running a successful and efficient organization as well as meeting public expectations. WisDOT publishes a quarterly report of progress published in February, May, August, and November. The performance measures used help the DOT assess the consistency of the MAPSS Program with their organization's goals, objectives, and vision. A scorecard was developed to provide a snapshot of the State of Wisconsin's transportation system. **WisDOT's performance measures and targets were consulted in the development of the LRTP plan for the MPO.**

Congestion Management Strategies

Congestion management strategies are designed to reduce vehicular traffic congestion through the promotion of alternative modes of transportation. Strategies can range from education and creation of policy to the design and development of physical infrastructure improvements. Federal regulation states that a CMP must include: *"Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each [region]:*

(i) Demand management measures, including growth management and congestion pricing;
(ii) Traffic operational improvements;
(iii) Public transportation improvements;
(iv) ITS [Intelligent Transportation Systems] technologies as related to the regional ITS architecture; and
(v) Where necessary, additional system capacity."[4]

A primary objective is to reduce overall congestion to create an efficient, livable, safe, sustainable, and accessible transportation system that increases economic vitality and quality of life for all residents. Strategies can range from low costs for policy and education reforms to high costs for facility expansion and physical changes to the transportation system. The

[3] US Department of Transportation Federal Highway Administration Congestion Management Process: A Guidebook (23 CFR 450.320 (c) 2). (July 2013)
[4] US Department of Transportation Federal Highway Administration Congestion Management Process: A Guidebook (23 CFR 450.320 (c) 4). (July 2013)

following explains several congestion management strategies. Each strategy is defined and developed to show how it will reduce congestion and improve the overall transportation system.

Street Network Strategies

Encouragement and Education

- **Rideshare –** Is the sharing of vehicle trips so that more than one person travels together, often to a common destination. The goal of rideshare is to have more than one person share a vehicle which will reduce travel cost, stress on the environment, reduce pollution (carbon emissions), parking spaces and for the purpose of this plan, congestion. Wisconsin runs a rideshare program found at the following link: http://www.dot.wisconsin.gov/travel/commuter/index.htm, where participants can register online and search for matches to share a ride. The rideshare program has an interactive mapping feature that accurately matches participants via their origins and destinations.[5]

- **Education of Bicycle and Pedestrian Opportunities –** Find opportunities to work with public and private entities to educate the general public on the proper usage of bicycle and pedestrian facilities. Promote bicycle facilities at the local and regional level to encourage residents to utilize bicycle and pedestrian facilities as a mode of transportation to and from work and for short trips (i.e. grocery store).

- **Safe Routes to School Programs –** Collaborate with local SRTS programs to promote and encourage walking or biking to school. In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.[6] While distance to school is the most commonly reported barrier to walking and bicycling, private vehicles still account from half of school trips between ¼ and ½ miles – a distance easily covered on foot or bike.[7]

- **Walking School Bus Program –** The walking school bus program is a group of 5-10 children who walk to school with adult supervision. It is part of the SRTS Program. The walking school bus concept was developed to enable children to walk to school safely even when traffic and crime is a concern.[8]

Parking Management

- **Downtown Parking Program –** To create a program that utilizes pricing to influence demand for parking or to discourage parking. For example the City of Appleton established a “Park and Ride” program for Oktoberfest. The City of Appleton sets up temporary park and ride locations outside of the Oktoberfest grounds where participants can park their vehicles and ride a bus for a reduced fare ($0.25) and have direct transportation to the festivities.

[5] http://www.dot.wisconsin.gov/travel/commuter/contacts.htm . (July 2013)
[6] http://www.saferoutespartnership.org/resourcecenter/quick-facts . (July 2013)
[7] Ibid. (July 2013)
[8] http://www.pednet.org/programs/walking-school-bus.html. (July 2013)

- **Park and Ride Lots –** Promote Park and Ride Lots. Lots can be found at http://www.dot.wisconsin.gov/travel/parkride/. Parking is free and many have overnight parking in designated spaces, secure bike racks, shelters, and lighting. Many of these park and ride lots are also served by public transit.

- **On-Street Parking Restrictions –** There are several on-street parking restrictions that can assist with traffic congestion including: alternate side of the street parking (odd-even), time restrictions on parking duration, ride share parking, peak period restriction (indicates a time period and location where parking is not allowed, typically during the commute hours, such as 7 a.m. - 9 a.m. and 4 p.m. - 6 p.m.) and short term parking/time restrictions. Routine enforcement can also improve traffic flow.

- **Location-Specific Parking Ordinances –** Parking can be limited at specific locations that have other amenities that may reduce the need for on-site parking such as transit, and pedestrian oriented development.

Capacity Improvements

- Improvements include adding more lanes, eliminating at-grade intersections, and constructing new roadways. Expansion should only be considered if there are no other viable options.

- Maximize total width of roadways. Take advantage of excess width of roadways with additional lanes (lanes reserved for carpool lanes, mass transit, and bicycle lanes).

Access Management

- Minimize driveways and other entry points.

- Implement frontage roads; use frontage roads to direct local traffic to major intersections.

- Build shared driveways where feasible and practical.

- Left Turn Restrictions; Curb Cut and Driveway Restrictions - Turning vehicles can impede traffic flow.

- Convert traditional intersections to roundabouts where feasible and practical.

- Reduce the number of conflict points between motorized and non-motorized transit and pedestrians.

Preservation

- **PASER –** Help local municipalities collect road data and rate their roads using PASER; Provide asset management guidance when needed.

- **PCI (Pavement Condition Index) –** Compile and inform state officials of their PCI conditions of state owned roadways.

Travel Demand Model Strategies

Travel Demand Models (TDM) are frequently updated to best represent "on-the-ground" conditions using computer models. Several data variables/sources are used to accurately calibrate a TDM. The list below represents typical data used in a model calibration:

- **Alternative Work Hours –** Incorporate alternative work hour trips into the model to account for workers that arrive and leave work outside of the traditional commute period.
- **Telecommuting –** Incorporate workers that telecommute to work. This involves employees working at home or at a regional telecommuting center.
- **Ridesharing –** This is arranged or encouraged through employers and typically state DOTs (i.e. WisDOT).
- **Model Calibration –** Incorporate "actual timed routes" to calibrate the model.
- **Bicycle and Pedestrian Facilities –** Incorporate a bicycle and pedestrian component to the travel demand model.

Railroad and Bridge Strategies

Railroad crossings and bridges provide the necessary access points to connect the transportation network over such impediments such as railroad tracks, waterways, roadways, and other manmade and natural features. Accidents, construction or maintenance at either a railroad or bridge crossing can cause substantial temporary delays in traffic. The following are examples of strategies of how to mitigate congestion at these access points:

Railroad

- **Rail crossing closings –** Work with railroad companies and local municipalities to identify rail crossings for closure.
- **Emergency management –** Work with local municipalities and the railroad companies to ensure there are adequate options in place for rerouting traffic if an accident occurs at a railroad crossing.

Bridges

- **Sufficiency Ratings –** Work with state and local municipalities to confirm bridges are being inspected on a regular basis. Those bridges that receive a "rehabilitation" or a "replace" rating are documented and appropriately addressed going forward.
- **Emergency management –** Work with local municipalities to guarantee there are adequate options for rerouting traffic if an accident occurs at a bridge.

Transportation Alternative Strategies

Transportation Alternative Strategies provide the public with viable options to vehicular transportation. These strategies not only provide transportation alternatives to those individuals who do not own a vehicle, but they also provide individuals with opportunities to incorporate regular exercise through bicycling and walking. With the rapid increase in obesity rates across the nation, transportation alternatives are one way to slow this epidemic. Listed below are examples of effective transportation alternative programs:

Safe Routes to School Program

- Support and encourage existing schools and districts currently participating in the SRTS program.
- Engage and recruit schools and districts that are not participating in the SRTS program.
- Engage other entities within the community that influence children activities like the health department and the local YMCA as another avenue to implement the SRTS program.
- Encourage the implementation of activities such as the “walking school bus” to reduce vehicular travel trips to and from school.

Bicycle/Pedestrian Safety Education Programs

- To work with the Bicycle Federation of Wisconsin on the implementation activities of the Share and Be Aware Program.

Bicycle Facility Improvements

- Secure Bike Racks (secure in terms of physically creating locations where bike racks are anchored in the ground; and in terms of having secure places where people feel safe with parking their bikes at a bike rack location).
- Add new sidewalks and designated bicycle lanes.
- Improved bicycle and pedestrian facilities at transit stops (bicycle racks and bike lockers).
- Support Pedestrian-Oriented Development (building setback restrictions and streetscape enhancements).
- Develop a continuous bicycle and pedestrian network that could include a combination of bike lanes, sharrows, multi-use trails and sidewalks.
- Improved Safety (maintaining lighting, signage, striping, traffic control devices, and pavement quality, and installing curb cuts, curb extensions, median refuges, and raised crosswalks).

- Exclusive Bicycle and Pedestrian Rights-of-Way (abandoned rail lines and other available properties that can be used for bike and walking trails).

Intersection Pedestrian Enhancements

- **Marked Crosswalks/Pavements –** Any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by pavement marking lines on the surface.

- **Accessible Pedestrian Signals –** An accessible pedestrian signal (APS) is a traffic signal that provides auditory and/or vibrotactile information to pedestrian who are blind or have weak vision.

- **Bike lanes –** A portion of roadway that has been designated for partial or full use by bicyclists by pavement markings and signs.

- **Bump-out –** Extending sidewalk or curb lines that reduce curb-to-curb effective roadway lane widths.

- **Complete Streets –** Roadways designed and operated to enable a safe, attractive, and comfortable access for all users, including pedestrians (sidewalks, crosswalks), bicyclists (bike lanes), motorists, and public transport users of all ages and abilities.

- **Diverters –** Barriers placed diagonally across an intersection, blocking certain movements.

- **In-Road State Law Stop or Yield for Pedestrians –** Self-standing yield or stop sign placed in center of roadway to inform motorists that failure to yield or stop, while a pedestrian is in a crosswalk, results in breaking a state statute.

- **Paved Shoulders –** Paved shoulders along higher traffic roads to create space for bicyclists to ride; increases safety for bicyclists and motorists by separating these modes of transportation.

- **Pedestrian Countdown Timers –** Amount of time remaining in which pedestrians have to cross at intersections, before cross traffic begins.

- **Pedestrian Refuge Islands –** Raised median with curb ramps to harbor pedestrians crossing between two opposing directions of traffic. Often curb ramps are equipped with yellow tactile warnings, which allow blind people to take notice of the refuge island.

- **Sharrow –** Bicycle and double arrow are stenciled in an entire lane, designating the use for cyclists.

Rideshare's Bike Buddy Program

- Promote the use of WisDOT's Bike Buddy Program. Website is located at http://www.dot.wisconsin.gov/travel/commuter/bikebuddy.htm.

Freight Strategies

It is important to limit traffic congestion as much as possible to allow for the efficient movement of goods throughout the region. Freight movement is primarily conducted through truck or by rail. Goals for freight strategies include:

- Work with the freight community to identify freight related congestion issues to better meet their needs.
- Coordinate freight efforts with the Rail and Bridge Strategies previously mentioned in this chapter.
- Future/Long-term freight strategies:
    - Identify congested highway interchanges and work with transportation officials to design ramps to accommodate increased freight volumes and identify safety concerns for merging truck traffic onto and off of these interchanges.
    - Strategies to mitigate interchange safety/merging issues: increase networking opportunities with the freight community/members to understand their concerns, work with the freight community to pinpoint problem interchanges, and increase regular dialogue between the freight community, transportation officials and WisDOT to improve upon the existing transportation system.

Transit Strategies

Public transit not only reduces vehicular traffic, but provides an important service in the broader transportation system. Transit impacts the lives of every citizen in varying degrees; especially the elderly, youth, children at risk, low-income and auto-less residents. Transit ridership is an important instrument in reducing overall congestion. Transit Strategies include implementation of the following:

Service

- Increase bus route coverage and frequencies to meet the demands of riders.
- Implement transit stops at area Park-and-Ride lots to reduce auto traffic in the city centers.
- Reduce transit fares where possible.
- Make transit more convenient and attractive to increase ridership.

Education

- Encourage/increase use of public transit services.
- Integrate educational/promotional campaigns to inform residents of the benefits (economic, environmental, etc.) of utilizing transit services.

Non-Recurring Incident Strategies

Non-recurring incidents in regards to congestion management refer to one time or occasional events which have the potential to cause traffic delays. Non-recurring incidents include such delays that are experienced by seasonal weather patterns, civic/sporting/recreational events, or construction and accident traffic delays. These types of incidents are difficult to mitigate because of their sporadic occurrences. An effective way to counter non-recurring incidents is to create a well-balanced transportation system that can adapt to changing situations. Non-recurring incident strategies include:

Intersection Improvements

- Build over/underpasses to increase user safety and decrease congestion conflicts.
- Add turn lanes with adequate space.
- Install safe, highly visible crosswalks.

Geometric Design Improvements

- Widen street widths (where applicable) or incorporate a “road diet” to accommodate for bicyclists/pedestrians.
- Add turn lanes at intersections.
- Improve transportation system users’ sight lines.
- Install auxiliary lanes to improve merging and diverging of traffic at busy locations.

District Strategies

Land use plays a critical role in generating traffic demands and it should work with and support the transportation system. Identifying effective land use strategies will help the transportation system become more efficient as well as alleviate congestion. The following are a list of district strategies:

- Increase urban density of buildings and population.
- Encourage polices that support growth management.
- Support “livable” communities/values.
- Promote in-fill development – This strategy takes advantage of infrastructure that already exists, rather than building new infrastructure on the fringes of an urban area.
- Endorse sustainable design/practices.
- Encourage Transit-Oriented Development (TOD) – This strategy clusters housing units and/or businesses near transit stations in walkable communities.

- Promote Mixed-Use Development – This strategy allows trips to be made without automobiles. People can walk to restaurants and services rather than use automobiles.

Intelligent Transportation System (ITS) Strategies

An Intelligent Transportation System (ITS) is designed to collect traffic data and communicate traffic conditions to drivers in real-time so they can make informed transportation decisions. The technology is designed to create a more effective and efficient transportation system. Strategies for ITS include:

- Traffic Signal Coordination and Timing – This strategy improves traffic flow and reduces emissions by minimizing stops on arterial streets.

- Freeway Incident Detection and Management Systems – This approach is an effective way to alleviate non-recurring congestion.

- Highway Information Systems - These systems provide travelers with real-time information that can be used to make trip and route choice decisions.

- Advanced Traveler Information Systems – This method provides an extensive amount of data to travelers, such as real-time speed estimates on the web or over wireless devices, and transit vehicle schedule progress.

☑ Goal has been met ⇧ Performance trending in favorable direction

⇔ Trend is holding ⇩ Performance trending in unfavorable direction

Table 13-1: Performance Measures Summary, Appleton (Fox Cities) TMA

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Air Quality: Ozone (Standards set by the National Ambient Air Quality Standards (NAAQS); **See Chapter 3**	Parts per billion (ppb); Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years	Calumet & Winnebago Counties **(not available)**, Outagamie County 70 ppb (2012)	75 ppb	☑ (for Outagamie County)	⇧	DNR	Every Year
Air Quality: Particulate Matter 2.5 micron or smaller Standards set by the National Ambient Air Quality Standards (NAAQS); **See Chapter 3**	Micrograms per cubic meter ($\mu g/m^3$) (24-hr & annual data)	Calumet & Winnebago Counties **(not available)**, Outagamie County 28 $\mu g/m^3$ (24-hr) (2012); 9 $\mu g/m^3$ (annual)	35 $\mu g/m^3$ (24-hr) 15 $\mu g/m^3$ (annual)	☑ (for Outagamie County)	⇧	DNR	Every Year
Annual Avera Annual Average Daily Traffic Counts (AADT) Winnebago County has 10 Automated Traffic Recorders all on the HWY 41 corridor; **See Chapter 6**	Automated Traffic Recorders (WisDOT)	Estimate of typical daily traffic on a road for all days of the week, Sunday through Saturday, over the period of one year.	No specific goals established; traffic patterns have remained steady in previous decade		⇔	WisDOT	Every Year

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Bridge Sufficiency Ratings (SR) Data Municipalities are eligible for rehabilitation funding with bridges with a SR of 80 or less and replacement funding with SR of 50 or less; **See Chapter 6**	SR ranges from 0 to 100 with 0 representing an in-sufficient or deficient bridge and 100 representing a sufficient bridge	**SR ratings 2013**; 252 total bridges rated; 181 bridges (SR >80); 53 bridges (SR 51-80); 18 bridges (SR < 50) **SR ratings 2010**; 225 total bridges rated; 172 (SR >80); 43 (SR 51-80); 10 (SR < 50)	Increase Bridge SR ratings to 80 and above from previous year	☑	⇧	WisDOT	Every Year
Federal Rail Administration data; **See Chapter 9**	Accidents and Incidents with railroads	**2 (2012); 2 (2013)** [Calumet]; **1 (2012); 3 (2013)** [Outagamie] **3 (2012); 7 (2013)** [Winnebago]	Decrease from previous year		Trend holding (Calumet); Trend unfavorable for Outagamie & Winnebago Counties	FRA	Every Year
County Health Rankings: Commute Alone Promote WisDOT's Rideshare Program; **See Chapter 3**	Percentage of county workforce that commutes alone to work	**85% (2014)** [Calumet]; **84% (2014)** [Outagamie]; **84% (2014)** [Winnebago]	80% (Wisconsin)		⇔	County Health Rankings and Road maps	Every Year
County Health Rankings: Long Commute-driving alone Promote WisDOT's Rideshare Program; **See Chapter 3**	Percentage of county drivers who commute longer than 30 minutes, alone to work (2014)	**23%** (Calumet), **19%** (Outagamie), **16%** (Winnebago)	26% (Wisconsin)	☑	⇧	County Health Rankings and Road maps	Every Year
National Bike Challenge data; **See Chapter 10**	Contest runs May 1 to Sept 30; data gathered on # of participants, miles logged, calories burned, pounds of CO_2 saved, money saved	2,304 participants; 995,445 miles logged; 53,959,935 calories burned; $562,426 saved; 895,900 pounds of CO_2 saved (2014)	Increase participation and miles logged from previous year **(Note: first year ECWRPC collected this data)**			https://nationalbikechallenge.org/	Every Year

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Regional bike/ped facilities **See Chapter 10**	Miles of facilities of trails/sidewalks in TMA boundary	70 miles bike lanes, 100 miles off-road paved, 16 miles off-road not paved, 960 miles sidewalks	Maintain / In-crease miles of trails/sidewalks from previous year			ECWRPC	Every 5 Years
WisDOT: Park & Ride Lot Counts; **See Chapter 6**	Number of vehicles parked	**199 (2012) 130 (2013)** [Calumet] **1,349 (2012) 1,103 (2013)** [Outagamie] **900 (2012) 753 (2013)** [Winnebago]	Maintain / Increase car/van pooling from previous year			WisDOT	Every Year
WisDOT: Rideshare Program; **See Chapter 6**	Number of participants living in a county	**22, 99 & 95** (live in Calumet, Outagamie & Winnebago, respectively, 2013) **15, 74 & 72** (live in Calumet, Outagamie & Winnebago, respectively, 2014)	Increase ridership from previous year			WisDOT	Every Year
PASER (Pavement Surface Evaluation and Rating) of MPO Ratings 1-4 need structural improvements, 5-7 need preventative maintenance, 8-10 need routine maintenance; **See Chapter 6**	Pavement ratings scale 1-10 (1-4 is “poor”; 5-7 is “fair”; 8-10 is “good”)	**2011** Poor: 18.76%, Fair: 42.59%, Good: 38.66% **2012** Poor: 14.25%, Fair: 44.41%, Good: 41.34%	Increase number of road ratings to 8 through 10 from previous year			WisDOT	Every 2 Years

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
WisDOT: Pavement Conditioning Index (PCI) Ratings: 0-10 (Failed), 10-25 (Serious), 25-40 (Very Poor); 40-55 (Poor), 55-70 (Fair), 70-85 (Good), 85-100 (Very Good to Excellent); **See Chapter 6**	0 to 100 ratings scales for asphalt/composite pavements and concrete pavement	**141 road segments (195 miles)** of pavement with PCI ranking of 55 or better (Calumet) **402 segments; 207 miles** (Outagamie) **434 segments; 215 miles** (Winnebago)	PCI ranking of 55 and better from previous year **(Note: first year ECWRPC collected this data)**			WisDOT	Every Year
Safe Routes to School (SRTS) Program; **See Chapter 11**	Number of schools, school districts and students participating within the Appleton TMA	51 schools, 7 school districts, and 20,644 students (2013-2014 school year)	Increase participation in number of schools, school districts and students from previous year	☑	↑	ECWRPC	Every Year
Safe Routes to School – Walking School Bus Program; **See Chapter 11**	Number of schools and approximate number of students participating within the Appleton TMA	1 school, 10 students (Fall 2013)	Increase participation in number of schools and students from previous year		↔	ECWRPC	Every Year
Transit Bike Rack Counts; **See Chapter 8**	Number of bikes using bike racks on transit buses	17,419 (2012); 14,333 (2013)	Maintain / Increase bike rack usage and public transit usage from previous year		↓	Valley Transit	Every Year
Transit Revenues; **See Chapter 8**	Total revenues (dollars) received by transit system	$1,436,478 (2011); $1,410,901 (2012)	Maintain / Increase revenues from previous year		↓	National Transit Database	Every Year
Transit Ridership; **See Chapter 8**	Number of riders (unlinked trips) on transit system	1,261,119 (2011) 1,277,402 (2012)	Maintain / Increase ridership from previous year	☑	↑	National Transit Database	Every Year

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Quarter Mile Distance to Bus Stop; **See Chapter 8**	Counts population living within a quarter mile of all bus stops within transit system	117,614 people (48%) within TMA (2013)	Maintain a level of service that is accessible by a majority of the population **(Note: first year ECWRPC collected this data)**			ECWRPC	Every 5 Years
Transportation Improvement Program (TIP); **See Chapter 6**	Amount of federal, state and local funds **(note amounts listed in thousands of dollars)**	**2013** $24,293 (Federal), $15,835 (State), $2,231 (Local) **2014** $48,233 (Federal), $46,789 (State), $2,231 (Local)	Monitor funding amounts on yearly basis	☑	⬆	ECWRPC	Every Year
Transportation Improvement Program (TIP); **See Chapter 6**	Amount of project engineering (PE), right of way (ROW) and construction (CONST) funds **(note amounts listed in thousands of dollars)**	**2013** $11,554 (PE), $4,962 (ROW), $25,780 (CONST) **2014** $39,068 (PE) $11,125 (ROW) $47,060 (CONST)	Monitor funding amounts on yearly basis	☑	⬆	ECWRPC	Every Year
Transportation Improvement Program (TIP); **See Chapter 6**	Amount of preservation (P) and expansion (E) funds **(note amounts listed in thousands of dollars)**	**2013** $26,883 (P), $15,413 (E) **2014** $20,921 (P), $76,332 (E)	Monitor funding amounts on yearly basis	☑	⬆	ECWRPC	Every Year

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Transportation Improvement Program (TIP); **See Chapter 6**	Amount of Highway (H), Rail (R), Bike/Ped (B/P), and Transit (T) funds **(note amounts listed in thousands of dollars)**	**2013** $39,651 (H), $580 (R), $72 (B/P), $2,515 (T) **2014** $95,438 (H), $460 (R), $1,335 (B/P), $8,455 (T)	Monitor funding amounts on yearly basis	☑	↑	ECWRPC	Every Year
Unlinked Passenger Trips per Vehicle Revenue Mile (Transit); **See Chapter 8**	Ratio of unlinked trips to vehicle revenue miles (higher ratio values = higher service effectiveness)	1.07 (2011); 1.09 (2012)	Maintain / Increase ratio from previous year	☑	↑	National Transit Database	Every Year
FARS (Fatality Analysis Rating System); **See Chapter 6**	Number of fatalities reported to National Highway Traffic Safety Administration **(5yr rolling average 2008-2012)**	4.60 (Calumet) 11.60 (Outagamie) 10.80 (Winnebago)	Decrease number of fatalities for county **(Note: first year ECWRPC collected this data)**			FARS/ NHTSA	Every 5 Years

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Serious Injuries; **See Chapter 6**	Number of serious injuries reported by WisDOT **(5yr rolling average 2008-2012)**	167 (Calumet) 958 (Outagamie) 1,089 (Winnebago)	Decrease number of serious injuries for county **(Note: first year ECWRPC collected this data)**			WisDOT	Every 5 Years
Fatality Rate per 100 Million Vehicle Miles Traveled (VMT); **See Chapter 6**	Ratio of fatalities to yearly VMT by county **(5yr rolling average 2008-2012)**	1.27 (Calumet) 0.78 (Outagamie) 0.65 (Winnebago)	Decrease 5yr Fatality Rate **(Note: first year ECWRPC collected this data)**			FARS/ WisDOT	Every 5 Years
Serious Injuries Rate per 100 Million Vehicle Miles Traveled (VMT); **See Chapter 6**	Ratio of serious injuries to yearly VMT by county **(5yr rolling average 2008-2012)**	45.00 (Calumet) 62.89 (Outagamie) 64.26 (Winnebago)	Decrease 5yr Serious Injuries Rate **(Note: first year ECWRPC collected this data)**			WisDOT	Every 5 Years
Census Transportation Planning Products: Mode to Work; **See Chapter 6**	Census (2000) and American Community Survey data (2006-2010) summarizing worker and household totals at the county level	**2000** Drove alone: 18,130 (Calumet); 71,560 (Outagamie); 68,555 (Winnebago); **2006-2010** Drove alone: 21,249 (Calumet); 77,269 (Outagamie); 69,200 (Winnebago)	Maintain transportation system for motorists but also considers other transportation modes			Census/ AASHTO	Every 5 Years

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Census Transportation Planning Products: Mean Travel Time by Mode to Work; **See Chapter 6**	Census (2000) and American Community Survey data (2006-2010) summarizing mean worker and household travel time (minutes) at the county level	**2000** Drove alone: 19.3 (Calumet); 17.9 (Outagamie); 17.8 (Winnebago); **2006-2010** Drove alone: 19.7 (Calumet); 19.0 (Outagamie); 17.4 (Winnebago)	Decrease mean travel time (minutes) to work			Census/ AASHTO	Every 5 Years
Census Transportation Planning Products: Number of Workers in Household; **See Chapter 6**	Census (2000) and American Community Survey data (2006-2010) summarizing number of workers in household at the county level	**2000** 22,242 (Calumet); 85,651 (Outagamie); 82,720 (Winnebago); **2006-2010** 25,580 (Calumet); 93,284 (Outagamie); 85,000 (Winnebago)	Monitor data over time to observe trends/patterns			Census/ AASHTO	Every 5 Years

CHAPTER 14

RECOMMENDATIONS

CHAPTER 14 – RECOMMENDATIONS

TABLE OF CONTENTS

Introduction 14-1
Land Use 14-1
Transportation (Street and Highway) 14-1
- Miscellaneous Road/Corridor Recommendations 14-2
- Road Safety Considerations 14-3
- Interchanges and Intersection Designs (Diverging Diamond Interchanges and Roundabouts) 14-3
- Transportation Improvement Program Project Listings 14-4

Healthy/Livable Communities 14-16
Freight 14-17
Multimodal Transportation 14-18
- Bicycle and Pedestrian Connections 14-18
- Miscellaneous Bicycle/Pedestrian Recommendations 14-19

Safe Routes to School (SRTS) Programs 14-20
Transit 14-20
- System Recommendations 14-20

Passes and Fares 14-20
Information and Technology 14-21
Planning and Policy 14-21
Marketing and Education 14-21
Funding 14-22
Image 14-22
Miscellaneous Recommendations 14-22

FIGURES

Figure 14-1: Diverging Diamond Interchange at USH 10 (Oneida St)/STH 441 14-4

TABLES

Table 14-1: Transportation Improvement Program Project Listings, 2015 – 2018 14-6

MAPS

Map 14-1: Appleton TMA TIP Projects 14-25

CHAPTER 14: RECOMMENDATIONS

INTRODUCTION

Recommendations are developed based on committee member input, MPO staff input and public input (surveys, public information meetings), the Transportation Improvement Program (TIP) transportation project lists and local comprehensive planning policies. The TIP project list is selected based on collaboration with local municipalities within the MPO to develop a list of programmed transportation projects as well as illustrative projects.

The following is a summary of recommendations for land use, street and highway transportation projects, freight, multimodal transportation (bicycle and pedestrian facilities), transit system, Safe Routes to School Program, input from surveys/public information meetings and policy recommendations.

LAND USE

Land use recommendations include the implementation of adopted land use policies within the TMA planning area boundaries.

TRANSPORTATION (STREET AND HIGHWAY)

The recommendation for the implementation of adopted policies also applies to the transportation policies.

USH 41 is the primary facility serving the Appleton (Fox Cities) TMA. WisDOT and the MPO should plan to expand the capacity of the facility from 4-lane to 6-lane from Appleton to Green Bay in the long-term future. Additionally, the USH 41 corridor was studied and will be upgraded to interstate standards. The interstate conversion project began in 2005 when the federal government identified 142 miles of USH 41 from Milwaukee to Green Bay as a candidate and added to the US Interstate Highway System.[1] Resigning approximately 3,500 signs is expected to start in September 2015.[2]

WisDOT notes that SAFETEA-LU legislation initially identified the south terminus as the Mitchell Interchange (I-94/I-894) in Milwaukee. However, the Interstate Conversion study team elected to extend the corridor concurrent with I-94 south approximately 33 miles to the I-94/US 41 interchange [in Illinois] for a number of reasons, including:

- It links Wisconsin metropolitan areas and markets to the greater Chicago metropolitan area. Chicago is the economic epicenter of the entire Midwest and a key hub near the end of the corridor.
- With the extension into Illinois, the interstate route becomes a true interstate route with a total length of 175 miles.

[1] http://www.dot.state.wi.us/projects/neregion/41/index.htm. (06/05/14)
[2] http://www.wisconsindot.gov/news/releases/310-nr.htm. (02/13/15)

- The extension will allow the signing for the cardinal direction to be north/south rather than the current east/west signing. A long-term goal of reducing driver confusion when driving north on a roadway signed as "west" can be realized for the northern Illinois and southern Wisconsin areas.

Designating the highway as an interstate is expected to bring economic growth, increase the safety of the road, create a corridor identity and bring broader benefits to the State of Wisconsin. According to WisDOT, there are several items that were completed to bring US 41 to interstate, standards including:

- a signed environmental document;
- approved formal conversion request package; and
- federal grandfathering legislation to allow oversize/overweight trucks to continue to use the highway.[3]

It is expected that the entire project will cost between $8 and $12 million dollars and would involve replacing/revising signs including both the large green signs and the smaller guide signs on the side roads directing traffic to the interstate, revising existing sign bridges, installing new sign bridges, and performing traffic control.[4]

USH 10/STH 441 are additional important facilities serving the Appleton (Fox Cities) TMA. Analysis shows that the highways will likely be operating at or over capacity. WisDOT has planned for the expansion of USH 10 and STH 441 in the tri-county area with work beginning in 2014. The WIS 441 Tri-County Project will reconstruct and expand US 10/WIS 441 from four to six lanes from Cold Spring Road to about 1/2 mile east of Oneida Street (approximately 6 miles).[5]

USH 41/STH 441 is an additional vital interchange that could be a candidate for a free flow systems interchange, similar to what is currently under construction at USH 10/USH 41. (This is a long term recommendation.)

Miscellaneous Road/Corridor Recommendations

TMA staff support regional improvements to the following corridors (note no exact timeframes are established):

- Monitor traffic volumes from USH 10 east of the TMA planning area boundaries; investigate if expansion from two to four lanes would be necessary over the long term future; also work to include multi-use trails with this potential expansion.
- Work with municipalities to implement complete streets design concepts (where possible and practical) when the College Avenue/CTH CA corridor is due for reconstruction (long term; refer to ECWRPC Appleton TMA and Oshkosh MPO Bicycle/Pedestrian Plan, 2014).
- Work with municipalities to implement complete streets design concepts (where possible and practical) when the County BB/Prospect Avenue corridor is due for reconstruction

[3] Ibid. (06/05/14)
[4] http://www.dot.wisconsin.gov/projects/neregion/41/faq.htm. (06/05/14)
[5] http://us41wisconsin.gov/wis441/overview/. (06/10/14)

(long term; refer to ECWRPC Appleton TMA and Oshkosh MPO Bicycle/Pedestrian Plan, 2014).

- Complete the gap in the off-road trail along CTH A from approximately Indian Point Road in the Town of Vinland/Town of Oshkosh to the City of Neenah.

Road Safety Considerations

Map 6-5 displays the crash data for the Appleton (Fox Cities) TMA; classified from low crash density to high crash density. A note on the density calculation: the GIS density calculations should be viewed "qualitatively" in the sense that darker (red areas) are higher crash areas and lighter (green areas) are lower crash areas relative to the overall crash data. Red areas mean that relative to the region as a whole, these areas have more crashes compared to the total average number of crashes; green areas mean that relative to the region as a whole, these areas have fewer crashes compared to the total average number of crashes from 2005 to 2013.

High crash areas include (major corridors):

- USH 41 interchanges through the entire Fox Cities
- STH 10/STH 441 interchanges through the entire Fox Cities
- STH 47 corridor
- STH 96 corridor
- HWY 125/CTY CA/College Avenue
- CTH OO/Northland Avenue

Staff will continue to collect and analyze crash information for intersections and roadways throughout the Appleton (Fox Cities) TMA and present this information to committee members and decision-makers. This information will be used to determine and identify high-risk areas so decision-makers can develop solutions to reduce incidents.

Interchanges and Intersection Designs (Diverging Diamond Interchanges and Roundabouts)

Safety and mobility of all transportation users (motorists, bicyclists, pedestrians, etc.) should be paramount when considering redesigning interchanges and intersections within the TMA. Where possible and practical, staff recommends the planning and engineering of innovative interchange designs such as diverging diamond interchanges and roundabouts at select intersections within the TMA planning area. Both diverging diamond interchanges and roundabouts have shown to be both safer and more efficient traffic in moving traffic volumes for motorists, bicyclists and pedestrians.[6,7] Sufficient planning and education/outreach to inform the public about these designs should be considered if plans are made to construct diverging diamond interchanges and roundabouts.

A diverging diamond interchange is expected to be constructed as part of the WisDOT US Highway 10/State Highway 441 Expansion Project planned for the start of construction in 2014 and completion expected by 2019. The diverging diamond interchange will be constructed at US Highway 10 (Oneida Street) and State Highway 441 interchange. **Figure 14-1** below shows a conceptual engineering rendering of the diverging diamond interchange project.

[6] http://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa10023/transcript/audio_no_speaker/. (07/03/14)
[7] http://www.fhwa.dot.gov/publications/research/safety/07048/. (07/03/14)

Figure 14-1: Diverging Diamond Interchange at USH 10 (Oneida St)/STH 441

Source: USH 10/STH 441 Interchange (WisDOT), http://us41wisconsin.gov/wis441/improved-interchanges

Transportation Improvement Program Project Listings

Table 14-1 provides a list of specific modal recommendations via the Transportation Improvement Program (TIP) for program years 2015-2018 and is an abbreviated table of the one found within ECWRPC's TIP document. The projects listed are those that are programmed projects (listed by order of TIP number) as well as illustrative (potential for future funding) projects. The illustrative projects are listed after the programmed projects (listed by map number). Note that this listing of projects is current as of 8/20/14. For the most current TIP project listings and specifics on funding, please consult ECWRPC or visit the MPO website: www.fcompo.org to find the latest version of our TIP document.

The following text provides a description of the data found in **Table 14-1** below.

Primary Jurisdiction: This column lists the primary implementing jurisdiction on the top line of each project listing. The second line contains the county within which the project is located. The third line is the TIP number, for example (252-14-001). The first number is the federal designated number for the Oshkosh MPO, the second is the year it was added to the TIP, followed by the number of projects added in that year.

Project Description: The first line of the project description lists the highway segment (segment termini a/termini b), the intersection or interchange (highway/highway), or a non-highway project characterization. The second line characterizes the type of improvement to be undertaken. The third line lists the WisDOT project number, if known. The fourth line contains the federal acronym, if federal funds are being used, the length of the project in miles, and a categorization as preservation (P) or expansion (E) project. The fifth line outlines the total costs **in thousands of dollars** (for federal, state and local) of the project.

Implementation/Map Number: The year(s) the programmed project is expected to start/end and the funding is released to complete the project; map number in parentheses corresponds to short range/illustrative project on **Map 14-1**.

Table 14-1: TIP Programmed Projects, 2015-2018
(Current 8/20/14, cost in thousands of dollars)

Primary Jurisdiction	Project Description			Implementation & (Project Map Number)
WisDOT Outagamie 252-07-027	STH 55 / Lawe St - USH 41 Reconstruction, 4650-08-00, 21,50,51, 71 STP **Total Cost: $8,971**	1.01 m.	(E)	2017 (1)
WisDOT Outagamie 252-09-009	STH 125/USH 41 - STH 47 Resurface 4659-15-00, 71 STP **Total Cost: $6,050**	2.61 m.	(P)	2018 (2)
WisDOT Tri-county 252-10-013	STH 441, USH 41 - USH 41 Road Maintenance 4685-19-30, 60 STP **Total Cost: $150 (2014); $3,569 (2016)**	11 m.	(P)	2015 (3)
WisDOT C Menasha 252-11-052	Province Terrace Trail 4992-02-00, 71 EN **Total Cost: $380**		(P)	2015 (4)
WisDOT T Greenville 252-11-053	CTH CB Bike to Work Trail 1146-30-01, 72 EN **Total Cost: $810**		(P)	2015 (5)
WisDOT Outagamie 252-11-061	STH 15, Greenville – New London Reconstruction, expansion, R/R crossings 1146-75-00, 21, 50-54, 71 STP – Majors **Total Cost: $202 (2016); $556 (2017); $39,683 (2019)**		(E)	2016-2017; 2019 (6)
WisDOT Winnebago 252-11-060	USH 10, USH 41 - Oneida Street Reconstruction, expansion 1517-75-71 to 82 1517-07-03, 04, 10, 21, 22, 40, 41, 71-95 STP **Total Cost: $66,755 (2015); $70,035 (2016); $37,805 (2017); $41,875 (2018)**		(E)	2015-2018 (7)
WisDOT Outagamie 252-12-036	USH 41/Appleton - Green Bay CTH J-Orange Lane Resurfacing, STP 1130-44-00, 71 **Total Cost: $457 (2015); $26,784 (2016);**	12.45 m.	(P)	2015-2017 (8)

Primary Jurisdiction	Project Description			Implementation & (Project Map Number)
	$26,713 (2017)			
WisDOT Winnebago 252-13-041	I-41 Conversion / State Line - Green Bay SCL Dodge Co - I-43 Signing 1130-03-76 STP **Total Cost: $1,912**		(P)	2015 (9)
WisDOT V Little Chute 252-14-042	French Road / STH 96 – CTH OO Reconstruction, 4990-00-28 URB **Total Cost: $2,054**	0.6 m.	(P)	2018 (10)
WisDOT Calumet 252-14-043	CTH LP / USH 10 – CTH A Reconstruction, 4992-00-56, 57 URB **Total Cost: $490 (2015); $4,859**	1.5 m.	(P)	2015, 2018 (11)
WisDOT V Kimberly 252-14-044	Kimberly Ave/Railroad – Marcella Reconstruction, 4989-00-18, 19 URB **Total Cost: $2,436**	0.9 m.	(P)	2018 (12)
WisDOT T Buchanan 252-14-045	Van Roy / Eisenhower CTH CE – Theater Way Reconstruction, 4160-05-73 **Total Cost: $1,114**	0.1 m.	(P)	2015 (13)
WisDOT C Menasha 	Broad Street/Tayco – Racine Reconstruction, 4992-00-55, 58 URB **Total Cost: $880**	0.3 m.	(P)	2017 (14)
WisDOT T Menasha 252-14-003 	CTH II – STH 441 (Oshkosh-Appleton) Resurface, 1120-29-00, 71 HSIP **Total Cost: $687**	0.24 m.	(P)	2016 (15)
WisDOT T Harrison Calumet 252-15-010	Northshore Ext. of Friendship Trail Friendship State Trail, 4992-00-46 **Total Cost: $479**	2.04 m.	(P)	2016 (16)
WisDOT T Center 252-10-041 	CTH O WCL Crossing Signals & Gates 1009-93-40 OCR **Total Cost: $202**		(P)	2016 (17)

Primary Jurisdiction	Project Description		Implementation & (Project Map Number)
WisDOT V Little Chute 252-11-054	Little Chute Canal Bridge Ped/Bike over Little Chute Lock 4990-03-00, 71 EN **Total Cost: $1,800**	 (P)	 2015 (18)
WisDOT C Menasha 252-12-011	3rd Street, City of Menasha Lake Winnebago Slough & Approach 4992-01-00, 71 BR **Total Cost: $75 (2015); $216 (2016)**	 (P)	 2015-2016 (19)
WisDOT Neenah 252-12-013	CTH G, City of Neenah Neenah Slough Bridge & Approach 6468-02-71 BR **Total Cost: $512**	 BRBPL (P)	 2015 (20)
WisDOT Outagamie 252-13-011	WIS 15 & Casaloma Drive Turn Lane Adjustment Reconstruction, 1146-44-71 HSIP **Total Cost: $546**	 (P)	 2016 (21)
WisDOT Outagamie 252-11-063	STH 47 / CTH OO Roundabout 6240-26-00, 21, 71 STP **Total Cost: $7,760**	 (P)	 2017 (22)
WisDOT Outagamie 252-12-038	CTH CE/College & Eisenhower Reconstruction 4160-05-71, 72 HSIP **Total Cost: $1,691**	 (P)	 2015 (23)
WisDOT C Appleton 252-14-051	Lawe St / Power Canal Bridge BP-44-0718 4984-08-50, 51, 71 BR **Total Cost: $172 (2015); $998 (2016)**	 (P)	 2015-2016 (24)
WisDOT C Appleton 252-14-050	Prospect Ave / Jackman St Overhead B-44-0297 4984-09-71 BR **Total Cost: $3,345**	 (P)	 2015 (25)
WisDOT C Kaukauna 252-14-049	Delanglade St / CN RR Xing RR Signals Reconstruction, 4650-08-53 STP	 (P)	 2017 (26)

Primary Jurisdiction	Project Description			Implementation & (Project Map Number)
	Total Cost: $151			
WisDOT C Kaukauna 252-14-048	Delanglade St / CN RR Xing RR Surface Reconstruction 4650-08-52 STP **Total Cost: $40**		(P)	2017 (27)
WisDOT 252-14-040	USH 10 / USH 41 – Oneida St 1517-75-50, 51, 52, 53 RR Xing Relocation STP **Total Cost: $904**		(P)	2016 (28)
WisDOT C Appleton 252-14-046	Oneida St / Valley Rd – Skyline Bridge Reconstruction, 4984-01-73, 74, 75, 76 URB **Total Cost: $678 (2015); $6159 (2018)**	1.14 m.	(P)	2015, 2018 (29)
T Grand Chute Outagamie	Oneida/Capitol – Northland Avenue Reconstruct to Urban Local **Total Cost: $975**	0.60 m.	(P)	**Illustrative, 2019+ (30)**
T Grand Chute Outagamie	McCarthy/Brookview – CTH GV Reconstruct to Urban, 4 lane Local **Total Cost: $250**	0.25 m.	(E)	**Illustrative, 2019+ (31)**
T Grand Chute Outagamie	McCarthy/CTH GV – STH 15 Reconstruct to Urban, 4 lane Local **Total Cost: $1,000**	0.5 m.	(E)	**Illustrative, 2019+ (32)**
T Grand Chute Outagamie	McCarthy/STH 15 – Capitol Reconstruct to Urban, 4 lane Local **Total Cost: $1,400**	0.9 m.	(E)	**Illustrative, 2019+ (33)**
T Grand Chute Outagamie	Grand Chute Blvd/Victory – Capitol Dr Underpass, New Construction Local **Total Cost: $750**	0.3 m.	(E)	**Illustrative, 2019+ (34)**
T Grand Chute Outagamie	Rifle Range Road/Capitol – Grand Chute Blvd. Reconstruct to Urban, 2 lane with bike & ped Local	0.6 m.	(E)	**Illustrative, 2019+ (35)**

Primary Jurisdiction	Project Description			Implementation & (Project Map Number)
	Total Cost: $810			
T Grand Chute Outagamie	S Bluemound Rd/Prospect - Spencer Reconstruct to Urban, 4 lane Local **Total Cost: $1,500**	1.0 m.	(E)	**Illustrative, 2019+ (36)**
T Grand Chute Outagamie	Casaloma/Prospect – Spencer Reconstruct to Urban, 4 lane Local **Total Cost: $1,500**	1.0 m.	(E)	**Illustrative, 2019+ (37)**
T Grand Chute Outagamie	Casaloma/Converters Drive – Capitol Reconstruct to Urban Local **Total Cost: $1,500**	0.68 m.	(E)	**Illustrative, 2019+ (38)**
T Grand Chute Outagamie	College Ave at Mall Drive/ Nicolet Intersection Improvements Local **Total Cost: $2,800**	0.0 m.	(E)	**Illustrative, 2019+ (39)**
T Grand Chute Outagamie	Capitol Drive/McCarthy – USH 41 Reconstruct to Urban Local **Total Cost: $1,520**	1.71 m.	(P)	**Illustrative, 2019+ (40)**
T Grand Chute Outagamie	Capitol Drive/USH 41 – Lynndale Reconstruct to Urban Local **Total Cost: $1,320**	0.86 m.	(P)	**Illustrative, 2019+ (41)**
T Grand Chute Outagamie	Gillette Street/Capitol – Elsner Reconstruction, 2 lane urban w/ bike & ped Local **Total Cost: $1,320**	1.25 m.	(P)	**Illustrative, 2019+ (42)**
T Grand Chute Outagamie	Spencer Street/Lynndale – USH 41 Reconstruction, 2 lane urban w/ bike & ped Local **Total Cost: $1,720**	0.99 m.	(P)	**Illustrative, 2019+ (43)**
V Little Chute Outagamie	Lincoln Ave/Wilson - Vandenbroek Extension of Lincoln Ave Local **Total Cost: $119**	0.05 m.	(E)	**Illustrative, 2019+ (44)**
V Little Chute Outagamie	Main Street/Vandenbroek intersection Realignment			

Primary Jurisdiction	Project Description			Implementation & (Project Map Number)
	Local **Total Cost: $275**	0.0 m.	(P)	**Illustrative, 2019+ (45)**
V Little Chute Outagamie	Evergreen / French – Holland Reconstruction Local **Total Cost: $3,751**	1.00 m.	(E)	2018 (46)
V Little Chute Outagamie	Evergreen / Holland – CTH N Reconstruction Local **Total Cost: $3,180**	1.00 m.	(E)	**Illustrative, 2019+ (47)**
V Little Chute Outagamie	Randolph/Buchanan - Evergreen Reconstruction Local **Total Cost: $1,176**	0.63 m.	(P)	**Illustrative, 2019+ (48)**
V Combined Locks Outagamie	Prospect Street / CTH N - Park Reconstruction Local **Total Cost: $3,500**	1.20 m.	(P)	**Illustrative, 2019+ (49)**
V Kimberly Outagamie	Kimberly Trail / CE Trail – Railroad Bike / Ped Trail Local **Total Cost: $392**		(P)	**Illustrative, 2019+ (50)**
V Kimberly Outagamie	Railroad Street/3rd - Maes Bike/Ped Trail Local **Total Cost: $170**		(P)	**Illustrative, 2019+ (51)**
T Menasha Winnebago	Lake Street/Railroad – Butte Reconstruction Local **Total Cost: $2,134**	1.0 m.	(P)	**Illustrative, 2019+ (52)**
T Menasha Winnebago	Airport Road/Racine –STH 47 Reconstruction Local **Total Cost: $1,142**	1.0 m.	(P)	**Illustrative, 2019+ (53)**
T Menasha Winnebago	Clayton Ave / East Shady – Fairview Reconstruction Local **Total Cost: $2,500**	1.0 m.	(P)	**Illustrative, 2019+ (54)**
T Menasha & T Grand Chute Winnebago, Outagamie	CTH CB Trail connection to FR Mall CTH CB & CTH BB to Arrowhead Bike & Ped Trail Local	0.6 m.	(P)	**Illustrative, 2019+ (55)**

Primary Jurisdiction	Project Description			Implementation & (Project Map Number)
	Total Cost: $1,109			
T Menasha Winnebago	Cold Spring/East Shady – CTH BB Reconstruction Local **Total Cost: $1,486**	1.0 m.	(P)	**Illustrative, 2019+ (56)**
T Menasha Winnebago	Cold Spring/Jacobsen – American Resurface Local **Total Cost: $320**	0.75 m.	(P)	**Illustrative, 2019+ (57)**
T Menasha Winnebago	East Shady/CTH CB – Cold Spring Reconstruction Local **Total Cost: $1,376**	1.0 m.	(P)	**Illustrative, 2019+ (58)**
T Menasha Winnebago	East Shady/American – Cold Spring Reconstruction Local **Total Cost: $2,060**	1.0 m.	(P)	**Illustrative, 2019+ (59)**
T Menasha Winnebago	East Shady/Irish – Cold Spring Reconstruction Local **Total Cost: $1,135**	1.0 m.	(P)	**Illustrative, 2019+ (60)**
T Menasha Winnebago	Irish Road/Jacobsen – CTH II Reconstruction Local **Total Cost: $2,049**	1.0 m.	(P)	**Illustrative, 2019+ (61)**
T Menasha Winnebago	Irish Road/Jacobsen – East Shady Reconstruction Local **Total Cost: $1,135**	1.5 m.	(P)	**Illustrative, 2019+ (62)**
T Menasha Winnebago	Jacobsen/Cold Spring – CTH CB Reconstruction Local **Total Cost: $1,226**	0.5 m.	(P)	**Illustrative, 2019+ (63)**
T Menasha Winnebago	Jacobsen/Irish – CTH CB Reconstruction Local **Total Cost: $1,466**	0.5 m.	(P)	**Illustrative, 2019+ (64)**
C Menasha Winnebago	Racine St / Third - Ninth Reconstruction			**Illustrative, 2019+ (65)**

Primary Jurisdiction	Project Description			Implementation & (Project Map Number)
	Local **Total Cost: $2,070**	0.67 m.	(P)	
C Kaukauna Outagamie	Veteran's Lift Bridge Reconstruction Local **Total Cost: $1,263**	0.10 m.	(P)	**Illustrative, 2019+ (66)**
T Harrison Calumet	Eisenhower Drive/CTH AP –USH/STH 114 Reconstruction Local **Total Cost: $2,664**	1.5 m.	(P)	**Illustrative, 2019+ (67)**
T Buchanan Outagamie	Eisenhower Drive/CTH KK – Cornell Bike & Ped Trail Local **Total Cost: $500**	0.75 m.	(E)	**Illustrative, 2019+ (68)**
T Buchanan Outagamie	CTH CE & Buchanan Intersection Intersection Improvements Local **Total Cost: $60**	0.3 m.	(P)	**Illustrative, 2019+ (69)**
T Buchanan Outagamie	CTH N/CTH CE to CTH KK Widening Local **Total Cost: $100**	0.5 m.	(P)	**Illustrative, 2019+ (70)**
T Buchanan Outagamie	CTH CE/CTH HH/Debruin Intersection Improvements Local **Total Cost: $1,900**	0.2 m.	(P)	2017 (71)
Outagamie County	CTH E/CTH EE – CTH JJ Reconstruction, 4 lane, urban Local **Total Cost: $150 (2018); $2,118 (2019)**	1.25 m.	(E)	2018-2019 (72)
Outagamie County	CTH BB/USH 41 – Bartell Reconstruction, 4 lane, urban Local **Total Cost: $2,715**	1.3 m.		**Illustrative, 2019+ (73)**
Outagamie County	CTH CA/CTH CB – Mall Drive Reconstruction, 4 lane, urban Local **Total Cost: $3,900**	1.86 m.	(E)	**Illustrative, 2019+ (74)**
C Neenah Winnebago	Winneconne/USH 41 – Neenah Slough Reconstruction Local	0.25 m.	(P)	**Illustrative, 2019+ (75)**

Primary Jurisdiction	Project Description			Implementation & (Project Map Number)
	Total Cost: $1,660			
C Neenah Winnebago	Green Bay Rd/Fox Point – Shopko Reconstruction Local **Total Cost: $1,000**	0.23 m.	(P)	**Illustrative, 2019+ (76)**
C Neenah Winnebago	Bell Street/Marathon – Harrison Resurface Local **Total Cost: $300**	0.57 m.	(P)	**Illustrative, 2019+ (77)**
C Neenah Winnebago	Nicolet/First – Ninth Resurface Local **Total Cost: $120**	0.47 m.	(P)	**Illustrative, 2019+ (78)**
Winnebago County	CTH A/Indian Point - Neenah Reconstruction, urban Local **Total Cost: $4,950**	4.5 m.	(P)	**Illustrative, 2019+ (79)**
Winnebago County	CTH G/CTH A – WIS 76 Reconstruction, urban Local **Total Cost: $4,300**	4.25 m.	(P)	**Illustrative, 2019+ (80)**
WisDOT Winnebago, Outagamie	STH 76 / USH 41 - CTH JJ Reconstruct 6430-12-00, 21, 71 STP **Total Cost: $375 (2016); $6,529 (2019)**	3.72 m.	(P)	2016, 2019+ (81)
WisDOT Outagamie	STH 76/STH 15 - CTH JJ Recondition 6517-10-00, 21, 71 STP **Total Cost: $313 (2016); $8,870 (2019)**	1.43 m.	(P)	2016, 2019+ (82)
WisDOT Winnebago	USH 10/STH 441 - STH 114 C of Menasha (Oneida St) 1500-44-00, 21, 71 STP **Total Cost: $225 (2016); $2,070 (2019)**	Resurface	(P)	2016, 2019+ (83)
WisDOT Outagamie, Calumet	STH 55 / Sherwood NVL – USH 10 Resurface, 4050-15-71, 00 STP			**Illustrative, 2019+ (84)**

Primary Jurisdiction	Project Description			Implementation & (Project Map Number)
	Total Cost: $1,172	0.0 m.	(P)	
WisDOT Outagamie	STH 96 / Washington - Clairbel Reconstruct 4075-33-00, 21, 71 STP **Total Cost: $125 (2015); $2,470 (2019)**		(P)	2015, 2019+ (85)
WisDOT Appleton	STH 441, USH 41 - USH 41 Fox River Bridge, City of Appleton 4685-24-30, 60 BR **Total Cost: $5,400**		(P)	**Illustrative, 2019+ (86)**
WisDOT Outagamie	STH 47, Appleton - Bonduel CTH JJ - NCL 6240-22-00, 71 STP **Total Cost: $9,746**	Resurface	(P)	**Illustrative, 2019+ (87)**
WisDOT Winnebago	USH 41 - Hwy Rehab 1120-54-30, 60 1120-57-30, 60, 1120-58-00, 71 STP **Total Cost: $31,075 (2018)**		(P)	**Illustrative, 2019+ (88)**
WisDOT Outagamie	USH 41 / WIS 15 - CTH J Road Maintenance 1130-43-60, 1130-48-71 STP **Total Cost: $30,400 (2019)**		(P)	**Illustrative, 2019+ (89)**
WisDOT Calumet, Outagamie	USH 41 / USH 10 - USH 41 Resurface 4685-28-00, 71 STP **Total Cost: $400 (2015); $12,112 (2019)**		(P)	2015, 2019+ (90)
WisDOT Winnebago	Racine St. Bridge C of Menasha 4992-03-00, 21, 71 BR **Total Cost: $1,200 (2017); $36,784 (2019)**	BRRPL 0.1 miles	(E)	2017, 2019+ (91)
WisDOT	USH 10 Waupaca - Menasha NCL - STH 441 1500-48-30, 60 STP **Total Cost: $4,536**	RDMTN	(P)	**Illustrative, 2019+ (92)**
WisDOT	STH 55 / STH 114 - CTH M V of Sherwood 4050-11-00, 71	RECST		**Illustrative, 2019+ (93)**

Primary Jurisdiction	Project Description		Implementation & (Project Map Number)
	STP **Total Cost: $2,121**	0.86 miles (P)	
WisDOT	STH 114 / USH 10 - S. Junction STH 55 Menasha - Hilbert 4670-10-00, 71 STP **Total Cost: $2,013**	 RESURF 5.48 miles (P)	**Illustrative, 2019+ (94)**
T Grand Chute Outagamie	W Spencer St / Mayflower – Casaloma Reconstruction, 4657-25-00, 01 URB **Total Cost: $2,392**	 1.04 m. (P)	**Illustrative, 2019+ (95)**

Source: ECWRPC, 2014

HEALTHY/LIVABLE COMMUNITIES

Recommendations regarding healthy/livable communities include:

- Support for more compact development strategies and land use policies which reduce sprawl and place less strain on resources to support the local infrastructure.

- Support of "Smart Growth" strategies as defined by the American Planning Association (APA)[8] including:

    - have a unique sense of community and place;
    - preserve and enhance valuable natural and cultural resources;
    - equitably distribute the costs and benefits of land development, considering both participants and the short- and long-term time scale;
    - create and/or enhance economic value;
    - expand the range of transportation, employment, and housing choices in a fiscally responsible manner;
    - balance long-range, regional considerations of sustainability with short-term incremental geographically isolated actions;
    - promote public health and healthy communities;
    - apply up-to-date local and regional performance measures of successful urban and regional growth;
    - encourage compact, transit-accessible (where available), pedestrian-oriented, mixed-use development patterns and land reuse; and
    - increase collaboration and partnerships to advance place-based and regional goals and objectives, while respecting local land-use preferences and priorities.

- In support of public health benefits/active communities, the American Planning Association (APA) also is supporting the following[9]:

[8] https://www.planning.org/policy/guides/adopted/smartgrowth.htm. (07/16/14)
[9] https://www.planning.org/policy/guides/adopted/smartgrowth.htm. (07/16/14)

- Providing national guidance for sustainable, mixed-use communities designed around mass transit, walking and cycling have been shown to reduce lung and heart disease, obesity, diabetes, and other chronic health conditions.
- Preservation of existing and support new opportunities for local and regional urban and rural agriculture.
- Improved connections between destinations and providing a wide range of active transportation choices, such as transit, trails, and pedestrian and biking facilities.
- A balanced transportation system that makes it possible for residents to walk or ride a bicycle to a store, school or work.
- Compact neighborhoods with a mix of uses that make it easy for residents to walk or bicycle to a store, school or work. Leaders ensure that public health issues are a guiding consideration in land-use planning decisions.
- Adoption of Healthy School Sites, Facilities, and Policies. Where schools are located plays a large part in whether or not children can walk or bike to them. Schools that are located in the heart of a neighborhood are more easily reached by children without automobiles. School curricula and policies in support of active living can foster daily opportunities for physical activity.
- Neighborhood parks that are within walking and biking distance of a person's home or work to encourage greater physical activity, including shared-use paths (or trails) that link homes, work, commercial centers, public transit, and community facilities.
- State and local officials leveraging, securing, and dedicating funding for active living.

- Active Community Environments (ACEs) kits: The ACEs kit was developed by the Wisconsin Nutrition, Physical Activity and Obesity Program as a way to guide communities in developing a built environment that makes it easy to be physically active on a routine basis. The kit utilizes five steps to achieve this built environment:

  - **Step 1**: Getting Started. Convene a meeting of key stakeholders to have an initial discussion on possible individuals and community assets that could help further your mission.
  - **Step 2:** Assessment. Utilize the ACEs Assessment Checklist to assess the needs of the community.
  - **Step 3:** Strategies and Resources. Review and select strategies and resources provided in the ACEs kit that align with your community's needs.
  - **Step 4:** Using the assessment answers, survey responses, interview results and other data to prioritize your initiative components and to set goals and objectives**.**
  - **Step 5:** Set up a process to monitor progress and make necessary changes. Continue to revise the plan to create and maintain a healthy environment for all residents and visitors.

FREIGHT

Recommendations regarding freight transportation within the TMA are consistent with those outlined in WisDOT publications *Connections 2030 Long Range* Plan and the *Wisconsin Rail Plan 2030*.

Connections 2030 Long Range Plan recommendations/policies should be centered on this plan's seven interconnected themes. These broad themes are applied throughout WisDOT's planning document, but can be readily applied to the transportation/freight network as practical, common sense solutions for the TMA to adopt.[10]

Recommendations call on the state and the MPOs/TMAs to:

- preserve and maintain Wisconsin's transportation system;
- promote transportation safety;
- foster Wisconsin's economic growth;
- provide mobility and transportation choice;
- promote transportation efficiencies;
- preserve Wisconsin's quality of life; and
- promote transportation security.

WisDOT has also classified various interstates and highways through the state based upon their corridor/geographic significance. These various routes/corridors were identified to help bridge WisDOT's policies and apply them to more regional scales. Within east-central Wisconsin, these important freight corridor routes include:

- **Fox Valley** (USH 41/future Interstate 41 from Milwaukee to Green Bay)
- **Lake to Lake** (USH 10 intersecting with STH 441 east to Manitowoc and Two Rivers)
- **Wolf Waupaca River** (USH 10 intersecting USH 41 west to Stevens Point)

These three regional corridors are vital to the economic health and development of the TMA and beyond.

Wisconsin Rail Plan 2030 recommendations involve the following strategies outlined by WisDOT in their plan and applied to the TMA region[11] (a complete list can be found in the Freight Chapter of this LRTP):

- Assume the role of facilitator and advocate for freight between public and private interests [at the TMA level].
- Collect and analyze data to support freight planning.
- Work with railroads to ensure that appropriate rail service is provided to all shippers statewide.
- Preserve corridors for future rail use.

MULTIMODAL TRANSPORTATION

Bicycle and Pedestrian Connections

Recommendations for improved connectivity to bicycle and pedestrian modes of transportation include the following **(please refer to Chapter 10 for full recommendations)**:

[10] http://www.dot.wisconsin.gov/projects/state/docs/2030-chapter1.pdf. (06/26/14)
[11] http://www.dot.state.wi.us/projects/state/docs/railplan-chapter5.pdf. (06/26/14)

- Bicycle facility improvements (installing additional bike racks and bike-friendly infrastructure).

- Intersection enhancements for pedestrians (marked cross walks/pavements, accessible pedestrian signals, sharrows, pedestrian refuge islands, paved shoulders, etc.).

- Utilize the Fox Cities-Oshkosh regional bicycle/pedestrian plan (2014) as a guide for short and long term integration of the bike and pedestrian networks within both MPO regions.

- **Infrastructure Related Work/Projects Recommendations:** Limit abrupt transitions in the network.

    - Connect neighborhoods to retail/commercial centers and linking multiple types of infrastructure is essential to establishing a network for a multitude of users
    - Consider all types of road users
    - Provide different types of facilities to suite the strengths and special needs of potential users regardless of age, gender and physical activity

- **Non-Infrastructure Recommendations:** Implementation of the 5E's (Education, Encouragement, Enforcement, Engineering and Evaluation).

    - **Education:** Encompasses efforts to teach, train and facilitate discussion regarding safe driving, cycling and walking skills and techniques and is an important role of raising awareness of multiple road users.
    - **Encouragement:** Activities such as those that motivate people to choose walking or biking to make trips rather than driving a car. Often times, these activities are coordinated for broad impacts across municipal boundaries.
    - **Enforcement:** Identifies the needed cooperation of law enforcement officials, legislative bodies and judicial systems to insure equitable application of the law, respecting the right and responsibilities of motorists, cyclist and pedestrians alike.
    - **Engineering:** Refers to any physical improvement intended to enhance the safety of cyclists and pedestrians.
    - **Evaluation:** Refers to data collection and methods of analysis used to identify proper use and provide justification for future developments and programs.

Miscellaneous Bicycle/Pedestrian Recommendations

- TMA staff support future projects to create a loop connection of the existing Trestle Trail in portions of the City of Neenah, City of Menasha and Town of Menasha. The proposed loop would create a circuit through Doty Island to connect with existing trailheads at Arrowhead Park in Neenah and the Trestle Trail in the City of Menasha[12].

- Various trestles in Appleton (no longer used for railroads) could also be considered for possible bicycle/pedestrian multi-use trail conversions.

[12] http://www.postcrescent.com/story/news/local/2015/02/09/neenah-menasha-seek-twin-trestles-trail-loop/23124779/. (02/10/15)

SAFE ROUTES TO SCHOOL (SRTS) PROGRAMS

Recommendations for the regional school districts include:

- increase participation in area SRTS Programs (short term);
- bus schedule training at schools in connection with Safe Routes to Schools Programs, the police department, bicycle rodeos, and other safety efforts (short term);
- promote, maintain and increase student/parent participation for the Walking School Bus Program (as part of the larger SRTS Program) (short term);
- bicycle facility improvements (installing additional bike racks and bike-friendly infrastructure); and
- intersection enhancements for pedestrians (marked cross walks/pavements, accessible pedestrian signals, sharrows, pedestrian refuge islands, paved shoulders, etc.

TRANSIT

System Recommendations

These system recommendations include:

- Reduce route lengths where boarding and alighting counts are low to nonexistent – decrease residential service and increase arterial service.
- Eliminate areas of duplicated service between Call-A-Ride/Dial-A-Ride/Connector.
- Extend peak hour service in the afternoons/increase frequency.
- Reduce travel and transfer times.
- Cover more area instead of backtracking on routes.
- Review and adjust routes more frequently than annually.
- Flexible routes that can be adjusted based on bad weather/traffic/etc.
- Initiate discussions with Green Bay Metro on examining intercity bus transportation.
- Service to Fox Cities Stadium for games.
- Renew discussions with Combined Locks for service.
- Make a connection to the VA Milwaukee shuttle in the morning.
- Examine ways to incorporate service requests into service areas without major changes:
    - Affinity Pediatrics in Neenah
    - Intersection of Racine Street and Midway Road
    - Evergreen Drive and Ballard Road medical offices/Park and Ride
    - Railroad Street and Kimberly Avenue in Kimberly
    - Later service to Wal-Mart in Neenah
    - Park and Ride lot in Greenville
    - Indoor Skate Park in Kimberly
    - Time Warner Cable on Plank Road

PASSES AND FARES

Valley Transit should consider the following pass and fare recommendations for future implementation:

- A student bus pass program (K – 12/universities/technical colleges).
- Expand the number of outlets where tickets can be purchased.
- Examine online ticket printing.
- A frequent user discounts/rewards program/daily specials.

INFORMATION AND TECHNOLOGY

With regards to information and technology, Valley Transit should consider:

- The use of color coded signage along the routes to match up with route maps.
- Use reflective tape on signage so it is more visible at night.
- Continue to utilize the transit model maintained by the East Central Wisconsin Regional Planning Commission.
- Include minor civil division (MCD) boundaries on all routes maps and riders guides.
- Coordinated expansion of the Bus Buddy Program with Making the Ride Happen to include all age groups.
- Expansion of Intelligent Transportation Systems (ITS) such as:
    - Global positioning systems (GPS) on buses.
    - Cell phone technology with real-time updates (GPS is needed on the buses).
    - Message boards at the transit center with important real time information.
    - Wireless internet on buses.
    - Audio/visual entertainment on buses.

PLANNING AND POLICY

Planning and policy recommendations include:

- Further examination and implementation of a regional transit authority (RTA) pending statewide enabling legislation.
- Expanded involvement in land use planning and development efforts to curb sprawl and facilitate transit oriented development patterns, but continue to maintain extensive service in downtown Appleton and other central business districts where the densities are higher.
- Continue to participate in security/evacuation plans.

MARKETING AND EDUCATION

The following marketing and education-related recommendations are proposed:

- Target potential teen users that choose not to get a driver's license due to increasing costs of vehicle operation and maintenance.
- Invest/market more heavily in the notion that Valley Transit is an affordable alternative to commuting.
- Invest/market more heavily to a vast market of residents not aware of Valley Transit.
- Continue to pursue feasible marketing partnerships with other agencies and organizations.

- Expand discussions with major employers to subsidize transit cost for employees.
- Participation in area Health and Wellness Fairs.

FUNDING

Funding recommendations include the following:

- Continued pursuit of other nontraditional funding opportunities both public and private, for both operation and capital improvements.
- Further examine the staffing of a mobility manager.

IMAGE

- Continue to enhance the public image/perception of the Appleton Transit Center.
- Enhance the public image/perception of public transportation throughout the region by expanding education and outreach efforts particularly to groups not aware of Valley Transit. Future marketing efforts should also focus on the notion that the bus system is alternative to commuting by vehicle.
- Increase staffing presence at the Appleton Transit Center (staff, community leaders, police, etc.).
- Reexamine the Carry-on Policy to have more flexibility for the consumer.

MISCELLANEOUS RECOMMENDATIONS

Recommendations regarding implementing additional strategies involve:

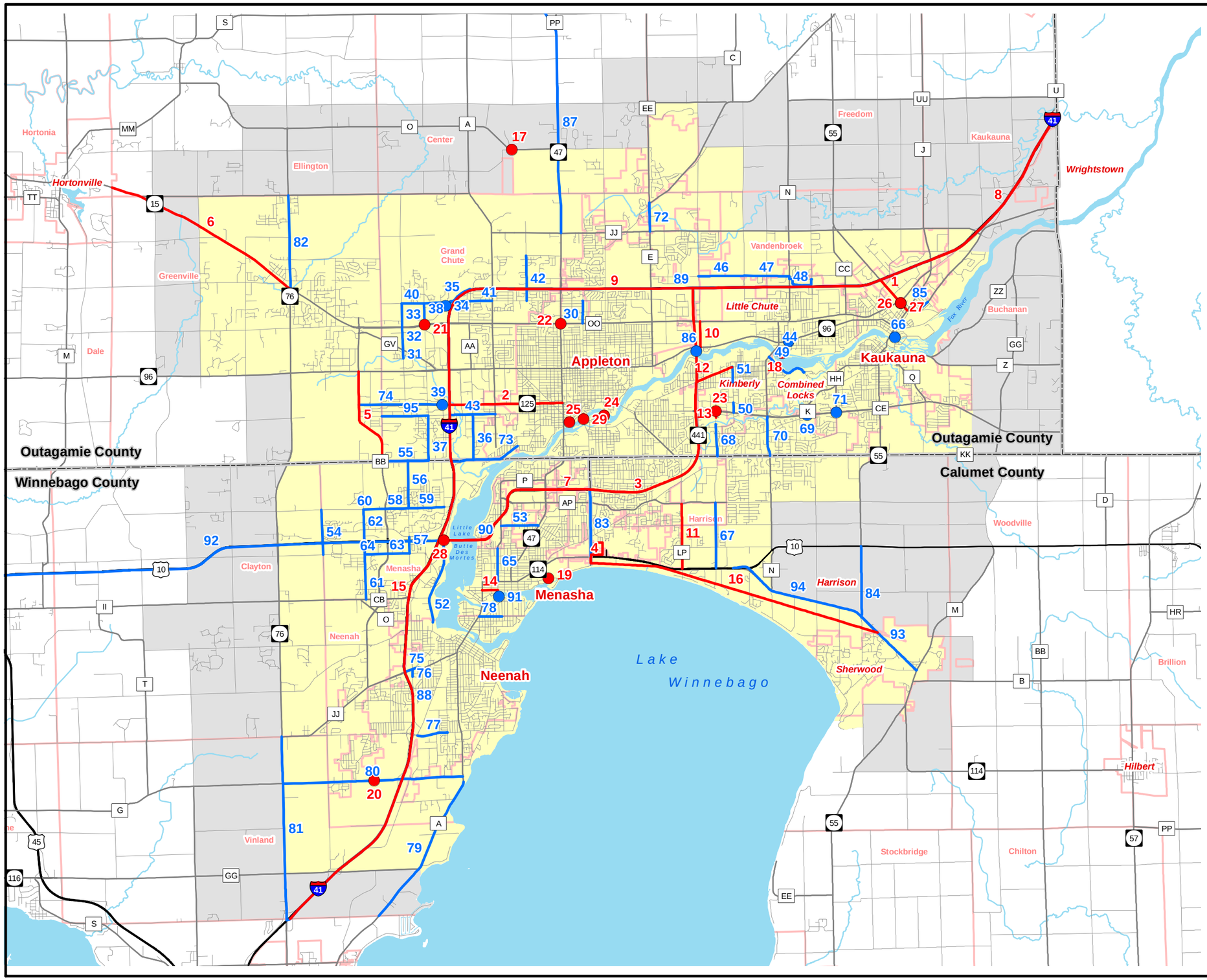
- Encouragement and education of programs like WisDOT's Rideshare and the use of bicycle/pedestrian facilities.
- Capacity Improvements of area roadways (where necessary and practical).
- Access Management (through traffic calming/traffic devices and engineering designs).
- Preservation of existing system/network of the local roads system.
- Preservation (utilizing PASER for local roads and PCI for regional state highways).
- Railroads and bridges (emergency management/preparedness plans) for rerouting traffic in case of emergencies.
- Road design improvements that make safety a priority (may also include/incorporate road diets, additional turn lanes at intersections, improve system user's sight lines).
- Consider work policies such as alternative work schedules, compressed work weeks and flexible working hours as strategies to alleviate peak morning/afternoon rush hour traffic.
- **Wittman Regional Airport Business Park:** The City of Oshkosh, Winnebago County and Wittman Regional Airport broke ground (September 2014) on the development of a 80 acre parcel of land south of Ripple Avenue on the east side of the airport for future aviation business development.[13] MPO staff supports these efforts for future aviation development and will work with all interested parties to increase collaboration and economic development for the region over the long term future. A recent report titled

[13] http://www.wittmanairport.com/business-development (9/9/14)

Aerospace Cluster Study Oshkosh Region Defense Industry Diversification Initiative mentions the possible outreach to both the Fond du Lac and Outagamie County Airports to engage in further regional aviation business park collaboration[14]. This study will be separated into two phases: phase 1 involves the development of "potential, targeted and validated niche [aviation related] clusters, matching the strengths and weaknesses of the airports and of the central Wisconsin region;[15] phase 2 will center on the creation of an industry-lead Steering Committee "formed of regional, national, and international manufacturers, financial groups, academia and regional stakeholders"[16] The future Steering Committee will work to start the business plan for the aviation business park and work with the initial momentum created by the cluster study.

- MPO staff will continue to work with local municipalities to develop and maintain more efficient ways to monitor inventories (i.e. road maintenance inventories such as PASER and sign inventories); this could also include assisting local municipalities with collecting field data if requested by local municipalities.

[14] http://www.thenorthwestern.com/story/news/local/2014/09/04/oshkosh-region-gets-defense-grant/15092801/ (9/9/14)
[15] Aerospace Cluster Study, page 5 (Methodology Section). (09/15/14)
[16] Ibid, page 5 (Methodology Section). (09/15/14)



Map 14-1
Appleton TMA
TIP Projects

- (1) Short Range Project
- (1) Illustrative Project
- (1) Short Range Project
- (1) Illustrative Project
- County Boundary
- Municipal Boundary
- Appleton Adjusted Urbanized Area
- Appleton Transportation Management Area

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Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
TIP projects provided by WisDOT 2014

This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

Prepared JANUARY 2016 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

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CHAPTER 15

ENVIRONMENTAL JUSTICE

CHAPTER 15 – ENVIRONMENTAL JUSTICE

TABLE OF CONTENTS

Introduction 15-1
Transportation Improvement Program 15-2
- Distribution of Minority Populations 15-2
- Distribution of Hispanic/Latino Population 15-2
- Distribution of Population in Poverty 15-2
- Distribution of Households Making Less Than $25,000 a Year 15-3
- Language Spoken At Home 15-3
- Distribution of Households Making More Than $100,000 a Year 15-3
- Key Destinations 15-3
- Distribution of Households with No Car 15-3
- Distribution of Households with One or More Cars 15-3

Economic Impacts 15-4
Social Impacts 15-4

MAPS

Map 15-1: 2010 Distribution of Minority Populations, Appleton TMA 10-5
Map 15-2: 2012 Distribution of Hispanic or Latino Population, Appleton TMA 10-7
Map 15-3: 2010 Distribution of Population in Poverty, Appleton TMA 10-9
Map 15-4: 2012 Household Income Less Than $25,000 per Year, Appleton TMA 10-11
Map 15-5: Language Spoken at Home, Appleton TMA 10-13
Map 15-6: 2012 Household Income More Than $100,000 per Year, Appleton TMA 10-15
Map 15-7: Key Destinations, Appleton TMA, Appleton Transit 10-17
Map 15-8: 2010 Distribution of Households with No Car, Appleton TMA 10-19
Map 15-9: 2012 Distribution of Households with 1+ Cars, Appleton TMA 10-21

CHAPTER 15: ENVIRONMENTAL JUSTICE

INTRODUCTION

Executive Order 12898, signed into law by the President on February 11, 1994, directs each federal agency to make environmental justice part of its mission. This is done by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations to the greatest extent practicable and permitted by law.[1] Executive Order 12898 supports prior legislation such as the Title VI of the Civil Rights Act of 1964 and anti-discriminatory laws such as the Americans with Disabilities Act to name a few.[2]

As the Appleton (Fox Cities) TMA is a direct recipient of federal funding via WisDOT and FHWA/FTA, its actions and decisions are directed by WisDOT's principles of environmental justice, which include the following[3]:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

- To prevent the denial of, reduction of or significant delay in the receipt of benefits by minority and low-income populations.

Efforts were made to include all individuals within the planning process. Public information meetings were held during all phases of the planning process. Advertisements were published in the local newspaper prior to these meetings. Notices were distributed via mail and e-mail to various committees, organizations, and agencies throughout the planning process for distribution to as many individuals as possible. Locations of public information meetings were crucial in the public involvement process. All meeting locations were selected to include easy access for all individuals, especially transit and alternative mode users, as well as facilities which catered to the mobility needs of the disabled. Various planning documents, including the draft of this plan were open for public comment. *(UPDATE)* Public participation throughout the process is characterized as consistent. An online survey was created to gather input on the long-range planning process and was made available to the TMA committees and posted on the Fox Cities-Oshkosh MPOs website and ECWRPC's website. It was also sent to the regional municipal clerks to share for distribution.

Staff worked with an organization called Mindmixer, which is a social media/online communications consultant. Mindmixer helped staff to develop additional outreach techniques (such as posting general topics/questions about future regional development) to reach a broader range of individuals. For those interested, more information about Mindmixer can be

[1] http://www.dot.wisconsin.gov/business/engrserv/environment/envareas/ej/index.htm. (07/02/14)
[2] Ibid. (07/02/14)
[3] Ibid. (07/02/14)

found by accessing the following link: http://www.mindmixer.com/. ECWRPC's official Mindmixer page can be found by accessing the following link: http://ecwrpc.mindmixer.com/.
Two goals of the as identified in the Vision, Goals and Objectives Chapter of this plan, specifically call out the need to create a transportation system that meets the needs of all residents and are included below:

- **Maximum system effectiveness for all residents.** Consider the capabilities and transportation preferences of all users and determine the relative effectiveness of various system alternatives.

- **Environmental Justice.** Ensure that access to transportation systems and the transportation planning process is available to all individuals, regardless of race or socioeconomic status.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Distribution of Minority Populations

Map 15-1 provides an overview of the distribution of minority populations by census tracts (as defined by the Census-American Community Survey 5-year estimates 2008-2012, Table P1). Minority population was calculated by finding the difference in total population to white only population. This map shows that minority populations are found mostly in the northwest portions of the City of Appleton as well as the portions of the Town of Grand Chute, roughly bounded to the north by Highway 15 and to the south by Highway 125/CTH CA. These census tracts range from 551-1,338 in population.

Distribution of Hispanic/Latino Population

Map 15-2 displays the distribution of Hispanic/Latino populations by census tracts within the MPO. The data was provided by the Census-American Community Survey 5-year estimates 2008-2012, Table DP-1. The highest concentration of Hispanic/Latino populations by census tracts within the TMA range from approximately 451-723 people and are located in the western portions of the City of Appleton and the Town of Grand Chute (roughly bounded by Highway 96 to the north, Highway 125/CTH CA to the south and USH 41 to the west). Another area is the portion of the City of Appleton bounded by Highway 47 to the east, the Fox River to the north and USH 10 to the south and west.

Distribution of Population in Poverty

Map 15-3 displays the population in poverty by census tracts as defined by the Census-American Community Survey 5-year estimates 2008-2012, Table S1701. Census uses poverty thresholds established by the Office of Management and Budget. These set dollar value thresholds vary based upon family size and composition to determine poverty status.[4] The highest classed data ranges from 1,101-2,359 people. Populations of poverty are in the western portions of the City of Appleton/Town of Grand Chute and portions of the City of Kaukauna, Village of Combine Locks, the City of Menasha and the City of Neenah.

[4] http://www.census.gov/hhes/www/poverty/poverty-cal-in-acs.pdf. (08/26/14)

Distribution of Households Making Less Than $25,000 a Year

Map 15-4 displays the number of households within the MPO making less than $25,000 by census tracts as defined by the Census-American Community Survey 5-year estimates 2008-2012, Table B19001. The highest classed data ranges from 776-1,365 people. Populations making less than $25,000 are concentrated in the City of Appleton (roughly bounded by the Fox River to the north and west, Highway 47 to the east and USH 10 to the south.

Language Spoken at Home

Map 15-5 displays the population by census tracts which "speaks English less than very well". The data is provided by the Census-American Community Survey 5-year estimates 2008-2012, Table DP02. The highest classed data ranges from 311-506 people and is concentrated within the western portions of the City of Appleton and the eastern portions of the Town of Grand Chute from approximately north of the Fox River to the USH 41 corridor.

Distribution of Households Making More Than $100,000 a Year

Map 15-6 displays the population by census tracts making more than $100,000 a year. The data is provided by the Census-American Community Survey 5-year estimates 2008-2012, Table S1701. The highest classed data ranges from 551-1,200 people and generally clustered in the suburban and rural portions of the TMA.

Key Destinations

Map 15-7 displays important destinations such as school locations, healthcare centers, grocery stores and multi-unit housing and their relationship to the local transportation system routes. By visual inspection, the local transportation system provides ample service to or near these key destinations. Transportation officials should be open to adjusting the routes if necessary as areas change or if other key destinations are added.

Distribution of Households with No Car

Map 15-8 displays the population by census tracts which have no access to a vehicle. The data is provided by the Census-American Community Survey 5-year estimates 2008-2012, Table B08141. The highest classed data ranges from 100-300 and can be found in clustered in rural areas of the TMA planning area (north and west of City of Appleton).

Distribution of Households with One or More Cars

Map 15-9 displays the population by census tracts which have access to one or more vehicles. The data is provided by the Census-American Community Survey 5-year estimates 2008-2012, Table B08141. The highest classed data ranges from 3,377-5,441 and are scattered throughout the TMA area; no clear geographic clustering is evident from urban to rural portions of the TMA.

ECONOMIC IMPACTS

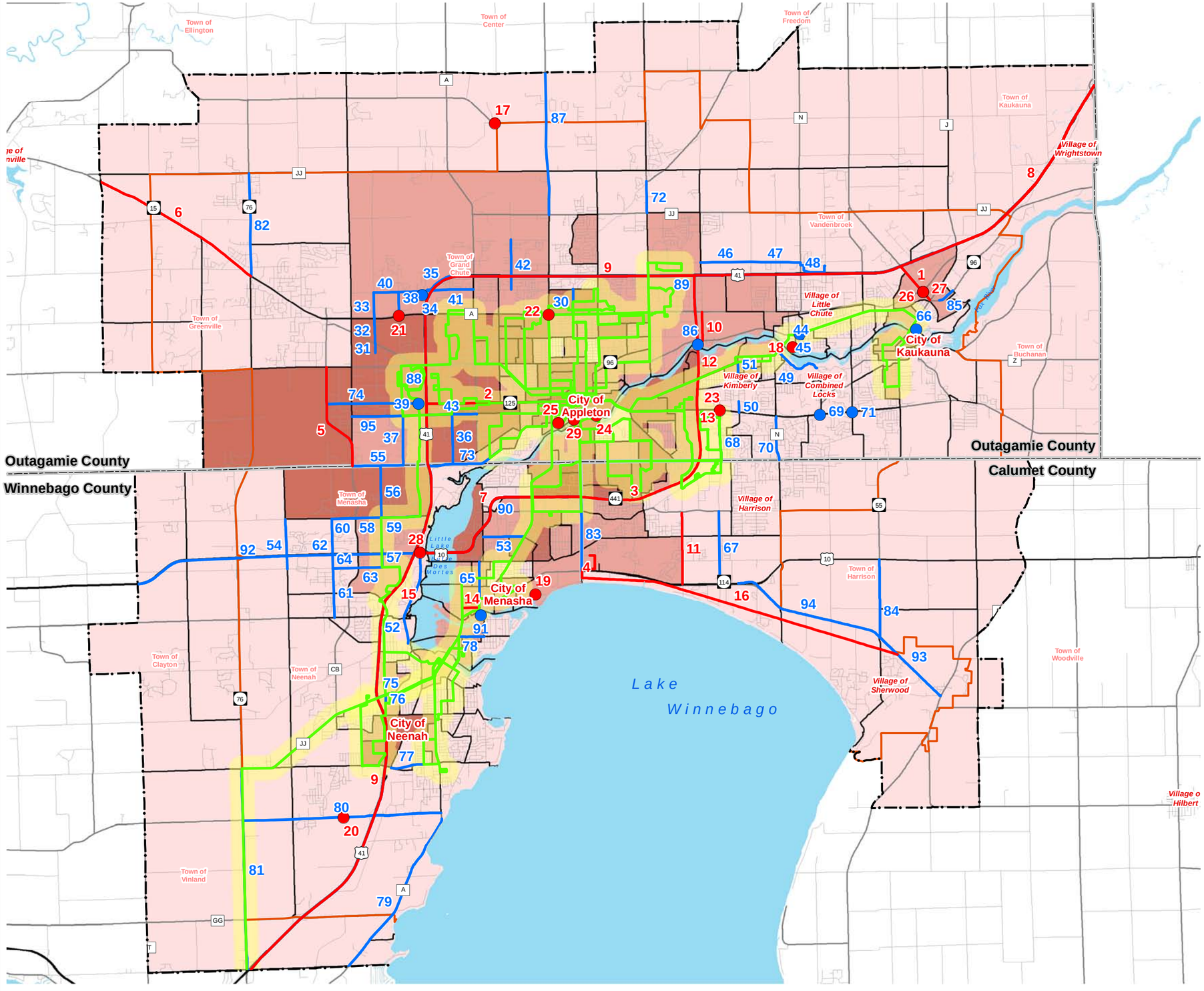
The LRTP has the potential to extend into economic and social arenas. Levels of service on roadways, multimodal opportunities, and accessibility for businesses are all issues to be considered. If levels of service on the transportation network decline during the planning period, the potential for more time spent on roadways could be significant. Additional business and personal travel time translates into increased transportation costs. However, economic incentives exist to keep business travel expenses to a minimum, and policies within the plan target the need to maintain acceptable levels of service on roadways.

Focusing on maintaining and improving existing facilities and multimodal opportunities will provide benefits to businesses and residents. The plan identifies policies, which if enacted, would ensure that appropriate types and levels of multimodal transportation services are provided to the area. Additionally, maintaining and/or improving transportation facilities will enable the transportation system to continue to provide adequate accessibility to agricultural supplies and markets. An integrated transportation system combining different modes, including rail and trucking facilities, enhances the movement of goods and services. Efficiently routing truck traffic and providing joint terminals and delivery services would increase the accessibility of distant suppliers. Enhanced accessibility and multi-modalism will provide incentives for businesses to expand and improve the business climate to attract new businesses.

SOCIAL IMPACTS

Several objectives within the LRTP note the importance of an efficient and environmentally sound transportation network, along with efficient and environmentally sound land uses. Implementation of these objectives would improve quality of life and make the Appleton (Fox Cities) TMA a more attractive community. The TMA has substantial shoreland along Lake Winnebago, much of which is already developed. This plan include policies such as the preservation and redevelopment of waterfront areas for greater recreational use, preserving scenic easements for viewsheds, and creating multimodal recreational opportunities, such as bicycling or walking along a redeveloped waterfront or park area. Enacting these policies would make the Appleton (Fox Cities) TMA a more attractive place to work, live, and play.

Map 15-1
2010 Distribution of Minority Populations - Appleton TMA (by census tract)



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Transit Routes
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- 1/4 Mile Transit Buffer

Minority Population

- Less than 6%
- 6.01% - 12%
- 12.01% - 24%
- 24.01% - 55%
- Greater than 55%

N W E S

0 2 4 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table S1701
Transit data provided by Appleton Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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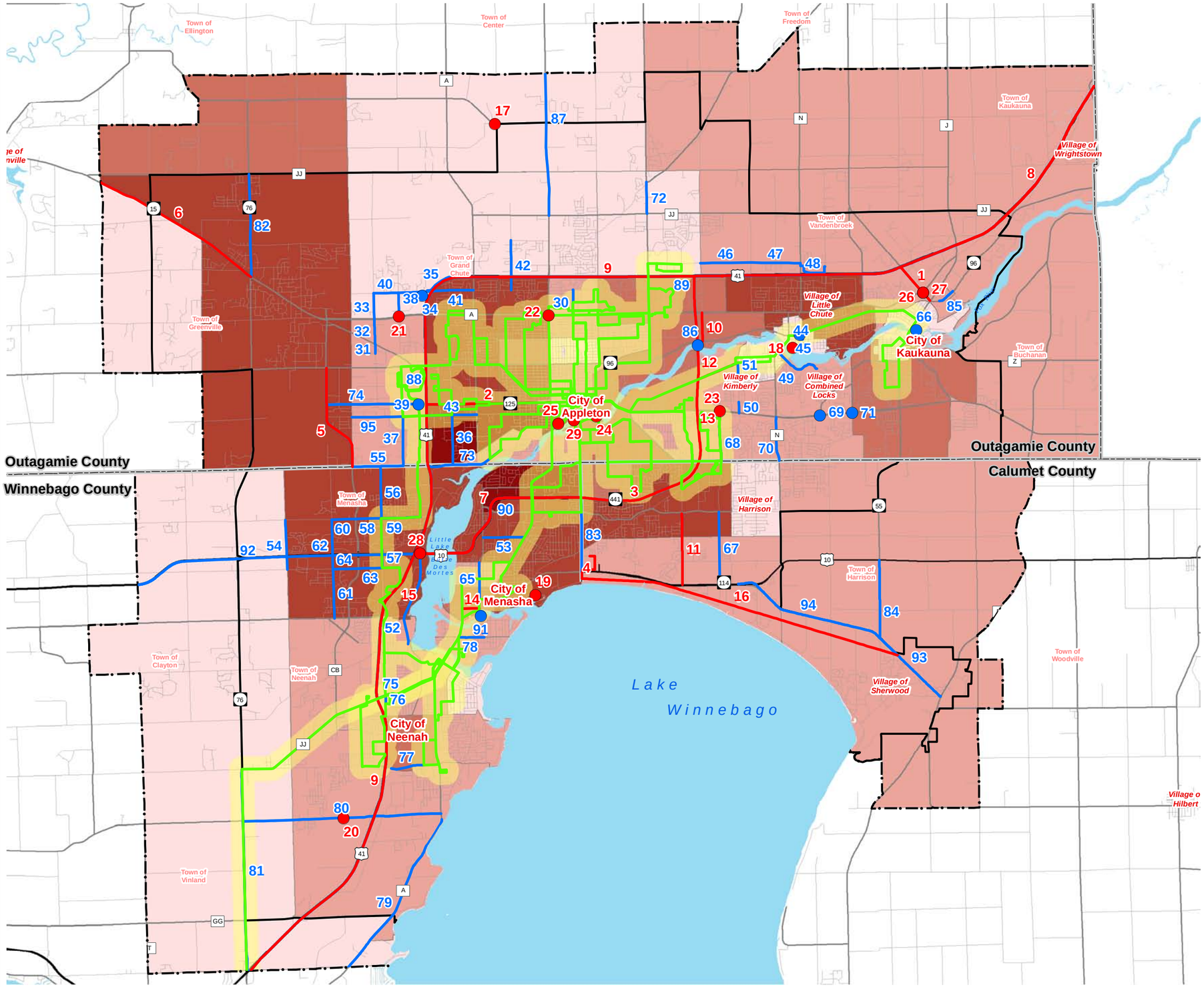
Map 15-2
2012 Distribution of Hispanic or Latino Population Appleton TMA (by census tract)



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Transit Routes
- 1/4 Mile Transit Buffer

Hispanic or Latino (of any ethnicity)

- 0 - 75
- 76 - 150
- 151 - 250
- 251 - 450
- 451 - 750

N W E S

0 2 4 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table S1701
Transit data provided by Appleton Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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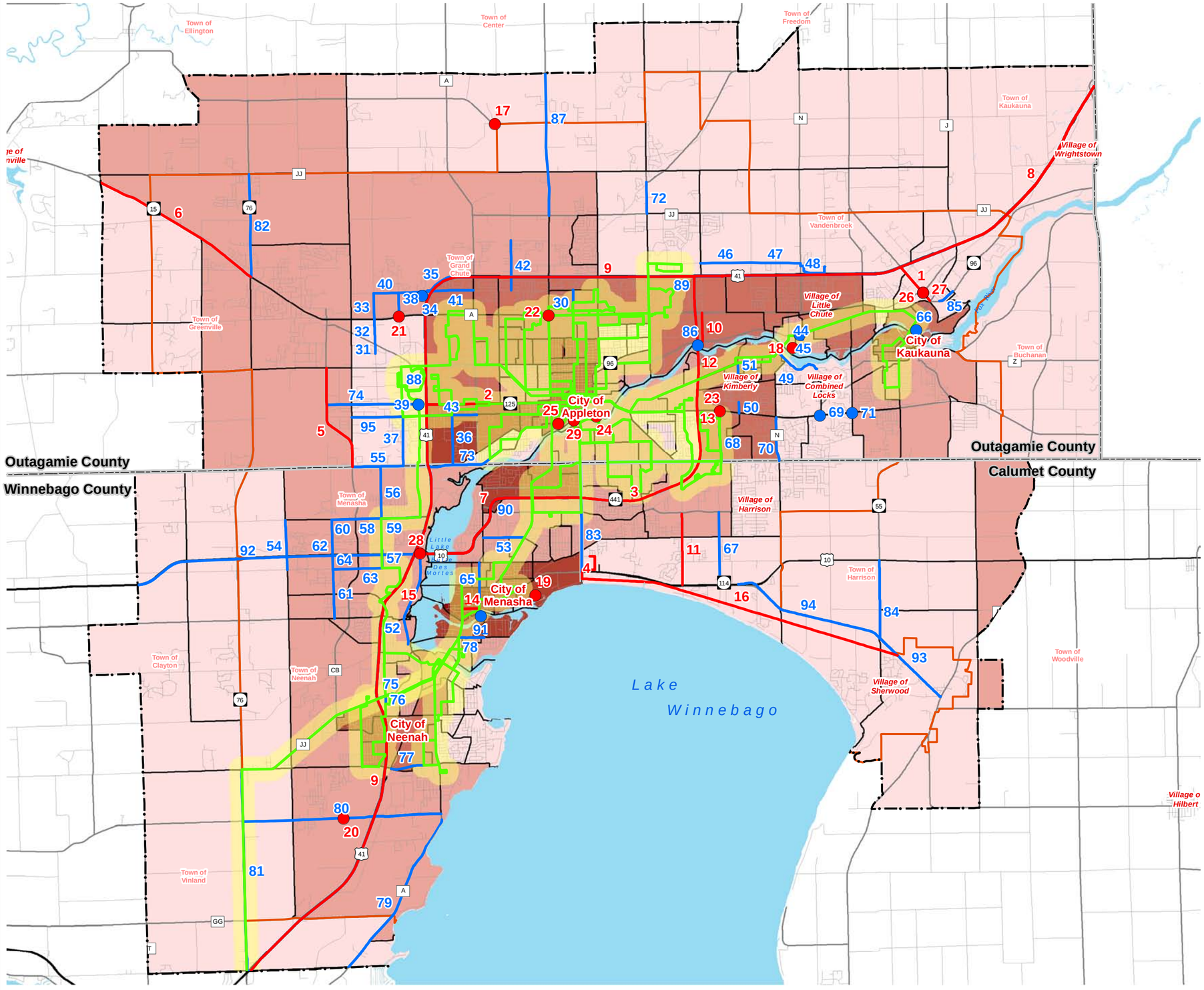
Map 15-3
2010 Distribution of Population in Poverty - Appleton TMA (by census tract)



Short Range Project

Illustrative Project

Short Range Project

Illustrative Project

Transit Routes

Appleton Transportation Management Area

Appleton Adjusted Urbanized Area

County Boundary

1/4 Mile Transit Buffer

Population Below Poverty Level

Less than 7%

7.01% - 17%

17.01% - 27%

27.01% - 50%

Greater than 50%

N W E S

0 2 4 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table S1701
Transit data provided by Appleton Transit and ECWRPC 2014
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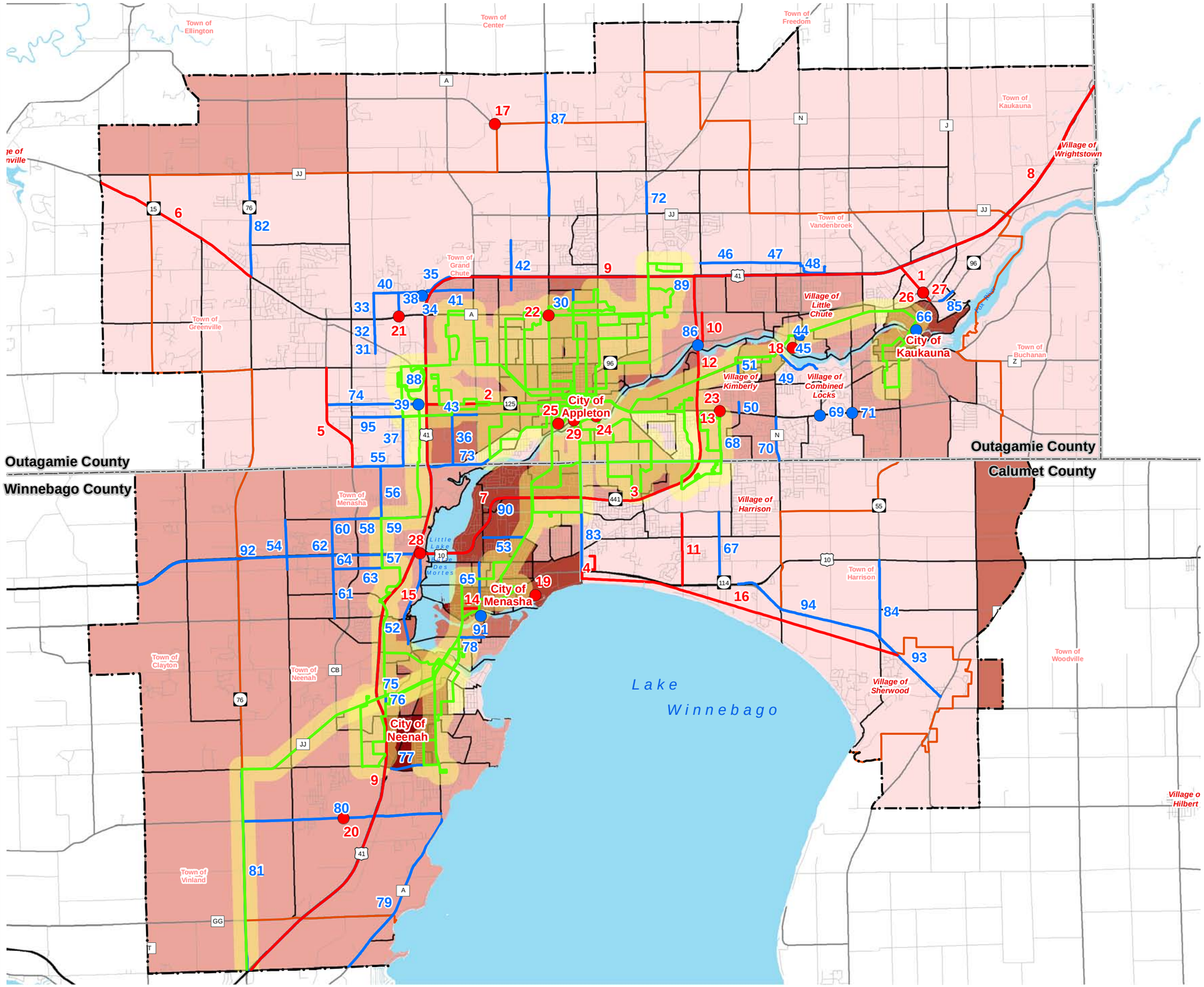
Map 15-4
2012 Household Income
Less Than $25,000 per Year
Appleton TMA
(by census tract)



Short Range Project

Illustrative Project

Short Range Project

Illustrative Project

Appleton Transportation Management Area

Appleton Adjusted Urbanized Area

County Boundary

Transit Routes

1/4 Mile Transit Buffer

Household Income Less than $25,000

- Less than 14%
- 14.01% - 22%
- 22.01% - 31%
- 31.01% - 44%
- Greater than 44%

N W E S

0 2 4 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table S1701
Transit data provided by Appleton Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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Map 15-5
Language Spoken at Home
Appleton TMA
(by census tract)

Short Range Project

Illustrative Project

Short Range Project

Illustrative Project

Appleton Transportation Management Area

Appleton Adjusted Urbanized Area

County Boundary

Transit Routes

1/4 Mile Transit Buffer

Map5.EnglishLes / TotalPop

Less than 2%

2.01% - 4%

4.01% - 8%

8.01% - 14%

Greater than 14%

N

W E

S

0 2 4 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table S1701
Transit data provided by Appleton Transit and ECWRPC 2014
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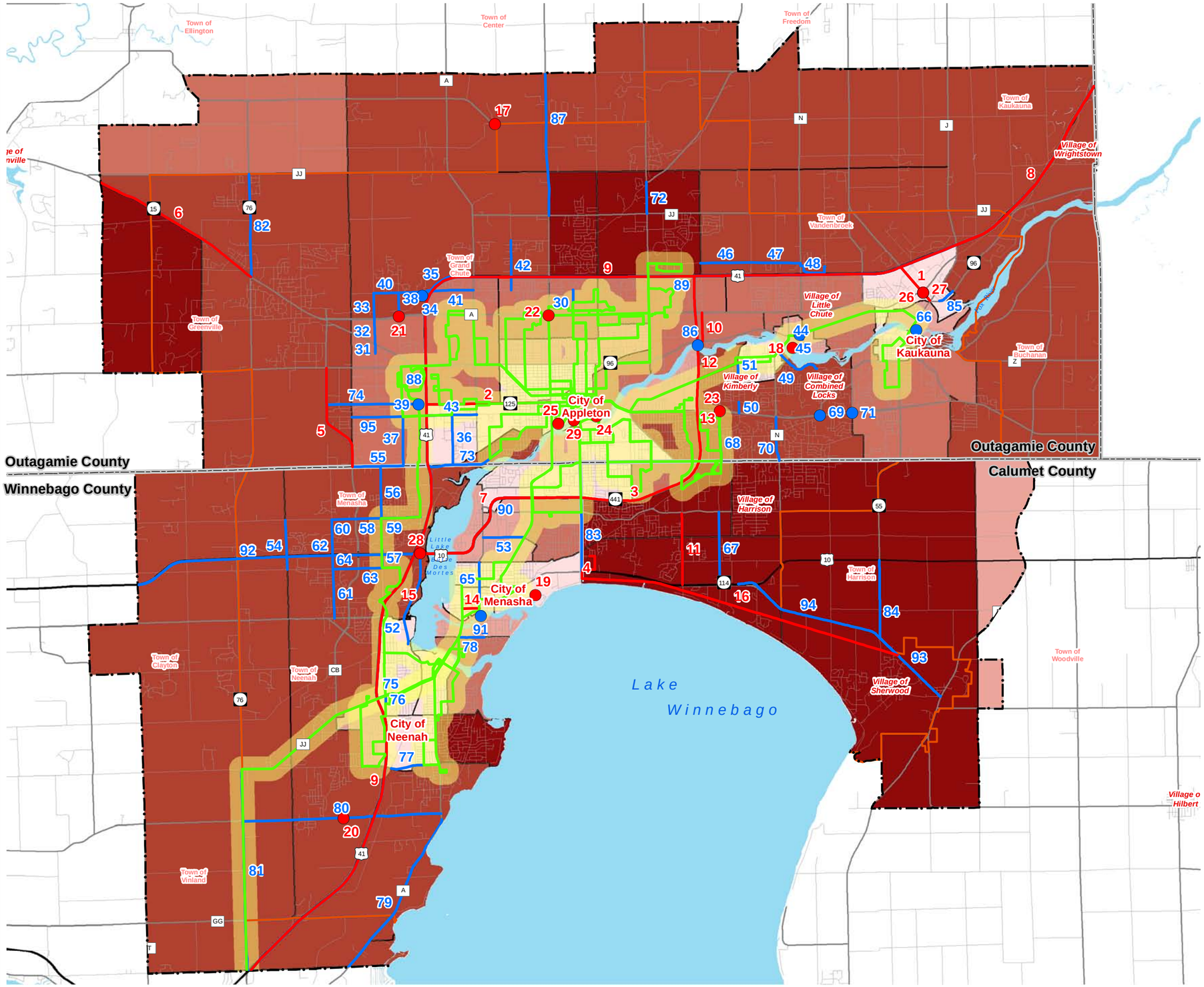
Map 15-6
2012 Household Income
More Than $100,000 per Year
Appleton TMA
(by census tract)



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Transit Routes
- 1/4 Mile Transit Buffer

Population Making Greater than $100,000

- Less than 10%
- 10.01% - 15%
- 15.01% - 22%
- 22.01% - 33%
- Greater than 33%

N W E S

0 2 4 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table S1701
Transit data provided by Appleton Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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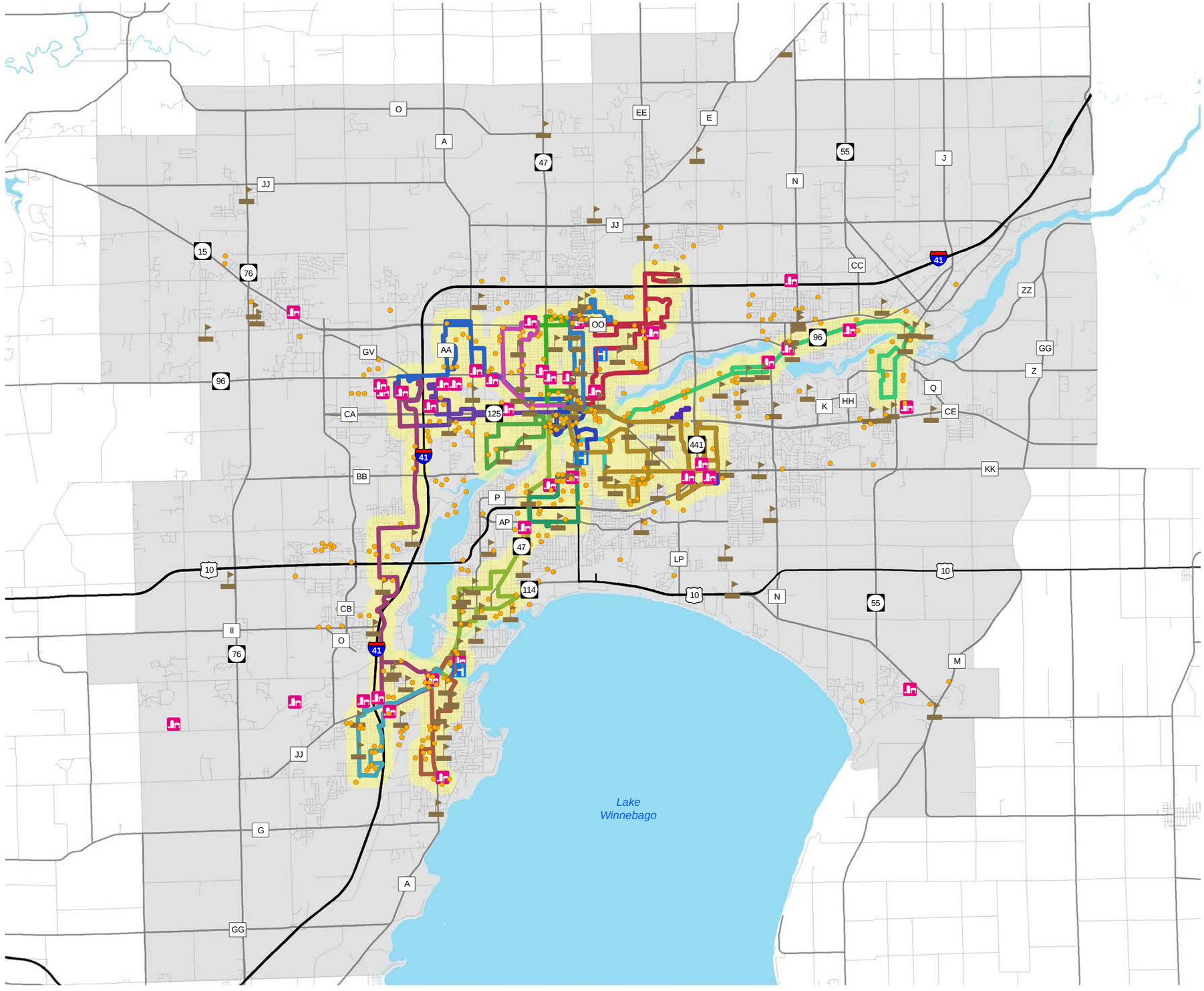
Map 15-7
Key Destinations
Appleton TMA
Appleton Transit



- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 8
- Route 9
- Route 11
- Route 12
- Route 15
- Route 16
- Route 19
- Route 20
- Route 30
- Route 31
- Route 32
- Route 41
- Multi Unit Housing
- Hospitals
- Schools
- Grocery Stores
- 1/4 Mile Transit Buffer
- Appleton Transportation Management Area

N
W E
S

0 2 4 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table DP02
Transit data provided by Appleton Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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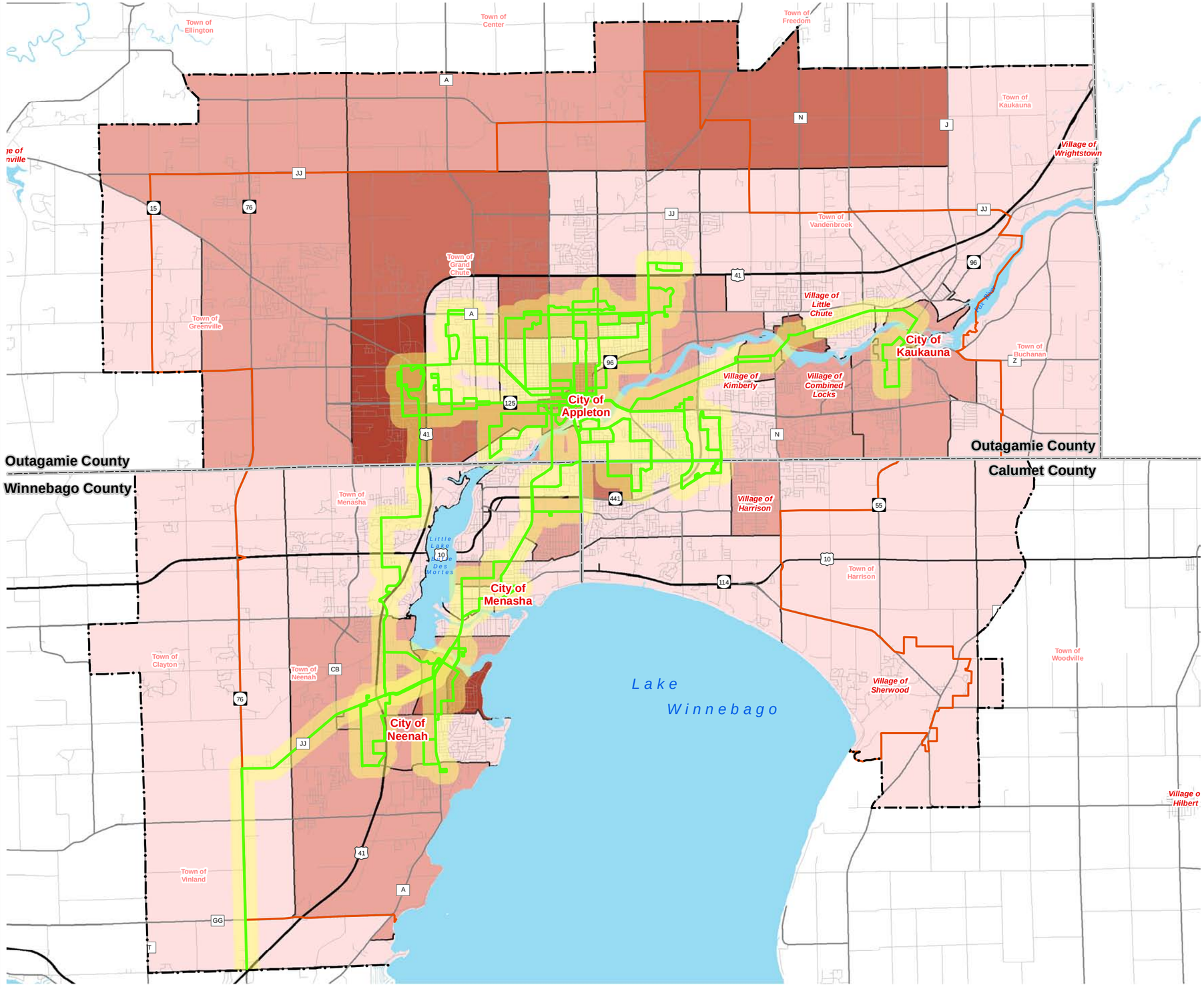
Map 15-8
2010 Distribution of Households with No Car - Appleton TMA (by census tract)



- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Transit Routes
- 1/4 Mile Transit Buffer

Population with no Car

- Less than 1%
- 1.01% - 3%
- 3.01% - 5%
- 5.01% - 8%
- Greater than 8%

N W E S

0 2 4 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table S1701
Transit data provided by Appleton Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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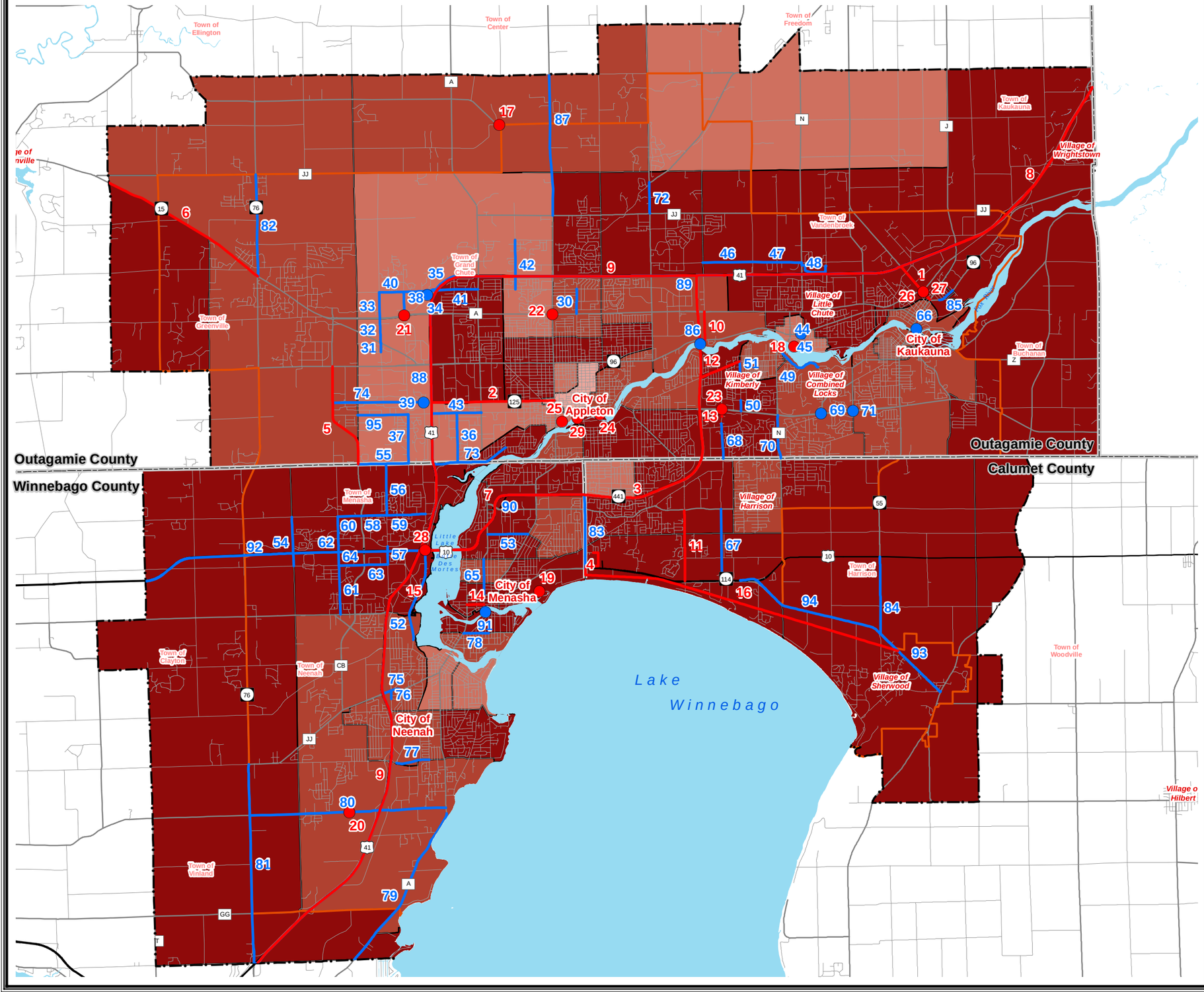
Map 15-9
2012 Distribution of Households with 1+ cars - Appleton TMA (by census tract)



Short Range Project

Illustrative Project

Short Range Project

Illustrative Project

Appleton Transportation Management Area

Appleton Adjusted Urbanized Area

County Boundary

Population with Access to a Car

Less than 84%

84.01% - 94%

94.01% - 97%

97.01% - 99%

Greater than 99%

N W E S

0 2 4 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table S1701
Transit data provided by Appleton Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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CHAPTER 16

ENVIRONMENTAL MITIGATION

CHAPTER 16 – ENVIRONMENTAL MITIGATION

TABLE OF CONTENTS

Introduction 16-1
Policy Content 16-3
- Federal 16-3
- National Organizations 16-4
- State 16-5
- Local 16-8
- Consistency 16-19
  - State of Wisconsin Plans 16-19
  - Local Plans 16-20

Environmental Features 16-28
- Climate Change/Long-Term Weather Patterns 16-29
- Geographic and Topography (Scenic Resources) 16-29
  - Steep Slopes 16-29
  - Niagara Escarpment 16-31
- Geologic Features and Farmland Resources 16-31
  - Metallic and Non-Metallic Mineral Resources 16-31
  - Soil Suitability for Sand and Gravel 16-32
  - Existing Non-Metallic Quarry Sites 16-32
  - Bedrock 16-32
  - Farmland Resources 16-33
- Water Resources 16-35
  - Ground Water 16-35
  - Groundwater Contamination Susceptibility 16-36
  - Groundwater Quality 16-37
  - Wellhead Protection Areas 16-37
  - Watersheds and Drainage 16-38
  - Lakes and Ponds 16-41
  - Rivers and Streams 16-42
  - Designated Trout Streams 16-45
  - Outstanding Resource Waters or Exceptional Water Resources 16-46
  - Wetlands 16-46
  - Floodplains 16-49
  - Hazardous and Contaminated Sites 16-51
- Wildlife Resources 16-53
  - Wildlife Habitat 16-53
  - Woodlands 16-53
  - Rare, Threatened and Endangered Species and Natural Communities 16-56
- Parks, Open Space and Recreational Resources 16-59
  - Mitigation Issues and System Level Mitigation Measures 16-59
- Wisconsin Department of Natural Resources (WDNR) and Public Lands 16-59
- Open Space 16-60
  - Recreational Trails 16-60
- Heritage Routes and Rustic Roads 16-62
  - Heritage Routes 16-62
  - Rustic Roads 16-62

Mitigation Issues and System Level Mitigation Measures....16-63
Environmental Corridors....16-63
Mitigation Issues and System Level Mitigation Measures....16-63
Natural Areas/County and Local Parks/Nature Centers....16-64
Natural Areas and Nature Centers....16-64
County Facilities....16-65
Local Parks....16-66
Other Recreation Facilities....16-68
Mitigation Issues and System Level Mitigation Measures....16-68
Air Quality....16-69
Mitigation Issues and System Level Mitigation Measures....16-71
Cultural Resources....16-71
State and National Register of Historic Places....16-72
Locally Significant Historic Places....16-73
Architecture and History Inventory (AHI)....16-75
Mitigation Issues and System Level Mitigation Measures....16-75
Archaeological Sites Inventory (ASI)....16-75
Mitigation Issues and System Level Mitigation Measures....16-76
Wisconsin Historical Markers....16-76
Mitigation Issues and System Level Mitigation Measures....16-77
Cemeteries....16-77
Mitigation Issues and System Level Mitigation Measures....16-79
Museums/Other Historic and Cultural Resources....16-79
Museums....16-79
Libraries....16-81
Mitigation Issues and System Level Mitigation Measures....16-82

TABLES

Table 16-1: Non-Metallic Quarry Sites....16-32
Table 16-2: Municipalities with Wellhead Protection Plan and/or Ordinances....16-38
Table 16-3: Solid Waste Landfills and Disposal Facilities....16-52
Table 16-4: Federally Listed Endangered, Threatened, Proposed and Candidate Species in Calumet, Outagamie, and Winnebago Counties....16-57
Table 16-5: Other Recreational Facilities within the Appleton (Fox Cities) TMA....16-68
Table 16-6: State and County Emission Summaries, 2011....16-71
Table 16-7: Wisconsin Historical Markers within the Appleton (Fox Cities) TMA....16-76
Table 16-8: Cemeteries within the Appleton (Fox Cities) TMA....16-78
Table 16-9: Appleton (Fox Cities) TMA Long Range Projects and Environmental/Cultural Features....16-83

MAPS

Map 16-1: Appleton TMA Geographic/Geologic Features and Farmland Resources....16-91
Map 16-1: Inset A - Appleton TMA Geographic/Geologic Features and Farmland Resources....16-93
Map 16-1: Inset B - Appleton TMA Geographic/Geologic Features and Farmland Resources....16-95
Map 16-1: Inset C - Appleton TMA Geographic/Geologic Features and Farmland Resources....16-97

Map 16-1: Inset D - Appleton TMA Geographic/Geologic Features and Farmland Resources....16-99
Map 16-1: Inset E - Appleton TMA Geographic/Geologic Features and Farmland Resources....16-101
Map 16-1: Inset F - Appleton TMA Geographic/Geologic Features and Farmland Resources....16-103
Map 16-1: Inset G - Appleton TMA Geographic/Geologic Features and Farmland Resources....16-105
Map 16-1: Inset H - Appleton TMA Geographic/Geologic Features and Farmland Resources....16-107
Map 16-2: Appleton TMA Groundwater Contamination Susceptibility Analysis....16-109
Map 16-3: Appleton TMA Water Resources....16-111
Map 16-3: Inset A - Appleton TMA Water Resources....16-113
Map 16-3: Inset B - Appleton TMA Water Resources....16-115
Map 16-3: Inset C - Appleton TMA Water Resources....16-117
Map 16-3: Inset D - Appleton TMA Water Resources....16-119
Map 16-3: Inset E - Appleton TMA Water Resources....16-121
Map 16-3: Inset F - Appleton TMA Water Resources....16-123
Map 16-3: Inset G - Appleton TMA Water Resources....16-125
Map 16-3: Inset H - Appleton TMA Water Resources....16-127
Map 16-4: Appleton TMA Wetlands and Floodplains....16-129
Map 16-4: Inset A - Appleton TMA Wetlands and Floodplains....16-131
Map 16-4: Inset B - Appleton TMA Wetlands and Floodplains....16-133
Map 16-4: Inset C - Appleton TMA Wetlands and Floodplains....16-135
Map 16-4: Inset D - Appleton TMA Wetlands and Floodplains....16-137
Map 16-4: Inset E - Appleton TMA Wetlands and Floodplains....16-139
Map 16-4: Inset F - Appleton TMA Wetlands and Floodplains....16-141
Map 16-4: Inset G - Appleton TMA Wetlands and Floodplains....16-143
Map 16-4: Inset H - Appleton TMA Wetlands and Floodplains....16-145
Map 16-5: Appleton TMA Wildlife Resources....16-147
Map 16-5: Inset A - Appleton TMA Wildlife Resources....16-149
Map 16-5: Inset B - Appleton TMA Wildlife Resources....16-151
Map 16-5: Inset C - Appleton TMA Wildlife Resources....16-153
Map 16-5: Inset D - Appleton TMA Wildlife Resources....16-155
Map 16-5: Inset E - Appleton TMA Wildlife Resources....16-157
Map 16-5: Inset F - Appleton TMA Wildlife Resources....16-159
Map 16-5: Inset G - Appleton TMA Wildlife Resources....16-161
Map 16-5: Inset H - Appleton TMA Wildlife Resources....16-163
Map 16-6: Appleton TMA Parks, Open Space and Recreational Resources....16-165
Map 16-6: Inset A - Appleton TMA Parks, Open Space and Recreational Resources....16-167
Map 16-6: Inset B - Appleton TMA Parks, Open Space and Recreational Resources....16-169
Map 16-6: Inset C - Appleton TMA Parks, Open Space and Recreational Resources....16-171
Map 16-6: Inset D - Appleton TMA Parks, Open Space and Recreational Resources....16-173
Map 16-6: Inset E - Appleton TMA Parks, Open Space and Recreational Resources....16-175
Map 16-6: Inset F - Appleton TMA Parks, Open Space and Recreational

Resources....16-177
Map 16-6: Inset G - Appleton TMA Parks, Open Space and Recreational Resources....16-179
Map 16-6: Inset H - Appleton TMA Parks, Open Space and Recreational Resources....16-181
Map 16-7: Appleton TMA Cultural Features....16-183
Map 16-7: Inset A - Appleton TMA Cultural Features....16-185
Map 16-7: Inset B - Appleton TMA Cultural Features....16-187
Map 16-7: Inset C - Appleton TMA Cultural Features....16-189
Map 16-7: Inset D - Appleton TMA Cultural Features....16-191
Map 16-7: Inset E - Appleton TMA Cultural Features....16-193
Map 16-7: Inset F - Appleton TMA Cultural Features....16-195
Map 16-7: Inset G - Appleton TMA Cultural Features....16-197
Map 16-7: Inset H - Appleton TMA Cultural Features....16-199
Map 16-7: Appleton Inset, Appleton TMA Cultural Features....16-201
Map 16-7: Neenah/Menasha Inset, Appleton TMA Cultural Features....16-203
Map 16-7: Kaukauna Inset, Appleton TMA Cultural Features....16-205

CHAPTER 16: ENVIRONMENTAL MITIGATION

INTRODUCTION

Federal law requires considering environmental mitigation activities in developing transportation plans, in addition to consultation requirements with federal and state natural resource, and management, environmental protection and other agencies.

Metropolitan planning regulations 23 CFR 450.322 (f) (7) state that the plan shall include, at a minimum:

"A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with federal, state, and Tribal land management, wildlife, and regulatory agencies. The TMA may establish reasonable timeframes for performing this consultation."

This chapter documents compliance with these requirements.

The ECWRPC has conducted extensive additional consultation and system level analysis of the relationship between the *Appleton (Fox Cities) Long Range Transportation/Land Use Plan* projects and various natural features and resources. The consultation list is located in **Appendix H**.

Environmental features and natural resources analyzed include:

- Climate Change
- Geographic and Topography (Scenic Resources)
    - Steep Slopes
    - Niagara Escarpment
- Geologic Features and Farmland Resources
    - Metallic and Non-Metallic Mineral Resources
    - Bedrock
    - Farmland
- Water Resources
    - Watersheds and Drainage
    - Lakes and Ponds
    - Rivers and Streams
    - Designated Trout Streams
    - Exceptional Water Resources
    - Wetlands
    - Floodplains
    - Groundwater
    - Wellhead Protection Areas
    - Solid and Hazardous Waste Sites
    - Leaking Underground Storage Sites (LUST)

- Wildlife Resources
    - Wildlife Habitat
    - Rare, Threatened and Endangered Species and Natural Communities
    - Woodlands
- Parks, Open Space and Recreational Resources
    - Wisconsin Department of Natural Resources and Public Lands
    - Open Space
    - Recreational Trails
    - Heritage Routes and Rustic Roads
    - Environmental Corridors
    - Natural Areas, County Parks and Nature Centers
    - Local Park and Recreation Areas
    - Proposed Facilities
- Air Quality
- Cultural Resources
    - State and National Registry of Historic Places
    - Architecture and History Inventory
    - Archaeological Sites Inventory
    - Wisconsin Historic Markers
    - Cemeteries
    - Museums and Other Historic and Cultural Resources

The *Appleton (Fox Cities) TMA Long Range Transportation/Land Use Plan* includes projects that are both committed and planned. For each environmental attribute or set of attributes listed above, a GIS map was prepared showing the Appleton (Fox Cities) TMA Long Range Transportation/Land Use projects and the proximity to each resource featured. To clarify data, an overall map of the Appleton (Fox Cities) TMA showing projects and environmental features is followed by larger scale maps for each of the environmental maps that have been generated.

It should be emphasized that Appleton (Fox Cities) TMA's role in examining issues related to environmental mitigation is to scan system level issues – this is not a project level environmental impact document, which requires field work and specific analysis under the National Environmental Policy ACT (NEPA). Rather the planning regulations require system level or regional analysis to look at cumulative effects of all projects (not those of individual projects) from a high level – which may streamline later project level or site specific analysis to the extent they may flag or act as "an early warning system" to both transportation and resource agencies of issues which may need to be considered in later project level analysis, but more importantly, to assure that the planning and programming process as a whole considers what the long term environmental mitigation issues are for the TMA in light of future plans.

Since this high level view is the core of the TMA planning requirements (as opposed to the project level NEPA process), the legislation and regulations specifically exempt consideration of planning factors and environmental mitigation at the plan or TIP phase from judicial review. Judicial review, however, is the crux of the NEPA project level analysis, a level of analysis that the TMA has no direct role in but to review and comment like any other interested party. This is an important distinction, since this is precisely what the TMA has considered in developing the land use vision in terms of mitigating long term environmental impacts of sprawl and related transportation travel demand, as well as the future analysis contained in this chapter to look at mitigation of cumulative effects of the entire plan.

As such, this high level view may inform the NEPA process, but is quite distinctly different from it by design and intent, since project engineering design decisions are typically not known at the planning stage. However, earlier awareness of potential issues from a high level or overview may better alert implementation agencies of the need to consider issues at the project stage when the project is designed. This may include the presence or absence of historic sites, or possible locations of potential contamination areas that may require mitigation at the project stage when engineering begins, plans are being prepared and a NEPA style project level analysis is required.

POLICY CONTENT

The management and protection of natural resources is governed at many levels; federal, state, regional, county and local.

Federal

At the federal level, several major provisions have been developed to protect our natural resources. Along with other threats to our air, water, forests, deserts, and mountains; transportation projects are required to meet a long list of environmental requirements. In addition, proposed construction projects may involve the need for permits in several areas. A few of these polices are highlighted below:

- The **National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. 4332**, as amended. This act directs all federal agencies to assess the environmental impacts of proposed major federal actions.

- The ***Clean Water Act (CWA-1972)*** establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters.[1] The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained.

    - ***CWA Section 402*** establishes the NPDES permit program to regulate point source discharges of pollutants into waters of the United States.[2] It requires a National Pollutant Discharge Elimination System Storm Water discharge permit for construction projects which involve land clearing of five acres or greater. Permit application requirements include the name of receiving water, identification of soil erosion controls during construction and identification of measures to control pollutants in storm water discharges that occur after construction. These requirements reduce impacts on water quality during and after construction.

    - ***CWA Section 404*** establishes a program to regulate the discharge of dredged and filled material into waters of the United States, including wetlands.[3] This program ensures that chemical, physical, and biological integrity of these waters is protected from placements of dredged or fill materials that could permanently destroy or alter the character of these valuable resources. The Section 404

[1] http://www2.epa.gov/laws-regulations/summary-clean-water-act.
[2] http://water.epa.gov/type/oceb/habitat/cwa402.cfm.
[3] http://water.epa.gov/type/oceb/habitat/cwa404.cfm.

Program (including Section 10 waters[4]) that pertains to coastal waters in Wisconsin is administered by the U.S. Army Corps of Engineers while the portion of the program that deals with non-coastal waters is administered by the WDNR.

- ***Safe Drinking Water Act (SDW-1974)*** was passed to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells.[5]

- The ***Clean Air Act (CAA-1970)*** is the comprehensive federal law that regulates air emissions from stationary and mobile sources.[6] It ensures that transportation plans, programs and projects conform to Wisconsin's air quality implementation plans. The Clean Air Act, along with the Congestion Mitigation and Air Quality Improvement sections of ISTEA, apply to air quality non-attainment and maintenance areas. This act is allowing EPA to take steps to limit greenhouse gas pollution from large sources.[7]

- The ***Endangered Species Act (1973)*** "provides for the conservation of species that are endangered or threatened throughout all or a significant portion of their range and the conservation of the ecosystems on which they depend". It "requires federal agencies, in consultation with the U.S. Fish and Wildlife Service and/or the NOAA Fisheries Service, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of any listed species or result in the destruction or adverse modification of designated critical habitat of such species".[8]

- ***Rivers and Harbors Act of 1899, Section 10*** applies to the construction of bridges, causeways, dams and dikes.[9]

- ***Executive Order 11990,*** signed by President Jimmy Carter on May 24, 1977, protects wetlands.[10]

- ***National Historical Preservation Act of 1966***, ***Section 106***, as Amended requires federal agencies to insure that their actions (grants, funding, permits, activities such as highway building, etc.) do not adversely affect archaeological sites in or eligible for the *National Register of Historic Places*.[11]

National Organizations

- **American Association of State Highway and Transportation Officials (AASHTO)** The FHWA has adopted the *American Association of State Highway and Transportation Officials (AASHTO) Highway Drainage Guidelines, Vol. III, "Erosion and Sediment Control in Highway Construction," 1992*. Since 1992, various updates to the guidelines

[4] Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403), approved 3 March 1899, prohibits the unauthorized obstruction of a navigable water of the U.S.
[5] http://water.epa.gov/lawsregs/rulesregs/sdwa/index.cfm.
[6] http://www2.epa.gov/laws-regulations/summary-clean-air-act.
[7] http://www.epa.gov/air/caa/challenges.html.
[8] http://www2.epa.gov/laws-regulations/summary-endangered-species-act.
[9] http://water.epa.gov/lawsregs/guidance/wetlands/sect10.cfm.
[10] http://water.epa.gov/lawsregs/guidance/wetlands/eo11990.cfm.
[11] http://www.cr.nps.gov/local-law/nhpa1966.htm.

have been made. For example, the 1999 edition of the Guidelines is a metric version of the 1992 edition and contains new Guidelines, Volume XI, XII, XIII and XIV, which are in metric format. The 2007 Edition contains both metric and U.S. Customary units, replaces the Volume designations with Chapter designations, and contains a new Guideline, Chapter 15.

These guidelines should be followed on all construction projects funded under title 23, United States Code. These guidelines are not intended to preempt any requirements made by or under state law if such requirements are more stringent. To develop standards and practices of erosion and sediment control on federal-aid construction projects, each state should apply the AASHTO guidelines or apply its own guidelines, if its own guidelines are more stringent. To be consistent with the requirements of section 6217 (g) of the Coastal Zone Act Reauthorization Amendments of 1990 (CZARA), some certain states should follow specific management measures of erosion and sediment non-point source pollution control. Highway construction projects funded under title 23, United States Code, located in states with federally approved coastal zone management programs should utilize "Guidance Specifying Management Measures for Sources of Nonpoint Source Pollution in Coastal Waters," U.S. EPA, January 1993. The design erosion control (EC) plan includes all erosion and sediment control considerations made during the planning, location, and project development phases. In general, the design EC plan should accomplish three objectives:

1. Limit off-site effects to acceptable levels;
2. Facilitate project construction and minimize overall costs; and
3. Comply with federal, state and local laws and regulations.

In general, the following basic principles apply to all transportation projects:

1. Plan the highway project to fit the particular topography, soils, drainage patterns and natural vegetation as much as practicable;
2. Minimize the extent and duration of erodible surface area;
3. Utilize erosion and sediment control practices to prevent erosion and protect sensitive areas. These practices should be judiciously planned and implemented so as to prevent sediment from entering environmental and customer sensitive areas;
4. Apply perimeter control practices, as needed, to protect the disturbed area from off-site runoff and prevent sediment from leaving the construction site;
5. Keep runoff velocities low;
6. Stabilize disturbed areas as soon as possible after final grade has been attained; and
7. Establish and implement a thorough maintenance and follow-up program

State

The State of Wisconsin has had a strong history of conservation ethics when it comes to the protection and management of natural resources. The Wisconsin State Statutes reflect this ethic be the various laws and programs established within them. A listing of some of these policies is listed below:

- ***Wisconsin Environmental Policy Act (WEPA) of 1972 (Wisconsin State Statutes Chapter 1.11)*[12].** This act contains Wisconsin's environmental policies and is patterned after the national environmental policies incorporated in NEPA. It requires state agencies to study, describe and consider environmental impacts in their actions.

- ***Non-Metallic Mining Reclamation; Oil and Gas; Ferrous Metallic Mining (Wisconsin State Statutes Chapter 295)***, among other things, establishes non-metallic mining reclamation rules.[13]

- ***Endangered and Threatened Species (Administrative Rule Chapter NR 27)*** protects endangered and threatened and animal and plants and there habitat.[14]

- ***Water Quality Standards for Wetlands (Administrative Rule Chapter NR 103)*** establishes water quality standards for wetlands.[15]

- ***Shoreland Management Program (Administrative Rule Chapter NR 115)*** establishes minimum shoreland zoning standards for shoreland subdivision and zoning ordinances.[16]

- ***Wisconsin Floodplain Management Program (Administrative Rule Chapter NR 116)*** provides a uniform basis for the preparation and implementation of sound floodplain regulations for all Wisconsin municipalities.[17]

- ***Wisconsin's City and Village Shoreland-Wetland Protection Program (Administrative Rule Chapter NR 117)*** establishes minimum standards for city and village shoreland–wetland zoning ordinances.[18]

- ***Non-Metallic Mining (Administrative Rule Chapter NR 135)*[19]** requires reclamation of non-metallic mining sites,

- ***Storm Water Discharge Permits (Administrative Rule Chapter NR 216)*** establishes criteria defining those storm water discharges needing WPDES storm water permits so as to minimize the discharge of pollutants carried by storm water runoff from certain industrial facilities, construction sites and municipal separate storm sewer systems.[20]

- ***Runoff Management (Administrative Rule Chapter NR 151)*** establishes runoff pollution performance standards for non-agricultural facilities and transportation facilities and performance standards and prohibitions for agricultural facilities and practices designed to achieve water quality standards.[21]

[12] http://docs.legis.wisconsin.gov/statutes/statutes/1.pdf
[13] http://docs.legis.wisconsin.gov/statutes/statutes/295.pdf
[14] https://docs.legis.wisconsin.gov/code/admin_code/nr/001/27.
[15] http://docs.legis.wisconsin.gov/code/admin_code/nr/100/103.pdf.
[16] http://docs.legis.wisconsin.gov/code/admin_code/nr/100/115.pdf.
[17] http://docs.legis.wisconsin.gov/code/admin_code/nr/100/116.pdf.
[18] http://docs.legis.wisconsin.gov/code/admin_code/nr/100/117.
[19] http://docs.legis.wisconsin.gov/code/admin_code/nr/100/135.pdf.
[20] http://docs.legis.wisconsin.gov/code/admin_code/nr/200/216.pdf.
[21] http://docs.legis.wisconsin.gov/code/admin_code/nr/100/151.pdf.

- ***Construction Site Erosion Control and Storm Water Management Procedures For Department Actions (Administrative Rule Chapter TRANS 401)*** was created to establish and implement erosion control and storm water management standards for airport, railroad, highway, and bridge projects which are administered by WisDOT. It establishes minimum performance standards which all projects administered by WisDOT should meet. An erosion control plan and an erosion control implementation plan are also required under Trans 401. Erosion control and storm water management measures should be maintained and inspected prior, during and after construction or maintenance of a transportation facility.[22]

- ***Water Quality Certification (Administrative Rule Chapter NR 299)*** explains the procedures for certifying projects that impact wetlands.[23]

- ***Time Limits and Fees for Waterway and Wetland Permit Decisions (Administrative Rule Chapter NR 300)*** describe time limits and fees for waterway and wetland permits.[24]

- ***Wetland Compensatory Mitigation (Administrative Rule Chapter NR 350)*** describes the requirements for the wetland compensatory mitigation program.[25]

- ***Exemptions from Water Quality Certification in Nonfederal Wetlands (Administrative Rule Chapter NR 351)*** identify federal materials to be used for determining whether certain activities in non-federal wetlands are exempt from water quality certification requirements.[26]

- ***Chapter 30 Navigable Waters, Harbors and Navigation (Wisconsin State Statues)*** defines and regulates the activities of riparian property owners in or adjacent to public navigable waters. Chapter 30 regulates placement of structures, dredging, and similar activities; permits for these activities are handled by the Department of Natural Resources.[27]

- ***Chapter 91 Farmland Preservation (Wisconsin State Statutes)*** requires the counties to adopt a farmland preservation plan. It addresses Farmland Preservation zoning and agricultural enterprise areas.[28]

- ***Section 44.40 Wisconsin Statutes*** states that archaeological sites can be protected during the course of state agency activities (grants, funding, permits, ground disturbing projects) if the sites have been recorded with the Office of the State Archaeologist.[29]

- ***Section 157.70 Wisconsin Statutes*** states that all human burial sites, including cemeteries and Indian mounds, are protected under state law.[30]

[22] http://docs.legis.wisconsin.gov/code/admin_code/trans/401.pdf.
[23] http://docs.legis.wisconsin.gov/code/admin_code/nr/200/299.
[24] http://docs.legis.wisconsin.gov/code/admin_code/nr/300/300.
[25] http://docs.legis.wisconsin.gov/code/admin_code/nr/300/350.
[26] http://docs.legis.wisconsin.gov/code/admin_code/nr/300/351.
[27] http://docs.legis.wisconsin.gov/statutes/statutes/30.pdf.
[28] http://docs.legis.wisconsin.gov/statutes/statutes/91.pdf.
[29] https://docs.legis.wisconsin.gov/statutes/statutes/44.pdf.
[30] http://docs.legis.wisconsin.gov/statutes/statutes/157/III/70.

Local

- **Calumet County**[31]

    - **Chapter 10 Buildings and Building Regulations,** March 16, 1998, revised**.** This chapter contains the Construction Site Erosion Control Ordinance, and the Post-Construction Stormwater Management Ordinance.

    - **Chapter 18 Environment**, effective May 18, 2011. This chapter includes the Non-Metallic Mining Ordinance; the Illicit Discharge and Connection Ordinance and others.

    - **Chapter 36 Land Preservation**, adopted March 15, 2011. This ordinance establishes the *Purchase of Agricultural Conservation Easement (Pace)* Program. The program was established to protect and enhance the investment made in the agricultural economy; preserve working lands; preserve prime farm and forest land, open space, and rural character; protection of water resources, habitat, and other natural resources; and preservation of scenic resources, etcetera.

    - **Chapter 50 Shoreland-Wetland**. This ordinance was saved from repeal. The code states that "All ordinances regarding shorelands and wetlands are excepted from the Code but saved from repeal, and such ordinances shall continue in full force and effect as if fully set forth in this section". There is no other information in the ordinance.

    - **Chapter 51 Floodplain,** adopted June 20, 2006, revised December 16, 2008 and April 17, 2012. This ordinance is the county's floodplain zoning ordinance. Its purpose is to protect life, health and property, and to minimize expenditures of public moneys.

    - **Chapter 82 Zoning,** adopted November 2, 2009; revised July 10, 2010, December 21, 2010, November 1, 2011, and November 4, 2013. The purpose of this chapter is to promote and protect public health, safety, aesthetics, and other aspects of the general welfare. It also aids in implementing the county comprehensive plan and the county farmland preservation plan; promotes planned and orderly development; protect spawning grounds, fish and aquatic life; groundwater and surface water; wetlands; flora and fauna habitats; vegetative shoreland cover; etcetera.

- **Outagamie County**[32]

    - **Chapter 20 Erosion and Sediment Control**, adopted March 9, 2004. This chapter requires the use of best management practices to reduce the amount of sediment and other pollutants resulting from land disturbing construction activities on development sites.

[31] http://www.co.calumet.wi.us/DocumentCenter/View/1225.
[32] https://library.municode.com/index.aspx?clientId=14359.

- **Chapter 24 Floods**, adopted July 18, 2010. This chapter is known as the floodplain zoning ordinance for the county. The purpose is to protect life, health and property, and to minimize expenditures of public moneys.

- **Chapter 38 Natural Resources**, adopted June 26, 2001. The purpose of this chapter is to establish a local program to ensure the effective reclamation of non-metallic mining sites on which non-metallic mining takes place.

- **Chapter 44 Shoreland-Wetland Zoning**, adopted July 1, 1990. This chapter furthers the maintenance of safe and healthful conditions; controls flooding and protects against costly flood damages; prevents and controls water pollution; protects spawning grounds, fish and aquatic life; controls building sites, placement of structures and land uses; and preserves shore cover and natural beauty.

- **Chapter 48 Stormwater Management**, adopted March 9, 2004. The purpose of this chapter is to set forth long-term, post-construction stormwater requirements and criteria which will diminish the threats to public health, safety, welfare, and the aquatic environment due to runoff of stormwater from land development and land redevelopment activity.

- **Chapter 54 Zoning**, adopted June 24, 1997. The purpose of this chapter to promote the public health, safety, convenience and general welfare; protect property values and the property tax base; permit the careful planning and efficient maintenance of highway systems; ensure adequate highway, utility, health, educational and recreational facilities; recognize the needs of agriculture, forestry, industry and business in future growth; encourage uses of land and other natural resources which are in accordance with their character and adaptability; provide adequate light and air, including access to sunlight for solar collectors and to wind for wind energy systems; encourage the protection of groundwater resources; preserve wetlands; conserve soil, water and forest resources; protect the beauty and amenities of landscape and manmade developments; provide healthy surroundings for family life; and promote the efficient and economical use of public funds. This chapter contains nine zoning districts including two agricultural districts: Exclusive Agricultural (EAD) and General Agricultural (GAD).

- **Winnebago County**[33]

- **Chapter 20 Non-Metallic Mining Reclamation Ordinance**, adopted June 19, 2001, revised December 21, 2007. This chapter establishes a local program to ensure the effective reclamation of non-metallic mining sites on which non-metallic mining takes place.

- **Chapter 23 Town/County Zoning.** This chapter is intended to implement the goals, objectives, and policies of the county's comprehensive plan; establish standards, regulations, and procedures for the review of proposed development; and establish minimum standards for the use or development of land within the

[33] http://www.co.winnebago.wi.us/GeneralCode.

county. Article 8 Land Use establishes 14 zoning and five overlay districts. Two districts pertain to agriculture: Agribusiness (A-1) and General agriculture (A-2). While overlay districts include Floodplain, Shoreland-wetland and Shoreland zoning. Chapter 23.15, contains the Winnebago County Construction Site Erosion Control and Stormwater Management Ordinance. Section A covers Construction Site Erosion Control, while Section B encompasses Storm Water Management.

- **Chapter 26 Floodplain Zoning Code.** This chapter is intended to regulate floodplain development.

- **City of Appleton (Calumet, Outagamie and Winnebago counties)**[34]

  - **Chapter 20 Utilities, Article VI. Stormwater Management Standards and Planning** regulates uncontrolled post construction run-off management requirements that will diminish the threats to public health, welfare and aquatic environment.

  - **Chapter 23 Zoning, Article XVII. Historic Preservation, Article X. Floodplain Zoning and Article XI. Shoreland/Wetlands Regulations.** The purpose of the Historic Preservation section is to protect, enhance and preserve improvements, sites and districts which represent or reflect elements of Appleton's cultural, social, economic, political, artistic and architectural history. The Floodplain Ordinance is intended to regulate floodplain development, while the Shoreland Zoning Ordinance was adopted in 2014 (see Chapter 23, Article XIX of the Municipal Code).[35]

  - **Chapter 24 Erosion and Sediment Control**. The purpose of this ordinance is to further the maintenance of safe and healthful conditions; prevent and control water pollution; prevent and control soil erosion; protect spawning grounds, fish and aquatic life; control building sites, placement of structures and land uses; preserve ground cover and scenic beauty; and promote sound economic growth, by minimizing the amount of sediment and other pollutants carried by runoff or discharged from land disturbing activity to waters of the state within the City of Appleton.

- **City of Kaukauna (Calumet and Outagamie counties)**[36]

  - **Chapter 15 Historic Preservation.** The intent of the ordinance is to protect, enhance, perpetuate, and use improvements or sites of special character or special architectural, archeological, or historic interest or value as a public necessity and is required in the interest of health, prosperity, safety, and welfare of the people.

  - **Chapter 16 Shoreland-Wetland Zoning.** The purpose of this ordinance is to maintain the storm and floodwater storage capacity of wetlands; prevent and control water pollution by preserving wetlands; protect fish, their spawning

[34] http://www.appleton.org/i/p/municode.pdf.
[35] Email correspondence with City of Appleton Community and Economic Development Department, 4/24/15.
[36] http://www.cityofkaukauna.com/media/84009/municipal%20code.pdf.

grounds, other aquatic life, and wildlife by preserving wetlands and other aquatic habitat; prohibit certain uses detrimental to the shoreland-wetland area; preserve shore cover and natural beauty; etcetera.

- **Chapter 17 Zoning Code.** The zoning code contains the City's Floodplain Ordinance (Section 17.07) and the Conservancy District (CN).

- **Chapter 20 Floodplain Zoning.** This chapter shall apply to all lands in the City that would be inundated by the regional flood. The purpose of this chapter is to provide a uniform basis for the preparation, implementation, and administration of sound floodplain regulations for all City floodplains.

- **Chapter 22 Stormwater Management.** This ordinance regulates Construction Site Erosion, Post-Construction Stormwater Management, Illicit Discharge and Connection Ordinance.

- **City of Menasha (Calumet and Winnebago counties)**[37]

  - **Title 6 Public Works, Chapter 6 Construction Site Erosion Control,** update July 20, 2011. The purpose of the Site Erosion Control Ordinance is to prevent and control water pollution; prevent and control soil erosion; protect spawning grounds, fish and aquatic life; control building sites, placement of structures and land uses; preserve ground cover and scenic beauty; and promote sound economic growth.

  - **Title 6 Public Works, Chapter 7 Post-Construction Storm Water Management.** The intent of the Post-Construction Storm Water Management Ordinance is to regulate post construction storm water discharges to waters of the state.

  - **Title 6 Public Works, Chapter 8 Storm Water Illicit Discharge and Connection.** This ordinance establishes methods for controlling the introduction of pollutants into the municipal separate storm sewer system (MS4) in order to comply with requirements of the Wisconsin Pollutant Discharge Elimination System (WPDES) permit process.

  - **Title 13 Zoning, Chapter 2 Shoreland-Wetland Zoning.** The purpose of this chapter is to prevent and control water pollution; protect spawning grounds, fish and aquatic life; control building sites, placement of structures and land uses; and preserve shore cover and natural beauty.

  - **Title 13 Zoning, Chapter 3 Floodplain Zoning.** The purpose of this Chapter is to provide a uniform basis for the preparation, implementation and administration of sound floodplain regulations for all floodplains within the City of Menasha.

[37] http://www.cityofmenasha-wi.gov/content/government/city_code/(2)table_of_contents.php.

- **City of Neenah (Winnebago County)**[38]

    - **Chapter 22 Environmental Control**. This chapter contains the following ordinances: Floodplain Zoning (Article II – adopted May 17, 2006), Wetland and Shoreland Zoning (Article III), Construction Site Erosion Control and Post-Construction Stormwater Management (Article IV – adopted September 3, 2008) and Illicit Discharge and Connection to Stormwater Sewers (Article V).

    - **Chapter 23 Historic Preservation.** The intent of the ordinance is to protect, enhance, perpetuate, and use improvements or sites of special character or special architectural, archeological, or historic interest or value as a public necessity and is required in the interest of health, prosperity, safety, and welfare of the people.

- **Village of Combined Locks (Outagamie County)**

    - Follows storm water discharge permit requirements imposed by the Wisconsin Department of Natural Resources as required by NR216.

- **Village of Harrison (Calumet County)**[39]

    - **Chapter 105 - Construction Site Erosion Control Zoning.** The purpose of this chapter to further the maintenance of safe and healthful conditions; prevent and control water pollution; prevent and control soil erosion; protect spawning grounds, fish and aquatic life; control building sites, placement of structures and land uses; preserve ground cover and scenic beauty; and promote sound economic growth by minimizing the amount of sediment and other pollutants carried by runoff or discharged from land disturbing construction activity to waters of the state in the town.

    - **Chapter 113 - Stormwater Management and Illicit Discharge.** This chapter contains the following: Stormwater and Surface Water Regulations (Article II), Ditch and Watercourse Maintenance (Article III), Illicit Discharge and Connection (Article IV), and Post-Construction Stormwater Management (Article V).

    - **Chapter 117 Zoning.** The purpose of this chapter is to promote the health, safety, morals, prosperity, aesthetics, and general welfare of the Town of Harrison, Calumet County, Wisconsin. This ordinance contains 13 zoning districts including AG General Agricultural District and NC Natural and Conservancy District.

- **Village of Kimberly (Outagamie County)** [40]

    - **Chapter 295 Historic Preservation**, adopted October 3, 1988. The intent of the ordinance is to protect, enhance, perpetuate, and use improvements or sites of

[38] https://library.municode.com/index.aspx?clientId=13865.
[39] https://library.municode.com/index.aspx?clientId=14397. Note: The Town and Village of Harrison share the same website. The website states that the Code of Ordinances is for both entities, though the specific ordinances reference the Town of Harrison.
[40] http://ecode360.com/KI3019.

special character or special architectural, archeological, or historic interest or value as a public necessity and is required in the interest of health, prosperity, safety, and welfare of the people.

- **Chapter 425 Stormwater Management and Erosion Control.** This chapter contains the following ordinances: Construction Site Erosion Control (Article II), Post Construction Stormwater Management (Article III), and Illicit Discharge or Connection to Storm Sewers.

- **Chapter 495 Floodplain Zoning.** This chapter is intended to regulate floodplain development.

- **Chapter 508 Shoreland-Wetland Zoning.** The purpose of this chapter is to prevent and control water pollution; protect spawning grounds, fish and aquatic life; control building sites, placement of structures and land uses; and preserve shore cover and natural beauty.

- **Village of Little Chute (Outagamie County)**[41]

  - **Chapter 20 Floodplain Zoning.** This chapter is intended to regulate floodplain development to protect life, health and property.

  - **Chapter 22 Historic Preservation Code**. This chapter is intended to safeguard the village's historic, prehistoric and cultural heritage, as embodied and reflected in such historic structures, sites and districts.

  - **Chapter 34 Public Utilities**. This chapter contains the following ordinances; Illicit Discharge and Connection (Article VII), Construction Site Erosion Control (Article VIII) and Post Construction Stormwater Management (Article IX).

  - **Chapter 36 Shoreland-Wetland Zoning** (Reserved)

  - **Chapter 44 Zoning**. The zoning code contains the Conservancy District (CN) which is intended to protect natural resources. Generally, this district may include swamps, marshlands, river shores, and other land of natural aesthetic value.

- **Village of Sherwood (Calumet County)**[42]

  - **Ordinance No. 08-97 Illicit Discharge and Connection Ordinance.** This ordinance establishes methods for controlling the introduction of pollutants into waters of the state or the MS4 in order to comply with requirements of the Wisconsin Pollutant Discharge Elimination System (WPDES) permit process.

  - **Ordinance No. 08-98 Construction Site Erosion Control Zoning Ordinance.** the purpose of this ordinance to further the maintenance of safe and healthful conditions; prevent and control water pollution; prevent and control soil erosion; protect spawning grounds, fish and aquatic life; control building sites, placement

[41] https://library.municode.com/index.aspx?clientId=14470.
[42] http://www.villageofsherwood.org/index.asp?SEC=AFBA8EB4-ED8D-4648-9D8F-1C32181CB856&Type=B_BASIC.

of structures and land uses; preserve ground cover and scenic beauty; and promote sound economic growth, by minimizing the amount of sediment and other pollutants carried by runoff or discharged from land disturbing construction activity to waters of the state in the Village of Sherwood.

- **Ordinance No. 08-99 Post-Construction Storm Water Management Zoning Ordinance**. The intent of this ordinance is to reduce the amount of post-construction storm water and associated pollutants reaching waters of the state.

- **Village of Wrightstown (Outagamie and Brown counties)**[43]

  - **Chapter 97 Erosion Control,** adopted February 1, 1994. The purpose of this chapter to preserve the natural resources; to protect the quality of the waters of the state and the village; and to protect and promote the health, safety and welfare of the people to the extent practicable by minimizing the amount of sediment and other pollutants carried by runoff or discharged from construction sites to lakes, streams and wetlands.

  - **Chapter 111 Historical Preservation**, adopted December 28, 2005. This chapter protects, enhances and perpetuates improvements, sites and districts which represent or reflect elements of the village's cultural, social, economic, political and architectural history.

  - **Chapter 198 Wells, Article II Wellhead Protection Zone,** adopted November 30, 1999. This ordinance protects and establishes a wellhead protection zone surrounding the wellhead for Well Number 4.

  - **Chapter 204 Floodplain Zoning,** adopted September 16, 2008. This chapter regulates floodplain development.

  - **Chapter 206 Zoning,** adopted March 2, 1082. The zoning ordinance establishes 8 zoning districts. Zoning districts pertaining to the environmental chapter include: Exclusive Agricultural District (E-A), and Conservancy District (C-1).

  - **Chapter 208 Shorelands and Wetland Zoning,** adopted March 17, 2009. This chapter protects storm and floodwater storage capacity of wetlands; prevents and controls water pollution by preserving wetlands; protects fish, their spawning grounds, other aquatic life and wildlife by preserving wetlands and other aquatic habitat; prohibits certain uses detrimental to the shoreland-wetland area; and preserves shore cover and natural beauty by restricting the removal of natural shoreland cover and controlling shoreland-wetland excavation, filling, and other earth moving activities.

  - All towns within Calumet, Outagamie and Winnebago Counties are regulated under town based zoning ordinances except the towns of Grand Chute, Buchanan, Greenville, Menasha and Harrison. (Under county zoning Ellington, Center, Freedom and Vandenbroek per Outagamie County website)

[43] http://www.ecode360.com/WR1772.

- **Town of Buchanan (Outagamie County)**[44]

    - **Chapter 230 Building Construction, Erosion and Sediment Control (Article VII).** The purpose of this ordinance to further the maintenance of safe and healthful conditions; prevent and control water pollution; prevent and control soil erosion; protect spawning grounds, fish and aquatic life; control building sites, placement of structures and land uses; preserve ground cover and scenic beauty; and promote sound economic growth, by minimizing the amount of sediment and other pollutants carried by runoff or discharged from land disturbing construction activity to waters of the state in the Town of Buchanan.

    - **Chapter 282 Excavations.** The purpose of this chapter is to allow reasonable and responsible excavation activities while avoiding these negative consequences.

    - **Chapter 504 Water, Sewers and Stormwater Management.** This ordinance contains the following: Illicit Discharge and Connection (Article II), Stormwater Management (Article III), and Post-Construction Stormwater Management (Article IV).

    - **Chapter 525 Zoning.** The purpose of this chapter to promote the public health, safety, convenience and general welfare; to protect property values and the property tax base; to permit the careful planning and efficient maintenance of highway systems; to ensure adequate highway, utility, health, educational and recreational facilities; to recognize the needs of agriculture, forestry, industry and business in future growth; to encourage uses of land and other natural resources which are in accordance with their character and adaptability; to provide adequate light and air, including access to sunlight for solar collectors and to wind for wind energy systems; to encourage the protection of groundwater resources; to preserve wetlands; to conserve soil, water and forest resources; to protect the beauty and amenities of landscape and man-made developments; to provide healthy surroundings for family life; and to promote the efficient and economical use of public lands. It establishes nine zoning districts including the AED Exclusive Agricultural District and AGD General Agricultural District.

- **Town of Center (Outagamie County)**[45]

    - Under Outagamie County zoning.

- **Town of Clayton (Winnebago County)**[46]

    - **Artificial Ponds, Ditches, & Dikes Maintenance Ordinance.**

    - **Chapter 9 - Zoning Ordinance, Article 8 Land Use.** The zoning ordinance establishes 15 zoning districts and four overlay districts. Zoning districts pertaining to the environmental chapter include: Agribusiness (A-1) district and

[44] http://www.ecode360.com/BU2871. Note: Outagamie County is responsible for regulating shorelands and floodplains in the Town of Buchanan.
[45] http://www.centerwi.com/ordinances.
[46] http://www.townofclayton.net/index.asp?Type=B_LIST&SEC={A5D3E281-C914-4590-A7B6-9524AFA48329}.

General agriculture (A-2) district. Winnebago and Outagamie County overlay zoning districts pertaining to the environmental chapter include: Floodplain overlay districts (Winnebago County), Shoreland-wetland overlay district (Winnebago County), and Shoreland zoning overlay district (Winnebago County).

- **Town of Ellington (Outagamie County)**[47]
    - Under Outagamie County zoning.
    - **ELL 03-01 Ordinance Establishing Operational Standards for Non-Metallic Mining in the Town of Ellington,** adopted August 13, 2003. The purpose of this ordinance is to protect and manage non-metallic resources in the Town of Ellington and to ensure that non-metallic mining activities are conducted in a manner to minimize environmental degradation and conflicts with other land uses.
- **Town of Freedom (Outagamie County)**[48]
    - Under Outagamie County zoning.
    - **Wellhead Protection Ordinance,** adopted August 27, 2007. The purpose of the ordinance is to protect the town's municipal water supply and the areas that the town draws water from.
    - **Chapter 24 Town of Freedom Stormwater Protection Ordinance.** The general purpose of this ordinance is to set forth long-term, post-construction requirements and criteria which will the diminish the threats to public health, safety, welfare and the aquatic environment due to runoff of stormwater from land development and land redevelopment activities.
    - **Chapter 25 Town of Freedom Erosion and Sediment Control Ordinance.** It is the purpose of this chapter to further the maintenance of safe and healthful conditions, prevent and control water pollution, prevent and control soil erosion, protect spawning grounds, protect fish and aquatic life, control building sites, control placement of structures and land uses, preserve ground cover and scenic beauty, and promote sound economic growth. It is also the purpose of this chapter to meet the performance standards in Subchapters III and IV of Ch. NR 151, Wis. Adm. Code, and to meet the requirements for construction erosion in the Phase II National Pollutant Discharge Elimination System (NPDES).
- **Town of Grand Chute (Outagamie County)**[49]
    - **Chapter 275 Erosion and Sediment Control**, adopted September 7, 2004. It is the purpose of this chapter to further the maintenance of safe and healthful conditions, prevent and control water pollution, prevent and control soil erosion, protect spawning grounds, protect fish and aquatic life, control building sites, control placement of structures and land uses, preserve ground cover and scenic

[47] http://townofellington.org/ordinances-and-resolutions.
[48] http://www.townoffreedom.org/townoffreedom/municipal+code/default.asp.
[49] http://ecode360.com/GR2781?needHash=true.

beauty, and promote sound economic growth. It is also the purpose of this chapter to meet the performance standards in Subchapters III and IV of Ch. NR 151, Wis. Adm. Code, and to meet the requirements for construction erosion in the Phase II National Pollutant Discharge Elimination System (NPDES).

- **Chapter 310 Hazardous Substances,** adopted January 7, 1997.
- **Chapter 463 Stormwater Utility and Management,** adopted January 7, 1997. The general purpose of Article II Stormwater Management is to set forth long-term, post-construction stormwater requirements and criteria which will diminish the threats to public health, safety, welfare, and the aquatic environment due to runoff of stormwater from land development and land redevelopment activity.
- **Chapter 497 Trees and Shrubs,** adopted January 7, 1997. Among other things this chapter regulates damage to public trees, excavations and construction near trees.
- **Chapter 535 Zoning Ordinance**, adopted January 7, 1997. The zoning ordinance establishes 16 zoning districts. Zoning districts pertaining to the environmental chapter include: Exclusive Agricultural District (AED), and General Agricultural District (AGD).

- **Town of Greenville (Outagamie County)[50]**
  - **Ordinance 7 Zoning**. The zoning ordinance establishes 13 zoning districts and two overlay districts. Zoning districts pertaining to the environmental chapter include: Exclusive Agricultural District (AED) and General Agricultural District (AGD). While the overlay districts include a Gateway and Heritage overlays. The zoning ordinance also contains a section on resource extraction.
  - **Ordinance 43 Regulating Landscaping in the Town Right-of-Ways.** The purpose of this ordinance is to regulate landscape activities in the right of ways.
  - **Ordinance 52 Drainage Ordinance,** April 12, 2010. The purpose of this ordinance is to promote the public health, safety, convenience and general welfare by establishing rules and regulations relating to drainage that will preserve and protect town highways; preserve and protect property values; enhance aesthetics; promote the economical use of town resources; and promote a healthy living environment.
- **Town of Harrison (Calumet County)**
  - (See Village of Harrison)

[50] http://www.townofgreenville.com/town/town-ordinances.htm.

- **Town of Kaukauna (Outagamie County)**[51]

    - The town is under town zoning, not county, per the Outagamie County website. No information regarding the zoning ordinance exists on the town's website.

- **Town of Menasha (Winnebago County)**[52]

    - **Chapter 27 - Non-Metallic Mining Reclamation**, amended May 7, 2007. The purpose of this chapter is to establish a local program to ensure the effective reclamation of non-metallic mining sites on which non-metallic mining takes place.

    - **Chapter 31 – Zoning Ordinance,** adopted March 25, 2013. The zoning ordinance establishes 13 zoning districts and four overlay districts. Zoning districts pertaining to the environmental chapter include: General agriculture (A-2) district. Winnebago and Outagamie County overlay zoning districts pertaining to the environmental chapter include: Floodplain overlay districts (Winnebago County), Shoreland-wetland overlay district (Winnebago County), and Shoreland zoning overlay district (Winnebago County).

    - **Chapter 32 – Construction Site Erosion Control Ordinance**, created December 3, 2007. The purpose of this ordinance to further the maintenance of safe and healthful conditions; prevent and control water pollution; prevent and control soil erosion; protect spawning grounds, fish and aquatic life; control building sites, placement of structures and land uses; preserve ground cover and scenic beauty; and promote sound economic growth, by minimizing the amount of sediment and other pollutants carried by runoff or discharged from land disturbing construction activity to waters of the state in the Town of Menasha.

    - **Chapter 33 – Post-Construction Storm Water Management Ordinance,** created December 3, 2007. The general purpose of this ordinance is to establish long-term, post-construction runoff management requirements that will diminish the threats to public health, safety, welfare and the aquatic environment.

    - **Chapter 34 – Illicit Discharge and Connection Ordinance,** created December 17, 2007. The purpose of this ordinance is to provide for the health, safety, environment and general welfare of the citizens of the Town of Menasha through the regulation of non-storm water discharges into waters of the state or the municipal separate storm sewer system (MS4) to the maximum extent practicable as required by federal and state law.

- **Town of Neenah (Winnebago County)**[53]

    - **Chapter 20 Ms4 Requirement for Illicit Discharge and Connection.** The purpose of this ordinance is to provide for the health, safety, environment and general welfare of the citizens of Town of Neenah through the regulation of non-storm water discharges into waters of the state or the municipal separate storm

[51] http://kaukaunatown.com/ordinances.
[52] http://www.town-menasha.com/resources/ordinances/.
[53] http://www.townofneenah.com/ordinances.

sewer system (MS4) to the maximum extent practicable as required by federal and state law.

- **Town of Vandenbroek (Outagamie County)**

    - The Town of Vandenbroek is under Outagamie County zoning, per the county's website.

- **Town of Vinland (Winnebago County)**[54]

    - **Title 13 – Chapter 1 Zoning Code**. The purpose of this Chapter is to promote the health, safety, prosperity, aesthetics and general welfare of the Town of Vinland. It establishes 15 zoning districts including P-1 Institutional & Recreational Park District, A-1 Agri-Business District, A-2 General Farming District and M-3 Extraction or Landfill Overlay District.

    - **Title 15 - Chapter 2 Illicit Discharge Ordinance.** The purpose of this Chapter is to provide for the health, safety, and general welfare of the citizens of the Town of Vinland and protect waters of the state through the regulation of illicit discharges to the municipal separate storm sewer system as required by federal and state law.

- **Town of Woodville (Calumet County)**

    - The Town of Woodville is under Calumet County zoning.

Consistency

Information contained on the maps provided in this report was derived from a variety of local, state and federal data sources. An attempt was made to reconcile this information with existing state and local resource agency inventories and maps to ensure consistency. Available plans for protection, development, and use of natural resources were considered in the development of this section. In addition to the data bases referred to within the text, the following data bases and reports were reviewed.

State of Wisconsin Plans

- **Land Legacy Plan**[55] identifies places critical to meet conservation and outdoor recreation needs over a 50-year time frame. In all, a total of 229 named Legacy Places were identified. Calumet County has a total of two Legacy Places; Manitowoc-Branch River and the Niagara Escarpment. Legacy Outagamie has a total of two Legacy Places; Duck Creek/Burma Swamp and the Lower Wolf River Bottomlands. Winnebago County has a total of four Legacy Places; Glacial Habitat Restoration Area; Lakes of the Winnebago Pool; Lower Wolf River Bottomlands and Rush Lake. The Appleton (Fox Cities) TMA is part of the Southeast Glacial Plains Ecological Landscape. Conservation needs and opportunities within this landscape include the restoration of wetlands as areas are retired from farming. Thought should also be given to connecting public

[54] http://www.townofvinland.org/ordinances-and-resolutions.
[55] http://dnr.wi.gov/topic/lands/landlegacy/.

conservation lands that are isolated to nearby conservation lands. Environmental corridors of sufficient width facilitate the movement of species from one area to another.

- **Wisconsin's Wildlife Action Plan – Wisconsin's Strategy for Wildlife Species of Greatest Conservation Need, approved August 2005**[56] presents priority conservation actions to protect the species and their habitats. According to the plan, opportunities within the Southeast Glacial Plains Ecological Landscape and within the Appleton (Fox Cities) TMA include the protection of the Niagara Escarpment, glacial eskers and drumlin fields, that are unique and, in some cases world-renowned; linking scattered woodlots and for controlling invasive exotic species; and restoration and management of wetlands and shallow water lakes (e.g., Lake Winnebago Pools).

- **State Comprehensive Outdoor Recreation Plan (SCORP), 2011 to 2016**[57] is done every 5 years to identify essential issues that affect the future of Wisconsin outdoor recreation.

Local Plans

- **Calumet County**

    - **Calumet County Land and Resource Management Plan, 2012 – 2016**, adopted April 12, 2012.[58] The plan serves as a strategic plan to the county, giving direction to their land and water conservation efforts. It summarizes land and water resource conditions, identifies resource concerns, and outlines strategies for addressing those concerns.

    - **Calumet County Farm Preservation Plan**, adopted in 2010.[59] The plan focuses on protection of high quality agricultural land that has a minimum degree of conflict with development.

    - **Calumet County Outdoor Recreation Plan, January 2011.**[60] The plan focuses on a wide range of recreational opportunities provided by outdoor recreation facilities and natural resources.

    - **Calumet County Smart Growth Plan**, adopted May of 2007.[61] The Agriculture, Natural and Cultural Resource chapter states that the levels of resource protection, the density of new development, and the services that support new growth pose questions that ultimately impact the resource base. Land development patterns are directly linked to the natural, agricultural, and cultural resource bases of each community. Therefore, these features need to be considered before making any decisions concerning future development within a community. Development must be carefully adjusted to coincide with the ability of the agricultural, natural, and cultural resource base to support the various forms of urban and rural development. This balance must be maintained to prevent the

[56] http://dnr.wi.gov/topic/wildlifehabitat/actionplan.html.
[57] http://dnr.wi.gov/topic/parks/planning/scorp/.
[58] http://www.co.calumet.wi.us/documentcenter/view/29.
[59] http://www.co.calumet.wi.us/documentcenter/view/6.
[60] http://www.travelcalumet.com/i/f/files/2011%20Outdoor%20Rec%20Plan.pdf.
[61] http://calcluster2.co.calumet.wi.us/web_docs/planning/smart_growth/CAC_IT_MASTER_REPORT.pdf.

deterioration of that underlying and sustaining base, because these resources make each community unique. These features promote civic pride and often create a sense of place.

- **Outagamie County**

  - **2010-2015 Outagamie County Land & Water Resource Management Plan (LWRMP)[62].** The LWRPM is updated every five years and addresses soil and water quality concerns using local, state and federal programs.

  - **Farmland Preservation Plan, 2011**, adopted in 2011 and amended in March of 2012.[63] The *Outagamie County Farmland Preservation Plan* is included in the *Outagamie County Comprehensive Plan*, Appendix F. The goals of the plan are: (1) to preserve the productive agricultural lands of Outagamie County and encourage the development of agricultural enterprises; and (2) to encourage future urban development to locate near necessary public facilities. The intent of the plan is to meet the requirements of chapter 91 of the Wisconsin State Statutes for Farmland Preservation and help maintain sustainable agriculture economies in the county as well provide an informational base to assist decision makers in the preservation of farmland and agriculture related development within the county.

  - **2008 Outagamie County Comprehensive Plan**, adopted March 25, 2008.[64] The objectives of the Agriculture, Natural and Cultural Resource chapter are to preserve the productive agricultural lands of Outagamie County and to encourage future urban development to locate near necessary public facilities.

  - **Outdoor Recreation and Open Space Plan: 2014-2018**, adopted March 11, 2014. The *Outdoor Recreation and Open Space Plan* is included in the *Outagamie County Comprehensive Plan*, Appendix E. The purpose of this plan is to provide a program to meet the recreational needs of the residents of Outagamie County in an orderly and efficient manner, as well as to preserve this area's unique natural resources and features. It is intended to provide an informational base to assist decision makers in the management and development of recreational and natural resources.

- **Winnebago County**

  - **2011 - 2020 Land and Water Resource Management Plan[65].** The plan is intended to guide the process for resource management planning and decision making, evaluate land and water resource conditions, identify problems and priorities, and develop a multi-year work plan to address land and water resource problems.

[62] http://www.outagamie.org/modules/showdocument.aspx?documentid=1590.
[63] http://www.outagamie.org/index.aspx?page=218.
[64] http://www.outagamie.org/index.aspx?page=218.
[65] http://www.co.winnebago.wi.us/sites/default/files/uploaded-files/LWRMP_2011-2020.pdf.

- **2006 Winnebago County Comprehensive Plan**, adopted March 21, 2006.[66] The objectives of the Agricultural, Natural and Cultural Resources of the plan that relate to transportation planning include: Preserve large, contiguous tracts of farmland in rural areas; Protect surface and ground water resources through lake, steam, and river corridor preservation and development policies; Prevent non-point pollution through construction site erosion control, stormwater management, and development that sustains resources; Protect aquatic and wildlife habitat by managing development away from environmental corridors, riparian areas and woodlands; Protect air resources through development that encourages pedestrian traffic and minimizes vehicle miles traveled; and Protect and develop passive and active recreational resources (e.g. parks, biking/hiking trails, hunting & fishing opportunities).

- **Comprehensive Outdoor Park and Recreation Plan, 2013 – 2017.**[67] This report describes existing conditions, projects future growth, and offers recommendations to guide the future growth and development of recreational facilities in Winnebago County. Its intent is to be used as a benchmark and vision for promoting healthy lifestyles and safe recreational opportunities.

- **Farmland Preservation Plan, 2012**, adopted March 13, 2012.**[68]** The plan Volume III of the *Winnebago County Comprehensive Plan*. It is intended to guide local efforts related to farmland protection and the promotion of the agricultural sector in Winnebago County during the 15-year period from 2012 through 2026.

- **City of Appleton (Calumet, Outagamie and Winnebago counties)**

  - **City of Appleton Comprehensive Plan, 2010 – 2030**, adopted March 3, 2010. The objectives of the Agricultural, Natural and Cultural Resources chapter that relate to transportation planning include: Maintain the viability of the regional agricultural sector that provides locally grown food for residents and raw materials for Appleton's food processing and other businesses; preserve important natural features and enhance environmental quality throughout the community in order to secure economic, recreational, and health benefits for area residents; and continue and expand efforts to preserve, restore, and interpret important features of Appleton's rich history.

  - **City of Appleton Park and Recreation Master Plan** adopted in 2010**.** Due to timing, the latest version of the park and recreation master plan was developed alongside the City of Appleton's comprehensive plan and incorporated into the comprehensive plan as Chapter 18.

- **City of Kaukauna (Calumet and Outagamie counties)**

  - **Kaukauna Comprehensive Plan**, adopted January 2013.

[66] http://www.uwex.edu/ces/cty/winnebago/wcplanning/documents/06EnvironmentalResources.pdf.
[67] http://www.co.winnebago.wi.us/sites/default/files/uploaded-files/winnco_corp_mar2013_finalfulldraft.pdf.
[68] http://fyi.uwex.edu/winncofarming/draft-plan/.

- **Open Space and Recreation Plan, 2010 – 2015.** The report describes existing conditions, projects future growth and makes recommendations to guide the recreational needs of the residents of the city.

- **City of Menasha (Calumet and Winnebago counties)**

  - **City of Menasha Year 2030 Recommended Comprehensive Plan, May 2008.**

  - **City Of Menasha Open Space and Recreation Facilities Plan 2012-2016**, adopted August 6, 2012. The report describes existing conditions, projects future growth and makes recommendations to guide the recreational needs of the residents of the city.

  - **Historical & Architectural Resources Survey, City of Menasha, Winnebago County, August 31, 2009.** The purpose of the survey is to update a previous survey[69] of the architectural and historical resources located in the City of Menasha.

- **City of Neenah (Winnebago County)**

  - **Vision 2020 Comprehensive Plan.**

  - **City of Neenah Comprehensive Outdoor Recreation Plan 2014-2018 (draft).** The plan is updated every five years and is used to guide future open space, protect recreational character, create new opportunities, and enhance the quality of life for all who live, work, visit and invest in the city.

  - **Historical/Architectural Resources Survey: 2004 Addendum, City of Neenah, Winnebago County, July 30, 2004.**

- **Village of Combined Locks (Outagamie County)**

  - **Village of Combined Comprehensive Plan 2030.** The goals of the Agricultural, Natural and Cultural Resources chapter of the plan that relate to transportation planning include; “Maintain and improve the water quality of surface waters including the Fox River”; and “Protect key natural features and resources such as natural woodlands, ravines, and the riverfront”.

- **Village of Harrison (Calumet County)**[70]

  - **Town of Harrison Comprehensive Outdoor Recreation Plan (CORP)**, dated December 2007.[71] The plan is intended to guide the town in continuing to meet open space and recreation needs of its citizens for the next five years.

  - **Town and Village Comprehensive Outdoor Recreation Plan 2015-2019, (CORP) will be updated in 2014-2015 for the next 5-year cycle.**

[69] Completed between 1984 and 1986 by J. Adams & Associates.
[70] The Village of Harrison was incorporated on March 8, 2013. While the website is jointly shared by the Village and Town of Harrison, many documents are dated earlier and therefore reference the town, not village.
[71] http://www.townofharrison.org/uploads/docs/1_Comprehensive_Park_Plan_Web.pdf.

- **Town of Harrison Comprehensive Plan 2004**, adopted January 26, 2004, updated January 26, 2010.[72] The goal of the Agricultural, Natural and Cultural Resources chapter is to "Protect the productive agricultural lands in the town for long term farm use and maintain agriculture as a major economic activity and way of life; and conserve, protect and enhance the natural resources and environmentally sensitive areas that exist in the town.

- **Village of Kimberly (Outagamie County)**

  - **Village of Kimberly Comprehensive Plan 2030**, adopted January 2010. The goals of the Agricultural, Natural and Cultural Resources chapter of the plan that relate to transportation planning include: "Maintain and improve the water quality of surface waters including the Fox River"; and "Protect key natural features and resources such as natural woodlands, ravines, and the riverfront".

  - **Village of Kimberly Open Space and Recreation Plan**, adopted December 2, 2013.[73] The report describes existing conditions, projects future growth and makes recommendations to guide the recreational needs of the residents of the village.

- **Village of Little Chute (Outagamie County)**

  - **Village of Little Chute Comprehensive Plan**, adopted December 21, 2005.[74] The goal of the Agricultural, Natural and Cultural Resources chapter of the plan is to "Conserve, protect, and improve the natural and cultural resources of the Village of Little Chute and the surrounding area".

  - **Comprehensive Park and Recreation Plan**, adopted January 2, 2008.[75] The report describes existing conditions, projects future growth and makes recommendations to guide the recreational needs of the residents of the village.

- **Village of Sherwood (Calumet County)**

  - **Village of Sherwood Year 2030 Comprehensive Plan**, adopted January 7, 2008.[76] The goals of the Agricultural, Natural and Cultural Resources chapter of the plan that relate to transportation planning include: "Protect natural resource features in the Sherwood area (*Village of Sherwood Land Use Plan, 2000*)"; "Preserve natural features like woodlands, wetlands, floodplains, shorelands, and open spaces in order to maintain and enhance community green space"; and "Preserve significant historical and cultural sites, structures, and neighborhoods that contribute to community identity and character".

[72] http://www.townofharrison.org/uploads/docs/Harrison-Comp-Plan---2009-Update-All-Together.pdf.
[73] http://www.vokimberly.org/media/164098/2013%20park%20plan.pdf.
[74] http://www.littlechutewi.org/DocumentView.asp?DID=235.
[75] http://www.littlechutewi.org/DocumentCenter/View/298.
[76] http://www.co.brown.wi.us/i/f/export/file/village_wrightstown_comp_final.pdfhttp://calcluster2.co.calumet.wi.us/web_docs/planning/Smart_Growth/V_Sherwood/Viillage%20of%20Sherwood%20Recommended%20Plan.pdf.

- **Village of Wrightstown (Outagamie and Brown Counties)**

    - **Village of Wrightstown Comprehensive Plan**, adopted October 21, 2003, amended May 17, 2005, and updated August 16, 2016.[77] The objectives of the Agricultural, Natural and Cultural Resources chapter of the plan that relate to transportation planning include: "Preserve wetlands, floodplains, and other environmental areas to link various parts of the village and to serve as wildlife corridors, pedestrian trails, and stormwater **management** areas"; "Maintain and enhance accessibility of public lands along the Fox River"; and "Promote the preservation and rehabilitation of older buildings within the village, especially through adaptive reuse of such buildings when possible".

- **Town of Buchanan (Outagamie County)**

    - **Town of Buchanan Strategic Plan.** The town is currently in the process of developing a strategic plan that will be used to guide the town over the next five years.

    - **Town of Buchanan Comprehensive Plan** adopted 2007. The goal of the Agricultural, Natural and Cultural Resources Chapter, pertaining to transportation planning, is: "Protect the Quality of Surface and Groundwater".

    - **Comprehensive Outdoor Recreation Plan, 2013-2017**, adopted December 18, 2012.[78] The Comprehensive Outdoor Recreation Plan (CORP) will help the town in planning, maintaining and improving park and recreational facilities in the community.

- **Town of Center (Outagamie County)**

    - **Town of Center Comprehensive Plan** adopted July 13, 2009.

- **Town of Clayton (Winnebago County)**

    - **Town of Clayton Comprehensive Plan** adopted December 16, 2009.[79] The goal of the Agricultural, Natural and Cultural Resources chapter, pertaining to transportation planning is to "Protect environmental areas for future generations, recreation, wildlife habitat, and stormwater management."

- **Town of Ellington (Outagamie County)**

    - **Town of Ellington Comprehensive Plan, 2004 – 2024,** adopted June 10, 2004.[80] The goal of the Agricultural, Natural and Cultural Resources chapter, pertaining to transportation planning is to Protect and enhance the natural resources and environmentally sensitive areas that exist in the town".

[77] http://wrightstown.us/comprehensive-plan/.
[78] http://www.townofbuchanan.org/media/2146/ch12.pdf.
[79] http://www.townofclayton.net/vertical/sites/%7B4F7B3AE3-AC83-41EF-89FA-6437C298572D%7D/uploads/Adopted_Town_of_Clayton_Amended_Comp_Plan_Text_Only.pdf.
[80] http://townofellington.org/uploads/documents/AdoptedEllngtnCompPlan04_PublishedText.pdf.

- **Town of Ellington 5 Year Park and Recreation Plan,** adopted February 21, 2002.

- **Town of Freedom (Outagamie County)**

  - **Town of Freedom Comprehensive Plan, Planning for 2020 and Beyond**, adopted June 2003, amended August 12, 2009.[81] The goal of the Agricultural, Natural and Cultural Resources chapter, pertaining to transportation planning is to "Preserve agricultural operations, natural resources, water resources, and wildlife habitat areas in the Town of Freedom to maintain the town's rural character;" and to "Protect Duck Creek and Apple Creek from harmful uses".

  - **Town of Freedom Comprehensive Outdoor Recreation Plan, 1998.** Adopted in June of 1998, this plan was prepared by the Park Committee and ECWRPC to offer recommendations in improving park and recreational facilities in the town.

- **Town of Grand Chute (Outagamie County)**

  - **Comprehensive Plan 2010-2030**, adopted in December 2009.[82] The goal of the Agricultural, Natural and Cultural Resources chapter, pertaining to transportation planning is to "Conserve, protect, and beautify natural resources in the town", more specifically this is "To ensure that development that does occur is sensitive to the environment" and "Preserve the productive agricultural lands of the Town of Grand Chute".

  - **Town of Grand Chute, Park Trail, Recreation and Open Space Plan, January 2007.**[83] The plan contains an inventory of existing park, trail, recreation and open space facilities and an analysis of future needs. **Town of Grand Chute Comprehensive Outdoor Recreation Strategy (CORS), 2014-2108 adopted March 11, 2014.**

- **Town of Greenville**

  - **Town of Greenville 2030 Comprehensive Plan**, adopted March 30, 2009. The goal of the Agricultural, Natural and Cultural Resources chapter, pertaining to transportation planning is to "Protect, enhance, and restore natural/environmental systems within the town so that their functions are maintained and valued by the community."

  - **Comprehensive Outdoor Recreation Plan 2009 – 2013**, adopted April 13, 2009.[84] The purpose of this document is to provide guidance for future parks and open space development and acquisition that are intended to improve the quality of life for town residents.

[81] http://www.townoffreedom.org/townoffreedom/planning++zoning/comprehensive+plan+for+freedom/default.asp.
[82] http://www.grandchute.net/departments/community-development/plans-and-policies.
[83] http://www.grandchute.net/media/2925/parks_rec_parks_plan_2007.pdf.
[84] http://www2.townofgreenville.com/dept-parks-rec-forestry/prfd-forms/CORP.pdf.

- **Town Comprehensive Outdoor Recreation Plan (CORP) will be updated in 2014-2015 for the next 5-year cycle.**

- **Town of Harrison**

  - **2030 Comprehensive Plan adopted March 2004.** This will be updated with the village in the 2014-2015 planning segment.

  - **Comprehensive Outdoor Recreation Plan 2015-2019 (CORP).** (See Village of Harrison)

- **Town of Kaukauna**

  - **Town of Kaukauna Comprehensive Plan** adopted February 8, 2010.

- **Town of Menasha (Winnebago County)**

  - **2003 Town of Menasha Comprehensive Plan** adopted August 25, 2003[85]. The goal of the Agricultural, Natural and Cultural Resources chapter, pertaining to transportation planning, is "To preserve natural features and amenities and conserve natural and cultural resources for the benefit of present and future generations."

  - **Town of Menasha Five-Year Parks & Open Space Plan: 2011 – 2015.** [86] This plan addresses park and open space needs for the community through 2015, but it focuses more directly on providing a vision of the town's parks and open space system through the year 2030. It evaluates current parks, open spaces, and trails and the need for additional parks, open space, and trails.

- **Town of Neenah (Winnebago County)**

  - **Town of Neenah Comprehensive Plan, 2009-2029**, adopted May 26, 2009.[87] The goals of the Agricultural, Natural and Cultural Resources chapter, pertaining to transportation planning are to "Continue to maintain the town's diverse character, ranging from rural to urban, through the preservation of agriculture and environmental areas and minimization of land use conflict." and "Conserve, protect, and enhance the natural resources and environmentally sensitive areas in the town."

  - **Town of Neenah Open Space and Recreation Facilities Plan, 2009-2014**, adopted October 2009.[88] The report describes existing conditions, projects future growth and makes recommendations to guide the recreational needs of the residents of the village.

[85] http://www.town-menasha.com/departments/community-development/planning/comprehensive-plan-2/.
[86] http://www.town-menasha.com/wp-content/uploads/2011/07/Park-Open-Space-Plan1.pdf.
[87] http://www.townofneenah.com/comprehensive-plan.
[88] http://www.townofneenah.com/parks.

- **Town of Vandenbroek (Outagamie County)**

    - **Town of Vandenbroek Comprehensive Plan 2008-2028**, adopted October 15, 2008. The goal of the Agricultural, Natural and Cultural Resources chapter, pertaining to transportation planning is to "Conserve, protect and improve the environmental and cultural resources of the town".

- **Town of Vinland (Winnebago County)**

    - **Town of Vinland Comprehensive Plan, 2007-2026**, adopted February 12, 2007.[89] The goal of the Agricultural, Natural and Cultural Resources chapter, pertaining to transportation planning, is to "Protect the productive agricultural lands in the town for long term farm use, and maintain agriculture as a major economic activity and way of life" and "Conserve, protect and enhance the natural resources and environmentally sensitive areas that exist in the town".

- **Town of Woodville (Calumet County)**

    - **Town of Woodville Comprehensive Plan** adopted September 5, 2007.

ENVIRONMENTAL FEATURES

For each of the environmental feature there is a short narrative summarizing the data, limitations, an overview of the mitigation issues and system level mitigation measures. Buffers of one quarter mile are shown for improve/expand and new projects, while buffers of 250 feet are shown for bridge projects. It is assumed that potential impacts which must be mitigated for bridges are point specific. Longer corridor construction projects are usually linear and would therefore have broader potential impacts to be mitigated and may impact one or more environmental feature. Environmental features have been divided into: Climate Change; Geographic and Topography; Geologic Features; Water Resources; Wildlife Resources; Parks, Open Space, and Recreational Resources; Air Quality; and Cultural Resources.

This report presents material at a high system level view, therefore maps and information in this chapter should be used with extreme caution and may not, except at the most generalized level be valid for looking at specific project impacts and offsets without detail project engineering design and field reviews as part of the project level analysis and permit process.

According the GIS features analysis should stand as is and represents a good faith effort to permit a system level view, as required by the planning regulations but should not be used to identify specific impacts or offsets best left to the project level review and permit process. Still maps are illustrative and may be useful by road agency, resource and permit agencies in looking at overall systemic impacts which can further refine over time and in the local level review and permit process.

[89] ftp://ftp.wi.gov/DOA/public/comprehensiveplans/V13_Vinland_T_CompPlan.pdf.

Climate Change/Long-Term Weather Patterns

In Wisconsin, weather patterns could potentially magnify existing climate related risks to people, ecosystems and infrastructure. As a result, damage to transportation infrastructure may occur through temperature extremes and more severe storm events. Temperature variability can cause pavement to soften, expand and contract; resulting in buckling, rutting and potholes; all issues that the MPO should consider for infrastructure related transportation planning purposes.

Extreme rainfall events and flooding will require sound planning and preparation.[90] Heavy rains may result in flooding, which could disrupt traffic, delay construction activities, and weaken or wash out the soil and culverts that support roads, tunnels, and bridges.[91,92] Life expectancy on roads and highways exposed to flooding and extreme snow could be shortened. Since water and snow may cause damage, this could result in more frequent maintenance, repairs, and rebuilding.

Weather extremes can also impact vehicles, railroads and air transportation. Vehicles can overheat and tires can to deteriorate more quickly. High temperatures can cause rail tracks to expand and buckle, resulting in more track repairs or speed restrictions to avoid derailment. Heavy rains can flood railroads, washout track sections and leave debris on railways. Storm events locally or elsewhere can also cause airport closures. Temperature variability can cause pavement to expand and contract; resulting in buckling, rutting and potholes. Storm events can cause flooding and damage airport facilities, including airstrips.

Geographic and Topography (Scenic Resources)

Calumet, Outagamie and Winnebago County's topography is a mix of two physiographic landscapes[93]: the Southeast Glacial Plains[94] and the Central Lake Michigan Costal[95] landscapes. The topography is generally rolling where the surface is underlain by ground moraine, variable over areas of outwash, and nearly level where lacustrine deposits are present. Northern Calumet and Outagamie County's important soils include clays, loams, sands, and gravels and Winnebago County's include soils that are lime-rich tills overlain in most areas by a silt-loam loess cap.

Steep Slopes

Soil data from the NRCS-USDA Web Soil Survey (WSS), accessed 2013, was used to indicate areas that have slopes in excess of 12 percent. Since it is not practical to show each small scattered bit of soil, the map reflects what the dominant or recognized soil phases are.

Maps 16-1, Insets A - H indicate areas that have slopes in excess of 12 percent. Steep slopes within the Appleton (Fox Cities) TMA are found along the Fox River and other waterways, associated with the Niagara Escarpment, and in the northern portion of the TMA. These areas provide a natural habitat for wildlife, as well as offer recreational opportunities for hiking and

[90] http://www.epa.gov/climatechange/impacts-adaptation/transportation.html#ref1.
[91] NRC (2008). The Potential Impacts of Climate Change on U.S. Transportation. Exit EPA Disclaimer Transportation Research Board Special Report 290. National Research Council (NRC).
[92] USGCRP (2009). Global Climate Change Impacts in the United States. Karl, T.R., J.M. Melillo, and T.C. Peterson (eds.). United States Global Change Research Program. Cambridge University Press, New York, NY, USA.
[93] http://dnr.wi.gov/topic/landscapes/documents/StateMaps/Map_S1_ELs.pdf.
[94] http://dnr.wi.gov/topic/landscapes/index.asp?mode=detail&Landscape=9.
[95] http://dnr.wi.gov/topic/landscapes/index.asp?mode=detail&Landscape=8.

wildlife observation. Approximately 1.7 percent (2,987 acres) of the Appleton (Fox Cities) TMA is classified as having slopes in excess of 12 percent; of which about 2.7 percent (461 acres) of total MPO acres are with the quarter mile and 250 foot project buffer zones.

Mitigation Issues and System Level Mitigation Measures:

Slopes in excess of 12 percent are subject to erosion. Disturbing these areas should be minimized and special care should be taken to reestablish these slopes and minimize erosion. Areas disturbed by construction activities should be stabilized and vegetated as soon as final grading has been completed. Temporary erosion control measures should be implemented and maintained during construction until permanent soil erosion and sedimentation controls are in place. Potential projects within proximity to steep slopes (>12%) within the TMA include:

- Project 1: STH 55 / Lawe St - USH 41, Reconstruction
- Project 3: STH 441, USH 41 - USH 41, Road Maintenance
- Project 4: Province Terrace Trail
- Project 6: STH 15, Greenville – New London, Reconstruction, Expansion, R/R Crossings
- Project 8: USH 41/Appleton - Green Bay CTH J- Orange Lane, Resurfacing
- Project 9: I-41 Conversion / State Line - Green Bay, SCL Dodge Co - I-43 Signing
- Project 10: French Road / STH 96 – CTH OO, Reconstruction
- Project 16: Northshore Ext. of Friendship Trail, Friendship State Trail
- Project 18: Little Chute Canal Bridge, Ped/Bike over Little Chute Lock
- Project 24: Lawe St / Power Canal Bridge
- Project 25: Prospect Ave / Jackman St Overhead
- Project 26: Delanglade St / CN RR Xing, RR Signals, Reconstruction
- Project 27: Delanglade St / CN RR Xing, RR Surface Reconstruction
- Project 29: Oneida St / Valley Rd – Skyline Bridge, Reconstruction
- Project 37: Casaloma/Prospect – Spencer, Reconstruct to Urban, 4-Lane
- Project 44: Lincoln Ave/Wilson – Vandenbroek, Extension of Lincoln Ave
- Project 45: Main Street/Vandenbroek intersection, Realignment
- Project 49: Prospect Street / CTH N – Park, Reconstruction
- Project 50: Kimberly Trail / CE Trail – Railroad, Bike / Ped Trail
- Project 55: CTH CB Trail connection to FR Mall, CTH CB & CTH BB to Arrowhead
- Project 66: Veteran’s Lift Bridge, Reconstruction
- Project 69: CTH CE & Buchanan Intersection, Intersection Improvements
- Project 70: CTH N/CTH CE to CTH KK, Widening
- Project 71: CTH CE/CTH HH/Debruin, Intersection Improvements
- Project 82: STH 76/STH 15 - CTH JJ, Recondition
- Project 85: STH 96 / Washington – Claribel, Reconstruct
- Project 86: STH 441, USH 41 - USH 41, Fox River Bridge, City of Appleton
- Project 88: USH 41 - Hwy Rehab
- Project 93: STH 55 / STH 114 - CTH M, V of Sherwood
- Project 94: STH 114 / USH 10 - S. Junction STH 55, Menasha - Hilbert
- Project 95: W Spencer St / Mayflower – Casaloma, Reconstruction

Niagara Escarpment

The Niagara Escarpment or the Ledge, as it is commonly referred to, is one of the most significant geologic and topologic features in eastern Wisconsin (**Map 16-1**), **Inset H**.[96] It stretches in a wide arc from eastern Wisconsin through Michigan's Upper Peninsula, across Ontario, Canada, and on past the Niagara Falls in New York. Within the Appleton (Fox Cities) TMA, exposed areas of the Niagara Escarpment are located along the Upper Fox River and Lower Fox River GMU's (see Watersheds and Drainage below). Within the state the feature dips beneath the surface in the southern part of the state and is not visible. Due to its unique characteristics, a large number of resource issues are associated with the escarpment. The escarpment is an important source for groundwater recharge, however due to the fractured nature of the bedrock and the thin layer of soil covering this resource, groundwater is very susceptible to contamination. It is also home to over 240 different rare, threatened, or endangered plant and animal species.[97]

Mitigation Issues and System Level Mitigation Measures:

The Niagara Escarpment is a unique and sensitive resource. Due to the thin soil layer and fractured bedrock, potential groundwater impacts should be considered during planning, design, construction and maintenance of transportation projects. Transportation projects can impact groundwater when materials such as paint, solvent, fuel, etc. enter areas that provide direct links to the groundwater system such as the area known as the Niagara Escarpment. The escarpment is also home to over 240 different rare, threatened, or endangered plants and animal species

Projects impacting the Niagara Escarpment should integrate stormwater management into the design of the site. Stormwater management systems should be designed to protect area groundwater supplies, such as draining away from these areas. Parking or storing equipment in areas of potential groundwater contamination should be prohibited. All hazardous materials should be properly handled, stored and disposed of properly. If possible construction should utilize less hazardous materials when possible. Keep equipment in good working order and leak free. Avoid hosing down equipment on site.
Potential projects in the vicinity of the Niagara Escarpment (within the TMA) include:

- Project 93: STH 55 / STH 114 - CTH M, V of Sherwood
- Project 94: STH 114 / USH 10 - S. Junction STH 55, Menasha - Hilbert

Geologic Features and Farmland Resources

Metallic and Non-Metallic Mineral Resources

No active metallic mining activities occur within the Appleton (Fox Cities) TMA as metallic minerals are not present. The bedrock geology of the TMA does, however lend itself to the production of building and crushed stone. Extensive glacial activity is also responsible for

[96] The graphic source data depicted on Map 7-1 (and corresponding insets) includes: Escarpment Outcrop – J. Kluessendorf/D. Mikulic, 2000. Location digitized by Bay Lake Regional Planning Commission.
[97] The Niagara Escarpment, Inventory Findings 1999-2001 and Considerations for Management, Final Report MAY 1, 2002.

providing sand and gravel, which is mainly found in outwash formations, suitability for sand and gravel (five acres or more) and areas of high bedrock.

Soil Suitability for Sand and Gravel

Soil suitability for road materials (sand and gravel) is shown on **Map 16-1, Insets A-D and F**. This information can be used as guidance as to where to look for probable sources and are based on the probability that soils in a given area contain sizeable quantities of sand or gravel. These materials can be used as a source for roadfill and embankments. Soils suitable for gravel and sand (5 acres or more) are present within a band that runs diagonally from the Town of Neenah northeast to the Town of Freedom. Other locations include the area parallel to the Fox River and USH 41 from Kaukauna to Wrightstown, and near Lake Winnebago. About 1.2 percent (2,139 acres) of soils are suitable for gravel (0.3%, 460 acres) and sand (1.0%, 1,679 acres); of which 0.1 percent (160 acres) and 0.18 percent (317 acres) are within the quarter mile and 250 foot project buffer zones for gravel and sand, respectively.

Existing Non-Metallic Quarry Sites

Non-metallic mineral resources include all mined minerals other than those mined as source of metal. Economically important non-metallic minerals include stone, sand and gravel. Non-metallic Quarry Sites within the Appleton (Fox Cities) TMA was last updated by ECWRPC in 2014, based on permit data. **Map 16-1, Insets A – D, F - H** and **Table 16-1** indicate existing non-metallic quarry locations for clay, gravel, limestone, sand and sand and gravel. Limestone quarries are the most prevalent (11 out of 18) and can be found in the City of Kaukauna, Village of Harrison and Sherwood and the towns of Neenah, Clayton, Ellington and Center.

Table 16-1: Non-Metallic Quarry Sites

Material	Limestone	Sand/Gravel	Sand	Clay	Gravel	Total
Number	11	3	1	3	0	18

Source: ECWRPC, 2014

Bedrock

Bedrock geology for the Appleton (Fox Cities) TMA is made up of the Sinnipee Group that is comprised of dolomite with some limestone and shale; Maquoketa Formation comprised of shale and dolomite; the St. Peter Formation comprised of sandstone with some limestone, shale and conglomerate; and the Prairie du Chien Group comprised of dolomite with some sandstone and shale.[98] These rocks were formed during the Ordovician Period during which Wisconsin was submerged at least three times. Animals and plants living in the seas deposited layers and reefs of calcium carbonate which are now dolomite.

At one time, glaciers covered what is now the Appleton (Fox Cities) TMA, modifying the land surface by carving and gouging out soft bedrock, smoothing off hilltops, filling valleys and leaving a deposit of debris over the land. Areas of high bedrock (5 acres or more) within the Appleton (Fox Cities) TMA are shown on **Map 16-1, Insets A – D, F - H**. These areas are essentially located near and west of USH 41 in the Neenah/Menasha area; north of USH 41 in the Town of Center; west of Lake Winnebago and east of USH 41 in the Neenah area; and east of Lake Winnebago near the Village of Sherwood. Approximately 1.5 percent (2,570 acres) has

[98] Bedrock Geology of Wisconsin, UW-Extension Geological and Natural History Survey, April 1981, revised 2005.

areas of high bedrock that are five acres or more in size within the TMA; of which approximately 4 percent (715 acres) are within the quarter mile and 250 foot project buffer zones.

Mitigation Issues and System Level Mitigation Measures:

While high bedrock can result in higher construction costs, it also may be used as building materials for road construction. Projects within one quarter mile of high bedrock (5 or more Acres) areas include:

- Project 15: CTH II – STH 441 (Oshkosh-Appleton), Resurface
- Project 17: CTH O, WCL Crossing Signals & Gates
- Project 55: CTH CB Trail connection to FR Mall, CTH CB & CTH BB to Arrowhead
- Project 56: Cold Spring/East Shady – CTH BB, Reconstruction
- Project 57: Cold Spring/Jacobsen – American, Resurface
- Project 58: East Shady/CTH CB – Cold Spring, Reconstruction
- Project 59: East Shady/American – Cold Spring, Reconstruction
- Project 60: East Shady/Irish – Cold Spring, Reconstruction
- Project 61: Irish Road/Jacobsen – CTH II, Reconstruction
- Project 62: Irish Road/Jacobsen – East Shady, Reconstruction
- Project 63: Jacobsen/Cold Spring – CTH CB, Reconstruction
- Project 64: Jacobsen/Irish – CTH CB, Reconstruction
- Project 79: CTH A/Indian Point – Neenah, Reconstruction, Urban
- Project 80: CTH G/CTH A – WIS 76, Reconstruction, Urban
- Project 85: STH 96 / Washington – Claribel, Reconstruct

Farmland Resources

According to the Census of Agriculture[99], there were 719 farms in Calumet County, 1,170 farms in Outagamie County and 1,117 farms in Winnebago County. Since 2007, the number of farms has decreased in Calumet and Outagamie County and increased in Winnebago County. The average size of a farm decreased in Calumet County (from 207 to 198 acres) and Winnebago County (from 164 to 139 acres), but increased in Outagamie County (from 182 to 214 acres) during this time period.

Prime farmland are generally defined as “land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods”.[100] This includes the following classifications (1) All areas are prime farmland; (2) Prime Farmland, if drained; (3) Prime farmland if protected from flooding or not frequently flooded during the growing season, and (4) Prime farmland if drained and either protected from flooding or not frequently flooded during the

[99] Census of Agriculture, 2012 for Calumet, Outagamie and Winnebago counties. US Department of Agriculture, www.agcensus.usda.gov.
[100] United States Department of Agriculture, Natural Resource Conservation. NSSH Part 622 I NRCS. Service http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/survey/?cid=nrcs142p2_054226.

growing season.[101] Soil data from the NRCS-USDA Web Soil Survey (WSS), accessed in 2013, was used to determine prime farmland.

Soils suitable for farmland are shown on Map 16-1, Insets A-H. Almost all the projects within the Appleton (Fox Cities) TMA either cross, are in proximity to, or go through prime farmland, thus a visual inspection of each site for agricultural activity should be considered in relation to projects. However, within the incorporated communities of Appleton, Neenah, Menasha, Kimberly, Little Chute, Combined Locks and Kaukauna; prime farmland soils for its use as farmland are not a priority. Likewise, land designated in other areas for proposed developed uses such as residential, commercial, industrial, public/institutional, mixed use on Map 4-2, Future Land Use 2050 is not a priority for protection. Therefore for mitigation purposes, this report will only highlight areas within the towns, where farmland preservation is more important and where future land use allows agricultural uses. Approximately 83.3 percent (142,699 acres) are considered prime farmland with the TMA; of which about 22 percent (38,267 acres) of total MPO acres are within the quarter mile and 250 foot project buffer zones.

Mitigation Issues and System Level Mitigation Measures:

Wisconsin is rooted in agriculture and has a long history of supporting farming in the state. Legislation that has protected farming include the Wisconsin's "Right-to-Farm Law", Wisconsin Statutes 823.08 (protects farming from nuisance complaints), to its more recent "Working Lands Initiative" that among other things encourages counties to develop updated farmland preservation plans and have them certified by the state for farmland preservation. As a result, a number of counties in the state, including Calumet, Outagamie and Winnebago counties have updated their farmland preservation plans in the last four years.

Transportation projects should consider farmland preservation and impacts during planning, design, construction and maintenance of transportation projects within these areas. Access to farmland areas is necessary for farmers to plant, harvest and maintain their crops and properly care for their animals. Dust, noise, soil compaction and other aspects of construction may interfere with farming activities. Transportation projects may fragment parcels of land, damage agricultural drainage, remove windbreaks and alter existing access points, making it harder to permanently access fields or maintain viability.[102] Mitigation measures include maintaining access, limiting land acquisitions, avoiding the removal of windbreaks where possible, install necessary culverts to not impede the movement of water and not impact existing drainage lines.[103] Several projects within the Appleton (Fox Cities) TMA are in proximity to an existing farming operation. These projects include:

- Project 1: STH 55 / Lawe St - USH 41, Reconstruction
- Project 6: STH 15, Greenville – New London, Reconstruction, Expansion, R/R Crossings
- Project 8: USH 41/Appleton - Green Bay CTH J- Orange Lane, Resurfacing
- Project 9: I-41 Conversion / State Line - Green Bay, SCL Dodge Co - I-43 Signing
- Project 11: CTH LP / USH 10 – CTH A, Reconstruction
- Project 46: Evergreen / French – Holland, Reconstruction
- Project 47: Evergreen / Holland – CTH N, Reconstruction

[101] Prime farmland also includes areas that are irrigated. However, within Fond du Lac County this classification does not exist and was therefore omitted from the text.
[102] Comments received from WI Dept. of Agriculture, Trade and Consumer Protection, 4/3/15.
[103] Comments received from WI Dept. of Agriculture, Trade and Consumer Protection, 4/3/15

- Project 48: Randolph/Buchanan – Evergreen, Reconstruction
- Project 67: Eisenhower Drive / CTH AP – USH/STH 114, Reconstruction
- Project 68: Eisenhower Drive / CTH KK – Cornell, Bike & Ped Trail, Local
- Project 82: STH 76 / STH 15 – CTH JJ, Recondition
- Project 83: USH 10 / STH 441 – STH 114 C. of Menasha (Oneida St.), Resurface
- Project 85: STH 96 / Washington – Claribel, Reconstruct
- Project 87: STH 47, Appleton – Bonduel, CTH JJ – NCL, Resurface
- Project 88: USH 41 – Hwy Rehab
- Project 89: USH 41 / WIS 15 – CTH J, Road Maintenance

Water Resources

Water resources are sources of water that are useful or potentially useful to humans. Water is needed for life to exist and is used for household, agricultural, recreational, industrial and environmental activities.[104] There are numerous pressures facing our water resources, such as invasive species, beach closures due to pollution, sewer overflows, wetland loss, stormwater runoff, drought, floods, increasing water demands by residential, agricultural, recreation and industrial activities, climate change, and potential ground and surface water contamination due to pesticides, chemicals, and natural occurring minerals. In addition, it is important to consider the impacts of development on storm water flow; individual projects can and often do impact people and environmental resources in a watershed.[105] Water resource data such as; watershed boundaries, lake, pond, river, and stream data was obtained from the WDNR. Wetland data was provided by the WDNR in 2012, while floodplain data was FEMA in 2012.

Watershed, lakes, ponds, river, stream data was obtained from the WDNR. Wetland data was provided by the WDNR in 2012, floodplain data was FEMA certified in 2012. Wetland mitigation areas were obtained from WisDOT.

Groundwater

An aquifer is a rock or soil layer capable of storing, transmitting and producing potable water for human consumption. In the Calumet, Outagamie and Winnebago Counties there are several aquifers; the *sandstone aquifer* is the source of the most potable water and is used by many of the major cities within the three counties. The *Platteville-galena aquifer* is composed primarily of dolomite and provides adequate water to private wells. The *Silurian or Niagara dolomite aquifer* is a source of potable water and is in high demand because of the quantity and quality and is moderately susceptible to contamination. *Sand and gravel aquifer* consists of permeable sediments of unconsolidated glacial deposits and is the most susceptible to contamination.[106] Many residents within the TMA rely on surface water as a source of drinking water. Residents of the City of Appleton and communities that purchase water from the city obtain treated water for drinking from Lake Winnebago. Communities within the TMA, purchasing potable water from Appleton include the Village of Sherwood, Waverly Sanitary District[107], and the Town of Grand Chute. Residents from the City of Menasha and Neenah also rely on surface water as a source of drinking water (Lake Winnebago and the Fox River). The Town of Menasha purchases drinking water from the City of Menasha. Residents within the rest of the TMA rely on

[104] Wikipedia, http://en.wikepedia.org/wiki/Water resources, 2014.
[105] Comments received from Wisconsin Department of Natural Resources, 3/31/15
[106] Calumet Inventory and Trends Report, 2007 & Winnebago County Comprehensive Plan, 2006.
[107] Waverly Sanitary District includes parts of the cities of Appleton and Menasha and the Town of Harrison.

groundwater as a source of drinking water. Communities with municipal wells include the towns of Menasha, Greenville, the City of Kaukauna and the villages of Kimberly, Little Chute and Sherwood and the Darboy Sanitary District[108]. The Village of Combined Locks and the Darboy Sanitary District purchase water from the Village of Kimberly. Residents within the TMA, living outside of the areas described above rely on private wells as a source of drinking water. Groundwater is obtained from both shallow and deep wells and aquifers. Shallow wells and aquifers are more susceptible to contamination than deeper ones.

Groundwater Contamination Susceptibility

The ease that pollutants can be transported from the land surface to the top of the groundwater or "water table" defines a groundwater's susceptibility to pollutants.[109] Materials that lie above groundwater offer protection from contaminants. However, the amount of protection offered by the overlying materials varies, depending on the materials. In order to identify areas sensitive to contamination, the WDNR, in cooperation with UW-Extension, Wisconsin Geological and Natural History Survey and the USGS, evaluated the physical resource characteristics that influence this sensitivity. Five resource characteristics were identified: depth to bedrock; type of bedrock; soil characteristics; depth to water table; and characteristics of surficial deposits. Each of the five resource characteristics was mapped, and a composite map was created. A numeric rating scale was developed and map scores were added together.

An index method was used to determine susceptibility; however this method of analysis is subjective and includes little quantifiable or statistical information on uncertainty. This limits the use of the information for defensible decision making. Therefore, while groundwater contamination susceptibility maps can be useful, this level of uncertainty must be kept in mind.

According to the groundwater contamination susceptibility map, a majority of the Appleton (Fox Cities) TMA is less susceptible to contamination. Areas more susceptible to groundwater contamination are located around high bedrock areas **(Map 16-2)**.

Mitigation Issues and System Level Mitigation Measures:

Potential groundwater impacts should be considered during planning, design, construction and maintenance of transportation projects within areas of higher susceptibility to groundwater contamination. Transportation projects can impact groundwater when materials such as paint, solvent, fuel, etc. enter areas that provide direct links to the groundwater system.

Projects within areas of higher potential for groundwater contamination should integrate stormwater management into the design of the site. Stormwater Best Management Practices (BMPs) should be implemented to protect area groundwater supplies, such as draining away from these areas. Parking or storing equipment in areas of potential groundwater contamination should be prohibited. All hazardous materials should be properly handled, stored and properly disposed. If possible construction should utilize less hazardous materials when possible. Equipment should be kept in good working order and leak free. Avoid hosing down equipment on site.

[108] Darboy Sanitary District included portions of the towns of Buchanan (Outagamie County) and Harrison (Calumet County).
[109] http://wi.water.usgs.gov/gwcomp/find/fonddulac/index_full.html. Protecting Wisconsin's Groundwater Through Comprehensive Planning.

New or wider roadways increase the amount of impervious surface. Therefore groundwater mitigation measures should include permanent stormwater management systems. Stormwater runoff can contain chemicals from leaking vehicles, road salt and other pollutants that can enter the groundwater system.

According to the groundwater contamination susceptibility map, the following transportation projects are in areas more susceptible to groundwater contamination: (See **Map 16-2**).

- Project 1: STH 55 / Lawe St. – USH 41, Reconstruction
- Project 3: STH 441, USH 41 – USH 41, Road Maintenance
- Project 7: USH 10, USH 41 – Oneida Street, Reconstruction, Expansion
- Project 9: I-41 Conversation / State Line – Green Bay, SCL Dodge Co. – I-43 Signing
- Project 14: Broad Street / Tayco – Racine, Reconstruction
- Project 15: CTH II – STH 441 (Oshkosh-Appleton), Resurface
- Project 16: Northshore Ext. of Friendship Trail
- Project 52: Lake Street / Railroad – Butte, Reconstruction, Local
- Project 59: East Shady / American – Cold Spring, Reconstruction, Local
- Project 73: CTH BB / USH 41 – Bartell, Reconstruction, 4-Lane, Urban, Local
- Project 79: CTH A / Indian Point – Neenah, Reconstruction, Urban, Local
- Project 80: CTH G / CTH A – WIS 96, Reconstruction, Urban, Local
- Project 85: STH 96 / Washington – Claribel, Reconstruct
- Project 88: USH 41 – Hwy Rehab
- Project 90: USH 41 / USH 10 – USH 41, Resurface

Groundwater Quality

The quality of groundwater used for domestic purposes within East Central Wisconsin is relatively good, although specific locations may have localized problems due to geologic or aquifer characteristics. A portion of the Appleton (Fox Cities) TMA has been identified as an "Arsenic Advisory Area" by the WDNR[110] (Figure 7-1). This area coincides with the sub-crop of the St. Peter Sandstone and has one of the primary sulfide mineral bearing zones lying just below the glacial sediments. These sulfides breakdown when exposed to oxygen to create arsenic. Ingested arsenic is a known cause of cancer, including cancer of the skin, lungs, bladder and kidneys.

Wellhead Protection Areas

Fifteen[111] out of thirty-four municipalities within Calumet, Outagamie and Winnebago counties have wellhead protection plans. Seven of these municipalities have a wellhead protection ordinance. **Table 16-2** displays the municipalities that have wellhead protection plans and or wellhead protection ordinances. Wellhead protection plans are developed to achieve groundwater pollution prevention measures within public water supply wellhead areas. A wellhead protection plan can be all of or part of the well recharge area. The well recharge area

[110] Milestone Report #1, State of the Region, East Central Wisconsin Regional Comprehensive Plan 2030, adopted April 2003.
[111] While the Village of Wrightstown is mostly located in Brown County, in recent years it has expanded into Outagamie County.

is the entire area of land that allows water and other fluids to flow into the subsurface and move toward the well. According to the WDNR website[112] the Town of Greenville and the villages of Little Chute, Sherwood and Wrightstown and the Darboy Joint and Freedom sanitary districts have wellhead protection plans within the Appleton (Fox Cities) TMA.

Table 16-2: Municipalities with Wellhead Protection Plan and/or Ordinances

Municipality/Jurisdiction	Protection Plan	Ordinance
Calumet County		
Sherwood*	**X**	**X**
Outagamie County		
Darboy Joint Sanitary District*	**X**	**X**
Freedom Sanitary District*	**X**	
Greenville Sanitary District/Town*	**X**	**X**
Little Chute*	**X**	**X**
Wrightstown**	**X**	
***Municipality is part of the TMA.** ****Municipality is partially within Outagamie County and the TMA.**		

Mitigation Issues and System Level Mitigation Measures:

Wells provide direct links to the groundwater system. Additionally pollutants on the land can seep into the ground and move towards municipal wells. Potential impacts to wellhead protection areas should be considered during planning, design, construction and maintenance of transportation projects. If a wellhead protection area is impacted, specific measures to protect the wellhead will depend on the depth to bedrock; type of bedrock; soil characteristics; depth to water table; and characteristics of surficial deposits. At a minimum, care should be taken to direct stormwater runoff away from these areas.

Watersheds and Drainage

The WDNR has divided the state into three major river basins; the Appleton (Fox Cities) TMA is contained entirely within the Lake Michigan Basin.[113] Each major river basin is further broken down into 24 hydrologically based Water Management Units (WMUs). The Appleton (Fox Cities) TMA is part of the Lower Fox River, Upper Fox River and the Wolf River WMUs or basins (**Map 16-3, Insets A-H**). Geographic Management Units (GMUs) are similar to WMU but differ because they incorporate county boundaries and are not entirely hydrologically based. The Appleton (Fox Cities) TMA is part of the Lower Fox River, Upper Fox River and Wolf River GMUs. GMUs are further divided into smaller units based on smaller sub-watersheds. The Wisconsin DNR has completed several reports analyzing water quality for designated GMUs.[114]

The Lower Fox River Basin encompasses about 638 square miles and is made up of six sub-watersheds; five of which are found with the TMA: Apple, Ashwaubenon Creek sub-watershed (LF02); Plum and Kankapot Creeks Sub-watershed (LF03); The Fox River - Appleton Sub-watershed (LF04), Duck Creek sub-watershed (LF05), and Little Lake Butte Des Morts Sub-watershed (LF06).

[112] List Of Communities In Wisconsin With Wellhead Protection Plans (Updated July 8, 2008). http://www.dnr.state.wi.us/org/water/dwg/gw/whp/communities.pdf.
[113] http://dnr.wi.gov/water/watershedsearch.aspx, 2014.
[114] WDNR. State of the Basin Reports. http://dnr.wi.gov/water/basin/.

- Duck Creek Sub-watershed is located in the northwestern portion of the Lower Fox River Basin. Only the very southern tip of the watershed, which covers 152 square miles, enters the Appleton (Fox Cities) TMA. Overall water quality and stream habitat is rated poor to fair, with documented problems of sedimentation, phosphorus, filamentous algae. Sedimentation and phosphorus from upland agricultural fields are the major sources of nonpoint pollution in the watershed. Upland areas account for well over 80 percent of the overall load.

- The Apple and Ashwaubenon Creek Sub-watershed is located east of STH 47. Its southern boundary can be found on the south side of USH 41 and includes about 113 acres. Land use in the watershed is primarily agriculture and residential. Sediment and phosphorus loading from upland agricultural fields are the major sources of nonpoint pollution within the watershed. It was selected as a Priority Watershed Project in 1986 based on three criteria: the severity of the water quality problems; the seriousness of the nonpoint sources; and the capacity and willingness of the local units of government and agencies to carry out the project.

- The Plum and Kankapot Creek Sub-watershed is situated on the south side of the Fox River and includes part of the cities of Appleton and Kaukauna as well as the villages of Kimberly and Combined Locks. This sub-watershed covers about 84 square miles. Historical data indicates water quality problems in the sub-watershed. Nonpoint pollution from cropland erosion, barnyard runoff and poor land practices contribute to problems with low dissolved oxygen, high nutrient levels and sediment.

- The Fox River - Appleton Sub-watershed is located north of the Plum Creek and Little Lake Butte Des Morts Sub-watersheds and south of the Apple and Ashwaubenon Creeks Sub-watersheds. It extends from east of the City of Kaukauna and west to USH 45. This narrow sub-watershed encompasses 39 square miles. This watershed is predominately an urbanized area with a large amount of impervious surfaces that contribute to urban storm runoff.

- The Little Lake Butte Des Morts Sub-watershed contains about 44 square miles and is located almost entirely within Winnebago County. It includes the cities of Neenah and Menasha and the southern end of the City of Appleton. This watershed was added to the Lower Fox River Basin in 1995, when the basin and watershed boundaries of the Upper and Lower Fox River Basins were revised. A very small portion of this Sub-watershed is part of the Oshkosh MPO.

The Upper Fox River Basin occupies a total of 2,090 square miles and is broken down into 15 sub-watersheds. Three of the sub-watersheds are part of the Appleton (Fox Cities) TMA. These include the Lake Winnebago and North and West (UF01), the Lake Winnebago - East (UF02) and the Lake Butte des Morts (UF04) sub-watersheds.[115]

- The Lake Winnebago North and West Sub-watershed is located along the west and north shore of Lake Winnebago from Oshkosh to just west of High Cliff State Park. It includes portions of the Cities of Oshkosh, Neenah, and Menasha. The watershed has approximately 15 miles of frontage on Lake Winnebago. This watershed is a major contributor of phosphorus and suspended solids and was ranked “high” for streams.

[115] http://dnr.wi.gov/water/basin/upfox/, Accessed 10/7/2014.

- The Lake Winnebago East Sub-watershed extends along the east shore of Lake Winnebago in Calumet and Fond du Lac Counties. This watershed was selected as a nonpoint source priority watershed project in 1989.

- Lake Butte des Morts Sub-watershed lies in east central Winnebago County. The very northern tip of the sub-watershed is included in the Appleton (Fox Cities) TMA. Agriculture is the primary land use, but there is a very sizable urban area in the watershed. The Lake Butte des Morts Watershed is ranked "high" for nonpoint source issues affecting streams and groundwater.

The Wolf River Basin drains 3,690 square miles and is divided into 20 sub-watersheds.[116] Two of these sub-watersheds: Arrowhead River and Daggets Creek (WR01) and Wolf River New London and Bear Creek (WR12) sub-watersheds are found within the Appleton (Fox Cities) TMA.

- Arrowhead River and Daggets Creek Sub-watershed skims along the western edge of the TMA. The watershed ranked high priority for streams and low for groundwater under the Wisconsin Nonpoint Source Water Pollution Abatement Program priority watershed section process. Watershed problems include excessive vegetation, dissolved oxygen, and soil loss.

- Wolf River New London and Bear Creek Sub-watershed is found within the northwestern corner of the TMA and covers about 145 square miles. The watershed ranked medium for streams and low for groundwater under the NPS Priority Watershed section process.

Mitigation Issues and System Level Mitigation Measures:

Water resources are considered impacted if (1) polluted stormwater runoff reaches lakes, ponds, rivers and streams; (2) area vegetation is removed; (3) there is damage to stream beds or banks caused by heavy equipment; or (4) accidental spills such as paint, salt, solvent, etc. that run directly into bodies of water. Therefore, surface water impacts should be considered during planning, design, construction and maintenance of transportation projects.

If it is determined that a water resource could be impacted by the project, if possible, steps should be taken to avoid impacts to these resources. If however, impacts are unavoidable, then a course of action should be established to minimize these impacts. Stormwater management should be incorporated into the site design, low impact development practices should be utilized that help infiltrate stormwater into the ground, instead of diverting stormwater directly to the water resource. Special requirements should be incorporated that address water resource sensitivity into the plans and specifications. Erosion control practices should be implemented to capture sediments and control runoff before site disturbance occurs. Specific projects that may potentially impact lakes, ponds, marshes, rivers, streams, wetlands and floodplains are discussed below under mitigation issues and system level mitigation measures.

[116] http://dnr.wi.gov/water/basin/wolf/, Accessed 10/7/2014.

Lakes and Ponds

Natural lakes in Wisconsin are categorized by the source of their water supply. The four types of natural lakes are: drainage lakes, seepage lakes, spring lakes and drained lakes.[117]

- **Drainage lakes** have both an inlet and outlet whose main water source is stream drainage. Most major rivers in Wisconsin have drainage lakes along their course. Drainage lakes owe one-half of their maximum depth to a dam and are considered to be artificial lakes or impoundments.

- **Seepage lakes** do not have an inlet or an outlet, and only occasionally overflow. As landlocked water bodies, the principal source of water is precipitation or runoff, supplemented by groundwater from the immediate drainage area. Since seepage lakes commonly reflect groundwater levels and rainfall patterns, water levels may fluctuate seasonally. Seepage lakes are the most common lake type in Wisconsin.

- **Spring lakes** have no inlet, but do have an outlet. The primary source of water for spring lakes is groundwater flowing into the bottom of the lake from inside and outside the immediate surface drainage area.

- **Drained lakes** have no inlet, but like spring lakes, have a continuously flowing outlet. Drained lakes are not groundwater-fed. Their primary source of water is from precipitation and direct drainage from the surrounding land. Drained lakes are the least common lake type found in Wisconsin.

Three lakes/quarries are found within the Appleton (Fox Cities) TMA; Lake Winnebago, Little Lake Butte des Morts and Lous Quarry **Map 16-3**).

- **Lake Winnebago**, a drainage lake, is the largest inland lake in Wisconsin; it has a maximum depth of 21 feet and covers about 137,708 acres. It also has the largest volume (696 billion gallons) and the longest shoreline (85 miles) than any lake in Wisconsin. Lake Winnebago is part of the Winnebago Pool Lakes, composed of Lakes Winnebago, Butte des Morts, Winneconne, and Poygan that drain 16,654 square kilometers and compose 17% of Wisconsin's surface water area.[118] Lake Winnebago is classified as impaired and receives large volumes of sediment and nutrient loading.

- **Lake Butte des Morts**, a drainage lake, has a maximum of 9 feet and encompasses an area of 8,569 acres. It is part of the Winnebago Pool Lakes and is fed by the Fox River (Southwest corner) and the Wolf River (Southeast corner). It drains via the Fox River through the City of Oshkosh into Lake Winnebago.

- **Lous Quarry** has a maximum depth of 18 feet and a surface area of 2 acres. It is located in T. 20 N., R. 17 E., Section 4 in the Town of Menasha.

[117] Wisconsin Lakes; www.wisconsinlakes.org.
[118] WDNR: http://dnr.wi.gov/water/waterDetail.aspx?key=358400.

Mitigation Issues and System Level Mitigation Measures:

Protection of lakes and ponds require mitigation measures that are centered around sound construction management practices and permitting. Project level reviews should include, but are not limited to proper permits, soil erosion protections, control and limitation of pollutants, vegetation buffers and sedimentation control measures.

Projects that are in the vicinity of lakes, ponds, and/or wetlands within the Fox Cites TMA include:

- Project 3: STH 441, USH 41 – USH 41, Road Maintenance
- Project 4: Province Terrace Trail
- Project 7: USH 10, USH 41 – Oneida Street, Reconstruction, Expansion
- Project 9: I-41 Conversation / State Line – Green Bay, SCL Dodge Co. – I-43 Signing
- Project 11: CTH LP / USH 10 – CTH A, Reconstruction
- Project 14: Broad Street / Tayco – Racine, Reconstruction
- Project 15: CTH II – STH 441 (Oshkosh-Appleton), Resurface
- Project 16: Northshore Ext. of Friendship Trail
- Project 19: 3rd Street, City of Menasha, Lake Winnebago Slough & Approach
- Project 28: USH 10 / USH 41 – Oneida St., RR Xing Relocation
- Project 52: Lake Street / Railroad – Butte, Reconstruction, Local
- Project 59: East Shady / American – Cold Spring, Reconstruction, Local
- Project 65: Racine St. / Third – Ninth, Reconstruction, Local
- Project 78: Nicolet / First – Ninth, Resurface, Local
- Project 79: CTH A / Indian Point – Neenah, Reconstruction, Urban, Local
- Project 80: CTH G / CTH A – WIS 96, Reconstruction, Urban, Local
- Project 83: USH 10 / STH 441 – STH 114 C. of Menasha (Oneida St.), Resurface
- Project 88: USH 41 – Hwy Rehab
- Project 90: USH 41 / USH 10 – USH 41, Resurface
- Project 91: Racine St. Bridge, C. of Menasha
- Project 92: USH 10 Waupaca – Menasha NCL – STH 441

Rivers and Streams

There are thirteen named rivers and streams within the Appleton (Fox Cities) TMA (**Map 16-3, Insets A-H**).

- **Lower Fox River** (Fox River – Appleton) is part of northeast Wisconsin's Fox-Wolf River system. The Fox River is the largest tributary to Lake Michigan. It drains approximately 601 square miles and flows 39 miles north from Lake Winnebago to its mouth in Green Bay, which discharges into the Bay of Green Bay. Twelve locks and 17 dams harness the Lower Fox River that falls about 168 feet and flows through the cities of Appleton, Menasha and Kaukauna and the villages of Little Chute, Kimberly, Combined Locks. The Fox River Navigational System Authority oversees the operation, repair, and maintenance of the Fox Locks. The Lower Fox River has poor water quality conditions.

Urban runoff and agricultural runoff contribute excessive amounts of sediment and nutrient loading.

- **Arrowhead River** (Arrowhead River and Daggots Creek Sub-Watershed). The Arrowhead River is tributary to the east shore of Lake Winneconne. The *Winnebago Comprehensive Management Plan* (WCMP) rated an 8.2 mile priority strip along the Arrowhead River as high priority for NPS pollution abatement activities. The data search for the Wolf River Basin indicated problems are widespread within this watershed.[119]

- **Goldsbrough Creek** (Little Lake Butte des Morts Sub-Watershed)

- **Apple Creek** (Apple, Ashwaubenon Creek Sub-Watershed) is a 24-mile creek located north of USH 41. This stream is plagued by erosion and is often dry except for scattered pools.

- **Duck Creek** (Duck Creek Sub-Watershed) is a 42-mile creek that originates in Burma Swamp and winds northeast before it dumps into the Bay of Green Bay. Water quality is impacted by land use practices such as lack of stream buffers, livestock and cropping practices next to the streambank and ditching are common. This has resulted in turbid water, warmer water temperatures, lower dissolved oxygen levels, stream flashiness and dramatic water fluctuation including periods of ponding and no flow.

- **Garners Creek** (Plum Creek Sub-Watershed) is a five mile stream with low water quality and stream bank erosion and failure is common. It flows through the towns of Buchanan and Harrison and the Village of Combined Locks. The Garners Creek Stormwater Utility was formed to reduce flooding, enhance water quality and reduce stream bank erosion in 1998.

- **Kankapot Creek** (Plum Creek Sub-Watershed) is a nine mile stream with poor water quality. Very little fish and aquatic life habitat exists due to heavy clay substrate. Within the TMA, the Kankapot flows through the City of Kaukauna, Town of Buchanan and Town of Woodville.

- **Plum Creek** (Plum Creek Sub-Watershed) is a 19-mile stream with poor water quality. Aquatic life habitat is poor due to the clay substrate from bank erosion and upland sediment runoff. Aquatic life is also limited due to low stream flow during the summer months the TMA the creek flows through the Town of Buchanan.

- **Mud Creek** (Fox River - Appleton Sub-Watershed) is an eight mile stream that originates in an urban area and continues through the southwestern portion of the City of Appleton before discharging into the Fox River. Aquatic habitat is rated poor to fair.

- **Rat River** (Arrowhead River and Daggets Creek Sub-Watershed) is a tributary to the Main Stem Wolf River. Extensive marsh/wetlands surround the river's shoreline.

[119] http://dnr.wi.gov/water/waterDetail.aspx?key=10750.

- **Bear Creek** (Wolf River - New London and Bear Creek Sub-Watershed) is an 18-mile long tributary to the Wolf River. The stream's main fishery value is as a spawning area for the Wolf River fishery.

- **Mackville Creek** (Wolf River - New London and Bear Creek Sub-Watershed) runs through Bubolz Nature Preserve.

- **Neenah Slough** (Little Lake Butte Des Morts Sub-Watershed) can be characterized as a stream, lake and marsh. The slough is one of the major northern pike spawning areas adjacent to Little Lake Butte des Morts.

Mitigation Issues and System Level Mitigation Measures:

Most transportation projects within the Fox Cities TMA area are in the vicinity of rivers and streams and may impact the waterways. Mitigation measures to protect rivers and streams are centered around sound construction management practices and permitting. Project level reviews should include, but are not limited to proper permits, soil erosion protections, control and limitation of pollutants, vegetation buffers and sedimentation control measures. Projects that are in the vicinity of rivers, streams, creeks and unnamed tributaries within the Fox Cities TMA include:

- Project 2: STH 124 / USH 41 – STH 47, Resurface
- Project 3: STH 441, USH 41 – USH 41, Road Maintenance
- Project 5: CTH CB Bike to Work Trail
- Project 6: STH 15, Greenville – New London, Reconstruction, Expansion, R/R Crossing
- Project 7: USH 10, USH 41 – Oneida Street, Reconstruction, Expansion
- Project 8: USH 41 / Appleton – Green Bay CTH J, Orange Lane
- Project 9: I-41 Conversation / State Line – Green Bay, SCL Dodge Co. – I-43 Signing
- Project 10: French Road / STH 96 – CTH OO, Reconstruction
- Project 11: CTH LP / USH 10 – CTH A, Reconstruction
- Project 12: Kimberly Ave. / Railroad – Marcella, Reconstruction
- Project 13: Van Roy / Eisenhower CTH CE – Theater Way, Reconstruction
- Project 14: Broad Street / Tayco – Racine, Reconstruction
- Project 18: Little Chute Canal Bridge Ped/Bike over Little Chute Lock
- Project 19: 3rd Street, City of Menasha, Lake Winnebago Slough & Approach
- Project 23: CTH CE / College & Eisenhower, Reconstruction
- Project 24: Lawe St., Power Canal Bridge
- Project 25: Prospect Ave. / Jackman St., Overhead
- Project 28: USH 10 / USH 41 – Oneida St., RR Xing Relocation
- Project 29: Oneida St. / Valley Rd. – Skyline Bridge, Reconstruction
- Project 31: McCarthy / Brookview – CTH GV, Reconstruct to Urban, 4-Lane
- Project 32: McCarthy / CTH GV – STH 15, Reconstruct to Urban, 4-Lane
- Project 36: S. Bluemound Rd. / Prospect – Spencer, Reconstruct to Urban, 4-Lane
- Project 39: College Ave. at Mall Drive / Nicolet, Intersection Improvements, Local

- Project 43: Spencer Street / Lynndale – USH 41, Reconstruction 2-Lane Urban with Bike & Ped, Local
- Project 44: Lincoln Ave. / Wilson – Vandenbroek, Extension of Lincoln Ave. Local
- Project 45: Main Street / Vandenbroek, Intersection Realignment, Local
- Project 49: Prospect Street / CHT N – Park, Reconstruction, Local
- Project 50: Kimber Trail / CE Trail – Railroad, Bike/Ped Trail, Local
- Project 51: Railroad Street / 3rd – Maes, Bike/Ped Trail, Local
- Project 52: Lake Street / Railroad – Butte, Reconstruction, Local
- Project 65: Racine St. / Third – Ninth, Reconstruction, Local
- Project 66: Veteran's List Bridge, Reconstruction, Local
- Project 68: Eisenhower Drive / CTH KK – Cornell, Bike & Ped Trail, Local
- Project 69: CTH CE & Buchanan Intersection, Intersection Improvements, Local
- Project 70: CTH N / CTH CE to CTH KK, Widening, Local
- Project 72: CTH E / ETH EE – CTH JJ, Reconstruction, 4-Lane, Urban, Local
- Project 73: CTH BB / USH 41 – Bartell, Reconstruction, 4-Lane, Urban, Local
- Project 74: CTH CA / CTH CB – Mall Drive, Reconstruction, 4-Lane, Urban, Local
- Project 78: Nicolet / First – Ninth, Resurface, Local
- Project 82: STH 76 / STH 15 – CTH JJ, Recondition
- Project 85: STH 96 / Washington – Claribel, Reconstruct
- Project 86: STH 441, USH 41 – USH 41, Fox River Bridge, City of Appleton
- Project 88: USH 41 – Hwy Rehab
- Project 90: USH 41 / USH 10 – USH 41, Resurface
- Project 91: Racine St. Bridge, C. of Menasha

Designated Trout Streams

Wisconsin trout streams are placed into three classes for fish management purposes by the Wisconsin Department of Natural Resources[120]:

- **Class 1.** These are high quality trout waters; they have sufficient natural reproduction to sustain populations of wild trout at or near carry capacity. Consequently, streams in this category require no stocking of hatchery trout. These streams or stream sections are often small and may contain small or slow-growing trout, especially in the headwaters.

- **Class 2.** Streams in this classification may have some natural reproduction, but not enough to utilize available food and space. Therefore, stocking is required to maintain a desirable sport fishery. These streams have good survival and carryover of adult trout, often producing some fish larger than average size.

- **Class 3.** These waters are marginal trout habitat with no natural reproduction occurring. They require annual stocking of trout to provide trout fishing. Generally, there is no carryover of trout from one year to the next.

[120] Wisconsin Trout Streams, WDNR. Last revised March 28, 2014; http://dnr.wi.gov/topic/fishing/trout/streamclassification.html.

According to the WDNR, there are no designated trout streams within the Appleton (Fox Cities) TMA.

Outstanding Resource Waters or Exceptional Water Resources

Wisconsin has designated many of the state's highest quality waters as Outstanding Resource Waters (ORWs) or Exceptional Resource Waters (ERWs). Waters designated as ORW or ERW are surface waters which provide outstanding recreational opportunities, support valuable fisheries and wildlife habitat, have good water quality, and are not significantly impacted by human activities. ORW and ERW status identifies waters that the State of Wisconsin has determined warrant additional protection from the effects of pollution. These designations are intended to meet federal Clean Water Act obligations requiring Wisconsin to adopt an "antidegradation" policy that is designed to prevent any lowering of water quality – especially in those waters having significant ecological or cultural value.[121]

- **ORWs:** ORWs typically do not have any point sources discharging pollutants directly to the water (for instance, no industrial sources or municipal sewage treatment plants), though they may receive runoff from nonpoint sources. New discharges may be permitted only if their effluent quality is equal to or better than the background water quality of that waterway at all times—no increases of pollutant levels are allowed.

- **ERWs:** If a waterbody has existing point sources at the time of designation, it is more likely to be designated as an ERW. Like ORWs, dischargers to ERW waters are required to maintain background water quality levels; however, exceptions can be made for certain situations when an increase of pollutant loading to an ERW is warranted because human health would otherwise be compromised.

Waters currently designated as ORWs and ERWs are listed in Wisconsin's Administrative Code in chapters NR 102.10 (ORWs) and NR 102.11 (ERWs). According to the WDNR website and the Wisconsin Administrative Code, there are no ORW or ERW waters listed within the Appleton (Fox Cities) TMA.

Wetlands

Wetlands act as a natural filtering system for nutrients such as phosphorus and nitrates. More importantly, wetlands also serve as a natural buffer protecting shorelines and stream banks from erosion. Wetlands are essential in providing wildlife habitat, flood control and groundwater recharge. Consequently, local, state and federal regulations place limitations on the development and use of wetlands and shore lands. A number of the communities within the TMA have local ordinances that regulate wetlands. The U.S. Army Corps of Engineers has authority over the placement of fill materials in virtually all wetlands two acres and larger or adjacent to navigable waters. The Wisconsin Department of Natural Resources and United States Department of Agriculture also have jurisdiction over wetlands within Wisconsin. The U.S. Department of Agriculture incorporates wetland preservation criteria into its crop price support programs. Prior to placing fill or altering wetland resources, the appropriate agencies must be contacted to receive authorization.

[121] http://dnr.wi.gov/topic/SurfaceWater/orwerw.html; Last revised October 17, 2013.

The wetlands surveyed according to the Wisconsin Wetlands Inventory (WWI) Map are shown in **Map 16-4 and Insets A-H**. The WWI maps show graphic representations of the type, size and locations of wetlands in Wisconsin. They have been prepared from the analysis of high altitude imagery in conjunction with soil surveys, topographic maps, previous wetland inventories and field work. Therefore it should be noted that using remotely sensed information as a primary data source places limitations on the information. As a result this information should be used as a guide for planning purposes only.[122]

Wetlands within the Appleton (Fox Cities) TMA are somewhat scattered, but larger wetland associations are found near the Town of Center and Grand Chute. Wetland vegetation can be classified as Forested Broad Leaved Deciduous, Forested Emergent Wet Meadow, Emergent Wet Meadow, and Shrub/Shrub Broad Leaved Deciduous. Not including small tracts of wetlands (less than five acres); only about 5.98 percent 10,233.84 acres) of the Appleton (Fox Cities) TMA is classified as wetlands; of which approximately 0.74 percent (1,266 acres) fall within the quarter mile and 250 foot project buffer zones.

Mitigation Issues and System Level Mitigation Measures:

If at all possible avoid locations in proximity to wetlands. If project location is unavoidable, a wetland mitigation plan should be developed that identifies measures proposed to minimize adverse impact and replace lost wetland habitat values and other wetland functions and values. A mitigation plan should include design features such as culverts to retain hydrological connection between areas fragmented by the project, soil erosion protections, control and limitation of pollutants, vegetation buffers and sedimentation control measures. Mitigation measures should be centered around sound construction management practices and permitting. Projects that are in the vicinity of wetlands within the Fox Cites TMA include:

- Project 1: STH 55 / Lawe St. – USH 41, Reconstruction
- Project 2: STH 124 / USH 41 – STH 47, Resurface
- Project 3: STH 441, USH 41 – USH 41, Road Maintenance
- Project 4: Province Terrace Trail
- Project 5: CTH CB Bike to Work Trail
- Project 6: STH 15, Greenville – New London, Reconstruction, Expansion, R/R Crossing
- Project 7: USH 10, USH 41 – Oneida Street, Reconstruction, Expansion
- Project 8: USH 41 / Appleton – Green Bay CTH J, Orange Lane
- Project 9: I-41 Conversation / State Line – Green Bay, SCL Dodge Co. – I-43 Signing
- Project 10: French Road / STH 96 – CTH OO, Reconstruction
- Project 11: CTH LP / USH 10 – CTH A, Reconstruction
- Project 12: Kimberly Ave. / Railroad – Marcella, Reconstruction
- Project 14: Broad Street / Tayco – Racine, Reconstruction
- Project 15: CTH II – STH 441 (Oshkosh-Appleton), Resurface
- Project 16: Northshore Ext. of Friendship Trail
- Project 17: CTH O, WCL Crossing Signals & Gates
- Project 19: 3rd Street, City of Menasha, Lake Winnebago Slough & Approach
- Project 20: CTH G, City of Neenah, Neenah Slough Bridge & Approach

[122] http://dnr.wi.gov/topic/wetlands/inventory.html; Last updated November 6, 2013.

- Project 21: WIS 15 & Casaloma Drive, Turn Lane Adjustment Reconstruction
- Project 26: Delanglade St. / CN RR Xing, RR Signals Reconstruction
- Project 27: Delanglade St. / CN RR Xing, PR Surface Reconstruction
- Project 28: USH 10 / USH 41 – Oneida St., RR Xing Relocation
- Project 31: McCarthy / Brookview – CTH GV, Reconstruct to Urban, 4-Lane
- Project 32: McCarthy / CTH GV – STH 15, Reconstruct to Urban, 4-Lane
- Project 33: McCarthy / STH 15 – Capitol, Reconstruct to Urban, 4-Lane
- Project 34: Grand Chute Blvd. / Victory – Capitol Dr., Underpass, New Construction, Local
- Project 35: Rifle Range Road / Capitol – Grand Chute Blvd., Reconstruct to Urban, 2-Lane with Bike & Ped, Local
- Project 37: Casaloma / Prospect – Spencer, Reconstruct to Urban, 4-Lane, Local
- Project 38: Casaloma / Converters Drive – Capitol, Reconstruct to Urban, Local
- Project 40: Capitol Drive / McCarthy – USH 41, Reconstruct to Urban, Local
- Project 42: Gillette Street / Capitol – Elsner, Reconstruction, 2-Lane Urban with Bike & Ped, Local
- Project 46: Evergreen / French – Holland, Reconstruction, Local
- Project 49: Prospect Street / CHT N – Park, Reconstruction, Local
- Project 52: Lake Street / Railroad – Butte, Reconstruction, Local
- Project 54: Clayton Ave. / East Shady – Fairview, Reconstruction, Local
- Project 55: CTH CB Trails connection to FR Mall CTH CB & CTH BB to Arrowhead, Bike & Ped Trail, Local
- Project 56: Cold Spring / East Shady – CTH BB, Reconstruction, Local
- Project 57: Cold Spring / Jacobsen – American, Resurface, Local
- Project 58: East Shady / CTH CB – Cold Spring, Reconstruction, Local
- Project 59: East Shady / American – Cold Spring, Reconstruction, Local
- Project 60: East Shady / Irish – Cold Spring, Reconstruction, Local
- Project 61: Irish Road / Jacobsen – CTH II, Reconstruction, Local
- Project 62: Irish Road / Jacobsen – East Shady, Reconstruction, Local
- Project 63: Jacobsen / Cold Spring – CTH CB, Reconstruction, Local
- Project 64: Jacobsen / Irish – CTH CB, Reconstruction, Local
- Project 67: Eisenhower Drive / CTH AP – USH/STH 114, Reconstruction, Local
- Project 68: Eisenhower Drive / CTH KK – Cornell, Bike & Ped Trail, Local
- Project 69: CTH CE & Buchanan Intersection, Intersection Improvements, Local
- Project 70: CTH N / CTH CE to CTH KK, Widening, Local
- Project 72: CTH E / ETH EE – CTH JJ, Reconstruction, 4-Lane, Urban, Local
- Project 73: CTH BB / USH 41 – Bartell, Reconstruction, 4-Lane, Urban, Local
- Project 74: CTH CA / CTH CB – Mall Drive, Reconstruction, 4-Lane, Urban, Local
- Project 76: Green Bay Rd. / Fox Point – Shopko, Reconstruction, Local
- Project 77: Bell Street / Marathon – Harrison, Resurface, Local
- Project 79: CTH A / Indian Point – Neenah, Reconstruction, Urban, Local
- Project 80: CTH G / CTH A – WIS 96, Reconstruction, Urban, Local

- Project 81: STH 76 / STH 15 – CTH JJ, Reconstruction
- Project 82: STH 76 / STH 15 – CTH JJ, Recondition
- Project 83: USH 10 / STH 441 – STH 114 C. of Menasha (Oneida St.), Resurface
- Project 84: STH 55 / Sherwood NVL –USH 10, Resurface
- Project 85: STH 96 / Washington – Claribel, Reconstruct
- Project 87: STH 47, Appleton – Bonduel, CTH JJ – NCL, Resurface
- Project 88: USH 41 – Hwy Rehab
- Project 89: USH 41 / WIS 15 – CTH J, Road Maintenance
- Project 90: USH 41 / USH 10 – USH 41, Resurface
- Project 92: USH 10 Waupaca – Menasha NCL – STH 441
- Project 93: STH 55 / STH 114 – CTH M V. of Sherwood, Reconstruction
- Project 94: STH 114 / USH 10 – S. Junction STH 55 Menasha – Hilbert, Resurface
- Project 95: W Spencer St. / Mayflower – Casaloma, Reconstruction

Floodplains

Areas susceptible to flooding are considered unsuitable for development due to potential health risks and property damage. Floodplain information for the TMA is contained within the following documents: FEMA Floodplain 2003, Winnebago County adopted by FEMA on March 17, 2003 and Winnebago County on March 25, 2003; Flood Insurance Rate Maps (FIRM) for Calumet County (Unincorporated Areas) Community Panel Number 5500535 0055 B and 550035 0060 B; Flood Insurance Rate Maps (FIRM) for Outagamie County (Unincorporated Areas) Community Panel Number 550302 0050 B, 550302 0083 C, 550302 0084 C, 550302 0092 C, 550302 0100 C, Flood Insurance Study for Appleton WI (February 1973), Flood Insurance Study for the Village of Combined Locks WI (December 15, 1980), Flood Insurance Study for the Village of Little Chute WI (December 15, 1980), Flood Insurance Study for the City of Kaukauna, WI (January 16, 1981), Flood Insurance Study for the Village of Kimberly, WI (November 17, 1981). 100 year floodplain information is shown on **Map 16-4, Insets A-H**.

While floodplains are scattered throughout the TMA, larger areas are associated with Bear Creek and the wetland areas northwest of USH 41, Apple Creek, Neenah Slough, Lake Winnebago and the Fox River (**Map 16-4, Insets A-H**). Approximately 7.4 percent (12, 675.83 acres) of land within the Appleton (Fox Cities) TMA are within the 100 year floodplain; of which approximately 0.8 percent (1,370 acres) are within the quarter mile and 250 foot project buffer zones.

Mitigation Issues and System Level Mitigation Measures:

In general, several projects are either within close proximity or are in a 100 year floodplain. Most of these projects represent stream and river crossing or work near Lake Winnebago. However, from a system level view, certain areas within the Fox Cities have flooded in the past. Therefore, project staging and safety/security issues should be coordinated to avoid potential emergency response problems during construction. Maps contained in this report should help facilitate examination of these system level issues by transportation or emergency management agencies and land use decision makers to potentially mitigate impacts of floods on public property and on public safety.

Additionally, there is a special need for sound construction engineering and management practices when constructing public facilities in flood prone areas. Projects in proximity of the 100 year floodplain include:

- Project 2: STH 124 / USH 41 – STH 47, Resurface
- Project 3: STH 441, USH 41 – USH 41, Road Maintenance
- Project 4: Province Terrace Trail
- Project 7: USH 10, USH 41 – Oneida Street, Reconstruction, Expansion
- Project 8: USH 41 / Appleton – Green Bay CTH J, Orange Lane
- Project 9: I-41 Conversation / State Line – Green Bay, SCL Dodge Co. – I-43 Signing
- Project 10: French Road / STH 96 – CTH OO, Reconstruction
- Project 11: CTH LP / USH 10 – CTH A, Reconstruction
- Project 12: Kimberly Ave. / Railroad – Marcella, Reconstruction
- Project 13: Van Roy / Eisenhower CTH CE – Theater Way, Reconstruction
- Project 14: Broad Street / Tayco – Racine, Reconstruction
- Project 15: CTH II – STH 441 (Oshkosh-Appleton), Resurface
- Project 16: Northshore Ext. of Friendship Trail
- Project 18: Little Chute Canal Bridge Ped/Bike over Little Chute Lock
- Project 19: 3rd Street, City of Menasha, Lake Winnebago Slough & Approach
- Project 20: CTH G, City of Neenah, Neenah Slough Bridge & Approach
- Project 23: CTH CE / College & Eisenhower, Reconstruction
- Project 24: Lawe St., Power Canal Bridge
- Project 25: Prospect Ave. / Jackman St., Overhead
- Project 28: USH 10 / USH 41 – Oneida St., RR Xing Relocation
- Project 29: Oneida St. / Valley Rd. – Skyline Bridge, Reconstruction
- Project 31: McCarthy / Brookview – CTH GV, Reconstruct to Urban, 4-Lane
- Project 32: McCarthy / CTH GV – STH 15, Reconstruct to Urban, 4-Lane
- Project 33: McCarthy / STH 15 – Capitol, Reconstruct to Urban, 4-Lane
- Project 34: Grand Chute Blvd. / Victory – Capitol Dr., Underpass, New Construction, Local
- Project 35: Rifle Range Road / Capitol – Grand Chute Blvd., Reconstruct to Urban, 2-Lane with Bike & Ped, Local
- Project 36: S. Bluemound Rd. / Prospect – Spencer, Reconstruct to Urban, 4-Lane
- Project 37: Casaloma / Prospect – Spencer, Reconstruct to Urban, 4-Lane, Local
- Project 38: Casaloma / Converters Drive – Capitol, Reconstruct to Urban, Local
- Project 39: College Ave. at Mall Drive / Nicolet, Intersection Improvements, Local
- Project 40: Capitol Drive / McCarthy – USH 41, Reconstruct to Urban, Local
- Project 41: Capitol Drive / USH 41 – Lynndale, Reconstruct to Urban, Local
- Project 42: Gillette Street / Capitol – Elsner, Reconstruction, 2-Lane Urban with Bike & Ped, Local
- Project 43: Spencer Street / Lynndale – USH 41, Reconstruction 2-Lane Urban with Bike & Ped, Local

- Project 44: Lincoln Ave. / Wilson – Vandenbroek, Extension of Lincoln Ave., Local
- Project 46: Evergreen / French – Holland, Reconstruction, Local
- Project 49: Prospect Street / CHT N – Park, Reconstruction, Local
- Project 50: Kimber Trail / CE Trail – Railroad, Bike/Ped Trail, Local
- Project 51: Railroad Street / 3rd – Maes, Bike/Ped Trail, Local
- Project 52: Lake Street / Railroad – Butte, Reconstruction, Local
- Project 53: Airport Road / Racine – STH 47, Reconstruction, Local
- Project 55: CTH CB Trails connection to FR Mall CTH CB & CTH BB to Arrowhead, Bike & Ped Trail, Local
- Project 56: Cold Spring / East Shady – CTH BB, Reconstruction, Local
- Project 57: Cold Spring / Jacobsen – American, Resurface, Local
- Project 58: East Shady / CTH CB – Cold Spring, Reconstruction, Local
- Project 59: East Shady / American – Cold Spring, Reconstruction, Local
- Project 65: Racine St. / Third – Ninth, Reconstruction, Local
- Project 66: Veteran's List Bridge, Reconstruction, Local
- Project 68: Eisenhower Drive / CTH KK – Cornell, Bike & Ped Trail, Local
- Project 69: CTH CE & Buchanan Intersection, Intersection Improvements, Local
- Project 70: CTH N / CTH CE to CTH KK, Widening, Local
- Project 72: CTH E / ETH EE – CTH JJ, Reconstruction, 4-Lane, Urban, Local
- Project 73: CTH BB / USH 41 – Bartell, Reconstruction, 4-Lane, Urban, Local
- Project 74: CTH CA / CTH CB – Mall Drive, Reconstruction, 4-Lane, Urban, Local
- Project 75: Winneconne / USH 41 – Neenah Slough, Reconstruction, Local
- Project 76: Green Bay Rd. / Fox Point – Shopko, Reconstruction, Local
- Project 77: Bell Street / Marathon – Harrison, Resurface, Local
- Project 78: Nicolet / First – Ninth, Resurface, Local
- Project 79: CTH A / Indian Point – Neenah, Reconstruction, Urban, Local
- Project 80: CTH G / CTH A – WIS 96, Reconstruction, Urban, Local
- Project 83: USH 10 / STH 441 – STH 114 C. of Menasha (Oneida St.), Resurface
- Project 85: STH 96 / Washington – Claribel, Reconstruct
- Project 86: STH 441, USH 41 – USH 41, Fox River Bridge, City of Appleton
- Project 87: STH 47, Appleton – Bonduel, CTH JJ – NCL, Resurface
- Project 88: USH 41 – Hwy Rehab
- Project 89: USH 41 / WIS 15 – CTH J, Road Maintenance
- Project 90: USH 41 / USH 10 – USH 41, Resurface
- Project 91: Racine St. Bridge, C. of Menasha
- Project 92: USH 10 Waupaca – Menasha NCL – STH 441

Hazardous and Contaminated Sites

The WDNR Bureau of Waste Management Program operates the Solid and Hazardous Waste Information System (SHWIMS) provides access to information on sites, and facilities operating at sites, that are regulated by the Wisconsin DNR Waste Management program. Activities that occur at facilities include landfill operation, waste transportation, hazardous waste generation,

wood burning, waste processing, sharps collection and many more. A search of the data base for solid waste landfills/disposal facilities indicates that there are 7 landfills/disposal facilities within the Appleton (Fox Cities) TMA.

The WDNR Remediation and Redevelopment (RR) Program oversees the investigation and cleanup of environmental contamination and the redevelopment of contaminated properties. A tracking system, the Bureau of Remediation and Redevelopment Tracking System (BRRTS) is available on the internet. This on-line database provides information about contaminated properties and other activities related to the investigation and cleanup of contaminated soil or groundwater in Wisconsin. According the website, there are 1,164 Environmental Repair (ERP) sites and Leaking Underground Storage Tank (LUST) Sites in Calumet, Outagamie, and Winnebago Counties within the MPO planning area. See **Appendix I** for further information.

Table 16-3 Solid Waste Landfills and Disposal Facilities

FACILITY NAME	STATUS	COUNTY	ADDRESS	MUNICIPALITY
APPLETON COATED LLC	OPERATING	CALUMET	W4385 HWY 10	HARRISON TN
APPLETON COATED LLC - LOCKS MILL	OPERATING	OUTAGAMIE	ADDRESS UNKNOWN	COMBINED LOCKS VIL
OUTAGAMIE CNTY SW DIV LF	OPERATING	OUTAGAMIE	3600 E NORTHLAND AVE	LITTLE CHUTE VIL
RED HILLS LANDFILL - PHASE V	OPERATING	OUTAGAMIE	1701 CTH Z	KAUKAUNA CTY
CHEMTRADE SOLUTIONS LLC	OPERATING	WINNEBAGO	LARSEN RD	NEENAH TN
TOMAHAWK LAND CO OF DELAWARE LLC NORTH LF	OPERATING	WINNEBAGO	3111 CTH G	VINLAND TN
OUTAGAMIE CNTY NE LF (AREA 6)	OPERATING	OUTAGAMIE	US HWY 41 & HOLLAND RD	LITTLE CHUTE VIL

Source; WDNR SHWIMS on the Web, February 18, 2015

Mitigation Issues and System Level Mitigation Measures:

Hazardous materials contamination is more of an issue in project construction design and best management practices, as developed through the project review and construction permit process. Consideration of these sites at the stage of system planning may enhance opportunities to coordinate site closure, cleanup, construction and remediation economies of scale and permit earlier more cost effective environmental mitigation of these sites. Mitigation practices for hazardous/contaminated materials or sites include a project area contamination survey to determine if any known or potential sites of environmental contamination exist that could affect the project's design, cost or schedule. Common hazardous/contaminated sites identified include leaking underground fuel storage tanks from former or existing gas stations, former landfills, adjacent industrial or commercial operations and asbestos lined utility pipes or structure components. Special attention may be warranted when transportation projects and LUST site clusters also correspond to wellhead, flood prone or other areas where mitigation may be even more important to protect public health.

Wildlife Resources

Wildlife Habitat

Ecological landscapes are areas that differ from each other in ecological attributes and management opportunities. They have unique combinations of physical and biological characteristics, such as climate, geology, soils, water and vegetation. Levels of biological productivity, habitat suitability, and the presence of rare species and natural communities also differ. The Appleton (Fox Cities) TMA falls within the Southeast Glacial Plains Ecological Landscape and the Central Lake Michigan Coastal Landscape.[123]

- **Southeast Glacial Plains Ecological Landscape** covers the bulk of the non-coastal area in southeast Wisconsin and totals approximately 4.9 million acres. This landscape is characterized by gently rolling to flat topography with clay or silt loam textured soils on glacial till plains and moraines. The Kettle Interlobate Moraine and Horicon Marsh are part of this ecological landscape.

- **Central Lake Michigan Coastal Landscape** stretches from southern Door County west across Green Bay to the Wolf River drainage, then southward in a narrowing strip along the Lake Michigan shore to central Milwaukee County and totals approximately 1.8 million acres. This landscape is rolling where the surface is underlain by ground moraine, variable over areas of outwash, and nearly level where lacustrine deposits are present. The soil consists of clays, loams, sands, and gravels. The dolomite Niagara Escarpment is the major bedrock feature, running across the entire landscape from northeast to southwest in this landscape.

Together, these ecological landscapes support numerous habitat types. Habitats found within the TMA include streams, lakes, rivers, woodlands, marshes, open wet meadows, and fallow/abandoned farmland. Within the Outagamie County portion of the Appleton (Fox Cities) TMA, wildlife consists of white-tail deer, small mammals (cotton-tailed rabbit, squirrels, red fox, and muskrat), pheasants, partridges, grouse and many species of waterfowl.[124] The Winnebago County Soil Survey indicates that within the TMA wildlife is comprised of pheasant, partridge, cottontail, gray squirrel, fox squirrel, deer, ruffled grouse, waterfowl (mallards, blue winged teal) and songbirds.[125] Finally, within the Calumet County portion of the Appleton (Fox Cities) TMA, wildlife consists of game species (pheasants, Hungarian partridge, white-tailed deer, Wilson's snipe, woodcock, wood ducks, mallards and blue winged teals) and non-game species.[126]

Woodlands

Originally, forest cover in the Appleton (Fox Cities) TMA was a combination of hardwood forests that included sugar maple, basswood, oak (red, white, black and burr), and beech. Swamp conifers such as white cedar, black spruce, tamarack and hemlock are indigenous to wetland areas. Today, the same types of forest cover exist. Large stands of woodlands are concentrated in the Town of Grand Chute in wetland areas (northwest of USH 41), as well scattered throughout the TMA. The Bubolz Nature Preserve is found in one of these wetland areas.

[123] WDNR, http://dnr.wi.gov/topic/landscapes/Maps.html Accessed 6/24/14.
[124] Soil Survey of Outagamie County, Wisconsin. November 1978.
[125] Soil Survey of Winnebago County, Wisconsin. May 1980.
[126] Soil Survey of Calumet County, Wisconsin. February 1980.

Forest and woodlands can be classified into one of two categories: general (unplanted) woodlands and planted woodlands (**Map 16-5, Inserts A-H**). General woodlands are naturally occurring forests and hedgerows. Planted woodlands are tree plantations in which trees are found in rows; these areas include orchards, timber tracts and other general uses. Woodland information was obtained from land use data that was interpreted from aerial photographs and field verified. Land use data was updated by ECWRPC in May of 2010. General woodlands consist of approximately 4.76 percent (1321.3 acres) of the MPO area; planted woodlands consist of approximately 0.7 percent (188.4 acres) of the MPO area. Of this amount, about 11 percent of general woodlands and 1.6 percent are within the quarter mile and 250 foot project buffer zones.

Mitigation Issues and System Level Mitigation Measures:

In general, a visual inspection allows identification of areas where continuous stands of woodlands should be considered in relation to projects.

Although some tree removal will be necessary, existing and ornamental vegetative cover should be retained whenever possible within the right-of-way. Where existing groundcover must be removed, replacement vegetation should be established in a timely manner using seed and mulch or sod. Roadside trees adjacent to residences should be saved whenever possible. Where trees are to be removed in front of residences, property owners should be given appropriate notice, and should be offered replacement trees to help offset the functional or aesthetic loss of the trees. Public ownership is limited and partnerships between public and private partners will be essential to accomplish long-term management goals and objectives for natural resources.

Replacement tree species, size and number will be determined by the WisDOT following coordination with adjacent property owners. Several projects within the Appleton (Fox Cities) TMA either cross, are in proximity to, or go through woodlands. These projects include:

- Project 1: STH 55 / Lawe St - USH 41, Reconstruction
- Project 2: STH 125/USH 41 - STH 47, Resurface
- Project 3: STH 441, USH 41 - USH 41, Road Maintenance
- Project 4: Province Terrace Trail
- Project 5: CTH CB Bike to Work Trail
- Project 6: STH 15, Greenville – New London, Reconstruction, Expansion, R/R Crossings
- Project 7: USH 10, USH 41 - Oneida Street, Reconstruction, Expansion
- Project 8: USH 41/Appleton - Green Bay CTH J-Orange Lane, Resurface
- Project 9: I-41 Conversion / State Line - Green Bay
- Project 10: French Road / STH 96 – CTH OO, Reconstruction
- Project 11: CTH LP / USH 10 – CTH A, Reconstruction
- Project 12: Kimberly Ave/Railroad – Marcella, Reconstruction
- Project 13: Van Roy / Eisenhower - CTH CE – Theater Way, Reconstruction
- Project 14: Broad Street/Tayco – Racine, Reconstruction
- Project 15: CTH II – STH 441 (Oshkosh-Appleton), Resurface
- Project 16: Northshore Extension of Friendship Trail
- Project 17: CTH O, Crossing Signals & Gates
- Project 19: 3rd Street, City of Menasha, Lake Winnebago Slough & Approach

- Project 25: Prospect Ave / Jackman St Overhead
- Project 31: McCarthy/Brookview – CTH GV, Reconstruct to Urban 4-Lane
- Project 32: McCarthy/CTH GV – STH 15, Reconstruct to Urban 4-Lane
- Project 33: McCarthy/STH 15 – Capitol, Reconstruct to Urban 4-Lane
- Project 34: Grand Chute Blvd/Victory – Capitol Dr, Underpass New Construction
- Project 35: Rifle Range Road/Capitol – Grand Chute Blvd, Reconstruct to Urban 2-Lane
- Project 36: S Bluemound Rd/Prospect – Spencer, Reconstruct to Urban 4-Lane
- Project 37: Casaloma/Prospect – Spencer, Reconstruct to Urban 4-Lane
- Project 38: Casaloma/Converters Drive – Capitol, Reconstruct to Urban
- Project 40: Capitol Drive/McCarthy – USH 41, Reconstruct to Urban
- Project 41: Capitol Drive/USH 41 – Lynndale, Reconstruct to Urban
- Project 42: Gillette Street/Capitol – Elsner, Reconstruct to Urban 2-Lane
- Project 43: Spencer Street/Lynndale – USH 41, Reconstruct to Urban 2-Lane
- Project 49: Prospect Street / CTH N – Park, Reconstruction
- Project 50: Kimberly Trail / CE Trail – Railroad, Bike/Ped Trail
- Project 51: Railroad Street/3rd – Maes, Bike/Ped Trail
- Project 52: Lake Street/Railroad – Butte, Reconstruction
- Project 53: Airport Road/Racine –STH 47, Reconstruction
- Project 54: Clayton Ave / East Shady – Fairview, Reconstruction
- Project 55: CTH CB Trail connection to FR Mall, CTH CB & CTH BB to Arrowhead (Bike/Ped Trail)
- Project 56: Cold Spring/East Shady – CTH BB, Reconstruction
- Project 57: Cold Spring/Jacobsen – American, Resurface
- Project 58: East Shady/CTH CB – Cold Spring, Reconstruction
- Project 59: East Shady/American – Cold Spring, Reconstruction
- Project 60: East Shady/Irish – Cold Spring, Reconstruction
- Project 61: Irish Road/Jacobsen – CTH II, Reconstruction
- Project 62: Irish Road/Jacobsen – East Shady, Reconstruction
- Project 63: Jacobsen/Cold Spring – CTH CB, Reconstruction
- Project 64: Jacobsen/Irish – CTH CB, Reconstruction
- Project 65: Racine St / Third – Ninth, Reconstruction
- Project 67: Eisenhower Drive/CTH AP –USH/STH 114, Reconstruction
- Project 68: Eisenhower Drive/CTH KK – Cornell, Bike/Pedestrian Trail
- Project 70: CTH N/CTH CE to CTH KK, Widening
- Project 71: CTH CE/CTH HH/Debruin, Intersection Improvements
- Project 72: CTH E/CTH EE – CTH JJ, Reconstruct to Urban 4-Lane
- Project 73: CTH BB/USH 41 – Bartell, Reconstruct to Urban 4-Lane
- Project 74: CTH CA/CTH CB – Mall Drive, Reconstruct to Urban 4-Lane
- Project 75: Winneconne/USH 41 – Neenah Slough, Reconstruction
- Project 76: Green Bay Rd/Fox Point – Shopko, Reconstruction
- Project 77: Bell Street/Marathon – Harrison, Resurface
- Project 78: Nicolet/First – Ninth, Resurface
- Project 79: CTH A/Indian Point – Neenah, Reconstruction
- Project 80: CTH G/CTH A – WIS 76, Reconstruction
- Project 81: STH 76 / USH 41 - CTH JJ, Reconstruction
- Project 82: STH 76/STH 15 - CTH JJ, Recondition
- Project 83: USH 10/STH 441 - STH 114, Resurface

- Project 84: STH 55 / Sherwood NVL – USH 10, Resurface
- Project 85: STH 96 / Washington – Clairbel, Reconstruct
- Project 87: STH 47, Appleton – Bonduel, Resurface
- Project 88: USH 41 - Hwy Rehab
- Project 89: USH 41 / WIS 15 - CTH J, Highway Maintenance
- Project 90: USH 41 / USH 10 - USH 41, Resurface
- Project 91: Racine St. Bridge, Replacement
- Project 92: USH 10 Waupaca – Menasha, Road Maintenance
- Project 93: STH 55 / STH 114 - CTH M, Reconstruction
- Project 94: STH 114 / USH 10 - S. Junction STH 55, Menasha – Hilbert, Resurface
- Project 95: W Spencer St / Mayflower – Casaloma, Reconstruction

Rare, Threatened, and Endangered Species and Natural Communities

The Fish and Wildlife Service (FWS) in the Department of the Interior and the National Oceanic and Atmospheric Administration (NOAA)-Fisheries in the Department of Commerce (National Marine Fisheries Service – NMFS) share responsibility for administration of the Endangered Species Act (ESA)[127]. The purpose of the ESA is to protect and recover imperiled species and the ecosystems upon which they depend. The FWS has primary responsibility for terrestrial and freshwater organisms, while the NMFS are mainly responsible for marine wildlife such as whales and anadromons fish such as salmon.

Under the ESA, species may be listed as either endangered or threatened. “Endangered” means a species is in danger of extinction throughout all or a significant portion of its range. “Threatened” means a species is likely to become endangered within the foreseeable future. Before a plant or animal species can obtain the protection of the ESA, it has to be added to the federal lists of threatened and endangered plants and wildlife. The List of Endangered and Threatened Wildlife (50 CFR 17.11) and the List of Endangered and Threatened Plants (50 CFR 17.12) contain the names of all species of mammals, birds, reptiles, amphibians, fishes, insects, plants and other creatures that have been determined by the USFWS and the National Oceanic & Atmospheric Administration (NOAA) Fisheries (for most marine life) to be in greatest need of federal protection. As of March 2008, the USFWS has listed 1,925 species worldwide as endangered or threatened; 1,351 occurred in the United States. In April 2014, there were 2,149 listed worldwide, an 11.6% increase and 1,524 species in the US an increase of 12.8%.

Species are listed as endangered or threatened based solely on their biological status and threats to their existence. FWS considered five factors when evaluating a species (1) damage to, or destruction of, a species habitat; (2) overutilization of the species for commercial, recreational, scientific or educational purposes; (3) disease or predation; (4) inadequacy of existing protection; and (5) other natural or manmade factors that affect the continued existence of the species.

Candidate species are plants and animals for which the USFWS has sufficient information on their biological status along with the threats they face, to propose them as endangered or threatened under the Endangered Species Act. However, development of a proposed listing regulation is precluded by other, higher priority listing activities. Candidate species receive no legal protection. However, the USFWS encourages concerned parties to form partnerships to

[127] http://www.fws.gov/endangered/, Accessed 04/25/14.

conserve these species, because they are species that may warrant protection in the future under the ESA.

The Wisconsin Natural Heritage Inventory (NHI) program[128] is part of an international network of NHI programs coordinated by Nature Serve[129]. The program uses a standard methodology for collecting, characterizing, and managing data. NHI programs focus on locating and documenting occurrences of rare species and natural communities, including state and federal endangered and threatened species. Due to the vulnerability of rare species to collection and destruction, NHI data is exempt from the Wisconsin Open Records Law.

The U.S. Fish and Wildlife Service (USFWS) identifies' two (2) federally listed species for Calumet and three (3) for Winnebago Counties[130] Outagamie County listed two (2) species. Please refer to (**Map 16-5 and Inserts A-H**).

Table 16-4 is a listing of federally endangered species:

Table 16-4: Federally Listed Endangered, Threatened, Proposed and Candidate Species in Calumet, Outagamie, and Winnebago Counties

Species	Status	Habitat	County
Whooping Crane (*Grus americanus*)	**Non-essential experimental population	Open Wetlands and lakeshores	Calumet Winnebago
Northern Long-Eared Bat *(Myotis septentrionalis)*	Proposed Endangered	Live and dead tree crevices, mines and caves	Calumet Outagamie Winnebago
Snuffbox mussel (Epioblasma triquetra)	Endangered	Freshwater – Great Lakes and Mississippi River	Outagamie
Eastern prairie fringed orchid *(Platanthera leucophaea*)	Threatened	Wet Grasslands	Winnebago

Source: U.S. Fish and Wildlife Service: http://www.fws.gov/endangered

Mitigation Issues and System Level Mitigation Measures:

Calumet and Outagamie counties are home to two federally listed species, while Winnebago County is home to three. Early in the planning phase, field surveys may be necessary to identify rare, endangered and threatened species and/or habitat that may be impacted during construction and continued maintenance of the project. Depending on the species identified; seasonal and other limitations may be imposed on the project. Approximately 9 percent (1,022 acres) of endangered terrestrial species fall within the quarter mile and 250 foot buffer zones; and approximately 22 percent (2,518 acres) of endangered aquatic species fall within the quarter mile and 250 foot buffer zones.

[128] The DNR Aquatic Terrestrial Resource Inventory (ATRI database), http://wiatri.net/indexIE.htm was reviewed but not utilized since the database contains information from the WNHI program. The WNHI program houses the most complete database on the locations and status of rare species, natural communities, and natural features in Wisconsin. Data provided by the WNHI are not based on a comprehensive rare species inventory of the state. The WNHI makes no guarantee or warranty concerning the accuracy or completeness of information contained in the database and does not necessarily endorse any interpretation or products derived from the data.
[129] http://www.natureserve.org/ A network connecting science with conservation, Accessed 4/25/14.
[130] http://www.fws.gov/midwest/endangered/. Accessed 10/6/14.

In general, **Map 16-5, Insets A-H** indicates sections where terrestrial and aquatic occurrences have been noted as well as **Appendix J**.

Projects that may impact WDNR aquatic endangered species include:

- Project 2: STH 125/USH 41 - STH 47, Resurface
- Project 3: STH 441, USH 41 - USH 41, Road Maintenance
- Project 4: Province Terrace Trail
- Project 7: USH 10, USH 41 - Oneida Street, Reconstruction, Expansion
- Project 9: I-41 Conversion / State Line - Green Bay
- Project 10: French Road / STH 96 – CTH OO, Reconstruction
- Project 12: Kimberly Ave/Railroad – Marcella, Reconstruction
- Project 14: Broad Street/Tayco – Racine, Reconstruction
- Project 16: Northshore Extension of Friendship Trail
- Project 19: 3rd Street, City of Menasha, Lake Winnebago Slough & Approach
- Project 24: Lawe St / Power Canal Bridge
- Project 25: Prospect Ave / Jackman St Overhead
- Project 29: Oneida St / Valley Rd – Skyline Bridge, Reconstruction
- Project 36: S Bluemound Rd/Prospect – Spencer, Reconstruct to Urban 4-Lane
- Project 44: Lincoln Ave/Wilson – Vandenbroek, Extension
- Project 45: Main Street/Vandenbroek intersection, Realignment
- Project 49: Prospect Street / CTH N – Park, Reconstruction
- Project 52: Lake Street/Railroad – Butte, Reconstruction
- Project 53: Airport Road/Racine –STH 47, Reconstruction
- Project 65: Racine St / Third – Ninth, Reconstruction
- Project 73: CTH BB/USH 41 – Bartell, Reconstruct to Urban 4-Lane
- Project 78: Nicolet/First – Ninth, Resurface
- Project 83: USH 10/STH 441 - STH 114, Resurface
- Project 84: STH 55 / Sherwood NVL – USH 10, Resurface
- Project 85: STH 96 / Washington – Clairbel, Reconstruct
- Project 86: STH 441, USH 41 - USH 41, Fox River Bridge
- Project 88: USH 41 - Hwy Rehab
- Project 89: USH 41 / WIS 15 - CTH J, Highway Maintenance
- Project 90: USH 41 / USH 10 - USH 41, Resurface
- Project 91: Racine St. Bridge, Replacement
- Project 94: STH 114 / USH 10 - S. Junction STH 55, Menasha – Hilbert, Resurface

Projects that may impact WDNR terrestrial endangered species include:

- Project 1: STH 55 / Lawe St - USH 41, Reconstruction
- Project 2: STH 125/USH 41 - STH 47, Resurface
- Project 8: USH 41/Appleton - Green Bay CTH J-Orange Lane, Resurface
- Project 9: I-41 Conversion / State Line - Green Bay
- Project 17: CTH O, Crossing Signals & Gates
- Project 35: Rifle Range Road/Capitol – Grand Chute Blvd, Reconstruct to Urban 2-Lane
- Project 36: S Bluemound Rd/Prospect – Spencer, Reconstruct to Urban 4-Lane
- Project 43: Spencer Street/Lynndale – USH 41, Reconstruct to Urban 2-Lane
- Project 66: Veteran’s Lift Bridge, Reconstruction

- Project 73: CTH BB/USH 41 – Bartell, Reconstruct to Urban 4-Lane
- Project 85: STH 96 / Washington – Clairbel, Reconstruct
- Project 87: STH 47, Appleton – Bonduel, Resurface
- Project 88: USH 41 - Hwy Rehab
- Project 89: USH 41 / WIS 15 - CTH J, Highway Maintenance

Parks, Open Space, and Recreational Resources

Public open space such as parks and parkways are important to the quality of life within a community. These lands serve many purposes including outdoor recreation and education; buffers between different land uses; flood and stormwater management; habitat preservation; air and surface water quality improvements; protection of groundwater recharge areas; and aesthetics.

Mitigation Issues and System Level Mitigation Measures

Potential impacts on parks, open space and recreational areas should be considered during the planning, design, construction and maintenance of transportation projects. Parks, open space and recreational areas are considered impacted if land is acquired for a project, if land is otherwise occupied (such as a retention basin) in a manner that is adverse to the recreational purpose of the land or if a project in the proximity of the resource substantially impacts its purpose.

Section 4(f) of the United States Department of Transportation Act of 1966 (subsequently codified into 49 United States Code Section 303) stipulates that federally funded transportation projects cannot use publicly-owned public parks or recreation areas unless there is no feasible and prudent alternative to the use of the land, and that the action includes all possible planning to minimize harm resulting from the use.

Planning should include an inventory of existing and future identified park, open space and recreation areas to determine if the resource could be impacted by the transportation project. If possible avoid impacts to park, open space and recreational areas. Where impacts are unavoidable, mitigate them as much as possible. Some mitigation techniques to consider include (1) acquiring the impacted property and compensating for the loss either monetarily or by acquiring replacement land; (2) acquire scenic easements and construct appropriate visual screening consistent with the context of the recreational use; (3) Restore, relocate or rehabilitate impacted features and context (natural areas and facilities); (4) Preserve as much of the resource and site features as possible; and (5) avoid and mitigate new visual, atmospheric, and/or audible elements that detract from the character of the resource.

Wisconsin Department of Natural Resources (WDNR) and Public Lands

Since 1876, the State of Wisconsin has been acquiring land to meet conservation and recreation needs. Public lands managed by the Wisconsin Department of Natural Resources provide many opportunities and public spaces to hunt, fish, hike, canoe, or watch or photograph wildlife.

State Fishery Areas (SFAs) protect important waterways in Wisconsin by providing a natural buffer from agricultural practices and urban runoff. SFAs often preserve and manage the headwaters or springs of streams which serve as the biological base for fish and other aquatic

life. SFAs also increase the availability of public access to navigable waterways throughout the state. State Wildlife Areas are managed to sustain the wildlife and natural communities found on the properties and to provide a full range of traditional outdoor recreational uses. There are no State Wildlife Areas in the Appleton (Fox Cities) TMA.[131]

State Parks and Forests provide places for outdoor recreation and for learning about nature and conservation. There are no State Parks or Forests in the Appleton (Fox Cities) TMA.[132]

Open Space

Public open spaces such as parks, natural areas and parkways are important to the quality of life within a community. These lands serve many purposes including outdoor recreation and education; buffers between different land uses; flood and stormwater management; habitat preservation; air and surface water quality improvements; protection of groundwater recharge areas; and aesthetics. They can also enhance the value of nearby properties.

Recreational Trails

A multitude of recreational trails intersect the Appleton (Fox Cities) (**Map 16-6, Inserts A-H**). Some of the trails are listed below:

- ***American Drive Trail*** extends along American Drive in the Town of Menasha.
- ***Apple Creek Trail*** is located between Meade Street and Holland Road and the north side of Appleton.
- ***CB Trail*** runs 4.1 miles along CB from CTH II to CTH JJ in the Town of Neenah.
- ***CE Trail*** is located on the north side of County Highway CE. This 5.3 mile multipurpose paved trail extends from Appleton to Kaukauna.
- ***City of Kaukauna Trail*** provides a connection to a number of areas within the city.
- ***Cold Springs Trail*** extends along Cold Springs Road in the Town of Menasha.
- ***County II Trail*** extends along CTH II in the Town of Menasha.
- ***Friendship Trail*** intersects with the WIOUWASH and helps connect other local Fox Valley Trails, including the Little Lake Butte Des Morts trestle bridge.
- ***FVTC Trail*** is two miles in length, it winds through the FVTC property and up to the overpass, crossing Highway 41 and then down past the Fox Cities Stadium to Casaloma.
- **Gordon Bubolz Nature Preserve Trails** provides 8 miles of tracked X-country ski trails and 3 miles of hiking & snowshoe trails (winter). Over 8 miles of walking trails in dry periods of summer and fall.

[131] http://dnr.wi.gov/topic/lands/WildlifeAreas/.
[132] http://dnr.wi.gov/topic/lands/.

- ***Grand Chute Trail*** extends from the Fox Cities Stadium south to Spencer Street in the Town of Grand Chute.

- ***Greenville Trail*** connects Greenville Lions Park, Jennerjohn, Greenville Community Park and other destinations in the Town of Greenville.

- ***Highline Trail*** starts at CTH N in the Village of Harrison and goes to State Park Road linking Clover Ridge Park.

- ***Highview Trail*** starts in Highview Park and travels north and then east to Meade Street.

- ***Highway 10 Trail*** is a segment of the future Friendship Trail, the Highway 10 trail currently runs from American Drive to County CB. This trail will be extended as Highway 10 is completed to the West.

- ***Kaukauna Trail*** provides a connection between various destinations in the City of Kaukauna.

- ***Konkapot Creek Trail*** provides a 1-1/4 mile connection between the Dodge Street (City of Kaukauna) and the CE Trail.

- ***Menasha On-Street Trails*** provides an on-street north-south connection between Memorial Drive and Broad Street.

- ***Neenah Access Trails*** extends for about 20 miles and provides a connection to a number of sites in the City of Neenah.

- ***Newberry Trail*** extends 1.2 miles in length from Telulah Park to Olde Oneida Street.

- ***Newberry Trail Link*** extends from East College Avenue north to the intersection at Matthias and Peter streets in Appleton.

- ***North Island Trail*** extends 0.4 miles from Lawe Street to Olde Oneida Street in the City of Appleton.

- ***Oshkosh-Fox Cities Trail*** will provide a connection between Neenah and Oshkosh.

- ***Paper Trail*** is a 42 mile trail utilizing existing trails and creates a circle around the Fox Cities Area.

- ***Plank Road Trail*** is an off road trail along the South side of State 114 from Baldwin St. to Oneida Street.

- ***Plamann Park Trail*** consists of the trails in Plamann Park.

- ***Providence Trail*** is located west of Providence Avenue.

- ***Shady Lane Trail*** is located in the Town of Menasha; the trail runs from the Cold Spring Rd. trail to just west of the CB Trail.
- ***Thousand Island Trail*** is located in the City of Kaukauna at the 1000 Island Nature Center.

- ***Trestle Trail*** spans Little Lake Butte des Morts, from Fritse Park in the Town of Menasha to The City of Menasha near the Menasha Locks.

- ***Tri-Parkway Trail*** is located in the Tri-Park Business Park in the Town of Grand Chute.

- ***Stone Bridge Trail*** is located west of Brewster Village. The paved trail winds through a wooded area and connects to a network of trails in the Town of Grand Chute.

Mitigation Issues and System Level Mitigation Measures:

Almost all the projects within the Appleton (Fox Cities) TMA either cross, are in proximity to, or go through recreational trails, thus a visual inspection of each site for trail activity should be considered in relation to projects (**Map 16-6, Insets A-H**).

Heritage Routes and Rustic Roads

Heritage Routes

The Fox-Wisconsin Heritage Parkway is currently pursuing a federal designation as a National Heritage Area. The parkway follows the Marquette and Joliet route of discovery and incorporates the Lower Fox, the Upper Fox and the Lower Wisconsin rivers. Much of the Appleton (Fox Cities) TMA is included within the parkway. A national water trail designation was established early in 2014.

Rustic Roads

The Rustic Roads System was created by the State Legislature in 1973 to help citizens and local units of government preserve scenic lightly traveled country roads for the leisurely enjoyment of bicyclists, hikers, and motorists.[133] They offer excellent opportunities to travel through attractive rural areas. The scenic qualities of these roads are protected by agreement with bordering property owners and by implementing roadside maintenance practices that allow wildflowers and other native flora to extend to the edge to the pavement. According to the WisDOT website there is only one rustic road within the Appleton (Fox Cities) TMA.[134] Rustic Road number 53 is a 4.1 mile segment of road is in Outagamie County that covers portions of Garrity Road, McCabe Road, Greiner Road and Bodde Road between USH 41 and County Highway JJ.

[133] WisDOT. 2005. Wisconsin's Rustic Roads: A Positive Step Backward. http://www.dot.state.wi.us/travel/scenic/rusticroads.html.
[134] http://www.dot.wisconsin.gov/travel/scenic/rusticroad82.htm.

Mitigation Issues and System Level Mitigation Measures

Potential impacts on Heritage Routes and Rustic Roads should be considered during the planning, design, construction and maintenance of transportation projects. Heritage Routes and Rustic Roads are considered impacted if land is acquired for a project, if land is otherwise occupied in a manner that is adverse to the recreational purpose of the land or if a project in the proximity of the resource substantially impacts its purpose.

The Fox-Wisconsin Heritage Route is a designation, thus requiring potential projects within proximity to consider the effects of the project on the designation. A number of projects are within proximity to the Heritage Route. Projects that are within proximity to either a Heritage or Rustic Road include:

- Project 2: STH 125/USH 41 – STH 47, Resurface
- Project 3: STH 441, USH 41 – USH 41, Road Maintenance
- Project 5: CTH CB Bike to Work Trail
- Project 7: USH 10, USH 41 – Oneida Street, Reconstruction, Expansion
- Project 9: I-41 Conversion / State Line – Green Bay
- Project 14: Broad Street/Tayco – Racine, Reconstruction
- Project 53: Airport Road/Racine –STH 47, Reconstruction
- Project 65: Racine St / Third – Ninth, Reconstruction
- Project 75: Winneconne / USH 41 – Neenah Slough, Reconstruction, Local
- Project 76: Green Bay Rd. / Fox Point – Shopko, Reconstruction, Local
- Project 78: Nicolet/First – Ninth, Resurface
- Project 79: CTH A/Indian Point – Neenah, Reconstruction, Urban
- Project 80: CTH G/CTH A – WIS 76, Reconstruction, Urban
- Project 81: STH 76 / USH 41 – CTH JJ, Reconstruct
- Project 88: USH 41 – Hwy Rehab
- Project 90: USH 41 / USH 10 - USH 41, Resurface
- Project 92: USH 10 Waupaca – Menasha, NCL – STH 441

Environmental Corridors

Environmental corridors are continuous systems of open space created by the natural linkage of environmentally sensitive lands such as woodlands, wetlands and habitat areas that provide important travel ways for a variety of wildlife and bird species. These features are sensitive natural resources; preserving the corridors from development protects habitat and keeps non-point source pollution to a minimum thus ensuring that high quality groundwater and surface water is maintained and habitat is not impaired. Within the Appleton (Fox Cities) TMA, environmental corridors include the Fox-Wisconsin Heritage Parkway, recreational trails and waterways.

Mitigation Issues and System Level Mitigation Measures

Environmental corridors have the potential to be impacted during construction of transportation projects, thus a careful analysis of environmental corridors within proximity of transportation projects should occur. Transportation projects at a system level analysis that will have adverse effects on the environmental corridors are described in the following sections of this report:

Heritage Routes and Rustic Roads; Lakes and Ponds; Recreational Trails; and Rivers and Streams.

Natural Areas/County and Local Parks/Nature Centers

Below is an inventory of the natural areas, county and local parks and nature centers found within the Appleton (Fox Cities) TMA.

Natural Areas and Nature Centers

Natural areas and nature centers provide for a range of active and passive regional recreational activities. A listing of these facilities and a brief description follows:

- ***Memorial Park Arboretum & Gardens -*** Scheig Learning Center
  1313 E. Witzke Blvd., Appleton. This 35 acre arboretum, gardens and learning center provide a microcosm of native Wisconsin trees, plants and blooming floral displays.[135]

- ***Heckrodt Nature Center*** is located at 1305 Plank Road (Highway 114)
  Menasha. This 76-acre urban nature reserve consists of natural habitats that include a forested wetland, cattail marsh, open water, open field, and upland forest. The Reserve is home to numerous species of reptiles, amphibians, mammals and migrating songbirds and waterfowl.[136]

- ***Menasha Conservancy Area*** is located north of STH 114-USH 10 on the eastside of the city.

- ***Carpenter Preserve*** is located in the City of Neenah between CTH Q and Breezewood Lane.

- ***Bruce B. Purdy Nature Preserve*** in the City of Appleton off of Purdy Parkway.

- ***Gordon Bubolz Nature Preserve*** is located at 4815 N. Lynndale Dr., Appleton. The preserve includes about 775 acres and provides educational and recreational opportunities.[137]

- ***Wilderness Park Area*** is located at 940 S. Park Street in the City of Neenah. This area offers residents a natural setting.

- ***1000 Islands Nature Center*** is located at 700 Dodge Street, Kaukauna. A 300 acre wildlife refuge and nature center located along the Fox River.

- ***Art Lecker Wilderness Park*** is located at the north end of Gillett Street, north of CTH JJ in the Town of Grand Chute. This 42.3 acre former landfill site is not used as an active park. Ten acres of the site includes the former landfill, while the remainder is forested.

[135] http://www.gardensfoxcities.org/.
[136] http://www.heckrodtwetland.com/Heckrodt.html.
[137] http://www.bubolzpreserve.org/.

- ***Old Stone Bridge Wooded Area*** is located north of Brewster Village and south of Fox Valley Technical College and west of Bluemound Road. This area consists of a wooded green space; the Stone Bridge Trail runs through the property.

- ***Stonegate Park and Conservancy*** is located in the City of Appleton.

- ***Huber Open Space*** will be a 12.62 acre preserve along Little Lake Butte des Morts in the Town of Menasha that includes wetland, a prairie community, and a navigable stream.

- ***Pearl-Stroebe-Cox Open Space*** is a 12.34 acre preserve on Strobe Island in the Town of Menasha. It encompasses wetlands, Woodlands, 100-year floodplain and marsh bottoms.

- ***Wildlife Heights Open Space*** is a 4.06 acre preserve located in the Town of Menasha, west of CTH CB and south of USH 10 in Wildlife Heights Subdivision. It encompasses wetlands, woodlands, and an intermittent navigable stream.

- ***Gateway Subdivision Open Space*** contains 13.56 acres and is located on the west side of the Town of Menasha in Gateway Subdivision.

- ***High Plain Meadows Open Space*** contains 0.68 acres and is located in the north central portion of the Town of Menasha in High Plain Meadows Subdivision.

- ***Annex Lane*** is an open space on Little Lake Butte des Morts in the Town of Menasha. It is considered an environmentally sensitive area as defined by ECWRPC.

- ***Brighten Beach Open Space*** is an 8.98 acre site that has substantial acreage of wetlands, woodlands, and 100- and 500- year floodplain.

- ***Prairie Creek Open Space*** contains 1.92 acres in the Prairie Creek Subdivision in the Town of Menasha.

- ***Amber Woods Property*** contains 7.6 acres and is located in the Town of Greenville. The property is currently wooded, though future plans include a nature trail.

- ***Herziger Conservancy Area*** contains 9 acres and is located in the Town of Neenah at the corner of CTH A and South Park Avenue. The conservancy was built with a wet detention pond and a future area for prairie grasses, wildflowers, and wetland plantings a small parking lot and trails are planned as future projects along with the elimination of invasive species and a nature program with the help from nearby Neenah Elementary schools as part of developing the park.

County Facilities

- ***Plamann Park*** is located at 1375 E. Broadway Drive, Town of Grand Chute. Amenities within this 257 acre park include a children's farm, disc golf course, swimming lake, park

shelters, picnic areas, playgrounds, hiking, snowmobile and ski trails, and sledding hill.[138]

- ***Outagamie County Forest*** is located south of Highway 15 and east of Casaloma Drive in Grand Chute. The forest is a wooded natural area that is a good area for bird watching and hiking. A trail on south edge connects to a network of trails in the Town of Grand Chute.[139]

- ***Outagamie County Dog Recreational Park*** is located on French Road in the Town of Buchanan.

Local Parks

Numerous local parks exist within the Appleton (Fox Cities) TMA (**Map 16-6**, **Insert A-H**). A few of the larger community parks are listed below:

- ***Jefferson Park*** on Third Street in the City of Menasha encompasses 29 acres and includes a swimming pool, pavilion, picnic tables and playground.

- ***Memorial Park Arboretum & Gardens -*** Scheig Learning Center
1313 E. Witzke Blvd., Appleton. This 35 acre arboretum, gardens and learning center provide a microcosm of native Wisconsin trees, plants and blooming floral displays.[140]

- ***Memorial Park*** at 1131 Tullar Road in Neenah covers about 105 acres. Facilities include picnic tables, soccer fields, baseball, pavilion and playground.

- ***Prairie Hill Park*** is located at 2900 West Abendroth Street in the Town of Grand Chute. The 26 acre facility has a children's playground, winter sled hill, pavilion, fishing dock and picnic tables.[141]

- **Riverside Park** is located in downtown Neenah on the Fox River and includes the infamous "Rocket" playground with a bandshell, shelters, walking paths, and an area for the Fox Valley Sailing Club.

- **Sunset Park** is located at West Kimberly Avenue in Kimberly. It encompasses 80 acres and includes many amenities including a swimming area, lighted ball fields, playground area, pavilions and walking paths.

Mitigation Issues and System Level Mitigation Measures:

Numerous park facilities have the potential to be impacted during construction of the transportation projects. While, the facilities themselves may not be impacted, access to the facilities could be restricted. Therefore, construction and timing near these facilities should be coordinated with the appropriate municipal and school departments so that disruption of facility use is limited. Projects that could potentially impact park sites include:

[138] http://www.co.outagamie.wi.us/Parks/countyparks/plamann-home.htm.
[139] http://www.co.outagamie.wi.us/Parks/countyparks/county_forest.htm.
[140] http://www.gardensfoxcities.org/.
[141] http://www.grandchute.net/grandchute/departments/parks++recreation/parks/prairie+hill+park.asp.

- Project 1: STH 55 / Lawe St - USH 41, Reconstruction
- Project 2: STH 124 / USH 41 – STH 47, Resurface
- Project 3: STH 441, USH 41 – USH 41, Road Maintenance
- Project 6: STH 15, Greenville – New London, Reconstruction, Expansion, R/R Crossings
- Project 7: USH 10, USH 41 – Oneida Street, Reconstruction, Expansion
- Project 8: USH 41/Appleton - Green Bay CTH J- Orange Lane, Resurfacing
- Project 9: I-41 Conversion / State Line - Green Bay, SCL Dodge Co - I-43 Signing
- Project 10: French Road / STH 96 – CTH OO, Reconstruction
- Project 11: CTH LP / USH 10 – CTH A, Reconstruction
- Project 12: Kimberly Ave/Railroad – Marcella, Reconstruction
- Project 14: Broad Street/Tayco – Racine, Reconstruction
- Project 15: CTH II – STH 441 (Oshkosh-Appleton), Resurface
- Project 16: Northshore Ext. of Friendship Trail, Friendship State Trail
- Project 18: Little Chute Canal Bridge, Ped/Bike over Little Chute Lock
- Project 30: Oneida/Capitol – Northland Avenue, Reconstruct to Urban
- Project 35: Rifle Range Road / Capitol – Grand Chute Blvd., Reconstruct to Urban, 2-Lane with Bike & Ped, Local
- Project 36: S. Bluemound Rd. / Prospect – Spencer, Reconstruct to Urban, 4-Lane
- Project 40: Capitol Drive / McCarthy – USH 41, Reconstruct to Urban, Local
- Project 41: Capitol Drive / USH 41 – Lynndale, Reconstruct to Urban, Local
- Project 43: Spencer Street / Lynndale – USH 41, Reconstruction 2-Lane Urban with Bike & Ped, Local
- Project 44: Lincoln Ave. / Wilson – Vandenbroek, Extension of Lincoln Ave., Local
- Project 46: Evergreen / French – Holland, Reconstruction, Local
- Project 49: Prospect Street / CTH N – Park, Reconstruction
- Project 51: Railroad Street/3rd – Maes, Bike/Ped Trail
- Project 52: Lake Street/Railroad – Butte, Reconstruction
- Project 53: Airport Road/Racine –STH 47, Reconstruction
- Project 56: Cold Spring/East Shady – CTH BB, Reconstruction
- Project 57: Cold Spring/Jacobsen – American, Resurface
- Project 59: East Shady/American – Cold Spring, Reconstruction
- Project 61: Irish Road/Jacobsen – CTH II, Reconstruction
- Project 62: Irish Road/Jacobsen – East Shady, Reconstruction
- Project 63: Jacobsen/Cold Spring – CTH CB, Reconstruction
- Project 65: Racine St / Third – Ninth, Reconstruction
- Project 70: CTH N/CTH CE to CTH KK, Widening
- Project 71: CTH CE/CTH HH/Debruin, Intersection Improvements
- Project 72: CTH E / ETH EE – CTH JJ, Reconstruction, 4-Lane, Urban, Local
- Project 73: CTH BB / USH 41 – Bartell, Reconstruction, 4-Lane, Urban, Local
- Project 75: Winneconne / USH 41 – Neenah Slough, Reconstruction, Local
- Project 76: Green Bay Rd. / Fox Point – Shopko, Reconstruction, Local
- Project 77: Bell Street / Marathon – Harrison, Resurface, Local
- Project 78: Nicolet / First – Ninth, Resurface, Local
- Project 79: CTH A / Indian Point – Neenah, Reconstruction, Urban, Local
- Project 80: CTH G / CTH A – WIS 96, Reconstruction, Urban, Local
- Project 82: STH 76/STH 15 - CTH JJ, Recondition
- Project 83: USH 10 / STH 441 – STH 114 C. of Menasha (Oneida St.), Resurface

- Project 85: STH 96 / Washington – Claribel, Reconstruct
- Project 88: USH 41 - Hwy Rehab
- Project 89: USH 41 / WIS 15 - CTH J, Road Maintenance
- Project 90: USH 41 / USH 10 - USH 41, Resurface
- Project 94: STH 114 / USH 10 - S. Junction STH 55, Menasha - Hilbert

Other Recreation Facilities

Golf courses and country clubs, sports and recreational facilities and spectator sports facilities are abundant within the Appleton (Fox Cities) TMA (**Map 16-6**, **Insert A-H**). A brief description of the different facilities is given below:

Table 16-5: Other Recreational Facilities within the Appleton (Fox Cities) TMA

Municipality	Name	Location
T. Grand Chute	Fox Cities Stadium	2400 N. Casaloma Drive
C. Menasha	Calders Stadium	10th Street
T. Harrison	Harrison Athletic Complex	W5298 State Highway 114
C. Appleton	Banta Bowl	John Street
C. Kaukauna	Doty Bayorgeon Recreational Area	Dodge Street
C. Appleton	Nienhaus Field	W. Spenser Street
C. Appleton	USA Youth Sports Complex	E. Evergreen Drive
T. Menasha	Youth Sports, Complex	920 Airport Road
C. Neenah	Bridgewood Golf Course	1020 Cameron Way
T. Grand Chute	Butte des Morts Golf Course	3600 W. Prospect Avenue
T. Greenville	Chaska Golf Course	W6575 Wisconsin Avenue
T. Buchanan	Country Side Golf Course	726 W. Weiler Road
T. Harrison	North Shore Golf Course	N8421 Northshore Road
C. Kaukauna	Eagle Links Golf Club	1700 Haas Road
C. Appleton	Reid Municipal Golf Course	1100 E. Fremont Street
T. Neenah	Ridgeway Golf & Country Club	2913 County Road II
C. Appleton	Riverview Country Club	1101 S. Oneida Street
T. Neenah	Westridge Golf Club	8130 Golf Course Drive
T. Buchanan	Wisconsin International Raceway	W1460 County Road KK
C. Appleton	YMCA of the Fox Cities	218 E. Lawrence
T. Grand Chute	Apple Creek YMCA	2851 E. Apple Creek Road
T. Greenville	YMCA Fox West	W6931 School Road
V. Kimberly	YMCA Heart of the Valley	225 W. Kennedy Avenue
C. Neenah	YMCA Neenah-Menasha	110 W. North Water Street

Mitigation Issues and System Level Mitigation Measures

Golf courses and country clubs, sports and recreational facilities and spectator sports facilities have the potential to be impacted during construction of the transportation projects. While, the facilities themselves may not be impacted, access to the facilities could be restricted. Therefore, construction and timing near these facilities should be coordinated with the appropriate facility. Projects within proximity of other recreational areas include:

Golf Courses:

- Project 16: Northshore Ext. of Friendship Trail, Friendship State Trail
- Project 36: S. Bluemound Rd. / Prospect – Spencer, Reconstruct to Urban, 4-Lane
- Project 42: Gillette Street / Capitol – Elsner, Reconstruction, 2-Lane Urban with Bike & Ped, Local
- Project 61: Irish Road/Jacobsen – CTH II, Reconstruction
- Project 67: Eisenhower Drive / CTH AP – USH/STH 114, Reconstruction, Local
- Project 73: CTH BB/USH 41 – Bartell, Reconstruction, 4-Lane, Urban
- Project 87: STH 47, Appleton – Bonduel, CTH JJ – NCL
- Project 88: USH 41 - Hwy Rehab
- Project 89: USH 41 / WIS 15 - CTH J, Road Maintenance
- Project 94: STH 114 / USH 10 - S. Junction STH 55, Menasha - Hilbert

Sports Recreation:

- Project 2: STH 124 / USH 41 – STH 47, Resurface
- Project 3: STH 441, USH 41 – USH 41, Road Maintenance
- Project 7: USH 10, USH 41 – Oneida Street, Reconstruction, Expansion
- Project 9: I-41 Conversation / State Line – Green Bay, SCL Dodge Co. – I-43 Signing
- Project 19: 3rd Street, City of Menasha, Lake Winnebago Slough & Approach
- Project 30: Oneida/Capitol – Northland Avenue, Reconstruct to Urban
- Project 38: Casaloma / Converters Drive – Capitol, Reconstruct to Urban, Local
- Project 50: Kimberly Trail / CE Trail – Railroad, Bike / Ped Trail
- Project 52: Lake Street/Railroad – Butte, Reconstruction
- Project 59: East Shady/American – Cold Spring, Reconstruction
- Project 65: Racine St / Third – Ninth, Reconstruction
- Project 68: Eisenhower Drive / CTH KK – Cornell, Bike & Ped Trail, Local
- Project 75: Winneconne / USH 41 – Neenah Slough, Reconstruction, Local
- Project 76: Green Bay Rd. / Fox Point – Shopko, Reconstruction, Local
- Project 79: CTH A/Indian Point – Neenah, Reconstruction, urban
- Project 88: USH 41 - Hwy Rehab
- Project 90: USH 41 / USH 10 - USH 41, Resurface

Air Quality

Air quality, particularly good air quality, is often taken for granted. Clean air is vital to maintain public health. Sound local and regional planning can minimize negative impacts to the air. As communities become more spread out, the use of automobiles increases dramatically, resulting in more emissions and subsequent decrease in air quality. Emissions from certain industrial uses also have the potential to impact air quality.

The Clean Air Act, which was last amended in 1990, requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards[142] for pollutants considered harmful to public health and the environment. Two standards are set; primary and secondary. Primary standard limits are set to protect public health, while secondary standards are set to protect public welfare (protection against decreased visibility, damage to animals, crops, vegetation and

[142] 40 CFR part 50.

buildings). National Ambient Air Quality Standards are set for six principal pollutants; carbon monoxide, lead, nitrogen dioxide, particulate matter, ozone and sulfur dioxide.[143]

An ozone air quality monitoring site is located within the TMA at the Thrivent facility at 4432 Meade Street in Appleton. The primary and secondary National Ambient Air Quality Standard for ozone is 0.075 ppm.[144] Ozone is a gas comprised of three atoms of oxygen and can be found in the Earth's upper atmosphere and at ground level. Monitored values of ozone represent ground level ozone, which is not directly emitted into the air. Ozone concentrations typically reach higher levels on hot sunny days in urban environments; it can be transported long distances by wind. The 8-hour ozone design values (ppb) were not exceeded at the Outagamie site between 1997 and 2012.[145] There were no monitoring sites in Winnebago or Calumet counties.

Particulate matter (PM) is a mixture of solid particles and liquid droplets. It includes acids, organic chemicals, metals, soil or dust, and allergens. Fine particle pollution can be emitted directly or formed secondarily in the atmosphere. The primary and secondary National Ambient Air Quality Standard for particulate matter is:

- $PM_{2.5}$[146]
  - Primary: 12µg/m^3, annual mean, averaged over 3 years
  - Secondary, 15µg/m^3, annual mean, averaged over 3 years
  - Primary and Secondary, 35µg/m^3, 24-hour, 98 percentile, averaged over 3 years
- PM_{10}[147]
  - Primary and Secondary: 150µg/m^3, 24-hour, Not to be exceeded more than once per year on an average over 3 years

According to the *Wisconsin Air Quality Trends, 2014*, Outagamie County[148] did not exceed these standards between 2001 and 2012 for 24-hour $PM_{2.5}$ (standard currently 35µg/m^3) or the Annual $PM_{2.5}$ (standard of 15µg/m^3).

To achieve the national air quality standards, EPA has in place regulatory and voluntary programs to reduce the amount of air pollutants emitted from a wide range of emission sources. To keep track of these emissions, EPA maintains the National Emissions Inventory (NEI), the national database of air pollutant emission information. This database is modified at least annually. Since developing and updating this inventory is time-consuming, the data is several years old (**Table 16-6**).

[143] http://www.epa.gov/air/criteria.html.
[144] To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.075 ppm. A lower ozone standard is expected to be proposed by US EPA in late 2014. In March of 2008 (Final Rule 16436), the 8-hour standard of 84 ppb was lowered to 75 ppb.
[145] Wisconsin Department of Natural Resources, *Wisconsin Air Quality Trends*, April 2014.
[146] $PM_{2.5}$ fine particles less than 2.5 micrometers.
[147] PM_{10} coarse particles between 2.5 and 10 micrometers.
[148] The annual standard for $PM_{2.5}$ is currently 12 micrograms per cubic meter (Final Rule December 14, 2012, effective January 2014), but all information identified in the Wisconsin Air Quality Trends report should be compared to 15 micrograms per cubic meter.

Table 16-6 State and County Emission Summaries, 2011

Source Sector	Calumet County		Outagamie County		Winnebago County		Wisconsin	
	Emissions Tons ($PM_{2.5}$)	Emissions Tons (PM_{10})	Emissions Tons ($PM_{2.5}$)	Emissions Tons (PM_{10})	Emissions Tons ($PM_{2.5}$)	Emissions Tons (PM_{10})	Emissions Tons ($PM_{2.5}$)	Emissions Tons (PM_{10})
Agriculture	458	2,288	579	2,895	599	2,993	38,867	134,504
Fuel Combustion	325	327	1,385	1,443	597	608	29,906	40,437
Dust	103	633	541	4,451	311	2,210	12,455	86,114
Mobile	64	75	210	259	233	286	9742	11,539
Miscellaneous	32	36	286	343	40	44	5389	6,152
Industrial Processes	104	470	172	237	107	174	3590	7,672
Fires	42	55	11	21	25	34	3452	4,523
Solvent	0	0	16	16	0	0	102	117
Total	**1,128**	**3,884**	**3,200**	**9,665**	**1,912**	**6,349**	**103,503**	**291,058**

Source: State and County Emission Summaries, US EPA. http://www.epa.gov/cgi-bin/broker?_service=data&_debug=0&_program=dataprog.national_1.sas&polchoice=PM

Sources included in the agriculture sector include: Crops and Livestock Dust; Fertilizer Application; and Livestock Waste. While sources in the dust sector include: Construction Dust; Paved Road Dust; and Unpaved Road Dust. No information on the other pollutants (carbon monoxide, lead, nitrogen and sulfur dioxide) was available.

Mitigation Issues and System Level Mitigation Measures

Particulates in the air can cause or aggravate a number of health problems and have been linked with illnesses and deaths from heart and lung diseases.[149] Particulates of concern include both very small and somewhat larger dust particles and are a mixture of solids and liquids. Smaller particles (less than 10 micrometers) are of a greater concern because they can pass through the nose and throat and get deep into the lungs. Larger particles (greater than 10 micrometers) do not usual reach the lungs but they can irritate eyes, nose and throat.

Fine particulates (less than 2.5 micrometers) are produced anytime fossil fuels (coal, oil and diesel) or wood are burned. They are produced by power plants, wood stoves, motor vehicles, agricultural burning and forest fires to list a few. Coarse “dust” particles (2.5 to 10 micrometers) are produced during crushing or grinding and from vehicles traveling on paved or unpaved roads. They can also be produced by blowing wind over dusty surfaces. Mitigation activities can include watering of dusting surfaces, daily cleanup of dirt tracked on roadways, properly tuned vehicles, avoidance of on-site burning of wood and other waste materials, etc.

Cultural Resources

Cultural Resources, like natural resources are valuable assets which should be preserved. These resources define a community’s unique character and heritage. Included in this section is an inventory of historic buildings, sites, structures, objects, archeological sites and districts.

[149] http://www.airnow.gov/index.cfm?action=pubs.aqguidepart.

State and National Register of Historic Places

The Wisconsin Historical Society's Division of Historical Preservation and Public History (HPPH) is a clearing house for information related to the state's cultural resources including buildings and archeological sites. The State Historic Preservation Office (SHPO) is housed within this division. The primary responsibility of the HPPH is to administer the State and National Register of Historic Places programs. The National Register is the official national list of historic properties in the United States that are worthy of preservation. The program is maintained by the National Park Service in the U.S. Department of Interior. The State Register is Wisconsin's official listing of state properties determined to be significant to Wisconsin's heritage. The inventory is maintained by the HPPH. Both listings include sites, buildings, structures, objects, and districts that are significant in national, state, or local history. Sites are chosen based on the architectural, archeological, cultural, or engineering significance. While the WHS website does display National Register listings, eligibility information for those not yet listed, in progress, or determined not eligible is not publicly available. Please contact the HPPH for information on how to gain access to all of the data.[150]

Within the Appleton (Fox Cities) TMA, the following properties/districts are listed, by community, on the State and/or National Register of Historic Places (**Map 16-7**, **Insets A-H, Appleton, Kaukauna and Neenah/Menasha**).[151] A complete listing of the properties found in Calumet (10 listings), Outagamie (48 listings) and Winnebago (86 listings) counties are contained within **Appendix K**.

1. City of Appleton, Outagamie County – 18 listings[152]
2. City of Kaukauna, Outagamie County – 19 listings
3. Village of Little Chute, Outagamie County – 2 listings
4. Village of Kimberly, Outagamie County – 1 listing
5. Town of Buchanan, Outagamie County – 1 listing
6. Town of Center, Outagamie County – 1 listing
7. Town of Greenville, Outagamie County – 2 listings
8. Other areas, Outagamie County – 3 listings[153]
9. Village/Town of Harrison, Calumet County – 1 listing
10. Other areas, Calumet County – 9 listings[154]
11. City of Menasha, Winnebago County – 11 listings[155]
12. City of Neenah, Winnebago County – 27 listings
13. Town of Clayton, Winnebago County – 1 listing
14. Town of Neenah, Winnebago County – 1 listing
15. Town of Vinland, Winnebago County – 1 listing
16. Other areas, Winnebago County – 44 listings[156]

[150] Wisconsin Historical Society email correspondence, 4/24/15.
[151] http://www.wisconsinhistory.org/hp/register/summary.asp. Accessed 6/16/14.
[152] Volksfreund Building was removed from the National Register, no explanation given. Lakeshore Depot was demolished.
[153] T. Bovina (1), V. Black Creek (1) and V. Hortonville (1).
[154] T. Brillion (1), T. Brothertown (1), T. Charlestown (1), T. Stockbridge (3), C. Chilton (2) and C. New Holstein (1)
[155] Menasha City Hall was torn down and removed from the National Register.
[156] T. Algoma (0), Bell site not listed on National Register), T. Nekimi (1), T. Omro (1), T. Oshkosh (1), T. Rushford (2), T. Winneconne (3), T. Wolf River (1), C. Omro (3), C. Oshkosh (33; Amos House and Buckstaff Observatory removed from National Register, Chief Oshkosh Brewery not on register).

The National Register is not a static inventory. Properties are constantly being added, and, less frequently, removed. It is, therefore, important to access the most updated version of the National Register properties. This can be found by accessing the DHP website.

Mitigation Issues and System Level Mitigation Measures:

While a visual inspection does not suggest any broad system level cumulative environmental impacts to any known properties or historic districts that area listed on the National Register, a few transportation projects do come within close proximity to historic properties. Transportation projects near historic buildings and districts may have to exercise caution so as not to damage these more fragile structures during construction. Additionally, "it is important to consult with WisDOT's Cultural Resources Team (CRT) in the Bureau of Technical Services. For projects that require review under Section 106, the CRT is the single point of contact and all Section 106 review materials come to SHPO through the CRT".[157] Historic buildings that are in close proximity to transportation projects include

- Project 14: Broad Street/Tayco – Racine, Reconstruction
- Project 18: Little Chute Canal Bridge, Ped/Bike over Little Chute Lock
- Project 29: Oneida St / Valley Rd – Skyline Bridge, Reconstruction
- Project 44: Lincoln Ave/Wilson – Vandenbroek, Extension of Lincoln Ave
- Project 49: Prospect Street / CTH N – Park, Reconstruction
- Project 65: Racine St / Third – Ninth, Reconstruction
- Project 66: Veteran's Lift Bridge, Reconstruction
- Project 78: Nicolet/First – Ninth, Resurface
- Project 82: STH 76/STH 15 - CTH JJ, Recondition
- Project 85: STH 96 / Washington – Claribel, Reconstruct
- Project 91: Racine St. Bridge, C of Menasha

Locally Significant Historic Places

Locally significant historic places are historic structures, historic sites, or historic districts which have a distinctive historic, architectural or cultural significance to a community. The Certified Local Government (CLG) program was enacted as part of the National Historic Preservation Act Amendments of 1980 and has been established in Wisconsin to further encourage and assist historic preservation by local governments.[158] In Wisconsin, a city, village, county, or town can be certified by Wisconsin's State Historic Preservation Office and the Department of the Interior as a CLC in it meets basic criteria. Within the Appleton (Fox Cities) TMA, the City of Appleton[159] and the City of Neenah[160] are CLG's.

Historic Preservation Commissions are part of local governments and established through local preservation ordinances. A commission's size, responsibilities, and authority depend on local laws and the needs of the community. Within the Appleton (Fox Cities) TMA, the following Historic Preservation Commissions have been established[161]: Appleton Historic Preservation

[157] Wisconsin Historical Society email correspondence, 3/25/15.
[158] http://www.wisconsinhistory.org/Content.aspx?dsNav=N:4294963828-4294961311&dsRecordDetails=R:CS94.
[159] The City of Appleton was certified on May 1, 2006.
[160] The City of Neenah was certified on October 3, 1986.
[161] Wisconsin Historic Preservation Commissions List, last revised May 2012. https://www.wisconsinhistory.org/pdfs/hp/HPR-Commission-List.pdf.

Commission, Kaukauna Historic Preservation Commission,[162] Menasha Landmarks Commission, and the Neenah Landmarks Commission. A number of these active historic preservation commissions have developed surveys of the architectural and historical resources located in their communities.

Communities also may designate sites that they feel has local significance but are currently not found on the National or State Registry of Historic Places (**Map 16-7, Appleton and Neenah/Menasha Insets**). According to the City of Appleton's website, the following sites are considered either a local historic site or a local historic building:[163]

- Trettin House, 523 W. Eight Street, Appleton
- Union Spring Park: Lutz Ice Company Ice Company Artesian Well Site, 319 N. Union Place, Appleton
- Vulcan Street Plant Replica Hydroelectric Central Station, 530 Vulcan Street, Appleton[164]

According to the City of Neenah the following sites are considered either a local historic site or a local historic building[165]:

- Fourth Ward Building, 343 Smith Street, Neenah
- Kimberly Double House, 404 – 406 E. Wisconsin Avenue, Neenah
- Edmund J. Lachmann House / S.N. Pickard House, 1010 E. Forest Avenue, Neenah;
- Legacy Park, Church Street, Neenah
- Neenah Clock Tower, SE corner of S. Commercial Street/STH 114 and Doty Avenue, Neenah

The Wisconsin State Historical Society also maintains a list of Local Historical Societies that are affiliated with the Wisconsin Council for Local History.[166] Local affiliates within the Appleton (Fox Cities) TMA include: the Calumet County Historical Society, the Appleton Area Historical Society, the Freedom Area Historical Society, the Kaukauna Area Historical Society, the Little Chute Historical Society, Outagamie County Historical Society, the Menasha Historical Society, the Neenah Historical Society, and the Winnebago County Historical and Archeological Society.

Mitigation Issues and System Level Mitigation Measures:

While a visual inspection does not suggest any broad system level cumulative environmental impacts to any known properties, a few transportation projects do come within close proximity to Locally Significant Historic Places. Transportation projects near historic buildings may have to exercise caution so as not to damage these more fragile structures during construction. Historic places of local significance that are in close proximity to transportation projects include:

[162] May not be active.
[163] http://www.appleton.org/i/d/community_development/NatlStateLocalSites.pdf.
[164] The Vulcan Street Plant Replica Hydroelectric Central Station has been recognized by the following professional societies: American Society of Mechanical Engineers (Historic Mechanical Engineering Landmark; 1977), American Society of Civil Engineers (National Historic Civil Engineering Landmarks; 1977) and Institute of Electrical and Electronics Engineers (IEEE milestone; 1882).
[165] http://www.ci.neenah.wi.us/community/landmarks-commission/neenah-landmarks.html.
[166] Wisconsin Historical Society – Wisconsin Council for Local History, Local History Affiliate Directory, updated 6/1/2-14. http://www.wisconsinhistory.org/pdfs/localhist/WHS-Local-History-Directory.pdf.

- Trettin House, 523 W. Eight Street, Appleton. Project 2: STH 125/USH 41 - STH 47, Resurface
- Edmund J. Lachmann House / S.N. Pickard House, 1010 E. Forest Avenue, Neenah. Project 78: Nicolet/First – Ninth, Resurface
- Vulcan Street Plant Replica Hydroelectric Central Station, 530 Vulcan Street, Appleton. Project 24: Lawe St / Power Canal Bridge

Architecture and History Inventory (AHI)

In order to determine those sites that are eligible for inclusion on the National Register, the HPPH frequently funds historical, architectural, and archeological surveys of municipalities and counties with the state. Surveys are also conducted in conjunction with other activities such as highway construction projects. A search of the HPPH's on-line Architecture and History Inventory (AHI) database reveals a number of sites within the Appleton (Fox Cities) TMA:[167]

Inclusion in this inventory conveys no special status, restrictions, or benefits to owners of these properties. It simply means that some type of information on these properties exists in the HPPH's collections. AHI is primarily used as a research and planning tool. Like the National Register, this is not a static inventory. Properties are constantly being updates. The AHI database is searchable by county, municipality and street; therefore it is recommended that a search of the database be done for each specific project.[168] For technical assistance and up to date inventory information, please contact the database manager at 608-264-6506.[169] While the WHS website does display National Register listings, eligibility information for those not yet listed, in progress, or determined not eligible is not publicly available. Please contact the HPPH for information on how to gain access to all of the data.[170]

Mitigation Issues and System Level Mitigation Measures

Do to the large number of properties on the AHI database; a visual search between the database and transportation projects was not completed. However, as noted above inclusion in this inventory conveys no special status, restriction, or benefits to owners of these properties. This tool is to be used primarily as a research and planning tool. It is suggested that this inventory be consulted during the planning and design stage to see if any locally significant properties are present and that local historic preservation organizations be consulted.

Archaeological Sites Inventory (ASI)

An inventory similar to the AHI exists for known archeological sites across the state; the Archaeological Sites Inventory (ASI). Due to the sensitive nature of archaeological sites, information as to their whereabouts is not currently made available on-line. This information is distributed only on a need-to-know basis. Archaeological sites are added to as they are discovered; discovery is a continual process. For technical assistance and up to date information on sites within a given area, contact the State Historic Preservation Office at the Wisconsin Historical Society. For technical assistance and up to date inventory information,

[167] http://www.wisconsinhistory.org/ahi/summary.asp. Accessed 3/1/10.
[168] The Architecture and History Inventory can be accessed at http://www.wisconsinhistory.org/Content.aspx?dsNav=N:1189-4294963829.
[169] Comments received by email correspondence with Wisconsin Historical Society, 3/25/15.
[170] Comments received by email correspondence with Wisconsin Historical Society, 4/3/15.

please contact the database manager at 608-264-6506.[171] Other types of burial sites include unmarked historic graves and Native American mounds. All burial sites are protected under Wis. Stats. § 157.70 and Wis. Admin. Code § HS 2.04 and you must obtain permission from the SHPO prior to any ground disturbing activity within the boundaries of the burial site. Information on the process as well as the Request to Disturb a Burial Site form is located on our website at wisconsinhistory.org. Consult the ASI for a full list of burial sites within any given project area.[172]

Mitigation Issues and System Level Mitigation Measures

During the planning and design stage, a determination should be made to see if there are any known archaeological sites within the vicinity of the transportation projects. Consult with WHS compliance staff members who can be reached at 608-264-6505.

Wisconsin Historical Markers

Wisconsin historical markers identify, commemorate and honor important people, places, and events that have contributed to the state's rich heritage. The Wisconsin Historical Markers Program is a vital education tool, informing people about the most significant aspects of Wisconsin's past. The Society's Division of Historic Preservation administers the Wisconsin Historic Markers Program. Applications are required for all official State of Wisconsin historical markers and plaques. According to the Wisconsin Historical Society, nine historical markers or plaques are located within the Appleton (Fox Cities) TMA (**Map 16-7**, **Inserts B, D-G, Appleton, Neenah/Menasha** and **Table 16-7**).[173]

Table 16-7: Wisconsin Historical Markers within the Appleton (Fox Cities) TMA

Map Identifier	Municipality	Name	Location
1	C. Appleton	Vulcan Street Plant Replica	530 Vulcan Street
2	C. Appleton	First Electric Street Railway	807 S. Oneida Street
3	T. Greenville	South Greenville Grange No. 225	Highways BB & 76
4	C. Kaukauna	Revolutionary War Veterans	Thelan Park
5	V. Little Chute	Treaty of the Cedars	Highway 96
6	C. Menasha	Wisconsin Central Railroad	Menasha Motel, Main and Mills streets[174]
7	T. Menasha	Butte des Morts – Fritse Park	Little Lake Butte des Morts
8	T. Menasha	Fox-Irish Cemetery	9088 Clayton Avenue
9	C. Neenah	Wisconsin Avenue Commercial Historic District – Interior walkway	135 W. Wisconsin Avenue

Source: http://www.wisconsinhistory.org/pdfs/hp/HPR-Marker-List.pdf. Revised 9/16/13

[171] Comments received by email correspondence with Wisconsin Historical Society, 3/25/15.
[172] Comments received by email correspondence with Wisconsin Historical Society, 4/3/15.
[173] http://www.wisconsinhistory.org/pdfs/hp/HPR-Marker-List.pdf. Revised 9/16/13.
[174] The Wisconsin Central Railroad Historical Marker has been temporarily relocated. The Hotel Menasha was demolished in 2014 and at the time of this writing, the plaque has not been relocated to a permanent site.

Mitigation Issues and System Level Mitigation Measures

During the planning and design stage, a determination should be made to see if there are any historical markers within the vicinity of the transportation projects. System level analysis identifies the following projects within proximity to historical markers:

- Project 14: Broad Street/Tayco – Racine, Reconstruction
- Project 24: Lawe St / Power Canal Bridge
- Project 52: Lake Street/Railroad – Butte, Reconstruction
- Project 54: Clayton Ave / East Shady – Fairview, Reconstruction
- Project 92: USH 10 Waupaca – Menasha, NCL – STH 441

Cemeteries

A listing of cemeteries was obtained from ECWRPC 2010 land use[175] and compared against Rootsweb, an online directory. Cemeteries are shown on **Map 16-7, insets A-G and Appleton and Table 16-8**. According to our records, 36 cemeteries are present within the Appleton TMA. Other types of burial sites include unmarked historic graves and Native American mounds; consult the ASI for a full list of burial sites within any given project area.[176]

[175] http://www.rootsweb.ancestry.com/~wiwinne2/cemeteries.html. Accessed 9/23/14.
[176] Email correspondence with Wisconsin Historical Society, 3/25/15.

Table 16-8: Cemeteries within the Appleton (Fox Cities) TMA

Municipality	Name	Location
T. Vinland	Brooks Cemetery	2988 Brooks Road
C. Appleton	First Congregational Rose Garden Cemetery	24 E. South River Street
T. Freedom	Freedom Township Cemetery (Randerson Cemetery)	Lochbur Lane
T. Grand Chute	Grand Chute Town Cemetery	Evergreen Drive and STH 47
T. Neenah	Greenlawn Memorial Park	1451 Green Valley Road
C. Appleton	Highland Memorial Park	3131 N. Richmond Street
T. Buchanan	Holy Angels Cemetery	W2806 CTH KK
C. Kaukauna	Holy Cross Cemetery	Lawe Street
V. Kimberly	Holy Name Cemetery	S. Railroad Street
T. Greenville	Immanuel Lutheran Cemetery	W7265 School Road
T. Kaukauna	Kelso Cemetery	CTH J
T. Freedom	Lutheran Community Cemetery	N2747 French Road
C. Appleton	Moses Monitfiore Jewish Cemetery	E. Wisconsin Ave., Appleton, next to Zion Cemetery
C. Neenah	Oak Hill Cemetery	1201 Oakridge Road
T. Grand Chute	Outagamie County Health Center Cemetery	Section 20
T. Menasha	Rest Haven Cemetery	North Street
C. Appleton	Riverside Cemetery	714 N Owaissa Street
T. Center	St. Edwards Cemetery	N2926 STH 47
T. Menasha	St. John's Polish Cemetery #1	Valley Road
T. Menasha	St. John's Polish Cemetery #2	Midway Road
V. Little Chute	St. John's Cemetery	Main Street
C. Appleton	St. Joseph's Cemetery	1100 N. Ballard Road
T. Neenah	St. Margaret Mary's Cemetery	1375 North Street
T. Menasha	St. Mary's Cemetery	1200 Racine Road
T. Grand Chute	St. Mary's Cemetery	2121 W Prospect Avenue
T. Greenville	St. Mary's Cemetery	N2385 Municipal Drive
C. Kaukauna	St. Mary's Cemetery	1201 Buchanan Road
T. Kaukauna	St. Patrick's Catholic Cemetery	Section 33, Hwy 41
C. Neenah	St. Patrick's Cemetery	Green Bay Road
V. Combined Locks	St. Paul's Cemetery	Buchanan Road
T. Freedom	St. Peters Lutheran Cemetery	West side of French Rd., just south of County E.
T. Kaukauna	Trinity Cemetery	W1239 STH 96
T. Ellington	Trinity Evangelical Lutheran Cemetery	County O, East of Greenwood Road
C. Kaukauna	Union Cemetery	Ryan Street
T. Greenville	Wanderers Rest Cemetery	School Road
C. Appleton	Zion Cemetery	3320 Crestview Drive

Source: ECWRPC 2010 Land Use, Rootsweb, accessed 2/4/15

Mitigation Issues and System Level Mitigation Measures

Map 16-7, **Insets A-G, and Appleton,** shows the transportation projects in relation to the cemeteries found within the 2010 land use. Some spot level locations may have projects in close proximity to cemeteries. These projects may require consideration in the design and construction permitting process. For additional information, consult WisDOT's *Guide to Transportation Archaeology*.[177]

According to a visual review of the maps, the following the projects that are within proximity of cemeteries:

- Project 3: STH 441, USH 41 - USH 4, Road Maintenance
- Project 7: USH 10, USH 41 - Oneida Street, Reconstruction, Expansion
- Project 8: USH 41/Appleton - Green Bay CTH J- Orange Lane, Resurfacing
- Project 9: I-41 Conversion / State Line - Green Bay, SCL Dodge Co - I-43 Signing
- Project 44: Lincoln Ave/Wilson – Vandenbroek, Extension of Lincoln Ave
- Project 45: Main Street/Vandenbroek Intersection, Realignment
- Project 50: Kimberly Trail / CE Trail – Railroad, Bike / Ped Trail
- Project 53: Airport Road/Racine –STH 47, Reconstruction
- Project 73: CTH BB/USH 41 – Bartell, Reconstruction, 4-Lane, Urban
- Project 81: STH 76 / USH 41 - CTH JJ, Reconstruct
- Project 82: STH 76/STH 15 - CTH JJ, Recondition
- Project 85: STH 96 / Washington – Claribel, Reconstruct
- Project 87: STH 47, Appleton – Bonduel, CTH JJ - NCL
- Project 88: USH 41 - Hwy Rehab
- Project 89: USH 41 / WIS 15 - CTH J, Road Maintenance
- Project 90: USH 41 / USH 10 - USH 41, Resurface

Museums, Libraries, and Other Historic and Cultural Resources

Museums

Museums protect valuable historic resources for community enjoyment. Residents are welcome to learn from the exhibits and amenities they have to offer (**Map 16-7**, **Insert A-H**). Museums within the Appleton (Fox Cities) TMA include:

Outagamie County:

- ***Charles A. Grignon Mansion*** or "The Mansion in the Woods" is located at 1313 Augustine Street in Kaukauna. It is owned and operated by the Friends of the Grignon Mansion. Charles A. Grignon built this elegant Mansion at a natural portage point along the Fox in 1837.[178]

- ***Hearthstone Historic House Museum***[179] is located at 625 W. Prospect Avenue, Appleton. The mansion was built between 1881 and 1882. On September 30, 1882, it became the first house in the United States to be lit with Edison incandescent lamps with

[177] http://www.dot.state.wi.us/business/engrserv/environment/envareas/cultural/docs/guide-arch.pdf. (11/12/14)
[178] http://www.grignonmansion.org/Home.html.
[179] Historic name Henry J. Rogers and Cremora House.

electricity that was generated by a central hydroelectric power station using the Edison system. The Hydro Adventure Center housed in the mansion offers hands-on experience in operating a model of the earliest central hydroelectric station.[180]

- ***History Museum at the Castle*** is located at 330 E. College Avenue, Appleton. The mission of the museum is to inspire appreciation for the rich history of the Fox River Valley area communities through the collections, exhibits and education at The History Museum at the Castle. Owned and operated by the Outagamie County Historical Society, The History Museum holds the collections representing the history of the Fox Valley dating back to 1840s.[181]

- ***International Softball Congress Hall of Fame*** (ISCHF) is located at 515 W. Kimberly Avenue in Kimberly, it features fast pitch softball memorabilia and plaques of the ISCHF inductees.

- ***Paper Discovery Center*** is located at 425 W. Water Street in Appleton; it is home to the Paper Industry International Hall of Fame.[182]

- ***The Building for Kids Children's Museum*** is located at 100 W. College Avenue, Appleton provides, according to their website, exceptional learning opportunities that are innovative, deeply engaging, and long-lasting.[183]

- ***Trout Museum of Art*** is located at 111 W. College Avenue Street, Appleton. The museum formally, the Appleton Art Center Art Center, provides exhibitions, educational programming and special events such as the annual Art in the Park artist exhibitor festival, lectures, workshops, family fun days, musical concerts and an annual exhibit for local artists.[184]

Winnebago County:

- ***Barlow Planetarium*** is located at 1478 Midway Road in Menasha at the University of Wisconsin Fox Valley.[185]

- ***Bergstrom-Mahler Museum* of Glass** is located at 165 N. Park Avenue in Neenah. The museum houses a collection of glass paperweights and an exquisite collection of ceramic, Victorian and contemporary art glass.[186]

- ***Doty Cabin in Doty Park*** is located at 701 Lincoln St., Neenah.

- ***Octagon House*** is located at 343 Smith Street in Neenah.[187]

[180] http://www.focol.org/hearthstone/.
[181] http://www.myhistorymuseum.org.
[182] http://www.paperdiscoverycenter.org/.
[183] http://www.buildingforkids.org/index.php.
[184] http://www.troutmuseum.org/.
[185] http://www.uwfox.uwc.edu/barlow/.
[186] http://bmmglass.com/.
[187] http://www.focol.org/neenahhistorical/.

- ***R. Harder Gallery of Gems and Minerals*** is located at 24 Jewelers Park in Neenah.
- ***Tayco Street Bridge Tower Museum*** is located at Tayco & Main Streets in Menasha.
- ***Velte History Exhibit -*** City Hall, Neenah.
- ***Weis Earth Science Museum*** is located at 1478 Midway Road in Menasha at the University of Wisconsin Fox Valley.[188]

Libraries

All libraries in the Appleton (Fox Cities) TMA are part of a federated library system. Federated library systems are designed to provide expanded library services to more people without making additional large expenditures. Parts of three library systems service the population within the TMA. The Calumet County portion of the TMA is part of the Manitowoc-Calumet Library System.[189] This system was jointly formed by Manitowoc and Calumet counties and is comprised of six public libraries: Kiel, Manitowoc, and Two Rivers in Manitowoc County, and Brillion, Chilton, and New Holstein in Calumet County. There are no member libraries found within the TMA. The Winnebago County portion of the TMA is part of the Winnefox Library System.[190] This system was jointly formed by Fond du Lac, Green Lake, Marquette, Waushara and Winnebago counties. The system is comprise of 30 public libraries: Brandon, Campbellsport, Fond du Lac, North Fond du Lac, Oakfield, and Ripon in Fond du Lac County; Berlin, Green Lake, Kingston, Markesan and Princeton in Green Lake County; Endeavor, Montello, Neshkoro, Oxford, Packwaukee and Westfield in Marquette County; Coloma, Hancock, Pine River, Plainfield, Poy Sippi, Redgranite, Wautoma and Wild Rose in Waushara County; and Menasha, Neenah, Omro, Oshkosh and Winneconne in Winnebago County. The Outagamie portion of the TMA is part of the OWLS Library System.[191] This system was jointly formed by Outagamie and Winnebago counties. The system is made up of 17 public libraries: Appleton, Black Creek, Hortonville, Kaukauna, (Kimberly) James J. Siebers Memorial, (Little Chute) Gerard H. Van Hoof Memorial, (Seymour) Muehl, and Shiocton in Outagamie County and Clintonville, (Fremont) Neuschafer, Iola Village, (Manawa) Sturm Memorial, Marion, New London, Scandinavia, Waupaca Area, and Weyauwega in Waupaca County.

Public libraries within the TMA include:

- ***Appleton Public Library*** (OWLS Library System), 225 N. Oneida Street, Appleton
- ***Kaukauna Public Library*** (OWLS Library System), 111 Main Avenue, Kaukauna
- ***(Kimberly) James J. Siebers Memorial Library*** (OWLS Library System), 515 West Kimberly Avenue
- ***(Little Chute) Gerard H. Van Hoof Memorial Library*** (OWLS Library System), 625 Grand Avenue, Little Chute

[188] http://www.uwfox.uwc.edu/wesm/.
[189] http://www.mclsweb.org/mclsweb/ The Calumet County portion of the City of Appleton is included in the OWLs Library System.
[190] http://www.winnefox.org/ The Winnebago County portion of the City of Appleton is included in the OWLs Library System.
[191] http://owlsnet.org/.

- ***(Menasha) Elisha D. Smith Public Library*** (WinneFox Library System), 440 First Street, Menasha

- ***Neenah Public Library*** (WinneFox Library System), 240 East Wisconsin Avenue, Neenah

Other Historic and Cultural Resources

Besides museums and public libraries, other cultural resources are present in the Appleton TMA. These include a windmill, trains and trolleys, band shells, auditoriums, memorials and statues honoring veterans and others, public and private art such as murals, zoos, sculptures and fountains and a host of other resources too numerous to list. A few specific resources include:

- ***Fox Cities Performing Art Center (PAC),*** 400 W. College Avenue, Appleton

Mitigation Issues and System Level Mitigation Measures

During the planning and design stage, a determination should be made to see if there are any museums, libraries or other historic and cultural resources within the vicinity of the transportation projects. Transportation projects near historic buildings and other edifices may have to exercise caution so as not to damage these more fragile structures during construction. System level analysis identifies the following projects within proximity to museums, libraries and other identified historic and cultural resources:

- Project 2: STH 125/USH 41 - STH 47, Resurface
- Project 9: I-41 Conversion / State Line - Green Bay, SCL Dodge Co - I-43 Signing
- Project 12: Kimberly Ave/Railroad – Marcella, Reconstruction
- Project 14: Broad Street/Tayco – Racine, Reconstruction
- Project 25: Prospect Ave / Jackman St Overhead
- Project 44: Lincoln Ave/Wilson – Vandenbroek, Extension of Lincoln Ave
- Project 45: Main Street/Vandenbroek intersection, Realignment
- Project 51: Railroad Street/3rd – Maes, Bike/Ped Trail

Table 16-9 Appleton (Fox Cities) TMA Long Range Projects and Environmental/Cultural Features provides a summary level analysis of each of the environmental features mentioned within this chapter and shows which TIP projects (for 2015-2018) are impacted by their development. Please note, the full TIP project descriptions/names can be found in Table 14-1 of the Recommendations Chapter which corresponds to the numbered projects listed here. For each environmental feature, the full list of TIP recommended projects were analyzed, documenting where projects intersected the quarter mile and 250 foot buffer zones. This analysis was completed using GIS and is included below.

Table 16-9		Short Term Projects (Red Numbers)/Long Term Projects (Blue Numbers)											
		1	2	3	4	5	6	7	8	9	10	11	12
WILDLIFE	Wildlife Resource - Aquatic		X	X	X			X		X	X		X
	Wildlife Resource - Terrestrial	X	X						X	X			
	Wildlife Resource - Both												
	Woodlands	X	X	X	X	X	X	X	X	X	X	X	X
	Planted Wood Lots						X			X		X	
WETLAND/FLOOD	Wetland	X		X	X	X	X	X	X	X		X	X
	Floodplain		X	X	X			X	X	X	X	X	
	Wetland and Floodplain			X	X			X	X	X			
WATER RESOURCES	Lake Winnebago Management Unit			X	X							X	
	Lower Fox River Management Unit	X	X	X	X	X		X	X	X	X	X	X
	Wolf River Management Unit						X						
	Upper Fox River Management Unit									X			
	Apple Creek Sub watershed	X		X					X	X			
	Arrowhead Sub watershed												
	Black Otter Sub watershed						X						
	Brooks Cemetery Sub watershed									X			
	City of Oshkosh - Lake Winnebago Sub watershed												
	City of Utowana Beach - Lake Winnebago Sub watershed				X							X	
	Garners Creek Sub watershed	X	X	X				X	X	X	X	X	X
	Kankapot Sub watershed												
	Lake Winnebago Sub watershed				X							X	
	Little Lake Butte des Mortes Sub watershed			X	X			X		X			
	Medina Junction - Rat River Sub watershed						X						
	Mud Creek Sub watershed		X			X				X			
	Municipality of Stephensville - Bear Creek Sub watershed												
	Town of Dale - Rat River Sub watershed												
	Town of Greenville - Bear Creek Sub watershed						X						
	Upper Duck Creek Sub watershed												
	Village of Shiocton - Wolf River												
WATER CONTAM	Water Contamination High	X		X				X		X			
	Water Contamination Medium	X	X	X	X	X	X	X		X	X	X	X
	Water Contamination Low	X	X	X	X	X	X	X	X	X	X	X	X
RECREATIONAL	Fairgrounds												
	General Recreation	X	X	X			X	X	X	X	X	X	X
	Golf Courses												
	Sports Recreation		X	X				X		X			
	Existing Bicycle/Ped Facilities		X	X	X	X	X			X	X	X	X
	Planned Bicycle/Ped Facilities	X	X	X	X	X	X	X	X	X	X	X	X
GEOLOGICAL	Prime Farmland	X	X	X	X	X	X	X	X	X	X	X	X
	Steep Slope	X		X	X		X		X	X	X	X	X
	High Bedrock	X								X			
	Sand/Gravel					X				X			
	Niagara Escarpment												
CULTURAL	Historical Districts												
	Cemeteries	X		X				X	X	X			
	Performing Arts		X										
	Historical Markers												
	Historical Sites												
	Museums							X		X			X
	Locally Significant Historic Sites		X										
	Yellowstone Trail		X	X		X		X		X			
	Library			X				X		X			X

Table 16-9, continued		13	14	15	16	17	18	19	20	21	22	23	24
WILDLIFE	Wildlife Resource - Aquatic		X		X			X					X
	Wildlife Resource - Terrestrial					X							
	Wildlife Resource - Both												
	Woodlands	X	X	X	X	X		X					
	Planted Wood Lots				X								
WETLAND/FLOOD	Wetland			X	X	X			X				
	Floodplain	X	X	X	X		X	X	X				X
	Wetland and Floodplain			X	X				X				
WATER RESOURCES	Lake Winnebago Management Unit				X								
	Lower Fox River Management Unit	X	X	X	X		X	X	X	X	X	X	X
	Wolf River Management Unit					X							
	Upper Fox River Management Unit												
	Apple Creek Sub watershed												
	Arrowhead Sub watershed												
	Black Otter Sub watershed												
	Brooks Cemetery Sub watershed												
	City of Oshkosh - Lake Winnebago Sub watershed												
	City of Utowana Beach - Lake Winnebago Sub watershed				X								
	Garners Creek Sub watershed	X					X				X	X	X
	Kankapot Sub watershed												
	Lake Winnebago Sub watershed				X								
	Little Lake Butte des Mortes Sub watershed		X	X	X			X	X				
	Medina Junction - Rat River Sub watershed												
	Mud Creek Sub watershed									X			
	Municipality of Stephensville - Bear Creek Sub watershed												
	Town of Dale - Rat River Sub watershed												
	Town of Greenville - Bear Creek Sub watershed					X							
	Upper Duck Creek Sub watershed												
	Village of Shiocton - Wolf River												
WATER CONTAM	Water Contamination High		X	X	X								
	Water Contamination Medium		X	X	X		X			X			
	Water Contamination Low	X	X	X	X	X			X		X	X	X
RECREATIONAL	Fairgrounds												
	General Recreation		X	X	X		X						
	Golf Courses				X								
	Sports Recreation							X					
	Existing Bicycle/Ped Facilities	X	X	X	X		X	X				X	X
	Planned Bicycle/Ped Facilities	X	X	X	X								
GEOLOGICAL	Prime Farmland	X	X	X	X	X			X	X	X	X	
	Steep Slope				X		X						
	High Bedrock			X		X							
	Sand/Gravel			X									
	Niagara Escarpment												
CULTURAL	Historical Districts		X				X						
	Cemeteries												
	Performing Arts												
	Historical Markers		X										X
	Historical Sites		X										
	Museums		X										
	Locally Significant Historic Sites												
	Yellowstone Trail		X										
	Library		X										

Table 16-9, continued		25	26	27	28	29	30	31	32	33	34	35	36
WILDLIFE	Wildlife Resource - Aquatic	X				X							X
	Wildlife Resource - Terrestrial											X	X
	Wildlife Resource - Both												
	Woodlands	X						X	X	X	X	X	X
	Planted Wood Lots												
WETLAND/FLOOD	Wetland									X		X	X
	Floodplain							X	X	X	X	X	X
	Wetland and Floodplain											X	X
WATER RESOURCES	Lake Winnebago Management Unit												
	Lower Fox River Management Unit	X	X	X	X	X	X	X	X	X	X	X	
	Wolf River Management Unit									X			
	Upper Fox River Management Unit												
	Apple Creek Sub watershed		X	X			X						
	Arrowhead Sub watershed												
	Black Otter Sub watershed												
	Brooks Cemetery Sub watershed												
	City of Oshkosh - Lake Winnebago Sub watershed												
	City of Utowana Beach - Lake Winnebago Sub watershed												
	Garners Creek Sub watershed	X	X	X		X	X						
	Kankapot Sub watershed												
	Lake Winnebago Sub watershed												
	Little Lake Butte des Mortes Sub watershed				X								
	Medina Junction - Rat River Sub watershed												
	Mud Creek Sub watershed							X	X	X	X	X	X
	Municipality of Stephensville - Bear Creek Sub watershed												
	Town of Dale - Rat River Sub watershed												
	Town of Greenville - Bear Creek Sub watershed									X			
	Upper Duck Creek Sub watershed												
	Village of Shiocton - Wolf River												
WATER CONTAM	Water Contamination High												X
	Water Contamination Medium		X	X	X			X	X	X		X	X
	Water Contamination Low	X			X	X	X		X	X	X	X	
RECREATIONAL	Fairgrounds												
	General Recreation						X					X	X
	Golf Courses												X
	Sports Recreation						X						
	Existing Bicycle/Ped Facilities					X	X			X		X	
	Planned Bicycle/Ped Facilities						X	X	X	X		X	X
GEOLOGICAL	Prime Farmland	X	X	X	X		X	X	X	X		X	X
	Steep Slope	X											
	High Bedrock												
	Sand/Gravel										X	X	
	Niagara Escarpment												
CULTURAL	Historical Districts					X							
	Cemeteries												
	Performing Arts												
	Historical Markers												
	Historical Sites												
	Museums												
	Locally Significant Historic Sites												
	Yellowstone Trail												
	Library												

Table 16-9, continued		37	38	39	40	41	42	43	44	45	46	47	48
WILDLIFE	Wildlife Resource - Aquatic								X	X			
	Wildlife Resource - Terrestrial							X					
	Wildlife Resource - Both												
	Woodlands	X	X		X	X	X	X					
	Planted Wood Lots						X				X	X	
WETLAND/FLOOD	Wetland	X	X		X	X	X				X		
	Floodplain	X	X		X	X	X	X	X				
	Wetland and Floodplain		X		X	X	X						
WATER RESOURCES	Lake Winnebago Management Unit												
	Lower Fox River Management Unit	X	X	X	X	X	X	X	X	X	X	X	X
	Wolf River Management Unit		X		X								
	Upper Fox River Management Unit												
	Apple Creek Sub watershed								X	X	X	X	X
	Arrowhead Sub watershed												
	Black Otter Sub watershed												
	Brooks Cemetery Sub watershed												
	City of Oshkosh - Lake Winnebago Sub watershed												
	City of Utowana Beach - Lake Winnebago Sub watershed												
	Garners Creek Sub watershed								X	X			
	Kankapot Sub watershed												
	Lake Winnebago Sub watershed												
	Little Lake Butte des Mortes Sub watershed	X											
	Medina Junction - Rat River Sub watershed												
	Mud Creek Sub watershed	X	X	X	X	X	X	X					
	Municipality of Stephensville - Bear Creek Sub watershed												
	Town of Dale - Rat River Sub watershed												
	Town of Greenville - Bear Creek Sub watershed		X		X								
	Upper Duck Creek Sub watershed												
	Village of Shiocton - Wolf River												
WATER CONTAM	Water Contamination High												
	Water Contamination Medium	X	X	X	X	X	X	X	X	X	X	X	
	Water Contamination Low	X	X		X	X	X	X			X	X	X
RECREATIONAL	Fairgrounds												
	General Recreation				X	X		X	X		X		
	Golf Courses						X						
	Sports Recreation		X										
	Existing Bicycle/Ped Facilities	X	X	X	X	X		X	X				
	Planned Bicycle/Ped Facilities	X	X		X	X	X	X	X		X	X	X
GEOLOGICAL	Prime Farmland	X	X		X	X	X	X	X	X	X	X	X
	Steep Slope	X							X				
	High Bedrock	X											
	Sand/Gravel		X		X	X							
	Niagara Escarpment												
CULTURAL	Historical Districts								X				
	Cemeteries								X				
	Performing Arts												
	Historical Markers												
	Historical Sites												
	Museums												
	Locally Significant Historic Sites												
	Yellowstone Trail												
	Library												

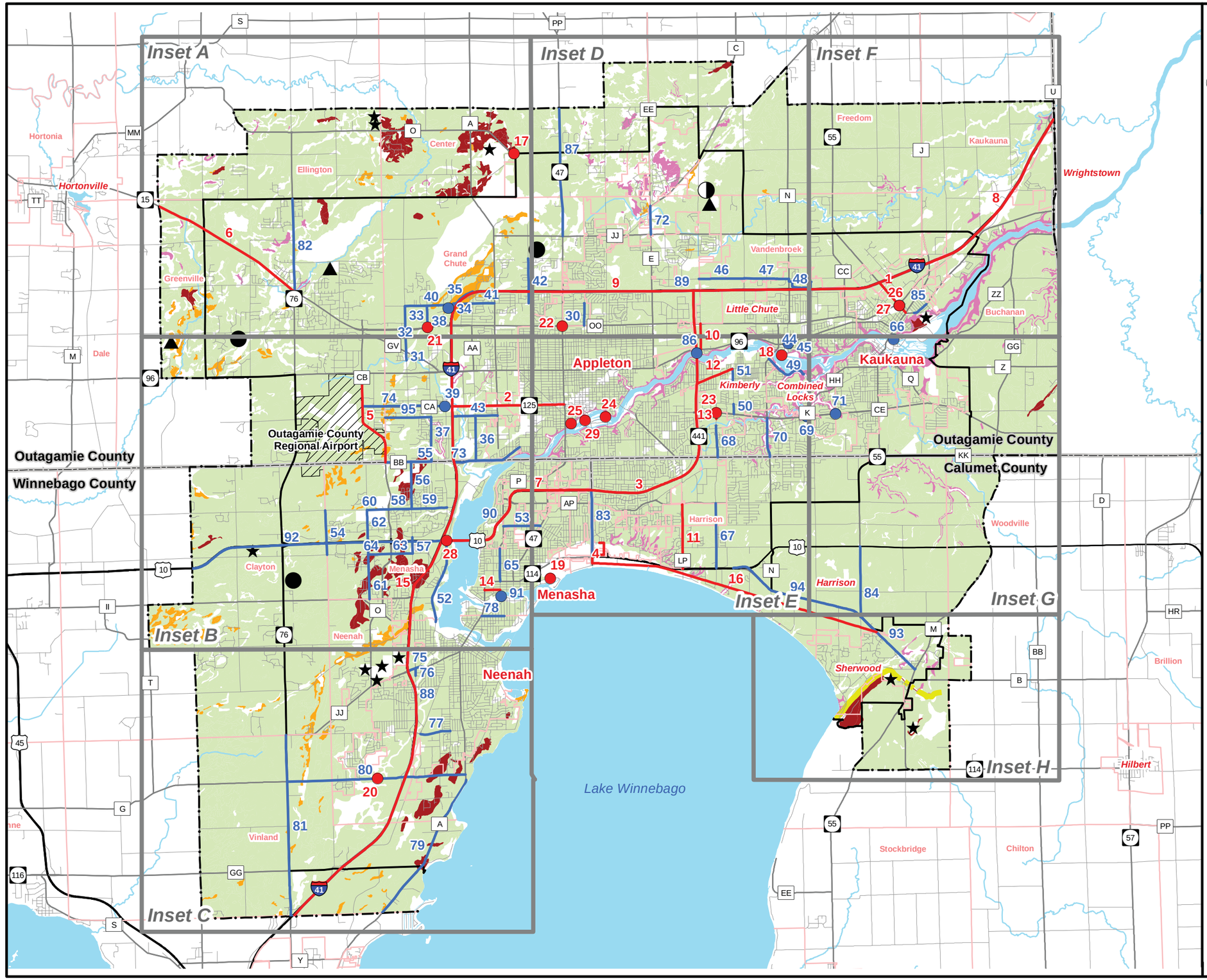
Table 16-9, continued		49	50	51	52	53	54	55	56	57	58	59	60
WILDLIFE	Wildlife Resource - Aquatic	X			X	X							
	Wildlife Resource - Terrestrial												
	Wildlife Resource - Both												
	Woodlands	X	X	X	X	X	X	X	X	X	X	X	X
	Planted Wood Lots						X				X		X
WETLAND/FLOOD	Wetland				X		X	X	X		X	X	X
	Floodplain	X	X		X	X		X	X		X	X	
	Wetland and Floodplain				X							X	
WATER RESOURCES	Lake Winnebago Management Unit												
	Lower Fox River Management Unit	X	X	X	X	X	X	X	X	X	X	X	X
	Wolf River Management Unit												
	Upper Fox River Management Unit												
	Apple Creek Sub watershed												
	Arrowhead Sub watershed												
	Black Otter Sub watershed												
	Brooks Cemetery Sub watershed												
	City of Oshkosh - Lake Winnebago Sub watershed												
	City of Utowana Beach - Lake Winnebago Sub watershed												
	Garners Creek Sub watershed	X	X	X									
	Kankapot Sub watershed												
	Lake Winnebago Sub watershed												
	Little Lake Butte des Mortes Sub watershed				X	X	X	X	X	X	X	X	X
	Medina Junction - Rat River Sub watershed												
	Mud Creek Sub watershed						X	X	X				X
	Municipality of Stephensville - Bear Creek Sub watershed												
	Town of Dale - Rat River Sub watershed												
	Town of Greenville - Bear Creek Sub watershed												
	Upper Duck Creek Sub watershed												
	Village of Shiocton - Wolf River												
WATER CONTAM	Water Contamination High				X							X	
	Water Contamination Medium	X		X	X	X	X	X	X	X	X	X	X
	Water Contamination Low	X	X	X	X	X	X	X	X		X	X	X
RECREATIONAL	Fairgrounds												
	General Recreation	X		X	X	X			X	X		X	
	Golf Courses												
	Sports Recreation		X		X							X	
	Existing Bicycle/Ped Facilities	X	X	X	X		X	X	X	X	X	X	X
	Planned Bicycle/Ped Facilities	X	X	X	X	X	X	X	X		X	X	X
GEOLOGICAL	Prime Farmland	X	X	X	X	X	X	X	X	X	X	X	X
	Steep Slope	X	X					X					
	High Bedrock							X	X	X	X	X	
	Sand/Gravel				X		X	X			X		X
	Niagara Escarpment												
CULTURAL	Historical Districts	X											
	Cemeteries		X			X							
	Performing Arts												
	Historical Markers				X		X						
	Historical Sites												
	Museums			X									
	Locally Significant Historic Sites												
	Yellowstone Trail					X							
	Library			X									

Table 16-9, continued		61	62	63	64	65	66	67	68	69	70	71	72
WILDLIFE	Wildlife Resource - Aquatic					X							
	Wildlife Resource - Terrestrial						X						
	Wildlife Resource - Both												
	Woodlands	X	X	X	X	X		X	X		X	X	X
	Planted Wood Lots							X		X			
WETLAND/FLOOD	Wetland	X	X	X	X			X			X		X
	Floodplain					X	X	X	X		X		X
	Wetland and Floodplain												X
WATER RESOURCES	Lake Winnebago Management Unit							X					
	Lower Fox River Management Unit	X	X	X	X	X	X	X	X	X	X	X	X
	Wolf River Management Unit												
	Upper Fox River Management Unit												
	Apple Creek Sub watershed												X
	Arrowhead Sub watershed												
	Black Otter Sub watershed												
	Brooks Cemetery Sub watershed												
	City of Oshkosh - Lake Winnebago Sub watershed												
	City of Utowana Beach - Lake Winnebago Sub watershed							X					
	Garners Creek Sub watershed						X	X	X	X	X	X	
	Kankapot Sub watershed												
	Lake Winnebago Sub watershed												
	Little Lake Butte des Mortes Sub watershed	X	X	X	X	X							
	Medina Junction - Rat River Sub watershed												
	Mud Creek Sub watershed		X										
	Municipality of Stephensville - Bear Creek Sub watershed												
	Town of Dale - Rat River Sub watershed												
	Town of Greenville - Bear Creek Sub watershed												
	Upper Duck Creek Sub watershed												
	Village of Shiocton - Wolf River												
WATER CONTAM	Water Contamination High												
	Water Contamination Medium	X	X	X	X	X	X						
	Water Contamination Low		X					X	X	X	X	X	X
RECREATIONAL	Fairgrounds												
	General Recreation	X	X	X		X					X	X	X
	Golf Courses	X						X					
	Sports Recreation					X			X				
	Existing Bicycle/Ped Facilities	X	X	X	X	X	X	X	X	X	X	X	X
	Planned Bicycle/Ped Facilities	X	X		X	X		X	X		X		X
GEOLOGICAL	Prime Farmland	X	X	X	X	X		X	X	X	X	X	X
	Steep Slope							X			X	X	X
	High Bedrock	X	X	X	X								
	Sand/Gravel		X										X
	Niagara Escarpment												
CULTURAL	Historical Districts					X	X						
	Cemeteries												
	Performing Arts												
	Historical Markers												
	Historical Sites					X							
	Museums												
	Locally Significant Historic Sites												
	Yellowstone Trail					X							
	Library												

Table 16-9, continued		73	74	75	76	77	78	79	80	81	82	83	84
WILDLIFE	Wildlife Resource - Aquatic	X					X					X	X
	Wildlife Resource - Terrestrial	X											
	Wildlife Resource - Both												
	Woodlands	X	X	X	X	X	X	X	X	X	X	X	X
	Planted Wood Lots							X	X	X	X	X	
WETLAND/FLOOD	Wetland	X	X			X		X	X	X	X	X	X
	Floodplain	X	X	X	X	X	X	X	X			X	
	Wetland and Floodplain	X				X		X	X			X	
WATER RESOURCES	Lake Winnebago Management Unit						X	X	X			X	X
	Lower Fox River Management Unit	X	X	X	X	X	X		X	X		X	X
	Wolf River Management Unit										X		
	Upper Fox River Management Unit									X			
	Apple Creek Sub watershed												
	Arrowhead Sub watershed												
	Black Otter Sub watershed												
	Brooks Cemetery Sub watershed									X			
	City of Oshkosh - Lake Winnebago Sub watershed							X	X				
	City of Utowana Beach - Lake Winnebago Sub watershed						X					X	X
	Garners Creek Sub watershed	X											
	Kankapot Sub watershed												X
	Lake Winnebago Sub watershed							X	X			X	
	Little Lake Butte des Mortes Sub watershed	X		X		X	X		X	X		X	
	Medina Junction - Rat River Sub watershed												
	Mud Creek Sub watershed	X	X										
	Municipality of Stephensville - Bear Creek Sub watershed										X		
	Town of Dale - Rat River Sub watershed												
	Town of Greenville - Bear Creek Sub watershed										X		
	Upper Duck Creek Sub watershed												
	Village of Shiocton - Wolf River												
WATER CONTAM	Water Contamination High	X						X	X				
	Water Contamination Medium		X	X	X	X	X	X	X	X	X	X	
	Water Contamination Low	X	X	X	X	X	X		X	X	X	X	X
RECREATIONAL	Fairgrounds												
	General Recreation	X		X	X	X	X	X	X		X	X	
	Golf Courses	X											
	Sports Recreation			X	X			X					
	Existing Bicycle/Ped Facilities	X	X	X	X	X	X	X	X		X	X	X
	Planned Bicycle/Ped Facilities	X	X				X	X		X	X	X	X
GEOLOGICAL	Prime Farmland	X	X	X	X	X	X	X	X	X	X	X	X
	Steep Slope	X									X		
	High Bedrock							X	X				
	Sand/Gravel		X					X	X	X	X		
	Niagara Escarpment												
CULTURAL	Historical Districts						X						
	Cemeteries	X								X	X		
	Performing Arts												
	Historical Markers												
	Historical Sites						X				X		
	Museums												
	Locally Significant Historic Sites						X						
	Yellowstone Trail			X	X		X	X	X	X			
	Library												

Table 16-9, continued		85	86	87	88	89	90	91	92	93	94	95
WILDLIFE	Wildlife Resource - Aquatic	X	X		X	X	X	X			X	
	Wildlife Resource - Terrestrial	X		X	X	X						
	Wildlife Resource - Both											
	Woodlands	X		X	X	X	X	X	X	X	X	X
	Planted Wood Lots				X	X			X		X	
WETLAND/FLOOD	Wetland			X	X	X	X		X	X	X	X
	Floodplain		X	X	X	X	X	X	X			
	Wetland and Floodplain			X	X	X	X		X			
WATER RESOURCES	Lake Winnebago Management Unit									X	X	
	Lower Fox River Management Unit	X	X	X	X	X	X	X	X	X		X
	Wolf River Management Unit			X					X			
	Upper Fox River Management Unit				X							
	Apple Creek Sub watershed				X	X						
	Arrowhead Sub watershed								X			
	Black Otter Sub watershed											
	Brooks Cemetery Sub watershed					X						
	City of Oshkosh - Lake Winnebago Sub watershed											
	City of Utowana Beach - Lake Winnebago Sub watershed									X	X	
	Garners Creek Sub watershed	X	X		X	X	X					
	Kankapot Sub watershed									X		
	Lake Winnebago Sub watershed											
	Little Lake Butte des Mortes Sub watershed				X		X	X	X			
	Medina Junction - Rat River Sub watershed								X			
	Mud Creek Sub watershed			X	X	X			X			X
	Municipality of Stephensville - Bear Creek Sub watershed											
	Town of Dale - Rat River Sub watershed								X			
	Town of Greenville - Bear Creek Sub watershed			X								
	Upper Duck Creek Sub watershed			X								
	Village of Shiocton - Wolf River			X								
WATER CONTAM	Water Contamination High	X			X		X					
	Water Contamination Medium	X		X	X	X	X	X	X			X
	Water Contamination Low		X	X	X	X	X	X	X	X	X	
RECREATIONAL	Fairgrounds											
	General Recreation	X			X	X	X				X	
	Golf Courses			X	X	X					X	
	Sports Recreation				X		X					
	Existing Bicycle/Ped Facilities				X	X		X	X	X		X
	Planned Bicycle/Ped Facilities	X		X	X	X	X		X	X	X	X
GEOLOGICAL	Prime Farmland	X	X	X	X	X	X		X	X	X	X
	Steep Slope	X	X		X					X	X	X
	High Bedrock	X			X				X			
	Sand/Gravel				X	X			X			X
	Niagara Escarpment											
CULTURAL	Historical Districts											
	Cemeteries	X		X	X	X	X					
	Performing Arts											
	Historical Markers								X			
	Historical Sites											
	Museums				X		X					
	Locally Significant Historic Sites											
	Yellowstone Trail				X		X		X			
	Library				X		X					

Map 16-1
Appleton TMA
Geographic/Geologic Features & Farmland Resources



- Clay Quarry
- Gravel Quarry
- Limestone Quarry
- Sand Quarry
- Sand & Gravel Quarry
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Niagara Escarpment
- High Bedrock (>5 Acres)
- Sand and Gravel Suitability (>5 Acres)
- Steep Slope
- Prime Farmland

N W E S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
Soil data provided by USGS 2013
Quarry data provided by ECWRPC 2014

This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

Prepared JANUARY 2016 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\FoxCities\EnvironmentalMitigation\GeoFarm\Map_16_1_Overview.mxd

Map 16-1 Inset A
Appleton TMA
Geographic/Geologic Features & Farmland Resources

Clay Quarry
Gravel Quarry
Limestone Quarry
Sand Quarry
Sand & Gravel Quarry
Short Range Project
Illustrative Project
Short Range Project
Illustrative Project
Appleton Transportation Management Area
Appleton Adjusted Urbanized Area
County Boundary
Municipal Boundary
High Bedrock (>5 Acres)
Sand and Gravel Suitability (>5 Acres)
Steep Slope
Prime Farmland
250 Ft. TIP Bridge Buffer
1/4 Mile TIP Project Buffer

N W E S

0 0.5 1
Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
Soil data provided by USGS 2013
Quarry data provided by ECWRPC 2014

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Map 16-1 Inset B
Appleton TMA
Geographic/Geologic Features & Farmland Resources

- Clay Quarry
- Gravel Quarry
- Limestone Quarry
- Sand Quarry
- Sand & Gravel Quarry
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- High Bedrock (>5 Acres)
- Sand and Gravel Suitability (>5 Acres)
- Steep Slope
- Prime Farmland
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
Soil data provided by USGS 2013
Quary data provided by ECWRPC 2014

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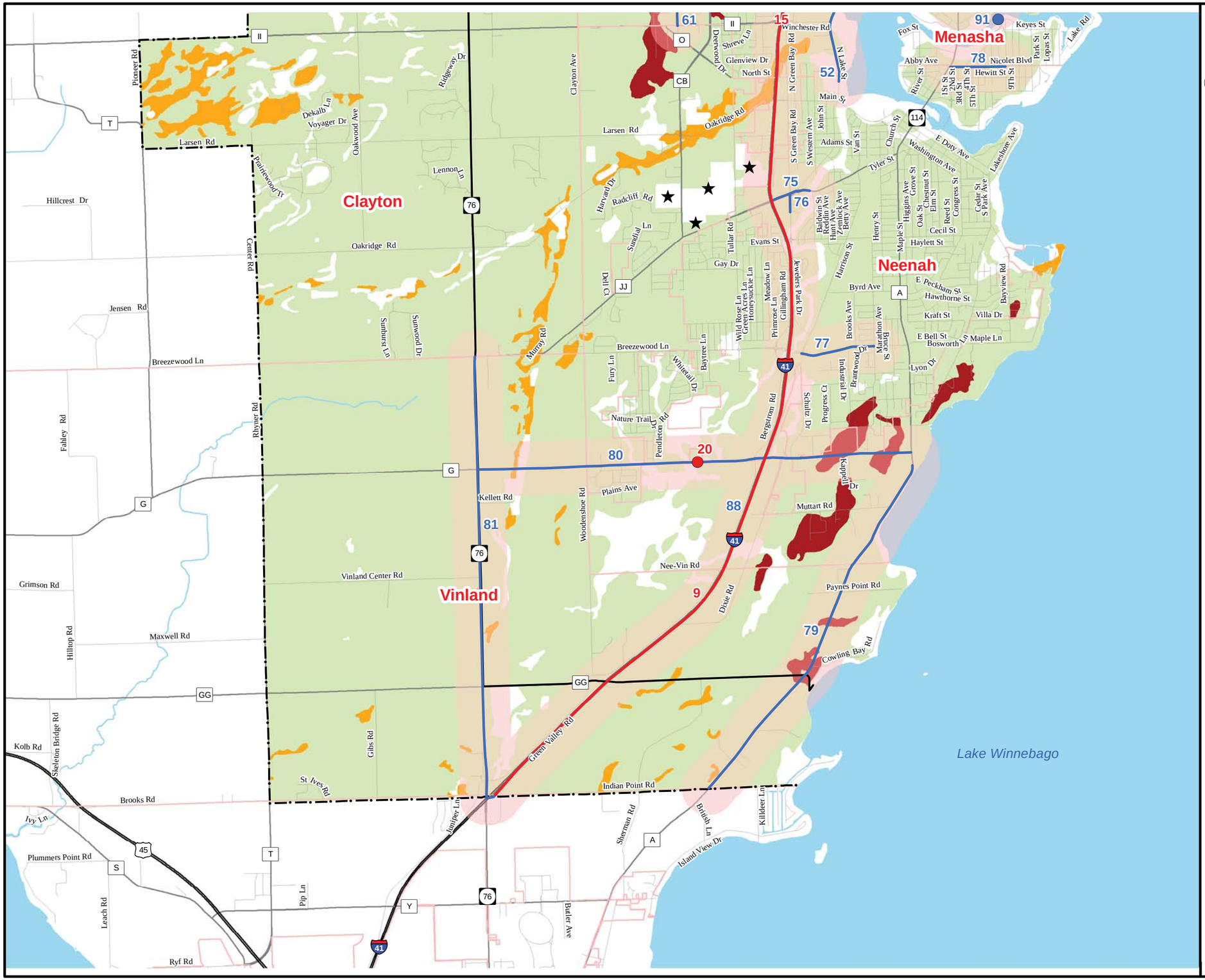
Map 16-1 Inset C
Appleton TMA
Geographic/Geologic Features & Farmland Resources



- Clay Quarry
- Gravel Quarry
- Limestone Quarry
- Sand Quarry
- Sand & Gravel Quarry
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- High Bedrock (>5 Acres)
- Sand and Gravel Suitability (>5 Acres)
- Steep Slope
- Prime Farmland
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
Soil data provided by USGS 2013
Quarry data provided by ECWRPC 2014

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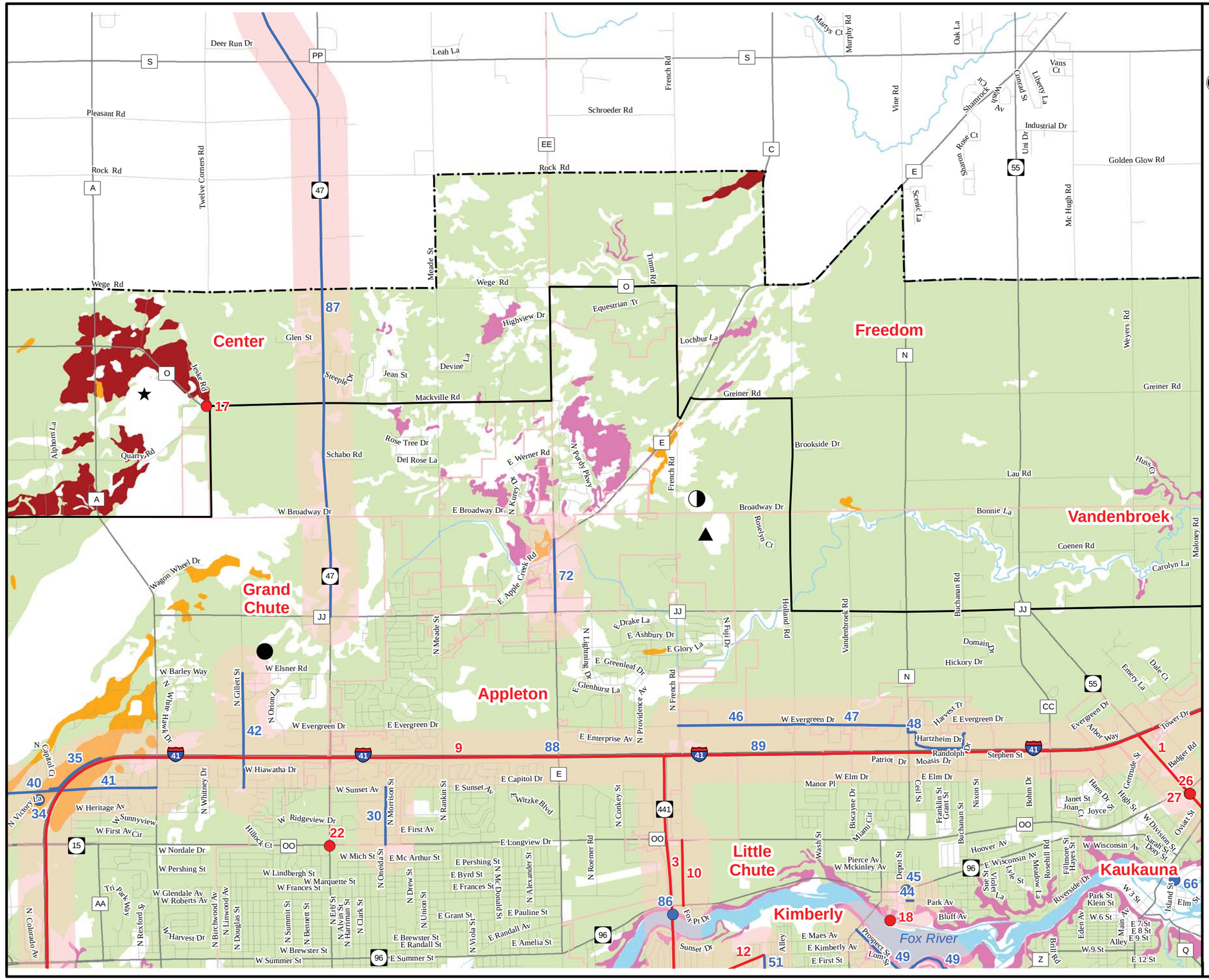
Map 16-1 Inset D
Appleton TMA
Geographic/Geologic Features & Farmland Resources



Clay Quarry
Gravel Quarry
Limestone Quarry
Sand Quarry
Sand & Gravel Quarry
Short Range Project
Illustrative Project
Short Range Project
Illustrative Project
Appleton Transportation Management Area
Appleton Adjusted Urbanized Area
County Boundary
Municipal Boundary
High Bedrock (>5 Acres)
Sand and Gravel Suitability (>5 Acres)
Steep Slope
Prime Farmland
250 Ft. TIP Bridge Buffer
1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
Soil data provided by USGS 2013
Quarry data provided by ECWRPC 2014

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Map 16-1 Inset E
Appleton TMA
Geographic/Geologic Features & Farmland Resources

- Clay Quarry
- Gravel Quarry
- Limestone Quarry
- Sand Quarry
- Sand & Gravel Quarry
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- High Bedrock (>5 Acres)
- Sand and Gravel Suitability (>5 Acres)
- Steep Slope
- Prime Farmland
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
Soil data provided by USGS 2013
Quarry data provided by ECWRPC 2014

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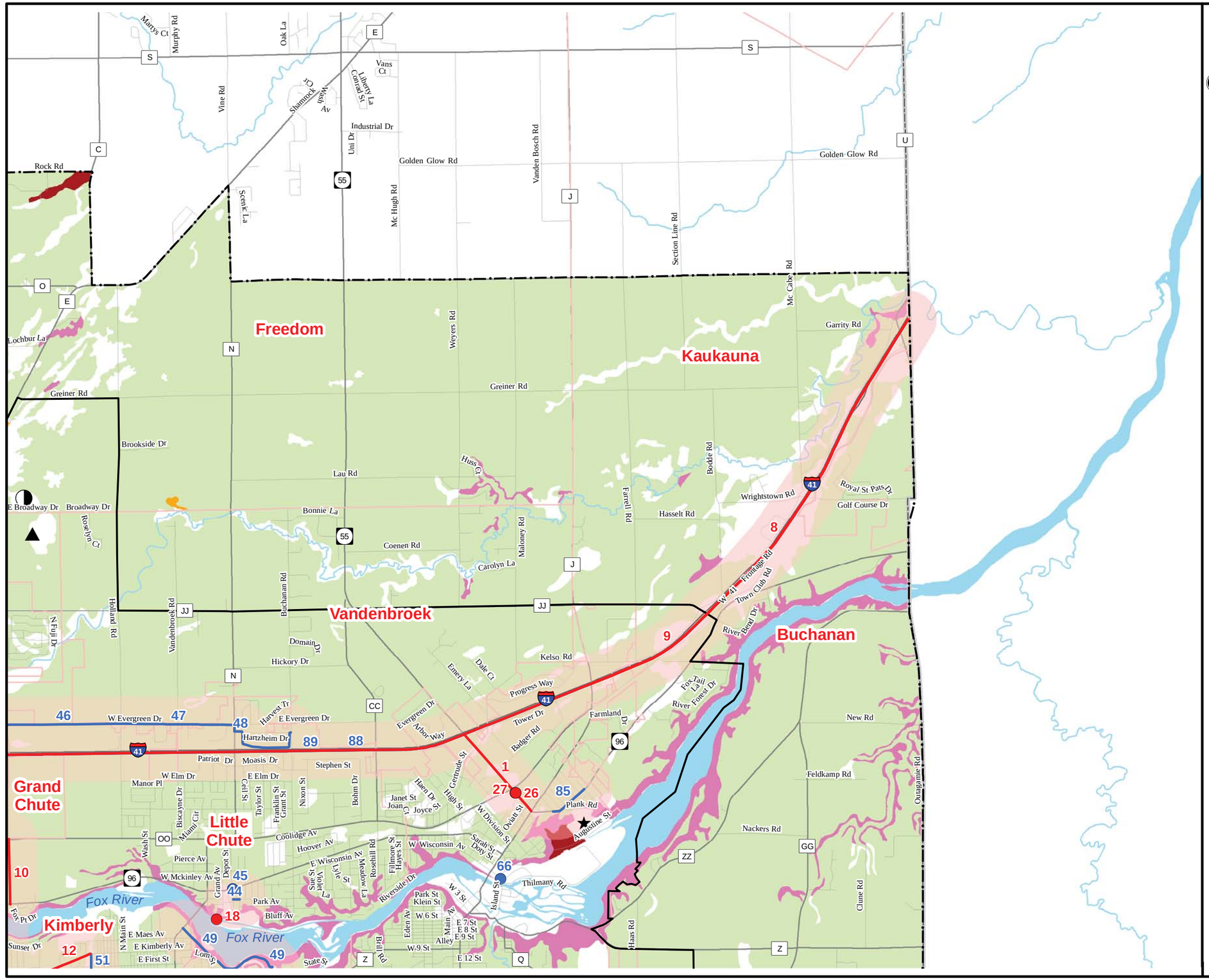
Map 16-1 Inset F
Appleton TMA
Geographic/Geologic Features & Farmland Resources



Legend

- Clay Quarry
- Gravel Quarry
- Limestone Quarry
- Sand Quarry
- Sand & Gravel Quarry
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- High Bedrock (>5 Acres)
- Sand and Gravel Suitability (>5 Acres)
- Steep Slope
- Prime Farmland
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
Soil data provided by USGS 2013
Quarry data provided by ECWRPC 2014

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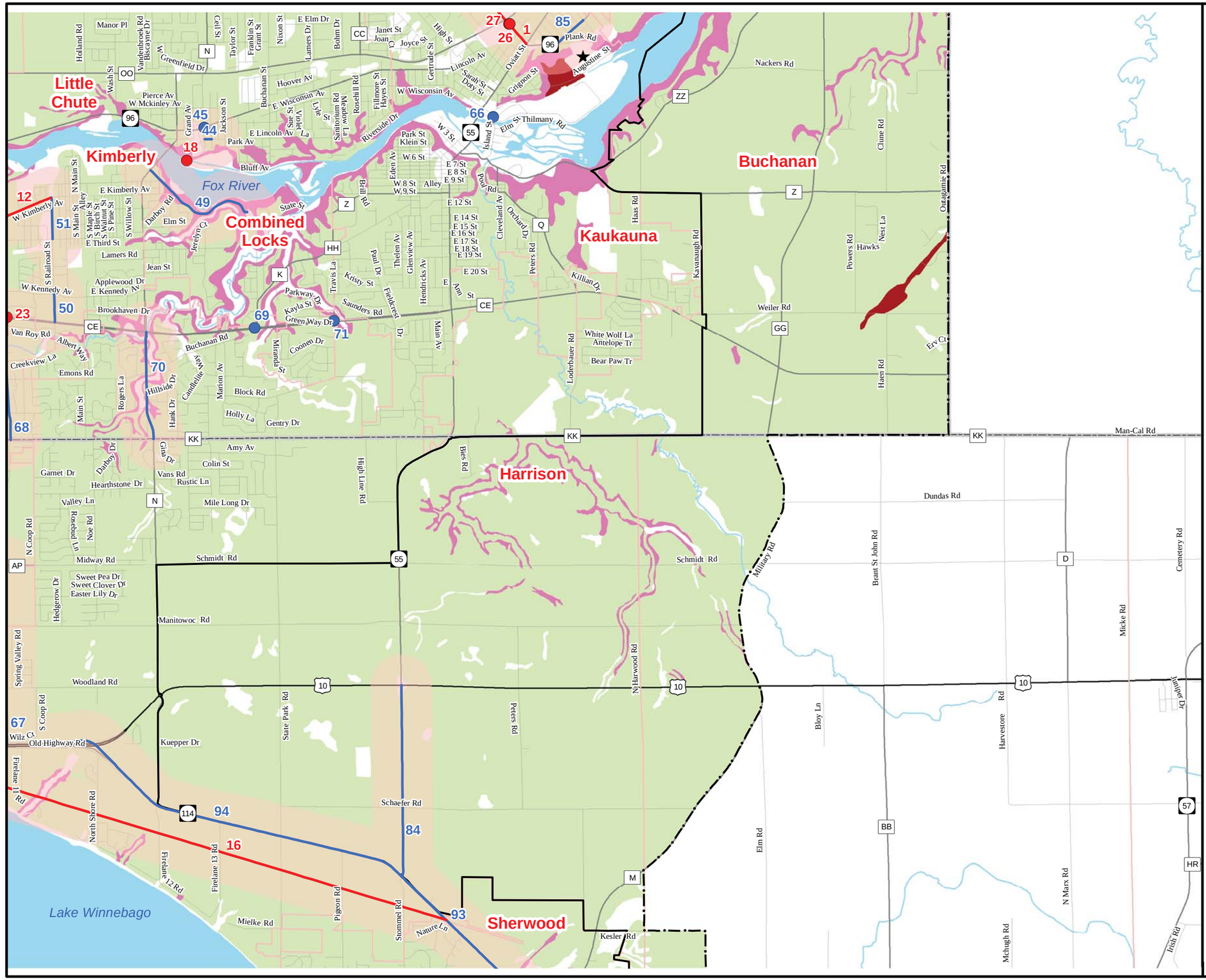
Map 16-1 Inset G
Appleton TMA
Geographic/Geologic Features & Farmland Resources



Clay Quarry
Gravel Quarry
Limestone Quarry
Sand Quarry
Sand & Gravel Quarry
Short Range Project
Illustrative Project
Short Range Project
Illustrative Project
Appleton Transportation Management Area
Appleton Adjusted Urbanized Area
County Boundary
Municipal Boundary
High Bedrock (>5 Acres)
Sand and Gravel Suitability (>5 Acres)
Steep Slope
Prime Farmland
250 Ft. TIP Bridge Buffer
1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
Soil data provided by USGS 2013
Quarry data provided by ECWRPC 2014

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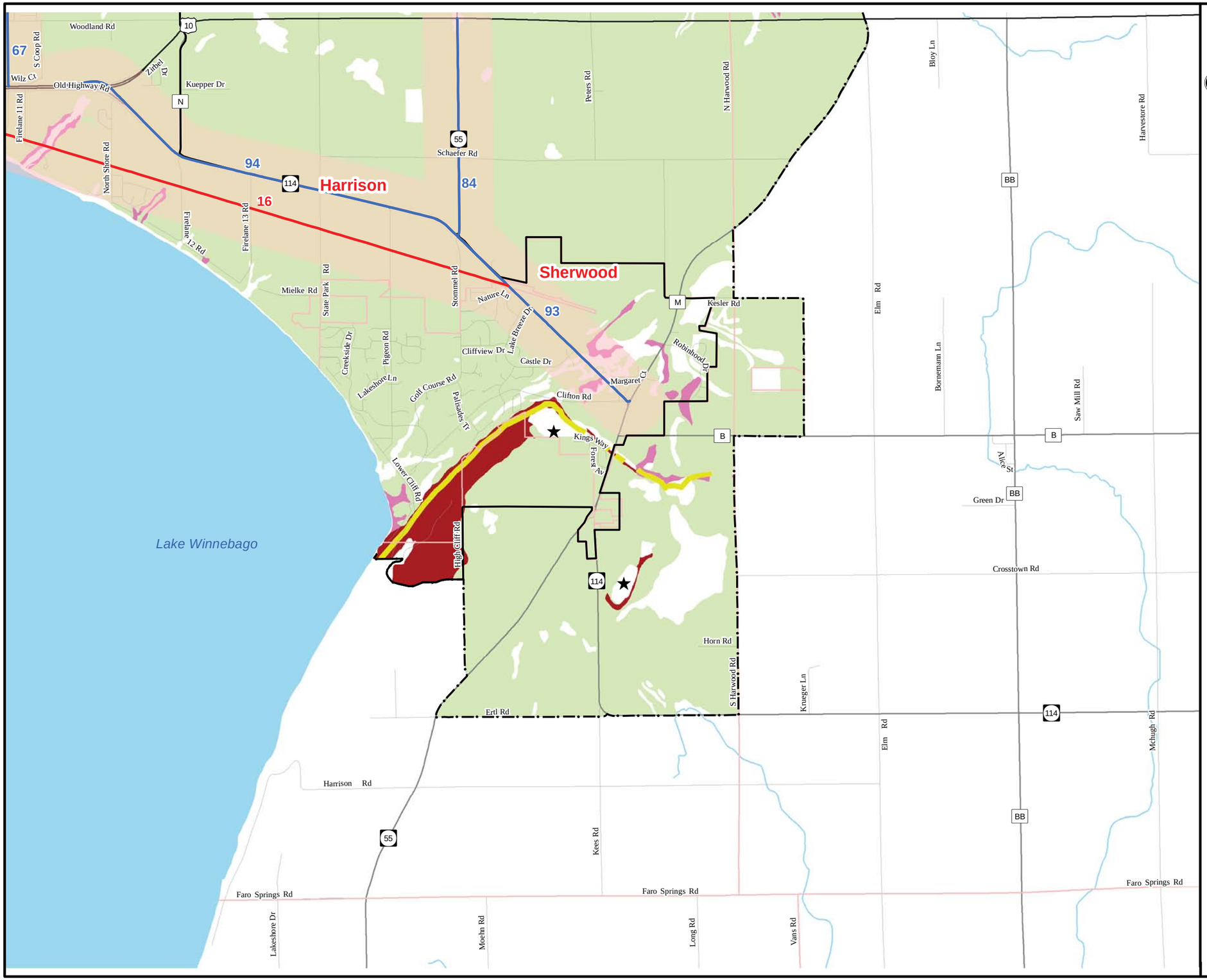
Map 16-1 Inset H
Appleton TMA
Geographic/Geologic Features & Farmland Resources



Clay Quarry
Gravel Quarry
Limestone Quarry
Sand Quarry
Sand & Gravel Quarry
Short Range Project
Illustrative Project
Short Range Project
Illustrative Project
Appleton Transportation Management Area
Appleton Adjusted Urbanized Area
County Boundary
Municipal Boundary
Niagara Escarpment
High Bedrock (>5 Acres)
Sand and Gravel Suitability (>5 Acres)
Steep Slope
Prime Farmland
250 Ft. TIP Bridge Buffer
1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
Soil data provided by USGS 2013
Quarry data provided by ECWRPC 2014

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Map 16-2
Appleton TMA
Groundwater Contamination Susceptibility Analysis

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary

More Susceptible to Groundwater Contamination

Less Susceptible to Groundwater Contamination

N W E S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010

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Map 16-3
Appleton TMA
Water Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Lake Winnebago Management Unit
- Lower Fox River Management Unit
- Manitowoc-Sheboygan Rivers Management Unit
- Pensaukee River Management Unit
- Upper Fox River Management Unit
- Wolf River Management Unit

N W E S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided water management units and subwatersheds

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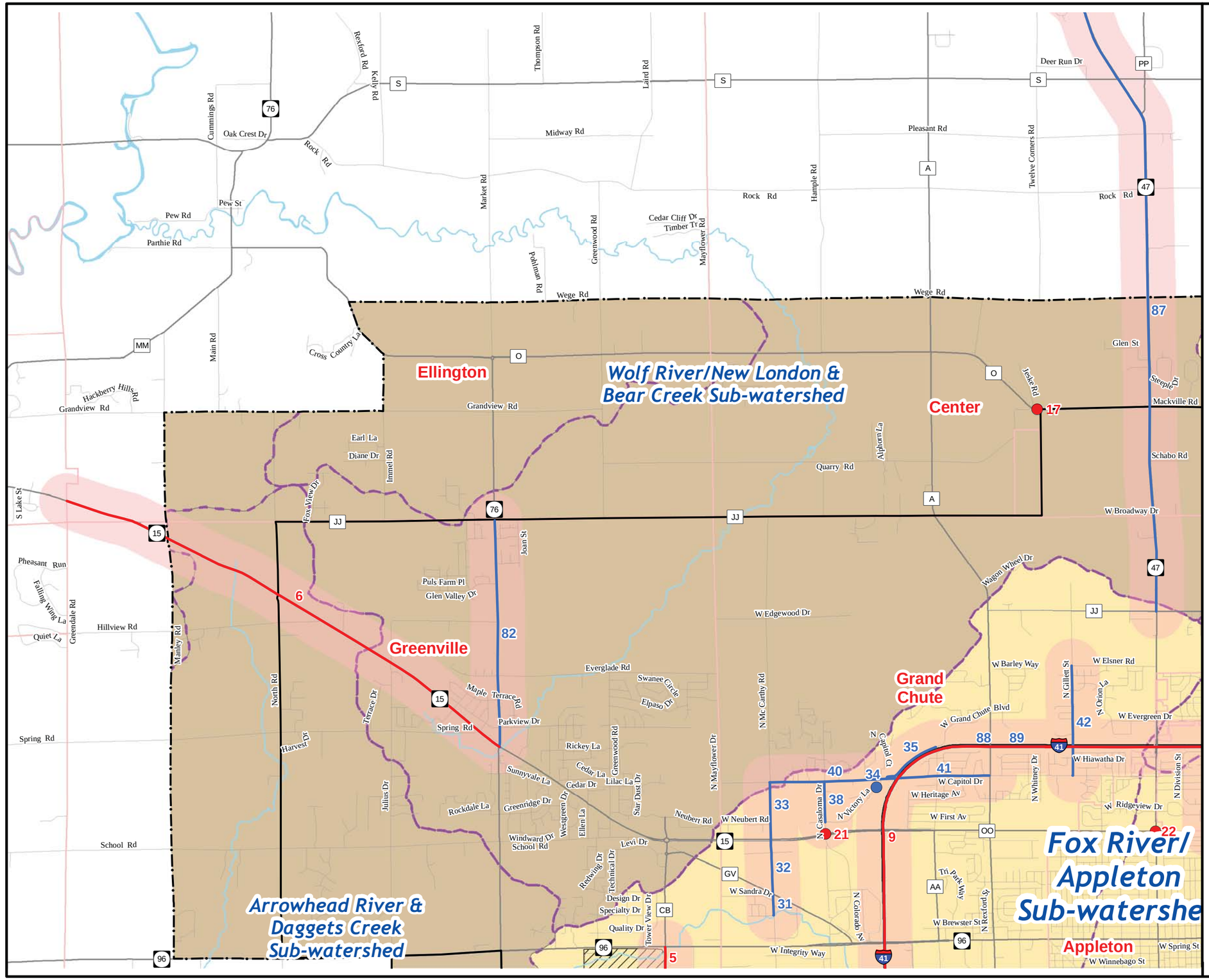
Map 16-3 Inset A
Appleton TMA
Water Resources



Legend

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Sub-Basin
- Lake Winnebago Management Unit
- Lower Fox River Management Unit
- Manitowoc-Sheboygan Rivers Management Unit
- Pensaukee River Management Unit
- Upper Fox River Management Unit
- Wolf River Management Unit
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided water management units and subwatersheds

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Map 16-3 Inset B
Appleton TMA
Water Resources

- Short Range Project (point)
- Illustrative Project (point)
- Short Range Project (line)
- Illustrative Project (line)
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Sub-Basin
- Lake Winnebago Management Unit
- Lower Fox River Management Unit
- Manitowoc-Sheboygan Rivers Management Unit
- Pensaukee River Management Unit
- Upper Fox River Management Unit
- Wolf River Management Unit
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided water management units and subwatersheds

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Map 16-3 Inset C
Appleton TMA
Water Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Sub-Basin
- Lake Winnebago Management Unit
- Lower Fox River Management Unit
- Manitowoc-Sheboygan Rivers Management Unit
- Pensaukee River Management Unit
- Upper Fox River Management Unit
- Wolf River Management Unit
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided water management units and subwatersheds

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Map 16-3 Inset D
Appleton TMA
Water Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Sub-Basin
- Lake Winnebago Management Unit
- Lower Fox River Management Unit
- Manitowoc-Sheboygan Rivers Management Unit
- Pensaukee River Management Unit
- Upper Fox River Management Unit
- Wolf River Management Unit
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided water management units and subwatersheds

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Map 16-3 Inset E
Appleton TMA
Water Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Sub-Basin
- Lake Winnebago Management Unit
- Lower Fox River Management Unit
- Manitowoc-Sheboygan Rivers Management Unit
- Pensaukee River Management Unit
- Upper Fox River Management Unit
- Wolf River Management Unit
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided water management units and subwatersheds

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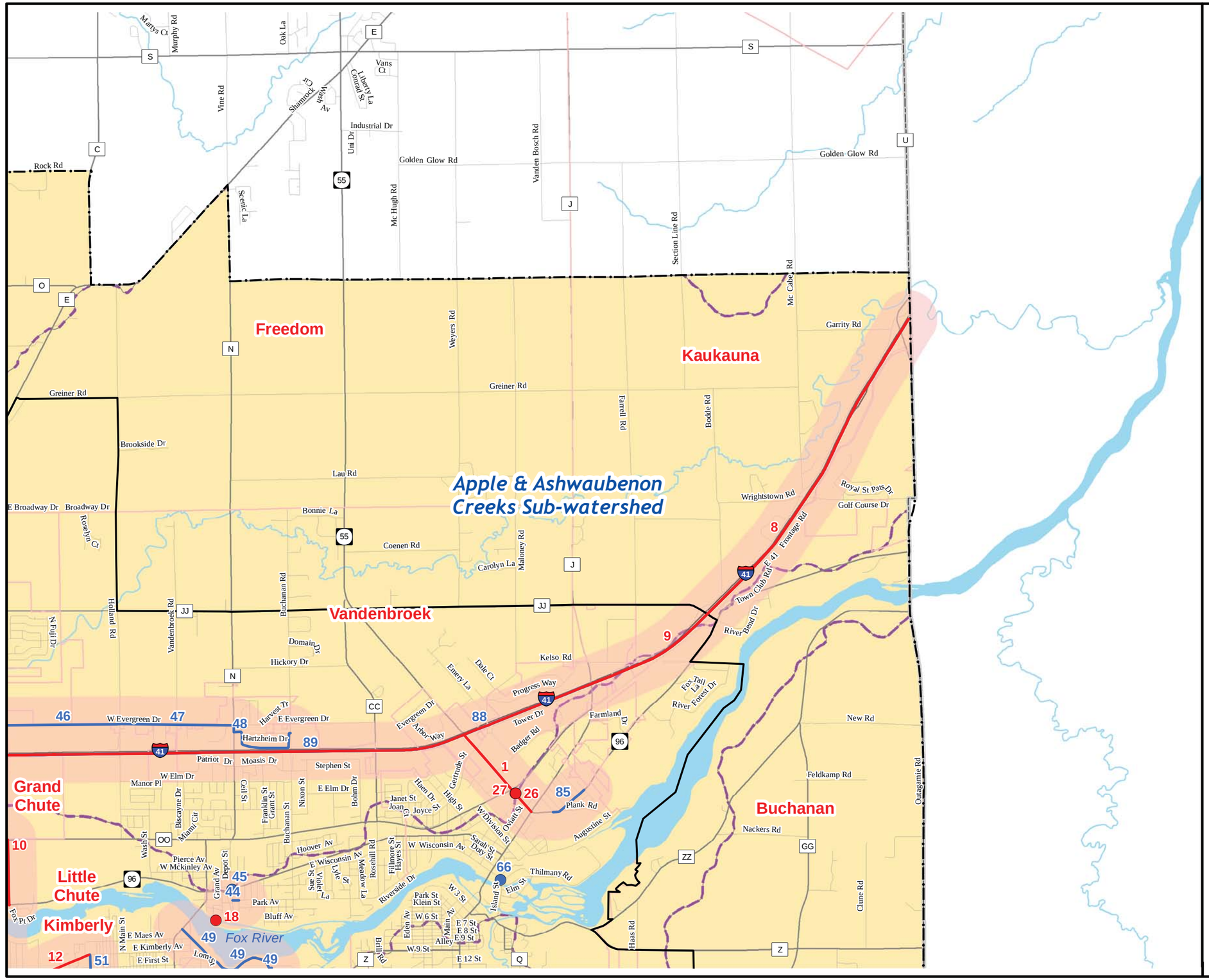

Map 16-3 Inset F
Appleton TMA
Water Resources

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided water management units and subwatersheds

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Map 16-3 Inset G
Appleton TMA
Water Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Sub-Basin
- Lake Winnebago Management Unit
- Lower Fox River Management Unit
- Manitowoc-Sheboygan Rivers Management Unit
- Pensaukee River Management Unit
- Upper Fox River Management Unit
- Wolf River Management Unit
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided water management units and subwatersheds

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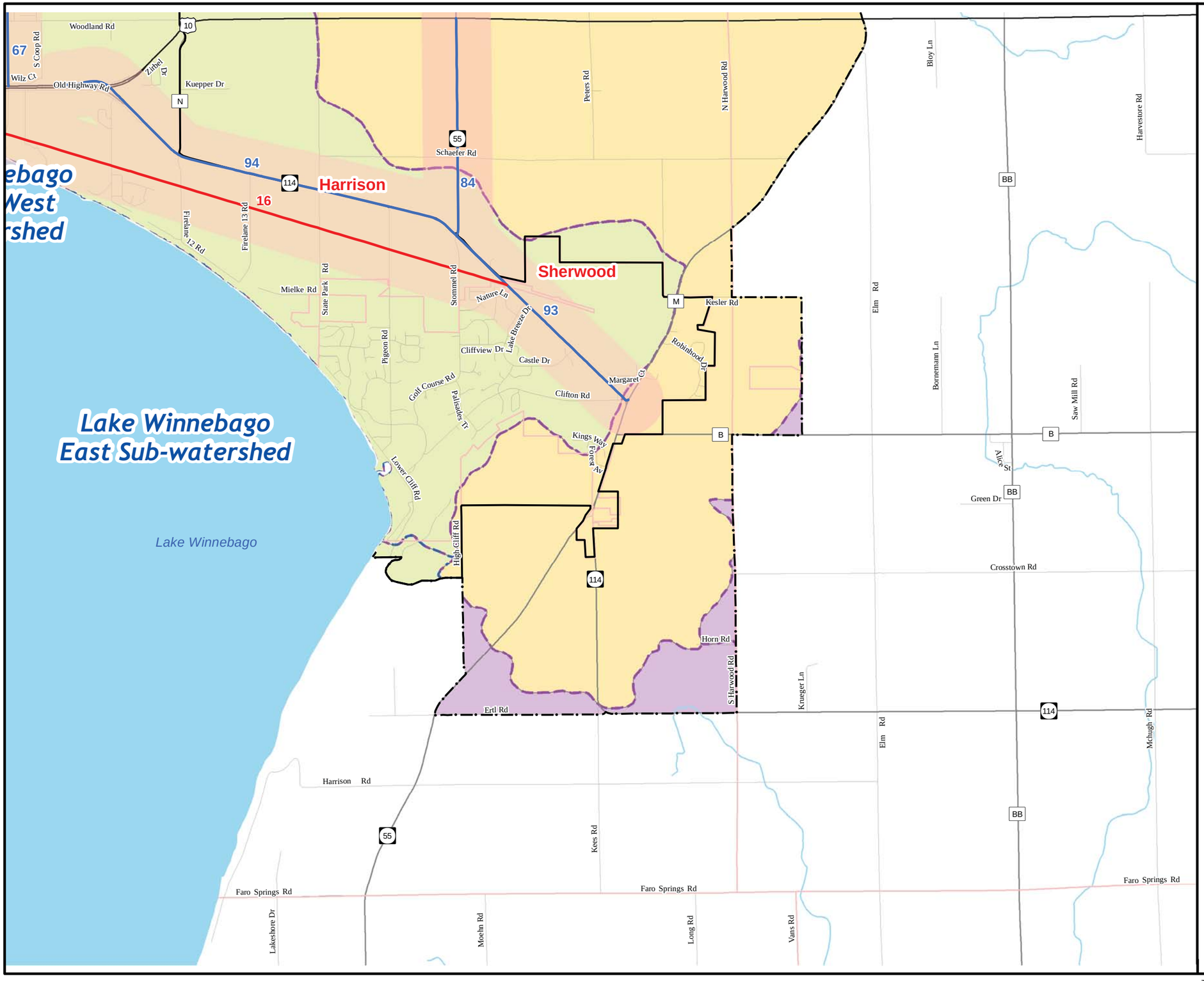

Map 16-3 Inset H
Appleton TMA
Water Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Sub-Basin
- Lake Winnebago Management Unit
- Lower Fox River Management Unit
- Manitowoc-Sheboygan Rivers Management Unit
- Pensaukee River Management Unit
- Upper Fox River Management Unit
- Wolf River Management Unit
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided water management units and subwatersheds

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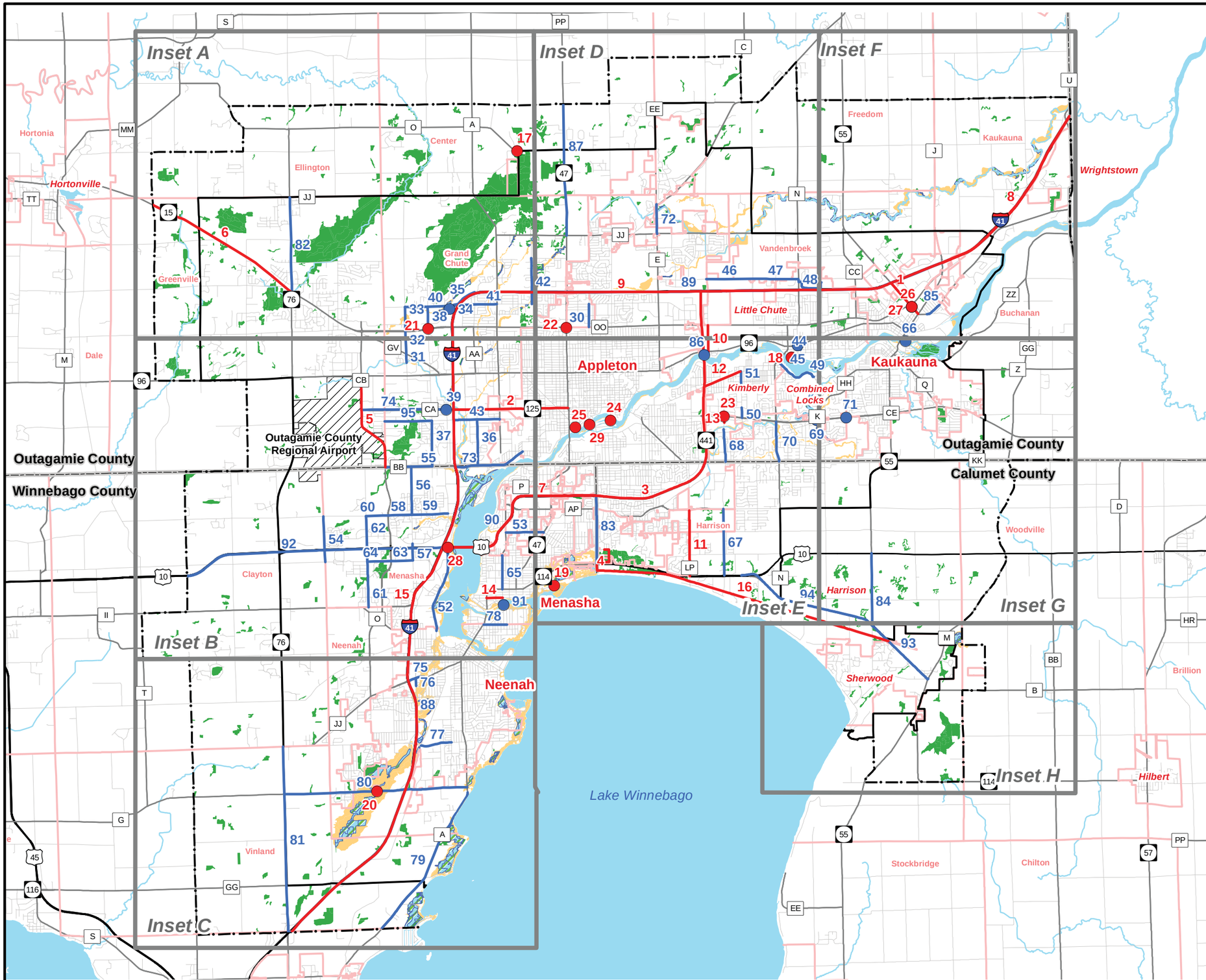

Map 16-4
Appleton TMA
Wetlands & Floodplains

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Wetland
- 100 year Floodplain
- Flood & Wetland

N
W E
S

0 1 2
Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided the 2012 wetlands areas.
FEMA provided the 2012 floodplain areas.

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ECWRPC

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Map 16-4 Inset A
Appleton TMA
Wetlands & Floodplains

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Wetland
- 100 year Floodplain
- Flood & Wetland
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided the 2012 wetlands areas.
FEMA provided the 2012 floodplain areas.

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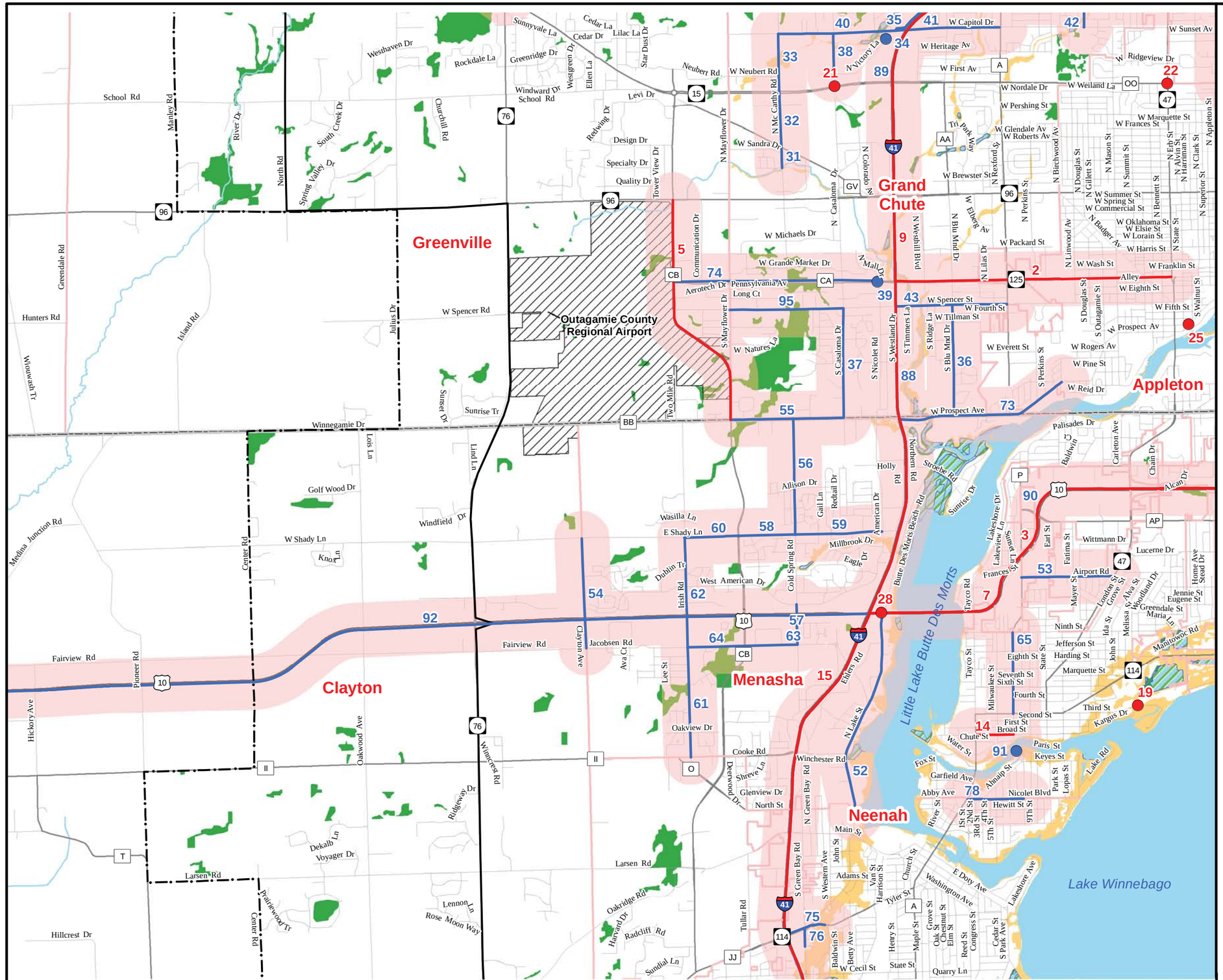
TD O:\1312FoxOshkoshLRTP\MXDs\FoxCities\EnvironmentalMitigation\WetlandFlood\Map_16_4_Inset_A.mxd

Map 16-4 Inset B
Appleton TMA
Wetlands & Floodplains



Legend

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Wetland
- 100 year Floodplain
- Flood & Wetland
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

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Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided the 2012 wetlands areas.
FEMA provided the 2012 floodplain areas.

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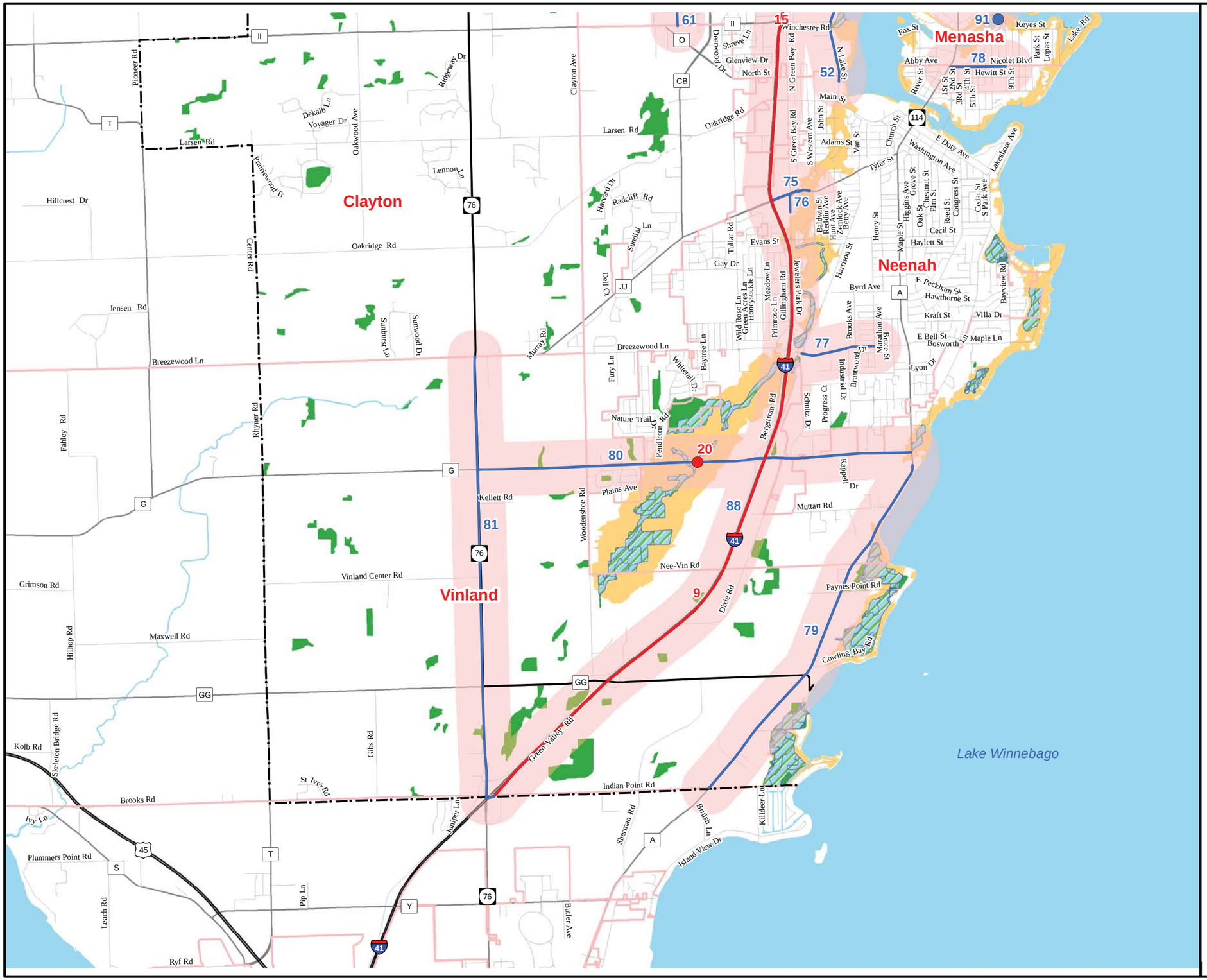
Map 16-4 Inset C
Appleton TMA
Wetlands & Floodplains



Short Range Project
Illustrative Project
Short Range Project
Illustrative Project
Appleton Transportation Management Area
Appleton Adjusted Urbanized Area
County Boundary
Municipal Boundary
Wetland
100 year Floodplain
Flood & Wetland
250 Ft. TIP Bridge Buffer
1/4 Mile TIP Project Buffer

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Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
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FEMA provided the 2012 floodplain areas.

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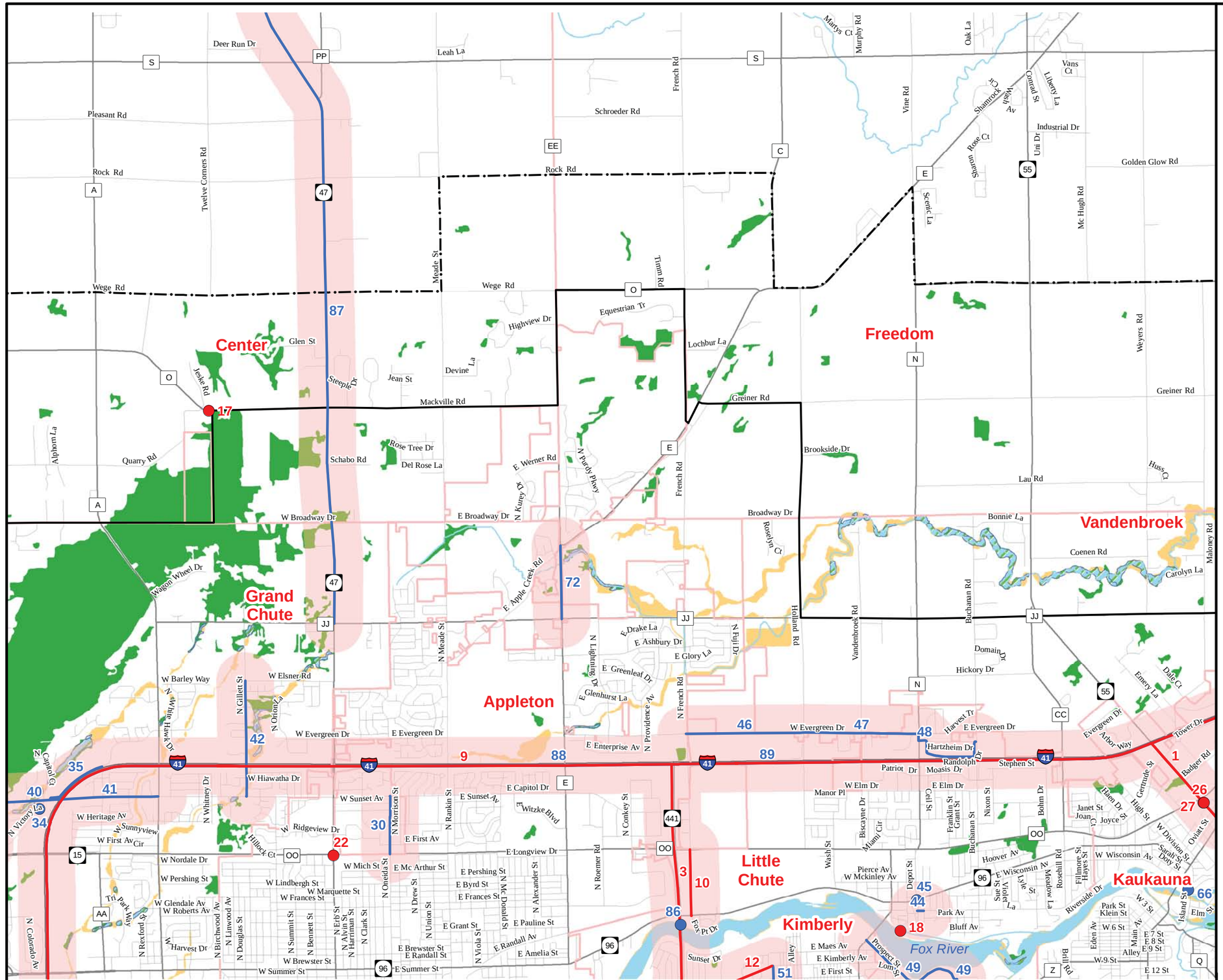
TD O:\1312FoxOshkoshLRTP\MXDs\FoxCities\EnvironmentalMitigation\WetlandFlood\Map_16_4_Inset_C.mxd

Map 16-4 Inset D
Appleton TMA
Wetlands & Floodplains



Short Range Project
Illustrative Project
Short Range Project
Illustrative Project
Appleton Transportation Management Area
Appleton Adjusted Urbanized Area
County Boundary
Municipal Boundary
Wetland
100 year Floodplain
Flood & Wetland
250 Ft. TIP Bridge Buffer
1/4 Mile TIP Project Buffer

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Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
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FEMA provided the 2012 floodplain areas.

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Map 16-4 Inset E
Appleton TMA
Wetlands & Floodplains

- Short Range Project
- Illustrative Project

- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Wetland
- 100 year Floodplain
- Flood & Wetland
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided the 2012 wetlands areas.
FEMA provided the 2012 floodplain areas.

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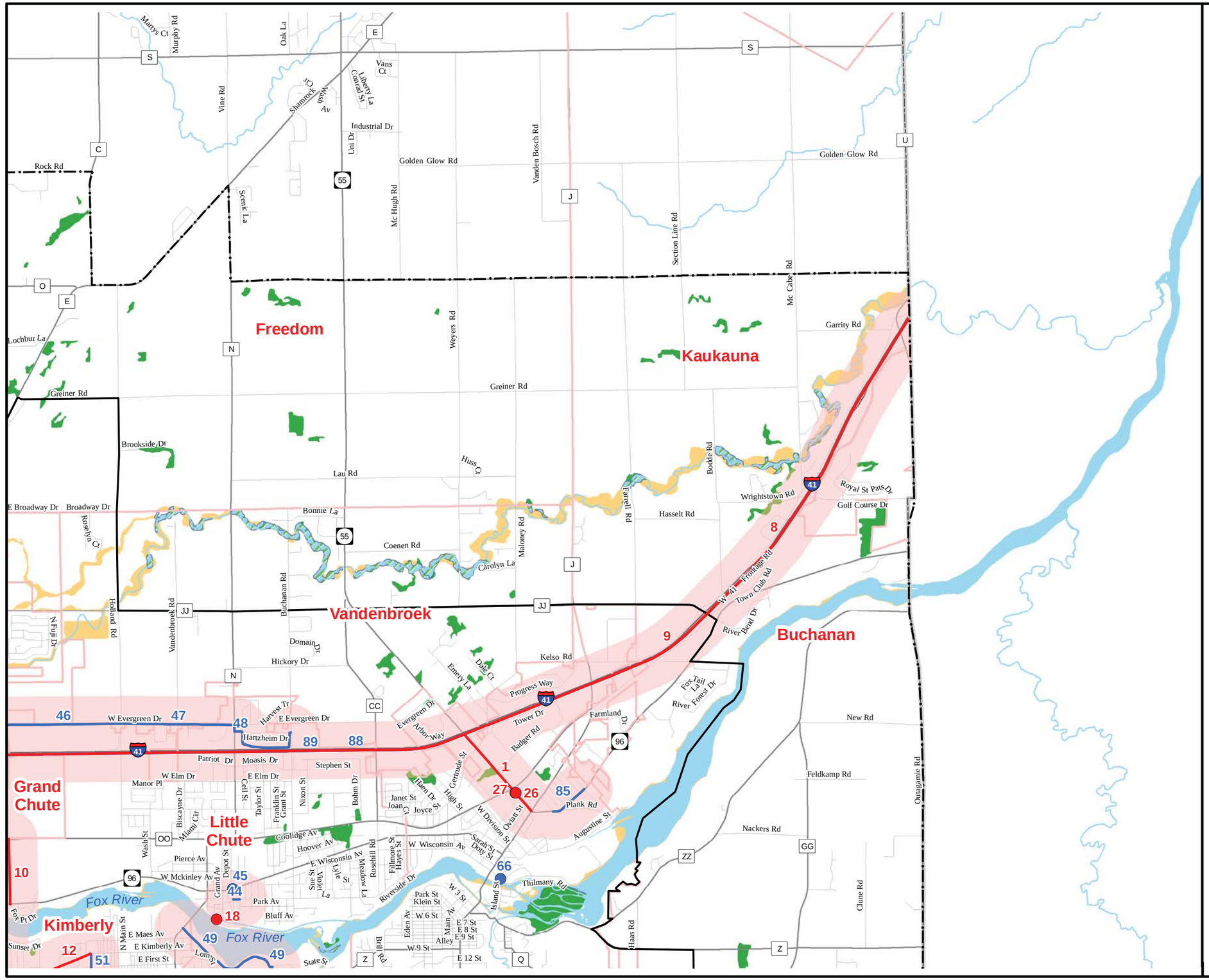
TD O:\1312FoxOshkoshLRTP\MXDs\FoxCities\EnvironmentalMitigation\WetlandFlood\Map_16_4_Inset_E.mxd



Map 16-4 Inset F
Appleton TMA
Wetlands & Floodplains

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Wetland
- 100 year Floodplain
- Flood & Wetland
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

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0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided the 2012 wetlands areas.
FEMA provided the 2012 floodplain areas.

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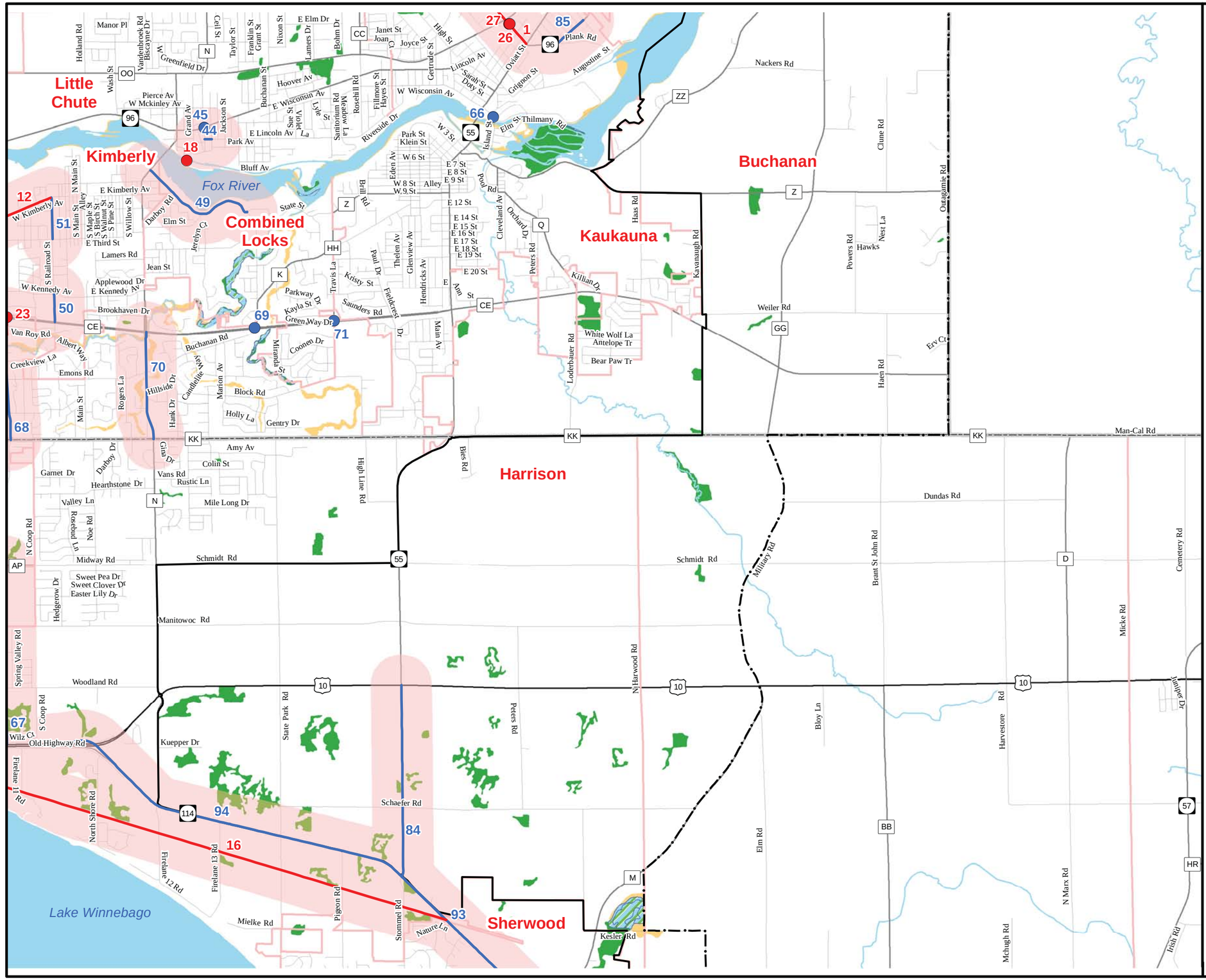
Map 16-4 Inset G
Appleton TMA
Wetlands & Floodplains



Short Range Project
Illustrative Project
Short Range Project
Illustrative Project
Appleton Transportation Management Area
Appleton Adjusted Urbanized Area
County Boundary
Municipal Boundary
Wetland
100 year Floodplain
Flood & Wetland
250 Ft. TIP Bridge Buffer
1/4 Mile TIP Project Buffer

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0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided the 2012 wetlands areas.
FEMA provided the 2012 floodplain areas.

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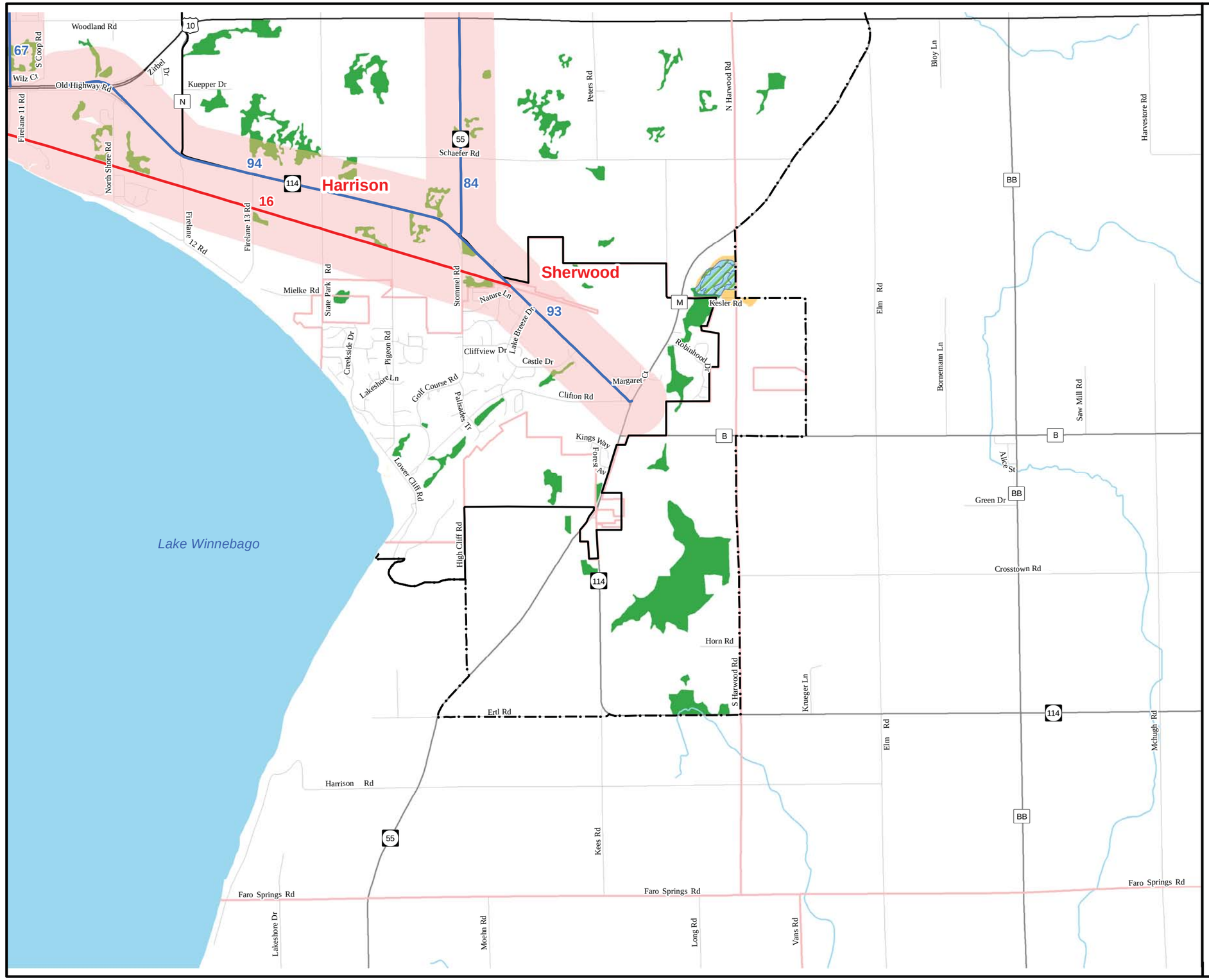
Map 16-4 Inset H
Appleton TMA
Wetlands & Floodplains



Short Range Project

Illustrative Project

Short Range Project

Illustrative Project

Appleton Transportation Management Area

Appleton Adjusted Urbanized Area

County Boundary

Municipal Boundary

Wetland

100 year Floodplain

Flood & Wetland

250 Ft. TIP Bridge Buffer

1/4 Mile TIP Project Buffer

N

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0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
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ECWRPC

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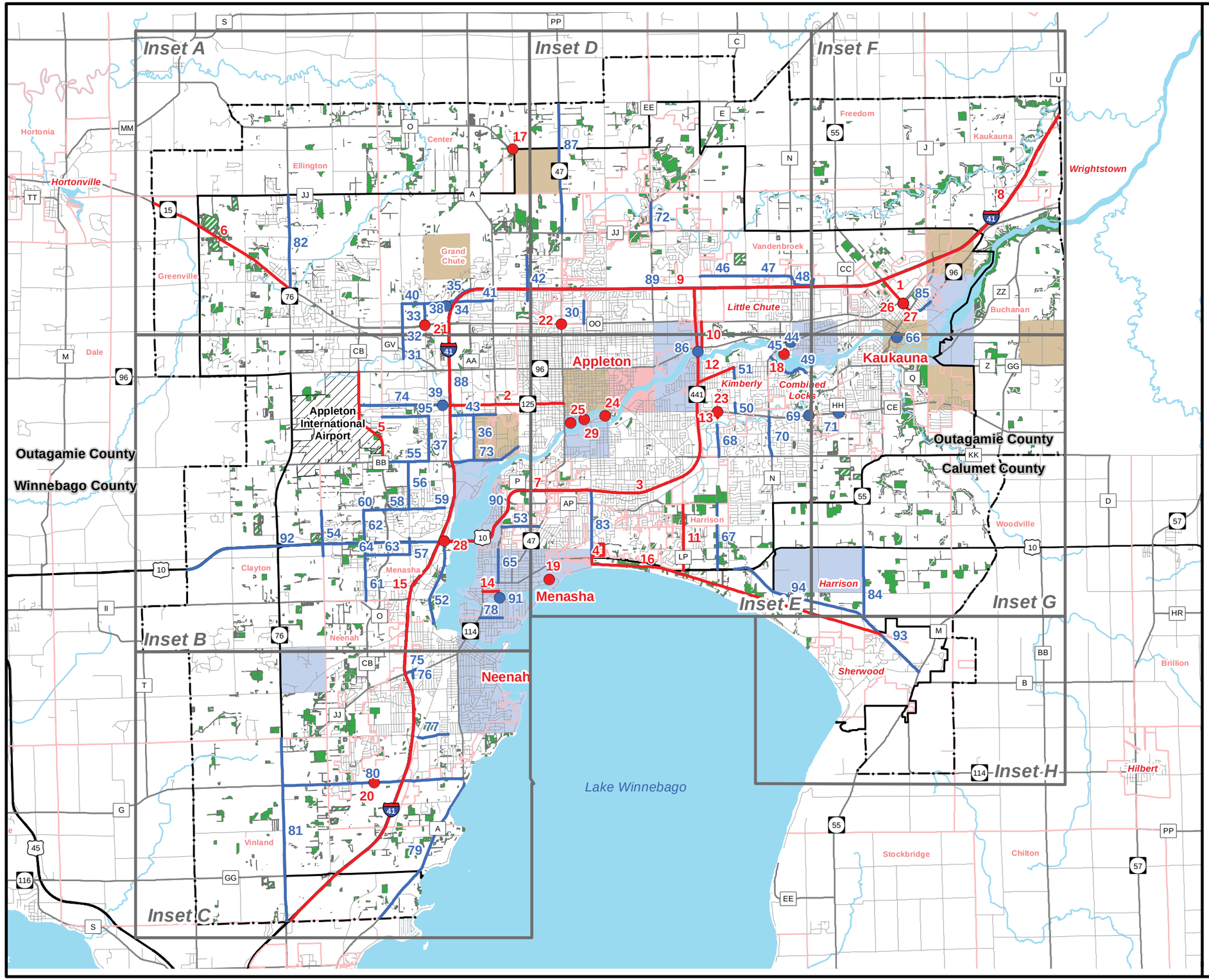
Map 16-5
Appleton TMA
Wildlife Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Aquatic
- Both
- Terrestrial
- Woodlands - General
- Woodlands - Planted

N
W E
S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided 2010 endangered species areas.

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Map 16-5 Inset A
Appleton TMA
Wildlife Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Woodlands - General
- Woodlands - Planted
- Aquatic
- Both
- Terrestrial
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
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Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
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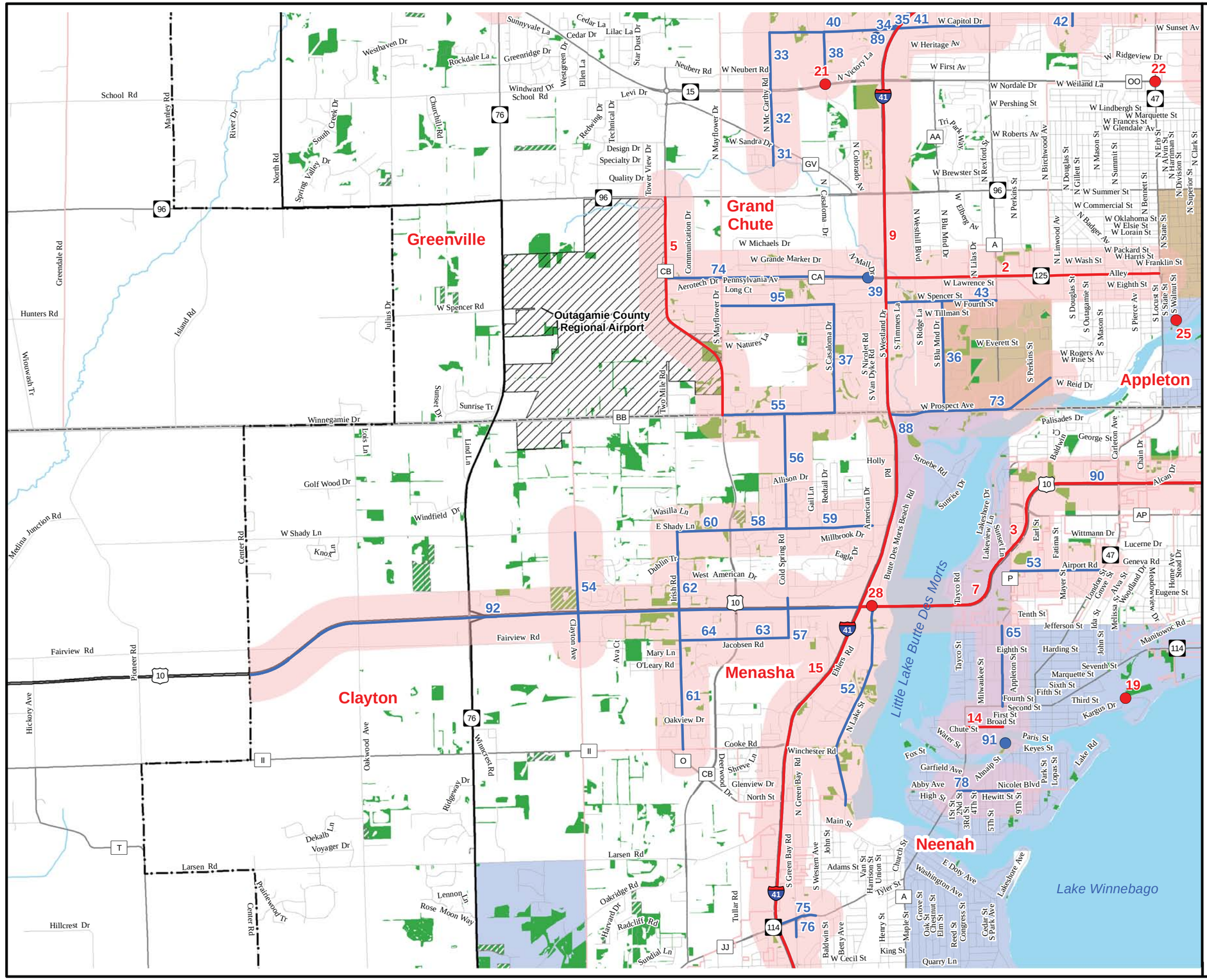
Map 16-5 Inset B
Appleton TMA
Wildlife Resources



Short Range Project
Illustrative Project
Short Range Project
Illustrative Project
Appleton Transportation Management Area
Appleton Adjusted Urbanized Area
County Boundary
Municipal Boundary
Woodlands - General
Woodlands - Planted
Aquatic
Both
Terrestrial
250 Ft. TIP Bridge Buffer
1/4 Mile TIP Project Buffer

N
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S

0 0.5 1

Scale in Miles

Source:
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Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
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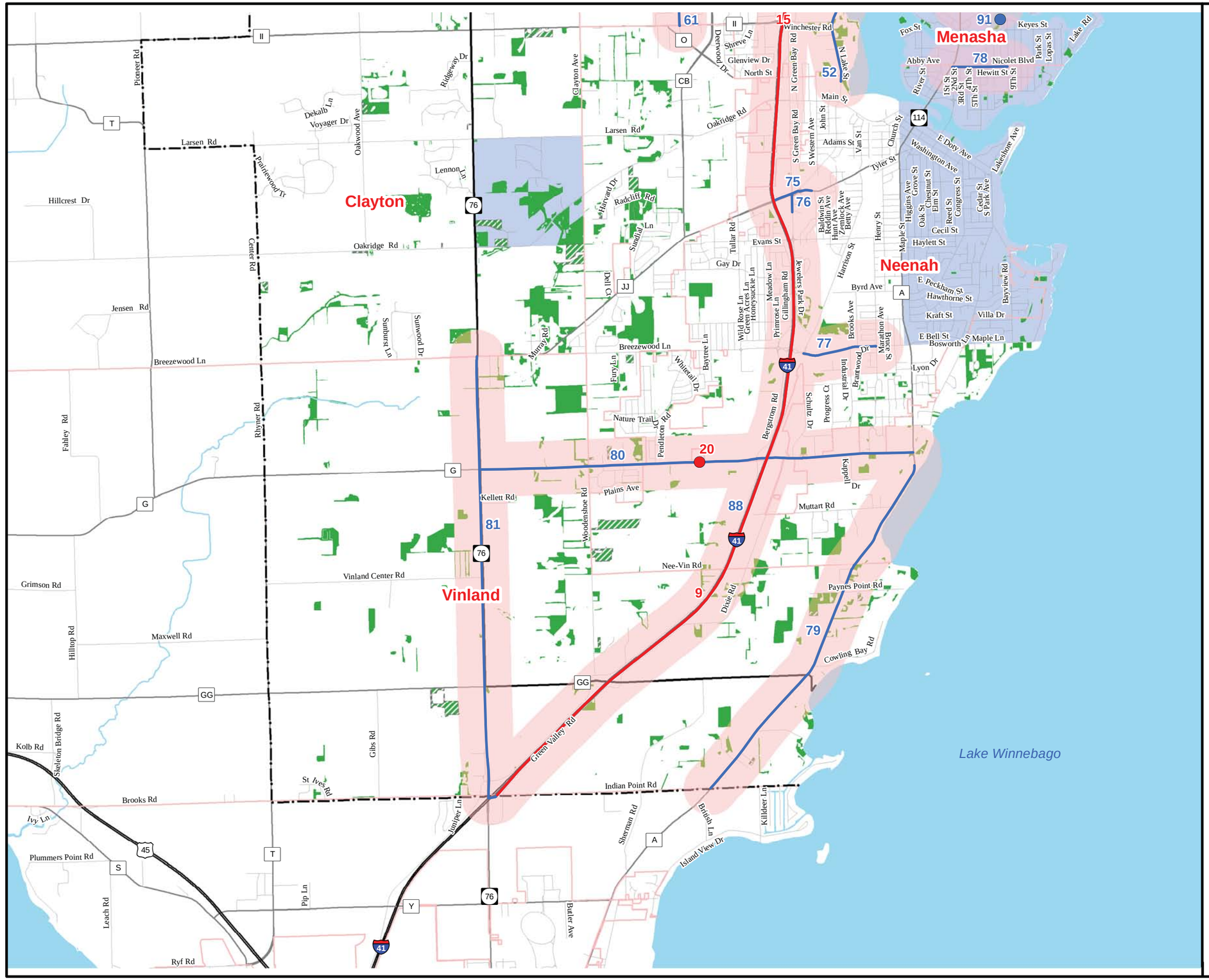
Map 16-5 Inset C
Appleton TMA
Wildlife Resources



Legend

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Woodlands - General
- Woodlands - Planted
- Aquatic
- Both
- Terrestrial
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided 2010 endangered species areas.

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Map 16-5 Inset D
Appleton TMA
Wildlife Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Woodlands - General
- Woodlands - Planted
- Aquatic
- Both
- Terrestrial
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N
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0 0.5 1

Scale in Miles

Source:
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Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided 2010 endangered species areas.

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Map 16-5 Inset E
Appleton TMA
Wildlife Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Woodlands - General
- Woodlands - Planted
- Aquatic
- Both
- Terrestrial
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N
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S

0 0.5 1

Scale in Miles

Source:
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TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided 2010 endangered species areas.

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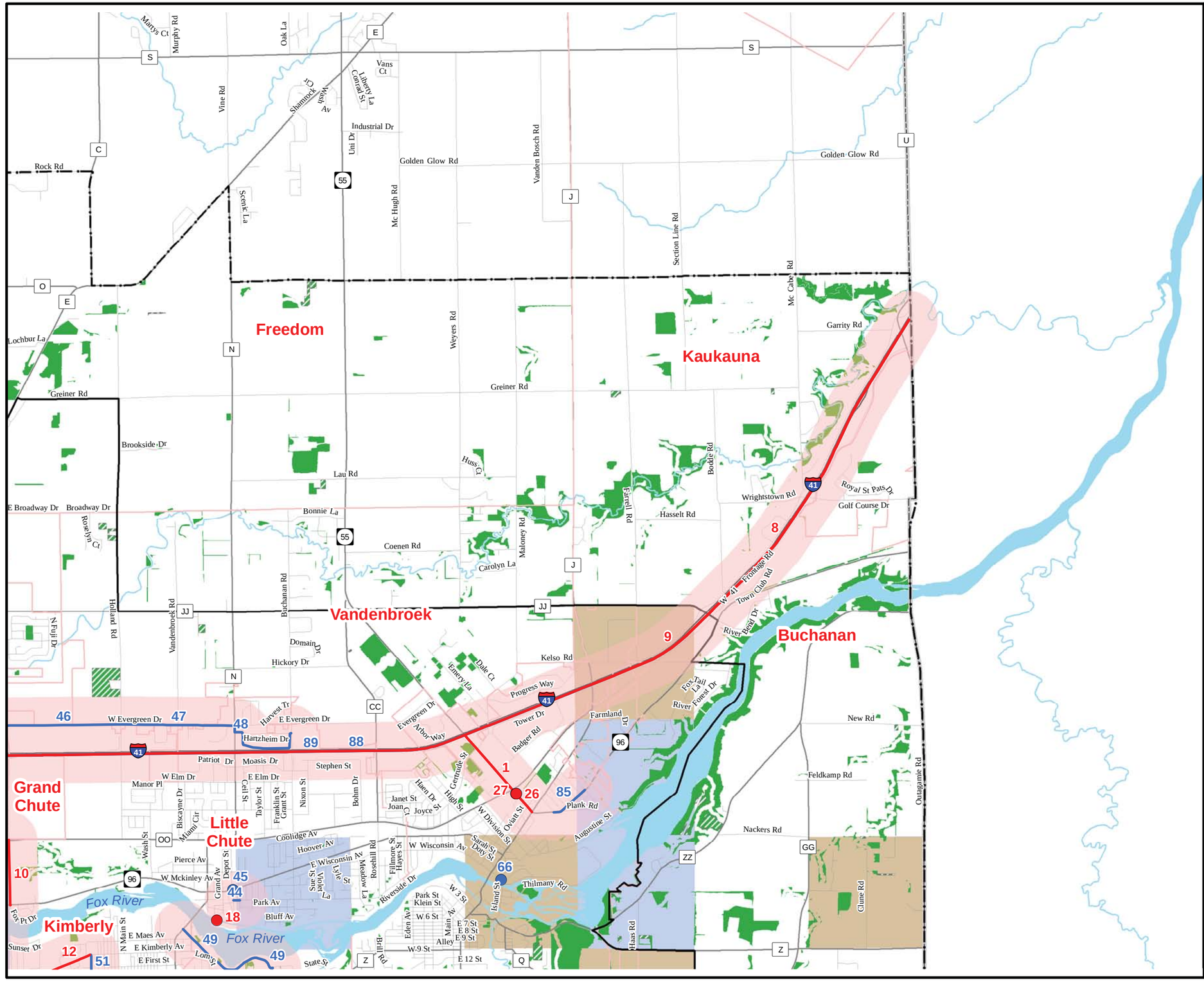
Map 16-5 Inset F
Appleton TMA
Wildlife Resources



Legend

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Woodlands - General
- Woodlands - Planted
- Aquatic
- Both
- Terrestrial
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
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Regional Planning Commission
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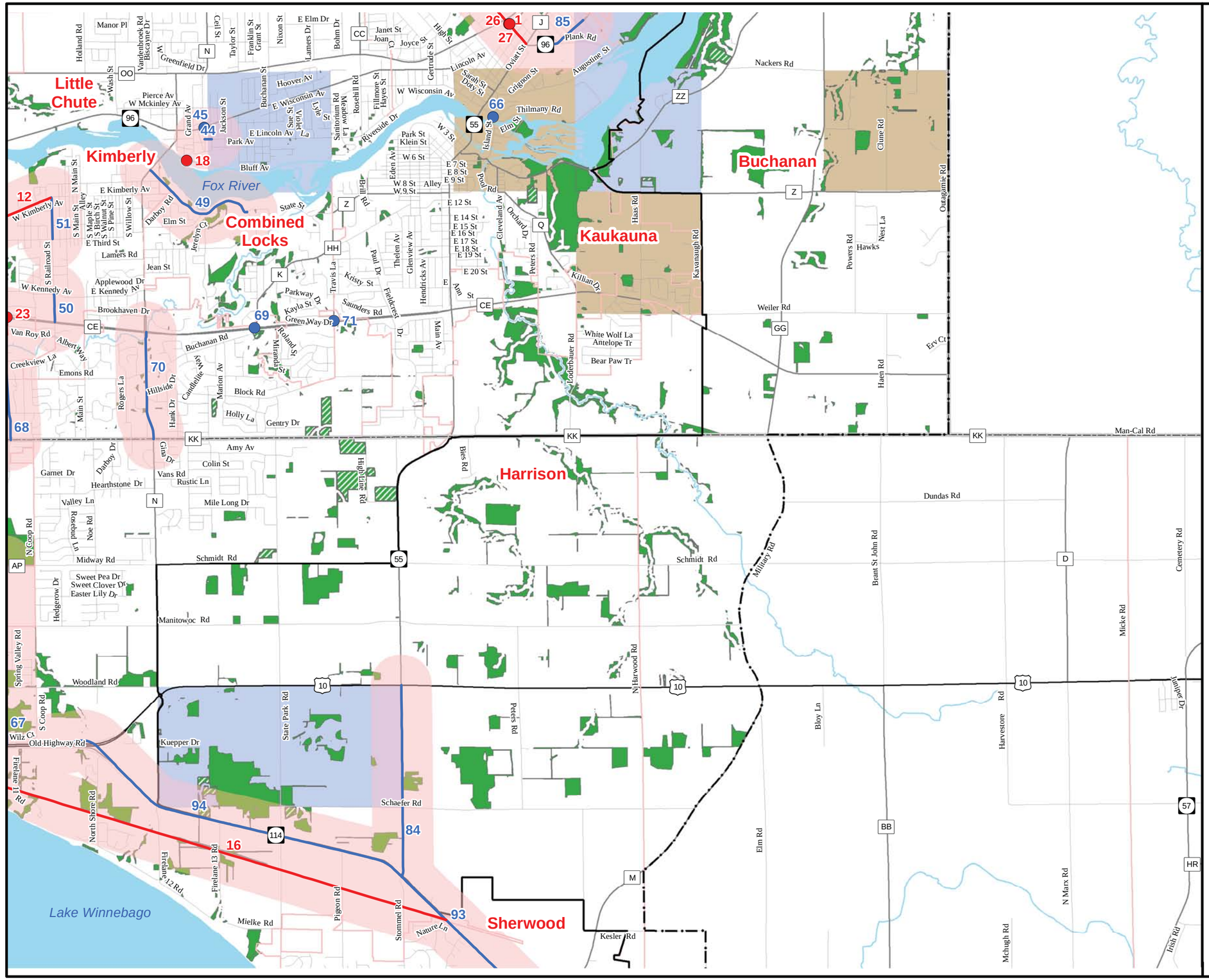
Map 16-5 Inset G
Appleton TMA
Wildlife Resources



Source:
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TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided 2010 endangered species areas.

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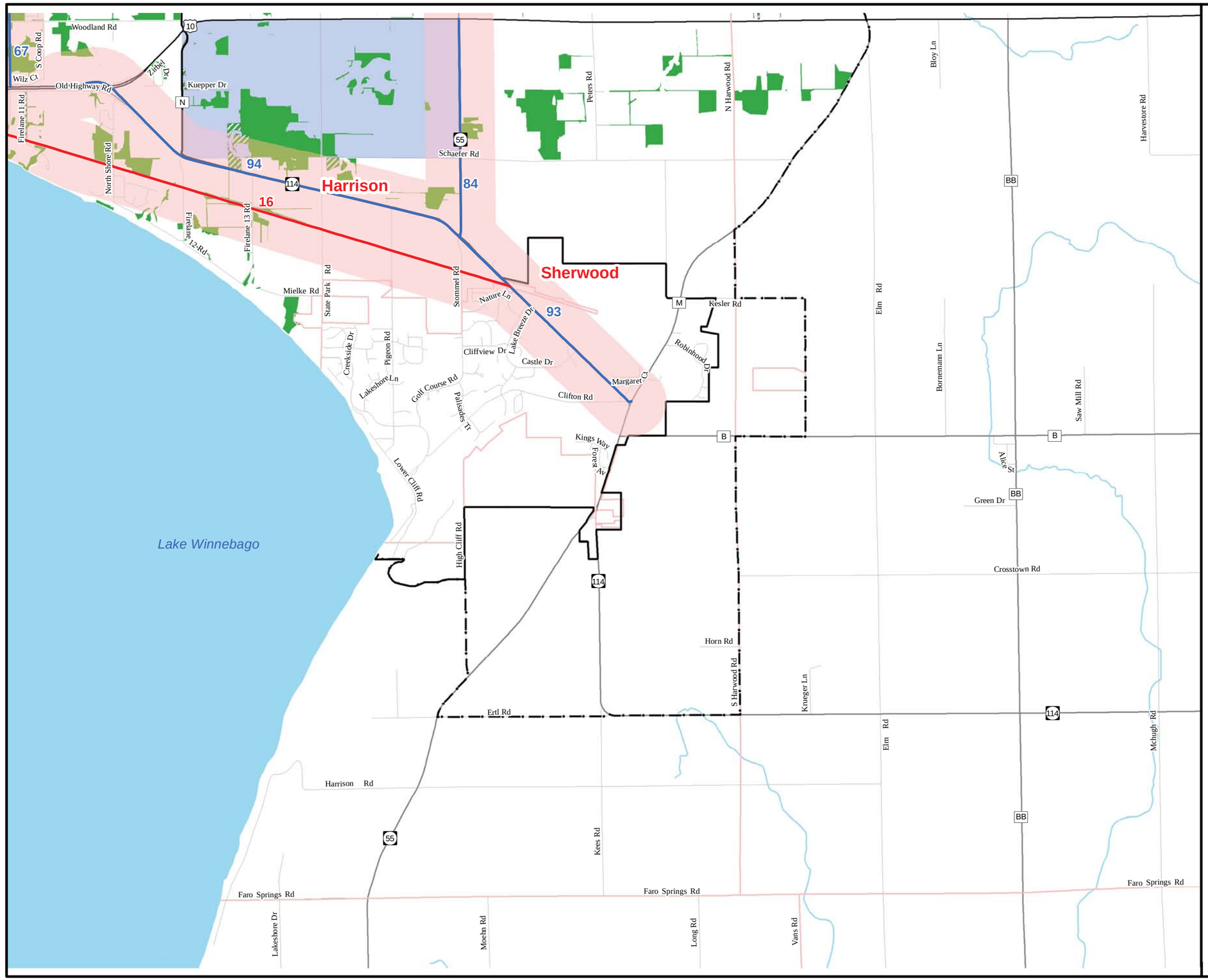
Map 16-5 Inset H
Appleton TMA
Wildlife Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Woodlands - General
- Woodlands - Planted
- Aquatic
- Both
- Terrestrial
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
WDNR provided 2010 endangered species areas.

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Map 16-6
Appleton TMA
Parks, Open Space and Recreational Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Existing Bicycle/Pedestrian Facility
- Planned Facility
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports and Recreational Facilities
- Spectator Sports

N W E S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
Trail data provided by ECWRPC & local municipalities.
Land use data provided by ECWRPC.

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Map 16-6 Inset A
Appleton TMA
Parks, Open Space and Recreational Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Existing Bicycle/Pedestrian Facility
- Planned Facility
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports and Recreational Facilities
- Spectator Sports
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago,
Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
Trail data provided by ECWRPC & local municipalities.
Land use data provided by ECWRPC.

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ECWRPC

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Map 16-6 Inset B
Appleton TMA
Parks, Open Space and Recreational Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Existing Bicycle/Pedestrian Facility
- Planned Facility
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports and Recreational Facilities
- Spectator Sports
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
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Map 16-6 Inset C
Appleton TMA
Parks, Open Space and Recreational Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Existing Bicycle/Pedestrian Facility
- Planned Facility
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports and Recreational Facilities
- Spectator Sports
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

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Map 16-6 Inset D
Appleton TMA
Parks, Open Space and Recreational Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Existing Bicycle/Pedestrian Facility
- Planned Facility
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports and Recreational Facilities
- Spectator Sports
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N
W E
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Scale in Miles

Source:
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Map 16-6 Inset E
Appleton TMA
Parks, Open Space and Recreational Resources

- Short Range Project
- Illustrative Project

- Short Range Project
- Illustrative Project
- Existing Bicycle/Pedestrian Facility
- Planned Facility
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports and Recreational Facilities
- Spectator Sports
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

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Scale in Miles

Source:
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Map 16-6 Inset F
Appleton TMA
Parks, Open Space and Recreational Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Existing Bicycle/Pedestrian Facility
- Planned Facility
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports and Recreational Facilities
- Spectator Sports
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

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Scale in Miles

Source:
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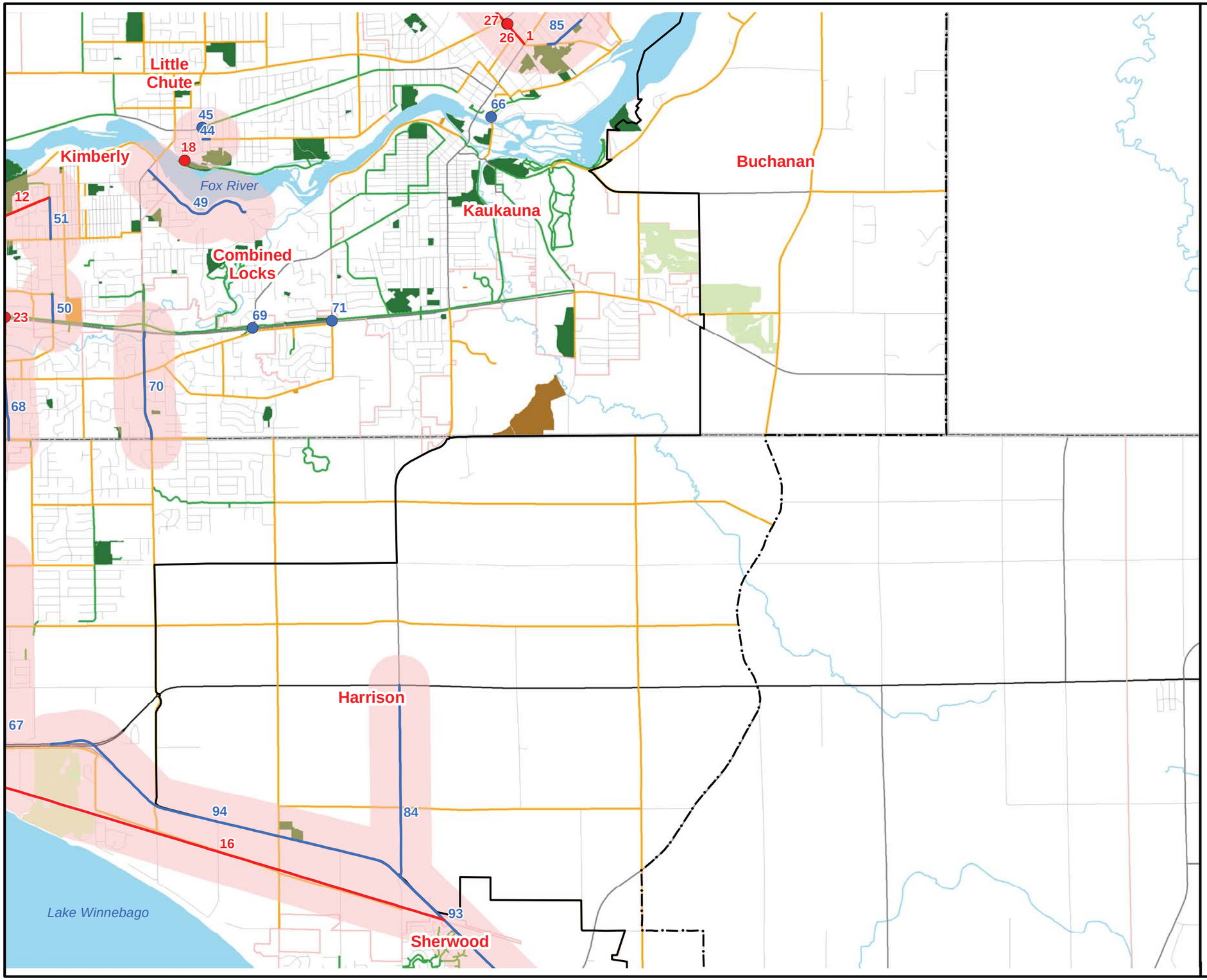
Map 16-6 Inset G
Appleton TMA
Parks, Open Space and Recreational Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Existing Bicycle/Pedestrian Facility
- Planned Facility
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports and Recreational Facilities
- Spectator Sports
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

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Scale in Miles

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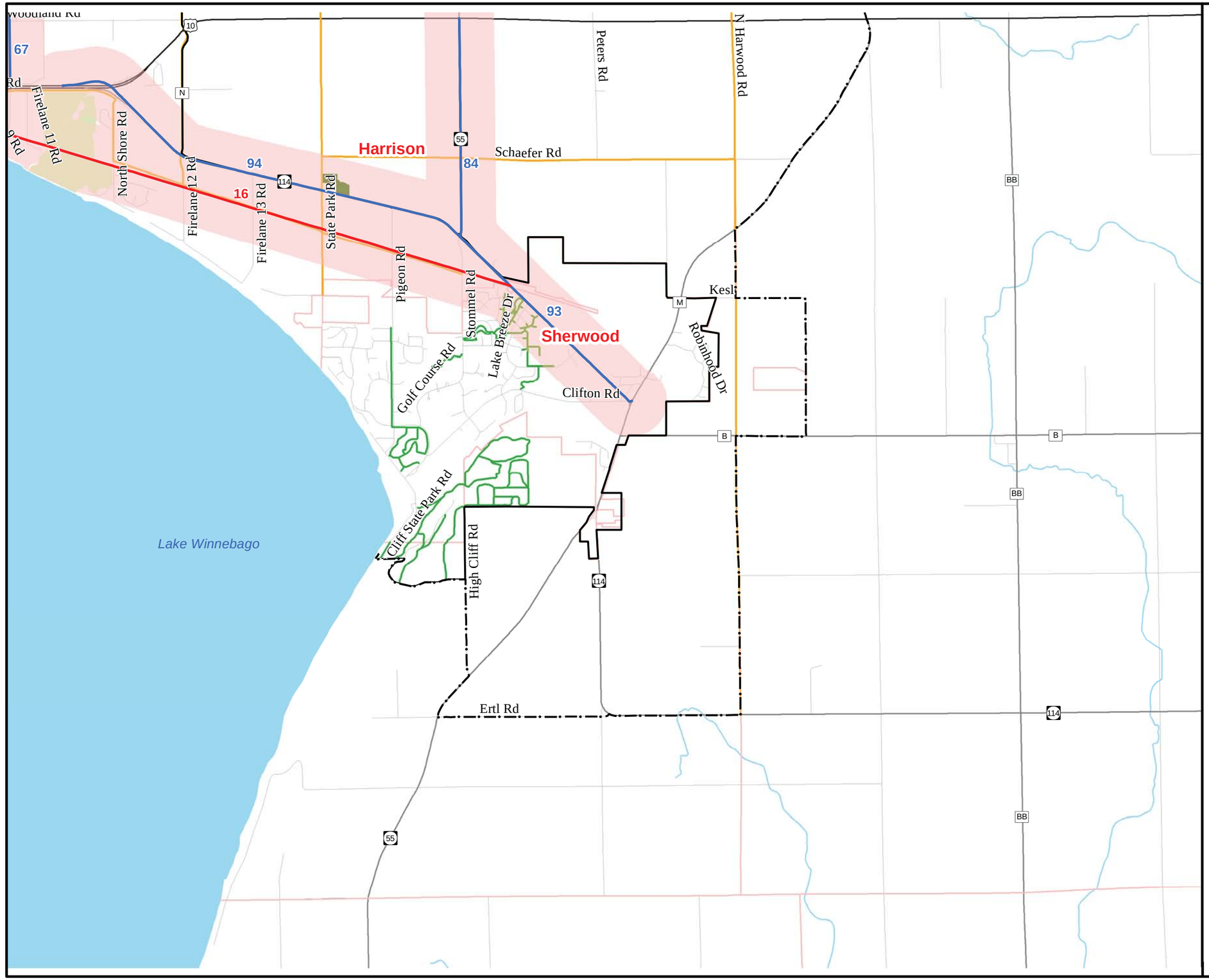
Map 16-6 Inset H
Appleton TMA
Parks, Open Space and Recreational Resources



Short Range Project
Illustrative Project
Short Range Project
Illustrative Project
Existing Bicycle/Pedestrian Facility
Planned Facility
Appleton Transportation Management Area
Appleton Adjusted Urbanized Area
County Boundary
Municipal Boundary
General Recreation Parks
Golf Courses & Country Clubs
Sports and Recreational Facilities
Spectator Sports
250 Ft. TIP Bridge Buffer
1/4 Mile TIP Project Buffer

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Scale in Miles

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Map 16-7
Appleton TMA
Cultural Features

- Historical Markers
- Libraries
- Museums
- Performing Art Centers
- Historic Sites
- Locally Significant Historic Sites
- Short Range Project
- Illustrative Project
- Rustic Roads
- Yellowstone Trail
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- County Boundary
- Municipal Boundary
- Downtown Insets

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Scale in Miles

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
State & National Register of Historic Places & Wisconsin State Historic Markers downloaded from Wisconsin Historical Society website.
Yellowstone Trail data provided by Yellowstonetrail.org.
City designated historic sites downloaded from City of Fond du Lac website.
Cemetary data: www.rootsweb.ancestry.com

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Cultural Feature Names

44. Greenville State Bank
45. Joseph Kronser Hotel & Saloon

Map 16-7 Inset A Appleton TMA Cultural Features

Cemeteries

- Historical Markers
- Libraries
- Museums
- Performing Arts Centers
- Historic Sites
- Locally Significant Historic Sites
- Short Range Project
- Illustrative Project
- Rustic Roads
- Yellowstone Trail
- Short Range Project
- Illustrative Project
- Appleton Transportation Management Area
- County Boundary
- Municipal Boundary
- Historic Districts
- Downtown Insets
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

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Scale in Miles

Source:
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TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
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City designated historic sites provided by Cities of Appleton, Neenah, and Menasha
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Map 16-7 Inset B
Appleton TMA
Cultural Features

Cultural Feature Names

3. South Greenville Grange No. 225
7. Butte des Morts - Fritse Park
8. Fox - Irish Cemetery
22. Barlow Planetarium
24. Weis Earth Science Museum
91. Gorham P Vining House

Cemeteries
Historical Markers
Libraries
Museums
Performing Arts Centers
HistoricSites
Locally Significant Historic Sites
Short Range Project
Illustrative Project
Short Range Project
Illustrative Project
Rustic Roads
Yellowstone Trail
Appleton Transportation Management Area
County Boundary
Municipal Boundary
Historic Districts
Downtown Insets
250 Ft. TIP Bridge Buffer
1/4 Mile TIP Project Buffer

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Scale in Miles

Source:
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Map 16-7 Inset C
Appleton TMA
Cultural Features

Cultural Feature Names

27. R Harder Gallery of Gems & Minerals
91. Gorham P Vining House

Cemeteries

- Historical Markers
- Libraries
- Museums
- Performing Arts Centers
- Historic Sites
- Locally Significant Historic Sites
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Yellowstone Trail
- Rustic Roads
- Appleton Transportation Management Area
- County Boundary
- Municipal Boundary
- Historic Districts
- Downtown Insets
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
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Map 16-7 Inset D
Appleton TMA
Cultural Features

Cultural Feature Names

5. Treaty of the Cedars
12. Kimberly Public Library
13. Gerald H Van Hoof Memorial Library
21. International Softball Congress Hall of Fame
61. William & Susanna Geenen House

Cemeteries

- Historical Markers
- Libraries
- Museums
- Performing Arts Centers
- HistoricSites
- Locally Significant Historic Sites
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Yellowstone Trail
- Rustic Roads
- Appleton Transportation Management Area
- County Boundary
- Municipal Boundary
- Historic Districts
- Downtown Insets
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

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Scale in Miles

Source:
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Map 16-7 Inset E Appleton TMA Cultural Features

Cemeteries
- Historical Markers
- Libraries
- Museums
- Performing Arts Centers
- HistoricSites
- Locally Significant Historic Sites
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Yellowstone Trail
- Rustic Roads
- Appleton Transportation Management Area
- County Boundary
- Municipal Boundary
- Historic Districts
- Downtown Insets
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

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East Central Wisconsin Regional Planning Commission
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Cultural Feature Names

4. Revolutionary War Veterans
5. Treaty of the Cedars
12. James J Siebers Memorial Library
13. Gerald H Van Hoof Memorial Library
21. International Softball Congress Hall of Fame
22. Barlow Planetarium
24. Weis Earth Science Museum
52. Klein Dairy Farmhouse
61. William & Susanna Geenen House

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Map 16-7 Inset F
Appleton TMA
Cultural Features

Cultural Feature Names

5. Treaty of the Cedars
12. James J Siebers Memorial Library
13. Gerald H Van Hoof Memorial Public Library
21. International Softball Congress Hall of Fame
50. Charles A Grignon House
52. Klein Dairy Farmhouse
61. William & Susanna Geenen House

Cemeteries

- Historical Markers
- Libraries
- Museums
- Performing Arts Centers
- HistoricSites
- Locally Significant Historic Sites
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Yellowstone Trail
- Rustic Roads
- Appleton Transportation Management Area
- County Boundary
- Municipal Boundary
- Historic Districts
- Cemeteries
- Downtown Insets
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

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Scale in Miles

Source:
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Map 16-7 Inset G
Appleton TMA
Cultural Features

Cultural Feature Names

4. Revolutionary War Veterans
5. Treaty of the Cedars
12. James J Siebers Memorial Library
13. Gerard H Van Hoof Memorial Library
21. International Softball Congress Hall of Fame
50. Charles A Grignon House
52. Klein Dairy Farmhouse
61. William & Susanne Geenen House

Cemeteries

- Historical Markers
- Libraries
- Museums
- Performing Arts Centers
- HistoricSites
- Locally Significant Historic Sites
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Yellowstone Trail
- Rustic Roads
- Appleton Transportation Management Area
- County Boundary
- Municipal Boundary
- Historic Districts
- Cemeteries
- Downtown Insets
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- 1/4 Mile TIP Project Buffer

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Scale in Miles

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Map 16-7 Inset H
Appleton TMA
Cultural Features

Cemeteries

- Historical Markers
- Libraries
- Museums
- Performing Arts Centers
- HistoricSites
- Locally Significant Historic Sites
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Yellowstone Trail
- Rustic Roads
- Appleton Transportation Management Area
- County Boundary
- Municipal Boundary
- Historic Districts
- Cemeteries
- Downtown Insets
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

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Scale in Miles

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Map 16-7 Appleton Inset
Appleton TMA
Cultural Features

Cultural Feature Names

1. Vulcan Street Plant Replica Hydroelectic Central Station
2. 1st Electric Street Railway
10. Appleton Public Library
16. Trout Museum of Art
17. The Building for Kids - Children's Museum
19. History Museum at the Castle
20. Paper Discovery Center
30. Fox Cities Performing Arts Center
31. Appleton Wire Works
32. J B Courtney Woolen Mills
33. Rogers, Henry J, and Cherroza House
34. Main Hall, Lawrence University
35. Masonic Temple
36. Henry Schuetter House
37. St. Paul Evangelical Lutheran Church
38. Temple Zion & School
39. James Tompkins House
41. Washington School
42. John Hart Whorton House
43. Zion Lutheran Church
95. Lutz Ice Cream Artesian Well Site
96. Trettin House

Appleton City Park Historic District
College Avenue Historic District
W Prospect Avenue Historic District
Fox River Paper Co. Historic District
Appleton Lock 4 Historic District
Appleton Locks 1-3 Historic District
Fox River

- Libraries
- HistoricSites
- Historical Markers
- Museums
- Performing Arts Centers
- Locally Significant Historic Sites
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Yellowstone Trail
- Rustic Roads
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Historic Districts
- Cemeteries
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

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Source:
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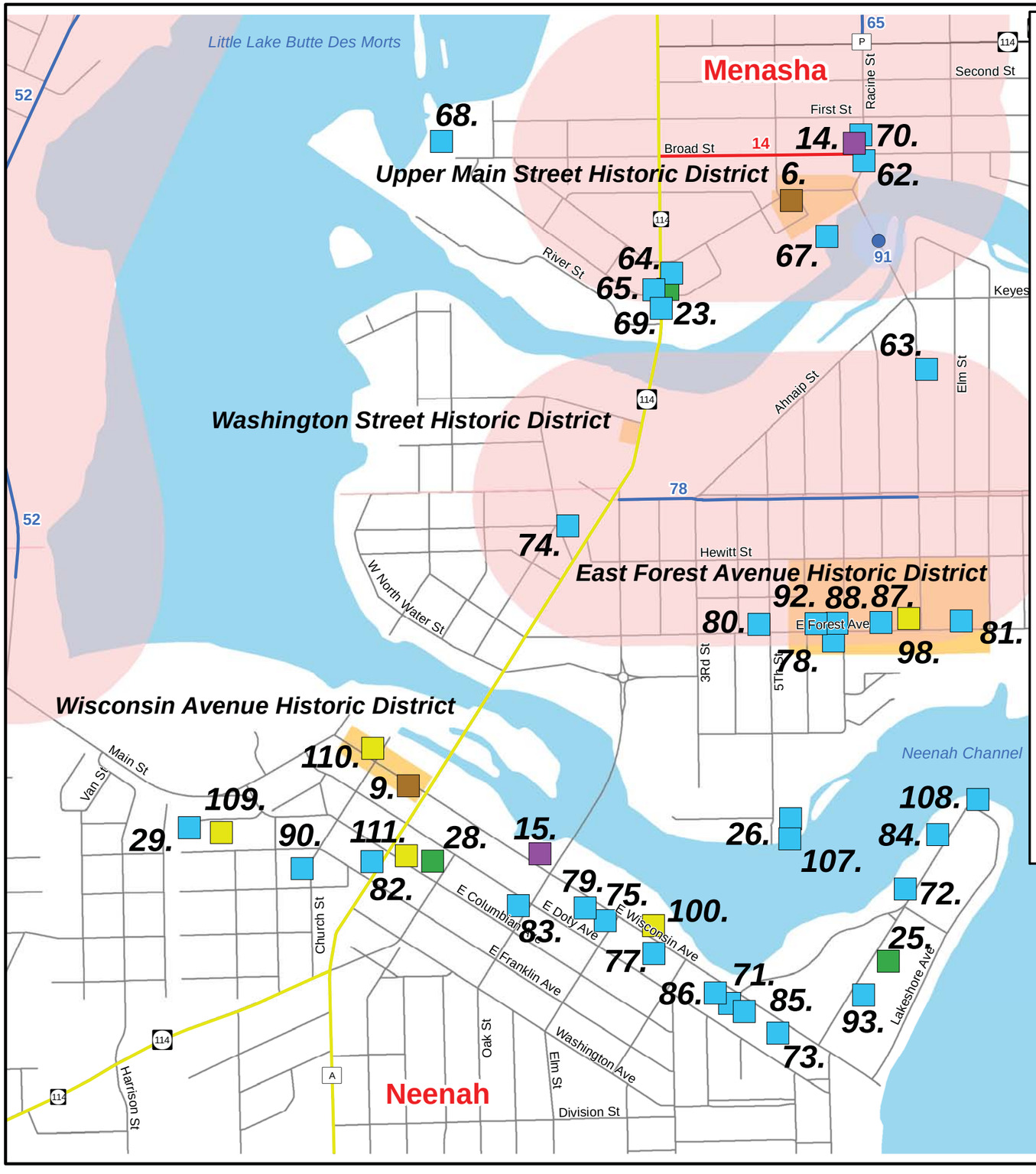

Cultural Feature Names

6. Wisconsin Central Railroad
9. Wisconsin Avenue Commercial Historic District
14. Elisha D Smith Public Library
15. Neenah Public Library
23. Tayco Street Bridge Tower Museum
25. Bergstrom Mahler Museum of Glass
26. Doty Cabin/Grand Loggery
28. Velte History Exhibit
29. Octagon House/Hiram Smith House
62. Gustav Augustin Block
63. George Sr & Ellen Banta House
64. Brin Building
65. Carl Koch Block
67. Menasha Dam
68. Menasha Lock Site
69. Tayco Street Bridge
70. US Post Office - Menasha
71. Havilah Babcock House
72. Edward D Beals & Vina Shattuck House
73. George O Bergstrom House
74. Chicago & Northwestern Railroad Depot
75. Hans Gram House
77. Frank Winchester Hawks House
78. Ellis Jennings House
79. Reverend Jens N Jersild House
80. Judge J C Kerwin House
81. Perry Lindsley House
82. Neenah Post Office
83. Henry Paepke House
84. J Leslie Sensenbrenner House
85. Franklyn C Shattuck House
86. Henry Sherry House
87. Charles R Smith House
88. Henry Spencer Smith House
90. Dewitt Clinton Van Ostrand House
92. Frank B Whiting House
93. William C Wing House
98. Edmund J Lachmann House/S.N. Pickard House
100. Kimberly Double House
107. Frank Whiting Boathouse
108. Kimberly Point Park Lighthouse
109. Fourth Ward Building
110. Legacy Park
111. Neenah Clock Tower

Map 16-7 Neenah/ Menasha Inset Appleton TMA Cultural Features

- Libraries
- HistoricSites
- Historical Markers
- Museums
- Performing Arts Centers
- Locally Significant Historic Sites
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Yellowstone Trail
- Rustic Roads
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Historic Districts
- Cemeteries
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 1,000 2,000

Feet

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
State & National Register of Historic Places & Wisconsin State Historic Markers downloaded from Wisconsin Historical Society website.
Yellowstone Trail data provided by Yellowstonetrail.org.
City designated historic sites provided by City of Menasha & Neenah.
Cemetary data: www.rootsweb.ancestry.com

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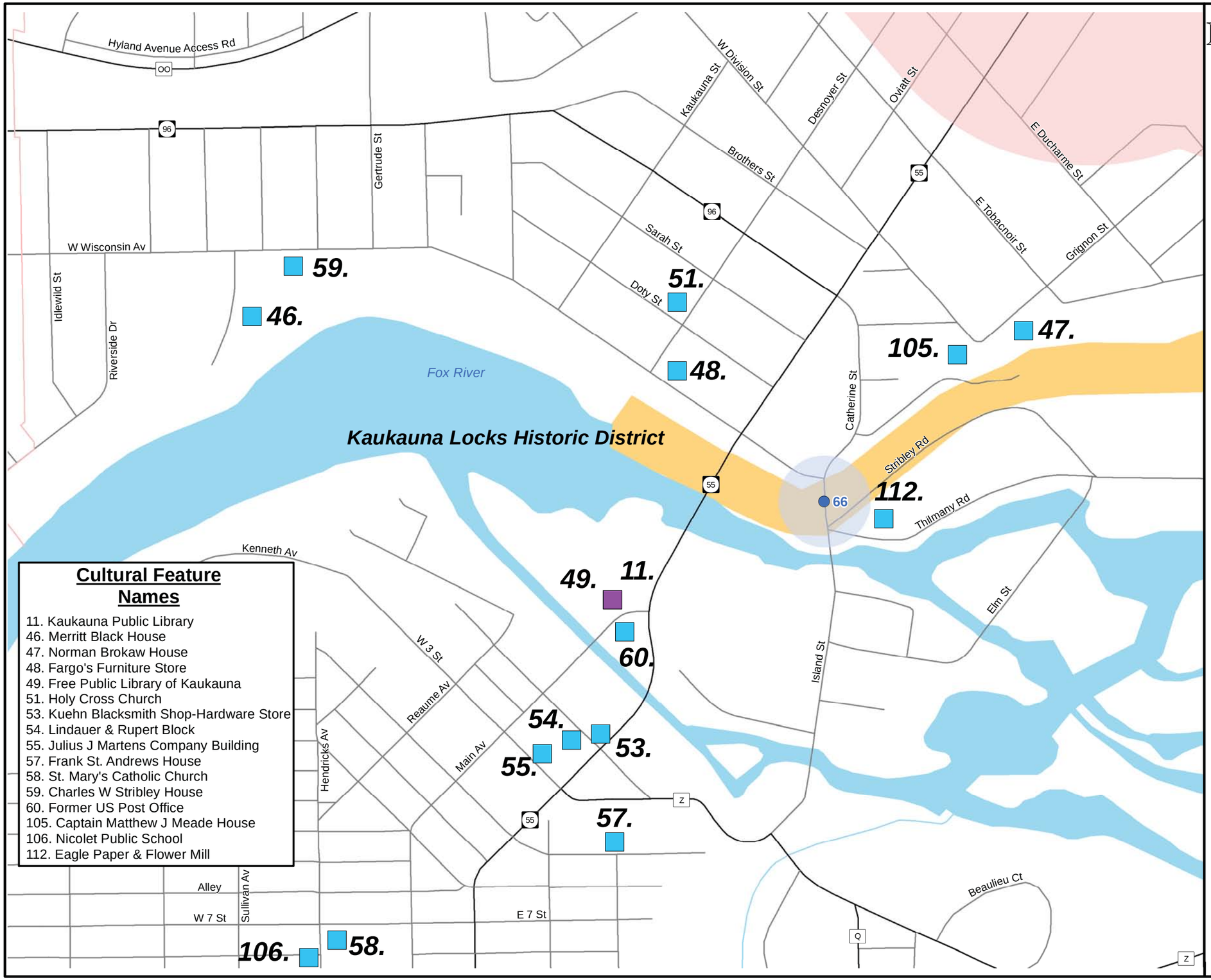
Map 16-7 Kaukauna Inset
Appleton TMA
Cultural Features



Cultural Feature Names

11. Kaukauna Public Library
46. Merritt Black House
47. Norman Brokaw House
48. Fargo's Furniture Store
49. Free Public Library of Kaukauna
51. Holy Cross Church
53. Kuehn Blacksmith Shop-Hardware Store
54. Lindauer & Rupert Block
55. Julius J Martens Company Building
57. Frank St. Andrews House
58. St. Mary's Catholic Church
59. Charles W Stribley House
60. Former US Post Office
105. Captain Matthew J Meade House
106. Nicolet Public School
112. Eagle Paper & Flower Mill

- Libraries
- Historic Sites
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Yellowstone Trail
- Rustic Roads
- Appleton Transportation Management Area
- Appleton Adjusted Urbanized Area
- County Boundary
- Municipal Boundary
- Historic Districts
- Cemeteries
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 500 1,000

Feet

Source:
Base data provided by Winnebago, Calumet, and Outagamie Counties 2010.
TMA/Adjusted Urbanized Area provided by WisDOT/ECWRPC 2010
State & National Register of Historic Places & Wisconsin State Historic Markers downloaded from Wisconsin Historical Society website.
Yellowstone Trail data provided by Yellowstonetrail.org.
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CHAPTER 17

STATE & LRTP COORDINATION

CHAPTER 17 – STATE AND LRTP COORDINATION

TABLE OF CONTENTS

State and LRTP Coordination 17-1

CHAPTER 17: STATE AND LRTP COORDINATION

Federal and state legislation require WisDOT to develop a statewide long range transportation plan. Federal legislation (MAP-21) requires each state to coordination with local TMAs to complete similar long range transportation/land use plans to be eligible for state and federal funding for transportation related projects. MAP-21 places greater emphasis on improving safety, maintaining infrastructure condition, reducing traffic congestion, system reliability, freight movement and economic vitality, environmental sustainability, performance measures and reducing project delivery delays from previous legislation. State legislation, specifically the comprehensive planning law (Section 66.1001, Wis. Stats.) focuses on improving communication within and among jurisdictions to make more informed decisions that result in smart growth.

Connections 2030, Wisconsin's long range transportation plan (LRTP) as well as the *Wisconsin Rail Plan 2030* envision an integrated multimodal transportation system that maximizes the safe and efficient movement of people and products throughout the state, enhancing economic productivity and the quality of Wisconsin's communities while minimizing impacts to the natural environment. Both of these plans and this LRTP for the TMA will help the state maintain and enhance its transportation system to meet the needs of the 21st century and fulfill the state's transportation vision. The focus is on maintaining and enhancing that system to support future mobility and economic growth.

Connections 2030 sets the foundation for Wisconsin's transportation system with an emphasis on:

- safety and security;
- preserving the existing and future system;
- optimizing investment in the system for continued safety, enhanced mobility and efficiency;
- responding to local, regional, national and international economic trends to maintain state economic competitiveness;
- considering environmental issues to maintain Wisconsin's quality of life; and
- providing users with transportation choices.

The Appleton (Fox Cities) TMA's long range plan's vision, goals and objectives support the Wisconsin's *Connections 2030*, LRTP's vision and emphasis. Throughout the transportation planning process the TMA continuously works with WisDOT to ensure coordination between agencies. It is through this process that LRTP are implementable and successful at all levels of government.

CHAPTER 18

FINANCIAL ANALYSIS

CHAPTER 18 – FINANCIAL ANALYSIS

TABLE OF CONTENTS

Introduction 18-1
Local Financial Analysis 18-1
State and Federal Financial Analysis 18-2
Estimated Long Range Financial Need 18-2
Local Expenditures/Revenues 18-2
WisDOT Expenditures/Revenues 18-9
Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Expenditures/Revenues 18-9

TABLES

Table 18-1: Historic Expenditures for Appleton TMA Municipalities (2008 – 2012) 18-3
Table 18-2: Total Local Expenditures and Projected Local Revenues 18-8
Table 18-3: Historic Expenditures for WisDOT (2010 – 2014) 18-9
Table 18-4: Historic Expenditures for FHWA and FTA (2010 – 2014) 18-10
Table 18-5: Total Local, State and Federal Expenditures and Projected Revenues 18-10

CHAPTER 18: FINANCIAL ANALYSIS

INTRODUCTION

This portion of the LRTP provides a general overview of the local, state and federal expenditures and anticipated revenues required to fund the metropolitan planning process over the life of the plan (35 year plan horizon to 2050). A financial capacity analysis is required by MAP-21 to show that metropolitan area transportation plans are fiscally constrained. Specifically, the financial plan requirement is addressed in Section 134 of Title 23, United States Code (E):

``*(E)* ***Financial plan****.--*

``*(i) In general.--A financial plan that—*

``*(I) demonstrates how the adopted transportation plan can be implemented;*

``*(II) indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and*

``*(III) recommends any additional financing strategies for needed projects and programs.*

``*(ii) Inclusions.--The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available.*

``*(iii) Cooperative development.--For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and State shall cooperatively develop estimates of funds that will be available to support plan implementation.*

To complete a financial analysis of local expenditures for the Appleton (Fox Cities) TMA, financial expenditures data was used as part of the published report from the Wisconsin Department of Revenue's (DOR) County and Municipal Revenues and Expenditures reports. State and federal transportation expenditures and revenues were taken from ECWRPC's annual Transportation Improvement Program (TIP) from 2010 – 2014.

Local Financial Analysis

Local expenditures were gathered for the Appleton (Fox Cities) TMA municipalities from 2008 to 2012 to provide a historic pattern of local transportation expenditures. This analysis looked at the following local transportation expenditures which are defined by the DOR[1]:

- **Highway Maintenance and Administration:** includes operating expenditures and capital outlay for engineering, highway equipment and buildings, and highway maintenance. In counties, this entry will include depreciation for equipment and buildings.

[1] http://www.revenue.wi.gov/report/m.html. (9/3/14)

- **Highway Construction:** includes the operating expenditures and capital outlay for constructing highways.

- **Road Related Facilities:** include operating expenditures and capital outlays for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities.

- **Other Transportation:** includes operating expenditures and capital outlays for airports, mass transit, docks and harbors, and other transportation facilities.

State and Federal Financial Analysis

State (WisDOT) and federal (FHWA and FTA) expenditures were gathered from ECWRPC's short range Transportation Improvement Program (TIP) for the five year period from 2010-2014 using the year of expenditure dollar amounts. WisDOT expenditures included both preservation and expansion project dollars. Federal funding expenditures included the following sources:

- National Highway System
- Bridge Replacement/Rehab
- Surface Transportation Program Fond du Lac Urbanized Area
- Surface Transportation Program State Flexibility
- Surface Transportation Program (Highway Safety Improvement Program)
- Surface Transportation Program Enhancements
- Section 5307 Operating Funds
- Section 5307 Capital Funds

ESTIMATED LONG RANGE FINANCIAL NEED

Local Expenditures/Revenues

The estimated long range financial need for local TMA expenditures was calculated using the following steps:

1. Gathered local expenditures for Highway Maintenance and Administration, Highway Construction, Road Related Facilities and Other Construction for the local municipalities (2008-2012) provided by the DOR. Please reference **Table 18-1**.

2. To account for a degree of variation in local transportation spending projects in a given year by municipalities, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of local transportation expenditures.

3. To account for projected revenues needed over the life of this plan, it was assumed that local transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2.3 percent (provided by WisDOT) was applied to the 2008-2012 annual average expenses for each municipality and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table 18-2**.

Table 18-1: Historic Expenditures for Appleton TMA Municipalities (2008 – 2012)

Municipality	2012	2011	2010	2009	2008	5-Year Average
T Harrison						
Highway Maintenance & Adm.	886,000	832,100	721,500	842,000	869,600	
Highway Construction	670,500	921,200	554,000	1,133,800	732,300	
Road Related Facilities	214,200	20,700	8,600	321,800	13,900	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**1,770,700**	**1,774,000**	**1,284,100**	**2,297,600**	**1,615,800**	**1,748,440**
V Sherwood						
Highway Maintenance & Adm.	264,600	108,400	145,300	365,800	728,400	
Highway Construction	827,500	80,300	497,200	14,100	81,400	
Road Related Facilities	58,600	60,900	80,300	65,900	72,900	
Other Transportation	0	0	28,800	0	0	
Total Local Transportation Expenditures	**1,150,700**	**249,600**	**751,600**	**445,800**	**882,700**	**696,080**
Calumet County						
Highway Maintenance & Adm.	2,797,400	2,500,400	3,002,600	4,166,600	2,616,900	
Highway Construction	146,400	72,300	10,500	36,500	33,100	
Road Related Facilities	0	0	0	0	0	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**2,943,800**	**2,572,700**	**3,013,100**	**4,203,100**	**2,650,000**	**3,076,540**
C Appleton						
Highway Maintenance & Adm.	6,675,700	7,307,400	6,439,800	7,045,300	7,038,200	
Highway Construction	4,648,000	5,570,400	7,057,600	10,552,400	8,556,400	
Road Related Facilities	2,103,100	2,500,000	2,496,700	2,181,500	2,290,000	
Other Transportation	0	162,800	0	0	0	
Total Local Transportation Expenditures	**13,426,800**	**15,540,600**	**15,994,100**	**19,779,200**	**17,884,600**	**16,525,060**
C Kaukauna						
Highway Maintenance & Adm.	1,657,300	1,748,500	1,769,100	1,654,600	2,042,500	
Highway Construction	1,812,900	1,501,500	2,862,400	1,428,700	3,102,300	
Road Related Facilities	973,200	770,000	606,100	1,142,500	710,400	
Other Transportation	25,800	20,000	72,700	1,900	29,200	
Total Local Transportation	**4,469,200**	**4,040,000**	**5,310,300**	**4,227,700**	**5,884,400**	**4,786,320**
T Buchanan						
Highway Maintenance & Adm.	113,200	148,600	127,200	139,800	150,500	

Municipality	2012	2011	2010	2009	2008	5-Year Average
Highway Construction	135,300	211,900	179,500	175,400	257,100	
Road Related Facilities	34,900	76,300	164,100	69,600	112,300	
Other Transportation	58,900	14,200	12,900	19,100	19,100	
Total Local Transportation Expenditures	**342,300**	**451,000**	**483,700**	**403,900**	**539,000**	**443,980**
T Center						
Highway Maintenance & Adm.	182,100	203,800	275,100	288,200	365,800	
Highway Construction	1,600	50,900	166,000	0	0	
Road Related Facilities	0	0	0	0	0	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**183,700**	**254,700**	**441,100**	**288,200**	**365,800**	**306,700**
T Freedom						
Highway Maintenance & Adm.	265,500	272,900	236,500	333,700	308,600	
Highway Construction	7,500	0	555,900	764,700	496,600	
Road Related Facilities	37,000	31,000	35,600	35,000	37,300	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**310,000**	**303,900**	**828,000**	**1,133,400**	**842,500**	**683,560**
T Grand Chute						
Highway Maintenance & Adm.	1,788,600	1,186,100	1,196,400	1,260,900	1,214,300	
Highway Construction	3,081,400	2,695,700	3,791,800	2,563,400	934,100	
Road Related Facilities	287,000	275,600	254,000	1,741,300	1,445,400	
Other Transportation	527,200	603,100	599,100	560,800	558,100	
Total Local Transportation Expenditures	**5,684,200**	**4,760,500**	**5,841,300**	**6,126,400**	**4,151,900**	**5,312,860**
T Greenville						
Highway Maintenance & Adm.	495,700	549,300	455,800	480,600	1,510,100	
Highway Construction	1,530,500	442,100	394,700	335,500	0	
Road Related Facilities	72,100	71,000	79,100	79,600	60,800	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**2,098,300**	**1,062,400**	**929,600**	**895,700**	**1,570,900**	**1,311,380**
T Kaukauna						
Highway Maintenance & Adm.	35,800	23,600	37,500	64,600	254,600	
Highway Construction	379,600	329,300	562,400	109,600	0	
Road Related Facilities	5,700	5,500	5,500	4,700	3,200	

Municipality	2012	2011	2010	2009	2008	5-Year Average
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**421,100**	**358,400**	**605,400**	**178,900**	**257,800**	**364,320**
T Vandenbroek						
Highway Maintenance & Adm.	75,400	88,400	137,700	173,600	96,300	
Highway Construction	0	0	0	0	0	
Road Related Facilities	5,700	5,000	3,000	2,500	2,500	
Other Transportation	0	0	0	0	24,200	
Total Local Transportation Expenditures	**81,100**	**93,400**	**140,700**	**176,100**	**123,000**	**122,860**
V Combined Locks						
Highway Maintenance & Adm.	311,300	479,600	423,400	560,700	427,800	
Highway Construction	603,100	11,800	171,300	275,100	173,900	
Road Related Facilities	73,800	114,800	88,100	79,400	72,800	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**988,200**	**606,200**	**682,800**	**915,200**	**674,500**	**773,380**
V Kimberly						
Highway Maintenance & Adm.	724,500	879,400	793,800	844,100	912,400	
Highway Construction	836,400	2,520,900	134,500	307,500	898,500	
Road Related Facilities	137,300	162,600	191,200	179,000	183,700	
Other Transportation	65,200	73,500	69,100	68,400	68,100	
Total Local Transportation Expenditures	**1,763,400**	**3,636,400**	**1,188,600**	**1,399,000**	**2,062,700**	**2,010,020**
V Little Chute						
Highway Maintenance & Adm.	1,279,300	1,171,800	1,071,900	1,214,100	1,210,200	
Highway Construction	1,365,200	1,599,100	548,600	469,100	1,328,200	
Road Related Facilities	129,300	500,100	239,200	518,100	664,300	
Other Transportation	34,800	28,100	16,900	18,900	18,200	
Total Local Transportation Expenditures	**2,808,600**	**3,299,100**	**1,876,600**	**2,220,200**	**3,220,900**	**2,685,080**
Outagamie County						
Highway Maintenance & Adm.	5,154,700	4,256,100	4,009,300	4,378,600	3,342,800	
Highway Construction	10,180,900	6,872,400	6,083,800	4,921,800	6,779,300	
Road Related Facilities	945,800	2,187,500	1,254,500	2,610,900	1,333,100	
Other Transportation	50,300	3,800	10,800	145,700	51,000	
Total Local Transportation Expenditures	**16,331,700**	**13,319,800**	**11,358,400**	**12,057,000**	**11,506,200**	**12,914,620**

Municipality	2012	2011	2010	2009	2008	5-Year Average
C Menasha						
Highway Maintenance & Adm.	1,431,800	1,761,700	1,304,900	1,660,900	2,094,300	
Highway Construction	540,500	210,100	143,300	826,000	886,900	
Road Related Facilities	312,300	400,100	410,200	362,400	574,300	
Other Transportation	173,600	198,300	198,200	184,300	174,800	
Total Local Transportation Expenditures	**2,458,200**	**2,570,200**	**2,056,600**	**3,033,600**	**3,730,300**	**2,769,780**
C Neenah						
Highway Maintenance & Adm.	2,948,800	2,753,000	2,230,000	2,461,000	2,389,600	
Highway Construction	2,493,700	1,116,600	3,926,700	365,400	1,843,000	
Road Related Facilities	760,500	860,800	1,247,000	595,700	1,191,500	
Other Transportation	377,200	400,700	405,200	319,100	335,500	
Total Local Transportation Expenditures	**6,580,200**	**5,131,100**	**7,808,900**	**3,741,200**	**5,759,600**	**5,804,200**
T Clayton						
Highway Maintenance & Adm.	462,000	241,000	504,100	509,200	545,400	
Highway Construction	263,100	102,400	100,600	191,700	218,900	
Road Related Facilities	0	0	0	0	10,800	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**725,100**	**343,400**	**604,700**	**700,900**	**775,100**	**629,840**
T Menasha						
Highway Maintenance & Adm.	1,664,600	1,723,200	1,702,200	1,395,400	1,635,000	
Highway Construction	2,233,700	343,700	218,900	642,300	24,900	
Road Related Facilities	201,900	214,400	205,700	200,200	844,300	
Other Transportation	0	225,400	201,600	204,700	215,900	
Total Local Transportation Expenditures	**4,100,200**	**2,506,700**	**2,328,400**	**2,442,600**	**2,720,100**	**2,819,600**
T Neenah						
Highway Maintenance & Adm.	314,600	282,900	356,800	303,600	221,400	
Highway Construction	0	0	0	0	0	
Road Related Facilities	21,900	21,800	21,100	21,700	61,200	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**336,500**	**304,700**	**377,900**	**325,300**	**282,600**	**325,400**

Municipality	2012	2011	2010	2009	2008	5-Year Average
T Vinland						
Highway Maintenance & Adm.	128,900	112,600	118,000	143,100	129,500	
Highway Construction	0	0	0	0	0	
Road Related Facilities	4,500	4,700	3,700	4,400	4,100	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**133,400**	**117,300**	**121,700**	**147,500**	**133,600**	**130,700**
Winnebago County						
Highway Maintenance & Adm.	3,020,500	3,261,000	3,636,500	2,919,600	3,012,800	
Highway Construction	5,274,600	4,457,500	2,471,700	6,261,800	2,739,300	
Road Related Facilities	443,300	484,500	682,700	283,300	13,300	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**8,738,400**	**8,203,000**	**6,790,900**	**9,464,700**	**5,765,400**	**7,792,480**
MPO total	**77,845,800**	**71,499,100**	**70,818,500**	**76,603,200**	**73,399,400**	
5-Year Average Total						**74,033,200**

Source: Wisconsin Department of Revenue (2008 – 2012)

Table 18-2: Total Local Expenditures and Projected Local Revenues

	2008-2012 annual average	2015-2019	2020-2024	2025-2029	2030-2034	2035-2039	2040-2044	2045-2050
T Harrison	1,748,440	9,364,232	10,491,808	11,755,159	13,170,634	14,756,551	16,533,432	22,488,638
V Sherwood	696,080	3,728,040	4,176,945	4,679,904	5,243,426	5,874,803	6,582,206	8,953,062
Calumet County	3,076,540	16,477,223	18,461,296	20,684,277	23,174,935	25,965,500	29,092,086	39,570,814
C Appleton	16,525,060	88,504,325	99,161,403	111,101,732	124,479,833	139,468,833	156,262,704	212,547,238
C Kaukauna	4,786,320	25,634,401	28,721,118	32,179,517	36,054,351	40,395,766	45,259,945	61,562,203
T Buchanan	443,980	2,377,852	2,664,177	2,984,978	3,344,409	3,747,119	4,198,322	5,710,522
T Center	306,700	1,642,613	1,840,405	2,062,014	2,310,307	2,588,498	2,900,187	3,944,811
T Freedom	683,560	3,660,986	4,101,817	4,595,729	5,149,115	5,769,136	6,463,815	8,792,028
T Grand Chute	5,312,860	28,454,425	31,880,710	35,719,565	40,020,667	44,839,679	50,238,962	68,334,621
T Greenville	1,311,380	7,023,442	7,869,156	8,816,706	9,878,352	11,067,835	12,400,547	16,867,122
T Kaukauna	364,320	1,951,212	2,186,163	2,449,406	2,744,347	3,074,802	3,445,048	4,685,926
T Vandenbroek	122,860	658,009	737,242	826,016	925,479	1,036,919	1,161,777	1,580,240
V Combined Locks	773,380	4,142,041	4,640,797	5,199,609	5,825,710	6,527,202	7,313,163	9,947,303
V Kimberly	2,010,020	10,765,193	12,061,463	13,513,821	15,141,062	16,964,244	19,006,960	25,853,110
V Little Chute	2,685,080	14,380,655	16,112,274	18,052,403	20,226,148	22,661,641	25,390,399	34,535,810
Outagamie County	12,914,620	69,167,659	77,496,350	86,827,924	97,283,141	108,997,303	122,122,004	166,109,340
C Menasha	2,769,780	14,834,289	16,620,531	18,621,860	20,864,176	23,376,495	26,191,331	35,625,232
C Neenah	5,804,200	31,085,927	34,829,079	39,022,955	43,721,829	48,986,509	54,885,125	74,654,293
T Clayton	629,840	3,373,275	3,779,461	4,234,557	4,744,453	5,315,748	5,955,833	8,101,075
T Menasha	2,819,600	15,101,113	16,919,484	18,956,811	21,239,459	23,796,968	26,662,434	36,266,022
T Neenah	325,400	1,742,766	1,952,617	2,187,738	2,451,170	2,746,323	3,077,017	4,185,333
T Vinland	130,700	699,998	784,287	878,726	984,536	1,103,087	1,235,913	1,681,079
Winnebago County	7,792,480	41,734,685	46,760,087	52,390,613	58,699,128	65,767,270	73,686,510	100,227,781
Total Local Expenditures	**74,033,200**	**396,504,361**	**444,248,671**	**497,742,020**	**557,676,667**	**624,828,230**	**700,065,719**	**952,223,604**
Projected Local Revenues	**74,033,200**	**396,504,361**	**444,248,671**	**497,742,020**	**557,676,667**	**624,828,230**	**700,065,719**	**952,223,604**

Source: ECWRPC (2014)

WisDOT Expenditures/Revenues

The estimated long range financial need for WisDOT TMA expenditures was calculated using the following steps:

1. Gathered preservation and expansion project expenditures from the TMA's TIP (2010-2014-year of expenditure dollars) provided by ECWRPC. Please reference **Table 18-3**.

2. To account for a degree of variation in local transportation spending projects in a given year by WisDOT, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of WisDOT MPO transportation expenditures.

To account for projected revenues needed over the life of this plan, it was assumed that WisDOT transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2.3 percent (provided by WisDOT) was applied to the 2010-2014 annual average expenses and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table 18-5**.

Table 18-3: Historic Expenditures for WisDOT (dollars) (2010 – 2014)

WisDOT	2014	2013	2012	2011	2010	5-Year Average
Preservation Subtotal	3,972,000	3,803,000	5,938,000	2,871,000	6,803,000	
Expansion Subtotal	42,817,000	12,032,000	3,847,000	380,000	22,083,000	
Total Transportation Expenditures	**46,789,000**	**15,835,000**	**9,785,000**	**3,251,000**	**28,886,000**	**20,909,200**

Source: Transportation Improvement Program (2010 – 2014)

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Expenditures/Revenues

The estimated long range financial need for FHWA and FTA TMA expenditures was calculated using the following steps:

1. Gathered federal expenditures from the TMA's TIP (2010-2014) provided by ECWRPC. Please reference **Table 18-4**.

2. To account for a degree of variation in local federal transportation spending projects in a given year by FHWA and FTA, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of FHWA and FTA MPO transportation expenditures.

To account for projected revenues needed over the life of this plan, it was assumed that FHWA and FTA transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 1.0 percent (provided by WisDOT) was applied to the 2010-2014 annual average expenses and

compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table 18-5**.

Table 18-4: Historic Expenditures for FHWA and FTA (dollars) (2010 – 2014)

	2014	2013	2012	2011	2010	5-Year Average
Federal Highway Administration (FHWA)						
National Highway System	12,729,000	3088000	598,000	1,623,000	24,537,000	
Bridge Replacement/Rehab	2,940,000	60000	2,156,000	0	2,452,000	
Surface Transportation Program Appleton (Fox Cities) Urbanized Area	903,000	996,000	3,040,000	3,040,000	4,934,000	
Surface Transportation Program State Flexibility	29,587,000	13,702,000	14,059,000	6,728,000	12,985,000	
Surface Transportation Program (Highway Safety Improvement Program)	0	2,772,000	1,474,000	922,000	0	
Surface Transportation Program Enhancements	2,074,000	3,675,000	3,701,000	1,424,000	2,471,000	
Total Transportation Expenditures	**48,233,000**	**24,293,000**	**25,028,000**	**13,737,000**	**47,379,000**	**31,734,000**
Federal Transit Administration (FTA)						
Section 5307 Operating	1,435,000	1,370,000	1,586,000	1,137,000	1,448,000	
Section 5307 Capital	897,000	657,000	229,000	397,000	100,000	
Total Transportation Expenditures	**2,332,000**	**2,027,000**	**1,815,000**	**1,534,000**	**1,548,000**	**1,851,200**

Source: Transportation Improvement Program (2010 – 2014)

Table 18-5: Total Local, State and Federal Expenditures and Projected Revenues

	2010-2014 Annual Average	2015-2019	2020-2024	2025-2029	2030-2034	2035-2039	2040-2044	2045-2050
WisDOT	20,909,200	111,984,745	125,469,172	140,577,301	157,504,646	176,470,265	197,719,592	268,936,555
FHWA	31,734,000	163,494,046	171,833,885	180,599,140	189,811,512	199,493,806	209,669,995	265,769,289
FTA	1,851,200	9,537,410	10,023,914	10,535,234	11,072,637	11,637,453	12,231,080	15,503,627
Total Expenditures	**54,494,400**	**285,016,201**	**307,326,972**	**331,711,676**	**358,388,795**	**387,601,525**	**419,620,668**	**550,209,471**
Total Projected Revenues	**54,494,400**	**285,016,201**	**307,326,972**	**331,711,676**	**358,388,795**	**387,601,525**	**419,620,668**	**550,209,471**

Source: Transportation Improvement Program (2010 – 2014)

Note: Using the assumptions outlined within this chapter, the Appleton (Fox Cities) TMA (over the life of this plan at a 35 year horizon) will utilize approximately **$1.5 billion** in funding sources/revenues from local municipalities ($952,223,604), ($268,936,555) from WisDOT, ($265,769,289) from FHWA and ($15,503,627) from FTA. As forecasting needs into the future are relatively uncertain, it will be important to revisit funding calculations when this plan is updated on a five year basis (2020 will be the next update to this plan).

APPENDICES

APPENDIX A

PUBLIC INFORMATION
MEETING SIGN-IN

Appleton (Fox Cities) Urbanized Area Long Range Transportation Plan
Thursday, April 23, 2015
4:00pm – 6:00pm
UW-Fox Valley, Emeritus Room, (1202)

Name	Representing	Contact Address/E-Mail Address
Michelle VanCuyk	UW-Fox	Michelle@uwc.edu
Jen Fox	UWFOX	Jen@foxmani.com
Richard Schamens	Citizen	rschamens@yahoo.com
Penny Robinson	ESTHER	penny.robinson@esther-foxvalley.org
Susan Locke	Winnebago Cty	
Dan Kobussen	Kobussen Busse	dan@Kobussen
John Gosling	Citizen	gosling@ntd.net
Jennifer Holz	UW-Fox	holzj8238@uwc.edu

APPENDIX B

PUBLIC INFORMATION
MEETING COMMENTS

APPENDIX B: PUBLIC INFORMATION MEETING COMMENTS

PUBLIC MEETING COMMENTS

A public information meeting was held on Thursday, April 23, 2015, at the University of Wisconsin-Fox Valley (Emeritus Room) from 4:00pm to 6:00pm; which was attended by eight members of the general public. No major comments/concerns were received.

A second public information meeting was held on Wednesday, October 21 2015, at the East Central Wisconsin Regional Planning Commission from 4:00pm to 6:00pm; which was attended by 12 members of the general public.

ECWRPC Staff Outreach Efforts

Throughout the planning process staff completed the following to further gather public input (for survey distribution and promotion of public information meeting/open house:

- Setting up survey link on Fox Cities-Oshkosh MPO website: http://fcompo.org/
- Setting up survey link on ECWRPC website: http://www.ecwrpc.org/
- Creating survey business cards with web link and a smartphone QR code for more convenient access
- Emailing TMA Transportation and TAC committee members to garner participation in survey
- Emailing and/or mailing all municipal clerks within the TMA to promote the survey in paper and digital formats
- Attending Winnebagoland Housing Coalition meetings on 4/2/14, 5/7/14, 9/3/14 and 2/4/15
- Attending Hispanic Interagency meetings on 4/3/14, 5/1/14, 9/4/14, 2/4/15 and 4/2/15
- Attending Hmong American Partnership meetings on 4/15/14, 4/17/14, 6/19/14 and 9/4/14
- Distributing survey through Well City Fox Cities list of businesses
- Mindmixer social media outreach service (additional outreach for ECWRPC)
- Promotion of surveys at the Greater Winnebago Advocacy on Mobility on 9/4/14
- Promotion of surveys at the Sustainability Networking Fair (hosted at UW-Fox Valley) on 4/28/14

- Promotion of surveys at ECWRPC mini-conference in Kimberly (hosted at Liberty Hall) on 4/25/14
- Promotion of surveys at the Appleton (Fox Cities) TMA and Oshkosh MPO Bike and Pedestrian public information meetings on 7/29/14 and 7/30/14
- ECOS-FV meetings on 4/3/14
- City of Menasha Sustainability Board meeting on 4/15/14
- Fox Cities Housing Coalition meetings on 4/15/14 and 6/18/14
- Emailing ESTHER (interfaith social justice organization serving the Fox Valley) and United Way of the Fox Cities to promote survey
- Attending and distributing surveys at "Fox Cities Celebrate Diversity Picnic" (7/19/14)
- Promotion of 4/23/15 Public Information Meeting/Open House from staff at 2/17/15 and 2/18/15 meetings
- Staff provided Casa Hispanic with surveys to distribute at their offices (2/4/15)
- Promotion of Public Information Meeting postcards with ESTHER transit group members (2/9/15)
- Promotion of Public Information meeting via email by ESTHER President Penny Robinson (2/9/15)
- Promotion of 4/23/15 Public Information Meeting/Open House for the LRTP in ECWRPC printed newsletter in March 2015.
- Promotion of 4/23/15 Public Information Meeting/Open House for the LRTP in ECWRPC Constant Contact Account (digital email/marketing program) (3/4/15); sent an e-news blast to transportation contacts
- Promotion of 4/23/15 Public Information Meeting/Open House for the LRTP in ECWRPC and Fox Cities-Oshkosh MPO events calendars on their respective websites
- Presentation of Environmental Mitigation Chapter (cultural resources section) of LRTP to the City of Neenah Landmarks Commission on 3/10/15 to gather their input on items/maps
- Presentation of Environmental Mitigation Chapter (cultural resources section) of LRTP to the City of Menasha Landmarks Commission on 3/11/15 to gather their input on items/maps

- Presentation of Environmental Mitigation Chapter (cultural resources section) of LRTP to the City of Appleton Landmarks Commission on 3/17/15 to gather their input on items/maps

- Promotion of 4/23/15 public information meeting/open house for the LRTP at City of Menasha Sustainability Board

- Promotion of 4/23/15 public information meeting/open house for the LRTP at the Fox Cities Housing Coalition meeting on 3/18/15

- Promotion of 4/23/15 public information meeting/open house for the LRTP at the Hmong American Partnership meeting on 3/19/15

- Promotion of 4/23/15 public information meeting/open house for the LRTP on weekly publication for the Fox Cities Housing Coalition during the week of 4/13/15

- Attended Appleton Green Market on 9/12/15 to hand out survey cards and paper surveys; staff make contact with 8 individuals and received surveys from 6 individuals

Comments Received from the Wisconsin Historical Society Regarding Environmental Mitigation Chapter

Thank you for giving us the opportunity to comment on the 2015-2050 Long Range Transportation/Land Use Plan for Oshkosh. We have the following comments:

- Page 56 Our official division title is the Division of Historic Preservation and Public History (HPPH). The SHPO is housed within this Division.
- Please include a note somewhere about needing to consult with WisDOT's Cultural Resources Team (CRT) in the Bureau of Technical Services. For projects that require review under Section 106, the CRT is the single point of contact and all 106 review materials come to SHPO through the CRT.
- Page 57 While the WHS website does display National Register listings, eligibility information for those not yet listed, in progress, or determined not eligible is not publicly available. Please contact the HPPH for information on how to gain access to all of the data.
- Page 59 – Mitigation Measures for Archaeological Sites It may be helpful here to mention that archaeological sites, as with the buildings, need to be evaluated for significance and integrity. WisDOT's CRT, the Office of the State Archaeologist and the SHPO can help archaeological consultants with that.
- Page 60-61 Please make it clear that cemeteries are not the only burial sites within any given project area. Other types of burial sites include unmarked historic graves and Native American mounds. All burial sites are protected under Wis. Stats. § 157.70 and Wis. Admin. Code § HS 2.04 and you must obtain permission from the SHPO prior to any ground disturbing activity within the boundaries of the burial site. Information on the process as well as the Request to Disturb a Burial Site form are located on our website at wisconsinhistory.org. Consult the ASI for a full list of burial sites within any given project area.

Thank you,

Kimberly Zunker Cook
Wisconsin Historical Society
Division of Historic Preservation and Public History Room 300
816 State Street
Madison, WI 53706, 608-264-6493
Collecting, Preserving and Sharing Stories Since 1846

Comments received from the Wisconsin Department of Natural Resources (3/31/15):

Good morning Kolin,
Thank you for the opportunity to comment on the documents referenced above. I thought they were will done and will offer valuable information to the other transportation stakeholders. One suggestion that came to mind as I went through each document was plainly stating the importance of considering the impacts of development on storm water flow. You may be aware that Eric and Joe are working with me, DOT, the town of Empire, and people who reside at or near Lake DeNeveu. It is alleged that development of the subdivision on top of the ledge has resulted in significant changes in storm water flow which delivers increased sediment and nutrients to the lake.

The MPOs may be a good place to remind stakeholders to consider how their seemingly isolated project could have impacts on other individuals or environmental resources in the watershed. I believe a comment of this nature fits well with the other information contained in the documents. Nice work,

We are committed to service excellence.
Visit our survey at http://dnr.wi.gov/customersurvey to evaluate how I did.

Jay Schiefelbein
Environmental Analysis & Review
Wisconsin Department of Natural Resources
2984 Shawano Ave. Green Bay, WI 54313-6727
Phone: (920) 662-5130
Cell Phone (920) 360-3784
Fax: (920) 662-5413
jeremiah.schiefelbein@wi.gov

dnr.wi.gov

Comments Received from the City of Appleton (4/24/15):

Good Afternoon Kolin,

Karen Harkness shared your letter and materials on the Environmental Mitigation Chapter of the Long Range Transportation Plan for the Appleton (Fox Cities) TMA. We circulated this information to various City staff and compiled the comments listed below.

- The Policy Content section states that "the Shoreland/Wetlands Regulations Ordinance has not been developed at this time" for the City. However, our Shoreland Zoning Ordinance was adopted in 2014 (Chapter 23, Article XIX of the Municipal Code).
- Department of Public Works staff have a detailed wetland inventory map that is used for WDNR reporting. Attached is a .pdf file of the latest version. We could also provide the GIS data, if necessary for Map 16-4.
- Kathy Thunes was provided with comments on the "cultural resources" component when she presented at a recent Historic Preservation Commission meeting.

We hope this feedback proves beneficial. If you have any questions or concerns, please let me know.

Hope all is well,

Dave

David Kress, Principal Planner
City of Appleton
Community & Economic Development Department
100 N. Appleton Street
Appleton, WI 54911
(920) 832-6428
david.kress@appleton.org

Comments Received from the Department of Agriculture, Trade and Consumer Protection (4/7/15):

Hi Kolin,

Thank you for the opportunity to allow the Department of Agriculture, Trade, and Consumer Protection (DATCP) to participate in the review of the draft Environmental Mitigation Chapter of the Oshkosh MPO 2015-2050 Long Range Transportation Plan. Our review comments are provided on pages 29 and 30 of the attached draft chapter. Please contact us with any questions or concerns.

We appreciate you continued invitation to provide feedback in the development of this and future LRTP's.

Thank you,
Lindsay Tekler

Lindsay Tekler
Environmental Analysis and Review Specialist
Agricultural Impact Statement (AIS) Program
WI Dept. of Agriculture, Trade, and Consumer Protection
2811 Agriculture Drive
PO Box 8911
Madison, WI 53708
(608) 224-4650
Lindsay.Tekler@wisconsin.gov

APPENDIX C

SURVEY

East Central Wisconsin Regional Planning CommissionLong Range

The East Central Wisconsin Regional Planning Commission (ECWRPC) is the designated Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) and Oshkosh Urbanized Areas and staff for the Fond du Lac MPO. ECWRPC will spend the next year developing Long Range Transportation Plans to guide the direction of the future transportation network in these areas. We are seeking input from all members of our communities to help create plans that consider the diverse needs of all our residents. Your confidential responses to this survey are greatly appreciated. Please take 5 to 10 minutes to answer the questions below.

1. What is your county of residence?

- ◯ Calumet County
- ◯ Fond du Lac County
- ◯ Outagamie County
- ◯ Winnebago County
- ◯ Other (please specify)

2. What is your municipality of residence? (example: City of Appleton, Village of Little Chute, Town of Greenville)

3. How far is your commute to work? (if applicable)

- ◯ Less than 1 mile
- ◯ 1 to 5 miles
- ◯ 5 to 10 miles
- ◯ More than 10 miles
- ◯ Not Applicable

4. What modes of transportation do you use to commute to work? (Check all that apply)

- [ ] Automobile (alone)
- [ ] Automobile (with others/carpool or vanpool)
- [ ] Walk
- [ ] Bicycle
- [ ] Public Transit
- [ ] Not Applicable
- [ ] Other (please specify)

5. Would you be likely to increase your use of public transit if the following improvements were made?

	Yes	Maybe	No	Not Sure
More transit routes	◯	◯	◯	◯
More frequent service	◯	◯	◯	◯
Longer service hours/days	◯	◯	◯	◯
Update buses and facilities	◯	◯	◯	◯
Bicycle lockers/facilities	◯	◯	◯	◯
Light rail/commuter rail service	◯	◯	◯	◯
Vanpools	◯	◯	◯	◯
Improved bus shelters/benches	◯	◯	◯	◯
Better route information	◯	◯	◯	◯

Other (please specify)

6. Approximately how often do you use your bicycle in the summer?

- ◯ Daily
- ◯ Weekly
- ◯ Occasionally
- ◯ Rarely
- ◯ Never
- ◯ Not Applicable

7. Would you bicycle and/or walk more if additional bicycle and pedestrian facilities were available?

- ◯ Yes
- ◯ No
- ◯ Maybe

8. If you answered 'yes' to the previous question, which of the following would be helpful to you? (Check all that apply)

- ☐ Bicycle lanes/wide outside lanes
- ☐ Extended greenway/trail system
- ☐ Improved signage
- ☐ Bicycle trails facilities maps
- ☐ More sidewalks
- ☐ Improved maintenance of existing facilities
- ☐ Parking, restrooms, water fountains, benches
- ☐ Bicycle and walking groups
- ☐ Website or smart phone applications for bicycle/trail accommodations
- ☐ Safe Routes to School programs for children (http://eastcentralsrts.org/)
- ☐ Not Applicable
- ☐ Other (please specify)

9. Overall, how would you rate the transportation system in your municipality?

- ◯ Excellent
- ◯ Good
- ◯ Fair
- ◯ Poor

10. How would you rate the following in your municipality?

	Poor	Fair	Neutral	Good	Very Good
Condition of roads	◯	◯	◯	◯	◯
Traffic congestion	◯	◯	◯	◯	◯
Attractiveness of roads	◯	◯	◯	◯	◯
Sidewalks	◯	◯	◯	◯	◯
Bicycle lanes/paths	◯	◯	◯	◯	◯
Parks/trails	◯	◯	◯	◯	◯
Traffic signal system	◯	◯	◯	◯	◯
Public Transit	◯	◯	◯	◯	◯

11. Please list up to five transportation improvements you would like to see in your municipality. Suggestions may be general and/or specific to intersections or street corridors (examples: roundabouts, bike lanes)

a.

b.

c.

d.

e.

12. Do you feel traffic in your municipality is:

◯ Getting worse

◯ Getting better

◯ Staying about the same

◯ Not sure

13. If you answered "getting worse" in the previous question, where is traffic congestion a problem in your municipality? (Please specify street/road name)

14. Please rank the following from first to last (1 = high priority, 8 = low priority) of alternatives to fund transportation improvements at the state level?

	1st	2nd	3rd	4th	5th	6th	7th	8th
Increased gas tax	◯	◯	◯	◯	◯	◯	◯	◯
Increased registration fee for passenger vehicles and trucks	◯	◯	◯	◯	◯	◯	◯	◯
Increased driver license fee	◯	◯	◯	◯	◯	◯	◯	◯
Adopt a vehicle mileage fee	◯	◯	◯	◯	◯	◯	◯	◯
Transportation bonds	◯	◯	◯	◯	◯	◯	◯	◯
Adopt policy changes for the Wisconsin Department of Transportation (such as borrowing limits)	◯	◯	◯	◯	◯	◯	◯	◯
I do not support any additional funding improvements	◯	◯	◯	◯	◯	◯	◯	◯
Not Applicable	◯	◯	◯	◯	◯	◯	◯	◯

15. Which of the following describes your age?

- ◯ under 18
- ◯ 18 to 34
- ◯ 35 to 49
- ◯ 50 to 64
- ◯ 65 and over
- ◯ I prefer not to answer

16. What is your annual household income?

- ◯ Less than $20,000
- ◯ $20,000 to $39,999
- ◯ $40,000 to $64,999
- ◯ $65,000 to $89,999
- ◯ More than $90,000
- ◯ Not Applicable
- ◯ I prefer not to answer

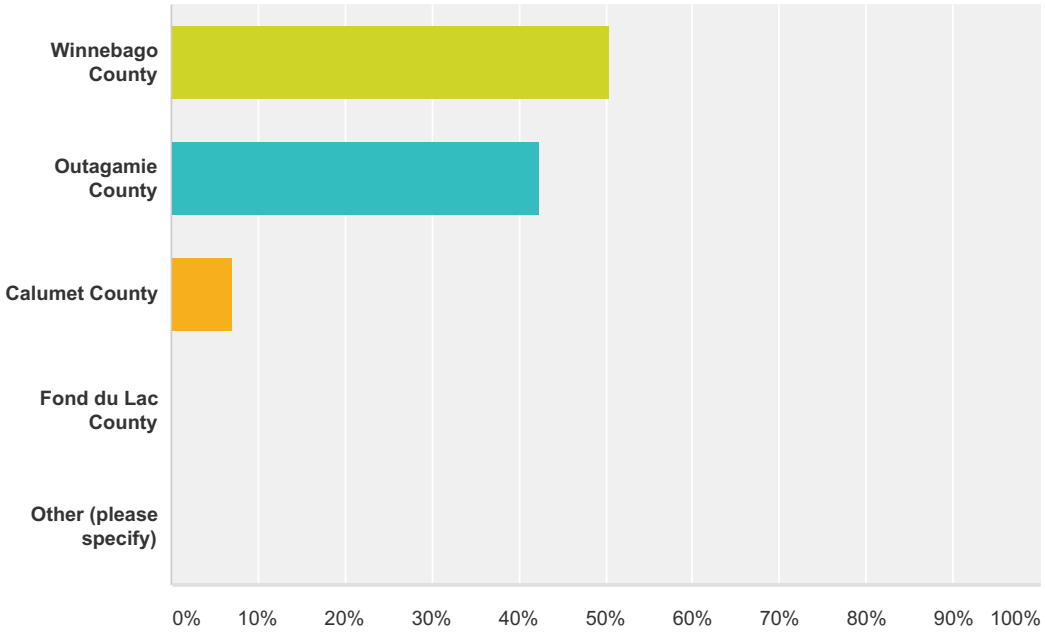
17. What is your highest level of education?

- ◯ Less than high school diploma
- ◯ High school diploma, no college
- ◯ Some college
- ◯ Associate's or Bachelor's degree
- ◯ Master's or professional degree
- ◯ Not Applicable
- ◯ I prefer not to answer

18. Please include any additional comments here.

Q1 What is your county of residence?

Answered: 283 Skipped: 0



Answer Choices	Responses	
Winnebago County	**50.53%**	143
Outagamie County	**42.40%**	120
Calumet County	**7.07%**	20
Fond du Lac County	**0.00%**	0
Other (please specify)	**0.00%**	0
Total		**283**

#	Other (please specify)	Date
	There are no responses.	

Q2 What is your municipality of residence? (example: City of Appleton, Village of Little Chute, Town of Greenville)

Answered: 278 Skipped: 5

#	Responses	Date
1	Town of Greenville	8/3/2015 2:37 PM
2	City of Oshkosh	7/27/2015 7:02 PM
3	Ohskosh	7/27/2015 6:08 PM
4	City of Oshkosh	7/27/2015 4:04 PM
5	city of Oshkosh	7/27/2015 1:19 PM
6	Oshkosh	7/27/2015 1:14 PM
7	City of Oshkosh	7/27/2015 9:34 AM
8	City of Oshkosh	7/27/2015 8:42 AM
9	City of Oshkosh	7/27/2015 6:33 AM
10	City of Oshkosh	7/27/2015 5:34 AM
11	City of Oshkosh	7/27/2015 5:26 AM
12	Town od Algoma	7/27/2015 2:21 AM
13	City of Oshkosh	7/26/2015 11:34 PM
14	Town of Omro	7/26/2015 11:32 PM
15	Oshkosh	7/26/2015 11:31 PM
16	City of Oshkosh	7/26/2015 10:52 PM
17	City of Neenah	7/26/2015 10:02 PM
18	Town of Menasha	7/26/2015 9:50 PM
19	City of Oshkosh	7/26/2015 9:33 PM
20	Oshkosh	7/26/2015 9:24 PM
21	Town of algoma	7/26/2015 9:17 PM
22	Town of Algoma	7/26/2015 8:01 PM
23	Oshkosh	7/26/2015 7:00 PM
24	Oshkosh	7/26/2015 6:24 PM
25	city of oshkosh	7/26/2015 5:12 PM
26	oshkosh	7/21/2015 8:52 PM
27	oshkosh	7/18/2015 4:34 PM
28	Oshkosh	7/13/2015 9:31 PM
29	oshkosh	7/1/2015 10:13 AM
30	city oshkosh	6/26/2015 12:41 PM
31	city of Menasha	6/22/2015 1:23 PM

32	City of Neenah	6/16/2015 10:38 AM
33	Town of Clayton	6/12/2015 3:02 PM
34	City of Menasha	6/8/2015 2:35 PM
35	City of Appleton	5/8/2015 10:37 PM
36	Town of Utica	5/8/2015 3:40 PM
37	City of Oshkosh	4/30/2015 8:31 AM
38	City of Oshkosh	4/29/2015 1:17 PM
39	Town of Oshkosh	4/24/2015 10:54 AM
40	Oshkosh	4/18/2015 11:15 PM
41	City of Appleton	4/16/2015 9:13 AM
42	Oshkosh	3/29/2015 9:24 AM
43	Town of Winchester	3/27/2015 7:41 AM
44	Appleton	3/24/2015 12:44 PM
45	TOWN OF GRAND CHUTE	3/20/2015 10:09 AM
46	Town of Algoma	3/7/2015 4:34 PM
47	city of appleton	2/27/2015 9:38 AM
48	pickett	2/9/2015 1:52 PM
49	Oshkosh	2/3/2015 9:35 PM
50	City of Menasha	2/3/2015 7:36 PM
51	Town of Greenville	1/29/2015 8:30 PM
52	Town of algoma	1/29/2015 5:20 PM
53	Town of Algoma	1/28/2015 2:57 PM
54	Appleton	1/17/2015 9:05 AM
55	TOWN OF GRAND CHUTE	1/14/2015 3:06 PM
56	CITY OF OSHKOSH	1/8/2015 8:08 PM
57	City of Menasha	12/16/2014 6:01 AM
58	oshkosh	11/30/2014 2:03 PM
59	Town of Menasha	10/17/2014 10:12 PM
60	city of oshkosh	10/14/2014 3:41 PM
61	City of Kaukauna	10/2/2014 1:57 PM
62	Appleton	9/26/2014 8:35 AM
63	City of Oshkosh	9/10/2014 1:59 PM
64	town of nekimi	9/7/2014 4:47 PM
65	Appleton	8/30/2014 7:31 AM
66	City of Oshkosh	8/29/2014 2:57 PM
67	Town of Neenah	8/28/2014 9:04 AM
68	Appleton	8/27/2014 9:02 AM
69	Town of Grand Chute	8/26/2014 11:48 AM

70	City of Oshkosh	8/25/2014 8:50 AM
71	City of Appleton	8/25/2014 7:35 AM
72	City of Appleton	8/24/2014 9:29 PM
73	City of Appleton	8/24/2014 8:05 PM
74	Appleton	8/24/2014 5:29 PM
75	City of Oshkosh	8/19/2014 3:48 PM
76	Oshkosh	8/3/2014 3:12 PM
77	Downtown Oshkosh	7/29/2014 10:40 PM
78	City of Oshkosh	7/28/2014 7:16 PM
79	City of Appleton	7/24/2014 2:56 PM
80	Town of Utica	7/23/2014 7:08 AM
81	Neenah	7/21/2014 7:15 AM
82	Town of algoma	7/10/2014 11:20 PM
83	Town of Greenville	7/10/2014 1:51 PM
84	City of Menasha	7/8/2014 9:35 AM
85	Town of Greenville	7/8/2014 7:57 AM
86	Town Neenah	7/7/2014 5:54 PM
87	Grand Chute	7/7/2014 10:16 AM
88	Oshkosh	7/7/2014 10:00 AM
89	Town of Greenville	7/7/2014 9:46 AM
90	Town of Greenville	7/7/2014 9:46 AM
91	Oshkosh	7/7/2014 9:39 AM
92	Appleton	7/7/2014 9:27 AM
93	Town of Algoma	7/3/2014 1:39 PM
94	Village of Sherwood	7/1/2014 8:57 PM
95	Sherwood village	6/28/2014 7:39 PM
96	Village of Sherwood	6/26/2014 8:12 PM
97	Village of Sherwood	6/26/2014 4:26 PM
98	village of sherwood	6/26/2014 12:01 PM
99	City of Neenah	6/24/2014 6:05 PM
100	Town of Greenville	6/22/2014 8:24 PM
101	City of Oshkosh	6/19/2014 5:30 AM
102	Town of Grand Chute	6/16/2014 2:41 PM
103	city of Menasha	6/13/2014 1:59 PM
104	Town of Algoma	6/12/2014 1:28 PM
105	Grand Chute	6/12/2014 11:12 AM
106	Appleton	6/11/2014 1:07 PM
107	Town of Buchanan	6/11/2014 11:00 AM

108	Vinland	6/11/2014 7:34 AM
109	city of appleton	6/9/2014 3:41 PM
110	City of Menasha	6/8/2014 8:12 AM
111	City Of Menasha	6/8/2014 6:56 AM
112	town of menasha	6/8/2014 4:16 AM
113	Town of Menasha	6/8/2014 1:38 AM
114	City of Menasha	6/7/2014 11:55 PM
115	Town of menasha	6/7/2014 11:34 PM
116	Menasha	6/7/2014 11:27 PM
117	Menasha	6/7/2014 10:59 PM
118	City of Menasha	6/7/2014 9:55 PM
119	City of Kaukauna	6/7/2014 9:44 PM
120	city of menasha	6/7/2014 9:32 PM
121	City of Menasha - Doty Island	6/7/2014 9:29 PM
122	Menasha city	6/7/2014 9:26 PM
123	City of Menasha	6/7/2014 9:25 PM
124	City of Menasha	6/7/2014 9:23 PM
125	Town of Menasha	6/7/2014 7:39 PM
126	City of Menasha	6/7/2014 5:53 PM
127	city of oshkosh	6/7/2014 5:17 PM
128	Oshkosh	6/4/2014 11:30 AM
129	Appleton	6/4/2014 11:29 AM
130	City of Oshkosh	6/4/2014 11:22 AM
131	City of Menasha	6/3/2014 8:45 AM
132	Town of Buchanan	6/1/2014 6:39 AM
133	City of Menasha	5/30/2014 10:06 AM
134	City of Menasha	5/28/2014 3:20 PM
135	Town of Neenah	5/27/2014 7:52 PM
136	City of Menasha	5/27/2014 4:36 PM
137	City of Neenah	5/27/2014 3:10 PM
138	City of Appleton	5/15/2014 12:50 PM
139	City of Menasha	5/15/2014 12:44 PM
140	City of Appleton	5/11/2014 3:37 PM
141	City of Oshkosh	5/9/2014 2:38 PM
142	Town of Menasha	5/6/2014 2:11 AM
143	City of Neenah	5/5/2014 7:44 PM
144	Town of Grand Chute	5/5/2014 4:17 PM
145	City of Appleton	5/5/2014 3:28 PM

146	Appleton	5/4/2014 10:51 AM
147	Appleton	5/3/2014 8:14 PM
148	Right now i live in Oshkosh, i will live in Appleton in June 1, 2014.	5/2/2014 4:50 PM
149	City of Neenah	5/2/2014 8:30 AM
150	Grand Chute	5/1/2014 10:48 AM
151	City of Menasha	4/29/2014 11:51 PM
152	Village of Harrison	4/29/2014 8:32 PM
153	city of appleton	4/28/2014 11:59 PM
154	Town of Grand Chute	4/26/2014 11:58 AM
155	Appleton	4/25/2014 1:49 PM
156	Appleton	4/25/2014 11:11 AM
157	City of Appleton	4/25/2014 9:28 AM
158	Neenah	4/25/2014 8:57 AM
159	city of Neenah	4/23/2014 11:03 PM
160	City of Appleton	4/23/2014 1:26 PM
161	Grand Chute	4/22/2014 8:52 AM
162	Hortonville	4/21/2014 2:39 PM
163	Town of Oshkosh	4/21/2014 10:18 AM
164	City of Appleton	4/21/2014 9:31 AM
165	Town of Hortonia	4/21/2014 8:20 AM
166	Neenah	4/20/2014 4:23 PM
167	Little Chute	4/19/2014 9:14 PM
168	City of Appleton	4/18/2014 9:15 AM
169	Grand Chute	4/17/2014 5:11 PM
170	City of Oshkosh	4/17/2014 1:41 PM
171	Village of Combined Locks	4/17/2014 11:04 AM
172	Neenah	4/17/2014 8:43 AM
173	Village of Hortonville	4/17/2014 8:20 AM
174	City of Appleton	4/16/2014 11:45 PM
175	Appleton	4/16/2014 9:18 PM
176	Town of Vandenbroek	4/16/2014 4:15 PM
177	Town of Dale	4/16/2014 3:49 PM
178	City of Kaukauna	4/16/2014 3:42 PM
179	Town of Algoma	4/16/2014 3:37 PM
180	City of Kaukauna	4/16/2014 3:33 PM
181	village of kimberly	4/16/2014 3:06 PM
182	Grand Chute	4/16/2014 3:05 PM
183	City of Oshkosh	4/16/2014 2:40 PM

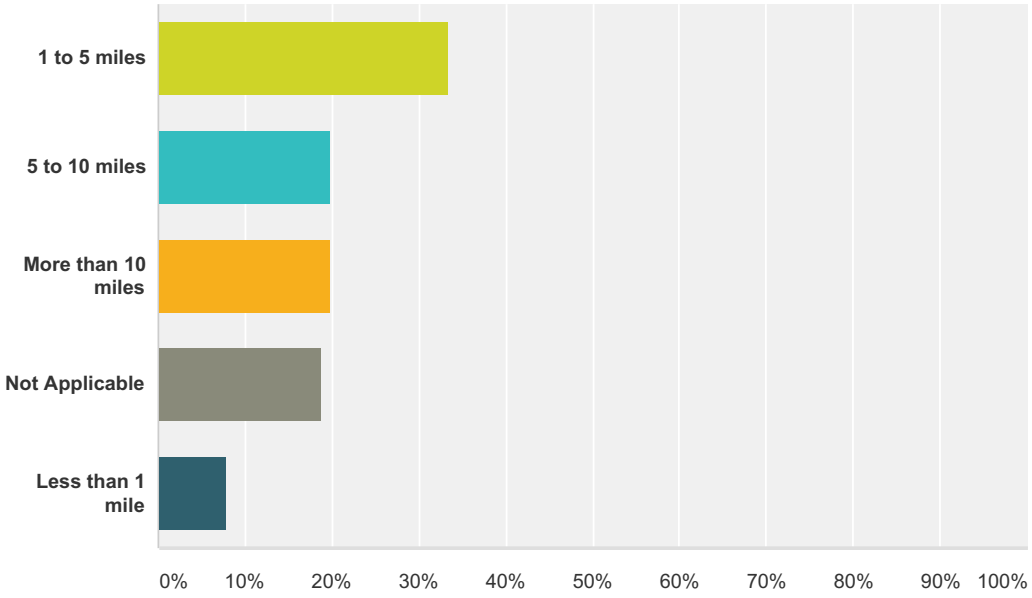
184	Town of Grand Chute	4/16/2014 2:10 PM
185	Town o fGreenville	4/16/2014 1:47 PM
186	City of Neenah	4/16/2014 10:53 AM
187	City of Oshkosh	4/16/2014 10:32 AM
188	City of Appleton	4/16/2014 10:29 AM
189	city of Appleton	4/13/2014 7:05 PM
190	town of grand chute	4/12/2014 10:06 PM
191	City of Menasha	4/11/2014 10:51 PM
192	Town of Grand Chute	4/11/2014 8:53 PM
193	town of menasha	4/11/2014 7:46 PM
194	City of Appleton	4/11/2014 9:50 AM
195	Town of Grand Chute	4/10/2014 4:02 PM
196	Kaukauna	4/10/2014 9:13 AM
197	Town of Grand Chute	4/9/2014 6:38 PM
198	Town of Grand Chute	4/9/2014 6:02 PM
199	City of Appleton	4/9/2014 2:14 PM
200	City of Appleton	4/9/2014 8:47 AM
201	City of Appleton	4/8/2014 3:37 PM
202	Town of Neenah	4/8/2014 3:05 PM
203	City of Appleton	4/8/2014 2:49 PM
204	Village of Harrison	4/8/2014 2:46 PM
205	City of Appleton	4/8/2014 2:44 PM
206	Village of Kimberly	4/8/2014 2:15 PM
207	town of grand chute	4/8/2014 1:48 PM
208	City of Menasha	4/8/2014 10:24 AM
209	City of Appleton	4/8/2014 9:12 AM
210	City Of Appleton	4/8/2014 8:52 AM
211	City of Menasha	4/8/2014 8:45 AM
212	City of Appleton	4/8/2014 8:34 AM
213	Town of Harrison	4/8/2014 8:21 AM
214	City of Kaukauna	4/8/2014 2:22 AM
215	Appleton	4/7/2014 11:00 PM
216	City of Appleton	4/7/2014 8:11 PM
217	city of Appleton	4/7/2014 7:28 PM
218	City of Appleton	4/7/2014 7:13 PM
219	City of Appleton	4/7/2014 5:56 PM
220	Greenville	4/7/2014 5:34 PM
221	Town of Menasha	4/7/2014 5:23 PM

222	Town of Menasha	4/7/2014 5:23 PM
223	Town of menasha	4/7/2014 5:15 PM
224	town of menasha	4/7/2014 4:46 PM
225	City of Appleton	4/7/2014 4:20 PM
226	Town of Grand Chute	4/7/2014 4:19 PM
227	city of Apleton	4/7/2014 4:12 PM
228	appleton	4/7/2014 4:10 PM
229	City of Appleton	4/7/2014 4:05 PM
230	Town of Grand Chute	4/7/2014 3:52 PM
231	Viillage of Kimberly	4/7/2014 3:49 PM
232	Grand Chute	4/7/2014 3:39 PM
233	City of Appleton	4/7/2014 3:38 PM
234	Town of Cicero	4/7/2014 3:37 PM
235	City of Appleton	4/7/2014 3:08 PM
236	City of Appleton	4/7/2014 3:07 PM
237	City of Appleton	4/7/2014 2:58 PM
238	Appleaton grand chute	4/7/2014 2:58 PM
239	City of Neenah	4/7/2014 2:52 PM
240	Appleton	4/7/2014 2:47 PM
241	Village of Kimberly	4/7/2014 2:43 PM
242	City of Appleton	4/7/2014 2:41 PM
243	City of Kaukauna	4/7/2014 2:31 PM
244	City of Appleton	4/7/2014 2:27 PM
245	City of appleton	4/7/2014 2:07 PM
246	Town of Hortonia	4/7/2014 1:45 PM
247	City of Neenah	4/7/2014 1:09 PM
248	oshkosh	4/7/2014 12:09 PM
249	Town of Menasha	4/7/2014 12:07 PM
250	City of Appleton	4/7/2014 11:44 AM
251	City of Oshkosh	4/3/2014 4:40 PM
252	Village of Harrison	4/3/2014 2:32 PM
253	Appleton	4/3/2014 2:17 PM
254	Oshkosh	4/2/2014 11:54 AM
255	Sherwood	4/2/2014 10:29 AM
256	Appleton	4/1/2014 11:28 PM
257	Appleton	4/1/2014 9:09 PM
258	Grand Chute	4/1/2014 9:02 PM
259	Grand Chute	4/1/2014 6:56 PM

260	Town of Menasha	4/1/2014 4:17 PM
261	City of Oshkosh	4/1/2014 3:41 PM
262	Town of Grand Chute	4/1/2014 2:39 PM
263	Grand Chute	4/1/2014 1:41 PM
264	Town of Clayton	4/1/2014 1:36 PM
265	Town of Neenah	4/1/2014 1:32 PM
266	Combined Locks	4/1/2014 1:17 PM
267	City of Oshkosh	4/1/2014 1:05 PM
268	Appleton	4/1/2014 12:54 PM
269	City of Appleton	4/1/2014 12:46 PM
270	Town of Oneida	4/1/2014 12:18 PM
271	City of Oshkosh	4/1/2014 12:14 PM
272	City of Neenah	4/1/2014 12:09 PM
273	Oshkosh	4/1/2014 12:00 PM
274	City of Neenah	4/1/2014 9:13 AM
275	City of Oshkosh	4/1/2014 9:10 AM
276	City of Oshkosh	4/1/2014 9:05 AM
277	City of Oshkosh	4/1/2014 9:01 AM
278	City of Oshkosh	4/1/2014 8:07 AM

Q3 How far is your commute to work? (if applicable)

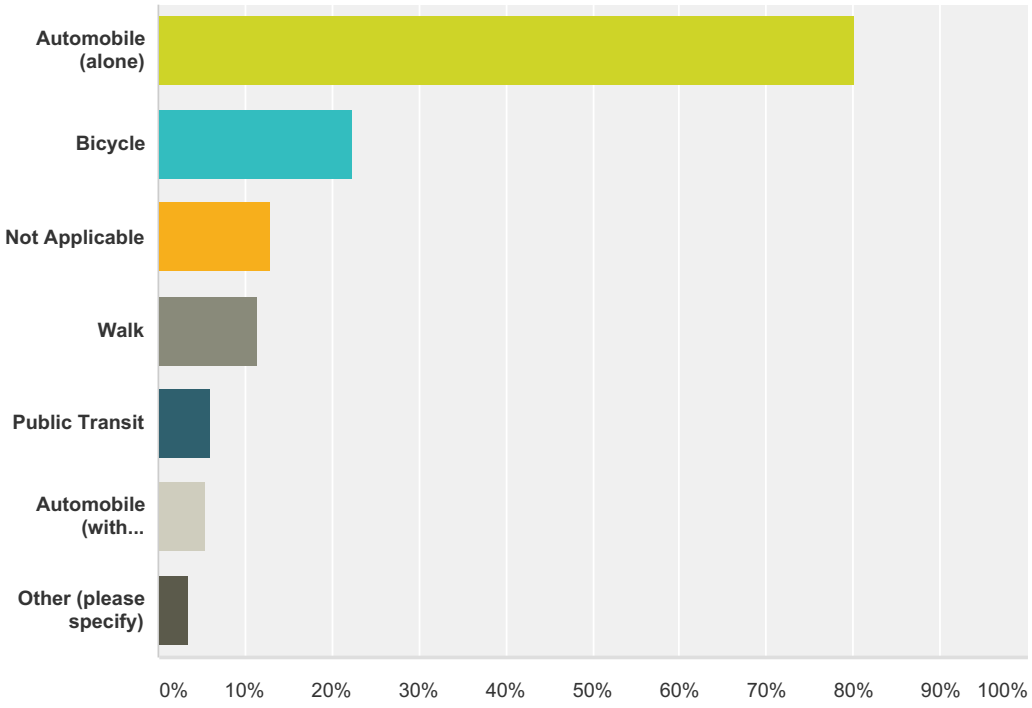
Answered: 281 Skipped: 2



Answer Choices	Responses	
1 to 5 miles	**33.45%**	94
5 to 10 miles	**19.93%**	56
More than 10 miles	**19.93%**	56
Not Applicable	**18.86%**	53
Less than 1 mile	**7.83%**	22
Total		**281**

Q4 What modes of transportation do you use to commute to work? (Check all that apply)

Answered: 277 Skipped: 6



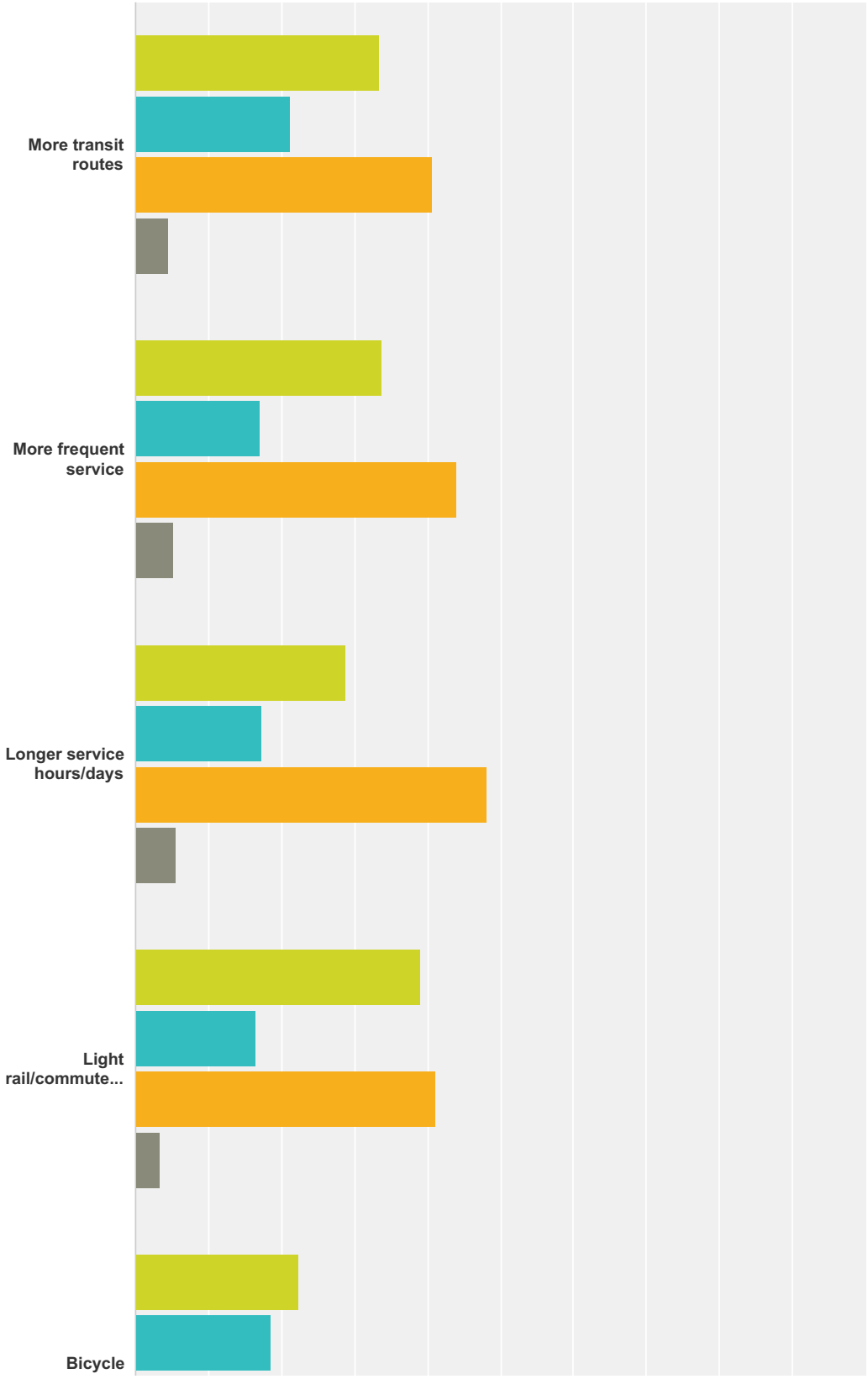
Answer Choices	Responses	
Automobile (alone)	**80.14%**	222
Bicycle	**22.38%**	62
Not Applicable	**13.00%**	36
Walk	**11.55%**	32
Public Transit	**6.14%**	17
Automobile (with others/carpool or vanpool)	**5.42%**	15
Other (please specify)	**3.61%**	10
Total Respondents: 277		

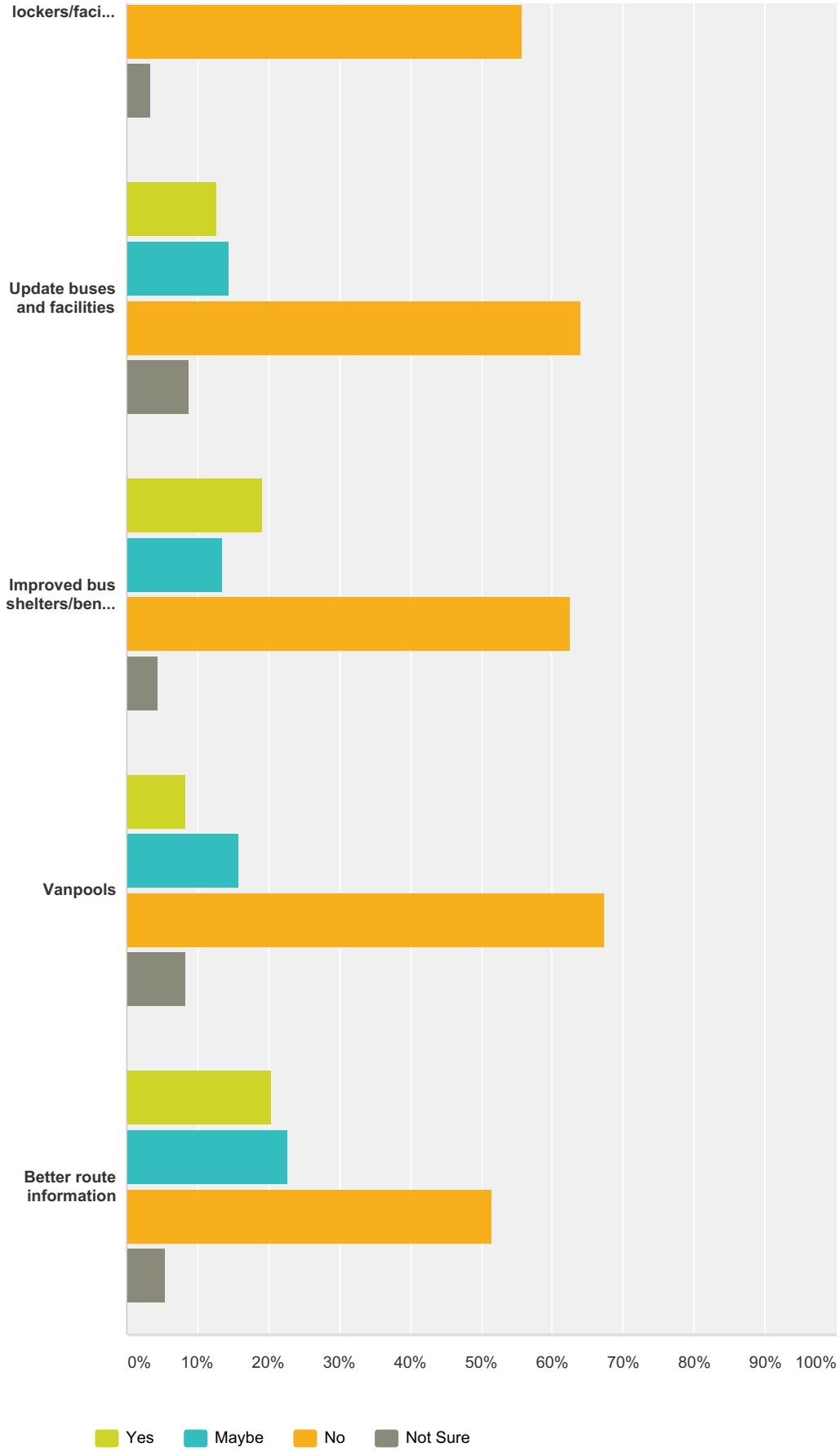
#	Other (please specify)	Date
1	motorcycle	1/29/2015 8:30 PM
2	I am retired but use a car and public transit occasionally	11/30/2014 2:03 PM
3	moped	6/8/2014 6:56 AM
4	Work At Home	6/7/2014 9:25 PM
5	at times I have walked or used Valley Transit	5/5/2014 4:17 PM

6	motorcycle	4/26/2014 11:58 AM
7	motorcycle	4/17/2014 8:20 AM
8	Was automobile, alone, when I was working. Now retired.	4/16/2014 11:45 PM
9	Motorcycle	4/7/2014 3:52 PM
10	I use car and bike for my volunteer work	4/7/2014 2:31 PM

Q5 Would you be likely to increase your use of public transit if the following improvements were made?

Answered: 268 Skipped: 15




lockers/faci...
Update buses and facilities
Improved bus shelters/ben...
Vanpools
Better route information
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Yes
Maybe
No
Not Sure

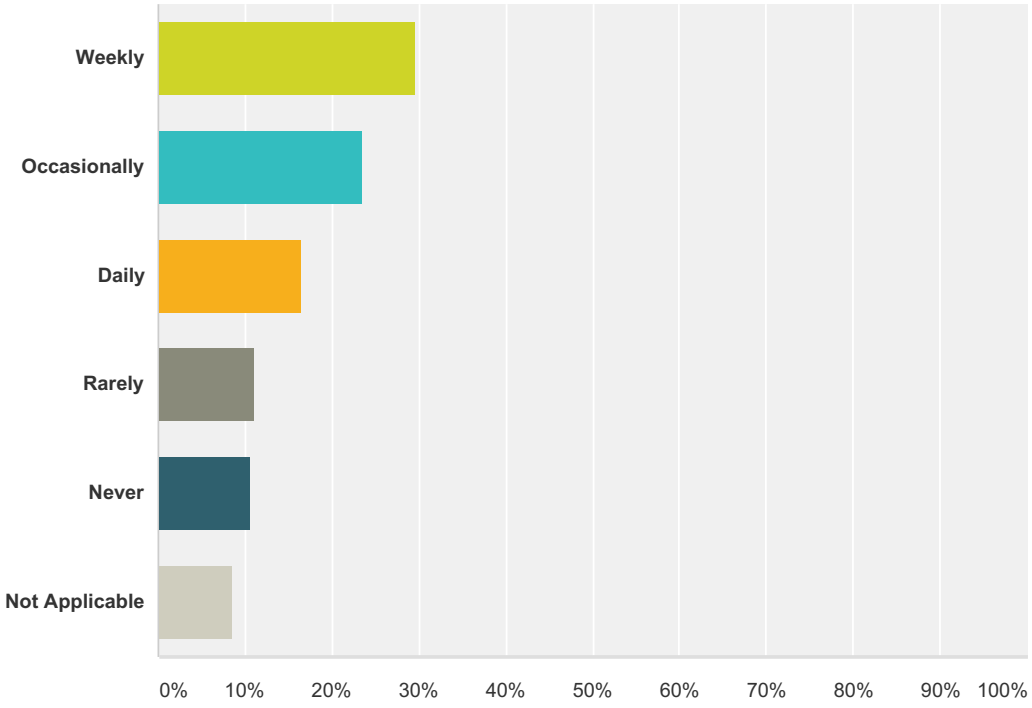
	Yes	Maybe	No	Not Sure	Total
More transit routes	**33.33%** 86	**21.32%** 55	**40.70%** 105	**4.65%** 12	258
More frequent service	**33.73%** 85	**17.06%** 43	**44.05%** 111	**5.16%** 13	252
Longer service hours/days	**28.74%** 71	**17.41%** 43	**48.18%** 119	**5.67%** 14	247
Light rail/commuter rail service	**39.09%** 95	**16.46%** 40	**41.15%** 100	**3.29%** 8	243
Bicycle lockers/facilities	**22.36%** 53	**18.57%** 44	**55.70%** 132	**3.38%** 8	237
Update buses and facilities	**12.66%** 29	**14.41%** 33	**64.19%** 147	**8.73%** 20	229
Improved bus shelters/benches	**19.30%** 44	**13.60%** 31	**62.72%** 143	**4.39%** 10	228
Vanpools	**8.37%** 19	**15.86%** 36	**67.40%** 153	**8.37%** 19	227
Better route information	**20.44%** 46	**22.67%** 51	**51.56%** 116	**5.33%** 12	225

#	Other (please specify)	Date
1	buses stopping on corners	7/11/2015 8:47 AM
2	remove the 6 transfer points and return to a single hub system	11/30/2014 2:03 PM
3	We have no transit service in the Town	8/28/2014 9:04 AM
4	A better link between Oshkosh Transit and Valley Transit	8/26/2014 11:48 AM
5	Lower cost	7/24/2014 2:56 PM
6	Would like to see clean diesel or hybrid buses	6/12/2014 11:12 AM
7	too many creepy people hang out at downtown appleton bus stop, don't feel safe	6/7/2014 9:32 PM
8	would love to have rail service throughout the state, bring back passenger trains!!	6/7/2014 9:29 PM
9	Passenger rail service to Green Bay, Oshkosh and further south	6/7/2014 9:23 PM
10	More convenient and timely routes. No one has time to devote an hour or more to get to a destination. Service is geared toward downtown Appleton.	5/15/2014 12:44 PM
11	More frequent stops along bus routes	5/11/2014 3:37 PM
12	out of necessity	5/5/2014 4:17 PM
13	more availablility for Valley Transit II for out of city businesses.	5/3/2014 8:14 PM
14	if peak time was extended til 6 and if there were sunday buses	4/28/2014 11:59 PM
15	More availability/eligibity for those of us disabled to be approved for services	4/23/2014 11:03 PM
16	Recognize some routes require higher level of service	4/16/2014 9:18 PM
17	very rarely, if ever, ride the bus	4/13/2014 7:05 PM
18	would really like rail service to MKe or Madison or Chicago	4/8/2014 1:48 PM
19	if needed to go long distance in bad weather	4/7/2014 11:00 PM
20	Take the bus home after walking to Fatmers' Market.	4/7/2014 2:43 PM
21	If it was free	4/3/2014 2:17 PM

22	Inter city light rail to Green Bay.	4/1/2014 11:28 PM
23	Safe Bike Routes	4/1/2014 4:17 PM

Q6 Approximately how often do you use your bicycle in the summer?

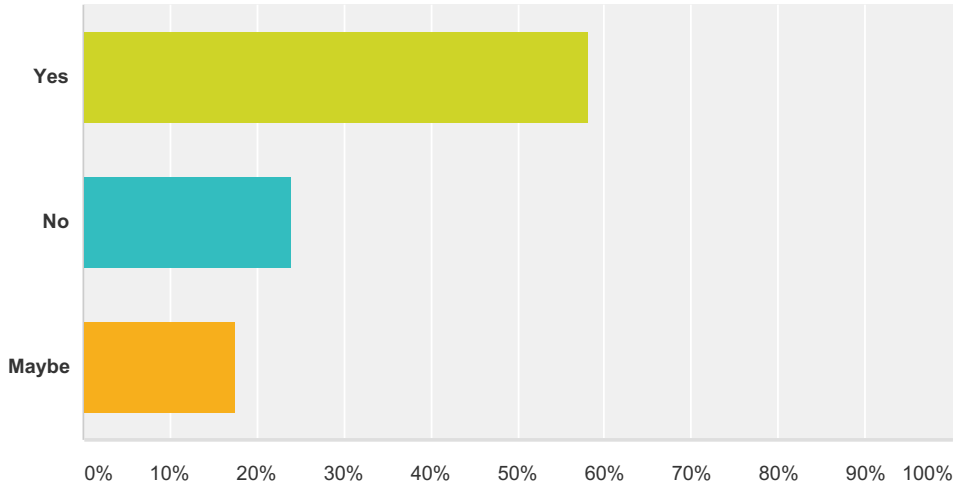
Answered: 280 Skipped: 3



Answer Choices	Responses	
Weekly	**29.64%**	83
Occasionally	**23.57%**	66
Daily	**16.43%**	46
Rarely	**11.07%**	31
Never	**10.71%**	30
Not Applicable	**8.57%**	24
Total		**280**

Q7 Would you bicycle and/or walk more if additional bicycle and pedestrian facilities were available?

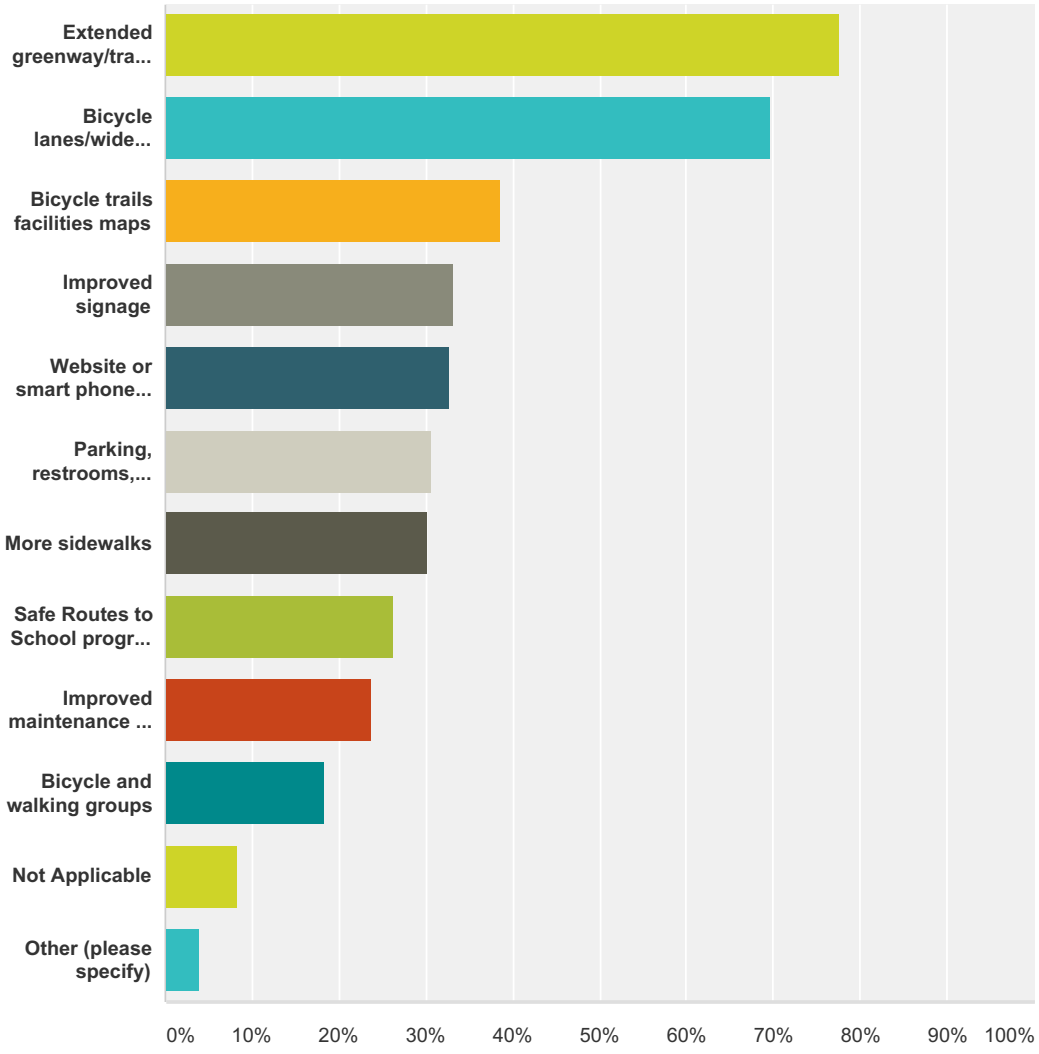
Answered: 278 Skipped: 5



Answer Choices	Responses	
Yes	**58.27%**	162
No	**24.10%**	67
Maybe	**17.63%**	49
Total		**278**

Q8 If you answered 'yes' to the previous question, which of the following would be helpful to you? (Check all that apply)

Answered: 202 Skipped: 81



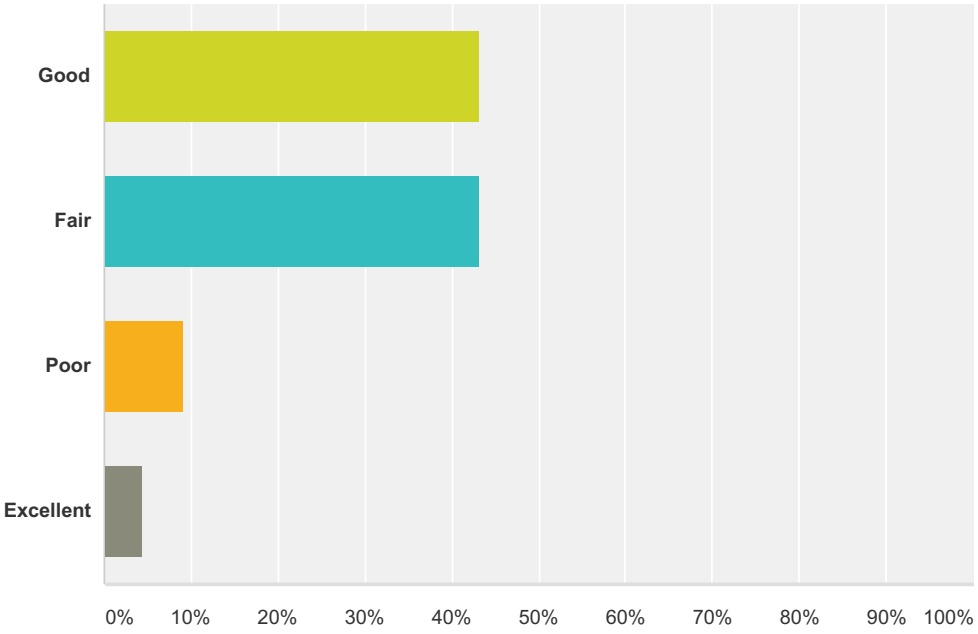
Answer Choices	Responses	
Extended greenway/trail system	**77.72%**	157
Bicycle lanes/wide outside lanes	**69.80%**	141
Bicycle trails facilities maps	**38.61%**	78
Improved signage	**33.17%**	67
Website or smart phone applications for bicycle/trail accommodations	**32.67%**	66
Parking, restrooms, water fountains, benches	**30.69%**	62
More sidewalks	**30.20%**	61

Safe Routes to School programs for children (http://eastcentralsrts.org/)	**26.24%**	53
Improved maintenance of existing facilities	**23.76%**	48
Bicycle and walking groups	**18.32%**	37
Not Applicable	**8.42%**	17
Other (please specify)	**3.96%**	8
Total Respondents: 202		

#	Other (please specify)	Date
1	Bicycling is my preferred method of travel, but the auto drivers in Oshkosh prevent me from feeling safe to do it much. Bikes DO NOT belong on the sidewalks, they are vehicles - and they belong on the roads! Auto drivers need to be made aware of that.	7/26/2015 7:00 PM
2	Something to encourage businesses to install bike lockers. Also something to encourage businesses to have locker rooms/shower facilities available	5/8/2015 10:37 PM
3	extend bike trail on County A through to Oshkosh and Neenah	4/24/2015 10:54 AM
4	If the disenfranchised living in Winnebago County were given control over how the money is spent.	11/30/2014 2:03 PM
5	Safe routes through highway underpasses	7/24/2014 2:56 PM
6	Separate bicycle path from vehicle traffic with parking lanes, Clear main bicycle routes specifically after snowfalls, Sweep bicycle paths in spring (to clear of nails and other debris), bridge designed for bike/ped traffic exclusively	5/11/2014 3:37 PM
7	again, more sidewalks. this town is notorious for their absence, and those that are there often just stop, with a fence or a building in the way. we don't need more park walkways - we need plain old sidewalks all over town, so that everyone can walk, and not just people in parks. this is not a walker's town, except for the immediate downtown area. thank you!!	4/28/2014 11:59 PM
8	Bicycle lockers	4/7/2014 4:19 PM

Q9 Overall, how would you rate the transportation system in your municipality?

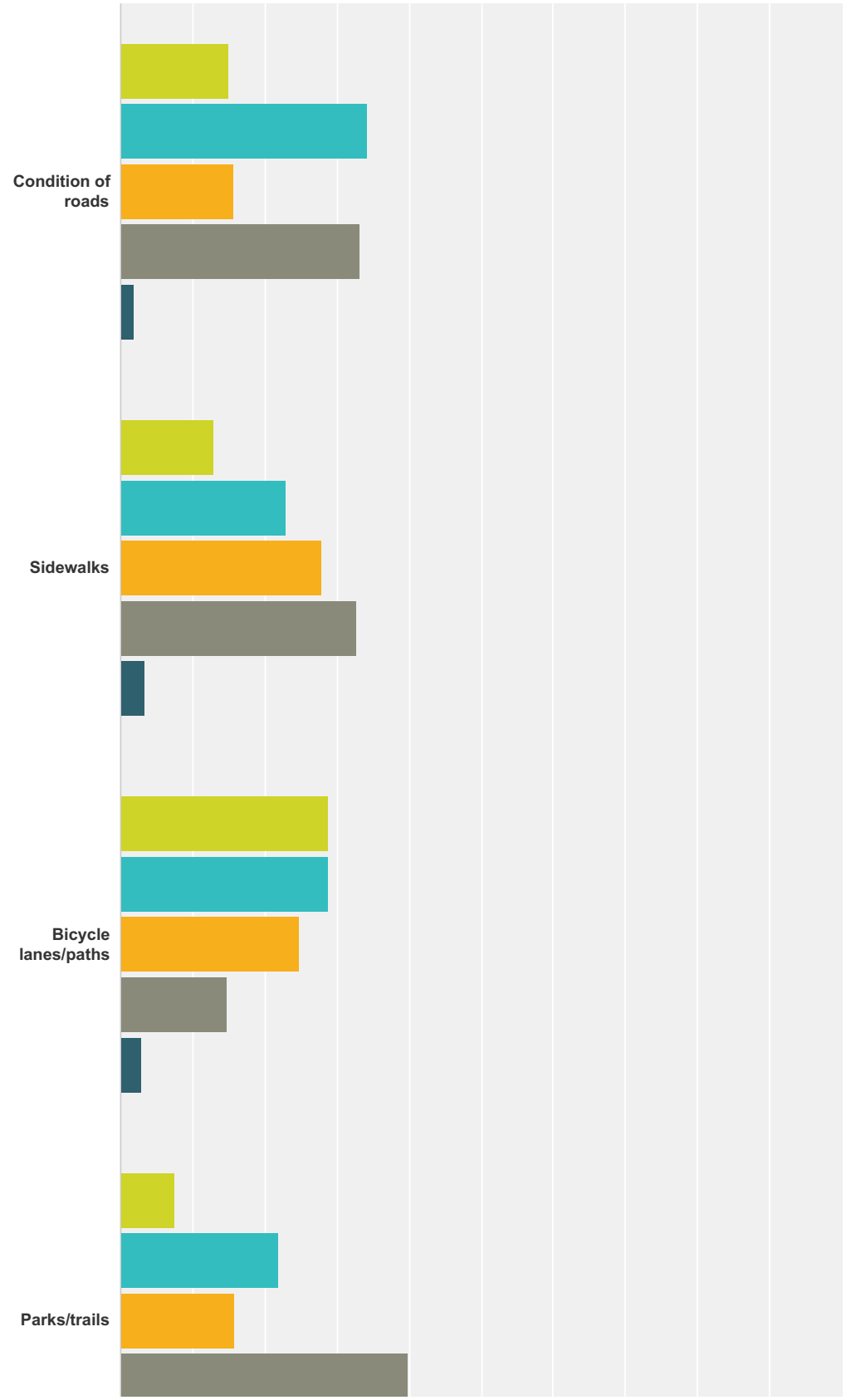
Answered: 275 Skipped: 8

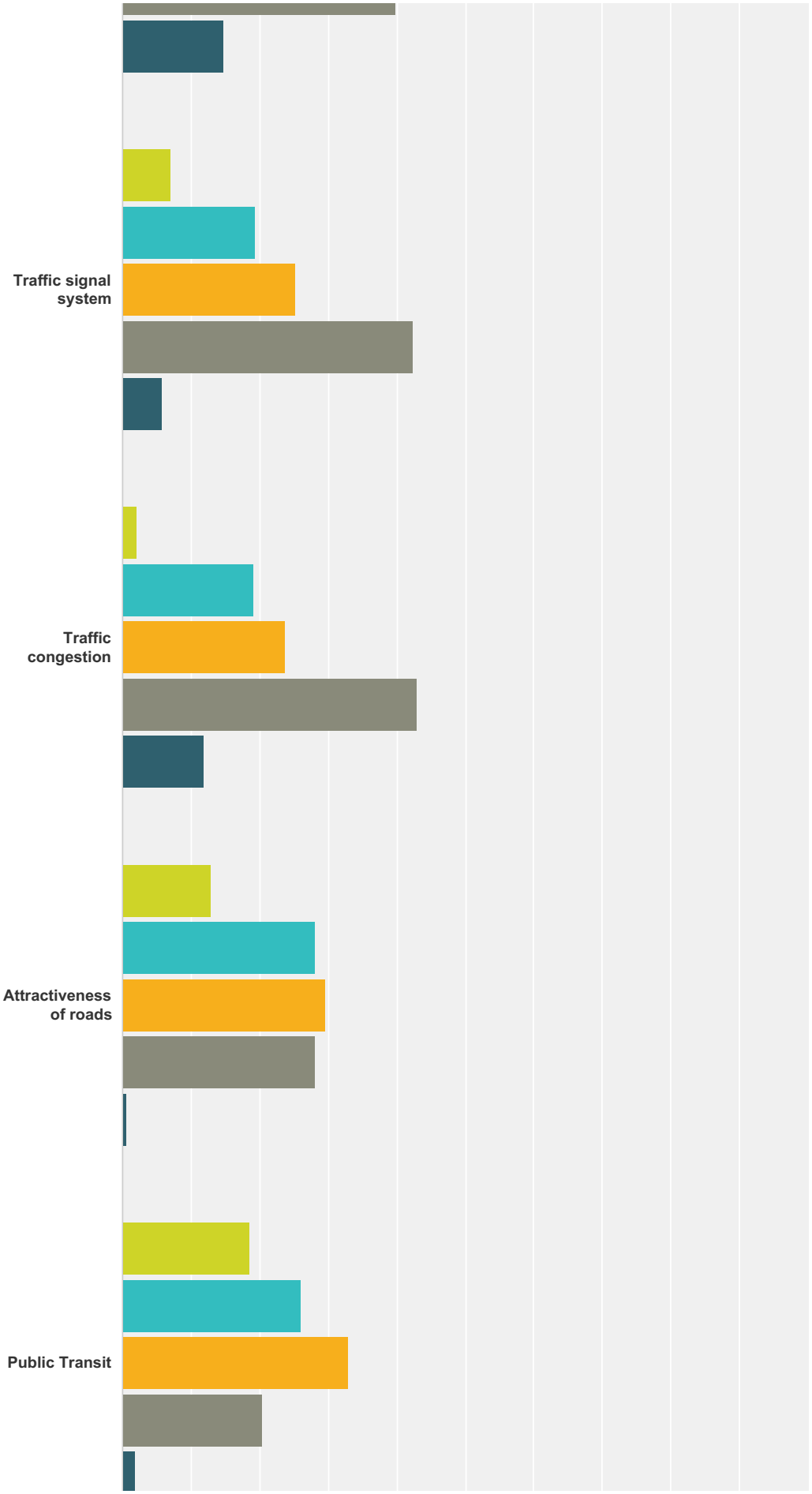


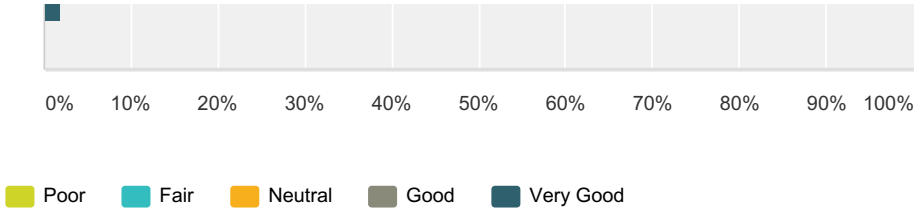
Answer Choices	Responses	
Good	**43.27%**	119
Fair	**43.27%**	119
Poor	**9.09%**	25
Excellent	**4.36%**	12
Total		**275**

Q10 How would you rate the following in your municipality?

Answered: 280 Skipped: 3




Traffic signal system
Traffic congestion
Attractiveness of roads
Public Transit



	Poor	Fair	Neutral	Good	Very Good	Total
Condition of roads	**15.00%** 42	**34.29%** 96	**15.71%** 44	**33.21%** 93	**1.79%** 5	280
Sidewalks	**12.95%** 36	**23.02%** 64	**28.06%** 78	**32.73%** 91	**3.24%** 9	278
Bicycle lanes/paths	**28.78%** 80	**28.78%** 80	**24.82%** 69	**14.75%** 41	**2.88%** 8	278
Parks/trails	**7.55%** 21	**21.94%** 61	**15.83%** 44	**39.93%** 111	**14.75%** 41	278
Traffic signal system	**7.19%** 20	**19.42%** 54	**25.18%** 70	**42.45%** 118	**5.76%** 16	278
Traffic congestion	**2.17%** 6	**19.13%** 53	**23.83%** 66	**42.96%** 119	**11.91%** 33	277
Attractiveness of roads	**13.04%** 36	**28.26%** 78	**29.71%** 82	**28.26%** 78	**0.72%** 2	276
Public Transit	**18.68%** 51	**26.01%** 71	**32.97%** 90	**20.51%** 56	**1.83%** 5	273

Q11 Please list up to five transportation improvements you would like to see in your municipality. Suggestions may be general and/or specific to intersections or street corridors (examples: roundabouts, bike lanes)

Answered: 226 Skipped: 57

Answer Choices	Responses	
a.	**100.00%**	226
b.	**84.07%**	190
c.	**58.85%**	133
d.	**38.50%**	87
e.	**25.22%**	57

#	a.	Date
1	We have a nice bike/walking trail thru town, but I can't get anywhere else without traveling down some pretty busy roads. I pull my son in a trailer and regardless, bikes and cars don't mix well these days. So, link up all the trails and get us off the roads	8/3/2015 2:37 PM
2	Bus stops are not conveniently located. They should drop off/pick up closer to stores, medical facilities, etc.	7/27/2015 7:02 PM
3	Light rail!	7/27/2015 6:08 PM
4	Bike lanes	7/27/2015 4:04 PM
5	Bike paths in the city; bike lanes can be very dangerous as they often force the cyclist in between moving traffic and parked cars	7/27/2015 1:14 PM
6	More extensive biking/walking path system throughout city	7/27/2015 8:42 AM
7	Better availability - operate longer	7/27/2015 6:33 AM
8	a way to get to Milwaukee	7/27/2015 5:34 AM
9	Commuter rail between cities	7/27/2015 5:26 AM
10	Trails alongside the lot-lines of farmers fields	7/27/2015 2:21 AM
11	More convenient bus routes	7/26/2015 11:34 PM
12	Trails for bikes and pedestrians	7/26/2015 11:32 PM
13	Longer hours!	7/26/2015 11:31 PM
14	Bike lanes throughout the city	7/26/2015 10:52 PM
15	Bike path or trails along county highway G	7/26/2015 10:02 PM
16	trails or sidewalks on irish road to the trail from American drive and Winchester rd.	7/26/2015 9:50 PM
17	protected bike lanes	7/26/2015 9:33 PM
18	Additional bike trails	7/26/2015 9:24 PM
19	Bike lanes	7/26/2015 9:17 PM
20	more bike lanes for commuting	7/26/2015 8:01 PM

21	Bike lanes	7/26/2015 7:00 PM
22	Wider sidewalks on the South side of town	7/26/2015 6:24 PM
23	crosswalk and signage for ped traffic on Algoma just W of intersection with Main	7/26/2015 5:12 PM
24	less bike lanes	7/21/2015 8:52 PM
25	longer bus hours p.m.	7/18/2015 4:34 PM
26	Bus to airports (Appleton, Milwaukee, Madison)	7/13/2015 9:31 PM
27	NO ROUNDABOUTS	7/11/2015 8:47 AM
28	longer bus hours pm	7/1/2015 10:13 AM
29	bike lanes	6/26/2015 12:41 PM
30	bike paths in fox cities	6/22/2015 1:23 PM
31	Expanded Trail System	6/16/2015 10:38 AM
32	Roundabouts make it easier for diffierent vehicles to share.	6/8/2015 2:35 PM
33	Continue adding more bike lanes and connect up the ones we have	5/8/2015 10:37 PM
34	More Roundabouts	5/8/2015 3:40 PM
35	More Bus Routes to meet the needs of employees	4/30/2015 8:31 AM
36	improve pedestrian/bicycle visibility in roundabouts	4/29/2015 1:17 PM
37	extend bike trail on County A through to Oshkosh and Neenah	4/24/2015 10:54 AM
38	More bus routes in rural areas	4/16/2015 9:13 AM
39	More roundabouts	3/29/2015 9:24 AM
40	more roundabouts	3/24/2015 12:44 PM
41	Roundabouts on County JJ in Outagamie County	2/27/2015 9:38 AM
42	Easy way to get across Hwy 41 from West to East on a bicycle - roundabouts made it very unsafe	2/3/2015 9:35 PM
43	speed limits enforced	1/29/2015 8:30 PM
44	Roundabouts	1/29/2015 5:20 PM
45	new pavement on Madison St/ Northwestern St	1/28/2015 2:57 PM
46	Meade street between Capital and Northland has many potholes	1/17/2015 9:05 AM
47	extension of friendship trail	12/16/2014 6:01 AM
48	The roundabouts all need to have the pedestrian cross walks reconfigured or something needs to be done to protect people when they cross them they are beyond dangerous to cross	11/30/2014 2:03 PM
49	Dual purpose bike path/ sidewalk along busy Irish Rd	10/17/2014 10:12 PM
50	roundabouts	10/2/2014 1:57 PM
51	More bike lanes	9/26/2014 8:35 AM
52	Public Transportation that reaches to more places	9/10/2014 1:59 PM
53	rail	8/30/2014 7:31 AM
54	No semis driving down our residential street	8/29/2014 2:57 PM
55	More dollars to do what we should be doing	8/28/2014 9:04 AM
56	more frequent bus service	8/27/2014 9:02 AM
57	Traffic light (red, yellow, green - not blinking red) or roundabout at the corner of French Road and Wisconsin Ave (just east of HWY 441)	8/26/2014 11:48 AM

58	roads in Oshkosh need repairs, they are damaging vehicles- especially Murdock, New York west of Main St., Parkway, Merritt, Washington between Bowen and Main, Waugoo, and Otter	8/25/2014 8:50 AM
59	Smoother railroad crossing	8/25/2014 7:35 AM
60	bike lanes	8/24/2014 9:29 PM
61	Transit service on Sundays	8/24/2014 8:05 PM
62	More bike lanes everywhere	8/24/2014 5:29 PM
63	bike lanes	7/29/2014 10:40 PM
64	upgrade pedestrian crossing lights at stop & go lights to countdown timer	7/28/2014 7:16 PM
65	Safe routes through highway underpasses	7/24/2014 2:56 PM
66	Roundabouts in high traffic areas	7/23/2014 7:08 AM
67	wider, paved shoulders on county roads to accommodate bicycle traffic,	7/21/2014 7:15 AM
68	Roundabout or improved lanes at CB and BB	7/10/2014 1:51 PM
69	BIke Lanes (Town of Menasha Appleton Rd)	7/8/2014 9:35 AM
70	sidewalks	7/8/2014 7:57 AM
71	More trails for transportation and exercise	7/7/2014 5:54 PM
72	sidewalks needed	7/7/2014 9:46 AM
73	sidewalks needed	7/7/2014 9:46 AM
74	More Bike Lanes in the city	7/7/2014 9:39 AM
75	bike lanes	7/7/2014 9:27 AM
76	Roundabouts are terrible for pedestrians/bike riders	7/3/2014 1:39 PM
77	bike lanes	7/1/2014 8:57 PM
78	LOWER SPEED LIMIT VILLAGE114 TO 55 ROUNDABOUT	6/28/2014 7:39 PM
79	Easier crossing from 114 to turn north onto county M; that is a dangerous corner	6/26/2014 8:12 PM
80	slow traffic on 55 in downtown Sherwood	6/26/2014 4:26 PM
81	keep public transportation out of the area	6/26/2014 12:01 PM
82	roundaboats	6/24/2014 6:05 PM
83	Bike Lane or sidewalk along Hwy 15	6/22/2014 8:24 PM
84	Rebuild Ceape Street	6/19/2014 5:30 AM
85	more off-road blacktop trails	6/16/2014 2:41 PM
86	More bike lanes	6/13/2014 1:59 PM
87	Bike Lanes	6/12/2014 1:28 PM
88	Protected bike lanes	6/12/2014 11:12 AM
89	more roundabouts	6/11/2014 1:07 PM
90	Road reconstruction. Almost all have outlived expectancy.	6/11/2014 11:00 AM
91	Hwy 76 round a outs at G GG Breezewood	6/11/2014 7:34 AM
92	passenger rail service in eastern WI	6/9/2014 3:41 PM
93	safe bike and pedestrian access across 441from Menasha to Appleton (@Oneida, @Appleton, chain drive)	6/8/2014 8:12 AM
94	increase sensitivity of traffic lights for mopeds, they are becoming popular	6/8/2014 6:56 AM

95	Potholes	6/7/2014 11:55 PM
96	Light rail	6/7/2014 11:34 PM
97	Bike lanes	6/7/2014 11:27 PM
98	Lower tax cost	6/7/2014 10:59 PM
99	Crossing of Racine St between Main and 3rd	6/7/2014 9:55 PM
100	middle School traffic improvement	6/7/2014 9:44 PM
101	fix road on tayco and 3rd by mill	6/7/2014 9:32 PM
102	need train system	6/7/2014 9:29 PM
103	Roundabouts	6/7/2014 9:26 PM
104	Racine Street improvements	6/7/2014 9:25 PM
105	Passenger Rail Service	6/7/2014 9:23 PM
106	Train service to the big cities	6/7/2014 7:39 PM
107	North Main St. Near Murdock- Fix pot holes.	6/4/2014 11:30 AM
108	Sunday service so people can get to church and work	6/4/2014 11:29 AM
109	Bike lanes on all major roadways	6/4/2014 11:22 AM
110	More sidewalks	6/3/2014 8:45 AM
111	more bike paths\lanes	5/30/2014 10:06 AM
112	trail connections to east side of Menasha and beyond	5/28/2014 3:20 PM
113	Traffic lights at CB & Oakridge or 4 way stop	5/27/2014 7:52 PM
114	Increased Biking Lanes	5/27/2014 4:36 PM
115	Direct bus routes from Neenah to FVTC and UW Fox	5/27/2014 3:10 PM
116	I like the continued increase in bike lanes. Keep it up.	5/15/2014 12:50 PM
117	Extension of bike trail along STH 114/10	5/15/2014 12:44 PM
118	Rethink street construction so GIGANTIC pot holes do not emerge between concrete slabs	5/11/2014 3:37 PM
119	left turn arrows by Oshkosh North High School	5/9/2014 2:38 PM
120	Less Roundabouts	5/5/2014 7:44 PM
121	Spencer St is highly used for many activities from downtown to the airport and most of it does not have a sidewalk	5/5/2014 4:17 PM
122	Extended bus service hours	5/5/2014 3:28 PM
123	safety for bikes crossing or using hwy OO and Richmond St. in appleton. Very dangerous!	5/3/2014 8:14 PM
124	I would like to see non-paved trails. We have very few at this time. Paved trails, while easier to maintain, are harder on the joints and can be difficult for individuals to use who have feet and knee issues.	5/1/2014 10:48 AM
125	Change the bus route has been the same for almost 2 decades	4/29/2014 11:51 PM
126	Roundabout or lights at State Park Rd and 114	4/29/2014 8:32 PM
127	sidewalks	4/28/2014 11:59 PM
128	re-testing of adults throughout the years	4/25/2014 1:49 PM
129	bike lanes	4/25/2014 11:11 AM
130	Richmond and Franklin is a busy intersection, not easy to cross	4/25/2014 9:28 AM
131	smooth streets	4/23/2014 11:03 PM

132	More use of round abouts	4/23/2014 1:26 PM
133	Bike Lanes	4/22/2014 8:52 AM
134	Hortonville Bypass	4/21/2014 2:39 PM
135	signage	4/21/2014 10:18 AM
136	Regional transit system	4/21/2014 9:31 AM
137	Roads wide enough for bikes and pedestrians to use the side	4/21/2014 8:20 AM
138	intercity transportation options (bus)	4/20/2014 4:23 PM
139	Improve South Oneida Street corridor between Fox River and STH 114	4/18/2014 9:15 AM
140	Improve the condition of the City streets	4/17/2014 1:41 PM
141	roundabout at CE & HH	4/17/2014 11:04 AM
142	No more roundabouts!!!	4/17/2014 8:43 AM
143	bike lanes	4/17/2014 8:20 AM
144	Better upkeep of streets	4/16/2014 11:45 PM
145	Route 1: Increase service to q/30 min. 8:45AM-5:45PM	4/16/2014 9:18 PM
146	widen the roads &/or slow down the traffic	4/16/2014 4:15 PM
147	Promotion of bicycle use and trails	4/16/2014 3:42 PM
148	Widen Leonard Pt Road from 21 to Sand Pit (or create pedestrian lane)	4/16/2014 3:37 PM
149	continual bike lanes and trails	4/16/2014 3:33 PM
150	bike lanes	4/16/2014 3:06 PM
151	Improve street condition on Main St.	4/16/2014 2:40 PM
152	Bike lanes	4/16/2014 2:10 PM
153	Complete trail network	4/16/2014 1:47 PM
154	More connectedness of trail systems for biking and walking.	4/16/2014 10:53 AM
155	bus route to fringes of city	4/16/2014 10:32 AM
156	Overpass over Prospect Ave. RR tracks or better scheduling	4/16/2014 10:29 AM
157	improved public transit, more routes, longer hours	4/12/2014 10:06 PM
158	NO ROUNDABOUTS--especially double lanes; people do not drive well in those	4/11/2014 10:51 PM
159	less roundabouts	4/11/2014 8:53 PM
160	smaller more fuel efficient buses	4/11/2014 7:46 PM
161	Increased enforcement of traffic laws (speeding)	4/10/2014 4:02 PM
162	CE and Buchanan roundabouts	4/10/2014 9:13 AM
163	I am happy with current transportation in Grand Chute.	4/9/2014 6:38 PM
164	Left Turn Signal for E/W or N/S at the same time	4/9/2014 6:02 PM
165	better traffic control Ballard Rd very congested during busy times	4/9/2014 2:14 PM
166	More transportation for the disabled	4/8/2014 3:37 PM
167	energy efficient buses	4/8/2014 2:49 PM
168	high line trail crossing on CTH N	4/8/2014 2:46 PM
169	Improved roads	4/8/2014 2:15 PM

170	The Capitol Dr over 41 needs to be much wider.	4/8/2014 1:48 PM
171	Increase number of bicycle lanes - not motorized traffic lanes	4/8/2014 10:24 AM
172	road improvement	4/8/2014 8:52 AM
173	Sidewalks or bike lanes on Appleton Road between 9th St. and Midway Road!	4/8/2014 8:45 AM
174	roundabouts	4/8/2014 8:34 AM
175	bike lanes	4/8/2014 8:21 AM
176	Roundabouts need to be larger to service large trucks	4/7/2014 7:13 PM
177	public busses into appleton	4/7/2014 5:34 PM
178	more pickup spots in small communities	4/7/2014 5:23 PM
179	More public transportation routes	4/7/2014 5:23 PM
180	no more roundabouts	4/7/2014 5:15 PM
181	no more roundabouts	4/7/2014 4:20 PM
182	More bike trails	4/7/2014 4:19 PM
183	get rid of the bike lanes. I see very few bikes using them and they take up a lot of space and parking	4/7/2014 4:10 PM
184	Take out some of the roundabouts on Evergreen Road	4/7/2014 4:05 PM
185	more bike lanes	4/7/2014 3:52 PM
186	finish resurfacing Kimberly Ave.	4/7/2014 3:49 PM
187	restrooms on trails/routes	4/7/2014 3:39 PM
188	Cheaper prices for seniors	4/7/2014 3:38 PM
189	Safe bike lanes on Prospect Ave from downtown Appleton o to connect with CB	4/7/2014 3:08 PM
190	More trails for biking and walking	4/7/2014 3:07 PM
191	Bike Lanes	4/7/2014 2:58 PM
192	More bike lanes	4/7/2014 2:52 PM
193	better traffic signals	4/7/2014 2:47 PM
194	Road Improvements	4/7/2014 2:43 PM
195	traffic light at Crooks/W Ann St	4/7/2014 2:31 PM
196	safe bike lanes	4/7/2014 2:27 PM
197	no more roundabouts	4/7/2014 2:07 PM
198	I am rural - no transportations options now	4/7/2014 1:45 PM
199	Extend sidewalks through duration of Marathon Avenue	4/7/2014 1:09 PM
200	Irish Road update with a bike trail connector	4/7/2014 12:07 PM
201	n/a	4/7/2014 11:44 AM
202	Improved road conditions	4/3/2014 4:40 PM
203	connection of bike paths	4/3/2014 2:32 PM
204	More frequent bus service and cheap enough to make short trips worthwhile	4/3/2014 2:17 PM
205	bike lanes	4/2/2014 11:54 AM
206	Bike lanes	4/1/2014 11:28 PM
207	More dedicated bike lanes	4/1/2014 9:09 PM

208	a better way to cross college ave by mall on bike/ walking bridge?	4/1/2014 9:02 PM
209	Better/safer bike to school trails	4/1/2014 6:56 PM
210	Light Rail System	4/1/2014 4:17 PM
211	Paved bike trail into Plamann Park from Meade Street	4/1/2014 2:39 PM
212	Roundabouts on West College Avenue	4/1/2014 1:41 PM
213	More trails	4/1/2014 1:36 PM
214	TRAFFIC CIRCLE LESSONS	4/1/2014 1:17 PM
215	Improved streets	4/1/2014 1:05 PM
216	More bike lanes	4/1/2014 12:54 PM
217	Bike lanes	4/1/2014 12:46 PM
218	better overall road maintenance	4/1/2014 12:18 PM
219	More bike lanes	4/1/2014 12:14 PM
220	more roundabouts	4/1/2014 12:09 PM
221	Pathways	4/1/2014 12:00 PM
222	more roundabouts	4/1/2014 9:13 AM
223	Better flow of walking lanes when crossing traffic	4/1/2014 9:10 AM
224	Better trails	4/1/2014 9:05 AM
225	Improve roads	4/1/2014 9:01 AM
226	Defined rail transit corridors	4/1/2014 8:07 AM
#	**b.**	**Date**
1	Condition of stops are not physically people friendly. Go check out the stop by Starbucks south. Dirty, garbag, wet and not useable if it rains or in the winter.	7/27/2015 7:02 PM
2	Viable commuter option to Appleton	7/27/2015 6:08 PM
3	A better way to cross bridges on bikes	7/27/2015 4:04 PM
4	Signage and enforcement of traffic laws for cyclists (especially one way traffic on Algoma and High)	7/27/2015 1:14 PM
5	Driver education about bikers/walkers and stronger enforcement of speed, stopping at stop signs, noise (from the abundance of illegally loud vehicles and harleys)	7/27/2015 8:42 AM
6	better availability - more routes	7/27/2015 6:33 AM
7	a way to get to Madison	7/27/2015 5:34 AM
8	Buses that run later	7/27/2015 5:26 AM
9	Bike trails throughout the city made only for bike/pedestrians	7/27/2015 2:21 AM
10	Bus routes that ran more often	7/26/2015 11:34 PM
11	More roundabouts at difficult intersections (e.g., Sand Pit + Hwy 21, or Leonard Pt and Hwy 21)	7/26/2015 11:32 PM
12	More bike lanes	7/26/2015 11:31 PM
13	Roundabouts by 20th and Southpark	7/26/2015 10:52 PM
14	Park in Nature Trail subdivision in Neenah. No current safe route to a park available.	7/26/2015 10:02 PM
15	bus system route so kids can go to the neenah pool or library during the summer	7/26/2015 9:50 PM
16	more bike lanes	7/26/2015 9:33 PM
17	More bike lanes	7/26/2015 9:24 PM

18	Roundabouts	7/26/2015 9:17 PM
19	rural bike trail extending West from Oshkosh	7/26/2015 8:01 PM
20	signage that could alert auto drivers to cyclists & peds	7/26/2015 7:00 PM
21	Bike lanes	7/26/2015 6:24 PM
22	make Osh lakewalk more linear - better/safer crossing at Main St	7/26/2015 5:12 PM
23	amtrak	7/21/2015 8:52 PM
24	amtrak	7/18/2015 4:34 PM
25	Bus website that works! Crashes all the time for me.	7/13/2015 9:31 PM
26	better buses	7/11/2015 8:47 AM
27	less bike lanes	7/1/2015 10:13 AM
28	better route on public transit	6/22/2015 1:23 PM
29	Bike lanes	6/16/2015 10:38 AM
30	Bike lanes are great, but there are only a few around.	6/8/2015 2:35 PM
31	Spencer Street needs a bike lane - important east west corridor	5/8/2015 10:37 PM
32	4 lanes for all of 21	5/8/2015 3:40 PM
33	Later running Bus Routes	4/30/2015 8:31 AM
34	bus routes that extrend into night time	4/29/2015 1:17 PM
35	light rail service within the greater fox cities	4/24/2015 10:54 AM
36	longer bus hours for those who work nights	4/16/2015 9:13 AM
37	More bike paths	3/29/2015 9:24 AM
38	more bike lanes	3/24/2015 12:44 PM
39	Bike Lanes on County JJ in Outagamie County	2/27/2015 9:38 AM
40	Bike trails	1/29/2015 5:20 PM
41	more bike lanes	1/28/2015 2:57 PM
42	interconnection of neighborhoods, particularly on the east side	12/16/2014 6:01 AM
43	Safe way for bikes to cross Hwy 41 along Cty II	10/17/2014 10:12 PM
44	Longer hours for bus service	9/26/2014 8:35 AM
45	Public Transportation that picks up more frequently	9/10/2014 1:59 PM
46	More speeders ticketed	8/29/2014 2:57 PM
47	more express bus service for commuters	8/27/2014 9:02 AM
48	Increase number of bike lanes and widen those in densely built up areas	8/26/2014 11:48 AM
49	railroad track crossing needs repairs, it is so bumpy to drive over any of the tracks in Oshkosh- (especially Murdock, Irving, Parkway, Merritt, Washington, Waugoo, Otter, and Ceape).	8/25/2014 8:50 AM
50	Fix potholes	8/25/2014 7:35 AM
51	smaller buses	8/24/2014 9:29 PM
52	Frequent maintenance of bike lanes - to clear trash, debris	8/24/2014 8:05 PM
53	Fix congestion at 441 and KK	8/24/2014 5:29 PM
54	bike lanes	7/29/2014 10:40 PM

55	release literature about bicyclists biking on city streets	7/28/2014 7:16 PM
56	More bike lanes on streets with capacity	7/24/2014 2:56 PM
57	Speed Enforcement on roads	7/23/2014 7:08 AM
58	more bicycle trails/lanes in municipalities	7/21/2014 7:15 AM
59	Bike Path Breezewood west to State Rd 76	7/8/2014 9:35 AM
60	trail system connections to all subdivisions	7/8/2014 7:57 AM
61	bike lanes that link the Fox Cities	7/7/2014 5:54 PM
62	additional trails needed, and linking existing trails	7/7/2014 9:46 AM
63	additional trails needed, and linking existing trails	7/7/2014 9:46 AM
64	Bike Friendly along County Highway A	7/7/2014 9:39 AM
65	Meade St and Northland intersection - make bike & ped friendly	7/7/2014 9:27 AM
66	Need for more bike lanes	7/3/2014 1:39 PM
67	paving on roads	7/1/2014 8:57 PM
68	GOING OUT OF TOWN SPEED LIMITS TOO FAST	6/28/2014 7:39 PM
69	Easier access to the post office; again that intersection is hard to cross	6/26/2014 8:12 PM
70	create two roundabouts in the Sherwood area-county M and 55 and Castle drive	6/26/2014 4:26 PM
71	no more roundabouts	6/26/2014 12:01 PM
72	bikelanes	6/24/2014 6:05 PM
73	Bike Lane or sidewalk along Hwy 76	6/22/2014 8:24 PM
74	Rebuild Otter Ave.	6/19/2014 5:30 AM
75	more bike lanes	6/16/2014 2:41 PM
76	More frequent bus services	6/13/2014 1:59 PM
77	Roundabout on Witzel and Oakwood	6/12/2014 1:28 PM
78	Better snow clearing on the sidewalk and paved trail along Lynndale	6/12/2014 11:12 AM
79	fewer culdesacs,	6/11/2014 1:07 PM
80	Safe walking routes particularily on collector roads	6/11/2014 11:00 AM
81	Hwy A more conducive to biking	6/11/2014 7:34 AM
82	road maintenance--lots of potholes out there and seems that older parts of city are not getting timely repairs	6/9/2014 3:41 PM
83	connect bike lanes and routes, no more" Bike Lane Ends" signs	6/8/2014 8:12 AM
84	fix giant holes in road by railroad tracks please neenah and Menasha!	6/8/2014 6:56 AM
85	Railroad tracks need repair	6/7/2014 11:55 PM
86	Bike lanes	6/7/2014 11:34 PM
87	More bike lanes on collector streets	6/7/2014 9:55 PM
88	bike lanes	6/7/2014 9:44 PM
89	repainting cross walks	6/7/2014 9:32 PM
90	please no rounndabouts	6/7/2014 9:29 PM
91	Bike trails away from street	6/7/2014 9:26 PM
92	Improved lights at the corner of 9th street and Racine in Menasha	6/7/2014 9:23 PM

93	More roundabouts	6/7/2014 7:39 PM
94	Intersecting roads between New York and Washington- fix pot holes	6/4/2014 11:30 AM
95	Lower rates	6/4/2014 11:29 AM
96	More public knowledge regarding the proper use of roundabouts	6/4/2014 11:22 AM
97	More bike lanes	6/3/2014 8:45 AM
98	speed limit enforcement	5/30/2014 10:06 AM
99	more sidewalks	5/28/2014 3:20 PM
100	Traffic lights at CB & Oakridge or 4 way stop	5/27/2014 7:52 PM
101	More Walkable Downtown	5/27/2014 4:36 PM
102	Better shelter in Downtown Neenah, including restroom	5/27/2014 3:10 PM
103	More promotion of public transit. For example, ValleyTransit could have information table at community events like Juneteenth, Farmers Market, etc.	5/15/2014 12:50 PM
104	Enforced sidewalk policy	5/15/2014 12:44 PM
105	Bicycle routes with attraction mileage markers, some mileage markers	5/11/2014 3:37 PM
106	increased bus routes (beyond just city limits-expand to towns)	5/9/2014 2:38 PM
107	Better Speed Limit Observance...more signage	5/5/2014 7:44 PM
108	buses currently get delayed near the mall, not just in the Christmas season	5/5/2014 4:17 PM
109	Extended bus service area	5/5/2014 3:28 PM
110	bike lanes for Wisconsin Ave. in Appleton-very dangerous!	5/3/2014 8:14 PM
111	I would like to see additional education for cars, bikes, and pedestrians on how to stay safe on the road. I think it is completely ridiculous that City of Appleton decided it should make bikers go out of their way to ride north or south of College Ave and not provide a bike lane on College because cars are not alert enough. In my opinion, this position is evidence that the City is not interested in really looking at the underlying issue of giving all forms of transportation equal rights.	5/1/2014 10:48 AM
112	Roundabout at third and racine streets	4/29/2014 11:51 PM
113	Link High Cliff to Menasha trail system	4/29/2014 8:32 PM
114	sidewalks	4/28/2014 11:59 PM
115	no one-way streets	4/25/2014 1:49 PM
116	sidewalks in areas where not present	4/25/2014 11:11 AM
117	longer walk lights	4/25/2014 9:28 AM
118	increased number of signal intersections to have turn arrows	4/23/2014 11:03 PM
119	Traffic signals which show seconds to the yellow caution.	4/23/2014 1:26 PM
120	Wider range of bus access for those needing it	4/22/2014 8:52 AM
121	more trails	4/21/2014 10:18 AM
122	Decreased cost to riders of paratransit	4/21/2014 9:31 AM
123	more trails to walk and bike	4/21/2014 8:20 AM
124	Continue use of roundabouts where appropriate	4/18/2014 9:15 AM
125	Stop wasting money on public transit	4/17/2014 1:41 PM
126	bike/walking trail along HH	4/17/2014 11:04 AM

127	safer way for pedestrians to cross Winneconne/Green Bay Road roundabouts and crossing the on ramp North bound to 41	4/17/2014 8:43 AM
128	more sidewalks	4/17/2014 8:20 AM
129	Mark streets for both cars and bikes. No separate bike lanes where it interferes with residential onstreet parking!	4/16/2014 11:45 PM
130	Rt. 1: Bus stop closer to Health Clinic at Goodwill bldg,	4/16/2014 9:18 PM
131	install usable shoulders on the roads	4/16/2014 4:15 PM
132	Educating drivers on pedestian rights	4/16/2014 3:42 PM
133	better street conditions	4/16/2014 3:33 PM
134	more trails parallel to roads	4/16/2014 3:06 PM
135	Repair pot holes	4/16/2014 2:40 PM
136	Bike/ped trails	4/16/2014 2:10 PM
137	Public Transit	4/16/2014 1:47 PM
138	a stop or two for a light rail systems along hwy 41	4/16/2014 10:53 AM
139	designated vehicle free zones for recreation	4/16/2014 10:32 AM
140	Left thru only lane at busy 41 or 441 interchanges (on 41/441)	4/16/2014 10:29 AM
141	fix pot holes	4/12/2014 10:06 PM
142	With this winter, the roads are in terrible condition and need much improement	4/11/2014 10:51 PM
143	Entrance ramp to Hwy 41 frrom Lynndale Ave.	4/10/2014 4:02 PM
144	Wider shoulder area for walker/biker where no sidewalk	4/9/2014 6:02 PM
145	sidewalk along CTH N & KK	4/8/2014 2:46 PM
146	More roads	4/8/2014 2:15 PM
147	wider shoulders for bike lanes on many roads.	4/8/2014 1:48 PM
148	Improve condition of (including snow & ice removal in winter) & number of sidewalks	4/8/2014 10:24 AM
149	more stop & go lights	4/8/2014 8:52 AM
150	side walks	4/8/2014 8:21 AM
151	Wash room facilities along major trails	4/7/2014 7:13 PM
152	More sidewalks	4/7/2014 5:23 PM
153	stoplight at Valley Road and Racine again	4/7/2014 5:15 PM
154	Safer bike lanes	4/7/2014 4:19 PM
155	more round abouts	4/7/2014 4:10 PM
156	more trail systems	4/7/2014 3:52 PM
157	check public sidewalks for heaving	4/7/2014 3:49 PM
158	Buses later in the evenings	4/7/2014 3:38 PM
159	or bike lanes on Spencer St from downtown Ave to CB	4/7/2014 3:08 PM
160	Trails by water sources and other amenities	4/7/2014 3:07 PM
161	More cross walks	4/7/2014 2:52 PM
162	less railroad crossings	4/7/2014 2:47 PM
163	More bike trails	4/7/2014 2:43 PM

164	road repair sooner than later	4/7/2014 2:27 PM
165	countdown cross walk signs	4/7/2014 2:07 PM
166	Sidewalks on Old School Road leading to Lakeview Elementary	4/7/2014 1:09 PM
167	bike trail connectors at major intersections like Cty II and Hwy 41	4/7/2014 12:07 PM
168	n/a	4/7/2014 11:44 AM
169	bike lanes	4/3/2014 2:32 PM
170	More bike lanes	4/3/2014 2:17 PM
171	extended greenway trails	4/2/2014 11:54 AM
172	Smart traffic lights	4/1/2014 11:28 PM
173	More on street bike lanes	4/1/2014 9:09 PM
174	roundabouts on CA near airport decreased speed limit too	4/1/2014 9:02 PM
175	Better vulnerable user laws	4/1/2014 6:56 PM
176	Bike Paths and a Bike Bridge over the Fox River	4/1/2014 4:17 PM
177	Off road trail from Plamann Park to Bubolz Nature Preserve	4/1/2014 2:39 PM
178	Road Diet = Ped/Bike Space on Lynndale (CTH A)	4/1/2014 1:41 PM
179	Wider roads to get to trails	4/1/2014 1:36 PM
180	WIDER ROADS	4/1/2014 1:17 PM
181	Increase frequency of buses	4/1/2014 12:54 PM
182	Improved walkability - sidewalks, lighting	4/1/2014 12:46 PM
183	More Snow plowing	4/1/2014 12:18 PM
184	More trailways	4/1/2014 12:14 PM
185	improved traffic light timing at 41 ramps	4/1/2014 12:09 PM
186	green routes/trails	4/1/2014 12:00 PM
187	bike trails along arterials	4/1/2014 9:13 AM
188	Better bike lanes	4/1/2014 9:05 AM
189	Improve bicycle paths connectivity in city to wiouwash trail	4/1/2014 9:01 AM
190	More inter-modal transportation stops across the region	4/1/2014 8:07 AM

#	c.	Date
1	Stops are dangerously placed in car lanes where they shouldn't be. The bus stop going north on Koeller just before the round a bout almost made me ram the backend of the bus as I wasn't expecting it to stop there! Totally unsafe.	7/27/2015 7:02 PM
2	Make biking on the side walks for adults illegal.	7/27/2015 1:14 PM
3	More bike cops and community based policing in which police are actually in neighborhoods on foot (I think this would help with biker/walker safety, among other things)	7/27/2015 8:42 AM
4	bike lanes, bike lanes, bike lanes	7/27/2015 6:33 AM
5	longer hours for Oshkosh bus into evenings	7/27/2015 5:34 AM
6	Continuous bike lanes between points	7/27/2015 5:26 AM
7	Sidewalks:Half pedestrian/half bike lane	7/27/2015 2:21 AM
8	Ways for pedestrians/bikers to easily navigate roundabouts	7/26/2015 11:32 PM

9	better lighting at major intersections where trails also intersect. Such as the intersection of CB trail and winchester dr. early morning is hard to see bicyclists in the dark.	7/26/2015 9:50 PM
10	expanded riverwalks	7/26/2015 9:33 PM
11	More roundabouts	7/26/2015 9:24 PM
12	Fix pot holes	7/26/2015 9:17 PM
13	bus service extends to town	7/26/2015 8:01 PM
14	bike lanes	7/26/2015 7:00 PM
15	Better ways to get across the river	7/26/2015 6:24 PM
16	expand shoulder on HWY 45 S of Osh to make it safer to bike to/twd FdL	7/26/2015 5:12 PM
17	water bus/taxi	7/21/2015 8:52 PM
18	less bike lanes	7/18/2015 4:34 PM
19	more routes	7/11/2015 8:47 AM
20	rail service	7/1/2015 10:13 AM
21	better service for route more than one an hour	6/22/2015 1:23 PM
22	pedestrian walk bridges	6/16/2015 10:38 AM
23	Capitol is the east west corridor on the north side that needs bike lanes all the way through (exists in some spots but not all)	5/8/2015 10:37 PM
24	less traffic cops generating revenue	5/8/2015 3:40 PM
25	More Bike Lanes	4/30/2015 8:31 AM
26	bus routes that have the same hours on weekends as weekdays	4/29/2015 1:17 PM
27	rail service from Oshkosh - Milw/Madison/Green Bay/Minneapolis	4/24/2015 10:54 AM
28	Inter city trail systems	3/29/2015 9:24 AM
29	more bike racks	3/24/2015 12:44 PM
30	Bike Routes Encircling Appleton 41/441 so commuters could bike	2/27/2015 9:38 AM
31	Sidewalks	1/29/2015 5:20 PM
32	longer bus service hours and on Sunday	1/28/2015 2:57 PM
33	urbanization with bike/ped on manitowoc road	12/16/2014 6:01 AM
34	More shelters at stops	9/10/2014 1:59 PM
35	Sidewalks to provide improved safety for pedestrians	8/29/2014 2:57 PM
36	priority traffic signals for buses	8/27/2014 9:02 AM
37	Maintain existing bike lanes	8/26/2014 11:48 AM
38	more bike lanes in Oshkosh, please!	8/25/2014 8:50 AM
39	More bike lanes	8/24/2014 8:05 PM
40	bike lanes	7/29/2014 10:40 PM
41	Connections between bike trails	7/24/2014 2:56 PM
42	Pedestrian trail for CUSA/RUSA/Outlet Mall	7/23/2014 7:08 AM
43	more bicycle trails/lanes between municipalities esp. Cty A between Oshkosh and Neenah	7/21/2014 7:15 AM
44	Offer sidewalk or bike lane (all roads)	7/8/2014 9:35 AM
45	signage at all crossings	7/8/2014 7:57 AM

46	better signage	7/7/2014 5:54 PM
47	More bike parking options	7/7/2014 9:39 AM
48	more trails along 114	7/1/2014 8:57 PM
49	CONGESTION LAKE BREEZE ST TO GET OUT ON 114	6/28/2014 7:39 PM
50	A safer, outlined way to get to other areas of Sherwood from the Sherwood Forest subdivision.	6/26/2014 8:12 PM
51	create more east west roads in village	6/26/2014 4:26 PM
52	roads	6/24/2014 6:05 PM
53	Bike Lane or sidewalk along Hwy 96	6/22/2014 8:24 PM
54	Rebuild New York Ave west of Main St.	6/19/2014 5:30 AM
55	more sidewalks	6/16/2014 2:41 PM
56	Improve local road with large pot holes	6/13/2014 1:59 PM
57	Bike sharing stations like b-cycle in Madison	6/12/2014 11:12 AM
58	more entrances to sub divisions	6/11/2014 1:07 PM
59	Wide shoulders or bike lanes on collector roads	6/11/2014 11:00 AM
60	calibrate traffic lights so that major roads flow traffic (rather than stop, go, stop, go etc)	6/9/2014 3:41 PM
61	safe bike route to high cliff	6/8/2014 8:12 AM
62	Enforcement of noise ordinance-motorcycles especially	6/7/2014 11:55 PM
63	safe walking on all city streets	6/7/2014 9:55 PM
64	more roundabouts	6/7/2014 9:44 PM
65	sidewalk to piggly wiggly on appleton road	6/7/2014 9:32 PM
66	Improved lights at the corner of Appleton Road and Valley Road	6/7/2014 9:23 PM
67	Improved 'sensor' street lights	6/7/2014 7:39 PM
68	More trails	6/3/2014 8:45 AM
69	trail / sidewalk connectivity between parks/schools/shopping	5/28/2014 3:20 PM
70	Traffic lights at CB & Oakridge or 4 way stop	5/27/2014 7:52 PM
71	More frequent buses, every half hour instead of every hour	5/27/2014 3:10 PM
72	This time of year (spring) need to fill potholes just about everywhere.	5/15/2014 12:50 PM
73	Handicap accessible sidewalks/intersections - pavement along Racine Street by library in extremely poor condition.	5/15/2014 12:44 PM
74	Coordinate lights for continuous 12mph bicycle traffic on main road routes	5/11/2014 3:37 PM
75	more taxi service so as to improve/decrease fares and promote competition	5/9/2014 2:38 PM
76	many people walk on Casaloma also with no sidewalks	5/5/2014 4:17 PM
77	Additional Bus routes (Convenience)	5/5/2014 3:28 PM
78	I'd like to see some system of bicycle friendly businesses or some type of certification. It's very frustrating to ride my bike to a business only to find out that they don't even offer a place to lock my bike.	5/1/2014 10:48 AM
79	bike lanes on Racine st.	4/29/2014 11:51 PM
80	Widen State Park Rd to accommodate regular, heavy bike traffic	4/29/2014 8:32 PM
81	sidewalks	4/28/2014 11:59 PM
82	fix damaged roads	4/25/2014 1:49 PM

83	lower speed limits on busy streets, College and Richmond	4/25/2014 9:28 AM
84	increase "medians" on main strets, for turning	4/23/2014 11:03 PM
85	Buses	4/22/2014 8:52 AM
86	bike lane for for county road A	4/21/2014 10:18 AM
87	More on demand paratransit service	4/21/2014 9:31 AM
88	Add off street bike trails for commuter and recreational purposes	4/18/2014 9:15 AM
89	Better snow removal	4/17/2014 1:41 PM
90	roads being maintained more frequently	4/17/2014 11:04 AM
91	bike and or pedestrian bridge over train tracks & Hwy 41 South end of Neenah	4/17/2014 8:43 AM
92	better condition of sidewalks	4/17/2014 8:20 AM
93	Keep the bus system we have. Fight for funding for it.	4/16/2014 11:45 PM
94	Bike lane/paved trail/ sidewalk along College Ave. Airport to Downtown	4/16/2014 9:18 PM
95	Speed control for traffic	4/16/2014 3:42 PM
96	bike share	4/16/2014 2:10 PM
97	designated bike/ped lanes crossing Hwy 41 via foot bridge	4/16/2014 10:32 AM
98	bike lane(s) on Propsect near 41	4/16/2014 10:29 AM
99	Painting the lines on the road	4/11/2014 10:51 PM
100	Better pavement marking at Mason & Northland Ave	4/10/2014 4:02 PM
101	Bike lanes along curb/gutter where streets wide enough	4/9/2014 6:02 PM
102	Increased enforcement of traffic control on one-way streets	4/8/2014 10:24 AM
103	more bicycle lanes	4/8/2014 8:52 AM
104	speed limits enforcement	4/8/2014 8:21 AM
105	Maps of walking or bike trails	4/7/2014 7:13 PM
106	Fix roads	4/7/2014 5:23 PM
107	better salting at Oneida and Midway	4/7/2014 5:15 PM
108	More bike lanes	4/7/2014 4:19 PM
109	better wayfinding	4/7/2014 3:52 PM
110	roundabout on Van Roy Road	4/7/2014 3:49 PM
111	More bus routes	4/7/2014 3:38 PM
112	bike trails between downtown Appleton and Fox River Mall	4/7/2014 3:08 PM
113	Safer crossing busy streets (for bikers or walkers)	4/7/2014 3:07 PM
114	Driver awareness of bikes	4/7/2014 2:52 PM
115	better road conditions	4/7/2014 2:47 PM
116	Sidewalks on roads going through industrial area	4/7/2014 2:43 PM
117	educate people on how roundabouts are suppose to work	4/7/2014 2:27 PM
118	do not block the box signs	4/7/2014 2:07 PM
119	Bike lanes on Cty Hwy A from Winnebago County through Outagamie County	4/7/2014 1:09 PM
120	connector to bike trail from CB trail to the mall	4/7/2014 12:07 PM

121	n/a	4/7/2014 11:44 AM
122	improvement of roads	4/3/2014 2:32 PM
123	More bike trails	4/3/2014 2:17 PM
124	More walkablility	4/1/2014 11:28 PM
125	Narrower streets	4/1/2014 9:09 PM
126	More parks/trails	4/1/2014 9:02 PM
127	Separate paved trail along CTH JJ	4/1/2014 2:39 PM
128	Road Diet = Ped/Bike Space on Bluemound	4/1/2014 1:41 PM
129	Increased bus frequency	4/1/2014 12:46 PM
130	more speed control/enforcement	4/1/2014 12:18 PM
131	water taxi	4/1/2014 12:00 PM
132	Improve roads	4/1/2014 9:05 AM
133	Defined bicycle corridors across the region	4/1/2014 8:07 AM

#	d.	Date
1	Bus routes used to accommodate the elderly. - I don't feel they do anymore per what I've heard from people and have seen. Put yourself in their shoes and you'll see a city that is not thinking of the elderly transit concerns.	7/27/2015 7:02 PM
2	Push businesses to offer more bike racks (e.g. it's unbelievable that Fratello's doesn't have one when it sits right on the Wiowash)	7/27/2015 8:42 AM
3	US public transportion sucks compared to the rest of the world and Oshkosh is no different - need to be less car centric. Look at Copenhagen please (since they have a harsh winter as well)	7/27/2015 6:33 AM
4	Sidewalks in the Town of Algoma!	7/26/2015 11:32 PM
5	Oshkosh should have public buses run shuttle to the major festival grounds to reduce traffic congestion and parking issues on private property. can use empty lots or large store lots for pick up and drop off. similar to milwaukee area for summerfest	7/26/2015 9:50 PM
6	Expansion of bike trail	7/26/2015 9:33 PM
7	Bike lanes	7/26/2015 9:17 PM
8	Fox Valley connected by light rail to Milwaukee	7/26/2015 8:01 PM
9	marking bike lanes better - painting them, through the downtown, for example, so that everyone knows what is the designated way to get from oneside of town to another.	7/26/2015 7:00 PM
10	Bury the ugly power lines!!!	7/26/2015 6:24 PM
11	mark bike lane and improve pavement on E side of Hazel in Osh	7/26/2015 5:12 PM
12	regional rail system	7/21/2015 8:52 PM
13	water taxi/shuttle	7/18/2015 4:34 PM
14	stopping in residential areas	7/11/2015 8:47 AM
15	water taxi	7/1/2015 10:13 AM
16	Train	6/16/2015 10:38 AM
17	Would like to see safe routes to schools be a priority. Too many kids are very inactive today. Causes health issues	5/8/2015 10:37 PM
18	more structured Ride Share program to increase peoples' use of it.	4/29/2015 1:17 PM
19	Increase hours and days for public transit - buses	4/24/2015 10:54 AM
20	Light rail to MIlwaukee and Minneapolis	3/29/2015 9:24 AM

21	Commuter Train service from Milwaukee to Appleton to Green Bay	2/27/2015 9:38 AM
22	less one way streets	1/28/2015 2:57 PM
23	Offer longer hours of operation (24/7 would be ideal)	9/10/2014 1:59 PM
24	Fernau Avenue project moved up (from Vinland Rd to Jackson St)	8/29/2014 2:57 PM
25	sidewalks in more areas	8/27/2014 9:02 AM
26	Add and/or widen bike lanes along arterial roads	8/26/2014 11:48 AM
27	I don't think the crosswalks are safe in the Oshkosh roundabouts. Crosswalks should be before/after the roundabouts instead of right in them.	8/25/2014 8:50 AM
28	Transit service to ATW	8/24/2014 8:05 PM
29	bike lanes	7/29/2014 10:40 PM
30	South Washburn pothole Repair	7/23/2014 7:08 AM
31	better maintenance of existing limestone bike trails i.e. regrade eroded areas, weed control of Friendship and Wiouwash Trails.	7/21/2014 7:15 AM
32	better driver education regarding bikers	7/7/2014 5:54 PM
33	Rent a Bikes in DT Oshkosh like other cities	7/7/2014 9:39 AM
34	PEOPLE GOING 60 OR MORE PAST OUTPOST TO 55	6/28/2014 7:39 PM
35	Signage on 114 announcing the new park and grocery store	6/26/2014 8:12 PM
36	eliminate truck traffic through village	6/26/2014 4:26 PM
37	sidewalks	6/24/2014 6:05 PM
38	Bike Lane or sidewalk along Hwy CA & CB	6/22/2014 8:24 PM
39	Eliminate 5 Pt. intersection of New York, Main, Harrisson	6/19/2014 5:30 AM
40	narrower auto lanes and wider shoulders	6/16/2014 2:41 PM
41	Ban 2-stroke vehicles for air quality	6/12/2014 11:12 AM
42	straight roads rather than winding roads	6/11/2014 1:07 PM
43	Speed humps to control traffic speed	6/11/2014 11:00 AM
44	railroad crossings are in very poor condition--shave down the road material to match the recessed rails and replace the wooden pieces); real embrassement for the city and unnessary wear on autos/bikes	6/9/2014 3:41 PM
45	incorporate bicycles into roundabouts, at minimum a sign indicating to vehicles that bikes are merging into traffic	6/8/2014 8:12 AM
46	better bus service	6/7/2014 9:55 PM
47	paved biking/walking trails	6/7/2014 9:44 PM
48	turn arrow at midway and appleton road	6/7/2014 9:32 PM
49	Signs signifying no turn on red on corner of Racine st and main st after traffic comes over the bridge	6/7/2014 9:23 PM
50	more roundabouts	5/28/2014 3:20 PM
51	Traffic lights at CB & Oakridge or 4 way stop	5/27/2014 7:52 PM
52	Trails in Neenah are great but seem disconnected and some just end, especially near the 41 roundabouts on Breezewood	5/27/2014 3:10 PM
53	Railroad track intersections with roads - Packard and Appleton St is bad.	5/15/2014 12:50 PM
54	No more roundabouts for intersections requiring more than two lanes.	5/15/2014 12:44 PM
55	Pedestrian only College Ave. between (at least Durkee and Oneida) perhaps to include Soldier Square as well	5/11/2014 3:37 PM
56	fix more roads in the near east and southeast neighborhoods	5/9/2014 2:38 PM

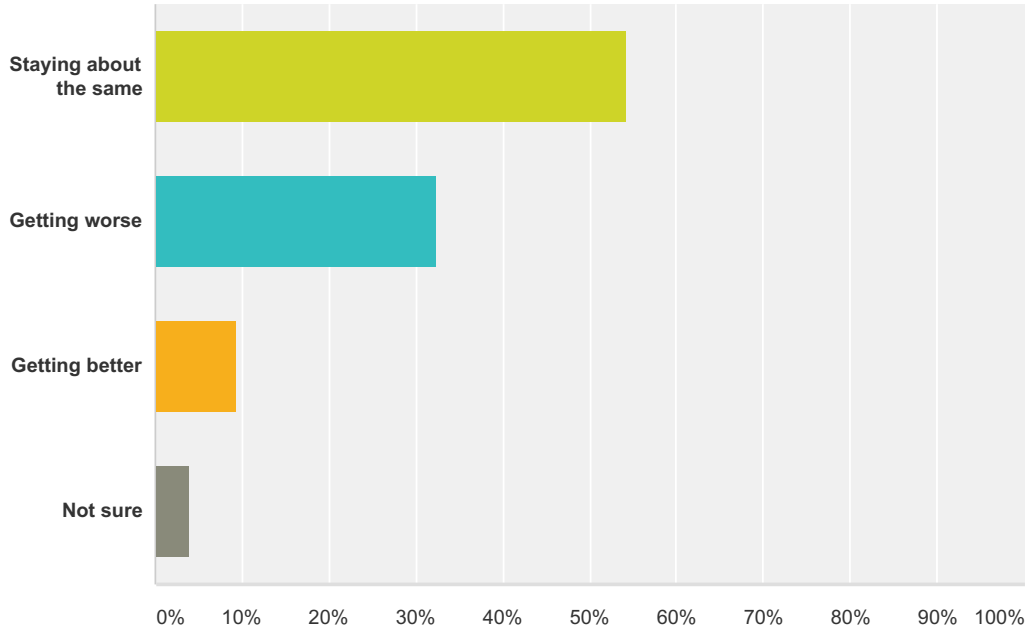
57	More Bike lanes/bike safety	5/5/2014 3:28 PM
58	Appleton Public Library and the downtown area needs more bike racks, especially at key times like Saturday morning farmer's market.	5/1/2014 10:48 AM
59	sidewalks	4/28/2014 11:59 PM
60	do not tear up a road that has just been fixed!	4/25/2014 1:49 PM
61	more salt under highways/viaduct	4/23/2014 11:03 PM
62	More trails...love the FVTC trail and would like that expanded.	4/22/2014 8:52 AM
63	More education for drivers related to roundabouts	4/21/2014 9:31 AM
64	More roundabouts	4/17/2014 1:41 PM
65	sidewalks on Buchanan Road	4/17/2014 11:04 AM
66	2 lanes south end of Green Bay Road -> fast merge into one lane by Goodwill	4/17/2014 8:43 AM
67	Bike lane, side walk, paved trail, College Ave. Downtown toKimberly, along Hwy.	4/16/2014 9:18 PM
68	better linking of existing trails outside the area	4/16/2014 10:32 AM
69	Get rid of all the rubber buttons for pedestrians to push	4/11/2014 10:51 PM
70	Enforced No U-Turns at Traffic Signal Intersections	4/9/2014 6:02 PM
71	Cut the 3 & 4 lane streets down to 2 lanes, using other lanes for bicycle use	4/8/2014 10:24 AM
72	public transportation	4/8/2014 8:21 AM
73	Separate walking and bike trails in heavily travelled areas	4/7/2014 7:13 PM
74	Bike lockers	4/7/2014 4:19 PM
75	road diets on certain streets	4/7/2014 3:52 PM
76	Driver awareness of walkers	4/7/2014 2:52 PM
77	laws proscribing use of cell phones while driving	4/7/2014 2:47 PM
78	More access across tracks in the industria section to get to CE	4/7/2014 2:43 PM
79	get rid of one cross walk by lawrence and install button to get the opportunity to cross	4/7/2014 2:07 PM
80	Bus that extends to CB and BB	4/7/2014 12:07 PM
81	n/a	4/7/2014 11:44 AM
82	More roundabouts where appropriate	4/1/2014 9:09 PM
83	narrowed streets perhaps 11 feet with 5-6 foot bike lanes	4/1/2014 2:39 PM
84	Ped/Bike Space on Casaloma	4/1/2014 1:41 PM
85	Consider alternate transportation modes (not just the car) when planning development	4/1/2014 12:46 PM
86	walking tours	4/1/2014 12:00 PM
87	Community support for more trails and bike lanes	4/1/2014 9:05 AM
#	**e.**	**Date**
1	More staff for saftey - more programs to encourage use	7/27/2015 6:33 AM
2	Some public transit service between Oshkosh and Omro/Winneconne	7/26/2015 11:32 PM
3	have regulations on how much foliage can grow to the edge of the road or sidewalks	7/26/2015 9:50 PM
4	Bike lanes	7/26/2015 9:17 PM
5	better signage that reminds auto drivers to watch for cylclists on their right at an intersection or to allow a cyclist going straight or turning left to do so without being hit	7/26/2015 7:00 PM

6	Oregon street is awful between the river and 12th street	7/26/2015 6:24 PM
7	streetcars/trolley	7/18/2015 4:34 PM
8	more consideration of children	7/11/2015 8:47 AM
9	College Ave at Mall drive needs pedestrian crosswalk and signals. Two large office buildings on the south side, we should encourage people to walk across the street to the restaurants around the mall	5/8/2015 10:37 PM
10	Better service to compete with Cabulance - Cabulance is NOT reliable	4/24/2015 10:54 AM
11	Slower speed limits on bike lane routes	2/27/2015 9:38 AM
12	consistent street names crossing the river	1/28/2015 2:57 PM
13	Public Transportation stops at all large employers in the area	9/10/2014 1:59 PM
14	Paving streets instead of filling potholes	8/29/2014 2:57 PM
15	more bike lanes	8/27/2014 9:02 AM
16	increase number of bike parking spots in Appleton and surrounding towns, villages, and cities	8/26/2014 11:48 AM
17	in Oshkosh, the intersection of Sawyer and Oshkosh Ave is terrible and unnecessarily complicated. Why wasn't a round about put in there?	8/25/2014 8:50 AM
18	Sidewalks in Grand Chute	8/24/2014 8:05 PM
19	bike lanes	7/29/2014 10:40 PM
20	EAA use 26 rather than 44, 26 provides more backup room.	7/23/2014 7:08 AM
21	more emphasis on Safe Routes to Schools	7/7/2014 5:54 PM
22	Discounts for bikers	7/7/2014 9:39 AM
23	CHANGE HWY 10 TO 4 LANES	6/28/2014 7:39 PM
24	create second entrance to State Park to get more traffice out of the village	6/26/2014 4:26 PM
25	bus traspertaion	6/24/2014 6:05 PM
26	Bus Service	6/22/2014 8:24 PM
27	Rebuild Algoma Blvd. in campus area	6/19/2014 5:30 AM
28	roundabouts	6/16/2014 2:41 PM
29	Rails with trails	6/12/2014 11:12 AM
30	just striping existing roads for bikes and not considering improving the road surface first (forces autos to drive on road cracks and manhole covers for very unsatisfactory ride and wear)	6/9/2014 3:41 PM
31	Idaho stop rules	6/8/2014 8:12 AM
32	bike route to High Cliff	6/7/2014 9:55 PM
33	Racine street should either made into a 4 lane road or signed clearer that it is a two lane road. It happens constantly that people get passed on the right.	6/7/2014 9:23 PM
34	bikelanes but not at the expense of street parking	5/28/2014 3:20 PM
35	Traffic lights at CB & Oakridge or 4 way stop	5/27/2014 7:52 PM
36	Consideration of street/bike/pedestrian infrastructure for older drivers/pedestrians. Add larger street signs, benches in downtown area, etc.	5/15/2014 12:44 PM
37	Re Design triangular traffic intersection of Oneida bridge, Lawrence Street,	5/11/2014 3:37 PM
38	pedestrian lights by all roundabouts	5/9/2014 2:38 PM
39	Kids bike "safe routes"	5/5/2014 3:28 PM

40	It'd also be really great to be able to put in locations and have a map that would route a suggested route based on where bike lanes are available and where traffic is minimal.	5/1/2014 10:48 AM
41	please - sidewalks everywhere	4/28/2014 11:59 PM
42	better bike lanes	4/25/2014 1:49 PM
43	Stop wasting money on public transit	4/17/2014 1:41 PM
44	safe walking/bike connection from Coenen subdivision to other side of CE	4/17/2014 11:04 AM
45	for my work commute - congestion at 41 and College Ave at rush hour	4/17/2014 8:43 AM
46	CE to Hwy. 55 in Kaukauna.	4/16/2014 9:18 PM
47	Add sidewalks in areas that don't have them	4/11/2014 10:51 PM
48	Reduce bus pass fees for frequent riders, especially those dependent due to employment	4/8/2014 10:24 AM
49	easy to understand bus routes	4/8/2014 8:21 AM
50	Bike trails that join	4/7/2014 4:19 PM
51	enforcement of yellow light drive through laws	4/7/2014 2:47 PM
52	trails in Menasha on the other side of the Trestle trail	4/7/2014 12:07 PM
53	n/a	4/7/2014 11:44 AM
54	Better pedestrian infrastructure including more trails	4/1/2014 9:09 PM
55	County roads with enhancements for pedestrians and Bicyclists	4/1/2014 2:39 PM
56	Ped/Bike Space on Wisconsin (STH 96)	4/1/2014 1:41 PM
57	Additional Safe Routes to Schools initiatives	4/1/2014 12:00 PM

Q12 Do you feel traffic in your municipality is:

Answered: 278 Skipped: 5



Answer Choices	Responses	
Staying about the same	**54.32%**	151
Getting worse	**32.37%**	90
Getting better	**9.35%**	26
Not sure	**3.96%**	11
Total		**278**

Q13 If you answered "getting worse" in the previous question, where is traffic congestion a problem in your municipality? (Please specify street/road name)

Answered: 86 Skipped: 197

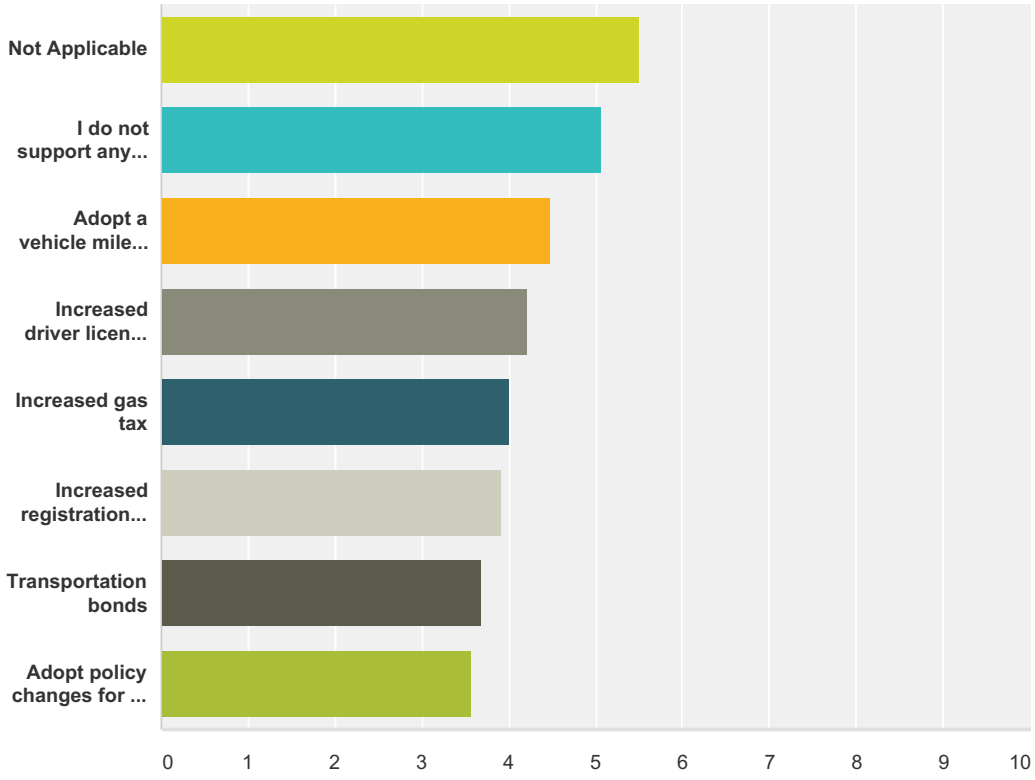
#	Responses	Date
1	9th ave. Around Kwik trip, walgreens, cvs area. Getting in and out in the 9th ave. Traffic is taking your life in your hands - it also depends on the other drivers. Perhaps cross traffic shouldn't be allowed in this strip. Also, the witzle round a bout and any others where you need to change to the rite lane really quickly because you want to go right at the next round about.	7/27/2015 7:02 PM
2	Traffic congestion is not exactly a problem, but road conditions are. (This is a poorly-worded question following from #12.)	7/27/2015 1:19 PM
3	Just in general - everywhere, more cars, more speeding.. Not bike friendly at all.	7/27/2015 6:33 AM
4	Around 41 and frontage roads	7/26/2015 10:52 PM
5	21. Witzel. 9th ave	7/26/2015 9:17 PM
6	Out by hwy 41 on the frontage roads and people do not know how to use the round abouts!	7/26/2015 6:24 PM
7	Oneida street Hwy 441 Hwy KK 441	6/22/2015 1:23 PM
8	Highway 41, Oneida St., Appleton Rd., Commercial St.	6/16/2015 10:38 AM
9	highway 26	4/14/2015 2:46 PM
10	highway 26	4/14/2015 2:46 PM
11	highway 26	4/14/2015 2:46 PM
12	N. BLUEMOUND RD & CTH OO, STH 15 & USH 45	3/20/2015 10:09 AM
13	Increased residential areas in north appleton cause more traffic congestion on roads during early morning and evening times. We're near high schools and busses, kids walking with more cars nearby make for hazardous driving and walking and riding conditions.	2/27/2015 9:38 AM
14	traffic on roundabouts by hwy 41 is crazy and makes biking unsafe. Also, people on 9th interchange don't know how to navigate and drive dangerously.	2/3/2015 9:35 PM
15	Oakwood rd	1/29/2015 5:20 PM
16	Hwy 21 and frontage road intersection; Witzel Ave overpass;	1/28/2015 2:57 PM
17	N BLUEMOUND & CTH OO CTH OO & USH 41 END & BEGINNING OF NORMAL COMMUTE TIMES.	1/14/2015 3:06 PM
18	Racine; third St; lake park	12/16/2014 6:01 AM
19	20th and 41 North main street is like going off road because of the condition it	11/30/2014 2:03 PM
20	It is not really a problem, yet.	9/26/2014 8:35 AM
21	Vinland St/Rd from Fernau Ave to Snell Rd. AWFUL and scary with all the pedestrian use without sidewalks. I'm holding my breath each time a semi barrels on through and there are bikers trying to stay on the road at the same time. It's really bad.	8/29/2014 2:57 PM
22	County Road A, G, CB, and O Maple Lane South Park Avenue Breezewood Lane Larsen Road/Oakridge	8/28/2014 9:04 AM
23	Oneida St around 441 entrance	7/24/2014 2:56 PM
24	Hwy 15 and 76	7/10/2014 1:51 PM
25	Hwy 41 Hwy 41 and Cty KK ramps Cty KK 1 mile E and W of Hwy 41 Hwy 41 and CE ramps	7/8/2014 9:35 AM

26	Hwy 41 and Northland Ave	7/7/2014 9:27 AM
27	Omro Road and Hwy 21, the whole Hwy 21 corridor from Hwy 41 to Leonard Point Road	7/3/2014 1:39 PM
28	COMING INTO TOWN & TRAFFIC GOING TO APPLETON WORK HOURS	6/28/2014 7:39 PM
29	Darboy Area CE and Oneida Street	6/13/2014 1:59 PM
30	didn't answer in regard to congestion but rather a combination of experiences with question #11 in Appleton city	6/9/2014 3:41 PM
31	Lame street	6/7/2014 9:44 PM
32	4 to 6 pm	6/7/2014 5:53 PM
33	Downtown- Main St. & 9th and South Park Ave.	6/4/2014 11:30 AM
34	Getting onto 441 while heading North at 5 pm. We are backed up many days! Almost accidents there all the time.	6/4/2014 11:29 AM
35	Roundabouts (Jackson and Murdock.) Individuals don't understand yielding vs. making a complete stop. Individuals also do not understands the outside lane is not for left turns.	6/4/2014 11:22 AM
36	more traffic at peak times on 114 into city from HWY 10 West	5/30/2014 10:06 AM
37	Heavy traffic is on College Ave, Northland Ave. Problem with fast drivers, inattentive drivers, road rage.	5/15/2014 12:50 PM
38	Racine Street, near STH 441, at 3rd Street, Ahnaip Street at bridge.	5/15/2014 12:44 PM
39	Question 12 asks for feelings about traffic - I said 'staying about the same' and I don not feel traffic and traffic congestion are substitutes...	5/11/2014 3:37 PM
40	CB	5/6/2014 2:11 AM
41	Mall are: Casaloma, W College Ave, W Wisconsin Ave	5/5/2014 4:17 PM
42	College Ave @ Hwy 41, Wisconsin Ave @ Hwy 41, Northland Ave @ Richmond	5/5/2014 3:28 PM
43	41 between Ballard exit and Northland Ave exit where it is only 2 lanes	5/4/2014 10:51 AM
44	peak times in morning and evening commutes on Richmond St/.Memorial Dr., hwy 441	5/3/2014 8:14 PM
45	Large intersections, especially by crossing thoroughfares	5/2/2014 8:30 AM
46	downtown Appleton area	4/25/2014 1:49 PM
47	Richmond, Franklin Street	4/25/2014 9:28 AM
48	Intersection of Commercial and Winneconne and N Green Bay RD and II. Boyj spots are congested at times and dangerous when kids are in school	4/23/2014 11:03 PM
49	Downtown Hortonville (US 15).	4/21/2014 2:39 PM
50	county road A and Sunnyview Rd. I suggest a light be put there due to many accidents.	4/21/2014 10:18 AM
51	Hwy 15	4/21/2014 8:20 AM
52	Is there a way to reduce number of accidents on 41 on the curve North of Hwy ii. Also make the lane longer on the exit for Hwy JJ/ Winneconne so it doesn't back up on 41	4/17/2014 8:43 AM
53	College Ave./Hwy. 41; Wis. Ave./Hwy 41 Oneida St./Hwy. 441; Calumet St./Hwy 441	4/16/2014 9:18 PM
54	The intersection of Hwy 55 & Maloney road is a disaster in progress. The safety issues need to be addressed soon.	4/16/2014 4:15 PM
55	Hwy.55 in the downtown area.	4/16/2014 3:42 PM
56	Washington, Railroad, Kennedy, Kimberly Ave	4/16/2014 3:06 PM
57	In the Fox River Mall area	4/16/2014 2:10 PM
58	lack of right turn only lanes that would speed up traffic--heading N on Richmond, should have right turn only lane onto Northland Ave	4/13/2014 7:05 PM
59	around the mall	4/12/2014 10:06 PM

60	Just heavier traffic and inattentive driving	4/11/2014 8:53 PM
61	All around the Fox River Mall area. Also Hwy 41 south from Green Bay to Oshkosh = no speeding enforcement by ant police agency	4/10/2014 4:02 PM
62	Casaloma Dr.; Capitol Dr.; Spencer St.; Mason St.;	4/9/2014 6:02 PM
63	Ballard Rd., Turning Left(traveling east) off of "OO" onto Meade or Oneida streets.	4/9/2014 2:14 PM
64	College Ave all the way. Out by Fox River Mall area	4/8/2014 3:37 PM
65	Calumet and Kensington/441, College and 441 and Wisconsin and 41	4/8/2014 2:44 PM
66	Over-all because of the poor public transit & bike trail system -- it is necessary for so many to have motorized vehicles. Too many 2+ car households!	4/8/2014 10:24 AM
67	northland & Richmand	4/8/2014 8:52 AM
68	Calumet/KK Street	4/8/2014 8:21 AM
69	Corner of Ann St & Highway 55	4/8/2014 2:22 AM
70	Along Wisconsin ave towards the mall. Richmond and Northland, Mason & Northland right turn Controlled turn signals at Richmond and Wisconsin ave	4/7/2014 7:13 PM
71	Turning left from Midway to go south on Valley Road/Racine (also by the mall)	4/7/2014 5:15 PM
72	I would say more impatient drivers; drivers that drive too fast in residential neighborhoods	4/7/2014 4:19 PM
73	in general there is more traffic then there used to be.	4/7/2014 4:10 PM
74	Casaloma dr	4/7/2014 3:39 PM
75	Down town area	4/7/2014 3:38 PM
76	highway 41	4/7/2014 2:58 PM
77	Kimberly Avenue	4/7/2014 2:43 PM
78	Calumet and John, Kensington, Stony Brook, Eisenhower area	4/7/2014 2:27 PM
79	Drivers are awful running red lights	4/7/2014 2:07 PM
80	Oneida/Calumet	4/7/2014 11:44 AM
81	Midway Road	4/3/2014 2:32 PM
82	Hwy 114	4/2/2014 10:29 AM
83	Mason and Glendale. There is an intersection that is confusing. Some drivers think they have to signal because they are making a 10 foot off-set move. Then they other driver on Glendale waits because they think the car is turning. PLEASE fix it. It would cut down on my cussing.	4/1/2014 11:28 PM
84	Stop lights at Oneida and Midway Road needs a left turn signal from Oneida Street	4/1/2014 4:17 PM
85	Grand Chute, by the mall	4/1/2014 12:54 PM
86	441/Calumet/Kensington area	4/1/2014 12:46 PM

Q14 Please rank the following from first to last (1 = high priority, 8 = low priority) of alternatives to fund transportation improvements at the state level?

Answered: 254 Skipped: 29

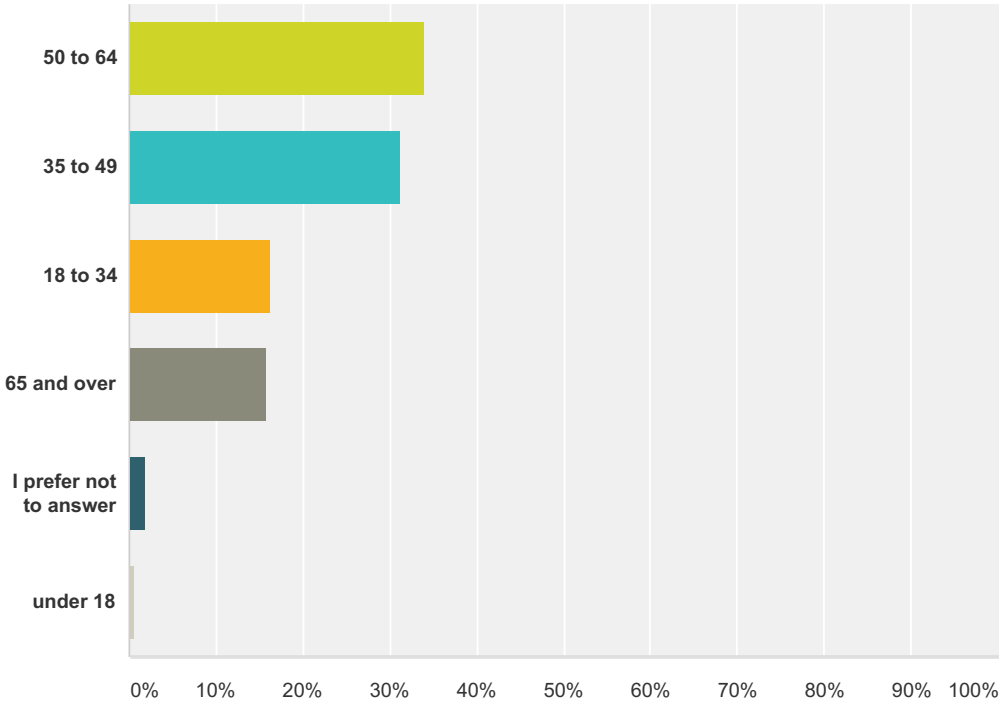


	1st	2nd	3rd	4th	5th	6th	7th	8th	Total	Weighted Average
Not Applicable	**14.29%** 12	**9.52%** 8	**5.95%** 5	**7.14%** 6	**4.76%** 4	**2.38%** 2	**13.10%** 11	**42.86%** 36	84	5.52
I do not support any additional funding improvements	**25.79%** 41	**5.66%** 9	**4.40%** 7	**2.52%** 4	**1.26%** 2	**6.92%** 11	**28.93%** 46	**24.53%** 39	159	5.07
Adopt a vehicle mileage fee	**12.85%** 23	**12.29%** 22	**7.82%** 14	**12.29%** 22	**16.76%** 30	**20.67%** 37	**7.26%** 13	**10.06%** 18	179	4.49
Increased driver license fee	**3.65%** 7	**11.98%** 23	**19.79%** 38	**25.00%** 48	**15.63%** 30	**14.06%** 27	**7.29%** 14	**2.60%** 5	192	4.21
Increased gas tax	**31.68%** 64	**8.42%** 17	**8.91%** 18	**6.93%** 14	**8.91%** 18	**8.42%** 17	**10.40%** 21	**16.34%** 33	202	4.01
Increased registration fee for passenger vehicles and trucks	**11.28%** 22	**17.95%** 35	**18.97%** 37	**11.79%** 23	**15.90%** 31	**10.26%** 20	**9.74%** 19	**4.10%** 8	195	3.93
Transportation bonds	**11.43%** 20	**20.00%** 35	**17.71%** 31	**16.57%** 29	**16.57%** 29	**10.29%** 18	**5.71%** 10	**1.71%** 3	175	3.69

Adopt policy changes for the Wisconsin Department of Transportation (such as borrowing limits)	**20.11%** 37	**17.39%** 32	**16.85%** 31	**13.04%** 24	**9.78%** 18	**14.13%** 26	**4.89%** 9	**3.80%** 7	184	3.56

Q15 Which of the following describes your age?

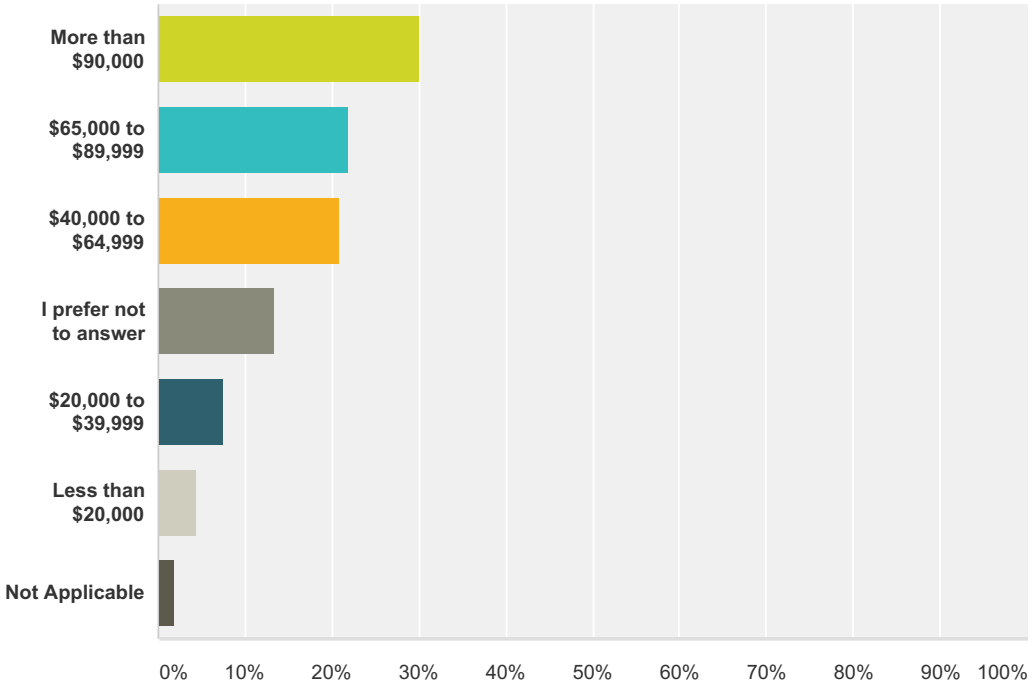
Answered: 277 Skipped: 6



Answer Choices	Responses	
50 to 64	33.94%	94
35 to 49	31.41%	87
18 to 34	16.25%	45
65 and over	15.88%	44
I prefer not to answer	1.81%	5
under 18	0.72%	2
Total		277

Q16 What is your annual household income?

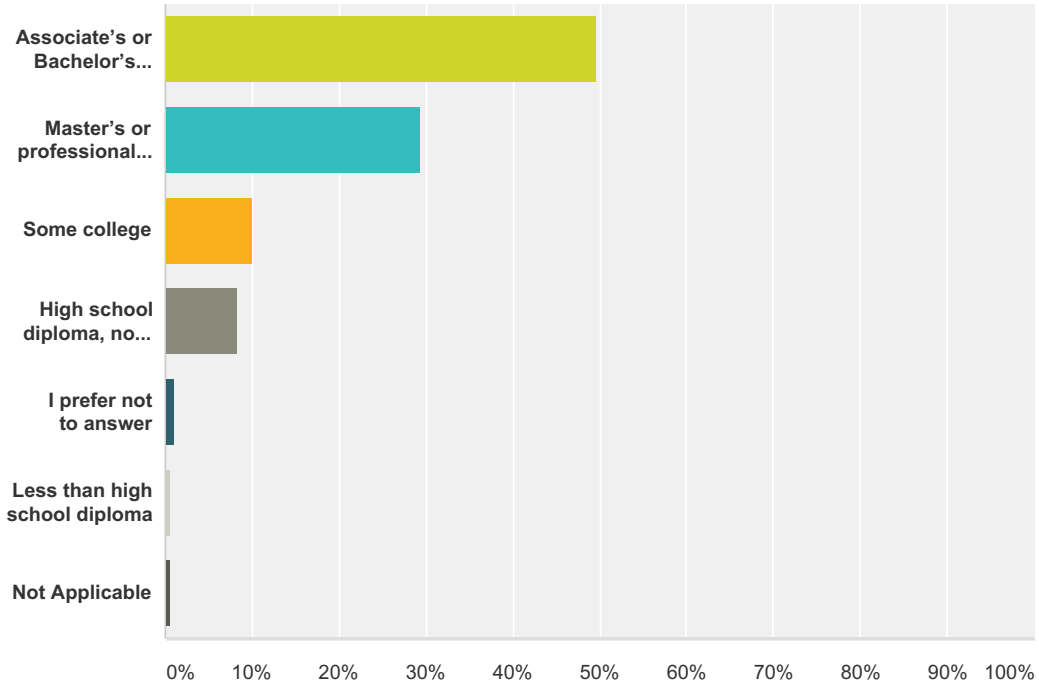
Answered: 277 Skipped: 6



Answer Choices	Responses	
More than $90,000	29.96%	83
$65,000 to $89,999	22.02%	61
$40,000 to $64,999	20.94%	58
I prefer not to answer	13.36%	37
$20,000 to $39,999	7.58%	21
Less than $20,000	4.33%	12
Not Applicable	1.81%	5
Total		277

Q17 What is your highest level of education?

Answered: 278 Skipped: 5



Answer Choices	Responses	
Associate's or Bachelor's degree	**49.64%**	138
Master's or professional degree	**29.50%**	82
Some college	**10.07%**	28
High school diploma, no college	**8.27%**	23
I prefer not to answer	**1.08%**	3
Less than high school diploma	**0.72%**	2
Not Applicable	**0.72%**	2
Total		**278**

Q18 Please include any additional comments here.

Answered: 71 Skipped: 212

#	Responses	Date
1	I'd love to bus to work in Appleton, I would even do up to 5-10 miles each direction via bicycle, but but 2 hours--one way, by bus--ARE YOU F****** KIDDING ME???	7/27/2015 6:08 PM
2	I didn't rake many items in question 14 because I don't know what they are and how they would affect transportation.	7/27/2015 1:14 PM
3	Longer city routes are a big need as well. City to city public transport should be on the table and a high priority.	7/27/2015 6:33 AM
4	Oshkosh buses are great, and it would be nice if they ran until 8 or 9PM. Easier connections to Appleton, plus connections to Milwaukee would be wonderful.	7/27/2015 5:34 AM
5	I commute from Oshkosh to Green Bay and would much prefer rail service between those cities if it was at least as fast as driving. Obviously not including the additional travel time before and after use of the rail. The point is to be free for other activities, not be using miles/gas on my car, and not have to rely of someone else keeping a clean car, driving safely, or being on time as with carpooling.	7/27/2015 5:26 AM
6	Emissions testing could also bring in revenue, along with increasing motorbike liscence, electronic parking meter. Instead we have giant parking losts that 1, take up space; 2, people are able to park for free, 3, allows people to drive to each store with their car; 4, these parking lots cost money to repair	7/27/2015 2:21 AM
7	Oshkosh claims to be a fairly walkable city but it's really not and that's frustrating to me. On most sidewalks I cannot even walk next to my husband if we have our daughter's stroller with us. The new WI street bridge is nice, but that's about it. Lots of work to be done before I consider this city safely walkable.	7/26/2015 6:24 PM
8	I HATE ROUNDABOUTS, fix grand	7/11/2015 8:47 AM
9	The more bikes the better. If ECWRPC really is committed to the future, then they of all people should know that it will need to be 100% self-sustaining. Increasing bicycles and bicycle infrastructure is a step in the right direction, but long-term they should really consider using a train/metro system. This may seem unfeasible or unrealistic, but the fact of the matter is the oil trains at some point will stop- why not get ahead of the game?	6/16/2015 10:38 AM
10	Getting around is one of the hardest parts regarding upward social mobility in the Fox Valley. A lot of opportunity is lost for someone without a car because the transportation systems here are somewhat poor, especially public transit. I think a better transit system would do a lot for developing the Fox Valley upwards into the future.	6/8/2015 2:35 PM
11	discounted cab rides for grocery shopping, laundry services and food pantries for all citizens regardless of age or abilities would be helpful.	4/29/2015 1:17 PM
12	Please share results of survey in Northwestern	4/24/2015 10:54 AM
13	Don't waste money on extravagant designs on highways (brick, murals, iron fences),. Keep them simple, but well built so they last.	3/27/2015 7:41 AM
14	USE GAS TAX REVENUE FOR ROAD USE, NOT FOR BIKE & HORSE PATHS. GET REVENUE FROM ELECTRIC CARS. THEY ARE FREELOADING NOW.	3/20/2015 10:09 AM
15	To acquire and keep new young talented professionals in Wisconsin, we need to make our area friendly to active individuals. Higher young paid professionals spend a lot of free time outdoors and if our community makes it easier for them to get out in their neighborhood they will value this area more and want to stay in Wisconsin long term. Times are changing and Wisconsin needs to make some changes to stay current.	2/27/2015 9:38 AM
16	REGISTATION FEE FOR ELECTRIC VEHICLES SHOULD BE BASED ON THEIR ROAD USAGE. RIGHT NOW, THEY MOOCH OFF THE REST OF THE MOTORING PUBLIC. RAISE RATES ON PUBLIC TRANSPORTATION FOR THE RIDERS ARE PAYING FOR THE SERVICE THEY RECEIVE. STOP WASTING TRANSPORTATION DOLLARS ON BIKE/HORSE PATHS THAT ELIMINATE TRAFFIC AND PARKING LANES.	1/14/2015 3:06 PM
17	You guys are going to spend the annual 1.8 billion how you want to anyways, so who do you think your fooling?	11/30/2014 2:03 PM
18	We need an RTA with a dedicated sales tax for transit in the Fox Cities	8/27/2014 9:02 AM

19	Support increased registration fees for semi-trucks and other large vehicles (school or tour buses) that are more destructive to roads than cars. Work with land use planners and local plan commissioners to develop more TOD's.	8/26/2014 11:48 AM
20	Traffic has improved in intersections with roundabouts but I feel that roundabouts have become unsafe because of speeding and other bad driving behaviors. More monitoring and enforcement of safety/laws needs to be done at roundabouts.	8/25/2014 8:50 AM
21	I bike to work in the summer as often as weather permits. Some weeks it is daily. Other weeks it is just a day or two. The survey didn't offer an option for more than weekly, but less than daily.	8/25/2014 7:35 AM
22	I think it is imperative to maintain public transportation (a strong bus system) for citizens who cannot afford a car to ensure access to jobs and schooling. An active rail system linking Milwaukee, Madison, Appleton, Green Bay, and Minneapolis/St. Paul would also be a big plus.	8/24/2014 9:29 PM
23	Thanks for doing this. Good questions!	8/24/2014 8:05 PM
24	More enforcement results in more citations. More citations results in more revenue. I work in the transportation industry and spend a good amount of time on 41, the infractions our crews witness on a daily basis are jaw dropping. 41 corridoor enforcement would trickle down to local roads. Everyone in WI knows not to speed through Rosendale we need to make it known to keep speeds reasonable on the 41 corridoor.	7/23/2014 7:08 AM
25	Communities have done a great job of starting trail systems but they do not link. We need to complete the links so non-motralized travel can be promoted.	7/7/2014 5:54 PM
26	SHARP ROCKS AROUND THE WATER AREA WANICK PARK- KIDS WILL BE INJURED	6/28/2014 7:39 PM
27	I do not support any increase in any way to support public transportation.	6/26/2014 12:01 PM
28	none	6/24/2014 6:05 PM
29	I support roundabouts as an enhancement to traffic flow	6/19/2014 5:30 AM
30	Thanks for the opportunity.	6/9/2014 3:41 PM
31	We Need To Become Moped Friendly They Are On The Streets All The Time Now Because Of Excellent Gas Mileage, Unfortunately Many Traffic Lights Can't sense their Presence.I Take Routes Now With Minimal Lights And Mostly Right Turns.	6/8/2014 6:56 AM
32	Stop taxing the crap out of us and learn to manage your budgets	6/7/2014 10:59 PM
33	stop patching roads that need to be redone	6/7/2014 9:32 PM
34	We NEED passenger rail service Milwaukee to GB to Rhinlander and over to Eau Clair and La Crosse	6/7/2014 9:29 PM
35	Along with transportation, I would like to see general maintenance of trees and landscaping in the City of Menasha - take care of what you have first. Some areas of the city have been neglected by the city for years - and it is clearly visible.	6/7/2014 9:25 PM
36	Why do I see buses nearly empty throughout the day? Cost to operate on a per person usage appears way out of whack.	6/7/2014 7:39 PM
37	What has happened to the gas tax collected for road improvements??? Lets use the $ collected for the purpose they were meant to be. Lets not rob this fund for other things.	5/27/2014 7:52 PM
38	Consideration needs to be given to the increasing graying of the population in terms of driving ability and alternative transportation. If one is not going to downtown Appleton within the CIty of Appleton, Valley Transit is not a very viable option. Roundabouts are not the answer to every intersection. While roundabouts work well for lower volume roads, they do not work well for multi-lane high congestion roads. Not only do they cause more accidents, even though less sever, the are also less safe for pedestrians and bikes.	5/15/2014 12:44 PM
39	Streets will welcome whoever is invited. Right now, they are designed exclusively for vehicle traffic. The biggest shift that needs to be made is designing streets (and cities) for people. A high speed rail seems a distant goal, but with some coordination among local governing entities it could appear and beginning benefitting the whole region soon!	5/11/2014 3:37 PM
40	I am planning to go back to Fox valley Tech in Appleton,Wi. next year 2015.	5/2/2014 4:50 PM

41	Even though I do drive a car, I'd really like to see this area stop compromising with vehicle users on bike lanes. Some of the modificaitons I've seen to bike lanes like in front of Grace Lutheran Church on Mason St. in Appleton. In my opinion, continuing to allow on-street parking and forcing bikers into the car lane is BEGGING for an accident. that the biker is assured not to win. People's convenience SHOULD NOT override what research shows as safe bike lanes. This goes, too, for width of bike lanes. When I ride with my 7-year-old, I can tell you she needs the ENTIRE width of the bike lane because she is still learning how to stay balanced.	5/1/2014 10:48 AM
42	I use Valley Transit when I just do not feel like driving or want to help the enviorment.	4/29/2014 11:51 PM
43	sidewalks - thanks!	4/28/2014 11:59 PM
44	Bus transportation takes too long. There are too many stops and not enough people on the buses. Route needs should be reassessed.	4/25/2014 1:49 PM
45	I don't want to pay for anything extra mentioned in #14. I feel I pay enough already for my vehicle, taxes, and fees.	4/25/2014 9:28 AM
46	Would like to see a Regional Transit Authority created. Although I don't use the Fox Valley Transit system, there is a great need for those who need it to get to work, grocery store, etc.	4/22/2014 8:52 AM
47	There was no opportunity to mention "toll roads" in Question 14. I believe this must be in the conversation mix.	4/21/2014 2:39 PM
48	I would like to see a bike trail/path from Sunnyview Rd. to Murdock Ave. and another from Indian Pt. Rd. to the Neenah City limits.	4/21/2014 10:18 AM
49	As an old retired person I will never ride a bike (physically unable). I depend on car, and need for bus and para transit to be there when I can no longer drive my own car.	4/16/2014 11:45 PM
50	Strongly Support Fox Valley RTA Legislation	4/16/2014 9:18 PM
51	We are spending an unbelievable amount of money on Hwy 41 from Oshkosh to Green Bay and on many unneeded roundabouts. This waste needs to be stopped and we need to put together a sensible plan for the maintenance of current roads and bridges. And we must put together an affordable plan for practical solutions to traffic challenges. We are currently spending more than enough money on roads but we are not spending it in the right places.	4/16/2014 4:15 PM
52	Kaukauna is very pedestrian friendly being about 90%+ side walked. Promoting safe bicycle use is a must to encourage people to ride to work.	4/16/2014 3:42 PM
53	should pay license fee on weight of car like MN does, since heavier cars cause more damage than lighter weight cars	4/13/2014 7:05 PM
54	We need at RTA. Public transit would help in so many ways, but only with increased ridership and/or more routes and longer hours.	4/12/2014 10:06 PM
55	Would very much like transportation arrangements to Green Bay. I travel there for work with varying hours which makes carpooling difficult. Would love to have a rail system or a bus service.	4/11/2014 10:51 PM
56	I did not answer #14 as I do not know what tranportation bonds are	4/11/2014 7:46 PM
57	Why bother having speed limits when they are not enforced?	4/10/2014 4:02 PM
58	I am satisfied with the current transportation system in the Town of Grand Chute WI.	4/9/2014 6:38 PM
59	Eliminate agencies like ECWRPC who have vague outcomes and accomplishments -- for all the tax dollars they consume.	4/8/2014 10:24 AM
60	I hope that you will survey limited income families as well.	4/7/2014 8:11 PM
61	Why are so many busses running empty or almost empty? Ridiculous!! Waste of taxpayers' money. Mini busses could be used.	4/7/2014 4:20 PM
62	I live in the country 8 miles from the nearest towns.	4/7/2014 3:37 PM
63	n/a	4/7/2014 2:47 PM
64	Why does your age question have 15 year increments until age 65 and then you lump everyone over 65 together. There are significant differences between a 65 year old and an 85 year old!!!	4/7/2014 2:31 PM
65	Roundabouts in Neenah have been very appreciated, much less congestion since they were put into place! I suggest mandatory driver's testing for older adults based on criteria to assure safe roadways.	4/7/2014 1:09 PM

66	I think transportation needs to become a higher priority in the Fox Valley.	4/7/2014 12:07 PM
67	Re: funding. I would like to see a funding mechanism that does not unduly burden people of low-incomes. Something like a gas tax does that.	4/3/2014 2:17 PM
68	State should fund less roads and more bike lanes, buses, trains, and walking facilities. Plan no subdivisions w/o alternative modes of transportation.	4/1/2014 11:28 PM
69	DO WHAT YOU CAN TO KEEP TAXES DOWN AND NOT TO FIGURE WAYS TO TAKE AWAY FREEDOMS BY PUNISHING PEOPLE WHO WOULD LIKE TO DRIVE THEIR CAR. IF YOU WANT TO TAKE THE BUS OR RIDE THE BUS THAT IS FINE. LET THE REST OF US ALONE.	4/1/2014 1:17 PM
70	I live out in the country and commute to Green Bay (20 min). Biking to work is out of the question, but I would enjoy more rec opportunities	4/1/2014 12:18 PM
71	Please include more rail in your planning efforts. This survey is largely auto driven v. other forms of transit. More interconnection between Fox Valley, Oshkosh, Fond du Lac in terms of transit other than auto.	4/1/2014 8:07 AM

APPENDIX D

DRAFT PRIMARY FREIGHT NETWORK, WISCONSIN

Draft Primary Freight Network: Wisconsin

Minnesota
Michigan
Iowa
Illinois
Indiana
Superior
Ashland
Rhinelander
Merrill
Antigo
Marinette
Chippewa Falls
Menomonie
Eau Claire
Wausau
Shawano
Sturgeon Bay
Stevens Point
Wisconsin Rapids
Appleton
Manitowoc
Oshkosh
Sparta
La Crosse
Fond du Lac
Sheboygan
Portage
Baraboo
West Bend
Port Washington
Madison
Brookfield
Jefferson
Waukesha
Oak Creek
Franklin
Racine
Janesville
Elkhorn
Monroe
Kenosha
Beloit
94
90
41
441
141
45
894
14
18
43

LEGEND

PFN Features

- Primary Freight Network (PFN) of 27,000 miles (based on statutory cap and criteria)
- Comprehensive PFN (approx. 41,000 miles based on statutory criteria)
- Remainder of the Interstate System (not part of PFN)

- Border Crossings
- Cities
- State Capital
- Census Urbanized Areas
- Water

- AMTRAK Station
- Airport
- Ferry Terminal
- Intercity Bus Terminal
- Multipurpose Passenger Facility

- Port Terminal
- Public Transit Station
- Truck/Pipeline Terminal
- Truck/Rail Facility

0 30 60 Miles

0 75 150 Kilometers

U.S. Department of Transportation,
Federal Highway Administration,
Office of Freight Management and Operations

APPENDIX E

WISCONSIN RAILROADS
& HARBORS

Wisconsin Railroads & Harbors 2014

BNSF	Burlington Northern-Santa Fe
CN	Canadian National [1]
CPRS	Canadian Pacific
ELS	Escanaba & Lake Superior
METWR	East Troy Railroad Co.
PGR	Progressive Rail
TR	Tomahawk Railway
UP	Union Pacific
WGN	Wisconsin Great Northern
WSOR	Wisconsin & Southern Railroad

- Port or harbor
- Amtrak Station
- Local Rail Bank [2]
- Rails-to-Trails
- Out of service
- State-owned

State-owned lines

NOTES:
1 Canadian National is the parent company of Wisconsin Central Limited and the Sault St. Marie Railroad.
2 Rail bank refers to an out of service rail line, held in public ownership, with track in place, for future rail use.
- Switching and terminal operations (Madison Terminal Railway, LLC, Rail & Transload, Inc. in Watertown, and the Port of Milwaukee) are not shown.
- Map displays rail lines and corridors owned by operating freight railroads and government agencies.
- Industrial leads, utility company spurs, museum tracks are not shown.
- Line color represents principal operator, may not be owner.

Wisconsin Department of Transportation - March 2014

Fox River Valley

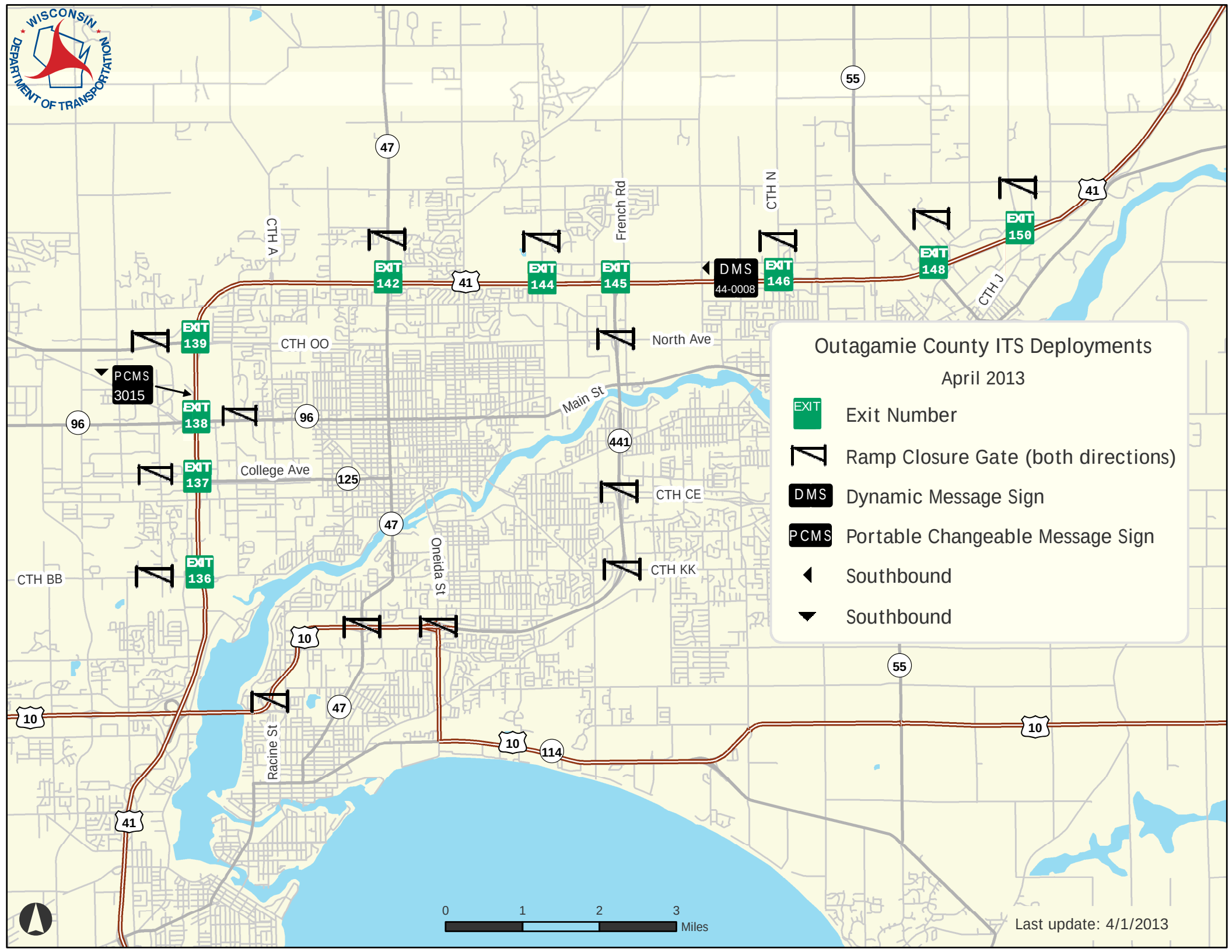
Madison

Milwaukee

Superior

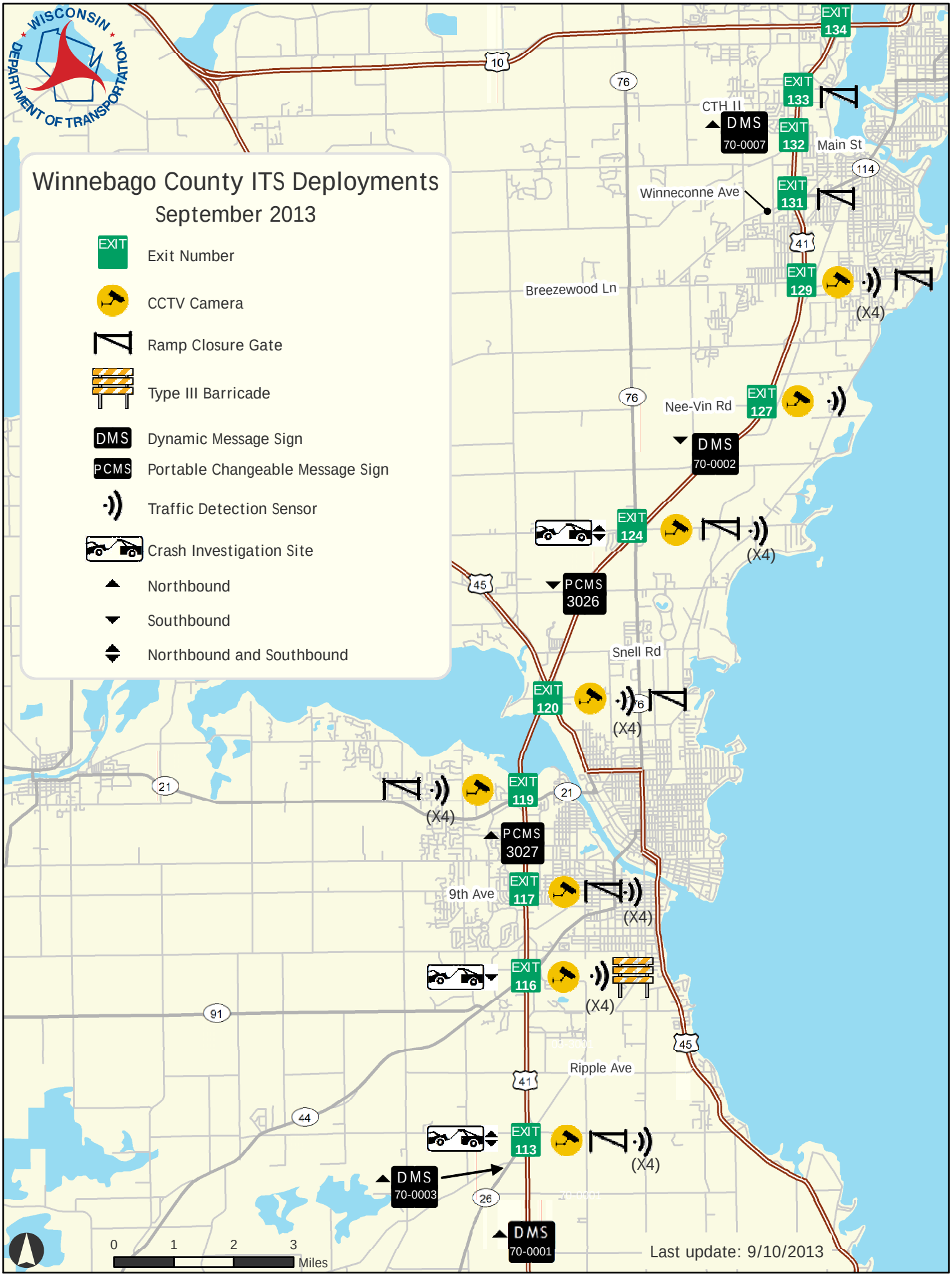
APPENDIX F

OUTAGAMIE COUNTY
ITS IMPROVEMENTS


WISCONSIN DEPARTMENT OF TRANSPORTATION
Outagamie County ITS Deployments
April 2013
EXIT Exit Number
Ramp Closure Gate (both directions)
DMS Dynamic Message Sign
PCMS Portable Changeable Message Sign
Southbound
Southbound
DMS 44-0008
PCMS 3015
EXIT 136
EXIT 137
EXIT 138
EXIT 139
EXIT 142
EXIT 144
EXIT 145
EXIT 146
EXIT 148
EXIT 150
CTH A
CTH OO
CTH BB
College Ave
Main St
North Ave
French Rd
CTH N
CTH CE
CTH KK
Oneida St
Racine St
CTH J
41
47
55
96
125
441
10
114
0 1 2 3 Miles
Last update: 4/1/2013

APPENDIX G

WINNEBAGO COUNTY
ITS IMPROVEMENTS


Winnebago County ITS Deployments
September 2013
EXIT Exit Number
CCTV Camera
Ramp Closure Gate
Type III Barricade
DMS Dynamic Message Sign
PCMS Portable Changeable Message Sign
Traffic Detection Sensor
Crash Investigation Site
Northbound
Southbound
Northbound and Southbound
WISCONSIN DEPARTMENT OF TRANSPORTATION
EXIT 134
EXIT 133
EXIT 132
EXIT 131
EXIT 129
EXIT 127
EXIT 124
EXIT 120
EXIT 119
EXIT 117
EXIT 116
EXIT 113
CTH II
DMS 70-0007
Main St
Winneconne Ave
Breezewood Ln
Nee-Vin Rd
DMS 70-0002
PCMS 3026
Snell Rd
PCMS 3027
9th Ave
Ripple Ave
DMS 70-0003
DMS 70-0001
(X4)
10
76
114
41
45
21
91
44
26
0 1 2 3 Miles
Last update: 9/10/2013

APPENDIX H

ENVIRONMENTAL MITIGATION
CONSULTATION LIST

NAME	ORGANIZATION/LOCATION	ADDRESS	CITY	STATE	POSTAL CODE
CHARLENE PETERSON	C APPLETON	100 NORTH APPLETON ST	APPLETON	WI	54911
SUSAN J DUDA	C KAUKAUNA	P O BOX 890	KAUKAUNA	WI	54130
DEBBIE GALEAZZI	C MENASHA	140 MAIN ST	MENASHA	WI	54952
PATTY STURN	C NEENAH	211 WALNUT ST	NEENAH	WI	54956
ADAM HAMMATT	V KIMBERLY	515 WEST KIMBERLY AVE	KIMBERLY	WI	54136
LAURIE DECKER	V LITTLE CHUTE	108 WEST MAIN ST	LITTLE CHUTE	WI	54140
SUSAN WILLIAMS	V SHERWOOD	P O BOX 279	SHERWOOD	WI	54169
RICHARD JOHNSTON	T CLAYTON	P O BOX 13	LARSEN	WI	54947
NANCY CHRISTENSEN	T CENTER	N3990 STATE ROAD 47	APPLETON	WI	54913
KAREN WEINSCHROTT	T GRAND CHUTE	1900 GRAND CHUTE BLVD	APPLETON	WI	54913
DEBORAH WAGNER	T GREENVILLE	P O BOX 60	GREENVILLE	WI	54942
JENNIFER WEYENBERG	T HARRISON / V HARRISON	W5298 HWY 114	MENASHA	WI	54952
LYNN GERRITS	T KAUKAUNA	N2848 SLEEPY CREEK DR	KAUKAUNA	WI	54130
KAREN BACKMAN	T MENASHA	2000 MUNICIPAL DR	NEENAH	WI	54956
ELLEN SKERKE	T NEENAH	1600 BREEZEWOOD LANE	NEENAH	WI	54956
CORY SWEDBERG	T VANDENBROEK	W2208 REACH ST	KAUKAUNA	WI	54130
MARILYN FAHRENKRUG	T VINLAND	6085 COUNTY ROAD T	OSHKOSH	WI	54904
TERRY FREDERICHS	CALUMET COUNTY HISTORICAL SOCIETY	928 WIETING CT	CHILTON	WI	53014
MONICA RICO	OUTAGAMIE COUNTY HISTORICAL SOCIETY	330 EAST COLLEGE AVE	APPLETON	WI	54911
JULIE A JOHNSON	WINNEBAGO COUNTY HISTORICAL AND ARCHEOLOGICAL SOCIETY	234 CHURCH AVE	OSHKOSH	WI	54901
Gerry Kaiser	City of Neenah	211 Walnut St	Neenah	WI	54956
Andy Fuhrmann	Highway Department	241 E Chestnut St	Chilton	WI	53014
Chuck Fett	Highway Department	241 E Chestnut St	Chilton	WI	53014
Tom Nelson	Outagamie County	410 S Walnut St	Appleton	WI	54911
Al Geurts	Outagamie County	1313 Holland Road	Appleton	WI	54915

David Johnson	Outagamie County Planning	410 S Walnut St	Appleton	WI	54911
Timothy Hanna	City of Appleton	100 N Appleton St	Appleton	WI	54911
Karen Harkness	City of Appleton	100 N Appleton St	Appleton	WI	54911
Paula Van De Hey	City of Appleton	100 N Appleton St	Appleton	WI	54911
Mark McAndrews	Town of Buchanan	W2419 Falcon Court	Appleton	WI	54915
Mark Lahay	City of Appleton	100 N Appleton Street	Appleton	WI	54911
Michael Hardy	City of Appleton	2625 E Glendale Avenue	Appleton	WI	54911
John Neumeier	Village of Combined Locks	405 Wallace St	Combined Locks	WI	54113
Sean Hutchison	Village of Combined Locks	405 Wallace St	Combined Locks	WI	54113
David Schowalter	Town of Grand Chute	1900 Grand Chute Blvd	Appleton	WI	54913
James March	Town of Grand Chute	1900 Grand Chute Blvd	Appleton	WI	54913
Bob Buckingham	Town of Grand Chute	1900 Grand Chute Blvd	Appleton	WI	54913
Thomas Marquardt	Town of Grand Chute	1900 Grand Chute Blvd	Appleton	WI	54913
Randy Leiker	Town of Greenville	N1471 Star Dust Dr	Greenville	WI	54942
Dave Tebo	Town of Greenville	P. O. Box 60	Greenville	WI	54942
Travis Parish	Town of Harrison	W5298 State Highway 114	Menasha	WI	54952
Gene Rosin	City of Kaukauna	201 W Second St	Kaukauna	WI	54130
John Sundelius	City of Kaukauna	201 Second St	Kaukauna	WI	54130
Robert Jakel	City of Kaukauna	P. O. Box 890	Kaukauna	WI	54130
Chuck Kuen	Village of Kimberly	132 S Willow St	Kimberly	WI	54136
Dave Vander Velden	Village of Kimberly	515 W Kimberly Ave	Kimberly	WI	54136
Mike Vanden Berg	Village of Little Chute	427 Sanitorium Rd	Little Chute	WI	54140
Chuck Kell	Village of Little Chute	108 W Main St	Little Chute	WI	54140
Roy Van Gheem	Village of Little Chute	1940 Buchanan St	Little Chute	WI	54140
Randy Friday	Village of Sherwood	P. O. Box 279	Sherwood	WI	54169
Don Merkes	City of Menasha	140 Main St	Menasha	WI	54952
Mark Radtke	City of Menasha	140 Main St	Menasha	WI	54952
Greg Keil	City of Menasha	140 Main St	Menasha	WI	54952
Dale Youngquist	Town of Menasha	1478 Windmar Dr	Neenah	WI	54956
Jeffrey Sturgell	Town of Menasha	2000 Municipal Dr	Neenah	WI	54956
George Dearborn, Jr.	Town of Menasha	2000 Municipal Dr	Neenah	WI	54956
Dean Kaufert	City of Neenah, City Hall	211 Walnut St	Neenah	WI	54956
Larry Wettering	City of Neenah	211 Walnut St	Neenah	WI	54956
Chris Haese	City of Neenah	211 N Walnut St	Neenah	WI	54956
Bob Schmeichel	Town of Neenah	1600 Breezewood Lane	Neenah	WI	54956
Robin Cuburn	Town of Neenah	1600 Breezewood Lane	Neenah	WI	54956
Chuck Rundquist	Fox Cities Transit Commission	222 Joseph St	Kimberly	WI	54136
Deborah Wetter	Valley Transit	801 S Whitman Ave	Appleton	WI	54914
Brad Rettler	Town of Vandenbroek	W1611 Rustic Woods	Kaukauna	WI	54130
Bruce Matzke	Federal Highway Administration – WI Div.	525 Junction Road, Suite 8000	Madison	WI	53717
Dwight McComb	Federal Highway Administration – WI Div.	525 Junction Road, Suite 8000	Madison	WI	53717
Rhonda Reed	FTA	200 W. Adams St, Suite 320	Chicago	IL	60606
Andy Minyo	Federal Transit Administration, Region 5	200 West Adams St, Suite 200	Chicago	IL	60606
Marisol Simon	FTA	200 W Adams St, Suite 320	Chicago	IL	60606
Jill Michaelson	WisDOT - Northeast Region	944 Vanderperren Way	Green Bay	WI	54304
John Nordbo	WisDOT – Bureau of Planning	4802 Sheboygan Ave P.O. Box 7913	Madison	WI	53707
Martin Lenss	Outagamie County Airport	W6390 Challenger Drive, Suite 201	Appleton	WI	54915

Jim Kuehn	WisDOT – Bureau of Planning	4802 Sheboygan Ave P.O. Box 7913	Madison	WI	53707
Matt Halada	WisDOT – Northeast Region	944 Vanderperren Way	Green Bay	WI	54304
Joel Gregozeski	Town of Buchanan	N178 County Road N	Appleton	WI	54913
Bob Kesler	Town of Harrison	W5298 State Highway 114	Menasha	WI	54952
William Wheeler	FTA	200 W Adams St, Suite 320	Chicago	IL	60606
Mark Mommaerts	Town of Harrison	W5298 State Hwy 114	Menasha	WI	54952
Derek Weyer	WisDOT	944 Vanderperren Way	Green Bay	WI	54304
Christopher Bertch	U.S. DOT, Federal Transit Admin, Region V	200 W Adams St, #320	Chicago	IL	60606
Dena Mooney		206 Court St	Chilton	WI	53014
Lynn Warpinski	WisDOT NE Region - Green Bay Office	944 Vanderperren Way	Green Bay	WI	54303
Philip Gritzmacher, Jr.	State of Wisconsin Department of Transportation	4802 Sheboygan Ave P.O. Box 7913	Madison	WI	53707-7913
Sandra Carpenter	WisDOT NE Region - Green Bay Office	944 Vanderperren Way	Green Bay	WI	54303
ED CULHANE	WI-DEPARTMENT OF NATURAL RESOURCES NORTHEAST REGION	1300 W CLAIREMONT AVENUE	EAU CLAIRE	WI	54701
MICHAEL FRIEDLANDER	WI-DEPARTMENT OF NATURAL RESOURCES BUREAU OF AIR MANAGEMENT	101 S WEBSTER STREET	MADISON	WI	53707
CHIP BROWN	WISCONSIN HISTORICAL SOCIETY	816 STATE STREET	MADISON	WI	53706
MIKE WIGGINS, JR	BAD RIVER BAND OF LAKE SUPERIOR CHIPPEWA INDIANS	PO BOX 39	ODANAH	WI	54861
HAROLD FRANK	FOREST COUNTY POTAWATOMI COMMUNITY	PO BOX 340	CRANDON	WI	54520
JON GREENDEER	HO-CHUNK NATION	PO BOX 667	BLACK RIVER FALLS	WI	54615
MICHAEL ISHAM, JR	LAC COURTE OREILLES BAND OF LAKE SUPERIOR CHIPPEWA INDIANS	13394 WEST TREPANIA ROAD	HAYWARD	WI	54843
TOM MAULSON	LAC DU FLAMBEAU BAND OF LAKE SUPERIOR CHIPPEWA INDIANS	PO BOX 67	LAC DU FLAMBEAU	WI	54538
CRAIG CORN	MENOMINEE INDIAN TRIBE OF WISCONSIN	W2908 TRIBAL OFFICE LOOP PO BOX 910	KESHENA	WI	54135
WALLY MILLER	STOCKBRIDGE-MUNSEE BAND OF MOHICAN INDIANS	PO BOX 70	BOWLER	WI	54416
ED DELGADO	ONEIDA NATION OF WISCONSIN	N7210 SEMINARY ROAD, PO BOX 365	ONEIDA	WI	54155
ROSE SOULIER	RED CLIFF BAND OF LAKE SUPERIOR CHIPPEWA INDIANS	88385 PIKE ROAD, HIGHWAY 13	RED CLIFF	WI	54814
LEWIS TAYLOR	ST CROIX CHIPPEWA INDIANS OF WISCONSIN	24663 ANGELINE AVENUE	WEBSTER	WI	54893
CHRIS MCGESHICK	SOKAOGON CHEPPEWA COMMUNITY	3051 SAND LAKE ROAD	CRANDON	WI	54520
KEN WESTLAKE	UNITED STATES ENVIRONMENTAL PROTECTION AGENCY	77 W JACKSON BOULEVARD	CHICAGO	IL	60604
MARK HOLEY	UNITED STATES FISH & WILDLIFE SERVICE	2661 SCOTT TOWER DRIVE	NEW FRANKEN	WI	54229
JAMES BRAMBLETT	USDA NATURAL RESOURCES CONSERVATION SERVICE	8030 EXCELSIOR DRIVE	MADISON	WI	53717
JOHN MADDEN	NATIONAL PARK SERVICE	700 RAYOVAC DRIVE, SUITE 100	MADISON	WI	53711

APPENDIX I

WDNR ENVIRONMENTAL REPAIR
& LEAKING UNDERGROUND
STORAGE TANKS

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-08-000169	SCHMALZ UNLICENSED DUMP (SF NPL)	W7258 FIRELANE 2	HARRISON TN	54911	CALUMET	408009030	1983-05-01	0000-00-00	OPEN	DNR	ERP	
02-45-000015	APPLETON WIRE (FORMER)	908 N LAWE ST	APPLETON	54911	OUTAGAMIE	445035910	1985-05-29	0000-00-00	OPEN	DNR	ERP	
02-45-000042	APPLETON CTY (COAL TAR) MGP	343 W WATER ST	APPLETON	54911	OUTAGAMIE	NONE	1990-10-12	0000-00-00	OPEN	DNR	ERP	PARCELS 312078600 700 800 AND 900
02-45-000127	N W MAUTHE (SF NPL)	725 S OUTAGAMIE ST	APPLETON	54915	OUTAGAMIE	445014460	1989-04-26	0000-00-00	OPEN	DNR	ERP	
02-45-000170	U S OIL - LUBRICANTS BLENDING PLT	422 S WASHINGTON ST	KIMBERLY	54136	OUTAGAMIE	445027660	1990-09-27	0000-00-00	OPEN	DNR	ERP	
02-45-000225	WISCONSIN CHROME - LGU SL	2101 HYLAND AVE	KAUKAUNA	54130	OUTAGAMIE	445018310	1990-05-02	0000-00-00	OPEN	DNR	ERP	
02-45-000411	R. SABEE CO LLC	1718 W 8TH ST	APPLETON	54914	OUTAGAMIE	445113680	1993-01-22	0000-00-00	OPEN	DNR	ERP	
02-45-000652	THILMANY INTERNATIONAL PAPER	600 THILMANY RD	KAUKAUNA	54130	OUTAGAMIE	445031180	1995-06-21	0000-00-00	OPEN	DNR	ERP	
02-45-000674	BLUEMOUND BULK PLT (FORMER)	1021 N BLUEMOUND DR	APPLETON	54914	OUTAGAMIE	445148000	1995-10-18	0000-00-00	OPEN	DNR	ERP	
02-45-000682	SABEE PRODUCTS INC (FORMER)	1843 W REEVE ST	APPLETON		OUTAGAMIE	445177920	1994-12-05	0000-00-00	OPEN	DNR	ERP	
02-45-191769	MIDWEST PLATING CORP	1315 W FOURTH ST	APPLETON	54914	OUTAGAMIE	445023920	1998-05-13	0000-00-00	OPEN	DNR	ERP	
02-45-221348	KERWIN PAPER CO (FORMER)	801 S LAWE ST	APPLETON	54915	OUTAGAMIE	445111810	1998-09-23	0000-00-00	OPEN	DNR	ERP	
02-45-297744	BARB & RONS CLEANERS (FORMER)	1700 S LAWE ST	APPLETON	54915	OUTAGAMIE	445078590	2002-02-26	0000-00-00	OPEN	DNR	ERP	
02-45-521555	USACE - DRY DOCK (KAUKAUNA LOCK 3)	1008 AUGUSTINE ST - LOCK 3	KAUKAUNA		OUTAGAMIE	NONE	2003-10-09	0000-00-00	OPEN	DNR	ERP	
02-45-526385	AHLMAN/STEEL YARD LLC	303 S LINWOOD AVE	APPLETON	54914	OUTAGAMIE	445182540	2004-05-25	0000-00-00	OPEN	DNR	ERP	
02-45-537806	SULPACO WEST (FORMER) - INK/SOLVENT ROOMS	600 E HANCOCK ST	APPLETON	54912	OUTAGAMIE	445019960	2004-12-17	0000-00-00	OPEN	DNR	ERP	RP FORMERLY KNOWN AS "APPLETON PAPERS INC."
02-45-542997	APPLETON WIRE WORKS - FORMER	601 E HANCOCK ST	APPLETON	54911	OUTAGAMIE	NONE	2005-04-18	0000-00-00	OPEN	DNR	ERP	
02-45-547917	SULPACO WEST (FORMER) - PARKING LOT	600 E HANCOCK ST	APPLETON	54912	OUTAGAMIE	445019960	2004-12-17	0000-00-00	OPEN	DNR	ERP	RP FORMERLY KNOWN AS "APPLETON PAPERS INC"
02-45-547919	SULPACO WEST (FORMER) - ELEVATOR	600 E HANCOCK ST	APPLETON	54912	OUTAGAMIE	445019960	2004-12-17	0000-00-00	OPEN	DNR	ERP	RP FORMERLY KNOWN AS "APPLETON PAPERS INC"

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-45-548419	USACE - PARCEL J (KAUKAUNA POWER CANAL)	END OF 420 BICENTENNIAL CT APT	KAUKAUNA		OUTAGAMIE	NONE	2002-03-01	0000-00-00	OPEN	DNR	ERP	
02-45-548762	BANTA COURT PROPERTY	SOUTH RIVERHEATH WAY	APPLETON	54915	OUTAGAMIE	445011600	2007-03-02	0000-00-00	OPEN	DNR	ERP	FILED IN 06-45-548615 AND 06-45-561190. LOCATION PREVIOUSLY LISTED AS M-I LLC AND ADDRESS 1130 BANTA CT APPLETON - CHANGED DUE TO REDEVELOPMENT PER SITE ID FORM REC'D 2/12/2014 -DH/NER; ADDRESS CHANGED FROM 1130 E JOHN ST (E JOHN ST RENAMED BANTA CT) - AUGUST 2006. FKA: M I DRILLING FLUIDS
02-45-550230	EAGLE SUPPLY & PLASTICS (FORMER)	COMMERCIAL-UNION-WINNEBAGO	APPLETON	54912	OUTAGAMIE	445191120	2007-09-20	0000-00-00	OPEN	DNR	ERP	
02-45-552133	SO'S DRY CLEANERS (FORMER)	304 W WISCONSIN AVE	APPLETON	54911	OUTAGAMIE	445116540	2008-08-12	0000-00-00	OPEN	DNR	ERP	
02-45-552222	SANDIES DRY CLEANERS & LAUNDRY (FORMER)	513 GRAND AVE	LITTLE CHUTE	54140	OUTAGAMIE	445007750	2008-08-28	0000-00-00	OPEN	DNR	ERP	
02-45-554605	VENTURE BUILDING	1408 N MEADE ST	APPLETON	54912	OUTAGAMIE	NONE	2009-12-10	0000-00-00	OPEN	DNR	ERP	
02-45-555318	SABEE PRODUCTS INC (FORMER) - GP-C AREA	1843 W REEVE ST	APPLETON		OUTAGAMIE	445177920	2010-05-25	0000-00-00	OPEN	DNR	ERP	
02-45-555591	WI CENTRAL - APPLETON W REEVE ST AREA	RR @ W END FORMER W REEVE ST	APPLETON		OUTAGAMIE	NONE	2010-07-20	0000-00-00	OPEN	DNR	ERP	
02-45-555592	WI CENTRAL - APPLETON W HIGHLAND ST AREA	RR SPUR W END FMR HIGHLAND ST	APPLETON		OUTAGAMIE	NONE	2010-07-20	0000-00-00	OPEN	DNR	ERP	
02-45-555632	RIVERSIDE PAPER CORP (FORMER)	801 S LAWE ST	APPLETON	54915	OUTAGAMIE	445111810	2010-07-26	0000-00-00	OPEN	DNR	ERP	
02-45-556986	WI DOT ROW - W WISCONSIN AVE (PHANTOM)	ROW N OF 343 W WISCONSIN AVE	APPLETON CITY		OUTAGAMIE	NONE	0000-00-00	0000-00-00	OPEN	DNR	ERP	
02-45-560485	WOW LOGISTICS CO	1840 W SPENCER ST	APPLETON	54914	OUTAGAMIE	445034920	2013-05-13	0000-00-00	OPEN	DNR	ERP	
02-45-561908	VOSTERS FARM	3730 E EDGEWOOD DR	GRAND CHUTE TN		OUTAGAMIE	NONE	2014-07-29	0000-00-00	OPEN	DNR	ERP	
02-45-562175	EXCELLENCE ELECTRIC (FORMER)	1412 E MAIN ST	LITTLE CHUTE		OUTAGAMIE	NONE	2014-06-12	0000-00-00	OPEN	DNR	ERP	
02-45-562176	MJLS OF THE FOX VALLEY LLC	1400/1402 E MAIN ST	LITTLE CHUTE		OUTAGAMIE	NONE	2014-06-12	0000-00-00	OPEN	DNR	ERP	
02-45-562348	NORTH BLUEMOUND PROPERTY	913/919 N BLUEMOUND RD	GRAND CHUTE TN		OUTAGAMIE	NONE	2014-07-19	0000-00-00	OPEN	DNR	ERP	913 N BLUEMOUND RD & 919 N BLUEMOUND RD

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-45-563135	WE ENERGIES - E NORTHLAND AVE SUBSTATION	E NORTHLAND AVE	APPLETON CTY		OUTAGAMIE	NONE	2014-12-30	0000-00-00	OPEN	DNR	ERP	
02-71-000002	AKROSIL	206 GARFIELD AVE	MENASHA	54952	WINNEBAGO	471031770	1989-11-15	0000-00-00	OPEN	DNR	ERP	
02-71-000098	KIMBERLY CLARK - BADGER GLOBE MILL (FORMER)	128 N COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471143310	1986-11-07	0000-00-00	OPEN	DNR	ERP	
02-71-000611	SCHINDLER CONST CO	1310 EARL ST	MENASHA	54952	WINNEBAGO	471030010	1993-10-05	0000-00-00	OPEN	DNR	ERP	
02-71-097961	WILLIAM TIEDE & SONS	672 VALLEY RD	MENASHA		WINNEBAGO	NONE	1996-03-07	0000-00-00	OPEN	DNR	ERP	
02-71-110797	DONALDSONS ONE HOUR CLEANERS	110 W CECIL ST	NEENAH	54956	WINNEBAGO	471007460	1996-02-01	0000-00-00	OPEN	DNR	ERP	CONTAINS 07-71-350136 SADLAK PROPERTY
02-71-208585	AMERICAN QUALITY FIBERS - LGU SL	204 RAILROAD ST	MENASHA	54952	WINNEBAGO	471155410	1998-12-29	0000-00-00	OPEN	DNR	ERP	
02-71-275015	AMERICAN CAN (FORMER)	160 WASHINGTON ST	MENASHA	54952	WINNEBAGO	471033970	1979-12-01	0000-00-00	OPEN	DNR	ERP	
02-71-297853	ASHLAND CHEMICAL	204 MADISON ST	MENASHA	54952	WINNEBAGO	471093150	2002-03-07	0000-00-00	OPEN	DNR	ERP	
02-71-467001	GUNDERSON CLEANERS INC	891 S GREEN BAY RD	NEENAH	54956	WINNEBAGO	471074120	2003-06-24	0000-00-00	OPEN	DNR	ERP	
02-71-524149	ROW FRONT OF 332 N COMMERCIAL-WI DOT(PHANTOM	332 N COMMERCIAL ST	NEENAH		WINNEBAGO	NONE	2004-03-30	0000-00-00	OPEN	DNR	ERP	
02-71-536999	BUSY BEAS DRYCLEANERS	1077 RACINE ST	MENASHA	54952	WINNEBAGO	471042660	2004-11-29	0000-00-00	OPEN	DNR	ERP	
02-71-550690	PJC GROUP	430 AHNAIP ST	MENASHA	54952	WINNEBAGO	471030560	2007-12-13	0000-00-00	OPEN	DNR	ERP	
02-71-550733	P H GLATFELTER (FORMER) - CHLORINATED - LGU	ONE PLEXUS WAY	NEENAH	54956	WINNEBAGO	471181040	2007-12-28	0000-00-00	OPEN	DNR	ERP	
02-71-552995	NEENAH SLOUGH - BYRD AVE OUTFALL	BYRD AVE BEHIND PLEXUS CORP	NEENAH		WINNEBAGO	NONE	2008-12-05	0000-00-00	OPEN	DNR	ERP	
02-71-553251	KIMBERLY CLARK CORP (FORMER) 1 1 1-TCA - LGU	NORTH OF ONE PLEXUS WAY	NEENAH		WINNEBAGO	NONE	2009-02-10	0000-00-00	OPEN	DNR	ERP	
02-71-555288	REALTY OPUS PROPERTY	867 VALLEY RD	MENASHA CTY	54952	WINNEBAGO	471007130	2010-05-10	0000-00-00	OPEN	DNR	ERP	
02-71-558715	GENERAL ELECTRIC (FORMER)	1725 RACINE RD	MENASHA	54952	WINNEBAGO	471022640	2012-05-14	0000-00-00	OPEN	DNR	ERP	
02-71-558833	GREAT NORTHERN CORP - MANHOLE	390 STROEBE RD	MENASHA TN	54912	WINNEBAGO	NONE	2012-05-30	0000-00-00	OPEN	DNR	ERP	
02-71-561268	1725 RACINE ST PROPERTY	1725 RACINE RD	MENASHA	54952	WINNEBAGO	471022640	2013-10-29	0000-00-00	OPEN	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-71-562784	TWIN CITY DINER	927 S GREEN BAY RD	NEENAH	54956	WINNEBAGO	NONE	2014-10-29	0000-00-00	OPEN	DNR	ERP	FILE ALSO CONTAINS BRRTS #09-71-562791
02-71-563133	NEENAH FOUNDRY CO - PLT 2 CONSTRUCTION	2051 AYLWARD AVE	NEENAH		WINNEBAGO	NONE	2015-01-06	0000-00-00	OPEN	DNR	ERP	
02-71-563270	NEENAH CTY HISTORIC FILL	GREEN BAY RD & CHAPMAN AVE	MENASHA TN		WINNEBAGO	471170260	2015-02-02	0000-00-00	OPEN	DNR	ERP	
03-45-002078	KORTH PROPERTY	1629 W WASHINGTON ST	APPLETON		OUTAGAMIE	NONE	1995-05-03	0000-00-00	OPEN	DNR	LUST	
03-45-402371	GUNDERSON CLEANERS (FORMER)	147 W SECOND ST	KAUKAUNA	54130	OUTAGAMIE	445007530	2003-01-21	0000-00-00	OPEN	DNR	LUST	
03-45-542987	YOU PUMP	1306 ONEIDA ST	APPLETON	54911	OUTAGAMIE	445133370	2005-04-13	0000-00-00	OPEN	DNR	LUST	
03-45-556597	OUTAGAMIE COOP SERVICES	2775-3011 W WISCONSIN AVE	GRAND CHUTE		OUTAGAMIE	NONE	2011-01-10	0000-00-00	OPEN	DNR	LUST	
03-45-560151	M&I BANK PARKING LOT	303 N APPLETON ST	APPLETON CTY		OUTAGAMIE	NONE	2013-03-01	0000-00-00	OPEN	DNR	LUST	
03-45-561306	KWIK TRIP #228 (FORMER FOX RIVER CITGO)	120 N FOX RIVER DR	GRAND CHUTE TN		OUTAGAMIE	NONE	2013-12-02	0000-00-00	OPEN	DNR	LUST	
03-45-561636	WASHINGTON TOWERS - PARCEL #2377	817-819 SCHELFHOUT LN	KIMBERLY VIL		OUTAGAMIE	NONE	2013-05-31	0000-00-00	OPEN	DNR	LUST	
03-45-562662	808 E BYRD ST PROPERTY	808 E BYRD ST	APPLETON CTY		OUTAGAMIE	NONE	2014-09-30	0000-00-00	OPEN	DNR	LUST	
03-45-562768	MILLER ELECTRIC MFG CO (LUST 3)	1635 W SPENCER ST	APPLETON	54914	OUTAGAMIE	445044380	2014-10-23	0000-00-00	OPEN	DNR	LUST	
03-45-563169	EXPRESS CONVENIENCE CENTER #79	2838 N BALLARD RD	APPLETON	54911	OUTAGAMIE	445030300	2015-01-13	0000-00-00	OPEN	DNR	LUST	
03-45-563318	DJ CONVENIENCE	400 W 10TH ST	KAUKAUNA	54130	OUTAGAMIE	445109280	2015-02-09	0000-00-00	OPEN	DNR	LUST	
03-71-186591	SHELESKI PROPERTY	221 WASHINGTON AVE	MENASHA	54952	WINNEBAGO	NONE	1998-03-09	0000-00-00	OPEN	DNR	LUST	
03-71-275823	SACHS PROPERTY	375 LOPAS ST	MENASHA		WINNEBAGO	NONE	2001-05-29	0000-00-00	OPEN	DNR	LUST	
03-71-559006	NEENAH SITE 7 DEVELOPMENT PROJECT	232 W WISCONSIN AVE	NEENAH CTY		WINNEBAGO	NONE	2012-06-21	0000-00-00	OPEN	DNR	LUST	ADDRESS PREVIOUSLY LISTED AS 230-232 W WISCONSIN AVE - CHANGED PER COUNTY RECORDS 2/06/2014- D HANSEN J BORSKI R SANCHEZ
03-71-561134	NEENAH CTY SERVICES BLDG	1495 TULLAR RD	NEENAH	54956	WINNEBAGO	471013950	2013-10-18	0000-00-00	OPEN	DNR	LUST	
03-71-561722	HOFF AUTO	102 N LAKE ST	NEENAH, CITY		WINNEBAGO	NONE	2014-02-19	0000-00-00	OPEN	DNR	LUST	
03-71-562387	CECIL ST BP	899 S COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471129340	2014-07-28	0000-00-00	OPEN	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-562627	250 1ST ST	250 1ST ST	NEENAH		WINNEBAGO	NONE	2014-09-15	0000-00-00	OPEN	DNR	LUST	
02-08-000273	KRAUS CLARENCE PROPERTY	219 COOLIDGE ST	APPLETON		CALUMET	NONE	1991-08-01	1992-05-12	CLOSED	DNR	ERP	
02-08-000510	CITIZENS BANK - MIDWAY RD	CORNER MIDAY RD & ONEIDA RD	APPLETON		CALUMET	NONE	1993-10-20	1994-02-02	CLOSED	DNR	ERP	
02-08-000614	MERITT JAMES PROPERTY	W6439 CTH KK	APPLETON		CALUMET	NONE	1995-03-15	1995-09-07	CLOSED	DNR	ERP	
02-08-297701	JONEN-APPLETON DETENTION BASIN	2101 E PLANK RD	APPLETON		CALUMET	NONE	2002-02-20	2004-06-29	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-08-522358	WE ENERGIES - CITY LIMITS SUBSTATION	2800 S ONEIDA ST	APPLETON		CALUMET	NONE	2004-01-26	2009-03-20	CLOSED	DNR	ERP	
02-08-544610	HIGHWAY 55 AUTO SALES-FORMER-TIRE STOR BLDG	N9378 STH 55	HARRISON TN		CALUMET	NONE	2005-12-07	2006-01-25	CLOSED	DNR	ERP	
02-08-544795	FULCER PROPERTY	W7257 STH 10 & 114	HARRISON TN		CALUMET	NONE	2006-01-27	2008-02-14	CLOSED	DNR	ERP	
02-08-556977	WE ENERGIES - CITY LIMITS SUBSTATION REPLACE	2800 S ONEIDA ST	APPLETON		CALUMET	NONE	2011-04-25	2013-10-01	CLOSED	DNR	ERP	
02-45-000013	APPLETON SPEC	800 W KENNEDY AVE	KIMBERLY	54136	OUTAGAMIE	445145140	1989-09-15	1991-04-02	CLOSED	DNR	ERP	
02-45-000014	APPLETON WASTEWATER TREATMENT PLT	59 WEIMAR COURT	APPLETON	54915	OUTAGAMIE	445004560	1990-07-05	1992-11-18	CLOSED	DNR	ERP	
02-45-000021	BAUMGART JOHN PROP	1072 GREENVILLE DR	APPLETON		OUTAGAMIE	NONE	1989-09-28	1991-04-23	CLOSED	DNR	ERP	
02-45-000026	BEE J BATTERY	3722 N CASALOMA DR	GRAND CHUTE TN		OUTAGAMIE	445107630	1984-10-22	1991-04-02	CLOSED	DNR	ERP	
02-45-000039	C D PRODUCTS	918 UNION ST	APPLETON	54911	OUTAGAMIE	445114780	1989-06-08	1991-04-02	CLOSED	DNR	ERP	
02-45-000045	APPLETON CTY LF	QUARRY RD	CENTER TN	54911	OUTAGAMIE	445012700	1985-09-16	2001-10-01	CLOSED	WMM	ERP	*** TRANSFERRED TO DNR WMM - NO LONGER UNDER DNR RR JURISDICTION *** *** TRANSFERRED TO SOLID WASTE - ACTIVITY NO LONGER UNDER DNR JURISDICTION ***
02-45-000052	CULLIGAN	1119 E WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	1980-01-01	1991-04-02	CLOSED	DNR	ERP	SODIUM CHLORIDE BRINE TANK OVERFLOW
02-45-000060	HANSELMAN PROPERTY (FORMER)	N1761 HWY 45	GREENVILLE		OUTAGAMIE	NONE	1990-11-26	1993-03-01	CLOSED	DNR	ERP	
02-45-000090	INSTITUTE OF PAPER CHEMISTRY	1043 E SOUTH RIVER ST	APPLETON	54912	OUTAGAMIE	445034150	1988-12-14	2000-05-22	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-45-000106	LAMERS TED PROPERTY	5360 CTH 22	KAUKAUNA		OUTAGAMIE	NONE	1980-01-01	1991-04-02	CLOSED	DNR	ERP	
02-45-000194	THILMANY PULP & PAPER	600 THILMANY RD	KAUKAUNA	54130	OUTAGAMIE	445031180	1987-01-14	2006-11-30	CLOSED	DNR	ERP	
02-45-000244	ZUELZKE DON PROPERTY	623-625 E LONGVIEW DR	APPLETON		OUTAGAMIE	NONE	1991-05-08	1991-11-25	CLOSED	DNR	ERP	
02-45-000253	APPLETON CTY REDEVELOPMENT	WASHINGTON & DIVISION SE CNR	APPLETON		OUTAGAMIE	NONE	1990-02-28	1996-01-11	CLOSED	DNR	ERP	
02-45-000270	PEERLESS CLEANERS	200 W WISCONSIN AVE	APPLETON	54911	OUTAGAMIE	445078700	1991-07-26	1997-04-10	CLOSED	DNR	ERP	
02-45-000274	N & M TRANSFER	2530 W EVERETT ST	APPLETON		OUTAGAMIE	NONE	1991-01-22	1992-02-24	CLOSED	DNR	ERP	
02-45-000320	A C COMPRESSOR CORP	401 E SOUTH ISLAND ST	APPLETON	54913	OUTAGAMIE	445031950	1989-12-19	1992-07-02	CLOSED	DNR	ERP	
02-45-000343	U S OIL - KIMBERLY BULK PLT	422 S WASHINGTON ST	KIMBERLY	54136	OUTAGAMIE	445027660	1992-05-19	1999-01-04	CLOSED	DNR	ERP	JENKEL OIL CO
02-45-000344	APPLETON PAPERS - LOCK MILL	LOCKS MILL	COMBINED LOCKS	54113	OUTAGAMIE	445031290	1992-05-20	1993-04-07	CLOSED	DNR	ERP	
02-45-000345	APPLETON PAPERS - MEAD ST	1000 N MEADE ST	APPLETON	54911	OUTAGAMIE	445115110	1992-05-23	1992-12-22	CLOSED	DNR	ERP	
02-45-000358	WISCONSIN BELL - BALLARD RD	1601 N BALLARD RD	APPLETON	54230	OUTAGAMIE	445025570	1992-07-13	1996-03-25	CLOSED	DNR	ERP	
02-45-000359	EXPRESS CONVENIENCE CENTER	2209 CROOKS AVE	KAUKAUNA	54130	OUTAGAMIE	445109500	1992-07-02	1995-01-05	CLOSED	DNR	ERP	
02-45-000364	APPLETON FLATS YARD	GRAND CHUTE ISLAND - FOX RIVER	APPLETON		OUTAGAMIE	NONE	1992-07-31	1995-11-09	CLOSED	DNR	ERP	
02-45-000382	CHRISTENSEN-WISNET HEATING\COOLING	702 S OUTAGAMIE ST	APPLETON		OUTAGAMIE	NONE	1992-09-23	2000-04-06	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-000386	APPLETON PAPERS - ELEVATOR	825 E WISCONSIN AVENUE	APPLETON	54911	OUTAGAMIE	445038550	1992-10-09	1996-05-22	CLOSED	DNR	ERP	
02-45-000407	BLACK CREEK LIMESTONE PROPERTY	W 1/3 OF APPLETON LF	CENTER		OUTAGAMIE	445001150	1993-01-21	2001-10-01	CLOSED	WMM	ERP	CITY OF APPLETON LANDFILL *** TRANSFERRED TO DNR WMM - NO LONGER UNDER DNR RR JURISDICTION *** *** TRANSFERRED TO SOLID WASTE - ACTIVITY NO LONGER UNDER DNR JURISDICTION ***
02-45-000414	WOLF RIVER AG	N1868 MUNICIPAL DR (STH 76)	GREENVILLE	54942	OUTAGAMIE	445060110	1993-02-10	1999-10-12	CLOSED	DATCP	ERP	ADDRESS PREVIOUSLY LISTED AS N2807 HWY 45 GREENVILLE CHANGED PER DATCP RECORDS 07-26-2012 D HANSEN *** TRANSFERRED TO DATCP - ACTIVITY NO LONGER UNDER DNR JURISDICTION ***
02-45-000423	OUTAGAMIE INC PROPERTY	113 N OUTAGAMIE ST	APPLETON		OUTAGAMIE	NONE	1993-02-17	1998-06-16	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-45-000427	KURZ & ROOT CO - FOX RIVER PAPER	232 E NORTH ISLAND ST	APPLETON	54915	OUTAGAMIE	445084750	1993-04-19	1997-11-10	CLOSED	DNR	ERP	FILED WITH 06-45-144258 CLOSED 02/25/1998
02-45-000429	APPLETON PAPERS - CONCRETE PIT	1000 N MEADE ST	APPLETON	54911	OUTAGAMIE	445115110	1992-08-14	1994-05-18	CLOSED	DNR	ERP	DSC BUILDING
02-45-000434	VAN HOOF PROPERTY	1401 BUCHANEN RD	LITTLE CHUTE	54140	OUTAGAMIE	445120830	1993-05-12	1998-04-29	CLOSED	DNR	ERP	
02-45-000455	BLOOMERS MOTEL (FORMER)	2603 N RICHMOND ST	APPLETON		OUTAGAMIE	NONE	1993-07-20	1998-06-16	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-000465	KAUKAUNA AUTO PARTS	707 HYLAND AVE	KAUKAUNA	54130	OUTAGAMIE	445119840	1993-05-17	1994-10-13	CLOSED	DNR	ERP	FORMER NAPA
02-45-000474	GARROW OIL BULK PLT	504 W EDGEWOOD DR	GRAND CHUTE TN	54915	OUTAGAMIE	445024360	1985-06-01	2005-06-15	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-000484	THILMANY - SOLVENT TANKS	600 THILMANY RD	KAUKAUNA	54130	OUTAGAMIE	445031180	1989-01-09	2005-02-10	CLOSED	DNR	ERP	
02-45-000488	LA SALLE CLINIC	1501 S MADISON ST	APPLETON	54915	OUTAGAMIE	999904620	1992-09-25	1995-04-25	CLOSED	DNR	ERP	
02-45-000489	BOLDT CONST CO	W6402 EVERGLADE DR	GREENVILLE		OUTAGAMIE	NONE	1993-08-27	1994-05-10	CLOSED	DNR	ERP	
02-45-000491	HIGHLAND LTD PARTNERSHIP	820 HYLAND AVE	KAUKAUNA		OUTAGAMIE	NONE	1993-11-15	1995-02-22	CLOSED	DNR	ERP	FORMER GIDDINGS & LEWIS KAUKAUNA
02-45-000503	VAN HANDEL CO - VAN HANDEL WASTE	5325 N BALLARD RD	GRAND CHUTE TN	54913	OUTAGAMIE	445104330	1993-01-12	1993-12-23	CLOSED	DNR	ERP	
02-45-000505	FREEDOM AGRI CENTER - FREEDOM	W2075 INDUSTRIAL DR	KAUKAUNA		OUTAGAMIE	NONE	1993-12-09	2014-11-11	CLOSED	DATCP	ERP	*** TRANSFERRED TO DATCP - ACTIVITY NO LONGER UNDER DNR JURISDICTION. DATCP CASE ID: 93519121601 CONTACT DATCP PROJECT MANAGER AT (608)224-4515 FOR INFORMATION. ***
02-45-000507	PRAEFKE AIR-COOLED ENGINES	2000-A E WISCONSIN AVE	GRAND CHUTE		OUTAGAMIE	NONE	1994-01-25	1994-08-15	CLOSED	DNR	ERP	
02-45-000520	APPLETON PAPERS	540 PROSPECT ST	COMBINED LOCKS	54113	OUTAGAMIE	445031290	1994-04-05	1994-11-16	CLOSED	DNR	ERP	
02-45-000535	FEDERAL EXPRESS / K C AVIATION	OUTAGAMIE CNTY AIRPORT	GREENVILLE TN	54911	OUTAGAMIE	445097510	1994-05-17	1994-11-03	CLOSED	DNR	ERP	
02-45-000545	E & L TRANSPORT SPILL	200' N OF STH 76/45	GREENVILLE		OUTAGAMIE	NONE	1994-04-26	1994-07-12	CLOSED	DNR	ERP	
02-45-000550	KIMBERLY CLARK CORP - ATLAS MILL	425 W WATER ST	APPLETON	54911	OUTAGAMIE	445031070	1993-12-14	1994-07-20	CLOSED	DNR	ERP	
02-45-000560	JACKS PIZZA	401 W NORTH AVE	LITTLE CHUTE	54140	OUTAGAMIE	445120610	1994-08-02	1995-02-13	CLOSED	DNR	ERP	
02-45-000567	K C AVIATION	W6365 DISCOVERY DR	GREENVILLE TN	54914	OUTAGAMIE	445023810	1994-07-28	1995-01-19	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-45-000585	A A L	4321 N BALLARD RD	APPLETON	54919	OUTAGAMIE	445034480	1994-11-15	1996-09-09	CLOSED	DNR	ERP	
02-45-000598	KAUKAUNA BULK PLT	SEYMOUR & BLACKWELL	KAUKAUNA		OUTAGAMIE	NONE	1994-12-30	1998-06-24	CLOSED	DNR	ERP	
02-45-000606	APPLETON CTY (EAST RAMP)	130 E WASHINGTON ST	APPLETON		OUTAGAMIE	NONE	1995-02-01	1995-03-28	CLOSED	DNR	ERP	CITY OF APPLETON EAST RAMP
02-45-000608	MILLER ELECTRIC MFG CO	1635 W SPENCER ST	APPLETON	54914	OUTAGAMIE	445044380	1995-02-07	1995-02-13	CLOSED	DNR	ERP	
02-45-000667	INX INTERNATIONAL INK CO	3100 W WISCONSIN AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445112360	1995-10-10	1996-08-02	CLOSED	DNR	ERP	
02-45-000675	TETZLAFF PROPERTY	3815 N RICHMOND	GRAND CHUTE TN		OUTAGAMIE	NONE	1995-11-14	1997-11-04	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-096329	LUDVIGSEN LORRAINE PROPERTY	401 SEYMOUR ST	KAUKAUNA		OUTAGAMIE	NONE	1996-02-07	1996-03-11	CLOSED	DNR	ERP	
02-45-097312	U S OIL CO INC - ABANDONED BULK PLT	425 S WASHINGTON ST	COMBINED LOCKS	54113	OUTAGAMIE	999777790	1996-02-22	2001-04-11	CLOSED	DNR	ERP	
02-45-099328	IMMEL MERLIN PROPERTY	720 N MAYFLOWER RD	GRAND CHUTE TN		OUTAGAMIE	NONE	1996-02-02	1996-04-25	CLOSED	DNR	ERP	
02-45-107085	APPLETON SUPPLY CO	1050 S GRIDER ST	APPLETON	54914	OUTAGAMIE	445148770	1996-01-05	1998-03-09	CLOSED	DNR	ERP	
02-45-107610	KAUKAUNA PUB SCH ADMIN BLDG - WI DOT	112 MAIN AVE	KAUKAUNA		OUTAGAMIE	NONE	1996-07-10	2006-02-10	CLOSED	DNR	ERP	
02-45-108050	JAHNKE OIL BULK PLT (FORMER)	SW CORNER BUCHANAN & E FLORIDA	LITTLE CHUTE		OUTAGAMIE	NONE	1996-08-23	2004-12-22	CLOSED	DNR	ERP	PREVIOUSLY LISTED AT 1435 BUCHANAN - CHANGED 09/17/2010 D HANSEN
02-45-110247	SORENSON FOREST PROD - WCL RAILROAD	CTH JJ .5 MI E OF CTH A	GRAND CHUTE TN		OUTAGAMIE	NONE	1996-01-02	1999-08-27	CLOSED	DNR	ERP	
02-45-110355	BADGER NORTHLAND PAINT SPILL AREA	1215 HYLAND AVE	KAUKAUNA	54130	OUTAGAMIE	445007420	1996-09-30	2000-04-26	CLOSED	DNR	ERP	
02-45-111241	KAUKAUNA CTY	200 E SECOND ST	KAUKAUNA		OUTAGAMIE	NONE	1996-07-10	1997-11-24	CLOSED	DNR	ERP	CONTAMINATION IN THE CITY PROPERTY ADJACENT TO CARSTENS MILL
02-45-111246	FOX VALLEY & WESTERN	200 E SECOND ST	KAUKAUNA		OUTAGAMIE	NONE	1996-07-10	1998-01-22	CLOSED	DNR	ERP	CONTAMINATION IN THE RAILROAD PROPERTY ADJACENT TO CARSTENS
02-45-115594	FIRST ST ROW EXPANSION	FIRST ST (DRW TO MORRISON)	APPLETON		OUTAGAMIE	NONE	1996-08-19	1997-04-22	CLOSED	DNR	ERP	
02-45-129856	FOX VALLEY & WESTERN - REFUELING STATION	WHITMAN AVE & SECOND ST	APPLETON		OUTAGAMIE	NONE	1997-04-29	2003-09-16	CLOSED	DNR	ERP	
02-45-129861	FOX VALLEY & WESTERN - ENGINE HOUSE	WHITMAN AVE & SECOND ST	APPLETON		OUTAGAMIE	NONE	1997-04-29	2004-06-22	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-45-129887	BATTERY SPECIALISTS	1928 W WISCONSIN AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1997-05-19	2000-10-17	CLOSED	DNR	ERP	
02-45-153516	VOSTER FARM	4820 N FRENCH RD	VANDENBROEK TN		OUTAGAMIE	NONE	1997-07-15	2000-06-28	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-172388	VAN ZEELAND OIL BULK PLT	N1704 MALONEY RD	KAUKAUNA	54130	OUTAGAMIE	445000490	1997-09-23	2004-04-27	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-176393	APPLETON OIL CO INC	2421 E NEWBERRY ST	APPLETON	54914	OUTAGAMIE	445008850	1997-11-05	2000-01-26	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-176526	BERG PROPERTY	3611 W SPENCER ST	GRAND CHUTE TN		OUTAGAMIE	NONE	1997-10-24	1999-08-09	CLOSED	DNR	ERP	
02-45-181497	BASSETT MECHANICAL	117 S LOCUST ST	APPLETON	54914	OUTAGAMIE	445089480	1998-02-02	2000-01-20	CLOSED	DNR	ERP	
02-45-181585	M-I LLC	SOUTH RIVERHEATH WAY	APPLETON	54915	OUTAGAMIE	445011600	1998-02-04	2009-09-01	CLOSED	DNR	ERP	FILED IN 06-45-548615 AND 06-45-561190. LOCATION PREVIOUSLY LISTED AS M-I LLC AND ADDRESS 1130 BANTA CT APPLETON - CHANGED DUE TO REDEVELOPMENT PER SITE ID FORM REC'D 2/12/2014 -DH/NER; ADDRESS CHANGED FROM 1130 E JOHN ST (E JOHN ST RENAMED BANTA CT) - AUGUST 2006. FKA: M I DRILLING FLUIDS
02-45-182869	SCHROEDER PROPERTY	W6308 WALLY WAY (W6308 LEVI)	GREENVILLE		OUTAGAMIE	NONE	1998-03-06	1999-08-02	CLOSED	DNR	ERP	PREVIOUSLY LISTED AS SCHROEDER PROPERTY ADDRESS OF W6309 GREENVILLE DR (THIS PORTION OF ROAD WAS ABANDONED)
02-45-192316	AMERICAN RED CROSS	1302 E WISCONSIN AVE	APPLETON	54911	OUTAGAMIE	405188960	1998-07-20	2010-11-18	CLOSED	DNR	ERP	
02-45-194994	GARROW OIL CORP - CARD LOCK SITE	504 W EDGEWOOD DR	GRAND CHUTE TN	54915	OUTAGAMIE	445024360	1998-08-18	1999-09-10	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-196672	DEVALK PROPERTY	1715 S OUTAGAMIE ST	APPLETON		OUTAGAMIE	NONE	1998-08-02	2006-08-31	CLOSED	DNR	ERP	PARCEL #313150100
02-45-208569	G & C AUTO SALES	1308 W WISCONSIN AVE	APPLETON	54901	OUTAGAMIE	445155480	1998-10-27	2003-03-26	CLOSED	DNR	ERP	
02-45-212690	DAWES RIGGING & CRANE RENTAL	2401 HYLAND AVE	KAUKAUNA	54130	OUTAGAMIE	445106310	1998-10-07	2003-05-08	CLOSED	DNR	ERP	
02-45-213964	HOFKENS LUMBER & HARDWARE	151 S RAILROAD	KIMBERLY		OUTAGAMIE	NONE	1999-02-19	1999-11-30	CLOSED	DNR	ERP	
02-45-223203	FOX VALLEY TECHNICAL COLLEGE	1825 N BLUEMOUND DR	GRAND CHUTE TN	54913	OUTAGAMIE	445019850	1999-07-01	1999-10-18	CLOSED	DNR	ERP	
02-45-226055	A & E EQUIPMENT CO	4450 GREENVILLE DR	GRAND CHUTE	54915	OUTAGAMIE	445099710	1999-07-23	2000-10-25	CLOSED	DNR	ERP	

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02-45-226329	PEABODY PARK STORM WATER DISCHARGE AREA	601 N GREEN BAY RD	APPLETON		OUTAGAMIE	NONE	1999-07-30	2000-04-03	CLOSED	DNR	ERP	
02-45-228649	MALCHOW PROPERTY (FORMER)	3221 W COLLEGE AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1998-07-20	2012-01-06	CLOSED	DNR	ERP	PROPERTY ADDRESS PREVIOUSLY LISTED AS 3223 W COLLEGE AND ADJACENT TO 3225 W COLLEGE AVE
02-45-231992	VALMET INC PROPERTY LGU	619 S OLDE ONEIDA ST	APPLETON		OUTAGAMIE	NONE	1999-10-15	2000-05-24	CLOSED	DNR	ERP	
02-45-233641	FERRELLGAS PROPERTY	2315 E NEWBERRY ST	APPLETON		OUTAGAMIE	NONE	1999-10-01	2000-01-06	CLOSED	DNR	ERP	
02-45-235503	GARROW OIL	1717 W COLLEGE AVE	APPLETON	54914	OUTAGAMIE	44510895 0	1991-12-18	2004-08-31	CLOSED	DNR	ERP	
02-45-236645	APPLETON CTY SE STORMWATER DETENTION POND	S OF AURORA DR ADJ TO HWY 441	APPLETON		OUTAGAMIE	NONE	1999-12-14	2000-04-06	CLOSED	DNR	ERP	
02-45-236653	APPLETON CTY LAGOON SITE	S LYNNDALE DR	APPLETON		OUTAGAMIE	NONE	1999-12-14	2000-09-11	CLOSED	DNR	ERP	
02-45-240907	VALLEY ADHESIVES & COATINGS CORP	3430 W HIGHVIEW DR	APPLETON	54915	OUTAGAMIE	4450204 00	1998-05-26	2002-03-25	CLOSED	DNR	ERP	
02-45-241554	FOX RIVER PAPER CO	430 E SOUTH ISLAND ST	APPLETON	54915	OUTAGAMIE	4450391 00	1999-12-17	2000-11-27	CLOSED	DNR	ERP	
02-45-242489	KAUKAUNA ELECTRIC - SITE 1	770 ISLAND ST	KAUKAUNA	54130	OUTAGAMIE	NONE	1998-10-23	2003-01-28	CLOSED	DNR	ERP	
02-45-246485	APPLETON CTY - 400 W WASHINGTON ST	WASHINGTON ST 400 BLOCK	APPLETON		OUTAGAMIE	NONE	2000-02-25	2002-03-15	CLOSED	DNR	ERP	
02-45-248138	WHEELER PROPERTY	1000 N WESTHILL BLVD	GRAND CHUTE TN	54914	OUTAGAMIE	4450044 50	2000-02-17	2005-07-20	CLOSED	DNR	ERP	FILED WITH 06-45-280195 WHEELER PROPERTY (VPLE) CLOSED 10-25-2005 BOX NER644
02-45-251274	SAFETY-KLEEN KAUKAUNA SERVICE CENTER	2100 BADGER RD	KAUKAUNA	54130	OUTAGAMIE	4450974 00	1996-09-16	2001-07-18	CLOSED	DNR	ERP	
02-45-256859	BAUM PROPERTY	2904 N RICHMOND ST	GRAND CHUTE		OUTAGAMIE	NONE	2000-07-18	2001-05-24	CLOSED	DNR	ERP	
02-45-259697	JAHNKE OIL BULK PLT (FORMER) - CHLORINATED	SW CORNER BUCHANAN & E FLORIDA	LITTLE CHUTE		OUTAGAMIE	NONE	2000-02-07	2012-05-22	CLOSED	DNR	ERP	
02-45-259768	FRANZ PROPERTY	OLD ONEIDA ST & RAILROAD AVE	APPLETON		OUTAGAMIE	NONE	2000-04-20	2004-03-24	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-260072	U S OIL CO INC - RUBBLE PILE	ADJ TO 1101 N BLUEMOUND DR	GRAND CHUTE		OUTAGAMIE	NONE	2000-07-27	2001-10-01	CLOSED	DNR	ERP	RP CONTACT: DON JOHNSTON CORPORATE ENVIRONMENTAL MANAGER US OIL CO INC. FILED WITH 06-45-280195 US OIL CO INC (VPLE) CLOSED 10-25-2005. IN FOLDER 1 (OF 5) NER644
02-45-269513	APPLETON CTY MUNICIPAL SERVICE BLDG	2625 E GLENDALE AVE	APPLETON	54915	OUTAGAMIE	4450128 10	2001-03-16	2001-09-18	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

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02-45-272992	M-I LLC - FRONT WAREHOUSE AST	SOUTH RIVERHEATH WAY	APPLETON	54915	OUTAGAMIE	445011600	2001-06-04	2009-02-19	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013*** LOCATION PREVIOUSLY LISTED AS M-I LLC AND ADDRESS 1130 BANTA CT APPLETON - CHANGED DUE TO REDEVELOPMENT PER SITE ID FORM REC'D 2/12/2014 -DH/NER; ADDRESS CHANGED FROM 1130 E JOHN ST (E JOHN ST RENAMED BANTA CT) - AUGUST 2006. FKA: M I DRILLING FLUIDS
02-45-273682	ST JOSEPH MIDDLE SCHOOL	323 W LAWRENCE ST	APPLETON		OUTAGAMIE	NONE	2001-06-08	2006-07-05	CLOSED	DNR	ERP	
02-45-280925	GREENVILLE COOP BULK PLT	N1868 MUNICIPAL DR (STH 76)	GREENVILLE	54942	OUTAGAMIE	445060110	2001-09-26	2010-05-14	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-281998	RAYOVAC (FORMER) - DRO	2500 N BALLARD RD	APPLETON		OUTAGAMIE	NONE	2001-10-18	2001-11-21	CLOSED	DNR	ERP	
02-45-282322	KAUKAUNA ELECTRIC & WATER - SITE 2	770 ISLAND ST	KAUKAUNA	54130	OUTAGAMIE	NONE	2001-10-29	2003-01-23	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-282329	NORTHEAST ASPHALT - MACKVILLE QUARRY	W4915 CTH O	CENTER TN		OUTAGAMIE	NONE	2001-10-25	2002-03-28	CLOSED	DNR	ERP	
02-45-286105	KAUKAUNA GAS TURBINE PROPERTY	305 ELM ST	KAUKAUNA		OUTAGAMIE	NONE	2002-01-11	2007-05-14	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-305332	SNELL PROPERTY	1230 W WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	2002-04-01	2004-06-04	CLOSED	DNR	ERP	
02-45-306248	APPLETON CTY - WI DOT	DIVISION ST @ COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	2002-04-25	2002-12-13	CLOSED	DNR	ERP	
02-45-306846	U S POSTAL SERVICE	410 W FRANKLIN ST	APPLETON	54911	OUTAGAMIE	445111590	2002-05-28	2006-06-12	CLOSED	DNR	ERP	
02-45-327107	R.SABEE CO LLC - SOLVENT DIP AREA	1718 W 8TH ST	APPLETON	54914	OUTAGAMIE	445113680	1993-01-01	2006-11-20	CLOSED	DNR	ERP	
02-45-343356	KILLOREN PROPERTY (FORMER)	925 N BLUEMOUND #5A	APPLETON	54914	OUTAGAMIE	445115660	2002-07-26	2007-09-10	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-354608	WASTE OIL TO ENERGY PLT	552 CARTER COURT	KIMBERLY	54136	OUTAGAMIE	445093990	2002-08-26	2003-01-30	CLOSED	DNR	ERP	
02-45-364232	W2776 CTH KK ROW	W2776 CTH KK	DARBOY		OUTAGAMIE	NONE	2002-10-10	2003-03-05	CLOSED	DNR	ERP	
02-45-364234	APPLETON PARKING LOT	WASHINGTON & DIVISION ST - NW	APPLETON		OUTAGAMIE	NONE	2002-10-08	2003-08-15	CLOSED	DNR	ERP	

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02-45-378842	APPLETON WATER TRT PLT (FORMER)	343 W WATER ST	APPLETON	54911	OUTAGAMIE	NONE	2002-11-12	2004-03-16	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-391074	APPLETON PAPERS - NO 11 ELEVATOR	825 E WISCONSIN AVENUE	APPLETON	54911	OUTAGAMIE	445038550	2002-12-19	2003-10-30	CLOSED	DNR	ERP	
02-45-397046	APPLETON PAPERS INC - #30 ELEVATOR SHAFT	1020 N RANKIN ST	APPLETON	54912	OUTAGAMIE	NONE	2003-01-10	2004-01-29	CLOSED	DNR	ERP	
02-45-415826	FOX VALLEY TECH - INDOOR SHOOTING RANGE	1825 N BLUEMOUND DR	GRAND CHUTE TN	54913	OUTAGAMIE	445019850	2003-02-03	2003-10-09	CLOSED	DNR	ERP	
02-45-432984	TRUSSCO PROPERTY	W6254 CTH BB	APPLETON		OUTAGAMIE	NONE	2003-04-07	2003-07-11	CLOSED	DNR	ERP	
02-45-443170	USACE - PARCEL A (LOCK 4)	E BANTA CT	APPLETON		OUTAGAMIE	NONE	2002-03-01	2008-11-20	CLOSED	DNR	ERP	
02-45-443178	USACE - PARCEL C (LOCK 3)	LOCK 3-NEWBERRY & S LAWE	APPLETON		OUTAGAMIE	NONE	2002-03-01	2012-04-16	CLOSED	DNR	ERP	
02-45-472237	WE ENERGIES - APPLE CREEK SUBSTATION	3015 E EDGEWOOD DR	APPLETON		OUTAGAMIE	NONE	2003-06-30	2004-04-09	CLOSED	DNR	ERP	
02-45-483097	RANDYS AUTO REPAIR (FORMER) - SOLVENTS	2700 CROOKS AVE	KAUKAUNA		OUTAGAMIE	NONE	2003-07-21	2004-04-07	CLOSED	DNR	ERP	
02-45-483859	BICKFORD FACILITY - SITE D (FORMER)	820 HYLAND AVE	KAUKAUNA		OUTAGAMIE	NONE	2003-03-25	2007-06-21	CLOSED	DNR	ERP	
02-45-500703	SCHROEDER ROBERT	5000 W GREENVILLE DR	APPLETON	5491	OUTAGAMIE	445154600	2003-09-02	2003-11-18	CLOSED	DNR	ERP	FORMER SPILL #04-45-264058
02-45-512474	RANDYS AUTO REPAIR - SITE B	2700 CROOKS AVE	KAUKAUNA		OUTAGAMIE	NONE	2003-09-22	2004-05-03	CLOSED	DNR	ERP	DISCOVER RESULT OF PHASE II - NOVEMBER 2002
02-45-513035	FOX COMPANIES	N1009 CRAFTSMAN DR	GREENVILLE		OUTAGAMIE	NONE	2003-09-03	2007-04-20	CLOSED	DNR	ERP	PHASE II - 7/25/03 NOTIFICATION FAX RECEIVED 9/3/03. ADDT'L INFO REQUESTED - REC'D 9/24/03
02-45-513719	VALLEY AUTO PARTS	1820 W NORTHLAND AVE	GRAND CHUTE		OUTAGAMIE	NONE	2003-10-14	2005-01-19	CLOSED	DNR	ERP	
02-45-527446	LARGE FORMAT THEATER	213 E WASHINGTON ST	APPLETON	54911	OUTAGAMIE	445019520	2004-06-01	2004-12-03	CLOSED	DNR	ERP	
02-45-528873	K P N CORP	920 S MAYFLOWER DR	GRAND CHUTE TN	54915	OUTAGAMIE	445014240	2004-07-06	2005-04-21	CLOSED	DNR	ERP	
02-45-528936	FOX ENERGY CENTER PUMP STATION	801 THILMANY RD	KAUKAUNA	54130	OUTAGAMIE	445005220	2004-07-01	2006-10-03	CLOSED	DNR	ERP	
02-45-530084	FOREMOST FARMS (FORMER)	935 E JOHN ST	APPLETON	54912	OUTAGAMIE	445031510	2004-08-10	2014-05-16	CLOSED	DNR	ERP	FORMER RP: FOREMOST FARMS BARABOO WI

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-45-532603	EXPRESS CONVENIENCE CENTER #75	1675 N CASALOMA DR	GRAND CHUTE TN	54913	OUTAGAMIE	445029640	2004-09-29	2005-11-07	CLOSED	DNR	ERP	ACTIVITY TYPE CHANGED ON 02-AUG-05. ORIGINAL ACTIVITY NO. WAS 03-45-532603. TANK OVERFILL (SPILL) AND NOT A TANK SYSTEM FAILURE.
02-45-535804	RUG BURNS LLC & PR PROPERTIES LLP	1606 W HASKEL & 1604 W HASKEL	APPLETON	54914	OUTAGAMIE	NONE	2004-11-10	2008-12-15	CLOSED	DNR	ERP	
02-45-537938	OUTOKUMPU COPPER VALLEYCAST LLC	908 N LAWE ST	APPLETON	54911	OUTAGAMIE	445035910	2004-11-29	2008-09-18	CLOSED	DNR	ERP	
02-45-539301	FOX VALLEY TECHNICAL COLLEGE	1825 N BLUEMOUND DR	GRAND CHUTE TN	54913	OUTAGAMIE	445019850	2005-01-10	2005-04-21	CLOSED	DNR	ERP	
02-45-543252	FOX VALLEY TECH - INDOOR SHOOTING RANGE 2	1825 N BLUEMOUND DR	GRAND CHUTE TN	54913	OUTAGAMIE	445019850	2005-05-26	2006-01-18	CLOSED	DNR	ERP	NO SOIL OR GW IMPACTS
02-45-543321	BEHM MOTORS (FORMER)	3939 W COLLEGE AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445027550	2005-06-10	2006-06-06	CLOSED	DNR	ERP	
02-45-543445	FORMER DAVES AUTO SALES SERV	500 S MADISON AVE	LITTLE CHUTE	54146	OUTAGAMIE	445114340	2005-06-21	2005-09-22	CLOSED	DNR	ERP	
02-45-543697	AMERICAN RENTAL PROPERTY (FORMER)	1850 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	445174510	2005-08-08	2008-01-23	CLOSED	DNR	ERP	FILED IN 03-45-001603 (01-23-08) - NER664 FOLDER 2 0F 2
02-45-543821	FORMER BEHM MOTORS/SERVICE STATION	3721 W COLLEGE AV	GRAND CHUTE	54911	OUTAGAMIE	NONE	2005-08-10	2007-04-24	CLOSED	DNR	ERP	PROPERTY WAS REDEVELOPED APPROX 2006 AND PROPERTY ADDRESS RENUMBERED (PREVIOUSLY 3939 W. COLLEGE)
02-45-544137	GOLDIN IRON & METAL RECYCLING CORP-FORMER	300 ISLAND (205 MAPLE ST)	KAUKAUNA	54130	OUTAGAMIE	445152840	2005-09-29	2011-01-12	CLOSED	DNR	ERP	
02-45-544521	AEGIS TOOLS INTERNATIONAL INC	1619 W WISCONSIN AVE	APPLETON		OUTAGAMIE	445071660	2005-12-06	2006-12-19	CLOSED	DNR	ERP	
02-45-547151	AGRILIANCE PROPERTY - LITTLE CHUTE	1900 BOHM DR	LITTLE CHUTE		OUTAGAMIE	NONE	2002-09-11	2009-01-26	CLOSED	DATCP	ERP	*** TRANSFERRED TO DATCP - ACTIVITY NO LONGER UNDER DNR JURISDICTION ***
02-45-547877	TRUGREEN CHEMLAWN - APPLETON	2015 W SPENCER ST	GRAND CHUTE TN		OUTAGAMIE	NONE	2004-03-23	2007-07-06	CLOSED	DATCP	ERP	*** TRANSFERRED TO DATCP - ACTIVITY NO LONGER UNDER DNR JURISDICTION ***
02-45-547911	GHOST TOWN FITNESS CENTER	180 FOX SHORES DR	KAUKAUNA		OUTAGAMIE	NONE	2006-08-23	2006-10-09	CLOSED	DNR	ERP	PARCEL #323040803
02-45-548109	ANR-NORTH APPLETON METERING STATION	2100 E EVERGREEN DR	GRAND CHUTE	54911	OUTAGAMIE	NONE	2006-09-26	2008-11-03	CLOSED	DNR	ERP	
02-45-548198	SURE-DRY BASEMENT SYSTEMS INC	226-230 N DIVISION ST	APPLETON		OUTAGAMIE	NONE	2006-10-12	2010-05-14	CLOSED	DNR	ERP	PARCEL #312043002

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-45-548789	MCC HQ - FLOOR DRAIN (FORMER)	1911 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	471045080	2007-03-07	2012-10-01	CLOSED	DNR	ERP	PREVIOUSLY LISTED AT 1931 W WISCONSIN AVE - MOVED PER COUNTY RECORDS 5/2012 D HANSEN
02-45-549768	MOTO INC - DRUM STORAGE AREA	1850 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	445174510	2007-06-20	2007-07-16	CLOSED	DNR	ERP	FILED IN 03-45-001603 (01-23-08) - NER664; FORMER AMERICAN RENTAL
02-45-549769	MOTO INC - LIQUID DUMPING AREA	1850 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	445174510	2007-06-20	2007-07-16	CLOSED	DNR	ERP	FILED IN 03-45-001603 (01-23-08) - NER664; FORMER AMERICAN RENTAL
02-45-550824	VANS SERVICE - AST & HOIST	901 HYLAND AVE	KAUKAUNA		OUTAGAMIE	445075180	2008-01-16	2011-08-31	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-551409	APPLETON COATED LLC	540 PROSPECT ST	COMBINED LOCKS	54113	OUTAGAMIE	445031290	2008-04-04	2009-06-30	CLOSED	WMM	ERP	*** TRANSFERRED TO DNR WMM - NO LONGER UNDER DNR RR JURISDICTION *** *** TRANSFERRED TO SOLID WASTE - ACTIVITY NO LONGER UNDER DNR JURISDICTION ***
02-45-552083	TIERNEYS CLEANERS	1107 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	445079580	2008-07-31	2009-12-15	CLOSED	DNR	ERP	
02-45-552298	USACE - APPLETON LOCK 1 DWELLING	905 S OLDE ONEIDA ST	APPLETON		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552299	USACE - APPLETON LOCK 2 TENDERS SHED	LOCK 2 - S OLDE ONEIDA ST	APPLETON	54915	OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED WITH 02-45-552298 (09-15-2008) - NER666 USACE-APPLETON LOCK 1 DWELLING
02-45-552300	USACE - APPLETON LOCK 3 TENDERS SHED	LOCK 3-NEWBERRY & S LAWE	APPLETON		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED WITH 02-45-552298 (09-15-2008) - NER666 USACE-APPLETON LOCK 1 DWELLING
02-45-552301	USACE - APPLETON LOCK 3 DWELLING	LOCK 3-NEWBERRY & S LAWE	APPLETON		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552302	USACE - APPLETON LOCK 3 GARAGE	LOCK 3-NEWBERRY & S LAWE	APPLETON		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552304	USACE - CEDARS DWELLING	1169 W MAIN	VANDENBROEK TN		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552305	USACE - CEDARS TENDERS SHED	1169 W MAIN	VANDENBROEK TN		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552306	USACE - LITTLE CHUTE DWELLING	MILL ST & S MONROE	LITTLE CHUTE VIL		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552307	USACE - LITTLE CHUTE GARAGE	MILL ST & S MONROE	LITTLE CHUTE VIL		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552308	USACE - LITTLE CHUTE TENDERS SHED	ISLAND PARK 2ND LOCK	LITTLE CHUTE VIL		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552309	USACE - COMBINED LOCKS DWELLING	SANITORIUM RD - COMBINED LOCKS	LITTLE CHUTE VIL		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-45-552310	USACE - COMBINED LOCKS TENDERS SHED	SANITORIUM RD - COMBINED LOCKS	LITTLE CHUTE VIL		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552311	USACE - KAUKAUNA LOCK 1 DWELLING	301 CANAL ST	KAUKAUNA	54130	OUTAGAMIE	445148990	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552312	USACE - KAUKAUNA LOCK 1 GARAGE	301 CANAL ST	KAUKAUNA	54130	OUTAGAMIE	445148990	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552313	USACE - KAUKAUNA LOCK 1 STORAGE SHED	301 CANAL ST	KAUKAUNA	54130	OUTAGAMIE	445148990	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552314	USACE - KAUKAUNA LOCK 1 TENDERS SHED	301 CANAL ST	KAUKAUNA	54130	OUTAGAMIE	445148990	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552315	USACE - KAUKAUNA LOCK 2 TENDERS SHED	AUGUSTINE ST - LOCK 2	KAUKAUNA CITY	54130	OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552316	USACE - KAUKAUNA LOCK 3 GARAGE	1008 AUGUSTINE ST - LOCK 3	KAUKAUNA		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552317	USACE - KAUKAUNA LOCK 3 TIMBER SHED	1008 AUGUSTINE ST - LOCK 3	KAUKAUNA		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552318	USACE - KAUKAUNA LOCK 3 TENDERS SHED	1008 AUGUSTINE ST - LOCK 3	KAUKAUNA		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552319	USACE - KAUKAUNA LOCK 4 TENDERS SHED	AUGUSTINE ST - LOCK 4	KAUKAUNA CITY	54130	OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552321	USACE - KAUKAUNA LOCK 5 GARAGE	AUGUSTINE ST - LOCK 5	KAUKAUNA CITY	54130	OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552322	USACE - KAUKAUNA LOCK 5 TENDERS SHED	AUGUSTINE ST - LOCK 5	KAUKAUNA CITY	54130	OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552323	USACE - RAPID CROCHE DWELLING	N2205 LOCK RD	KAUKAUNA TN		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-552324	USACE - RAPID CROCHE TENDERS SHED	N2205 LOCK RD	KAUKAUNA TN		OUTAGAMIE	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-45-553236	GRAND CHUTE TN FIRE DEPT (FORMER)	502 W NORTHLAND AVE	GRAND CHUTE TN	54911	OUTAGAMIE	445046470	2009-02-04	2010-03-02	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-45-553369	PIERCE MFG (FORMER) - CITY PLT	315 S PIERCE AVE	APPLETON	54914	OUTAGAMIE	445021720	2009-03-10	2012-11-20	CLOSED	DNR	ERP	FILED IN 06-45-553959
02-45-553464	WEBER BUILDING	1120 E WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	2009-03-27	2010-11-09	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-45-554503	WE ENERGIES - KIMBERLY SUBSTATION	426 S MAPLE ST	KIMBERLY	54136	OUTAGAMIE	NONE	2009-11-17	2011-06-14	CLOSED	DNR	ERP	
02-45-554612	WRENCHES AUTOMOTIVE	1605 E NEWBERRY ST	APPLETON		OUTAGAMIE	NONE	2009-12-21	2011-03-15	CLOSED	DNR	ERP	
02-45-554623	STORY ST HISTORIC TANK	315 S PIERCE AVE	APPLETON	54914	OUTAGAMIE	445021720	2009-12-29	2012-11-20	CLOSED	DNR	ERP	FILED IN 06-45-553959
02-45-555694	HOMESALES INC	1019 S WALDEN AVE	APPLETON		OUTAGAMIE	NONE	2010-08-12	2010-10-26	CLOSED	DNR	ERP	
02-45-555709	AFFINITY HEALTH - ST ELIZABETH HOSP	1506 S ONEIDA ST	APPLETON	54915	OUTAGAMIE	445034370	2010-07-30	2011-01-10	CLOSED	DNR	ERP	
02-45-555712	WE ENERGIES - WEIMAR COURT SUBSTATION	6 WEIMAR CT	APPLETON		OUTAGAMIE	NONE	2010-10-06	2011-02-07	CLOSED	DNR	ERP	
02-45-555821	WE ENERGIES - RICHMOND ST SUBSTATION	2601 N RICHMOND ST	APPLETON		OUTAGAMIE	NONE	2010-08-18	2011-01-13	CLOSED	DNR	ERP	PREVIOUSLY LISTED AT 2541 N RICHMOND
02-45-556252	TRANSPORT INTERNATIONAL POOL	1111 DELANGLADE ST	KAUKAUNA CITY		OUTAGAMIE	NONE	2010-09-16	2010-11-15	CLOSED	DNR	ERP	
02-45-559361	WE ENERGIES-KIMBERLY SUBSTATION-T6 AREA	426 S MAPLE ST	KIMBERLY	54136	OUTAGAMIE	NONE	2012-08-17	2013-04-12	CLOSED	DNR	ERP	
02-45-559745	ATC NORTH APPLETON SUBSTATION	N3575 FRENCH RD	FREEDOM		OUTAGAMIE	NONE	2012-10-03	2014-09-03	CLOSED	DNR	ERP	
02-45-560161	CHUCKS RADIATOR (FORMER)	1741 N RICHMOND ST	APPLETON		OUTAGAMIE	NONE	2013-02-27	2014-12-12	CLOSED	DNR	ERP	PARCELS: 315326500 & 315254800
02-71-000004	GENERAL CHEMICAL	388 AHNAIP ST	MENASHA	54952	WINNEBAGO	471036720	1992-01-01	2008-07-16	CLOSED	DNR	ERP	
02-71-000008	AMERICAN CAN	155 N WESTERN AVE	NEENAH	54956	WINNEBAGO	471032980	1980-01-01	1991-04-02	CLOSED	DNR	ERP	PREVIOUSLY LISTED AT 1815 MARATHON AVE - LOCATION ADDRESS COULD NOT BE VERIFIED FOR THIS ACTIVITY. FILED WITH 02-71-000435 AMERICAN NATIONAL CAN CLOSED 10-18-2005 - NER534
02-71-000020	BANTA CO INC	460 AHNAIP ST/CURTIS REED PLAZ	MENASHA	54952	WINNEBAGO	471034410	1989-09-29	1991-05-22	CLOSED	DNR	ERP	
02-71-000066	FOX CITIES BANK	525 S GREEN BAY RD	NEENAH	54956	WINNEBAGO	NONE	1991-01-04	1992-01-14	CLOSED	DNR	ERP	
02-71-000084	HEWITT MACHINES	ISLAND BETWEEN NEENAH & DOTY	NEENAH		WINNEBAGO	NONE	1990-04-30	2005-08-25	CLOSED	DNR	ERP	
02-71-000104	KURZ ELECTRIC SERVICE	3621 S ONEIDA ST	APPLETON	54913	WINNEBAGO	471150350	1990-05-07	1991-06-20	CLOSED	DNR	ERP	
02-71-000122	MARATHON ENTERPRISES	1100 LONDON ST	MENASHA	54952	WINNEBAGO	NONE	1980-01-01	1991-02-07	CLOSED	DNR	ERP	
02-71-000154	PIERCE MFG INC	2600 AMERICAN DR	APPLETON	54914	WINNEBAGO	445007200	1992-05-18	1997-08-13	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-71-000209	WANGELIN DRUM	72 MATHEWSON ST	MENASHA		WINNEBAGO	999882180	1989-09-11	1991-04-02	CLOSED	DNR	ERP	
02-71-000226	WISCONSIN TISSUE MILL	984 WINCHESTER RD	NEENAH	54956	WINNEBAGO	471028580	1987-10-12	1988-09-26	CLOSED	DNR	ERP	
02-71-000237	GRUENWALD LF (AKA REFUSE SERVICE LF)	905 CHAPMAN	NEENAH		WINNEBAGO	471017030	1991-03-28	2012-07-10	CLOSED	DNR	ERP	*** TRANSFERRED TO DNR WMM - NO LONGER UNDER DNR RR JURISDICTION ***
02-71-000279	WI DOT - TAYCO ST BRIDGE	TAYCO ST BRIDGE & USH 114	MENASHA		WINNEBAGO	NONE	1991-08-08	1998-05-20	CLOSED	DNR	ERP	
02-71-000308	MOBILE PREMIX CONCRETE	4905 W PROSPECT AVE	MENASHA TN		WINNEBAGO	NONE	1992-01-22	1992-03-03	CLOSED	DNR	ERP	
02-71-000340	SCHNEIDER TANK LINES	2476 AMERICAN DR	NEENAH	54956	WINNEBAGO	471027260	1992-04-17	1994-09-02	CLOSED	DNR	ERP	
02-71-000342	WI DOT - STH 41	STH 41; W SHOULDER OF S LANE	NEENAH		WINNEBAGO	NONE	1992-05-07	1994-12-21	CLOSED	DNR	ERP	
02-71-000348	EGGERS INDUSTRIES	164 N LAKE ST	NEENAH	54956	WINNEBAGO	471040240	1992-05-15	1995-06-26	CLOSED	DNR	ERP	
02-71-000375	FAMILY DOCTORS FACILITY	2009 S MEMORIAL DR	APPLETON		WINNEBAGO	NONE	1992-08-20	1993-06-01	CLOSED	DNR	ERP	2009 S MEMORIAL DR
02-71-000387	SUN CHEMICAL/MARATHON ENTERPRISES	1015 BREEZEWOOD LN	NEENAH	54956	WINNEBAGO	471023080	1992-09-10	1992-12-08	CLOSED	DNR	ERP	
02-71-000389	PIERCE MFG EXPANSION	2600 AMERICAN DR	APPLETON	54914	WINNEBAGO	445007200	1992-09-08	1993-03-15	CLOSED	DNR	ERP	
02-71-000424	LUBE PRO	2900 APPLETON RD	MENASHA		WINNEBAGO	NONE	1993-03-23	1998-09-21	CLOSED	DNR	ERP	
02-71-000435	AMERICAN NATIONAL CAN	155 N WESTERN AVE	NEENAH	54956	WINNEBAGO	471032980	1993-04-30	2005-10-18	CLOSED	DNR	ERP	
02-71-000453	JENSEN DR	JENSEN DR	NEENAH		WINNEBAGO	NONE	1993-07-08	1994-05-10	CLOSED	DNR	ERP	
02-71-000460	AMERICAN COLLOID CO	901 CTH G	NEENAH		WINNEBAGO	NONE	1993-08-31	1996-05-13	CLOSED	DNR	ERP	
02-71-000480	GOLLNER JOHN PROPERTY	746 THIRD ST	MENASHA	54952	WINNEBAGO	471090730	1993-10-25	1995-04-04	CLOSED	DNR	ERP	GOLLNER PROP
02-71-000485	MENASHA BULK PLT	320 DEPERE ST	MENASHA		WINNEBAGO	NONE	1980-01-01	2005-09-15	CLOSED	DNR	ERP	
02-71-000487	RIDGEWAY COUNTRY CLUB	2913 STH 150	NEENAH		WINNEBAGO	471062460	1993-06-03	1997-04-09	CLOSED	DNR	ERP	
02-71-000495	LITHO PRINTING CO	1486 EARL ST	MENASHA	54952	WINNEBAGO	471113280	1994-01-05	1995-01-31	CLOSED	DNR	ERP	
02-71-000513	NEENAH PAPER MILL - AST SPILL	135 N COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471031000	1994-04-15	1998-11-16	CLOSED	DNR	ERP	ABOVE-GROUND FUEL SPILL TANK
02-71-000582	W C L - DE PERE & 4TH	DEPERE & 4TH SW CNR	MENASHA		WINNEBAGO	NONE	1994-09-21	2002-07-25	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-71-000583	KOHLS SHOPPING CENTER OUTLOT	877 S GREEN BAY RD	NEENAH CTY		WINNEBAGO	NONE	1994-11-10	2010-11-29	CLOSED	DNR	ERP	
02-71-000586	PIERCE MFG SPILL	2600 AMERICAN DR	APPLETON	54914	WINNEBAGO	445007200	1994-11-28	2002-02-25	CLOSED	DNR	ERP	
02-71-000589	K C LAKEVIEW DIAPER PLT	1040 CHAPMAN (1055 WINCHESTER)	MENASHA TN	54956	WINNEBAGO	471043760	1994-11-18	1994-12-21	CLOSED	DNR	ERP	KIMBERLY CLARK; ENTIRE FILE UNDER DOCUMENTS MODULE
02-71-000591	VOIGT ROBIN PROPERTY	632 VALLEY RD	MENASHA		WINNEBAGO	NONE	1994-12-08	1995-06-09	CLOSED	DNR	ERP	
02-71-000596	41 AUTO SALVAGE (FORMER)	6086 OLD DIXIE RD	NEENAH		WINNEBAGO	NONE	1994-12-22	1998-10-13	CLOSED	DNR	ERP	
02-71-000597	APPLETON STRUCTURAL STEEL	1420 EARL ST	MENASHA	54952	WINNEBAGO	471038150	1994-08-04	1995-11-06	CLOSED	DNR	ERP	
02-71-000625	K C NEENAH PAPER MILL	135 N COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471031000	1995-05-05	1999-02-17	CLOSED	DNR	ERP	
02-71-000645	STURGIS HARRY PROPERTY	1601 OAK RIDGE RD	NEENAH		WINNEBAGO	NONE	1995-07-05	1995-07-26	CLOSED	DNR	ERP	
02-71-000654	U S PAPER MILLS CORP	69 WASHINGTON ST	MENASHA	54952	WINNEBAGO	471031220	1995-08-23	1996-06-30	CLOSED	DNR	ERP	
02-71-096339	CENTRAL PRODUCTS CO	741 4TH ST	MENASHA	54952	WINNEBAGO	471030670	1996-01-25	1997-02-17	CLOSED	DNR	ERP	
02-71-098675	KIMBERLY CLARK CORP	2300 WINCHESTER RD	MENASHA		WINNEBAGO	NONE	1996-03-26	1997-06-13	CLOSED	DNR	ERP	
02-71-107940	VALLEY PRESS INC (FORMER)	943 CHAPMAN AVE	NEENAH	54956	WINNEBAGO	471027920	1991-03-28	1997-03-12	CLOSED	DNR	ERP	
02-71-107948	J K DRUM (FORMER)	CHAPMAN AVE	NEENAH		WINNEBAGO	NONE	1991-03-28	1997-03-12	CLOSED	DNR	ERP	AKA REFUSE SERVICE LF AND ASSOCIATED WITH GRUNEWALD LF
02-71-108446	GUNDERSON CLEANERS INC	904 S COMMERCIAL ST	NEENAH		WINNEBAGO	NONE	1996-08-14	2011-10-19	CLOSED	DNR	ERP	
02-71-118532	D & S RADIATOR & WELDING	126 S FIELDCREST DR	NEENAH		WINNEBAGO	NONE	1997-03-06	1999-10-20	CLOSED	DNR	ERP	
02-71-118564	BRANTMEIER PROPERTY	484 & 508 S GREEN BAY RD	NEENAH		WINNEBAGO	NONE	1997-02-28	1997-04-11	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-118692	ELITE AUTO WORKS	308 TORREY ST	NEENAH		WINNEBAGO	NONE	1996-11-07	1997-05-09	CLOSED	DNR	ERP	
02-71-138894	FOX VALLEY & WESTERN - NEENAH STATION	GARFIELD ST	MENASHA		WINNEBAGO	NONE	1997-09-27	2001-01-25	CLOSED	DNR	ERP	
02-71-176471	WIS CENTRAL-NEENAH FLEET VEHICLE AREA	HENRY ST 1300 BLK	NEENAH	54957	WINNEBAGO	471127140	1997-11-10	2001-07-06	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-71-188331	SUN CHEMICAL CORP - NEENAH FACILITY	830 EHLERS RD	MENASHA TN	54956	WINNEBAGO	471024290	1998-05-29	1999-05-06	CLOSED	DNR	ERP	
02-71-188336	SUN CHEMICAL CORP GPI DIV	450 S MILWAUKEE ST	MENASHA	54952	WINNEBAGO	471033530	1998-05-29	2007-03-21	CLOSED	DNR	ERP	
02-71-203071	WISC CENTRAL-NEENAH ROUNDHOUSE	HENRY ST 1300 BLK	NEENAH	54957	WINNEBAGO	471127140	1997-11-10	2001-07-02	CLOSED	DNR	ERP	
02-71-203076	WISC CENTRAL-NEENAH LOCOMOTIVE AREA	HENRY ST 1300 BLK	NEENAH	54957	WINNEBAGO	471127140	1997-11-10	2002-09-12	CLOSED	DNR	ERP	
02-71-203081	WISC CENTRAL-NEENAH TRI CITY BULK PLT	HENRY ST 1300 BLK	NEENAH	54957	WINNEBAGO	471127140	1997-11-10	2001-07-02	CLOSED	DNR	ERP	
02-71-223831	NEENAH SELF SERVE	167 N LAKE ST	NEENAH		WINNEBAGO	NONE	1999-07-12	2006-08-09	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-227639	FORT JAMES - CANAL PLT (TRANSFORMER SITE	258 RIVER ST	MENASHA	54952	WINNEBAGO	471009660	1999-08-12	2002-03-18	CLOSED	DNR	ERP	
02-71-227643	FORT JAMES - CANAL PLT (MINERAL SPIRITS)	258 RIVER ST	MENASHA	54952	WINNEBAGO	471009660	1999-08-12	2001-10-01	CLOSED	DNR	ERP	
02-71-228319	NEENAH FOUNDRY PLT 1 - BASEMENT AREA	500 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471031990	1999-08-23	2002-12-04	CLOSED	DNR	ERP	
02-71-228326	PREET PETROLEUM	700 MAIN ST	NEENAH	54956	WINNEBAGO	471157060	1999-08-26	2005-09-07	CLOSED	DNR	ERP	
02-71-228433	SHILOBRITS CLEANERS	1231 S COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471007570	1997-10-01	2009-06-23	CLOSED	DNR	ERP	4 FILE FOLDERS IN NER507 (1-3) AND NER508 (4) NER507 = RC #954150 NER508 = RC #954151
02-71-241723	D & S RADIATOR & WELDING SITE 2	126 S FIELDCREST DR	NEENAH		WINNEBAGO	NONE	1997-03-05	2000-10-26	CLOSED	DNR	ERP	
02-71-255277	KIMBERLY CLARK CORP	1414 LARSEN RD	NEENAH TN		WINNEBAGO	NONE	2000-06-07	2000-12-04	CLOSED	DNR	ERP	
02-71-261512	TOWNE AUTO SALES	1385 APPLETON RD	MENASHA	54952	WINNEBAGO	NONE	2000-11-01	2005-09-26	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-268718	TOWNE AUTO SALES	1385 APPLETON RD	MENASHA	54952	WINNEBAGO	NONE	2001-02-28	2007-06-01	CLOSED	DNR	ERP	
02-71-270852	ARROWHEAD PARK-GLATFELTER LF	355 MILLVIEW DR	NEENAH	54956	WINNEBAGO	471013840	2001-04-25	2001-07-31	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-71-275282	NEENAH FOUNDRY PLT 1 - STORM SEWER AREA	500 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471031990	2001-03-30	2002-09-23	CLOSED	DNR	ERP	SEE 02-71-228319 FOR HISTORY/DISCOVERY
02-71-275286	NEENAH FOUNDRY PLT 1 - MAINTENANCE BLDG	500 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471031990	2001-03-30	2004-04-05	CLOSED	DNR	ERP	SEE 02-71-228319 FOR HISTORY/DISCOVERY
02-71-275292	NEENAH FOUNDRY PLT 1 - GP-26 AREA	500 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471031990	2001-03-30	2005-04-15	CLOSED	DNR	ERP	SEE 02-71-228319 FOR HISTORY/DISCOVERY
02-71-275774	LEVENHAGEN OIL CORP	321 HIGH ST	NEENAH	54956	WINNEBAGO	471015710	2001-07-25	2009-10-05	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-279065	ULRICH PROPERTY	MARQUETTE ST (AT IDA & PLANK)	MENASHA	54952	WINNEBAGO	471063010	2001-08-16	2003-11-21	CLOSED	WMM	ERP	PREVIOUSLY LISTED AT ULRICH PROPERTY ON PLANK RD - RECORDS MERGED 9/2010 D HANSEN *** TRANSFERRED TO DNR WMM - NO LONGER UNDER DNR RR JURISDICTION *** *** TRANSFERRED TO SOLID WASTE - ACTIVITY NO LONGER UNDER DNR JURISDICTION ***
02-71-305402	TOWNE AUTO SALES (HISTORICAL SPILL)	1385 APPLETON RD	MENASHA	54952	WINNEBAGO	NONE	2001-11-05	2007-06-04	CLOSED	DNR	ERP	
02-71-305444	HESSER AUTO BODY - AST	969 PLANK RD	MENASHA	54952	WINNEBAGO	471078740	2002-04-08	2003-01-02	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-305662	MEAD/WESTVACO	430 AHNAIP ST	MENASHA	54952	WINNEBAGO	471030560	2002-04-05	2004-02-26	CLOSED	DNR	ERP	
02-71-305862	ULRICH CONST (FORMER)	848 BLAIRE AVE	MENASHA TN	54956	WINNEBAGO	471019120	2002-04-24	2002-09-03	CLOSED	DNR	ERP	
02-71-343372	NEENAH CTY GARAGE	333 W CECIL ST	NEENAH	54956	WINNEBAGO	471126920	2002-07-25	2003-12-04	CLOSED	DNR	ERP	
02-71-363034	HIDDEN ACRES COURT	HIDDEN ACRES CT LOT 4	APPLETON		WINNEBAGO	NONE	2002-09-09	2004-09-30	CLOSED	DNR	ERP	
02-71-384947	637 BROAD ST	637 BROAD ST	MENASHA		WINNEBAGO	NONE	2002-12-04	2013-06-12	CLOSED	DNR	ERP	ACTIVITY NAME PREVIOUSLY LISTED AS HOLEWINSKI RESIDENCE - CHANGED PER NEW PROPERTY OWNER INFORMATION 8/2011
02-71-449778	LEBOEUF PROPERTY	600 S LAKE ST	NEENAH		WINNEBAGO	NONE	2003-05-16	2003-11-26	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-455083	SHATTUCK PARK	210 E WISCONSIN AVE	NEENAH		WINNEBAGO	471163000	2003-05-27	2006-08-01	CLOSED	DNR	ERP	
02-71-477930	BANK ONE	222 WASHINGTON AVE	MENASHA	54952	WINNEBAGO	NONE	2003-07-03	2007-01-04	CLOSED	DNR	ERP	
02-71-518348	MURPHY CONCRETE & CONST INC	4875 W PROSPECT ST	MENASHA TN		WINNEBAGO	NONE	2003-12-11	2007-07-24	CLOSED	DNR	ERP	

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02-71-524941	INTERNATIONAL PAPER (AKROSIL DIV)	206 GARFIELD AVE	MENASHA	54952	WINNEBAGO	471031770	2004-04-19	2005-09-01	CLOSED	DNR	ERP	
02-71-526070	NEENAH COAL GAS (FORMER) MGP	N WATER ST & ABBY AVE	NEENAH		WINNEBAGO	NONE	2004-05-17	2005-01-06	CLOSED	DNR	ERP	
02-71-527464	KIMBERLY-CLARK - LARSEN RD	1414 LARSEN RD	NEENAH TN		WINNEBAGO	NONE	1987-05-11	1989-03-02	CLOSED	DNR	ERP	THIS SITE IS BEING ENTERED INTO BRRTS FOR HISTORICAL PURPOSES ONLY. "GW CASE"
02-71-531038	PROMO - EDGE	950 BREEZWOOD LN	NEENAH	54956	WINNEBAGO	471026380	2004-08-26	2007-07-23	CLOSED	DNR	ERP	
02-71-532144	WCL-NEENAH RAILYARD	1105 HENRY ST	NEENAH	54956	WINNEBAGO	NONE	2004-09-14	2006-08-28	CLOSED	DNR	ERP	
02-71-535445	CENTER FOR AESTHETIC & PLASTIC SURGERY	425 S COMMERCIAL ST	NEENAH	54956	WINNEBAGO	NONE	2004-11-02	2006-11-03	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-543162	PROPOSED ALTA RESOURCES BLDG	120 N COMMERCIAL ST	NEENAH CITY	54956	WINNEBAGO	NONE	2005-05-20	2013-10-25	CLOSED	DNR	ERP	FILED WITH 06-71-543163 PROPOSED ALTA RESOURCES BLDG (VPLE) CLOSED 12-20-2013
02-71-543459	WIS CENTRAL LTD-NEENAH RAIL YARD FORMER AST	1105 HENRY ST	NEENAH	54956	WINNEBAGO	NONE	2005-07-05	2008-04-22	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-543567	P D Q FOOD STORE	1065 RACINE ST	MENASHA	54952	WINNEBAGO	471113060	2005-07-07	2011-05-10	CLOSED	DNR	ERP	
02-71-543574	WISCONSIN CENTRAL LIMITED PROPERTY	ADJACENT TO 324 FIRST ST	NEENAH		WINNEBAGO	NONE	2005-07-18	2007-06-26	CLOSED	DNR	ERP	ADDRESS PREVIOUSLY LISTED AT 312 FIRST STREET (ADJACENT TO) - ADDRESS CHANGED PER WINNEBAGO COUNTY LAND RECORDS 6/2/2011 PER R SANCHEZ.
02-71-543616	PECHINEY PLASTIC PACKAGING	271 RIVER ST	MENASHA	54952	WINNEBAGO	471032760	2005-07-26	2006-12-18	CLOSED	DNR	ERP	
02-71-543627	MENASHA UTILITIES - COAL BUNKER	198 RIVER ST	MENASHA	54952	WINNEBAGO	471033640	2005-07-27	2009-04-08	CLOSED	DNR	ERP	
02-71-544242	HESSER OLDS & PONTIAC INC	988 S GREEN BAY RD	NEENAH	54956	WINNEBAGO	471085670	2005-10-25	2005-11-09	CLOSED	DNR	ERP	
02-71-544496	CANAL ST PARKING RAMP	131 W CANAL ST	NEENAH		WINNEBAGO	NONE	2005-05-19	2008-11-24	CLOSED	DNR	ERP	SEE 02-71-543162 FOR DISCOVERY. PART OF VPLE 06-71-543163 WITH ADDRESS OF 120 N COMMERCIAL
02-71-544866	210-231 JACKSON ST	231 JACKSON ST	NEENAH	53957	WINNEBAGO	NONE	2006-02-10	2006-02-14	CLOSED	DNR	ERP	
02-71-544874	B & B CONVENIENCE STORE	2675 AMERICAN DR	MENASHA TN	54911	WINNEBAGO	471142980	2006-02-10	2008-12-15	CLOSED	DNR	ERP	
02-71-547620	MENASHA UTILITIES WATER PLT	57 MANITOWOC ST	MENASHA	54952	WINNEBAGO	471033420	2006-06-27	2009-06-10	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-548386	HEGNER EXPRESS & WASTE MGMT PARCEL	937 HAASE ST	MENASHA TN	54952	WINNEBAGO	471017140	2006-12-11	2007-02-13	CLOSED	DNR	ERP	

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02-71-548408	NEENAH FOUNDRY CO - PLT 2	2051 AYLWARD AVE	NEENAH		WINNEBAGO	NONE	2006-12-20	2009-01-23	CLOSED	DNR	ERP	
02-71-549245	TRIPLE S INC 9535 (FORMER) HYDRAULIC LIFT	906 AMERICAN DR	MENASHA TN		WINNEBAGO	NONE	2005-05-16	2008-11-06	CLOSED	DNR	ERP	
02-71-549437	NEENAH FOUNDRY-CASTING STORAGE YARD	2121 BROOKS ST	NEENAH	54956	WINNEBAGO	471033860	2007-06-04	2009-01-23	CLOSED	DNR	ERP	
02-71-550679	DOTY BLDG	300 N COMMERCIAL ST	NEENAH		WINNEBAGO	NONE	2007-12-14	2009-04-21	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-550734	P H GLATFELTER (FORMER) - REPAIR SHOP - LGU	225 W WISCONSIN AVE (101 MAIN)	NEENAH	54956	WINNEBAGO	471031660	2007-12-28	2012-11-30	CLOSED	DNR	ERP	FILED IN 06-71-551109
02-71-550735	P H GLATFELTER FRMR- ASH FILL (SITEWIDE) LGU	225 W WISCONSIN AVE (101 MAIN)	NEENAH	54956	WINNEBAGO	471031660	2007-12-28	2012-11-30	CLOSED	DNR	ERP	FILED IN 06-71-551109
02-71-552111	DIXIE RD SUBSTATION	1200 HARRISON ST	NEENAH		WINNEBAGO	NONE	2008-08-07	2009-10-16	CLOSED	DNR	ERP	
02-71-552295	USACE - MENASHA DWELLING	END OF BROAD ST	MENASHA CITY OF		WINNEBAGO	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-71-552297	USACE - MENASHA GARAGE	END OF BROAD ST	MENASHA CITY OF		WINNEBAGO	NONE	2003-10-09	2008-09-15	CLOSED	DNR	ERP	FILED IN FOLDER MARKED FOX LOCKS LEAD SOIL CLEANUP CLOSED 09-15-2008 - SEE 02-45-552298 USACE-APPLETON LOCK 1 DWELLING
02-71-552334	GRAPHIC PACKAGING-FREON	160 WASHINGTON ST	MENASHA	54952	WINNEBAGO	471033970	2008-09-15	2009-11-11	CLOSED	DNR	ERP	
02-71-553418	CB SUPPLY (FORMER)	1381 E MIDWAY RD	MENASHA	54952	WINNEBAGO	NONE	2007-04-19	2009-06-30	CLOSED	DNR	ERP	
02-71-555187	TOYS FOR TRUCKS (FORMER)	187 S GREEN BAY RD	NEENAH	54956	WINNEBAGO	471003940	2010-04-14	2010-12-13	CLOSED	DNR	ERP	
02-71-555348	MUSIL PROPERTY	210 LIMEKILN DR	NEENAH TN		WINNEBAGO	NONE	2010-06-01	2011-07-27	CLOSED	DNR	ERP	
02-71-556848	JET ENGINE MFG FACILITY (FORMER)	2485 SCHULTZ DR	NEENAH	54957	WINNEBAGO	471166520	2011-03-01	2012-01-19	CLOSED	DNR	ERP	
02-71-560034	NEENAH HIGH SCHOOL - HOIST	1275 TULLAR RD	NEENAH	54956	WINNEBAGO	471108000	2013-01-28	2014-07-11	CLOSED	DNR	ERP	
03-08-000077	DARBOY PLAZA	N9690 CTH N	APPLETON	54915	CALUMET	408042030	1988-09-06	2000-05-02	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-08-000208	MADISON JUNIOR HIGH SCHOOL	2020 S CARPENTER ST	APPLETON		CALUMET	NONE	1989-10-05	1995-08-04	CLOSED	DNR	LUST	COUNTY CHANGED FROM OUTAGAMIE TO CALUMET ON 23-APR-14 PREVIOUS ACTIVITY NUMBER WAS 03-45-000208

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03-08-000690	PERFORMANCE AUTO SALES	2214 S ONEIDA ST	APPLETON		CALUMET	NONE	1990-09-12	1993-01-06	CLOSED	DNR	LUST	
03-08-000797	WI DOT - WIESLER PROPERTY	USH 10 & LAKE PARK RD	HARRISON TN		CALUMET	NONE	1991-03-14	1995-07-31	CLOSED	DNR	LUST	
03-08-000910	WEINANDT ESTATE	N8770 FIRE LN #1	HARRISON TN		CALUMET	NONE	1991-07-17	2000-04-26	CLOSED	DNR	LUST	2 FILE FOLDERS
03-08-001036	GUNTHER PROPERTY	2518 S ONEIDA	APPLETON CTY		CALUMET	NONE	1991-11-20	1992-08-12	CLOSED	DNR	LUST	
03-08-001212	WHITE CLOVER DAIRY - WI DOT	N8495 STH 55	HARRISON TN		CALUMET	NONE	1992-06-22	1998-10-13	CLOSED	DNR	LUST	
03-08-001213	WINK MART (WINKLER OIL) - WI DOT	W415 VETERANS AVE (STH 55)	SHERWOOD	54169	CALUMET	308000220	1992-06-25	2008-05-27	CLOSED	DNR	LUST	2 FILE FOLDERS
03-08-001215	COUNTRY AUTO REPAIR - WI DOT	N384 MILITARY AVE	SHERWOOD VIL		CALUMET	NONE	1992-06-25	1992-10-23	CLOSED	DNR	LUST	
03-08-001290	NORTH SHORE GOLF CLUB	8421 NORTH SHORE RD	HARRISON		CALUMET	NONE	1992-10-07	1993-04-15	CLOSED	DNR	LUST	
03-08-001302	HARRISON FIRE STATION #1	ADJACENT TO W489 CLIFTON RD	SHERWOOD		CALUMET	NONE	1992-10-15	1994-01-04	CLOSED	DNR	LUST	
03-08-001466	BROOKSIDE CHEESE CO	W3697 HWY 10 (JCT CTH M)	WOODVILLE TN		CALUMET	NONE	1993-05-14	1995-09-21	CLOSED	DNR	LUST	
03-08-001516	MODERSON PROPERTY	N8645 FIRE LN 10	HARRISON		CALUMET	NONE	1993-07-07	1993-09-11	CLOSED	DNR	LUST	
03-08-001587	HARRISON TN GARAGE	W5298 HWY 114	HARRISON TN	54952	CALUMET	471124390	1993-09-10	1993-11-30	CLOSED	DNR	LUST	
03-08-001695	DAIRY QUEEN	2012 S ONEIDA ST	APPLETON		CALUMET	NONE	1993-12-07	1994-03-09	CLOSED	DNR	LUST	
03-08-001969	BENTON PROPERTY	W7067 FIRE LN #3	HARRISON TN		CALUMET	NONE	1994-11-22	1995-01-04	CLOSED	DNR	LUST	
03-08-001973	WALLYS GAS & SERVICE	N6827 STH 55	HARRISON TN		CALUMET	NONE	1994-11-28	1998-03-12	CLOSED	DNR	LUST	
03-08-001991	MICHELL PROPERTY	N7871 STATE PARK RD	HARRISON	54952	CALUMET	408053030	1994-12-16	1998-03-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-08-002067	CLASSIC GLASS	N398 MILITARY RD	SHERWOOD VIL		CALUMET	NONE	1995-05-15	1996-05-29	CLOSED	DNR	LUST	
03-08-002115	RUFFING PROPERTY	W5685 FIRE LN #12	HARRISON TN		CALUMET	NONE	1995-07-17	1995-10-30	CLOSED	DNR	LUST	
03-08-002225	WI DNR - HIGH CLIFF STATE PARK	N7475 HIGH CLIFF RD	HARRISON TN	54952	CALUMET	408028060	1995-11-18	1997-12-15	CLOSED	DNR	LUST	
03-08-120379	WARNER PROPERTY	N7949 STATE PARK RD	HARRISON TN		CALUMET	NONE	1997-04-15	1997-09-24	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-08-174890	SHADY REST TAVERN	N8389 STATE PARK RD	HARRISON TN		CALUMET	NONE	1997-10-20	1999-06-17	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-08-208970	WIECKERT PROPERTY	W6800 HWY 10/114	HARRISON TN		CALUMET	NONE	1999-01-06	2005-11-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-08-261324	SMITH PROPERTY	W5753 FIRE LN 12 W	HARRISON TN		CALUMET	NONE	2000-11-16	2001-05-15	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-08-276011	COPPS STORE #108 GAS STATION	1919 E CALUMET ST	APPLETON	54915	CALUMET	408053690	2001-07-23	2004-02-06	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-08-306354	CTH KK ROW	5779 CTH KK ROW	DARBOY		CALUMET	NONE	2002-04-29	2003-02-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-08-514722	COPPS FOOD CENTER STORE #108 GAS STATION	1919 E CALUMET ST	APPLETON	54915	CALUMET	408053690	2003-10-17	2006-10-16	CLOSED	DNR	LUST	
03-08-544191	HIGHWAY 55 AUTO SALES - FORMER-GASOLINE UST	N9378 STH 55	HARRISON TN		CALUMET	NONE	2005-10-07	2007-03-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-08-551421	KWIK TRIP #685	W6121 CTH KK	HARRISON TN		CALUMET	NONE	2008-04-28	2009-08-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-08-555356	KWIK TRIP #678	3232 S ONEIDA ST	APPLETON	54915	CALUMET	NONE	2010-06-02	2010-10-14	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-000065	BADGER CHEESE CO	1857-1230 CTH J	KAUKAUNA		OUTAGAMIE	NONE	1988-05-23	1992-01-13	CLOSED	DNR	LUST	
03-45-000073	CW TRANSPORT	1700 TOWER DR	KAUKAUNA	54130	OUTAGAMIE	445079470	1989-03-28	1994-11-29	CLOSED	DNR	LUST	
03-45-000082	JIMS CAR WASH	100 W 3RD	KAUKAUNA		OUTAGAMIE	NONE	1989-05-19	1989-11-27	CLOSED	DNR	LUST	
03-45-000084	KC AVIATION	W6365 DISCOVERY DR	GREENVILLE TN	54914	OUTAGAMIE	445023810	1989-01-21	2006-08-05	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-000101	FIRST FINANCIAL BANK	926 W COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	1988-12-21	1993-11-16	CLOSED	DNR	LUST	
03-45-000103	WISCONSIN BELL - PACKARD ST	311 PACKARD ST	APPLETON	54911	OUTAGAMIE	445145250	1988-03-08	1992-11-19	CLOSED	DNR	LUST	
03-45-000106	LIONS PRIDE (FORMER ADVANCED INDUSTRIES)	2002 N FRENCH ST	APPLETON		OUTAGAMIE	NONE	1989-04-13	1996-03-19	CLOSED	DNR	LUST	
03-45-000116	VALLEY PACKAGING - NORTHLAND AVE	SE OF NORTHLAND AVE & ROEME	APPLETON		OUTAGAMIE	NONE	1989-06-30	1991-09-17	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-000126	GUARDIAN LIFE	BALLARD & CAPITOL DR	APPLETON		OUTAGAMIE	NONE	1988-08-10	1992-03-02	CLOSED	DNR	LUST	
03-45-000146	JESKE CO	1800 W CAPITOL DR	GRAND CHUTE TN		OUTAGAMIE	NONE	1989-11-28	1993-03-02	CLOSED	DNR	LUST	
03-45-000150	AUGUST WINTER & SONS	2323 N ROEMER RD	APPLETON	54913	OUTAGAMIE	445129410	1989-08-15	1993-09-14	CLOSED	DNR	LUST	
03-45-000159	CHUCKS RADIATOR SERVICE (U S OIL)	1741 N RICHMOND ST	APPLETON		OUTAGAMIE	NONE	1989-10-16	2000-07-24	CLOSED	DNR	LUST	
03-45-000164	GASMAN	1920 E NORTHLAND AVE	APPLETON		OUTAGAMIE	NONE	1989-10-23	1992-06-17	CLOSED	DNR	LUST	
03-45-000169	APPLETON AREA SCHOOL DIST - MAINT BLDG	531 N MORRISON ST	APPLETON	54911	OUTAGAMIE	445115220	1989-09-18	1993-04-26	CLOSED	DNR	LUST	
03-45-000175	THILMANY PLT #71	600 THILMANY RD	KAUKAUNA	54130	OUTAGAMIE	445031180	1989-10-31	1993-07-15	CLOSED	DNR	LUST	
03-45-000179	KAUKAUNA HIGH SCHOOL - WI DOT	101 OAK ST	KAUKAUNA	54130	OUTAGAMIE	445084310	1989-08-28	1992-09-29	CLOSED	DNR	LUST	
03-45-000180	BAERS BEVERAGE (BADGER METALS)	911 S LYNNDALE AVE	APPLETON		OUTAGAMIE	NONE	1988-11-30	1993-10-27	CLOSED	DNR	LUST	
03-45-000185	ARK GARD CONTROLS	640 MOASIS DR	LITTLE CHUTE	54140	OUTAGAMIE	445098280	1989-07-19	1996-04-26	CLOSED	DNR	LUST	FORMERLY 600 MOASIS DR
03-45-000192	AZCO HENNES	1600 W HASKEL	APPLETON		OUTAGAMIE	NONE	1989-11-01	1998-09-10	CLOSED	DNR	LUST	
03-45-000201	OSCAR BOLDT CO	2525 ROEMER RD	APPLETON		OUTAGAMIE	NONE	1989-04-07	1993-06-17	CLOSED	DNR	LUST	
03-45-000207	CAPELLE PROPERTY	314 KIMBERLY RD	KIMBERLY		OUTAGAMIE	NONE	1989-06-13	1989-08-08	CLOSED	DNR	LUST	
03-45-000209	LINCOLN ELEMENTARY SCHOOL	1000 N MASON	APPLETON		OUTAGAMIE	NONE	1989-08-09	1997-09-12	CLOSED	DNR	LUST	
03-45-000210	BOLIDEN ALLIS CORP/ALLIS MINERAL SYSTEMS	2600 ROEMER RD	APPLETON	54915	OUTAGAMIE	445006650	1989-08-03	1995-10-30	CLOSED	DNR	LUST	
03-45-000211	WISCONSIN BELL	1601 N BALLARD RD	APPLETON	54230	OUTAGAMIE	445025570	1989-07-24	1996-03-04	CLOSED	DNR	LUST	
03-45-000212	COMBINED LOCKS PUBLIC WORKS GARAGE	300 PARK ST	COMBINED LOCKS	54113	OUTAGAMIE	445017100	1988-01-22	2002-04-10	CLOSED	DNR	LUST	
03-45-000213	LUNDA CONST CO	701 MOASIS DR	LITTLE CHUTE		OUTAGAMIE	445106860	1989-06-22	2000-03-06	CLOSED	DNR	LUST	
03-45-000220	THILMANY PLT #45	600 THILMANY RD	KAUKAUNA	54130	OUTAGAMIE	445031180	1989-08-10	1992-11-16	CLOSED	DNR	LUST	
03-45-000226	VANS SERVICE	901 HYLAND AVE	KAUKAUNA		OUTAGAMIE	445075180	1989-10-30	2000-02-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-000242	EMRO MARKETING (FORMER SPEEDWAY)	2501 W WISCONSIN AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445094100	1989-05-13	1997-11-03	CLOSED	DNR	LUST	
03-45-000245	ST ELIZABETH HOSPITAL	1506 S ONEIDA ST	APPLETON	54915	OUTAGAMIE	445034370	1988-12-04	1992-12-04	CLOSED	DNR	LUST	
03-45-000247	RANDALLS ORIGINAL FROZEN CUSTARD	3815 W WISCONSIN AVE	GRAND CHUTE TN	54915	OUTAGAMIE	445108730	1989-12-01	1994-07-20	CLOSED	DNR	LUST	
03-45-000279	LITTLE CHUTE SUPPLY CO	1135 GRAND AVE	LITTLE CHUTE		OUTAGAMIE	445100370	1990-01-09	1992-01-23	CLOSED	DNR	LUST	
03-45-000286	DODGE CITY MOTORS	1610 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	471079070	1990-01-09	1994-03-08	CLOSED	DNR	LUST	
03-45-000288	PETES AUTO REPAIR	2006 N MEADE ST	APPLETON		OUTAGAMIE	NONE	1989-12-04	1992-04-06	CLOSED	DNR	LUST	
03-45-000291	FOREWAY EXPRESS	2240 W SPENCER RD	GRAND CHUTE TN	54914	OUTAGAMIE	445014020	1990-01-30	1993-02-05	CLOSED	DNR	LUST	
03-45-000292	GREENVILLE MINI MART	HWY 76/45	GREENVILLE		OUTAGAMIE	445073420	1988-01-08	2007-05-09	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-000362	SCHOUTEN OIL - WEST	502 DRAPER ST	KAUKAUNA		OUTAGAMIE	NONE	1990-03-03	2000-09-11	CLOSED	DNR	LUST	
03-45-000363	PENSKE TRUCK LEASING	3111 W WISCONSIN AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445089150	1989-12-05	1993-04-26	CLOSED	DNR	LUST	
03-45-000374	VAN HOOF OIL & SERVICE - WI DOT	141 E MAIN ST	LITTLE CHUTE	54140	OUTAGAMIE	445075070	1990-05-25	2006-07-10	CLOSED	DNR	LUST	4 FILE FOLDERS IN NER649 (1-3) AND NER650 (4) NER649 = RC #954327 NER650 = RC #954328
03-45-000387	BUSY BEE CAR WASH	1714 E WISCONSIN AVE	APPLETON	54911	OUTAGAMIE	445097950	1990-04-01	1991-06-26	CLOSED	DNR	LUST	
03-45-000484	VALLEY PACKAGING INDUSTRIES	1325 S PERKINS ST	APPLETON	54914	OUTAGAMIE	999922110	1991-01-08	1993-01-04	CLOSED	DNR	LUST	
03-45-000501	APPLETON MUNICIPAL SERVICE BLDG	2625 E GLENDALE AVE	APPLETON	54915	OUTAGAMIE	445012810	1990-08-03	1997-07-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-000509	SUPERAMERICA #4215	1920 E WISCONSIN AVE	APPLETON		OUTAGAMIE	445102790	1990-08-08	2005-04-19	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-000519	APPLETON PAPERS INC - BLDG 11	1020 N RANKIN ST	APPLETON	54912	OUTAGAMIE	NONE	1990-08-07	1993-04-06	CLOSED	DNR	LUST	
03-45-000526	FOX VALLEY WOOD PRODUCTS INC	RT 3 HWY 96	KAUKAUNA	54130	OUTAGAMIE	445052300	1990-09-05	1991-01-08	CLOSED	DNR	LUST	
03-45-000575	ARTFAIRE (SULPACO WEST)	600 E HANCOCK ST	APPLETON	54912	OUTAGAMIE	445019960	1990-08-24	1993-09-29	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-000585	GAS STOP - GARROW OIL	1717 W COLLEGE AVE	APPLETON	54914	OUTAGAMIE	445108950	1990-08-10	2003-12-22	CLOSED	DNR	LUST	
03-45-000589	VAN EPEREN PROPERTY	2601 W 2ND ST	APPLETON		OUTAGAMIE	NONE	1990-05-21	2004-05-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-000604	FOX VALLEY CAB	437 W FRANKLIN	APPLETON	54911	OUTAGAMIE	445099820	1990-10-17	1993-06-10	CLOSED	DNR	LUST	
03-45-000615	SASNOWSKI PONTIAC	708 LAWE ST	KAUKAUNA		OUTAGAMIE	445100260	1990-04-03	1992-09-14	CLOSED	DNR	LUST	
03-45-000625	FEMAL PROPERTY	904 S PIERCE ST	APPLETON		OUTAGAMIE	NONE	1990-11-01	1991-02-20	CLOSED	DNR	LUST	
03-45-000632	FOX VALLEY TECHNICAL COLLEGE	1825 N BLUEMOUND DR	GRAND CHUTE TN	54913	OUTAGAMIE	445019850	1990-11-08	1993-08-03	CLOSED	DNR	LUST	
03-45-000651	K-MART STORE #4218	2400 W COLLEGE AVE	APPLETON	54911	OUTAGAMIE	445100920	1990-11-09	1996-12-12	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-000656	SUPERIOR ELECTRIC CO	1825 W HIGHLAND AVE	APPLETON	54914	OUTAGAMIE	445094540	1990-11-26	1995-10-12	CLOSED	DNR	LUST	ASSOCIATED WITH VPLE 06-45-554618 (1843 W REEVE ST) KJL PROPERTIES
03-45-000676	OUTAGAMIE CNTY HWY DEPT	3302 W BREWSTER ST	GRAND CHUTE TN	54914	OUTAGAMIE	445056810	1990-03-28	2002-02-26	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-000688	U S ARMY CORPS OF ENGINEERS	905 S OLDE ONEIDA ST	APPLETON		OUTAGAMIE	NONE	1990-11-29	1997-03-13	CLOSED	DNR	LUST	
03-45-000689	OUTAGAMIE CNTY AIRPORT	201 CHALLENGER DR	GREENVILLE TN		OUTAGAMIE	NONE	1990-11-30	1999-01-26	CLOSED	DNR	LUST	
03-45-000692	ASTEN FORMING FABRICS	6480 W COLLEGE AVE	APPLETON	54913	OUTAGAMIE	246080560	1990-08-31	1992-09-14	CLOSED	DNR	LUST	
03-45-000693	LANGSTADT ELECTRIC SUPPLY	1524 W CIVIC ST	APPLETON	54914	OUTAGAMIE	445101030	1990-10-25	1991-07-30	CLOSED	DNR	LUST	
03-45-000694	KIMBERLY MUNICIPAL GARAGE	426 W KIMBERLY AVE	KIMBERLY	54136	OUTAGAMIE	445017430	1990-08-20	1992-01-04	CLOSED	DNR	LUST	
03-45-000696	COUNTRYSIDE GOLF CLUB	3231 WEILER RD	KAUKAUNA		OUTAGAMIE	NONE	1990-05-23	1992-10-12	CLOSED	DNR	LUST	
03-45-000702	CLOUD BUICK	2445 W COLLEGE AVE	APPLETON	54914	OUTAGAMIE	445026120	1990-06-04	2006-08-08	CLOSED	DNR	LUST	
03-45-000706	OUTAGAMIE CNTY HEALTH CENTER	3400 W BREWSTER	GRAND CHUTE TN	54914	OUTAGAMIE	445133260	1990-12-10	1993-03-25	CLOSED	DNR	LUST	
03-45-000707	HERTZ RENTAL CAR	N497 CTH CB	GREENVILLE	54915	OUTAGAMIE	445153610	1990-04-11	1998-12-03	CLOSED	DNR	LUST	
03-45-000708	MCKANNA PROPERTY	1127 E GRANT ST	APPLETON		OUTAGAMIE	NONE	1990-12-03	1993-05-20	CLOSED	DNR	LUST	
03-45-000717	LANGENHUIZEN PROPERTY	311 S RAILROAD ST	KIMBERLY	54136	OUTAGAMIE	445102680	1990-12-07	1994-02-28	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-000740	RIVERVIEW HEALTH CENTER	200 SANITORIUM RD	LITTLE CHUTE		OUTAGAMIE	NONE	1990-11-27	1994-11-07	CLOSED	DNR	LUST	
03-45-000751	STOKELY USA INC	1840 W SPENCER ST	APPLETON	54914	OUTAGAMIE	445034920	1990-06-27	1992-09-03	CLOSED	DNR	LUST	
03-45-000756	PIERCE MFG	315 S PIERCE AVE	APPLETON	54914	OUTAGAMIE	445021720	1991-01-07	1992-09-01	CLOSED	DNR	LUST	
03-45-000759	OUTAGAMIE COOP SERVICES	3011 W WISCONSIN AVE	GRAND CHUTE TN		OUTAGAMIE	445103450	1990-01-15	2014-09-04	CLOSED	DNR	LUST	
03-45-000766	APPLETON POST CRESCENT	306 W WASHINGTON ST	APPLETON	54912	OUTAGAMIE	445022160	1991-01-29	1993-03-15	CLOSED	DNR	LUST	
03-45-000773	CHASKA GOLF COURSE	HWYS 45/10	APPLETON	54912	OUTAGAMIE	445059120	1991-02-07	1993-06-29	CLOSED	DNR	LUST	
03-45-000785	KWIK TRIP SPUR STATION #2733	1342 PROSPECT AVE	APPLETON	54912	OUTAGAMIE	445108840	1991-02-25	2004-09-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-000800	RIVERSIDE PAPER CO	110 N KENSINGTON DR	APPLETON	54915	OUTAGAMIE	445028870	1991-03-19	1992-05-11	CLOSED	DNR	LUST	
03-45-000806	B & J SUPPLY INC	1117 W WASHINGTON ST	APPLETON		OUTAGAMIE	NONE	1991-04-02	1995-08-18	CLOSED	DNR	LUST	
03-45-000807	PEERLESS CLEANERS (FORMER)	200 W WISCONSIN AVE	APPLETON	54911	OUTAGAMIE	445078700	1991-04-05	1994-03-31	CLOSED	DNR	LUST	
03-45-000814	ENTERPRISE MOTOR CARS	1930 S VAN DYKE RD	GRAND CHUTE TN	54915	OUTAGAMIE	445084860	1991-04-23	2000-05-15	CLOSED	DNR	LUST	
03-45-000831	OVERNIGHT TRANSPORT	1700 TOWER DR	KAUKAUNA	54130	OUTAGAMIE	445098940	1991-05-16	1998-07-13	CLOSED	DNR	LUST	
03-45-000834	VICTORIAS RESTAURANT	503 W COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	1991-05-17	1996-05-29	CLOSED	DNR	LUST	
03-45-000841	NEWBERRY EXPRESS CONVENIENCE CENTER	2811 E NEWBERRY ST	APPLETON	54915	OUTAGAMIE	445011380	1989-11-08	2004-05-10	CLOSED	DNR	LUST	
03-45-000847	BILLS AUTO SERVICE	231 TAYLOR ST	KAUKAUNA	54130	OUTAGAMIE	445102460	1990-03-30	2005-05-19	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-000880	CHRISTENSEN & WISNET	114 N MASON	APPLETON		OUTAGAMIE	NONE	1991-05-16	1995-04-06	CLOSED	DNR	LUST	
03-45-000882	JACLIN ENTERPRISES	700 MOASIS DR	LITTLE CHUTE		OUTAGAMIE	NONE	1991-06-24	1992-09-02	CLOSED	DNR	LUST	
03-45-000895	JENNERJOHN PROPERTY - WI DOT	N899 MUNICIPAL DR	GREENVILLE		OUTAGAMIE	NONE	1991-07-02	1996-09-13	CLOSED	DNR	LUST	
03-45-000922	ZWICKER KNITTING MILL	306 N RICHMOND	APPLETON		OUTAGAMIE	NONE	1991-07-31	1993-03-15	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-000925	DEGOEY PROPERTY (FORMER BLAKE ESTATE)	W2336 CTH J	KAUKAUNA		OUTAGAMIE	NONE	1991-08-01	1993-04-07	CLOSED	DNR	LUST	
03-45-000939	SHELF & DINING FURNITURE	4790 W WISCONSIN AVE	GRAND CHUTE TN	54915	OUTAGAMIE	4451049 90	1991-07-29	1991-09-17	CLOSED	DNR	LUST	
03-45-000947	APPLETON PAPERS	115 N KENSINGTON	APPLETON	54915	OUTAGAMIE	4450987 20	1991-08-23	1993-08-24	CLOSED	DNR	LUST	
03-45-000949	CENEX / LAND O LAKES FEED MILL	1700 BOHM DR	LITTLE CHUTE	54140	OUTAGAMIE	NONE	1991-08-20	1998-12-14	CLOSED	DNR	LUST	
03-45-000952	POMPS TIRE SERVICE INC	1417 WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	1991-08-27	1995-07-26	CLOSED	DNR	LUST	
03-45-000966	AVIS MIDWESTERN WHEELS - SUMP 1	1611 E AMELIA ST	APPLETON		OUTAGAMIE	NONE	1991-09-19	2001-06-01	CLOSED	DNR	LUST	
03-45-000968	PEABODY MANOR	720 W 5TH ST	APPLETON		OUTAGAMIE	NONE	1991-09-18	1993-03-30	CLOSED	DNR	LUST	
03-45-000975	FOXLAND HARVESTORE	1400 ROSEHILL RD	LITTLE CHUTE	54140	OUTAGAMIE	4451086 20	1991-09-17	1996-04-26	CLOSED	DNR	LUST	
03-45-000976	DAVES AUTO	500 S MADISON AVE	LITTLE CHUTE	54146	OUTAGAMIE	4451143 40	1991-09-12	1996-01-29	CLOSED	DNR	LUST	
03-45-000979	OCTOPUS CAR WASH	122 N RICHMOND ST	APPLETON	54911	OUTAGAMIE	4451420 60	1991-08-19	1998-06-22	CLOSED	DNR	LUST	
03-45-000980	SPEEDWAY SERVICE STATION #2003	226 N RICHMOND ST	APPLETON	54911	OUTAGAMIE	4450968 50	1991-08-19	2004-10-26	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-000981	ENGEL PROPERTY - WI DOT	1425 N RICHMOND ST	APPLETON		OUTAGAMIE	NONE	1991-08-19	1999-10-14	CLOSED	DNR	LUST	
03-45-000982	RICHMOND ST SERVICE / AMOCO	1601 N RICHMOND ST	APPLETON	54914	OUTAGAMIE	4451245 70	1991-08-19	2000-09-05	CLOSED	DNR	LUST	
03-45-000984	SUNRISE DONUTS BAKERY & RESTAURANT	2025 N RICHMOND ST	APPLETON		OUTAGAMIE	NONE	1991-08-19	1995-04-06	CLOSED	DNR	LUST	
03-45-000986	VANLANKVELT PROPERTY	803 S BLUEMOUND DR	GRAND CHUTE TN		OUTAGAMIE	NONE	1991-09-24	1993-06-18	CLOSED	DNR	LUST	
03-45-000987	APPLETON PAPERS INC	1020 N RANKIN ST	APPLETON	54912	OUTAGAMIE	NONE	1991-09-23	1993-04-30	CLOSED	DNR	LUST	
03-45-000988	VETERANS OF FOREIGN WARS	501 N RICHMOND ST	APPLETON		OUTAGAMIE	NONE	1991-08-19	1996-12-12	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-000990	COLDWELL BANKER - BYTOF INC	2009 N RICHMOND	APPLETON		OUTAGAMIE	NONE	1991-09-26	1993-02-05	CLOSED	DNR	LUST	
03-45-000995	AUTOMOTIVE SUPPLY	116 W THIRD ST	KAUKAUNA		OUTAGAMIE	NONE	1991-10-02	1992-10-12	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-000997	SCHROEDER PROPERTY	2601 W WISCONSIN AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1991-10-07	1993-04-14	CLOSED	DNR	LUST	
03-45-000999	BUTTE DES MORTS GOLF COURSE INC	1411 S BLUEMOUND ST	GRAND CHUTE TN	54914	OUTAGAMIE	445110380	1991-10-14	1994-08-09	CLOSED	DNR	LUST	
03-45-001000	LARRYS PIGGLY WIGGLY PROPERTY	HWY 55 AND CTH CE NE CNR	KAUKAUNA		OUTAGAMIE	NONE	1991-10-14	1993-05-21	CLOSED	DNR	LUST	
03-45-001007	BALCO SYSTEMS INC	1081 GREENVILLE RD	APPLETON	54915	OUTAGAMIE	445124240	1991-10-21	1998-09-10	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001026	RIVERVIEW COUNTRY CLUB	1101 S ONEIDA	APPLETON		OUTAGAMIE	NONE	1991-11-05	1992-10-12	CLOSED	DNR	LUST	ADDRESS PREVIOUSLY LISTED AS 1201 S ONEIDA - CHANGED PER COUNTY RECORDS 6/11/2012 D HANSEN
03-45-001028	MORAN PROPERTY	627 S SUMMIT ST	APPLETON		OUTAGAMIE	NONE	1991-11-12	1992-06-15	CLOSED	DNR	LUST	
03-45-001029	WISCONSIN ELECTRIC POWER CO - SITE 1	800 S LYNNDALE DR	APPLETON	54914	OUTAGAMIE	445020070	1986-03-18	2001-09-06	CLOSED	DNR	LUST	
03-45-001033	VANS OIL CO	621 DEPOT	LITTLE CHUTE		OUTAGAMIE	NONE	1991-11-15	1996-11-08	CLOSED	DNR	LUST	
03-45-001052	A-C COMPRESSOR CORP	401 E SOUTH ISLAND ST	APPLETON	54913	OUTAGAMIE	445031950	1991-11-01	2001-12-26	CLOSED	DNR	LUST	
03-45-001053	APPLETON GOLF CARS	2148 W WISCONSIN AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1991-11-26	1997-09-03	CLOSED	DNR	LUST	
03-45-001054	SCHUH TRANSPORT	2000 BADGER RD	KAUKAUNA	54130	OUTAGAMIE	999830700	1991-12-02	1993-02-16	CLOSED	DNR	LUST	
03-45-001066	CENTER VALLEY COOP	1900 BOHM DR	LITTLE CHUTE		OUTAGAMIE	NONE	1991-12-11	1996-08-12	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001067	GRIESBACH EQUIPMENT INC	1334 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	445094650	1991-12-11	1993-02-05	CLOSED	DNR	LUST	
03-45-001068	ARATEX SERVICES INC	1610 W WASHINGTON ST	APPLETON	54914	OUTAGAMIE	445039430	1991-11-29	1993-05-24	CLOSED	DNR	LUST	
03-45-001079	PIERCE MFG	3100 N MCCARTHY RD	GRAND CHUTE TN	54915	OUTAGAMIE	445019080	1990-11-15	1994-06-27	CLOSED	DNR	LUST	
03-45-001085	HUDSON GAS CO	3641 W COLLEGE AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445067920	1992-01-09	2007-06-26	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001090	DAWES RIGGING & CRANE	2401 HYLAND AVE	KAUKAUNA	54130	OUTAGAMIE	445106310	1992-01-10	1999-07-01	CLOSED	DNR	LUST	
03-45-001092	NORTHGATE 76 - EXCAVATION B	105 W NORTHLAND AVE	APPLETON		OUTAGAMIE	445046250	1992-01-14	1998-06-26	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-001094	TOMS DRIVE-IN	102 E NORTHLAND AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1992-01-16	1996-09-16	CLOSED	DNR	LUST	
03-45-001097	TRI-COUNTY DISTRIBUTORS	1341 W SPENCER ST	APPLETON	54914	OUTAGAMIE	445106200	1991-01-09	1995-11-09	CLOSED	DNR	LUST	
03-45-001098	HOBART FOOD EQUIPMENT CO	2300 EVERETT ST	APPLETON		OUTAGAMIE	NONE	1991-10-14	1994-07-12	CLOSED	DNR	LUST	
03-45-001099	FURNISHINGS UNLIMITED	311 N CLARK ST	APPLETON		OUTAGAMIE	NONE	1992-01-27	1993-03-04	CLOSED	DNR	LUST	
03-45-001103	TRUCK COUNTRY USA	700 RANDOLPH DR	LITTLE CHUTE VIL	54915	OUTAGAMIE	445090910	1992-02-05	1995-10-25	CLOSED	DNR	LUST	
03-45-001106	MILLER ELECTRIC MFG CO	1635 W SPENCER ST	APPLETON	54914	OUTAGAMIE	445044380	1992-02-10	1994-10-25	CLOSED	DNR	LUST	
03-45-001120	EXPRESS CONVENIENCE CENTER #24	303 W MAIN ST	LITTLE CHUTE	54140	OUTAGAMIE	445109390	1992-02-28	2000-05-18	CLOSED	DNR	LUST	
03-45-001126	FIRST CHURCH OF CHRIST SCIENTIST	320 W BADGER AVE	APPLETON		OUTAGAMIE	NONE	1992-03-05	1993-03-02	CLOSED	DNR	LUST	
03-45-001127	SALVATION ARMY	105 S BADGER AVE	APPLETON		OUTAGAMIE	NONE	1992-03-05	1995-01-31	CLOSED	DNR	LUST	
03-45-001128	APPLETON WASTEWATER TREATMENT PLT	59 WEIMAR COURT	APPLETON	54915	OUTAGAMIE	445004560	1992-02-27	1993-03-15	CLOSED	DNR	LUST	
03-45-001138	GUNDERSON CLEANERS - FORMER PEERLESS	200 W WISCONSIN AVE	APPLETON	54911	OUTAGAMIE	445078700	1992-03-26	1996-08-29	CLOSED	DNR	LUST	
03-45-001149	CHAMPION CROWN AUTO	2600 W COLLEGE AVE	APPLETON	54911	OUTAGAMIE	445081560	1992-04-22	1995-03-03	CLOSED	DNR	LUST	
03-45-001162	J C PENNEY BLDG	302 W COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	1992-04-30	1992-11-04	CLOSED	DNR	LUST	
03-45-001168	CLARK OIL	409 E WISCONSIN AVE	APPLETON	54910	OUTAGAMIE	445111700	1992-05-19	2002-10-04	CLOSED	DNR	LUST	
03-45-001173	BADGER PERIODICAL DISTRIBUTORS INC	2420 W 4TH ST	APPLETON		OUTAGAMIE	NONE	1992-06-08	1995-09-26	CLOSED	DNR	LUST	
03-45-001187	FEDERAL EXPRESS	101 COLUMBIA DR	GREENVILLE		OUTAGAMIE	NONE	1992-06-04	1993-12-09	CLOSED	DNR	LUST	
03-45-001191	U S POSTAL SERVICE	410 W FRANKLIN ST	APPLETON	54911	OUTAGAMIE	445111590	1992-03-24	1993-04-07	CLOSED	DNR	LUST	
03-45-001192	VAN LIESHOUT & SIMON DODGE	225 DODGE ST	KAUKAUNA	54130	OUTAGAMIE	445114450	1992-06-16	1995-01-06	CLOSED	DNR	LUST	
03-45-001200	APPLETON PAPERS - RANKIN WAREHOUSE	1111 N RANKIN	APPLETON		OUTAGAMIE	NONE	1992-06-17	1993-04-08	CLOSED	DNR	LUST	
03-45-001204	SCHWERBELL PROPERTY	515-B MORRISON ST	APPLETON		OUTAGAMIE	NONE	1992-06-26	1993-04-08	CLOSED	DNR	LUST	
03-45-001226	BUTCHS AUTO BODY	1337 E NORTHLAND AVE	APPLETON	54911	OUTAGAMIE	445092010	1992-07-22	1993-04-07	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-001229	APPLETON EAST HIGH SCHOOL	2121 EMMERS DR	APPLETON	54915	OUTAGAMIE	445086620	1992-07-29	1993-04-07	CLOSED	DNR	LUST	
03-45-001236	JACK & DICKS SERVICE STATION	1818 LOCUST ST	APPLETON	54914	OUTAGAMIE	445068140	1992-08-03	1999-09-14	CLOSED	DNR	LUST	
03-45-001240	TRICO EXCAVATING	5400 N RICHMOND ST	GRAND CHUTE TN	54913	OUTAGAMIE	445016330	1992-07-30	1995-11-29	CLOSED	DNR	LUST	
03-45-001244	BALZA DX SERVICE STATION - WI DOT	200 DODGE ST	KAUKAUNA	54130	OUTAGAMIE	445113900	1992-07-28	2006-11-28	CLOSED	DNR	LUST	
03-45-001250	APPLETON OIL CO / 76 STATION - WI DOT	1200 W WISCONSIN	APPLETON	54914	OUTAGAMIE	NONE	1992-08-20	1997-06-26	CLOSED	DNR	LUST	
03-45-001259	CHESAPEAKE CONSUMER PRODUCTS CO	1200 S PERKINS ST	APPLETON	54914	OUTAGAMIE	445135020	1992-08-31	1994-06-09	CLOSED	DNR	LUST	
03-45-001261	AUTO APPRAISERS GROUP - WI DOT	1308 W WISCONSIN AVE	APPLETON	54901	OUTAGAMIE	445155480	1992-08-06	2003-11-07	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001271	RIVERVIEW COUNTRY CLUB - 2 000 GAL	1101 S ONEIDA	APPLETON		OUTAGAMIE	NONE	1991-11-05	1992-10-12	CLOSED	DNR	LUST	ADDRESS PREVIOUSLY LISTED AS 1201 S ONEIDA - CHANGED PER COUNTY RECORDS 6/11/2012 D HANSEN
03-45-001283	BETTERS PROPERTY (FORMER)	N1425 VANDENBROEK RD	KAUKAUNA		OUTAGAMIE	NONE	1992-09-25	1994-07-18	CLOSED	DNR	LUST	
03-45-001287	BUSSE PROPERTY	925 N LEMINWAH ST	APPLETON		OUTAGAMIE	NONE	1992-10-06	1993-03-02	CLOSED	DNR	LUST	
03-45-001289	BARTELT INSULATION SUPPLY CO	1330 N BALLARD RD	APPLETON	54911	OUTAGAMIE	445114010	1992-10-13	1994-07-12	CLOSED	DNR	LUST	
03-45-001305	SHEA PROPERTY	W2692 HILLSIDE DR	BUCHANAN TN		OUTAGAMIE	NONE	1992-09-03	1993-04-08	CLOSED	DNR	LUST	
03-45-001306	MENARDS INC	4350 W GREENVILLE DR	APPLETON	54913	OUTAGAMIE	445113790	1992-10-20	1997-10-03	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001309	VOITH INC	2200 N ROEMER RD	APPLETON	54911	OUTAGAMIE	445021390	1992-10-16	1993-03-08	CLOSED	DNR	LUST	
03-45-001342	VILLAGE AUTO - WI DOT	120 E KIMBERLY AVE	KIMBERLY	54136	OUTAGAMIE	445116980	1992-10-21	2002-02-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001343	DX - BROOKS OIL - WI DOT	204 W KIMBERLY AVE	KIMBERLY	54136	OUTAGAMIE	445075290	1992-10-21	2002-05-28	CLOSED	DNR	LUST	
03-45-001344	KIMBERLY VIL R-O-W - WI DOT	E KIMBERLY AVE RIGHT-OF-WAY	KIMBERLY		OUTAGAMIE	NONE	1992-10-21	2000-08-16	CLOSED	DNR	LUST	SEE JOE'S POWER CENTER - OUTAGAMIE COUNTY 03-45-101023 - PLUMES CO-MINGLED
03-45-001350	BAUR TRUCK	2520 W WISCONSIN AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445090470	1992-11-24	1994-03-28	CLOSED	DNR	LUST	
03-45-001358	OUTAGAMIE CNTY COURTHOUSE	410 S WALNUT ST	APPLETON		OUTAGAMIE	NONE	1992-12-04	1998-05-28	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-001363	STOCK LUMBER	1924 W COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	1992-11-19	1995-06-19	CLOSED	DNR	LUST	
03-45-001365	TWIN WILLOWS SCHOOL	3335 N LYNNDALE DR	GRAND CHUTE TN		OUTAGAMIE	NONE	1989-10-05	1993-04-07	CLOSED	DNR	LUST	
03-45-001368	GUNDERSON PROPERTY (FORMER KUSTERS)	307 W WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	1992-12-09	2000-06-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001370	MEYERS SERVICES INC	4520 GREENVILLE DR	GRAND CHUTE TN	54915	OUTAGAMIE	445115440	1992-12-15	1994-09-01	CLOSED	DNR	LUST	
03-45-001374	AUTO APPRAISERS - WASTE OIL (WI DOT)	1308 W WISCONSIN AVE	APPLETON	54901	OUTAGAMIE	445155480	1992-11-03	1996-11-07	CLOSED	DNR	LUST	
03-45-001384	VAN ZEELAND TIRE & AUTO	CTH OO & CTH N SE CNR	LITTLE CHUTE		OUTAGAMIE	NONE	1990-11-04	2002-07-02	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001386	FOX RIVER MOBIL	3825 W WISCONSIN AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1992-12-23	2001-05-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001390	VISTA U-PUMP (FORMER)	1306 ONEIDA ST	APPLETON	54911	OUTAGAMIE	445133370	1992-12-29	2009-11-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001396	SUPERIOR ELECTRIC - SITE 2	1825 W HIGHLAND AVE	APPLETON	54914	OUTAGAMIE	445094540	1993-01-14	2002-12-27	CLOSED	DNR	LUST	ASSOCIATED WITH VPLE 06-45-554618 (1843 W REEVE ST) KJL PROPERTIES
03-45-001399	GORE PROPERTY (FORMER)	1358 W PROSPECT	APPLETON		OUTAGAMIE	NONE	1993-01-29	1994-01-19	CLOSED	DNR	LUST	
03-45-001405	LASALLE CLINIC	401 N ONEIDA	APPLETON	54911	OUTAGAMIE	445145580	1993-01-08	1993-03-22	CLOSED	DNR	LUST	
03-45-001406	OUTAGAMIE CNTY LF - #1	3600 E NORTHLAND AVE	LITTLE CHUTE VIL	54911	OUTAGAMIE	445012370	1992-12-18	1993-03-02	CLOSED	DNR	LUST	ADDRESS PREVIOUSLY LISTED AS 3600 E NORTHLAND AVE MUNI GRAND CHUTE & VANDENBK. VILLAGE OF LITTLE CHUTE ANNEXED PROPERTY APPROX 2013 - D HANSEN
03-45-001408	PRAEFKE AIR-COOLED ENGINES	2000-A E WISCONSIN AVE	GRAND CHUTE		OUTAGAMIE	NONE	1993-01-11	1993-03-25	CLOSED	DNR	LUST	
03-45-001414	RIVERVIEW HEALTH CENTER - FUEL OIL	200 SANITORIUM RD	LITTLE CHUTE		OUTAGAMIE	NONE	1990-11-27	1992-11-02	CLOSED	DNR	LUST	
03-45-001422	VALLEY CAST	908 N LAWE ST	APPLETON	54911	OUTAGAMIE	445035910	1993-02-23	1996-01-25	CLOSED	DNR	LUST	
03-45-001428	DREIER PROPERTY - VACANT LOT	303 E KIMBERLY AVE	KIMBERLY		OUTAGAMIE	NONE	1993-03-10	1994-10-14	CLOSED	DNR	LUST	
03-45-001432	MUEHLENBEIN PROPERTY	1631 W SPRING ST	APPLETON		OUTAGAMIE	NONE	1993-03-26	1994-03-28	CLOSED	DNR	LUST	
03-45-001436	MAXAIR	W6381 COLUMBIA DR	GREENVILLE TN	54915	OUTAGAMIE	445066380	1993-04-06	1997-12-09	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-001437	PENSKE TRUCK LEASING CO	3111 W WISCONSIN AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445089150	1993-04-05	1996-01-16	CLOSED	DNR	LUST	
03-45-001439	VAN ZEELAND PROPERTY	1754/150 FREEDOM RD	LITTLE CHUTE VIL		OUTAGAMIE	NONE	1993-03-01	1995-10-25	CLOSED	DNR	LUST	
03-45-001443	STUCS PIZZA - WI DOT	1218 N BADGER AVE	APPLETON		OUTAGAMIE	NONE	1993-04-08	1999-05-24	CLOSED	DNR	LUST	
03-45-001444	KRAYS SERVICE - WI DOT	1235 W WISCONSIN AVE	APPLETON		OUTAGAMIE	445068580	1993-04-08	2000-05-03	CLOSED	DNR	LUST	
03-45-001455	SCHULERS SHACK - APPLETON PAPERS	606 STATE ST	COMBINED LOCKS		OUTAGAMIE	NONE	1993-04-23	1997-05-05	CLOSED	DNR	LUST	
03-45-001457	FOX VALLEY TRUCK SERVICE - FUEL OIL	3103 W WISCONSIN AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445079360	1993-04-29	1993-10-08	CLOSED	DNR	LUST	
03-45-001459	FOX VALLEY TRUCK - WASTE OIL/EAST	3103 W WISCONSIN AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445079360	1993-04-29	2005-11-15	CLOSED	DNR	LUST	
03-45-001461	FOX VALLEY TRUCK - WASTE OIL/SOUTHEAST	3103 W WISCONSIN AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445079360	1993-04-29	1993-10-08	CLOSED	DNR	LUST	
03-45-001470	SCHULTZ PROPERTY	525 N DURKEE ST	APPLETON	54911	OUTAGAMIE	445117750	1993-05-11	1993-11-04	CLOSED	DNR	LUST	
03-45-001471	KEEBLER CO	1850 W SPRING ST	GRAND CHUTE TN		OUTAGAMIE	NONE	1993-05-19	1993-07-21	CLOSED	DNR	LUST	
03-45-001472	APPLETON MEDICAL CENTER	1818 N MEADE ST	APPLETON	54911	OUTAGAMIE	445033050	1993-05-19	1995-04-19	CLOSED	DNR	LUST	
03-45-001474	TREASURE ISLAND AUTO CENTER (FORMER)	3305 W COLLEGE AVE	GRAND CHUTE TN	54911	OUTAGAMIE	445102900	1993-05-24	1996-02-14	CLOSED	DNR	LUST	
03-45-001478	OUTAGAMIE CNTY LF - #2	3600 E NORTHLAND AVE	LITTLE CHUTE VIL	54911	OUTAGAMIE	445012370	1993-05-25	1994-07-14	CLOSED	DNR	LUST	ADDRESS PREVIOUSLY LISTED AS 3600 E NORTHLAND AVE MUNI GRAND CHUTE & VANDENBK. VILLAGE OF LITTLE CHUTE ANNEXED PROPERTY APPROX 2013 - D HANSEN
03-45-001485	SCHINDERLE PROPERTY	1731 N MASON	APPLETON		OUTAGAMIE	NONE	1993-05-28	1993-11-04	CLOSED	DNR	LUST	
03-45-001490	APPLETON CTY - WASHINGTON ST PARKING RAM	DIVISION & WASHINGTON SE CNR	APPLETON		OUTAGAMIE	NONE	1993-05-28	1996-01-11	CLOSED	DNR	LUST	
03-45-001501	ZAUGS INC	4100 W WISCONSIN AVE	GRAND CHUTE	54915	OUTAGAMIE	445116870	1993-06-10	1997-01-30	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001502	GLENDALE WAREHOUSE CO (FORMER)	2430 E GLENDALE AVE	APPLETON	54911	OUTAGAMIE	445117860	1993-06-10	1998-12-14	CLOSED	DNR	LUST	
03-45-001510	ROBERTS ESTATE	427 W PROSPECT AVE	APPLETON	54911	OUTAGAMIE	445117090	1993-06-14	1996-07-16	CLOSED	DNR	LUST	

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03-45-001515	U S OIL - MOTOR OIL BLENDING PLT	424 S WASHINGTON ST	COMBINED LOCKS	54113	OUTAGAMIE	999434040	1993-07-07	1996-11-21	CLOSED	DNR	LUST	
03-45-001518	HOKENSON RENTAL - APT BLDG	1413 E MAIN ST	LITTLE CHUTE		OUTAGAMIE	NONE	1993-06-22	1994-02-14	CLOSED	DNR	LUST	
03-45-001522	BANK ONE - VACANT LOT	405 N APPLETON ST	APPLETON	54913	OUTAGAMIE	445120060	1993-07-08	1995-06-12	CLOSED	DNR	LUST	
03-45-001525	EXPRESS CONVENIENCE CENTER #5	1201 N BADGER AVE	APPLETON	54914	OUTAGAMIE	445109060	1993-06-15	1999-04-30	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001527	KAUKAUNA COMMUNITY HOSPITAL	308 E 14TH ST	KAUKAUNA	54130	OUTAGAMIE	445082220	1993-07-13	1998-12-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001530	EXPRESS CONVENIENCE CENTER #14	400 W 10TH ST	KAUKAUNA	54130	OUTAGAMIE	445109280	1993-07-15	2005-09-23	CLOSED	DNR	LUST	
03-45-001538	OPEN PANTRY FOOD MART	111 W WISCONSIN AVE	APPLETON	54911	OUTAGAMIE	445121380	1993-07-19	2003-01-06	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001557	STILLINGS RESIDENCE	1323 OAKCREST COURT	APPLETON		OUTAGAMIE	NONE	1993-08-18	1994-04-05	CLOSED	DNR	LUST	
03-45-001558	CHRISTYS SERVICE INC	100 W WISCONSIN AVE	APPLETON		OUTAGAMIE	445009180	1992-08-12	1996-12-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001560	FIRESTONE MASTER CARE	2525 W COLLEGE AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1993-08-12	1995-05-09	CLOSED	DNR	LUST	
03-45-001568	SHELL STATION	2619 N RICHMOND	APPLETON	54915	OUTAGAMIE	445142170	1993-08-25	2000-03-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001569	K-MART STORE #3470	630 W KIMBERLY AVE	KIMBERLY	54136	OUTAGAMIE	445125890	1993-08-25	1995-12-21	CLOSED	DNR	LUST	
03-45-001572	WAYNE FEEDS	1915 W EDGEWOOD DR	GRAND CHUTE TN	54913	OUTAGAMIE	445119510	1993-08-30	1996-03-25	CLOSED	DNR	LUST	
03-45-001574	KEEBLER CO	1850 W SPRING ST	GRAND CHUTE TN		OUTAGAMIE	NONE	1993-08-30	1994-01-03	CLOSED	DNR	LUST	
03-45-001575	PATS TAP	314 E COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	1993-08-31	1996-03-04	CLOSED	DNR	LUST	
03-45-001577	HAHNS LANES INC	618 W WISCONSIN AVE	APPLETON	54911	OUTAGAMIE	445120500	1993-08-26	1994-04-05	CLOSED	DNR	LUST	
03-45-001594	KONZ WOOD PRODUCTS CO	616 N PERKINS ST	GRAND CHUTE TN		OUTAGAMIE	445128200	1993-09-23	1995-09-26	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-001599	APPLETON YAMAHA CENTER	2117 N RICHMOND	APPLETON		OUTAGAMIE	NONE	1993-09-23	1997-01-30	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001603	AMERICAN RENTAL	1850 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	445174510	1993-09-22	2008-01-23	CLOSED	DNR	LUST	
03-45-001611	APPLETON PARK & RECREATION DEPT	1819 NORTHFIELD BLVD	APPLETON	54915	OUTAGAMIE	445121050	1993-10-07	1994-04-27	CLOSED	DNR	LUST	
03-45-001613	SUESS ELECTRONICS	2610 W WISCONSIN AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1993-10-01	1998-10-19	CLOSED	DNR	LUST	
03-45-001619	PACE CORP	N694 CTH CA	GREENVILLE TN		OUTAGAMIE	NONE	1993-10-13	1998-06-03	CLOSED	DNR	LUST	
03-45-001640	NORTHSTAR OIL CO (FORMER)	2722 N RICHMOND AVE	GRAND CHUTE TN	54915	OUTAGAMIE	445121710	1993-11-03	1998-06-22	CLOSED	DNR	LUST	
03-45-001644	VALLEY TRANSIT	801 WHITMAN AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445085960	1993-11-10	1997-03-31	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001651	FULTON AUTOMOTIVE-HAAS TRANSMISSION	540 N ONEIDA ST	APPLETON	54911	OUTAGAMIE	445067480	1993-11-10	2000-07-27	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001667	AMOCO STATION #00243	911 COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	1993-11-24	2002-06-06	CLOSED	DNR	LUST	
03-45-001668	AMOCO STATION #10081	3640 W COLLEGE AVE	APPLETON	54914	OUTAGAMIE	445072320	1993-11-24	2002-03-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001683	FOX VALLEY TECHNICAL COLLEGE - BLDG H	1825 N BLUEMOUND DR	GRAND CHUTE TN	54913	OUTAGAMIE	445019850	1993-11-30	1994-06-22	CLOSED	DNR	LUST	
03-45-001697	CHRISTYS SERVICE INC	100 W WISCONSIN AVE	APPLETON		OUTAGAMIE	445009180	1993-12-07	1996-12-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001700	NATIONAL CAR RENTAL	280 N MAYFLOWER RD	GRAND CHUTE TN		OUTAGAMIE	NONE	1993-12-15	1994-06-02	CLOSED	DNR	LUST	
03-45-001709	APPLETON CTY POLICE DEPT	222 S WALNUT ST	APPLETON	54911	OUTAGAMIE	445122700	1993-12-20	1996-04-12	CLOSED	DNR	LUST	
03-45-001710	OUDENHOVEN PROPERTY	1507 W REID DR	APPLETON		OUTAGAMIE	NONE	1993-11-23	1994-08-26	CLOSED	DNR	LUST	
03-45-001729	KAUKAUNA CTY - WASTE OIL COLLECTION SITE	3RD ST 200 BLOCK	KAUKAUNA	54130	OUTAGAMIE	NONE	1993-12-28	2003-08-11	CLOSED	DNR	LUST	
03-45-001730	OUTAGAMIE COOP SERVICES (UNION 76)	HWY 10/45	GREENVILLE		OUTAGAMIE	NONE	1993-12-28	1999-10-11	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-001736	RAINBOW ARCHES (FORMER)	1861 W COMMERCIAL ST	GRAND CHUTE TN	54914	OUTAGAMIE	445024910	1994-01-12	1995-08-28	CLOSED	DNR	LUST	
03-45-001748	MARCH PROPERTY	1444 W PROSPECT AVE	APPLETON		OUTAGAMIE	NONE	1994-02-14	1994-09-01	CLOSED	DNR	LUST	
03-45-001768	GRISHABER SERVICE STATION	1404 E SOUTH RIVER ST	APPLETON	54915	OUTAGAMIE	445067700	1994-03-22	1998-01-05	CLOSED	DNR	LUST	
03-45-001772	CLARK STATION #1503	2220 E NEWBERRY ST	APPLETON	54915	OUTAGAMIE	445123360	1994-03-23	2004-04-21	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001773	BEND INDUSTRIES	1132 E WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	1994-03-25	2000-06-07	CLOSED	DNR	LUST	FILED WITH 06-45-559444 (08-22-2014)
03-45-001784	REGENCY COURT APARTMENTS	2030 REGENCY COURT	APPLETON		OUTAGAMIE	NONE	1994-04-20	1994-05-03	CLOSED	DNR	LUST	
03-45-001788	LAUDERDALE RENTAL PROPERTIES	1500 N OWAISSA ST	APPLETON		OUTAGAMIE	NONE	1994-04-26	1994-10-19	CLOSED	DNR	LUST	
03-45-001801	NORTHGATE 76 - EXCAVATION A	105 W NORTHLAND AVE	APPLETON		OUTAGAMIE	445046250	1994-05-11	1996-08-12	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001803	KAUKAUNA ELECTRIC & WATER DEPT	777 ISLAND ST	KAUKAUNA	54130	OUTAGAMIE	445033600	1994-05-06	1994-08-05	CLOSED	DNR	LUST	
03-45-001809	HAHNS LANES	618 W WISCONSIN AVE	APPLETON	54911	OUTAGAMIE	445120500	1994-05-17	1998-02-02	CLOSED	DNR	LUST	
03-45-001831	FISCHER CONST	407 N CASALOMA DR	GRAND CHUTE TN	54915	OUTAGAMIE	445124900	1994-06-06	1995-09-25	CLOSED	DNR	LUST	
03-45-001835	SUPERAMERICA #4168	415 S MEMORIAL DR	APPLETON	54911	OUTAGAMIE	445071330	1994-03-02	2003-01-30	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001840	GRAFFS TRANSMISSION SERVICE	1109 E WISCONSIN AVE	APPLETON	54911	OUTAGAMIE	445113570	1994-06-24	1997-01-30	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001858	KNOEDLER PROPERTY	135 N WASHINGTON ST	KIMBERLY		OUTAGAMIE	NONE	1994-07-18	1997-11-04	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001868	GAS FOR LESS (FORMER) - WI DOT	N1594 COZY CREEK CT	GREENVILLE		OUTAGAMIE	NONE	1994-05-19	1995-11-16	CLOSED	DNR	LUST	ADDRESS: FORMERLY N1594 MUNICIPAL DR
03-45-001869	KAUKAUNA CTY - STREET R-O-W	215 DODGE ST	KAUKAUNA	54130	OUTAGAMIE	NONE	1994-07-28	1995-03-13	CLOSED	DNR	LUST	
03-45-001871	ATF TIRES	225 E SECOND ST	KAUKAUNA		OUTAGAMIE	NONE	1994-07-28	2004-05-04	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-001872	BRENNAN-FRASER ROOFING	415 N PERKINS	GRAND CHUTE TN		OUTAGAMIE	NONE	1994-07-28	1999-12-28	CLOSED	DNR	LUST	
03-45-001873	KUMBIER ESTATE - RENTAL PROPERTY	135 S JOHN ST	KIMBERLY VIL		OUTAGAMIE	NONE	1994-08-01	1994-12-06	CLOSED	DNR	LUST	
03-45-001876	STOFFEL PROPERTY	164 GARFIELD ST	KAUKAUNA		OUTAGAMIE	NONE	1994-08-03	1995-03-13	CLOSED	DNR	LUST	
03-45-001883	CUSTOM MEAT INDUSTRIES	3220 E NORTHLAND AVE	APPLETON		OUTAGAMIE	NONE	1994-08-05	2001-04-25	CLOSED	DNR	LUST	
03-45-001894	VALLEY FUNERAL HOME	2211 N RICHMOND ST	APPLETON		OUTAGAMIE	NONE	1994-08-22	1995-01-31	CLOSED	DNR	LUST	
03-45-001902	FREIMUTH MASONRY INC	951 N PERKINS	GRAND CHUTE TN	54915	OUTAGAMIE	445125780	1994-08-17	1994-09-01	CLOSED	DNR	LUST	
03-45-001909	APPLETON CTY - WASTE OIL COLLECTION #2	1801 MATHIAS ST	APPLETON		OUTAGAMIE	NONE	1994-08-25	1997-11-05	CLOSED	DNR	LUST	
03-45-001910	APPLETON CTY - WASTE OIL COLLECTION #1	OUTAGAMIE PROSPECT R	APPLETON		OUTAGAMIE	NONE	1994-08-25	1998-07-13	CLOSED	DNR	LUST	
03-45-001919	HERMS OIL	1623 S ONEIDA	APPLETON	54915	OUTAGAMIE	445067810	1994-09-08	1999-09-15	CLOSED	DNR	LUST	
03-45-001925	GRAND CHUTE SAN DIST #1	W COLLEGE AVE 1900 BLOCK	APPLETON		OUTAGAMIE	NONE	1994-09-07	1996-05-02	CLOSED	DNR	LUST	
03-45-001926	HEART OF THE VALLEY - METROPOLITAN STP	801 THILMANY RD	KAUKAUNA	54130	OUTAGAMIE	445005220	1994-09-16	2000-01-13	CLOSED	DNR	LUST	
03-45-001929	SCHAETZEL PROPERTY	W7045 SPENCER RD	GREENVILLE TN	54915	OUTAGAMIE	445128970	1994-09-21	1995-02-21	CLOSED	DNR	LUST	
03-45-001934	HOFFMAN CORP PROPERTY	1/8 MI NE OF WISCONSIN & LYNN	GRAND CHUTE TN		OUTAGAMIE	NONE	1994-09-27	1994-10-20	CLOSED	DNR	LUST	
03-45-001937	KAUKAUNA MINI MART - WI DOT	601 N LAWE ST	KAUKAUNA	54130	OUTAGAMIE	445155150	1994-09-28	2001-05-30	CLOSED	DNR	LUST	
03-45-001940	WISCONSIN ELECTRIC POWER CO - SITE 2	800 S LYNNDALE DR	APPLETON	54914	OUTAGAMIE	445020070	1994-09-13	1995-03-13	CLOSED	DNR	LUST	
03-45-001945	KURZ & ROOT CO - FOX RIVER PAPER	232 E NORTH ISLAND ST	APPLETON	54915	OUTAGAMIE	445084750	1994-10-12	1997-11-10	CLOSED	DNR	LUST	FILED WITH 06-45-144258 CLOSED 02/25/1998
03-45-001946	APPLETON MUNICIPAL SERVICE BLDG - #2	2625 E GLENDALE AVE	APPLETON	54915	OUTAGAMIE	445012810	1994-09-30	1995-04-19	CLOSED	DNR	LUST	
03-45-001948	OUTAGAMIE CNTY HEALTH CENTER	3400 W BREWSTER	GRAND CHUTE TN	54914	OUTAGAMIE	445133260	1994-10-18	1995-11-16	CLOSED	DNR	LUST	
03-45-001956	APPLETON HEALTH DEPT BLDG (FORMER)	1024 S LAWE ST	APPLETON		OUTAGAMIE	NONE	1994-10-21	1996-07-11	CLOSED	DNR	LUST	
03-45-001959	EXPRESS CONVENIENCE CENTER #48	800 E WISCONSIN AVE	APPLETON	54915	OUTAGAMIE	445109610	1994-11-04	1999-11-16	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-001964	BOLLENBECK PROPERTY	25 S SUNNYSLOPE COURT	GRAND CHUTE TN		OUTAGAMIE	NONE	1994-11-08	1995-12-21	CLOSED	DNR	LUST	
03-45-001975	VAN HANDEL WASTE INC	1719 E EDGEWOOD DR	GRAND CHUTE TN	54915	OUTAGAMIE	998046170	1994-12-02	1995-01-25	CLOSED	DNR	LUST	
03-45-001978	A-1 AUTO REPAIR	1725 S ONEIDA ST	APPLETON		OUTAGAMIE	NONE	1994-12-07	1996-04-29	CLOSED	DNR	LUST	
03-45-001986	PIETTE PROPERTY	2221 N FREEDOM RD	LITTLE CHUTE		OUTAGAMIE	NONE	1994-12-14	2000-10-31	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001989	MCC KAUKAUNA QUARRY	601 PLANK RD	KAUKAUNA		OUTAGAMIE	NONE	1994-12-16	2000-06-29	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-001994	VISITING NURSE ASSN OF FOX CITIES	2003 N MEADE ST	APPLETON		OUTAGAMIE	NONE	1994-12-21	1995-03-20	CLOSED	DNR	LUST	
03-45-001997	TOMS DRIVE-IN	701 E WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	1994-12-28	2000-07-07	CLOSED	DNR	LUST	
03-45-001999	PAULS AUTO SERVICE	1225 E WISCONSIN AVE	APPLETON	54911	OUTAGAMIE	445135900	1994-12-28	1996-06-17	CLOSED	DNR	LUST	
03-45-002001	FOX VALLEY TRUCK LEASING	3103 W WISCONSIN AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445079360	1994-12-22	1996-03-04	CLOSED	DNR	LUST	
03-45-002009	THURBER AUTO	1131 N BLUEMOUND	GRAND CHUTE TN		OUTAGAMIE	NONE	1995-02-03	1999-04-12	CLOSED	DNR	LUST	
03-45-002012	ESSELMAN PROPERTY	2181 W WISCONSIN AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1995-02-01	2000-12-15	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-002028	FOX CITIES REALTY PROPERTY	401 LAWE ST	KAUKAUNA	54130	OUTAGAMIE	445132820	1995-02-13	1995-04-06	CLOSED	DNR	LUST	
03-45-002040	SPEEDWAY STATION #2055	1319 N MEADE ST	APPLETON		OUTAGAMIE	445071110	1995-03-06	1999-10-27	CLOSED	DNR	LUST	
03-45-002042	VAN HOOF OIL & SERVICE	179 MAIN AVE	KAUKAUNA	54130	OUTAGAMIE	445076170	1995-03-31	2000-09-07	CLOSED	DNR	LUST	
03-45-002047	VERNS AUTOMOTIVE SPECIALISTS	1300 CROOKS AVE	KAUKAUNA		OUTAGAMIE	NONE	1995-04-26	2001-08-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-002050	UTSCHIG & FROEHLICH PROPERTY	514-524 E WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	1995-04-17	2000-06-02	CLOSED	DNR	LUST	
03-45-002056	MACHINERY & SUPPLIES	114 N OUTAGAMIE ST	APPLETON	54914	OUTAGAMIE	445130070	1995-04-26	1996-09-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-002063	VANDYNHOVEN USED CARS - WI DOT	1102 LAWE ST	KAUKAUNA		OUTAGAMIE	NONE	1995-05-15	2000-03-15	CLOSED	DNR	LUST	
03-45-002064	SPEEDWAY STATION - WI DOT	705 LAWE ST	KAUKAUNA	54130	OUTAGAMIE	445074850	1995-05-15	2007-07-24	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-002066	DOMINOS PIZZA (FORMER CLARK) - WI DOT	102 WISCONSIN AVE	KAUKAUNA		OUTAGAMIE	NONE	1995-05-15	1999-06-09	CLOSED	DNR	LUST	
03-45-002069	HAIR & CO - GASOLINE TANK	1420 CROOKS AVE	KAUKAUNA	54130	OUTAGAMIE	445133150	1995-05-09	2000-05-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-002079	SCHOUTEN OIL	502 DRAPER ST	KAUKAUNA		OUTAGAMIE	NONE	1990-03-03	2000-09-11	CLOSED	DNR	LUST	
03-45-002088	JENKEL OIL INC	1101 N BLUEMOUND DR	GRAND CHUTE TN	54914	OUTAGAMIE	445148220	1995-06-13	1996-12-12	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-002092	XAVIER HIGH SCHOOL	1600 W PROSPECT AVE	APPLETON		OUTAGAMIE	NONE	1995-06-15	1999-09-14	CLOSED	DNR	LUST	
03-45-002093	BEHM MOTORS	3939 W COLLEGE AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445027550	1995-06-16	2000-02-29	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-002114	REPAP WISCONSIN - WOOD YARD	433 N MAIN ST	KIMBERLY	54136	OUTAGAMIE	445030960	1995-07-13	1995-07-26	CLOSED	DNR	LUST	
03-45-002117	DRAINAGE INDUSTRIES INC	300 N LILAS DR	GRAND CHUTE TN		OUTAGAMIE	NONE	1995-07-17	1996-12-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-002123	CONSOLIDATED CONST CO	4300 N RICHMOND ST	GRAND CHUTE TN		OUTAGAMIE	NONE	1995-07-26	1996-03-04	CLOSED	DNR	LUST	
03-45-002124	SCHROTH FARM	5441 W WISCONSIN AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1995-07-27	1998-02-04	CLOSED	DNR	LUST	
03-45-002125	MILLER MACHINING	3411 HIGHVIEW DR	GRAND CHUTE TN		OUTAGAMIE	NONE	1995-07-26	1997-04-22	CLOSED	DNR	LUST	
03-45-002131	OLD COUNTRY BUFFET	4531 W WISCONSIN AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1995-08-10	1995-10-12	CLOSED	DNR	LUST	
03-45-002132	MCDONALDS RESTAURANT	401 LAWE ST	KAUKAUNA	54130	OUTAGAMIE	445132820	1995-08-11	1995-11-01	CLOSED	DNR	LUST	
03-45-002134	ALL AMERICAN - WI DOT	2138 W WISCONSIN AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1995-04-05	1998-09-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-002138	MONTE ALVERNO RETREAT CENTER	1000 N BALLARD	APPLETON		OUTAGAMIE	NONE	1995-08-21	1999-04-28	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-002146	PIETTE PROPERTY	1825 W SPRING ST	APPLETON		OUTAGAMIE	NONE	1995-08-31	1997-06-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-002148	U S OIL - TRUCK GARAGE	426D S WASHINGTON ST	KIMBERLY	54136	OUTAGAMIE	445104110	1995-09-08	1998-03-18	CLOSED	DNR	LUST	
03-45-002156	COONENS QUIK STOP	200 LAWE ST	KAUKAUNA		OUTAGAMIE	NONE	1995-09-13	2000-11-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-002158	MILLER MASONRY - GASOLINE / NORTHWEST	2204 KELBE DR	LITTLE CHUTE	54140	OUTAGAMIE	999922220	1995-09-18	1997-02-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-002159	VALLEY PLASTICS INC	660-B HICKORY FARM LN	GRAND CHUTE TN		OUTAGAMIE	NONE	1995-09-15	1996-01-29	CLOSED	DNR	LUST	
03-45-002163	STOKLEY U S A	1840 W SPENCER ST	APPLETON	54914	OUTAGAMIE	445034920	1995-09-19	1995-10-20	CLOSED	DNR	LUST	
03-45-002180	EXPRESS CONVENIENCE CENTER #06	420 S WASHINGTON ST	KIMBERLY	54136	OUTAGAMIE	445109170	1995-10-09	2002-06-06	CLOSED	DNR	LUST	
03-45-002201	OUTAGAMIE CNTY PROPERTY - VACANT LOT	315 W 7TH ST	APPLETON		OUTAGAMIE	NONE	1995-11-02	1997-02-26	CLOSED	DNR	LUST	
03-45-002211	ZAUGS INC	4100 W WISCONSIN AVE	GRAND CHUTE	54915	OUTAGAMIE	445116870	1995-11-14	1998-12-10	CLOSED	DNR	LUST	
03-45-002212	EXPRESS CONVENIENCE CENTER #26	2209 CROOKS AVE	KAUKAUNA	54130	OUTAGAMIE	445109500	1995-11-16	2005-03-21	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-002228	LEECH PROPERTY	1800 W ROGERS ST	APPLETON		OUTAGAMIE	445148550	1995-12-06	1998-04-09	CLOSED	DNR	LUST	
03-45-095738	TIMS AUTO BODY (FORMER)	1064 E KIMBERLY AVE	COMBINED LOCKS		OUTAGAMIE	NONE	1996-01-24	1998-04-08	CLOSED	DNR	LUST	
03-45-099430	APPLETON CTY PROPERTY (FORMER RESIDENCE)	4810 N BALLARD RD	APPLETON		OUTAGAMIE	NONE	1996-04-15	1996-10-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-099442	RAYOVAC CORP	2600 N BALLARD RD	APPLETON	54915	OUTAGAMIE	445040090	1996-04-18	1998-05-19	CLOSED	DNR	LUST	
03-45-099519	TOTAL RENTAL INC	1900 E MAIN ST	LITTLE CHUTE VIL		OUTAGAMIE	NONE	1996-04-04	1999-03-10	CLOSED	DNR	LUST	
03-45-101023	JOES POWER CENTER - WI DOT	403 E KIMBERLY AVE	KIMBERLY		OUTAGAMIE	NONE	1996-05-15	2000-08-16	CLOSED	DNR	LUST	ASSOCIATED WITH 03-45-001344 KIMBERLY VIL RIGHT-OF-WAY (PLUMES CO-MINGLE)
03-45-101037	WICHMANNS FURNITURE	1308 W WISCONSIN AVE	APPLETON	54901	OUTAGAMIE	445155480	1996-05-17	1996-06-12	CLOSED	DNR	LUST	FORMER AUTO APPRAISERS

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-102397	NATIONWIDE TRAVELERS	1103 LYNNDALE DR	GRAND CHUTE TN		OUTAGAMIE	NONE	1996-06-04	1998-12-28	CLOSED	DNR	LUST	
03-45-102455	BACHAUS - PROPOSED GOLF COURSE	N762 HAAS RD	BUCHANAN TN		OUTAGAMIE	NONE	1996-06-06	1996-12-26	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-105724	MCCANNS SERVICE	533 N RICHMOND ST	APPLETON		OUTAGAMIE	NONE	1996-07-09	1998-09-16	CLOSED	DNR	LUST	
03-45-105728	DONUTS PLUS - WI DOT	305 LAWE ST - STH 55	KAUKAUNA		OUTAGAMIE	NONE	1996-07-09	1997-09-29	CLOSED	DNR	LUST	
03-45-106782	LEMKES AUTO SERVICE	1239 E WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	1996-07-26	2002-10-31	CLOSED	DNR	LUST	
03-45-106786	FOX VALLEY TOOL & DIE	2310 E MAIN ST	KAUKAUNA		OUTAGAMIE	NONE	1996-07-25	2000-01-10	CLOSED	DNR	LUST	
03-45-106855	OPEN PANTRY FOOD MART	800 E NORTHLAND AVE	APPLETON	54911	OUTAGAMIE	445150750	1996-07-29	2001-05-29	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-106859	OPEN PANTRY FOOD MART	3314 W SPENCER ST	GRAND CHUTE TN		OUTAGAMIE	NONE	1996-07-29	2000-02-28	CLOSED	DNR	LUST	
03-45-106867	KWIK PANTRY	1001 CROOKS AVE	KAUKAUNA		OUTAGAMIE	NONE	1996-07-29	2004-04-19	CLOSED	DNR	LUST	
03-45-107142	MIGHTY MART SUPER WASH	2485 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	445136780	1996-08-05	2006-05-04	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-108420	ESLER PROPERTY	1924 N RICHMOND ST	APPLETON		OUTAGAMIE	NONE	1996-08-29	1996-09-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-109574	GILLESPIE & BOYLE AUTO SERVICE	131 S BADGER AVE	APPLETON		OUTAGAMIE	NONE	1996-09-25	2002-01-02	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-110292	LAWRENCE UNIVERSITY/SOCIAL SCI-MATH BLDG	115 S DREW ST	APPLETON	54911	OUTAGAMIE	445023260	1996-10-10	1997-08-08	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-110351	VISION CARE	1006 S LAWE ST	APPLETON		OUTAGAMIE	NONE	1996-10-14	1998-03-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-111229	MOASIS GAS STATION/RESTAURANT - WI DOT	300 MOASIS DR	LITTLE CHUTE	54140	OUTAGAMIE	445048890	1996-10-25	2000-07-07	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-111408	WITT PROPERTY	N2160 SLEEPY HOLLOW RD	KAUKAUNA		OUTAGAMIE	NONE	1996-11-05	2005-07-06	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-111475	VANG PROPERTY	712 E CALUMET ST	APPLETON		OUTAGAMIE	NONE	1996-11-08	1997-09-30	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-111634	BAHCALL RUBBER CO INC	W1084 HWY OO	KAUKAUNA TN		OUTAGAMIE	NONE	1996-11-12	1998-01-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-112556	R & R SERVICE	1348 W KIMBERLY AVE	KIMBERLY		OUTAGAMIE	NONE	1996-11-20	2001-09-21	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-113034	BADGER STATION CHARCOAL HOUSE	1025 N BADGER AVE	APPLETON		OUTAGAMIE	NONE	1996-11-22	2000-08-07	CLOSED	DNR	LUST	
03-45-113038	MEIERS MOTORS	1500 W WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	1996-11-22	2001-03-08	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-113331	BECKER PROPERTY	216 NORTH ST	APPLETON		OUTAGAMIE	NONE	1996-12-05	1997-09-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-113335	ALS AUTO SALES	514 DRAPER ST	KAUKAUNA		OUTAGAMIE	NONE	1996-12-06	2001-01-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-115059	VAN DYN HOVEN BUDGET CENTER (USED CARS)	219 W MAIN ST	LITTLE CHUTE		OUTAGAMIE	NONE	1997-01-14	1997-05-14	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-116156	GREENVILLE COOP	N1868 MUNICIPAL DR (STH 76)	GREENVILLE	54942	OUTAGAMIE	445060110	1997-02-11	2000-01-31	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-118098	CLARK STORE #94	2010 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	445144810	1997-02-19	2003-04-11	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-118547	U S OIL CO INC	425 S WASHINGTON ST	COMBINED LOCKS	54113	OUTAGAMIE	999777790	1997-03-04	2000-03-28	CLOSED	DNR	LUST	
03-45-118571	EXPRESS CONVENIENCE CENTER #26	2209 CROOKS AVE	KAUKAUNA	54130	OUTAGAMIE	445109500	1997-03-07	2004-08-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-119006	L B J DISTRIBUTORS INC	1825 ROSEHILL RD	LITTLE CHUTE	54140	OUTAGAMIE	NONE	1997-03-19	2006-03-27	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-119673	BOBBIE LEES TOWING LTD	1222 S ONEIDA ST	APPLETON		OUTAGAMIE	NONE	1997-04-01	1999-12-14	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-119677	KENS SPORTS INC	132 E NORTH AVE	LITTLE CHUTE VIL		OUTAGAMIE	NONE	1997-04-02	2000-05-22	CLOSED	DNR	LUST	
03-45-120691	FOX CITY MOTEL	632 HYLAND AVE	KAUKAUNA		OUTAGAMIE	NONE	1997-04-22	2007-11-30	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-129457	RIVERSIDE CEMETERY	714 N OWAISSA ST	APPLETON		OUTAGAMIE	NONE	1997-05-16	1998-06-11	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-150356	MOASIS TRUCK WASH - DIESEL UST	300 MOASIS DR	LITTLE CHUTE	54140	OUTAGAMIE	445048890	1997-06-02	1997-11-19	CLOSED	DNR	LUST	
03-45-150360	MOASIS TRUCK WASH - HEATING OIL UST	300 MOASIS DR	LITTLE CHUTE	54140	OUTAGAMIE	445048890	1997-06-02	1997-11-19	CLOSED	DNR	LUST	
03-45-150372	BOGENSCHUTZ PROPERTY	837 COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	1997-06-04	1998-01-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-150847	1236 W WISCONSIN ROW	1236 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	445137110	1997-05-29	1999-10-04	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-150880	LAWE ST / STH 55 - ROW	222 LAWE ST	KAUKAUNA	54130	OUTAGAMIE	445080350	1997-06-10	2000-10-24	CLOSED	DNR	LUST	
03-45-151512	DUMKE PROPERTY (FORMER WICHMANN WATERBED	1320 W WISCONSIN AVE	APPLETON	54911	OUTAGAMIE	445145360	1997-06-20	1998-12-15	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-152030	PALTZER FARM	4617 N MEADE ST	GRAND CHUTE TN		OUTAGAMIE	NONE	1997-07-03	1997-12-19	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-152348	APPLETON POST CRESCENT - FUEL OIL TANK	306 W WASHINGTON ST	APPLETON	54912	OUTAGAMIE	445022160	1997-07-10	1997-10-03	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-152424	MILLS FLEET FARM	3215-3225 W WISCONSIN AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445069350	1997-07-14	2002-11-06	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-152586	VOSTER FARM	4820 N FRENCH RD	VANDENBROEK TN		OUTAGAMIE	NONE	1997-07-15	2000-06-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-152634	VALLEY ADHESIVES & COATINGS CORP (FORMER	3430 W HIGHVIEW DR	APPLETON	54915	OUTAGAMIE	445020400	1997-06-30	2000-10-26	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-152638	CAPELLE PROPERTY	2400 N RICHMOND ST	APPLETON		OUTAGAMIE	NONE	1997-07-07	1998-01-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-153315	AMENT PROPERTY	719 W FRANCES ST	APPLETON	54915	OUTAGAMIE	445080020	1997-07-25	2000-07-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-153789	SMITH PROPERTY	W1093 CTH JJ	KAUKAUNA		OUTAGAMIE	NONE	1997-08-04	1997-09-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-168323	REID MUNICIPAL GOLF COURSE	1100 E FREMONT ST	APPLETON	54915	OUTAGAMIE	445147780	1997-08-19	1998-10-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-169292	DUMKE PROPERTY - APPLETON CTY R-O-W	1320 W WISCONSIN AVE	APPLETON	54911	OUTAGAMIE	445145360	1997-06-20	1997-12-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-170891	FOSTER ELEMENTARY SCHOOL	305 W FOSTER	APPLETON		OUTAGAMIE	NONE	1997-09-16	2000-09-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-171352	APPLETON WASTEWATER TREATMENT PLT	2006 E NEWBERRY ST	APPLETON	54915	OUTAGAMIE	NONE	1997-09-19	1999-06-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-174907	DRAINAGE INDUSTRIES BULK PLT	3200 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	445144920	1997-10-29	2001-06-07	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-175422	MILLER ELECTRIC MFG CO	1635 W SPENCER ST	APPLETON	54914	OUTAGAMIE	445044380	1997-11-04	1998-10-21	CLOSED	DNR	LUST	
03-45-177344	HARDEES RESTAURANT	614 W NORTHLAND AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1997-12-03	1999-12-15	CLOSED	DNR	LUST	
03-45-177720	APPLETON CTY POLICE DEPT	222 S WALNUT ST	APPLETON	54911	OUTAGAMIE	445122700	1997-11-24	1998-03-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-182451	CHEESE HUT	2711 N LYNNDALE AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	1998-02-03	2002-11-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-182498	RAHMLOW PROPERTY	5314 N MEADE ST	GRAND CHUTE TN		OUTAGAMIE	NONE	1998-02-13	1998-10-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-182502	HARDEES	3225 W COLLEGE AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445076500	1998-02-06	2000-11-02	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-185390	TUFF KOTE DINOL	750 N BLUEMOUND	GRAND CHUTE TN		OUTAGAMIE	NONE	1998-04-28	1998-11-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-185451	U S OIL AUTO SERVICE CENTER	426E S WASHINGTON ST	KIMBERLY VIL		OUTAGAMIE	NONE	1998-04-17	2000-03-28	CLOSED	DNR	LUST	
03-45-191402	RIVERSIDE PAPER CORP	800 S LAWE ST	APPLETON	54915	OUTAGAMIE	445030740	1998-06-10	1999-11-05	CLOSED	DNR	LUST	
03-45-193580	ROADWAY EXPRESS	2701 ROEMER RD	APPLETON	54956	OUTAGAMIE	445153390	1998-05-22	1999-01-07	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-193584	CLARK OIL #102 (FORMER)	323 W NORTH AVE	LITTLE CHUTE		OUTAGAMIE	NONE	1998-04-30	2013-03-16	CLOSED	DNR	LUST	
03-45-193596	U S PLUMBING & HEATING	425 S WASHINGTON ST	COMBINED LOCKS	54113	OUTAGAMIE	999777790	1998-06-26	2000-03-28	CLOSED	DNR	LUST	
03-45-193616	MARTINEAU PROPERTY	1154 W NORTH AVE	LITTLE CHUTE		OUTAGAMIE	NONE	1998-06-23	1998-09-10	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-201872	EXPRESS CONVENIENCE CENTER #65 - DIESEL	320 S KENSINGTON DR	APPLETON	54915	OUTAGAMIE	445133810	1998-10-12	2006-02-28	CLOSED	DNR	LUST	
03-45-202008	NASH FINCH CO	1726 N BALLARD RD	APPLETON	54911	OUTAGAMIE	445037120	1998-10-15	1999-01-07	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-202012	INSTITUTE OF PAPER SCIENCE & TECHNOLOGY	1043 E SOUTH RIVER ST	APPLETON	54912	OUTAGAMIE	445034150	1998-08-12	1999-06-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-204542	AVIS MIDWESTERN WHEELS - SUMPS 2 & 3	1611 E AMELIA ST	APPLETON		OUTAGAMIE	NONE	1991-09-19	2001-06-01	CLOSED	DNR	LUST	FILED IN 03-45-000966 (06-01-01) - NER620
03-45-204720	APPLETON-NEENAH-MENASHA TAXI	705 W WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	1998-10-19	2012-11-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-204724	TASTEE BAKERY	116 N LOCUST	APPLETON		OUTAGAMIE	NONE	1998-10-23	2001-10-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-204728	FIRESTONE AUTO SUPPLY & SERVICE (FORMER)	700 W COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	1998-10-23	2001-08-14	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-204873	BERGEMAN FARM	4120 N LYNNDALE	GRAND CHUTE TN		OUTAGAMIE	NONE	1998-11-09	2000-09-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-204943	MURPHY CONCRETE & CONST INC - SITE 1	W5070 QUARRY RD	CENTER TN	54915	OUTAGAMIE	998097430	1998-10-13	2000-03-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-204947	MURPHY CONCRETE & CONST INC - SITE 2	W5070 QUARRY RD	CENTER TN	54915	OUTAGAMIE	998097430	1998-10-13	2001-02-23	CLOSED	DNR	LUST	
03-45-207235	VANDE HEY ROOFING TILE CO	1565 BOHM DR	LITTLE CHUTE	54140	OUTAGAMIE	998024940	1998-11-11	2001-10-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-207575	VANDEHEY (FORMER BUS GARAGE)	1024 W WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	1998-12-01	2005-09-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-207616	BONNELL JOHN - FAMILY DENTISTRY	311 N LINWOOD AVE	APPLETON		OUTAGAMIE	NONE	1998-11-17	1999-03-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-208224	WEST COLLEGE AUTO (FORMER)	843 W COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	1998-12-18	1999-07-28	CLOSED	DNR	LUST	
03-45-210111	WITTMAN PROPERTY (FORMER)	4335 N RICHMOND ST	GRAND CHUTE TN		OUTAGAMIE	NONE	1999-01-12	2001-12-06	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-213134	HARRY LONG MOVING	1631 S LYNNDALE	APPLETON		OUTAGAMIE	NONE	1999-01-19	2002-11-27	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-216075	DORNS DELIVERY & TRANSFER INC	2316 W EVERETT ST	APPLETON		OUTAGAMIE	NONE	1999-01-15	1999-06-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-219775	FOX VALLEY TECHNICAL COLLEGE	1825 N BLUEMOUND DR	GRAND CHUTE TN	54913	OUTAGAMIE	445019850	1999-04-13	2003-10-15	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-223129	MILLS FLEET FARM	751 N BLUEMOUND DR	GRAND CHUTE TN	54912	OUTAGAMIE	345000480	1999-06-08	2000-02-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-227847	FOX VALLEY TECHNICAL COLLEGE	1825 N BLUEMOUND DR	GRAND CHUTE TN	54913	OUTAGAMIE	445019850	1999-08-11	1999-09-10	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-228041	ROEGNER PROPERTY	1825 N MORRISON ST	APPLETON		OUTAGAMIE	NONE	1999-08-19	1999-11-03	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-228239	VALMET INC PROPERTY	619 S OLDE ONEIDA ST	APPLETON		OUTAGAMIE	NONE	1999-08-26	2000-05-24	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-230963	MICKE PROPERTY	W442 CNTY HWY CE	BUCHANAN TN		OUTAGAMIE	NONE	1999-09-14	2005-03-03	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-234597	GILBERTSON PROPERTY	214-216 E COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	1999-10-15	2000-02-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-234602	DAUL PROPERTY	W3902 MACKVILLE RD	CENTER TN		OUTAGAMIE	NONE	1999-10-27	2000-07-07	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-236005	HAIR & CO - HEATING OIL TANK	1420 CROOKS AVE	KAUKAUNA	54130	OUTAGAMIE	445133150	1999-12-01	2000-05-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-241180	GRAEBEL MOVING & STORAGE (FORMER)	2301 W COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	1999-12-20	2000-07-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-244868	VAN HOOF SERVICE LLC - HEATING OIL	179 MAIN AVE	KAUKAUNA	54130	OUTAGAMIE	445076170	2000-02-21	2008-11-19	CLOSED	DNR	LUST	
03-45-254223	WINTER PROPERTY	2900 W ELBERG AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	2000-04-18	2000-06-20	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-257690	PENNZOIL 10 MINUTE OIL CHANGE	1302 N RICHMOND	APPLETON	54911	OUTAGAMIE	445100040	2000-07-25	2005-10-05	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-257978	PERFORMING ARTS CENTER	430 W COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	2000-08-22	2001-05-17	CLOSED	DNR	LUST	
03-45-260884	KELBE BROTHERS	2304 KELBE DR	LITTLE CHUTE		OUTAGAMIE	NONE	2000-12-01	2002-05-06	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-269896	AAL BUSINESS PARK (FUTURE)	4430 N BALLARD RD	APPLETON		OUTAGAMIE	NONE	2001-04-02	2004-11-17	CLOSED	DNR	LUST	
03-45-271828	TOMS DRIVE-IN	1025 S OUTAGAMIE ST	APPLETON		OUTAGAMIE	NONE	2001-05-17	2004-04-05	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-272264	HOLTZ ESTATE	1519 S ALICIA DR	APPLETON		OUTAGAMIE	NONE	2001-05-29	2002-05-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-281144	FOX VALLEY TECHNICAL COLLEGE	1825 N BLUEMOUND DR	GRAND CHUTE TN	54913	OUTAGAMIE	445019850	2001-09-28	2002-10-29	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-284466	WARA ENTERPRISES	1601 N RICHMOND ST	APPLETON	54914	OUTAGAMIE	445124570	2001-07-12	2007-03-12	CLOSED	DNR	LUST	
03-45-284675	WHEELER PROPERTY	1000 N WESTHILL BLVD	GRAND CHUTE TN	54914	OUTAGAMIE	445004450	2001-12-06	2002-05-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-298057	RICH PRODUCTS CORP	3300 W COLLEGE AVE	APPLETON	54914	OUTAGAMIE	445034040	2002-02-20	2002-09-04	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-307007	HENRIS MUSIC	122 S MEMORIAL DR	APPLETON		OUTAGAMIE	NONE	2002-05-20	2004-10-26	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-307166	INDUSTRIAL INSULATION	1314 W COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	2002-06-05	2005-03-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-307303	AMERICAN LEGION POST 38	3220 W COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	2002-06-10	2003-12-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-315760	HANSEN TRUST PROPERTY	638 W COLLEGE AVE	APPLETON	54911	OUTAGAMIE	445030190	2002-05-29	2005-01-04	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-327211	EXPRESS CONVENIENCE CENTER #75	1675 N CASALOMA DR	GRAND CHUTE TN	54913	OUTAGAMIE	445029640	2002-07-02	2005-03-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-350357	DANS QUICK MART	2838 BALLARD RD	APPLETON		OUTAGAMIE	NONE	2002-08-13	2004-07-30	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-364214	AVENUE COIN & JEWELRY	303 W COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	2002-04-11	2002-10-28	CLOSED	DNR	LUST	
03-45-364229	VICTORIAS RESTAURANT	503 W COLLEGE AVE	APPLETON		OUTAGAMIE	NONE	2002-04-11	2002-10-28	CLOSED	DNR	LUST	
03-45-378885	APPLETON WATER TRT PLT (FORMER)	337 W WATER ST	APPLETON	54911	OUTAGAMIE	445033380	2002-11-12	2004-03-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-443238	TOMS GARAGE LLC	300 N SUPERIOR ST	APPLETON		OUTAGAMIE	NONE	2003-04-25	2004-11-29	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-448841	V & V PROPERTIES	107 W MAIN ST	LITTLE CHUTE		OUTAGAMIE	NONE	2003-05-05	2004-05-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-448844	EXPRESS CONVENIENCE CENTER #65 - GASOLINE	320 S KENSINGTON DR	APPLETON	54915	OUTAGAMIE	445133810	1999-04-21	2007-07-11	CLOSED	DNR	LUST	
03-45-483083	RANDYS AUTO REPAIR (FORMER) - GASOLINE	2700 CROOKS AVE	KAUKAUNA		OUTAGAMIE	NONE	2003-07-21	2005-08-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-483287	BICKFORD FACILITY - SITE C (FORMER)	820 HYLAND AVE	KAUKAUNA		OUTAGAMIE	NONE	2003-03-25	2007-07-05	CLOSED	DNR	LUST	FILED WITH 02-45-483859 (06-21-2007) BICKFORD FACILITY - SITE D NER654 FOLDER 5 OF 5
03-45-519576	BICKFORD FACILITY - SITE B (FORMER)	820 HYLAND AVE	KAUKAUNA		OUTAGAMIE	NONE	2003-03-25	2007-07-05	CLOSED	DNR	LUST	FILED WITH 02-45-483859 (06-21-2007) BICKFORD FACILITY - SITE D NER654 FOLDER 4 OF 5
03-45-519577	BICKFORD FACILITY - SITE A (FORMER)	820 HYLAND AVE	KAUKAUNA		OUTAGAMIE	NONE	2003-03-25	2007-07-05	CLOSED	DNR	LUST	FILED WITH 02-45-483859 (06-21-2007) BICKFORD FACILITY - SITE D NER654 FOLDER 3 OF 5
03-45-521562	PENNINGS FARM	2622 N MCCARTHY RD	GRAND CHUTE		OUTAGAMIE	NONE	2004-02-09	2004-11-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-527620	OUTAGAMIE CNTY LF	1313 HOLLAND RD	LITTLE CHUTE VIL	54911	OUTAGAMIE	445093000	2004-06-23	2010-04-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-530111	DOLLAR GENERAL RETAIL STRIP	1308 WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	2004-08-09	2007-01-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-530925	KENNETH VAN DYKE	2331 E EVERGREEN DR	GRAND CHUTE TN		OUTAGAMIE	NONE	2004-08-25	2006-01-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-531841	ESSEN MART	2051 E MAIN ST	LITTLE CHUTE	54140	OUTAGAMIE	445018750	2004-09-16	2011-09-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-532609	EXPRESS CONVENIENCE CTR #14 (FORMER)	400 W 10TH ST	KAUKAUNA	54130	OUTAGAMIE	445109280	2004-09-30	2006-04-19	CLOSED	DNR	LUST	FILED WITH 03-45-001530 EXPRESS CONVENIENCE CENTER #14 CLOSED 09-23-2005 - NER652
03-45-535260	FORMER FOX VALLEY TRUCK	3103 W WISCONSIN AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445079360	2004-10-28	2005-03-02	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-536392	SUPER AMERICA #4168	415 S MEMORIAL DR	APPLETON	54911	OUTAGAMIE	445071330	2004-11-12	2013-11-19	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-540859	MIDWEST TRUCK SERVICE	1703 OLDE CASALOMA DR	GRAND CHUTE TN	54913	OUTAGAMIE	NONE	2005-02-02	2005-07-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-543488	FLEET FARM BLDG - NEW	3035 W WISCONSIN AVE	GRAND CHUTE TN	54911	OUTAGAMIE	NONE	2005-07-06	2006-01-05	CLOSED	DNR	LUST	BOTH NORTH & SOUTH OF WISCONSON AVENUE
03-45-544350	MAXAIR INC	W6370 DISCOVERY DR	GREENVILLE TN		OUTAGAMIE	NONE	2005-11-07	2012-07-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-544641	APPLETON CTY FIRE STATION #1	700 N DREW ST	APPLETON		OUTAGAMIE	NONE	2005-12-22	2006-05-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-544657	WISCONSIN AVENUE PROPERTY	104 E WISCONSIN AVE	APPLETON		OUTAGAMIE	NONE	2005-12-27	2010-11-08	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-545111	ELLENBECKER PROPERTY	832 W FRONT ST	APPLETON CITY	54914	OUTAGAMIE	NONE	2006-03-16	2006-06-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-547964	QUAKER BAKERY	1207 N MASON ST	APPLETON	54911	OUTAGAMIE	NONE	2006-08-24	2008-12-03	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-548179	OUTAGAMIE CNTY HWY DEPT	1419 HOLLAND RD	APPLETON	54911	OUTAGAMIE	445157790	2006-10-12	2011-01-04	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-548278	NEW PROSPERITY CENTER - LOT 3	N1964 CTH J	KAUKAUNA		OUTAGAMIE	NONE	2006-11-13	2007-04-05	CLOSED	DNR	LUST	FILE CONTAINS 07-45-548744 CASE FILE. UST/AST SYSTEMS
03-45-548290	MCC INC	1911 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	471045080	2006-11-07	2008-05-05	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-548790	MCC HQ-WASTE OIL-MAINTENCE BLDG (FORMER)	1911 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	471045080	2007-03-07	2012-10-01	CLOSED	DNR	LUST	FILED WITH 02-45-548789 MCC HQ - FLOOR DRAIN (FORMER) CLOSED 10-01-2012
03-45-549762	MOTO INC - FUEL OIL TANK	1850 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	445174510	2007-06-20	2007-07-16	CLOSED	DNR	LUST	
03-45-552964	PHOPAR PHOTOGRAPHIC & DIGITAL SVCS (FORMER)	729 W NORTHLAND AVE	APPLETON		OUTAGAMIE	NONE	2008-11-25	2008-12-23	CLOSED	DNR	LUST	
03-45-554613	MCC INC - 2 TANKS	1911 W WISCONSIN AVE	APPLETON	54914	OUTAGAMIE	471045080	2009-12-23	2012-05-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-45-555417	AIRGAS INC	2626 W WISCONSIN AVE	GRAND CHUTE TN	54914	OUTAGAMIE	445134140	2010-06-16	2011-07-21	CLOSED	DNR	LUST	ACTIVITY NAME PREVIOUSLY LISTED AS AIRGAS NORTH CENTRAL - CHANGED 8/18/11 D HANSEN PER CLOSURE LETTER
03-45-557104	GRAND CHUTE FD (FORMER)	502 W NORTHLAND AVE	GRAND CHUTE TN	54911	OUTAGAMIE	445046470	2011-04-26	2013-06-27	CLOSED	DNR	LUST	
03-45-557520	BUTCHS AUTO BODY (FORMER)	1337 E NORTHLAND AVE	APPLETON	54911	OUTAGAMIE	445092010	2011-07-21	2011-10-11	CLOSED	DNR	LUST	
03-45-557716	AMERICAN POOL & SPA	2138 W WISCONSIN AVE	GRAND CHUTE TN		OUTAGAMIE	NONE	2011-09-27	2011-12-08	CLOSED	DNR	LUST	
03-45-559056	GOODWILL SHRINER CENTER	1341 W SPENCER ST	APPLETON	54914	OUTAGAMIE	445106200	2012-07-19	2013-02-06	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-45-559094	VANS SERVICE UST	901 HYLAND AVE	KAUKAUNA		OUTAGAMIE	445075180	2012-07-30	2014-02-19	CLOSED	DNR	LUST	
03-45-560330	GREYHOUND BUS STATION PROPERTY	506 N ONEIDA ST	APPLETON CTY		OUTAGAMIE	NONE	2013-04-09	2013-09-20	CLOSED	DNR	LUST	
03-71-000007	AMERICAN CAN	271 RIVER ST	MENASHA	54952	WINNEBAGO	471032760	1986-05-28	1987-08-04	CLOSED	DNR	LUST	03-71-255981 AMERICAN CAN CO - MENASHA PLT WAS MERGED WITH THIS ACTIVITY PER FILE REVIEW BY K SYLVESTER 5/2011 *** ACTIVITY TYPE CHANGED ON 05/06/2011. ORIGINAL BRRTS NO. WAS 02-71-000007 *** AFTER REVIEW FILE IT WAS DETERMINED THIS WAS 2 USTS
03-71-000062	KRONS SERVICE CENTER	1108 MAIN ST	NEENAH		WINNEBAGO	NONE	1988-12-01	2002-07-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000066	BECHARD CONST INC	3003 PROSPECT ST	MENASHA		WINNEBAGO	NONE	1989-04-25	1991-02-18	CLOSED	DNR	LUST	
03-71-000071	Q-MART #214 - WI DOT	700 S GREEN BAY RD	NEENAH		WINNEBAGO	NONE	1989-05-17	2011-03-16	CLOSED	DNR	LUST	ACTIVITY NAME PREVIOUSLY LISTED AS CITGO Q-MART #214 - WI DOT - CHANGED PER CLOSURE SUBMITTAL - R SANCHEZ
03-71-000078	DONEFF ASSOCIATES INC	TAYCO & MAIN ST	MENASHA		WINNEBAGO	NONE	1989-01-03	2000-03-20	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000079	GOLF VILLAGE	1680 AMERICAN DR	MENASHA		WINNEBAGO	NONE	1989-01-25	1991-03-26	CLOSED	DNR	LUST	
03-71-000089	PIERCE MFG INC	2600 AMERICAN DR	APPLETON	54914	WINNEBAGO	445007200	1988-07-15	1988-10-28	CLOSED	DNR	LUST	TRANSFERRED FROM SPILL - #04-71-426579. CONTAMINANTS FROM 5 SEPARATE UST'S - 1000 GAL UNLEADED GAS 2000 GAL REGULAR GAS 2000 GAL DIESEL 10000 GAL VIRGIN PAINT SOLVENT 10000 GAL WASTE PAINT SOLVENT
03-71-000100	FOX POINT EXPRESS CONVENIENCE CENTER	904 GREEN BAY RD	NEENAH	54956	WINNEBAGO	471108660	1988-09-12	2009-11-23	CLOSED	DNR	LUST	4 FILE FOLDERS IN NER558 (1-3) AND NER559 (4) NER558 = RC #954235 NER559 = RC #954236
03-71-000108	GILBERT PAPER - HEATING OIL TANK	430 AHNAIP ST	MENASHA	54952	WINNEBAGO	471030560	1989-11-22	1995-10-12	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-000171	500 S LAKE ST	500 S LAKE ST	NEENAH		WINNEBAGO	NONE	1989-10-09	1990-03-05	CLOSED	DNR	LUST	
03-71-000178	GILBERT PAPER CORP	430 AHNAIP ST	MENASHA	54952	WINNEBAGO	471030560	1989-07-15	1991-07-29	CLOSED	DNR	LUST	
03-71-000183	TIEDE & SONS	680 VALLEY RD	MENASHA		WINNEBAGO	NONE	1989-08-24	1991-01-09	CLOSED	DNR	LUST	
03-71-000202	EAST WISCONSIN SAVINGS & LOAN	1380 EARL ST	MENASHA		WINNEBAGO	NONE	1989-06-27	1990-05-01	CLOSED	DNR	LUST	
03-71-000230	IDEALEASE OF THE FOX VALLEY INC	1355 AMERICAN DR	NEENAH	54956	WINNEBAGO	471110420	1989-08-25	1995-01-06	CLOSED	DNR	LUST	
03-71-000252	PIZZA CORNER	16 TAYCO ST	MENASHA		WINNEBAGO	NONE	1989-06-07	1990-01-22	CLOSED	DNR	LUST	
03-71-000289	4X CORP - MIDWAY RD	1435 MIDWAY RD	MENASHA		WINNEBAGO	NONE	1989-12-08	1991-02-08	CLOSED	DNR	LUST	
03-71-000310	MENASHA EXPRESS CONVENIENCE CENTER	700 3RD ST	MENASHA	54952	WINNEBAGO	471108550	1989-09-25	2000-11-20	CLOSED	DNR	LUST	
03-71-000318	FRANKS SERVICE CENTER	1040 APPLETON RD	MENASHA	54952	WINNEBAGO	471116800	1989-07-06	2000-08-16	CLOSED	DNR	LUST	
03-71-000345	4X CORP - TANK "N"	2225 NORTHERN RD	MENASHA		WINNEBAGO	471130220	1989-05-02	1996-05-08	CLOSED	DNR	LUST	FILED WITH 03-71-001392 4X CORP - NORTHERN RD / TANK "S" CLOSED 05-08-1997
03-71-000368	TRY-R-AUTO	910 MAIN ST	NEENAH		WINNEBAGO	NONE	1990-04-30	2001-05-11	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000372	CUTLER PLUMBING	333 FIRST ST	MENASHA		WINNEBAGO	NONE	1990-05-03	1994-12-13	CLOSED	DNR	LUST	
03-71-000376	GARROW OIL (MENASHA FOOD & DELI)	975 RACINE ST	MENASHA		WINNEBAGO	NONE	1990-04-01	1999-02-08	CLOSED	DNR	LUST	
03-71-000382	4X CORP - TULLAR RD	700 N TULLAR RD	NEENAH		WINNEBAGO	NONE	1989-09-10	1994-01-10	CLOSED	DNR	LUST	
03-71-000402	A-TO-Z RENTAL	301 MAIN ST	NEENAH		WINNEBAGO	NONE	1990-03-19	1990-12-18	CLOSED	DNR	LUST	
03-71-000403	MICHEL PROPERTY	304 CAROLINE ST	NEENAH		WINNEBAGO	NONE	1990-06-04	1994-04-18	CLOSED	DNR	LUST	
03-71-000417	ZITZELSBERGER ESTATE	1837 JENNY ST	MENASHA		WINNEBAGO	NONE	1990-05-22	1996-05-02	CLOSED	DNR	LUST	
03-71-000493	GARDNER BAKERY	1007 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471098210	1990-06-15	1999-09-16	CLOSED	DNR	LUST	
03-71-000530	GILLEN PROPERTY	402 E WISCONSIN	NEENAH		WINNEBAGO	NONE	1990-09-10	1993-05-28	CLOSED	DNR	LUST	
03-71-000551	VAN ZEELAND DISCOUNT TIRE & AUTO COURT	220 W CECIL ST	NEENAH	54956	WINNEBAGO	471101290	1990-09-18	2002-04-08	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000570	LIEDS NURSERY	8616 HWY 76 (FORMERLY HWY 45)	NEENAH	54956	WINNEBAGO	471110860	1990-05-07	1993-05-20	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-000573	J & L GAS STATION - WI DOT	1005 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471065650	1990-04-05	2000-11-10	CLOSED	DNR	LUST	
03-71-000577	GRAND CHUTE MENASHA WEST STP	1965 W BUTTE DES MORTS BEACH R	NEENAH	54956	WINNEBAGO	471005480	1990-06-22	1991-07-24	CLOSED	DNR	LUST	
03-71-000580	APPLETON STRUCTURAL STEEL	1420 EARL ST	MENASHA	54952	WINNEBAGO	471038150	1990-05-31	1991-07-29	CLOSED	DNR	LUST	
03-71-000587	GEORGE WHITING PAPER CO	100 RIVER ST	MENASHA	54952	WINNEBAGO	471032210	1990-10-05	1995-01-19	CLOSED	DNR	LUST	
03-71-000588	INDUSTRIAL TOWEL & UNIFORM	945 APPLE BLOSSOM DR	NEENAH	54956	WINNEBAGO	471044640	1990-10-05	1993-06-01	CLOSED	DNR	LUST	
03-71-000622	CLARK OIL	901 APPLETON RD	MENASHA	54952	WINNEBAGO	471114820	1990-10-30	2008-08-25	CLOSED	DNR	LUST	
03-71-000652	CAULDER STADIUM - MENASHA SCHOOL DIST	360 12TH ST	MENASHA		WINNEBAGO	NONE	1990-09-15	1991-01-09	CLOSED	DNR	LUST	
03-71-000670	AMERICAN COURT OFFICES	1919 AMERICAN COURT	NEENAH		WINNEBAGO	NONE	1990-11-01	1992-12-10	CLOSED	DNR	LUST	
03-71-000704	BAERS BEVERAGE INC	754 AIRPORT RD	MENASHA	54952	WINNEBAGO	471097330	1990-08-15	1991-09-03	CLOSED	DNR	LUST	
03-71-000719	SPUR / Q-MART STATION #1973 - WI DOT	1015 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471116140	1990-12-07	2000-05-31	CLOSED	DNR	LUST	
03-71-000727	WIEGAND LUMBER	1197 RACINE ST	MENASHA	54952	WINNEBAGO	471103490	1990-12-13	1993-08-03	CLOSED	DNR	LUST	
03-71-000755	ASHLAND CHEMICAL CO	201 MADISON ST	MENASHA	54952	WINNEBAGO	NONE	1990-11-14	1994-11-14	CLOSED	DNR	LUST	PREVIOUS ADDRESS WAS 204 MADISON ST MENASHA
03-71-000810	P D Q FOOD STORE	1065 RACINE ST	MENASHA	54952	WINNEBAGO	471113060	1991-04-09	2002-10-29	CLOSED	DNR	LUST	
03-71-000823	WI DOT - WELL ON USH 45	7102 HWY 45	NEENAH	54956	WINNEBAGO	471120980	1991-05-02	1996-05-10	CLOSED	DNR	LUST	
03-71-000837	KRAMER PROPERTY	178 N LAKE ST	NEENAH	54956	WINNEBAGO	471107780	1991-05-20	1996-03-04	CLOSED	DNR	LUST	
03-71-000857	NEENAH FOUNDRY CO - PLT #1	500 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471031990	1991-05-30	1993-07-02	CLOSED	DNR	LUST	
03-71-000873	BENSON INSULATION CO	5333 W PROSPECT (CTH BB)	MENASHA TN		WINNEBAGO	NONE	1991-05-29	1991-12-10	CLOSED	DNR	LUST	
03-71-000876	MIRON CONST CO	1801 BUDD DRIVE	MENASHA	54952	WINNEBAGO	471182030	1991-06-17	1993-05-27	CLOSED	DNR	LUST	
03-71-000879	BAER BROTHERS	1260 EARL ST	MENASHA		WINNEBAGO	NONE	1989-11-15	1993-01-14	CLOSED	DNR	LUST	
03-71-000884	DUGAN PROPERTY	143 N PARK AVE	NEENAH		WINNEBAGO	NONE	1991-06-21	1992-04-07	CLOSED	DNR	LUST	
03-71-000905	BRICCOS VIDEO VAULT - GASOLINE	1115 S COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471106900	1991-07-17	2000-05-17	CLOSED	DNR	LUST	

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03-71-000906	ARPIN PROPERTY	202 ELM ST	NEENAH		WINNEBAGO	NONE	1991-06-27	2002-11-15	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000908	KOBUSSEN BUS LTD	6302 DIXIE RD	NEENAH	54956	WINNEBAGO	471106130	1991-07-24	2000-11-21	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000923	KIMBERLY-CLARK ISC - SITE #1	1275 AMERICAN DR	NEENAH	54956	WINNEBAGO	471089410	1991-08-01	1996-04-25	CLOSED	DNR	LUST	
03-71-000942	LINSDAU FLORIST	504 LONDON ST	MENASHA		WINNEBAGO	NONE	1991-08-14	1993-03-22	CLOSED	DNR	LUST	
03-71-000950	GARROW OIL	3411 S ONEIDA	MENASHA TN		WINNEBAGO	NONE	1991-08-15	2000-01-21	CLOSED	DNR	LUST	
03-71-000951	GARROW OIL - WOODYS GOODIES	1013 MAIN ST	NEENAH		WINNEBAGO	NONE	1991-08-22	2009-08-06	CLOSED	DNR	LUST	
03-71-000973	SUPERAMERICA	2005 S ONEIDA ST	MENASHA	54952	WINNEBAGO	471109870	1991-09-10	2002-12-19	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000974	NEENAH CTY GARAGE	333 W CECIL ST	NEENAH	54956	WINNEBAGO	471126920	1991-09-12	1993-08-24	CLOSED	DNR	LUST	
03-71-000996	DUMKE AUTO SALES	914 RACINE ST	MENASHA		WINNEBAGO	NONE	1991-10-07	1993-04-22	CLOSED	DNR	LUST	
03-71-001016	UJAZDOWSKI PROPERTY - WI DOT	7301 HWY 45	CLAYTON TN		WINNEBAGO	NONE	1991-10-25	1995-02-13	CLOSED	DNR	LUST	
03-71-001042	BANTA CORP	800 MIDWAY RD	MENASHA	54952	WINNEBAGO	471035180	1991-10-30	1996-10-15	CLOSED	DNR	LUST	
03-71-001056	N & M TRANSFER CO	630 MUTTART RD	NEENAH	54956	WINNEBAGO	471016370	1991-12-03	1997-10-14	CLOSED	DNR	LUST	
03-71-001063	MOBIL PREMIX CONCRETE	4905 W PROSPECT AVE	MENASHA TN		WINNEBAGO	NONE	1991-12-10	1996-08-12	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001073	AMERICAN COLLOID CO	901 CTH G	NEENAH		WINNEBAGO	NONE	1991-12-17	1996-05-13	CLOSED	DNR	LUST	FILED WITH 02-71-000460 CLOSED 05/13/1996
03-71-001108	BANTA MEDIA SERVICE	675 BRIGHTON BEACH RD	MENASHA	54952	WINNEBAGO	471123180	1992-02-13	1993-07-21	CLOSED	DNR	LUST	
03-71-001161	SPEEDWAY #2126	1492 APPLETON RD	MENASHA		WINNEBAGO	NONE	1992-03-19	2000-01-31	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001167	MENASHA UTILITIES	RACINE ST 300 BLK	MENASHA		WINNEBAGO	NONE	1992-05-11	2001-02-28	CLOSED	DNR	LUST	
03-71-001176	ULRICH CONTRACTORS CONST EQ	848 BLAIRE AVE	MENASHA TN	54956	WINNEBAGO	471019120	1992-06-08	1995-09-12	CLOSED	DNR	LUST	
03-71-001180	STEWART SANDWICH BLDG (FORMER)	2540 CARLETON AVE	MENASHA		WINNEBAGO	NONE	1992-05-27	1994-09-01	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-001198	GENERAL FUEL CORP	882 VALLEY RD	MENASHA	54952	WINNEBAGO	471118780	1992-06-10	1993-08-24	CLOSED	DNR	LUST	
03-71-001199	MENASHA TRANSPORTATION INC	2121 AMERICAN DR	NEENAH	54956	WINNEBAGO	471081930	1992-06-25	1993-01-12	CLOSED	DNR	LUST	
03-71-001220	THEDA CLARK HOSPITAL	130 2ND ST	NEENAH	54956	WINNEBAGO	471034960	1992-07-27	1993-05-27	CLOSED	DNR	LUST	
03-71-001223	NEENAH TAXI CO	134 E WISCONSIN AVE	NEENAH CTY		WINNEBAGO	NONE	1992-07-27	2010-01-25	CLOSED	DNR	LUST	PREVIOUSLY LISTED AT 126 E WISCONSIN AVE - CHANGED 03/02/2010
03-71-001262	P H GLATFELTER PAPER CO	1655 BERGSTROM RD	NEENAH	54957	WINNEBAGO	471031550	1992-09-02	1994-12-05	CLOSED	DNR	LUST	
03-71-001280	RYDER TRUCK	173 S GREEN BAY RD	NEENAH	54956	WINNEBAGO	471122300	1992-09-14	1997-02-06	CLOSED	DNR	LUST	
03-71-001284	JOHNSON PROPERTY	120 5TH ST	NEENAH		WINNEBAGO	NONE	1992-10-02	1994-04-14	CLOSED	DNR	LUST	
03-71-001286	RILEY PROPERTY	NEXT TO N OF 2309 S CARLE	MENASHA		WINNEBAGO	NONE	1992-09-17	1993-01-25	CLOSED	DNR	LUST	
03-71-001303	SUPERAMERICA #4219 - WASTE OIL TANK	2005 S ONEIDA ST	MENASHA	54952	WINNEBAGO	471109870	1992-08-21	1995-02-15	CLOSED	DNR	LUST	
03-71-001310	CELMER PROPERTY	2646 OAK CREST DR	NEENAH	54956	WINNEBAGO	471117240	1992-10-16	1994-04-11	CLOSED	DNR	LUST	
03-71-001314	P H GLATFELTER PAPER CO	ONE PLEXUS WAY	NEENAH	54956	WINNEBAGO	471181040	1992-10-27	2000-07-07	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001335	HOLIDAY STATION #138	501-529 W MAIN ST	NEENAH	54956	WINNEBAGO	471115260	1992-11-02	2000-05-26	CLOSED	DNR	LUST	
03-71-001362	U S POSTAL SERVICE	130 W FRANKLIN AVE	NEENAH	54956	WINNEBAGO	471116470	1992-12-03	1994-10-11	CLOSED	DNR	LUST	
03-71-001382	REFUSE SERVICE	937 HAASE ST	MENASHA TN	54952	WINNEBAGO	471017140	1992-12-22	1993-09-10	CLOSED	DNR	LUST	
03-71-001392	4X CORP - NORTHERN RD / TANK "S"	2225 NORTHERN RD	MENASHA		WINNEBAGO	471130220	1989-05-02	1997-05-08	CLOSED	DNR	LUST	
03-71-001409	JEFFS WELDING & REPAIR	887 VALLEY RD	MENASHA		WINNEBAGO	NONE	1993-01-13	1997-02-10	CLOSED	DNR	LUST	
03-71-001411	MAHLIK PROPERTY (FORMER SPORTS GRAPHICS)	101 RACINE ST	MENASHA		WINNEBAGO	NONE	1993-01-14	2001-09-05	CLOSED	DNR	LUST	
03-71-001458	MAHLER PROPERTY TRUST	S COMMERCIAL & BELL	NEENAH		WINNEBAGO	NONE	1993-03-19	1994-08-09	CLOSED	DNR	LUST	
03-71-001479	THEDA CLARK HOSPITAL	130 2ND ST	NEENAH	54956	WINNEBAGO	471034960	1993-05-26	1995-09-26	CLOSED	DNR	LUST	
03-71-001484	NEENAH PRINTING CO	2255 BROOKS AVE	NEENAH	54956	WINNEBAGO	471083140	1993-05-20	1994-02-28	CLOSED	DNR	LUST	
03-71-001486	NEENAH FOUNDRY CO	2121 BROOKS ST	NEENAH	54956	WINNEBAGO	471033860	1993-06-01	1994-03-17	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-001493	FOX VALLEY STONE & BRICK	1745 BREEZEWOOD LN	NEENAH		WINNEBAGO	NONE	1993-05-19	1993-07-21	CLOSED	DNR	LUST	
03-71-001524	U S PAPER MILLS CORP	69 WASHINGTON ST	MENASHA	54952	WINNEBAGO	471031220	1993-07-12	1995-08-14	CLOSED	DNR	LUST	
03-71-001529	HARTLEY ENGINEERED CONTROL SYSTEMS	2400 HOLLY RD	NEENAH	54956	WINNEBAGO	471118450	1993-07-15	1996-02-13	CLOSED	DNR	LUST	
03-71-001547	BANTON PROPERTY (FORMER)	561 E WISCONSIN AVE	NEENAH	54956	WINNEBAGO	471121970	1993-07-30	1993-11-30	CLOSED	DNR	LUST	
03-71-001551	SPUR STATION	1515 APPLETON RD	MENASHA	54952	WINNEBAGO	471116030	1993-08-04	1996-03-11	CLOSED	DNR	LUST	
03-71-001576	RYDER TRUCK RENTALS - PIPING	173 S GREEN BAY RD	NEENAH	54956	WINNEBAGO	471122300	1993-08-13	1995-08-18	CLOSED	DNR	LUST	
03-71-001584	VALLEY MARINE MART	100 WATER ST	MENASHA	54952	WINNEBAGO	471122410	1993-09-09	1995-09-25	CLOSED	DNR	LUST	
03-71-001590	CELEBRATIONS CONNECTION	145 N COMMERCIAL ST	NEENAH		WINNEBAGO	NONE	1993-09-15	1999-01-12	CLOSED	DNR	LUST	
03-71-001605	EARL LITHO PRINTING - HEATING OIL	1486 EARL ST	MENASHA	54952	WINNEBAGO	471113280	1993-09-29	1996-10-24	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001632	LUDWIG FURNITURE STORE	329 N COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471122630	1993-10-28	1994-03-16	CLOSED	DNR	LUST	
03-71-001637	BORK PROPERTY/STATE FARM INSURANCE	704 MAIN ST	NEENAH		WINNEBAGO	NONE	1993-11-09	1999-07-01	CLOSED	DNR	LUST	
03-71-001643	SPUR STATION #2467 - FUEL	1515 APPLETON RD	MENASHA	54952	WINNEBAGO	471116030	1993-11-05	1995-07-26	CLOSED	DNR	LUST	
03-71-001647	NEENAH BRASS & ALUMINUM FOUNDRY	223 EDNA AVE	NEENAH		WINNEBAGO	471039030	1993-11-12	1994-05-23	CLOSED	DNR	LUST	
03-71-001692	THOMAS PROPERTY	424 S LAKE ST	NEENAH	54956	WINNEBAGO	471123400	1993-12-09	1994-04-19	CLOSED	DNR	LUST	
03-71-001693	CATTAU PROPERTY	865 BETTY AVE	NEENAH		WINNEBAGO	NONE	1993-12-06	1994-10-20	CLOSED	DNR	LUST	
03-71-001703	EXPRESS CONVENIENCE CENTER #01	521 S COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471108440	1993-12-15	2001-04-09	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001749	MISTER DONUT - WI DOT	501 S COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471126700	1994-02-15	1999-10-18	CLOSED	DNR	LUST	
03-71-001750	EVANS TITLE CO - WI DOT	220 S COMMERCIAL ST	NEENAH		WINNEBAGO	NONE	1994-02-15	1995-12-08	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-001751	OPTICAL EXPRESSIONS - WI DOT	314 S COMMERCIAL ST	NEENAH		WINNEBAGO	NONE	1994-02-15	2001-04-09	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001752	DOMINOS PIZZA - WI DOT	415 S COMMERCIAL ST	NEENAH		WINNEBAGO	NONE	1994-02-15	2005-11-29	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001757	EARL LITHO PRINTING - MINERAL SPIRITS	1486 EARL ST	MENASHA	54952	WINNEBAGO	471113280	1993-09-29	1994-08-09	CLOSED	DNR	LUST	
03-71-001771	HANSEN PROPERTY	1010 E FOREST AVE	NEENAH		WINNEBAGO	NONE	1994-03-18	1994-10-14	CLOSED	DNR	LUST	
03-71-001782	GIBSONS AUTO WRECKING	139 S FIELDCREST DR	NEENAH TN		WINNEBAGO	471118560	1994-04-20	1998-01-13	CLOSED	DNR	LUST	
03-71-001783	GOLLNER PROPERTY	746 THIRD ST	MENASHA	54952	WINNEBAGO	471090730	1993-10-25	1995-04-04	CLOSED	DNR	LUST	FILED WITH 02-71-000480 CLOSED 04/04/1995
03-71-001786	KWIK TRIP STATION	811 PLANK RD	MENASHA		WINNEBAGO	NONE	1994-04-21	1996-09-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001791	U-PUMP / VISTA MARKETING	899 S COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471129340	1994-04-26	2005-08-22	CLOSED	DNR	LUST	
03-71-001800	REESE TRUCKING CO	3543 W BREEZEWOOD LN	VINLAND TN		WINNEBAGO	471134180	1994-05-06	1999-06-07	CLOSED	DNR	LUST	
03-71-001807	NEENAH FOUNDRY CO - PLT #1 - WI DOT	500 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471031990	1994-05-13	2003-05-30	CLOSED	DNR	LUST	
03-71-001827	PENNEY L C	800 MARTIN ST	MENASHA		WINNEBAGO	NONE	1994-06-02	1995-05-31	CLOSED	DNR	LUST	
03-71-001828	MAGICOLOR PARTNERSHIP - SITE A / WASTE O	104 CLYBORN ST	NEENAH	54956	WINNEBAGO	471131760	1994-06-01	1994-11-29	CLOSED	DNR	LUST	
03-71-001861	FKG MOTOMART	1101 MAIN ST	NEENAH CITY OF	54956	WINNEBAGO	471066640	1994-07-18	2003-08-21	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001864	MAGICOLOR PARTNERSHIP - SITE B/FUEL	104 CLYBORN ST	NEENAH	54956	WINNEBAGO	471131760	1994-07-20	1999-08-05	CLOSED	DNR	LUST	
03-71-001867	WINNEBAGO CNTY HUMAN SERVICES - #1	211 N COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471135170	1994-07-22	1994-11-07	CLOSED	DNR	LUST	
03-71-001874	SCHNEIDER NATIONAL	2476 AMERICAN DR	NEENAH	54956	WINNEBAGO	471027260	1994-08-02	1995-10-20	CLOSED	DNR	LUST	
03-71-001913	WINNEBAGO CNTY HUMAN SERVICES - #2	211 N COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471135170	1994-09-01	1999-11-16	CLOSED	DNR	LUST	
03-71-001918	AYLWARD PROPERTY	6111 OLD GLORY LN	VINLAND	54956	WINNEBAGO	471129890	1994-09-06	1994-09-19	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-001972	CELLU TISSUE (FORMERLY K-C LAKEVIEW)	249 N LAKE ST	MENASHA TN	54956	WINNEBAGO	471030890	1994-11-16	2010-06-11	CLOSED	DNR	LUST	ACTIVITY NAME PREVIOUSLY LISTED AS KIMBERLY CLARK-LAKEVIEW MILL (FORMER) CHANGED PER CLOSURE LETTER 6/11/2010 D HANSEN
03-71-001977	KIMBERLY-CLARK ISC - SITE 2	1275 AMERICAN DR	NEENAH	54956	WINNEBAGO	471089410	1994-12-05	1996-04-25	CLOSED	DNR	LUST	
03-71-001983	KIMBERLY-CLARK CORP - SOUTH PLT	355 BYRD AVE	NEENAH	54956	WINNEBAGO	471009880	1994-12-12	1995-07-27	CLOSED	DNR	LUST	
03-71-001988	NEENAH APIARIES	3307 W FAIRVIEW RD	NEENAH	54956	WINNEBAGO	471038920	1994-12-15	1999-03-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-002008	PHILLIPS 66	1305 S COMMERCIAL	NEENAH	54956	WINNEBAGO	471135500	1995-02-07	2003-08-25	CLOSED	DNR	LUST	
03-71-002014	REMICK TRANSFER	268 SANFORD ST	MENASHA		WINNEBAGO	NONE	1995-01-25	2008-11-14	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-002019	MENASHA MUNICIPAL GARAGE	455 BALDWIN ST	MENASHA	54952	WINNEBAGO	471020660	1995-01-17	1996-11-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-002021	DURA PRODUCTS	1060 BREEZEWOOD LN	NEENAH	54956	WINNEBAGO	471023740	1995-01-26	1995-11-13	CLOSED	DNR	LUST	
03-71-002030	SCHULZ CONCRETE	3019 W PROSPECT	APPLETON		WINNEBAGO	NONE	1995-02-17	1996-06-07	CLOSED	DNR	LUST	
03-71-002058	EVANS TITLE CO - FUEL OIL TANK	220 S COMMERCIAL ST	NEENAH		WINNEBAGO	NONE	1995-04-27	1997-01-30	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-002073	KIMBERLY CLARK - CORPORATE OFFICE	2276 CTH II (WINCHESTER RD)	MENASHA, TN		WINNEBAGO	NONE	1995-05-25	1995-08-18	CLOSED	DNR	LUST	PREVISOULY LISTED AT 2100 WINCHESTER RD NEENAH MOVED PER PM - 6/2014
03-71-002089	MORTON PHARMACY	1112 S COMMERCIAL ST	NEENAH	54901	WINNEBAGO	371003050	1995-06-13	2002-07-31	CLOSED	DNR	LUST	
03-71-002116	STARK PROPERTY	405 11TH ST	NEENAH		WINNEBAGO	NONE	1995-07-18	1995-09-05	CLOSED	DNR	LUST	
03-71-002144	CHADWICK PROPERTY	995 BRIGHTON DR	MENASHA	54952	WINNEBAGO	471137260	1995-08-24	1996-01-02	CLOSED	DNR	LUST	
03-71-002155	RICKS PROPERTY	1331 AMERICAN DR	MENASHA TN		WINNEBAGO	NONE	1995-09-13	1996-01-03	CLOSED	DNR	LUST	
03-71-002162	ZIEL PROPERTY	81 RACINE ST	MENASHA	54952	WINNEBAGO	471137150	1995-09-20	2005-05-12	CLOSED	DNR	LUST	
03-71-002165	DONUT WORLD (FORMER)	300 DEPERE ST	MENASHA		WINNEBAGO	NONE	1995-09-25	2001-03-09	CLOSED	DNR	LUST	
03-71-002170	FISCHER & ULMAN CONST CO	2609 BODAH WAY	MENASHA TN		WINNEBAGO	NONE	1995-09-26	1997-04-24	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-002198	WAYNES TOWING & SERVICE INC	216 WASHINGTON ST	MENASHA		WINNEBAGO	NONE	1995-10-27	2000-11-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-002203	BURGER PROPERTY	164 ADELLA BEACH RD	NEENAH		WINNEBAGO	NONE	1995-11-03	1996-03-25	CLOSED	DNR	LUST	
03-71-002219	LINGNOWSKI PROPERTY	982 ONEIDA ST	MENASHA		WINNEBAGO	NONE	1995-11-30	1996-06-24	CLOSED	DNR	LUST	
03-71-002222	WOLFE PROPERTY	324 WILLOW LN	MENASHA		WINNEBAGO	NONE	1995-12-04	1996-03-19	CLOSED	DNR	LUST	
03-71-096599	RE-MAX PROPERTY	1303 AMERICAN DR	NEENAH		WINNEBAGO	NONE	1996-01-31	1996-03-12	CLOSED	DNR	LUST	
03-71-099434	AZCO INTEGRATED CONST	2150 HOLLY RD	MENASHA	54915	WINNEBAGO	471099090	1996-04-16	2001-09-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-099887	NEENAH PARKS & RECREATION - POOL HOUSE	600 S PARK AVE	NEENAH		WINNEBAGO	NONE	1996-04-26	1996-10-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-100367	NEENAH TN FIRE DEPT	387 GREEN BAY RD	NEENAH TN		WINNEBAGO	NONE	1996-05-07	1997-09-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-101041	WALGREEN DRUG STORE	305 RACINE ST	MENASHA		WINNEBAGO	NONE	1996-05-17	1996-10-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-101316	CAPTAINS KORNER BARBER & STYLE SHOP	617 APPLETON RD	MENASHA		WINNEBAGO	NONE	1996-05-22	2006-09-13	CLOSED	DNR	LUST	
03-71-102688	GUNDERSON PROPERTY - FORMER GAS STATION	2205 MEMORIAL DR	APPLETON		WINNEBAGO	NONE	1996-06-11	1999-05-03	CLOSED	DNR	LUST	
03-71-105823	AMERITECH GARAGE	2580 AMERICAN DR	MENASHA TN		WINNEBAGO	NONE	1996-06-27	1998-09-28	CLOSED	DNR	LUST	
03-71-106851	REISTERER & SCHNELL	1775 AMERICAN DR	MENASHA TN		WINNEBAGO	NONE	1996-07-30	1998-05-11	CLOSED	DNR	LUST	
03-71-107146	UNIVERSAL TRAVEL	2198 S MEMORIAL	APPLETON CTY		WINNEBAGO	NONE	1996-08-06	1998-01-12	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-107154	GUNDERSON CLEANERS INC	904 S COMMERCIAL ST	NEENAH		WINNEBAGO	NONE	1996-08-13	2002-09-18	CLOSED	DNR	LUST	
03-71-108879	MATHES PROPERTY	348 LAKE RD	MENASHA		WINNEBAGO	NONE	1996-09-10	1996-11-30	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-109065	GULLIVERS GRILL & BAR	1350 GILLINGHAM RD	NEENAH	54956	WINNEBAGO	471144740	1996-09-10	1997-07-21	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-111437	P H GLATFELTER CO	235 MAIN ST	NEENAH		WINNEBAGO	NONE	1996-11-07	1998-09-30	CLOSED	DNR	LUST	
03-71-111438	BERGSTROM PAPER CREDIT UNION	319 MAIN ST	NEENAH		WINNEBAGO	NONE	1996-11-07	1997-07-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-111442	PRO AUTO	238 MAIN ST	NEENAH		WINNEBAGO	NONE	1996-11-07	2001-07-06	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-111446	AMERICAN FAMILY INSURANCE	333 MAIN ST	NEENAH		WINNEBAGO	NONE	1996-11-07	2001-01-26	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-111455	SPANBAUERS LAKEVIEW CITGO	502 MAIN ST	NEENAH		WINNEBAGO	NONE	1996-11-07	2001-11-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-111516	P D Q CAR WASH	320 MAIN ST	NEENAH		WINNEBAGO	NONE	1996-11-08	2001-11-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-111521	MAIN AUTO	601 MAIN ST	NEENAH		WINNEBAGO	NONE	1996-11-08	2001-07-06	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-111917	DESIGN SHELTERS LTD PARTNERSHIP PROPERTY	LOT 3 CSM 156	MENASHA TN		WINNEBAGO	NONE	1996-11-18	1997-03-04	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-112282	VAN ASTEN PROPERTY	1130 APPLETON RD	MENASHA TN		WINNEBAGO	NONE	1996-11-18	2001-06-04	CLOSED	DNR	LUST	
03-71-114481	PARK CONDOMINIUM	2631 NORTHERN RD	MENASHA		WINNEBAGO	NONE	1996-12-20	1999-02-01	CLOSED	DNR	LUST	
03-71-118244	PREET PETROLEUM	700 MAIN ST	NEENAH	54956	WINNEBAGO	471157060	1997-02-25	2007-08-08	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-118559	C & W CITGO	1200 PLANK RD	MENASHA	54952	WINNEBAGO	471167070	1997-03-03	1998-04-30	CLOSED	DNR	LUST	
03-71-119394	SPEEDWAY SUPERAMERICA #4167 (FORMER)	209 RACINE ST	MENASHA CITY	54952	WINNEBAGO	471010870	1997-03-17	2010-06-16	CLOSED	DNR	LUST	FILED WITH 03-71-551459 SUPERAMERICA #4167 (FORMER) - RELEASE 2 CLOSED 06-21-2013
03-71-127872	RANDALLS AUTO HAUS INC	67 MILWAUKEE ST	MENASHA	54952	WINNEBAGO	471154310	1997-05-15	2007-01-08	CLOSED	DNR	LUST	
03-71-150480	SWITCHENBERG BUILDERS	786 TERRACE AVE	MENASHA		WINNEBAGO	NONE	1997-06-06	1999-08-17	CLOSED	DNR	LUST	
03-71-151079	BERGSTROM AUTOMOTIVE	150 N GREEN BAY RD	NEENAH	54956	WINNEBAGO	471078630	1997-06-18	1998-09-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-151341	RAEHL PROPERTY	2858 HWY GG E	VINLAND TN		WINNEBAGO	NONE	1997-06-23	2000-11-21	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-151714	MIDWAY SERVICE CENTER	1495 RACINE RD	MENASHA		WINNEBAGO	NONE	1997-06-26	2003-12-10	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-152358	LASALLE CENTER	522 SECOND ST	MENASHA		WINNEBAGO	NONE	1997-07-09	2000-07-07	CLOSED	DNR	LUST	
03-71-153777	RIVERVIEW PLAZA - HEATING OIL TANK	150 MAIN ST	MENASHA	54952	WINNEBAGO	471149800	1997-08-01	1998-03-30	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-153781	RIVERVIEW PLAZA - GASOLINE TANK	150 MAIN ST	MENASHA	54952	WINNEBAGO	471149800	1997-08-01	1999-04-22	CLOSED	DNR	LUST	
03-71-170291	AMOCO STATION	1126 MAIN ST	NEENAH		WINNEBAGO	NONE	1997-09-04	2002-08-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-170646	KIMBERLY CLARK CORP	1109 S HENRY ST	NEENAH	54956	WINNEBAGO	471032540	1997-09-12	1998-09-10	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-172414	ZEINERT PROPERTY	917 HUNT AVE	NEENAH		WINNEBAGO	NONE	1997-09-30	1998-10-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-174869	HAIR CONNECTION	1315 S COMMERCIAL	NEENAH		WINNEBAGO	NONE	1997-10-16	1999-01-08	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-176283	RANDYS AUTO SERVICE	896 S COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471150020	1997-11-18	2002-01-14	CLOSED	DNR	LUST	
03-71-176287	GREAT NORTHERN CORP	390 STROEBE RD	MENASHA TN	54912	WINNEBAGO	NONE	1997-11-18	1998-07-27	CLOSED	DNR	LUST	PREVIOUSLY LISTED AT 395 STROEBE RD - CHANGED PER COUNTY RECORDS 5/2012 D HANSEN
03-71-177349	SUN CHEMICAL CORP	450 S MILWAUKEE ST	MENASHA	54952	WINNEBAGO	471033530	1997-12-03	2000-02-23	CLOSED	DNR	LUST	
03-71-181673	BRICCOS SOUTHSIDE BEVERAGE	1117 S COMMERCIAL ST	NEENAH		WINNEBAGO	NONE	1998-02-06	2002-09-03	CLOSED	DNR	LUST	
03-71-183617	FAIRVIEW AUTO	8510 USH 45	CLAYTON TN		WINNEBAGO	NONE	1998-03-20	2003-06-17	CLOSED	DNR	LUST	
03-71-186585	GEIGER PROPERTY	217 WASHINGTON ST	MENASHA		WINNEBAGO	NONE	1998-03-09	2007-06-25	CLOSED	DNR	LUST	
03-71-194489	GRAND CHUTE SAN DIST 1 & 2	3111 PROSPECT ST	MENASHA TN		WINNEBAGO	NONE	1998-05-07	1998-09-11	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-197347	A B F FREIGHT SYSTEM	5437 CNTY RD BB	MENASHA TN		WINNEBAGO	NONE	1998-08-06	1999-05-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-198001	BRIDGEWOOD GOLF COURSE - WI DOT	1040 BRIDGEWOOD DR	NEENAH		WINNEBAGO	NONE	1998-09-18	1999-05-20	CLOSED	DNR	LUST	
03-71-204919	COONEN BRAKE & MUFFLER	812 PLANK RD	MENASHA		WINNEBAGO	NONE	1998-10-26	1999-06-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-207556	JOHNSON PROPERTY	917 MARQUETTE ST	MENASHA		WINNEBAGO	NONE	1998-11-17	1999-06-09	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-207796	U S F HOLLAND	1495 KIMBERLY DR	MENASHA TN		WINNEBAGO	NONE	1998-11-17	1999-07-06	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-208541	STEVENS REEF MARINA (FORMER)	1741 S COMMERCIAL ST	NEENAH TN	54956	WINNEBAGO	471154200	1998-12-17	2000-04-21	CLOSED	DNR	LUST	
03-71-208557	CHECKER MOVING & STORAGE INC	1705 DIXIE RD	NEENAH TN	54957	WINNEBAGO	471152440	1998-12-15	1999-05-27	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-224036	KEYES PLUMBING	1001 MAIN ST	NEENAH		WINNEBAGO	NONE	1999-07-06	1999-07-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-227626	FORT JAMES - CANAL PLT (250-GAL UST)	258 RIVER ST	MENASHA	54952	WINNEBAGO	471009660	1999-08-12	2002-08-06	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-227630	FORT JAMES - CANAL PLT (30 000-GAL UST)	258 RIVER ST	MENASHA	54952	WINNEBAGO	471009660	1999-08-12	2002-03-05	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-227634	FORT JAMES - CANAL PLT (RR TANK CAR UST)	258 RIVER ST	MENASHA	54952	WINNEBAGO	471009660	1999-08-12	2002-08-03	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-232055	E Z OFF TRAILER SLIDES	1137 WINNECONNE AVE	NEENAH		WINNEBAGO	NONE	1999-09-13	2004-06-21	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-244658	BRICCOS VIDEO VAULT - FUEL OIL & WASTE OIL	1115 S COMMERCIAL ST	NEENAH	54956	WINNEBAGO	471106900	1991-07-17	2000-05-11	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-252748	HORAN PROPERTY	324 W 9TH ST	NEENAH		WINNEBAGO	NONE	2000-05-15	2000-09-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-253523	SHELL STATION (FORMER)	2380 HOLLY RD	MENASHA TN		WINNEBAGO	NONE	2000-05-17	2003-02-19	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-254826	ROGERS PROPERTY	425 SHERRY ST	NEENAH		WINNEBAGO	NONE	2000-06-09	2000-09-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-257522	VALMET INC - NEENAH SERVICE CENTER	1615 MATTHEWS ST	NEENAH	54956	WINNEBAGO	471034300	2000-08-02	2003-06-02	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-261518	TOWNE AUTO SALES	1385 APPLETON RD	MENASHA	54952	WINNEBAGO	NONE	2000-11-01	2002-04-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-264308	KILLIAN PROPERTY	1126-1132 MANITOWOC RD	MENASHA		WINNEBAGO	NONE	2001-02-01	2004-01-14	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-275259	NEENAH FOUNDRY PLT 1 - TANK X	500 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471031990	2001-03-30	2003-11-04	CLOSED	DNR	LUST	SEE 02-71-228319 FOR HISTORY/DISCOVERY ***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-275263	NEENAH FOUNDRY PLT 1 - TANK 422	500 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471031990	2001-03-30	2003-02-05	CLOSED	DNR	LUST	SEE 02-71-228319 FOR HISTORY/DISCOVERY ***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-275268	NEENAH FOUNDRY PLT 1 - TANK 421	500 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471031990	2001-03-30	2003-07-22	CLOSED	DNR	LUST	SEE 02-71-228319 FOR HISTORY/DISCOVERY ***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-275272	NEENAH FOUNDRY PLT 1 - TANK 420	500 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471031990	2001-03-30	2003-04-18	CLOSED	DNR	LUST	SEE 02-71-228319 FOR HISTORY/DISCOVERY ***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-275276	NEENAH FOUNDRY PLT 1 - GAS STATION	500 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471031990	2001-03-30	2005-04-12	CLOSED	DNR	LUST	SEE 02-71-228319 FOR HISTORY/DISCOVERY ***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-275859	PETERSON PROPERTY	544 SUNRISE BAY RD	NEENAH		WINNEBAGO	NONE	2001-07-26	2001-09-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-278557	HESSER AUTO BODY	969 PLANK RD	MENASHA	54952	WINNEBAGO	471078740	2001-08-03	2002-09-10	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-278956	ISLAND MANOR	406 1ST ST	NEENAH		WINNEBAGO	NONE	2001-08-13	2008-09-29	CLOSED	DNR	LUST	
03-71-280735	NEENAH FOUNDRY PLT 1 - MAINTENANCE TANK	500 WINNECONNE AVE	NEENAH	54956	WINNEBAGO	471031990	2001-03-30	2004-08-31	CLOSED	DNR	LUST	SEE 02-71-228319 FOR HISTORY/DISCOVERY
03-71-282285	NICOLET CONDOMINIUMS	410 N FIRST ST	NEENAH		WINNEBAGO	NONE	2001-10-12	2007-07-10	CLOSED	DNR	LUST	
03-71-306854	AT&T WAREHOUSE	330 MILWAUKEE ST	MENASHA		WINNEBAGO	NONE	2002-05-28	2004-05-27	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-368767	SPEEDWAY SUPERAMERICA	309 1ST ST (311 1ST ST)	NEENAH	54956	WINNEBAGO	471113610	2002-10-15	2009-05-11	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-472426	KARLS SERVICE - WI DOT	332 N COMMERCIAL ST	NEENAH		WINNEBAGO	NONE	2003-07-03	2007-05-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-489489	VALLEY FAIR MALL-FORMER SINCLAIR	W OF MALL & S OF MEMORIAL DR	APPLETON	54914	WINNEBAGO	NONE	2003-08-04	2004-09-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-489490	VALLEY FAIR MALL-FORMER JACKS SERVICE	VALLEY FAIR MALL & CHAIN DR	APPLETON	54914	WINNEBAGO	NONE	2003-08-04	2004-09-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-489491	VALLEY FAIR MALL-FORMER CZARNIK OIL CO	VALLEY FAIR MALL & CHAIN DR	APPLETON	54914	WINNEBAGO	NONE	2003-08-04	2004-10-08	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-489492	VALLEY FAIR MALL-FORMER BUD PAGE MOTORS	VALLEY FAIR MALL & CALUMET ST	APPLETON		WINNEBAGO	NONE	2003-08-04	2004-09-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-506396	ESSEN MART (FORMER)	101 E BELL ST	NEENAH	54596	WINNEBAGO	NONE	2003-09-04	2013-03-27	CLOSED	DNR	LUST	NAME PREVIOUSLY LISTED AS ESSEN MART C-STORE
03-71-513128	ED ZIEL ESTATE	81 RACINE ST	MENASHA	54952	WINNEBAGO	471137150	1995-09-20	2004-06-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-513375	VALLEY FAIR MALL-FORMER PURE OIL	VALLEY FAIR MALL & CALUMET ST	APPLETON	54914	WINNEBAGO	NONE	2003-08-04	2004-09-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-515223	CONSOLIDATED FREIGHTWAYS	1020 EHLERS RD	NEENAH	54956	WINNEBAGO	371002060	2003-10-30	2005-12-12	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-531289	GERBRICK TRUST PROPERTY	121 POPLAR COURT	NEENAH		WINNEBAGO	NONE	2004-09-10	2004-09-10	CLOSED	DNR	LUST	1 - 1000 GAL FUEL OIL TANK
03-71-533017	EXCEL PROPERTY	428 3RD ST	MENASHA		WINNEBAGO	NONE	2004-10-08	2008-07-15	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-543143	TRIPLE S INC #9535 (FORMER GAS STATION)	906 AMERICAN DR	MENASHA TN		WINNEBAGO	NONE	2005-05-16	2008-11-04	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-543700	HESSER PONTIAC & OLDSMOBILE INC	988 S GREEN BAY RD	NEENAH	54956	WINNEBAGO	471085670	2005-08-03	2005-11-08	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-543809	VALLEY RD PROPERTY	806 VALLEY RD	MENASHA TN		WINNEBAGO	NONE	2005-08-22	2005-12-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-546790	NEENAH FOUNDRY CO - PLT 2	2121 BROOKS ST	NEENAH	54956	WINNEBAGO	471033860	2006-04-28	2006-11-28	CLOSED	DNR	LUST	ACTIVITY MOVED TO NO ACTION REQUIRED TYPE ON 08-MAY-06. ORIGINAL ACTIVITY NO. WAS 01-71-546790 ACTIVITY TYPE CHANGED ON 19-SEP-06. ORIGINAL ACTIVITY NO. WAS 09-71-546790 WTM: 641773 410971 - CONFIRMED LOCATION OF TANKS
03-71-547730	BOUDRY PROPERTY	241 N PARK AVE	NEENAH		WINNEBAGO	NONE	2006-07-14	2007-04-26	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-548640	AB COMMUNICATIONS - NEENAH	924 BYRD AVE	NEENAH		WINNEBAGO	NONE	2007-01-29	2008-03-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-549246	TRIPLE S INC 9535 (FORMER) WASTE OIL UST	906 AMERICAN DR	MENASHA TN		WINNEBAGO	NONE	2005-05-16	2008-11-04	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-551459	SUPERAMERICA #4167 (FORMER) - RELEASE 2	209 RACINE ST	MENASHA CITY	54952	WINNEBAGO	471010870	1999-07-02	2013-06-21	CLOSED	DNR	LUST	
03-71-556618	PMN ASSOCIATES PROPERTY	642 MAIN ST	NEENAH		WINNEBAGO	NONE	2011-01-12	2013-02-11	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-556650	KRONS SERVICE CENTER - #2	1108 MAIN ST	NEENAH		WINNEBAGO	NONE	2011-01-21	2013-10-18	CLOSED	DNR	LUST	
03-71-556934	KWIK TRIP #639 (FORMER EXPRESS CONVENIENCE)	2175 S MEMORIAL DR	APPLETON CITY OF		WINNEBAGO	NONE	2011-04-07	2012-03-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	County	FID	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-558639	CURWOOD WISCONSIN LLC	1815 MARATHON AVE	NEENAH	54956	WINNEBAGO	471034080	2012-04-20	2012-10-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-559515	SKD REAL ESTATE	209 RACINE ST	MENASHA CITY	54952	WINNEBAGO	471010870	2012-10-15	2013-09-20	CLOSED	DNR	LUST	

APPENDIX J

WISCONSIN NATURAL
HERITAGE INVENTORY

Winnebago County National Heritage Inventory Data

Scientific Name	Common Name	WI Status	Federal Status	Group
Alasmidonta viridis	Slippershell Mussel	THR		Rare Mussels and Clams
Ardea alba	Great Egret	THR		Rare Birds
Asclepias ovalifolia	Dwarf Milkweed	THR		Rare Plants
Asclepias purpurascens	Purple Milkweed	END		Rare Plants
Botaurus lentiginosus	American Bittern	SC/M		Rare Birds
Calamagrostis stricta	Slim-stem Small Reed Grass	SC		Rare Plants
Carex formosa	Handsome Sedge	THR		Rare Plants
Chlidonias niger	Black Tern	END		Rare Birds
Cuscuta polygonorum	Knotweed Dodder	SC		Rare Plants
Cypripedium candidum	Small White Lady's-slipper	THR		Rare Plants
Emergent marsh	Emergent Marsh	NA		Wetland Herbaceous Communities
Emergent marsh - wild rice	Emergent Marsh - Wild Rice	NA		Wetland Herbaceous Communities
Floodplain forest	Floodplain Forest	NA		Wetland Forests
Galium brevipes	Swamp Bedstraw	SC		Rare Plants
Glyptemys insculpta	Wood Turtle	THR		Rare Reptiles
Gymnocladus dioicus	Kentucky Coffee-tree	SC		Rare Plants
Ixobrychus exilis	Least Bittern	SC/M		Rare Birds
Liatris spicata	Marsh Blazing Star	SC		Rare Plants
Mesic prairie	Mesic Prairie	NA		Upland Herbaceous Communities
Northern dry-mesic forest	Northern Dry-mesic Forest	NA		Upland Forests
Northern mesic forest	Northern Mesic Forest	NA		Upland Forests
Northern sedge meadow	Northern Sedge Meadow	NA		Wetland Herbaceous Communities
Oak opening	Oak Opening	NA		Savannas/Woodlands
Platanthera leucophaea	Prairie White-fringed Orchid	END	LT	Rare Plants
Podiceps grisegena	Red-necked Grebe	END		Rare Birds
Quadrula quadrula	Mapleleaf	SC/P		Rare Mussels and Clams
Ruellia humilis	Hairy Wild-petunia	END		Rare Plants
Southern dry-mesic forest	Southern Dry-mesic Forest	NA		Upland Forests
Southern hardwood swamp	Southern Hardwood Swamp	NA		Wetland Forests
Southern sedge meadow	Southern Sedge Meadow	NA		Wetland Herbaceous Communities
Sterna forsteri	Forster's Tern	END		Rare Birds
Sterna hirundo	Common Tern	END		Rare Birds
Thalictrum revolutum	Waxleaf Meadowrue	SC		Rare Plants
Tritogonia verrucosa	Buckhorn	THR		Rare Mussels and Clams
Verbena simplex	Narrow-leaved Vervain	SC		Rare Plants
Wet prairie	Wet Prairie	NA		Wetland Herbaceous Communities
Wet-mesic prairie	Wet-mesic Prairie	NA		Wetland Herbaceous Communities
Xanthocephalus xanthocephalus	Yellow-headed Blackbird	SC/M		Rare Birds

Source: http://dnr.wi.gov/topic/NHI/Data.asp?tool=county&mode=detail&county=71 (10/29/14)

APPENDIX K

STATE & NATIONAL REGISTER
OF HISTORIC PLACES

Appendix K: National Register and State Register of Historic Places

Reference #	County	City/Village/ Town	Location	Historic Name
02001213	Outagamie	Appleton	Roughly bounded by E. Washington St., N. Durkee St., E. Pacific and Lawe streets	Appleton City Park Historic District
93001329	Outagamie	Appleton	Fox River at John St.	Appleton Lock 4 Historic District
93001333	Outagamie	Appleton	Roughly, along the Fox River from Memorial Dr. to Lowe St.	Appleton Locks 1--3 Historic District
82005123	Outagamie	Appleton	600 S. Atlantic St.	Appleton Wire Works
82001848	Outagamie	Appleton	215 W. to 109 E., and 110 W. to 102 E. College Ave.; 106-114n. Oneida St.	College Avenue Historic District
93000650	Outagamie	Appleton	301 E. Water St.	Courtney, J. B., Woolen Mills
90000639	Outagamie	Appleton	405-406, 415 S. Olde Oneida St.	Fox River Paper Company Historic District
74000112	Outagamie	Appleton	625 W. Prospect Ave.	Rogers, Henry J. and Cremora House[1]
82005122	Outagamie	Appleton	725 S. Oneida St.	LakeShore Depot[2]
74000113	Outagamie	Appleton	400-500 E. College Ave.	Main Hall, Lawrence University
85002330	Outagamie	Appleton	330 E. College Ave.	Masonic Temple
96000725	Outagamie	Appleton	330 W. 6th St.	Schuetter, Henry House
08000287	Outagamie	Appleton	302 Morrison Street	St. Paul Evangelical Lutheran Church
78000123	Outagamie	Appleton	320 N. Durkee St. and 309 E. Harris St.	Temple Zion and School
86000623	Outagamie	Appleton	523 S. State St.	Tompkins, James, House
74002336	Outagamie	Appleton	200 E. College Ave.	Volksfreund Building[3]
84003772	Outagamie	Appleton	818 W. Lorain St.	Washington School
01000900	Outagamie	Appleton	315-340 West Prospect Avenue	West Prospect Avenue Historic District
74000114	Outagamie	Appleton	315 W. Prospect Ave.	Whorton, John Hart, House
86001309	Outagamie	Appleton	912 N. Oneida St.	Zion Lutheran Church
87000989	Outagamie	Black Creek	305 N. Maple St.	Peters, George, House
02000285	Outagamie	Bovina	North junction of STH 187 and the Shioc River	Barteau Bridge
93001326	Outagamie	Buchanan	Fox River at the Outagamie--Brown County line	Rapide Croche Lock and Dam Historic District
11000162	Outagamie	Center	W5562 Center Valley Rd.	Center Valley Grade School
82000691	Outagamie	Greenville	252 Municipal Dr.	Greenville State Bank
88001153	Outagamie	Greenville	246 Municipal Dr.	Kronser, Joseph, Hotel and Saloon

[1] Hearthstone Historic House Museum.
[2] This building has been demolished.
[3] Removed from the National Register.

Reference #	County	City/Village/ Town	Location	Historic Name
81000053	Outagamie	Hortonville	312 W. Main St.	Hortonville Community Hall
84003752	Outagamie	Kaukauna	104 River Rd.	Black, Merritt, House
84003754	Outagamie	Kaukauna	714 Grignon St.	Brokaw, Norman, House
15000021	Outagamie	Kaukauna	600 Thilmany Rd.	Eagle Paper & Flouring Mill
84003755	Outagamie	Kaukauna	172-176 W. Wisconsin Ave.	Fargo's Furniture Store
84003756	Outagamie	Kaukauna	111 Main Ave.	Free Public Library of Kaukauna
72000064	Outagamie	Kaukauna	Augustine St.	Grignon, Charles A., House
84003758	Outagamie	Kaukauna	309 Desnoyer St.	Holy Cross Church
93001327	Outagamie	Kaukauna	Roughly, along the Fox R. running E past Canal St.	Kaukauna Locks Historic District
84003760	Outagamie	Kaukauna	1018 Sullivan Ave.	Klein Dairy Farmhouse
84003761	Outagamie	Kaukauna	148-152 E. 2nd St.	Kuehn Blacksmith Shop-Hardware Store
84003763	Outagamie	Kaukauna	137-141 E. 2nd St.	Lindauer and Rupert Block
84003764	Outagamie	Kaukauna	124-128 E. 3rd St.	Martens, Julius J., Company Building
84003765	Outagamie	Kaukauna	309 Division St.	Meade, Capt. Matthew J., House
84003767	Outagamie	Kaukauna	109 E. 8th St.	Nicolet Public School
97001644	Outagamie	Kaukauna	Address Restricted	Osprey Site
84003768	Outagamie	Kaukauna	320 Dixon St.	St. Andrews, Frank, House
84003769	Outagamie	Kaukauna	119 W. 7th St.	St. Mary's Catholic Church
84003770	Outagamie	Kaukauna	705 W. Wisconsin Ave.	Stribley, Charles W., House
91001990	Outagamie	Kaukauna	112 Main Ave.	US Post Office, Former
93000070	Outagamie	Kimberly	416 N. Sidney St.	Geenen, William and Susanna, House
93001328	Outagamie	Little Chute	4527 E. Wisconsin Rd.	Cedars Lock and Dam Historic District
93001325	Outagamie	Little Chute	Roughly, along the Fox R. from Mill St. to Sanatorium Rd.	Little Chute Locks and Canal Historic District
82000641	Calumet	Brillion	Milwaukee and Randolph Sts	Haese Memorial Village Historic District
78000079	Calumet	Brothertown	Address Restricted	Ridge Group
85003136	Calumet	Charlestown	Address Restricted	Aebischer Site (47CT30)
82000640	Calumet	Chilton	206 Court St.	Calumet County Courthouse
00001249	Calumet	Chilton	57 East Main St.	Chilton Post Office
96001629	Calumet	Harrison	High Cliff State Park	High Cliff Mounds
96000727	Calumet	New Holstein	1600 Main St.	Timm, Herman C., House
97001551	Calumet	Stockbridge	Calumet County Park	Calumet County Park Group
98001089	Calumet	Stockbridge	Address Restricted	Stockbridge Harbor
80000111	Calumet	Stockbridge	N of Stockbridge off STH 55	Stockbridge Indian Cemetery

Reference #	County	City/Village/ Town	Location	Historic Name
92000818	Winnebago	Algoma	Address Restricted	Bell Site[4]
84003825	Winnebago	Clayton	WI 150	Larson Brothers Airport
86001181	Winnebago	Menasha	68 Racine St.	Augustin, Gustav, Block
97000366	Winnebago	Menasha	348 Naymut St.	Banta, George, Sr. and Ellen, House
86001541	Winnebago	Menasha	1 Main St.	Brin Building
85001368	Winnebago	Menasha	Address Restricted	Doty Island (47-WN-30)[5]
86001539	Winnebago	Menasha	2 Tayco St.	Koch, Carl, Block
84003826	Winnebago	Menasha	124 Main St.	Menasha City Hall[6]
93001330	Winnebago	Menasha	Fox R. at Mill St.	Menasha Dam
93001323	Winnebago	Menasha	Address Restricted	Menasha Lock Site
86001182	Winnebago	Menasha	Tayco and Water Sts.	Tayco Street Bridge
86001518	Winnebago	Menasha	84 Racine St.	US Post Office--Menasha
84000714	Winnebago	Menasha	163-240 Main, 3 Mill, 56 Racine, and 408 Water Sts.	Upper Main Street Historic District
86001180	Winnebago	Menasha	214--216 Washington St.	Washington Street Historic District
74000141	Winnebago	Neenah	537 E. Wisconsin Ave.	Babcock, Havilah, House
08000121	Winnebago	Neenah	220 North Park Avenue	Beals, Edward D., and Vina Shattuck, House
93000144	Winnebago	Neenah	579 E. Wisconsin Ave.	Bergstrom, George O., House
94000134	Winnebago	Neenah	500 N. Commercial St.	Chicago and Northwestern Railroad Depot
95001552	Winnebago	Neenah	Address Restricted	Doty Island Village Site
05001229	Winnebago	Neenah	Generally bounded by East Forest Avenue, Webster Street, Hewitt Street, and Eleventh Street	East Forest Avenue Historic District
87001123	Winnebago	Neenah	345 E. Wisconsin Ave.	Gram, Hans, House
74000143	Winnebago	Neenah	Doty Park (Lincoln St.)	Grand Loggery
97000430	Winnebago	Neenah	433 E. Wisconsin Ave.	Hawks, Frank Winchester, House
92000110	Winnebago	Neenah	711 E. Forest Ave.	Jennings, Ellis, House
03000898	Winnebago	Neenah	331 East Wisconsin Avenue	Jersild, Reverend Jens N., House
96000907	Winnebago	Neenah	516 E. Forest Ave.	Kerwin, Judge J. C., House
12001275	Winnebago	Neenah	290 Lake Shore Avenue	Kimberly Point Park Lighthouse
03000899	Winnebago	Neenah	1102 East Forest Avenue	Lindsley, Perry, House
90001743	Winnebago	Neenah	307 S. Commercial St.	Neenah United States Post Office
87000462	Winnebago	Neenah	251 E. Doty Ave.	Paepke, Henry, House
03000897	Winnebago	Neenah	256 North Park Avenue	Sensenbrenner, J. Leslie, House

[4] The property is eligible, but not listed on the National Register due to owner objections.
[5] Smith Park Effigy Mounds.
[6] Building demolished, property removed from the National Register.

Reference #	County	City/Village/ Town	Location	Historic Name
78000153	Winnebago	Neenah	547 E. Wisconsin Ave.	Shattuck, Franklyn C., House
99001607	Winnebago	Neenah	527 E. Wisconsin Ave.	Sherry, Henry, House
79000122	Winnebago	Neenah	824 E. Forest Ave.	Smith, Charles R., House
82000735	Winnebago	Neenah	706 E. Forest Ave.	Smith, Henry Spencer, House
96000990	Winnebago	Neenah	347 Smith Street	Smith, Hiram, House
96001575	Winnebago	Neenah	413 Church St.	Van Ostrand, Dewitt Clinton, House
83004366	Winnebago	Neenah	1590 Oakridge Rd.	Vining, Gorham, P., House
00000523	Winnebago	Neenah	620 East Forest Avenue	Whiting, Frank B., House
11000204	Winnebago	Neenah	98 Fifth Street	Whiting, Frank, Boathouse
93000400	Winnebago	Neenah	143 N. Park Ave.	Wing, William C., House
84003827	Winnebago	Neenah	106-226 W. Wisconsin Ave., 110 Church St.	Wisconsin Avenue Historic District
87001062	Winnebago	Nekimi	5028 S. Green Bay Rd.	Black Oak School
78000148	Winnebago	Omro	W of Omro on WI 21	Cole Watch Tower
96000248	Winnebago	Omro	Jct. of Main St. and S. Webster Ave.	Omro Downtown Historic District
85001369	Winnebago	Omro	515 S. Webster St.	Omro High School, Annex and Webster Manual Training School
97000327	Winnebago	Omro	144 E. Main St.	Omro Village Hall and Engine House
94001368	Winnebago	Oshkosh	Roughly, Algoma Blvd. from Woodland Ave. to Hollister Ave.	Algoma Boulevard Historic District
74000140	Winnebago	Oshkosh	1174 Algoma Blvd.	Algoma Boulevard Methodist Church
82000730	Winnebago	Oshkosh	1157 High Ave.	Amos House[7]
82000731	Winnebago	Oshkosh	1010 Bayshore Dr.	Bowen, Abraham Briggs, House
95001505	Winnebago	Oshkosh	17 W. Sixth Ave.	Brooklyn No. 4 Fire House
79000119	Winnebago	Oshkosh	2119 N. Main St.	Buckstaff Observatory[8]
82005125	Winnebago	Oshkosh	1610 Doty St.	Chief Oshkosh Brewery
82000732	Winnebago	Oshkosh	224 State St.	Daily Northwestern Building
95000247	Winnebago	Oshkosh	502 N. Main St.	First Methodist Church
74000142	Winnebago	Oshkosh	110 Church Ave.	First Presbyterian Church
82000733	Winnebago	Oshkosh	132-140 High St. and 9 Brown St.	Frontenac
84003824	Winnebago	Oshkosh	1200 Washington Ave.	Guenther, Richard, House
78000151	Winnebago	Oshkosh	1149 Algoma Blvd.	Hooper, Jessie Jack, House
94000156	Winnebago	Oshkosh	Roughly bounded by W. Irving Ave., Franklin St., Church Ave., Wisconsin St. and Amherst Ave.	Irving Church Historic District
82000734	Winnebago	Oshkosh	1449 Knapp St.	Lutz, Robert, House

[7] Removed from the National Register.
[8] Observatory dismantled, property removed from the National Register.

Reference #	County	City/Village/ Town	Location	Historic Name
99001174	Winnebago	Oshkosh	809 Ceape Ave.	Mayer--Banderob House
83004365	Winnebago	Oshkosh	234 Church Ave.	Morgan, John R., House
13000783	Winnebago	Oshkosh	North Main Street generally bounded by Nevada Avenue and Huron Avenue	North Main Street Bungalow Historic District
96000250	Winnebago	Oshkosh	Roughly, N. Main St. from Parkway Ave. to Algoma Blvd., and Market St. NW. to High Ave.	North Main Street Historic District
85002334	Winnebago	Oshkosh	240 Algoma Blvd.	Orville Beach Memorial Manual Training School
74000144	Winnebago	Oshkosh	100 High Ave.	Oshkosh Grand Opera House
84000722	Winnebago	Oshkosh	Buildings at 800, 842, and 912 Algoma Blvd., and 845 Elmwood Ave.	Oshkosh State Normal School Historic District
75000086	Winnebago	Oshkosh	Address Restricted	Overton Archeological District
79000121	Winnebago	Oshkosh	842 Algoma Blvd.	Oviatt House
78000152	Winnebago	Oshkosh	1410 Algoma Blvd.	Paine Art Center and Arboretum
86001392	Winnebago	Oshkosh	Off Congress Ave. roughly betw. High, New York, and Summit aves., and Paine Lumber access Rd.	Paine Lumber Company Historic District
84000728	Winnebago	Oshkosh	765 Algoma Blvd.	Pollock, William E., Residence
93000025	Winnebago	Oshkosh	1120 Algoma Blvd.	Read School
03000578	Winnebago	Oshkosh	1901 Algoma Boulevard	Riverside Cemetery
94001212	Winnebago	Oshkosh	903 Oregon St.	Security Bank
74000145	Winnebago	Oshkosh	203 Algoma Blvd.	Trinity Episcopal Church
84000732	Winnebago	Oshkosh	751 Algoma Blvd.	Wall, Thomas R., Residence
86001129	Winnebago	Oshkosh	Roughly bounded by Merritt Ave., Linde and Lampert Sts., Washington Ave., Bowen and Evan Sts.	Washington Avenue Historic District
93000068	Winnebago	Oshkosh	1141 Algoma Blvd.	Waterman, S. H., House
82000736	Winnebago	Oshkosh	415 Jackson St.	Winnebago County Courthouse
82000737	Winnebago	Oshkosh	220 Washington Ave.	Wisconsin National Life Insurance Building
82000725	Winnebago	Rushford	Address Restricted	Carpenter Site (47 Wn 246)
76000082	Winnebago	Rushford	S of Eureka on Fox River	Eureka Lock and Lock Tender's House
84003823	Winnebago	Vinland	Address Restricted	Brainerd Site
75000084	Winnebago	Winneconne	SE corner of Main and Washington Sts.	Grignon, Augustin, Hotel

Reference #	County	City/Village/ Town	Location	Historic Name
75000085	Winnebago	Winneconne	Address Restricted	Kamrath Site
79000120	Winnebago	Winneconne	Address Restricted	Lasley's Point Site
88003070	Winnebago	Wolf River	Address Restricted	Metzig Garden Site (47WN283)

Source: Wisconsin Historical Society. http://www.wisconsinhistory.org/ Accessed July 30, 2014. Updated March 19, 2015.

APPENDIX L

AFFIDAVIT

POST-CRESCENT media
A GANNETT COMPANY

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BROWN COUNTY

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Ad Number: 5001886499

Published Date: April 15, 2015
Published Date: April 19, 2015

(Signed): Teri Hurlbert Date: 4-20-15
Legal Clerk

ALEXANDRA ZAKOWSKI NOTARY PUBLIC STATE OF WISCONSIN

Signed and sworn to before me
Alexandra Zakowski
Notary Public,
Brown County, Wisconsin
My commission expires 3/3/19

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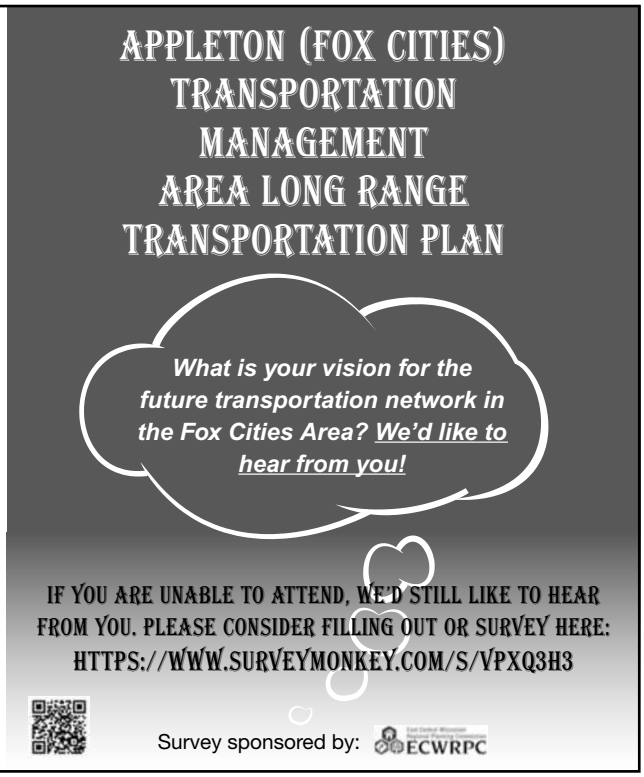
You are invited to a public information meeting/open house concerning the update of the Appleton (Fox Cities) Transportation Management Area (TMA) Long Range Transportation/Land Use Plan. **This plan is required for all urbanized areas, nation-wide, and must be updated every 5 years**. TMA staff is seeking input from all persons interested in the future of area highways, buses, paratransit, trucking, railway, bicycle and pedestrian transportation, and the relationship between land use patterns and transportation systems. Please join us to learn about the planning process and to offer your input and concerns. The meeting/open house is scheduled for:

Thursday, April 23, 2015
4:00pm – 6:00pm
UW-Fox Valley, Emeritus Room
1478 Midway Road, Menasha, WI 54952

If you require special accommodations or would like additional information contact us at 920.751.4770, or at http://fcompo.org/planning-activities/long-range-transportation-planning/. Or scan the QR code with your smart phone:

WI-5001886499



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BROWN COUNTY

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NOTICE OF OPPORTUNITY TO REVIEW METROPOLITAN PLANNING ORGANIZATION LONG RANGE TRANSPORTATION/LAND USE PLAN UPDATE

The East Central Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Fox Cities (Appleton) Area, has prepared a Long Range Transportation/Land Use Plan (LRTP) update. The LRTP has been developed in consultation with various federal, state and local agencies in an effort to improve public involvement and interaction in the transportation and land use planning process.

The update is in accordance to the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for long-range transportation and land use planning in metropolitan areas. The Long Range Transportation/Land Use Plan for the Fox Cities Transportation Management Area can be viewed on the internet at:

http://fcompo.org/

A 30-day public review and comment period for the LRTP update will commence on Wednesday, September 30, and end on Thursday, October 29, 2015. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for a copy of the LRTP and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3311.

RUN: Sept 30, 2015 WNAXLP

I, being duly sworn, doth depose and say I am an authorized representative of the Appleton Post Cresc
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(Signed) Jen Hurlbert **(Date)** 9-30-15

Legal Clerk

ALEXANDRA ZAKOWSKI NOTARY PUBLIC STATE OF WISCONSIN

Signed and sworn before me

Alexandra Zakowski

My commission expires 3/3/19

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Re: LRTP update

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APPENDIX M

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS

Transportation Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Offices
Tuesday, October 13, 2015

Committee Members Present
Neal Strehlow, Chair ..... Waushara County
Ken Robl, Vice Chair ..... Winnebago County
Jeff Nooyen..... Outagamie County
Jerry Erdmann.....Shawano County
Dick Koeppen..... Waupaca County
Joseph Koch (permanent alternate for Martin Farrell).....Fond du Lac County
Deborah Wetter..... Valley Transit
Jill Michaelson..... WisDOT – NE Region
Sandy Carpenter ..... WisDOT – NE Region
Matthew Schreiber .....WisDOT – Central Office

Staff Members Present
Walt Raith…….....ECWRPC
Dave Moesch…….....ECWRPC
Joe Huffman……. .....ECWRPC
Kolin Erickson .....ECWRPC
Lauron Hinch..……. .....ECWRPC
Emily Verbeten..……. .....ECWRPC

Also Present
Dwight McComb……. .....Federal Highway Administration
Mary Forlenza…….....Federal Highway Administration

The meeting was called to order by Mr. Strehlow at 1:30 P.M.

Mr. Strehlow welcomed the group and began introductions.

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings

2. Public Comment

   No comments.

3. Pledge of Allegiance

4. Discussion and action on July 14, 2015 Transportation Committee Summary of Proceedings

   Mr. Strehlow stated the summary of proceedings from the July 14, 2015 meeting was enclosed in the meeting materials. Mr. Strehlow asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none,

Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve the summary of proceedings, Mr. Nooyen seconded the motion and the motion passed unanimously.

5. Discussion and action on Proposed Resolution 24-15: Adoption of the Transportation Improvement Program for the Oshkosh Urbanized Area – 2016

   Mr. Moesch reviewed the draft Transportation Improvement Program for the Oshkosh Urbanized Area with the committee. He reviewed the listing of projects for both committed and illustrative road projects. There was a general discussion regarding dropping the Fernau Avenue STP-Urban project and transferring these funds to the Main Street project. Mr. Moesch also reviewed funds attached to the local transit system. There was a general discussion regarding bus replacement and repair costs. Moesch noted that the Oshkosh Transportation Improvement Program is currently under a 30-day public comment period (posted in the Oshkosh Northwestern) ending October 27th prior to the Full Commission meeting on October 30th; no comments have been received to date.

   Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 24-15. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Nooyen made a motion to approve Proposed Resolution 24-15, Mr. Koeppen seconded the motion and the motion passed unanimously.

6. Discussion and action on Proposed Resolution 25-15: Adoption of the Transportation Improvement Program for the Fox Cities (Appleton) Transportation Management Area – 2016

   Mr. Moesch reviewed the draft Transportation Improvement Program for the Appleton (Fox Cities) Urbanized Area with the committee. He reviewed the listing of projects for both committed and illustrative road projects. Mr. Moesch noted the Appleton (Fox Cities) Transportation Improvement Program is currently under a 30-day public comment period (posted in the Appleton Post Crescent) ending October 27th prior to the Full Commission meeting on October 30th; no comments have been received to date. Mr. Moesch noted two projects were approved for the STP-Urban Program; CTH CA and the Memorial Lift Bridge in Kaukauna. Ms. Carpenter noted WisDOT Central Office is updating their financial calculations regarding funding allocations for the STP-Urban Program state-wide and future amendments to both the Oshkosh and Appleton Transportation Improvement Programs will be needed to reflect those changes. She noted these changes were taken to provide a more fair and consistent allocation of funds across the state.

   Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 25-15. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Proposed Resolution 25-15, Mr. Koeppen seconded the motion and the motion passed unanimously.

7. Discussion and action on Proposed Resolution 26-15: Adoption of the 2016 Transportation Work Program

   Mr. Raith briefly reviewed each work element of the draft Transportation Work Program for the Appleton, Oshkosh and Fond du Lac Urbanized Areas with the committee. He noted under MAP-21, performance based planning, data collection and monitoring and tracking trends has become a priority. There was also a general discussion on work elements regarding air quality monitoring/non-attainment status. Mr. McComb noted this guidance would be decided on in the next 6 months.

   Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 26-15. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made a motion to approve Proposed Resolution 26-15, Mr. Koeppen seconded the motion and the motion passed unanimously.

8. Discussion and action on Proposed Resolution 27-15: Adoption of Appleton (Fox Cities) Transportation Management Area (TMA) Long Range Land Use/Transportation Plan

   Mr. Erickson reviewed the draft Appleton (Fox Cities) Long Range Transportation Plan (LRTP) with the committee. He noted staff has slowly reviewed key chapters with the committee over the last year and a half. Mr. Erickson also noted the Appleton (Fox Cities) LRTP is currently under a 30-day public comment period (posted in the Appleton Post Crescent) ending October 29th before the Full Quarterly Commission meeting; no comments have been received to date. Mr. Raith noted this and future LRTPs have a focused effort on performance measures and data trends which staff will monitor over the life of the document. Mr. Raith added that staff will create a condensed executive summary document to supplement in addition to the LRTPs.

   Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 27-15. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Robl made a motion to approve Proposed Resolution 27-15, Mr. Nooyen seconded the motion and the motion passed unanimously.

9. Discussion and action on Proposed Resolution 28-15: Adoption of Oshkosh Metropolitan Planning Organization (MPO) Long Range Land Use/Transportation Plan

   Mr. Erickson reviewed the draft Oshkosh Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) with the committee. Mr. Erickson also noted the Oshkosh MPO LRTP is currently under a 30-day public comment period (posted in the Oshkosh Northwestern) ending October 29th before the Full Quarterly Commission meeting; no comments have been received to date.

   Mr. Strehlow asked the committee if there was any discussion or comments regarding Proposed Resolution 28-15. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Erdmann made a motion to approve Proposed Resolution 28-15, Mr. Koeppen seconded the motion and the motion passed unanimously.

10. 2015 Appleton TMA Certification Review – Federal Highway Administration

    Mr. McComb briefed the committee on the upcoming Appleton TMA Certification Review to be held October 21-23rd. He noted this certification is the first for the Appleton TMA and will subsequently occur every four years. Mr. McComb reviewed the metropolitan transportation planning process with the committee, which he noted is focused on the 3C's of continuing, cooperative and comprehensive planning process with federal funding. He also stated Federal Highway staff with the help of ECWRPC staff will host an open house from 5:00 pm to 6:30 pm as part of the TMA Certification Review at the ECWRPC office. Public comments and input are encouraged. He noted the importance of planning for multimodal transportation options in the TMA planning area. Mr. McComb noted when the certification review is complete, a summary report will be sent to the TMA to review and improve upon the entire process. There was a general discussion regarding the current federal transportation bill and future funding options.

11. Update on Lake Denevue/USH 45 Drainage Study

    Mr. Huffman explained ECWRPC staff worked with Fond du Lac County and the Town of Empire regarding a recent drainage study at the USH 45 and CTH H intersection and Lake Denevue. ECWRPC worked with the Town of Empire on this as a technical assistance project. He reviewed the background, existing conditions and briefly mentioned strategies and approaches outlined in the report. He noted the full report can be found on ECWRPC's website if the committee was interested in learning more about this study.

12. Valley Transit Update

    Ms. Wetter provided a brief overview of Valley Transit's Strategic Plan. She noted this was a 6-7 month process with help from their steering committee, which was represented by ECWRPC. Using the Strategic Plan, Valley Transit will use the next year to review their internal systems and improve overall service to the public before making changes to the system. Ms. Wetter also noted Valley Transit is working with Neenah Foundry, Plexus and Menasha Packaging to pilot a free shuttle service for workers through the end of the year. She noted the shuttle service under the pilot program is free of charge and has been very popular transportation option for these workers. It was a good example of a public-private partnership. She also reviewed 2014 service numbers with the committee. There was a general discussion on the importance of public transportation.

13. WisDOT Regional Project Update

    Ms. Michaelson updated the committee regarding WisDOT Program Project Re-balances for the Northeast Region. Various regional projects have revised start dates, including Highway 23 from USH 151 to CTH P (start in 2017), State Highway 15 from Lily of the Valley Drive to USH 45 (start in 2020) and the USH 10/441 project from CTH CB to Oneida Street (underway with 2021 end date).

14. Re-affirmation of Resolution 19-15: *Winnebago County Connecting People and Community Bicycle and Pedestrian Plan*

    Mr. Moesch updated the committee regarding the re-affirmation of Resolution 19-15, which was previously approved by the steering committee due to time constraints before the Transportation Committee meeting. Mr. Moesch noted ECWRPC will work as a subcontractor with Toole Design Group to create a county wide bicycle and pedestrian plan for Winnebago County with completion in 2016. Staff will lead in tasks such as project data collection and existing conditions assessment, program and policy recommendations and prioritization, implementation and funding strategies.

    Mr. Strehlow asked the committee if there was any discussion or comments regarding Resolution 19-15. Hearing none, Mr. Strehlow asked the committee for a motion. Mr. Koeppen made a motion to re-affirm Resolution 19-15, Mr. Erdmann seconded the motion and the motion passed unanimously.

15. Bicycle and Pedestrian Program Update

    Mr. Moesch stated staff has used the 2015 Action Plan to guide staff activities/initiatives for bicycle and pedestrian planning within the region. He reviewed completed and on-going action items. Mr. Moesch also briefly noted the 2016 Action Plan has been compiled for outlining activities for the next year. He also noted staff has been working on bicycle and pedestrian count program in 2015; with the purchase of eight counters (six infrared and two pneumatic tube counters) and have worked with 18 different municipalities to set up counters and to provided updated bicycle and pedestrian counts data.

16. Regional Safe Routes to School Program Update

    Ms. Hinch introduced Ms. Emily Verbeten as the new Assistant Safe Routes to School Planner, taking over for Mr. Mike Patza. Ms. Hinch reviewed a number of recent program highlights, including the recent success of International Walk to School Day on October 7th. She noted approximately 16,500 students (67 schools) in the region participated in this event. There was good media coverage for this event. Additionally, she noted staff has helped establish seven walking school bus programs this fall from Hortonville, Oshkosh, Fond du Lac, Green Lake and Menasha school districts.

17. Adjourn

    Mr. Strehlow asked if there was any other business. Hearing none, Mr. Robl made a motion to adjourn and Mr. Erdmann seconded the motion. The motion passed unanimously and the Committee adjourned at 3:00 P.M.

East Central Wisconsin Regional Planning Commission
ECWRPC
Calumet • Fond du Lac • Menominee • Outagamie
Shawano • Waupaca • Waushara • Winnebago

SUMMARY OF PROCEEDINGS
QUARTERLY COMMISSION MEETING
East Central Wisconsin Regional Planning Commission

Place: Fond du Lac Legislative Chambers
160 S. Macy St.
Fond du Lac, Wisconsin

Date: Friday, October 30, 2015

Time: 1:15 p.m.

The meeting was called to order by Chair Kalata at 1:18 p.m.

I. PLEDGE OF ALLEGIANCE

II. MOMENT OF SILENT MEDITATION

III. ROLL CALL

A. Introduction of Alternates and Guests

B. Welcome – Mr. Martin Farrell, Fond du Lac County Board Chair

Roll call was taken showing the following attendance:

Commission Members Present

Bill Barribeau (Alt. for Alice Connors) ..... Calumet County
Pat Laughrin ..... Calumet County
Merlin Gentz ..... Calumet County
Muriel Bzdawka ..... Menominee County
Ruth Winter ..... Menominee County
Helen Nagler ..... Outagamie County
Thomas Nelson ..... Outagamie County
Dave Kress (Alt. for Tim Hanna) ..... Outagamie County
Jeff Nooyen ..... Outagamie County
Michael Thomas ..... Outagamie County
Jerry Erdmann ..... Shawano County
Tom Kautza ..... Shawano County
Marshal Giese ..... Shawano County
Dick Koeppen ..... Waupaca County
Gary Barrington ..... Waupaca County
DuWayne Federwitz ..... Waupaca County
Donna Kalata ..... Waushara County

Larry Timm ..... Waushara County
Neal Strehlow ..... Waushara County
John Fitzpatrick (Alt. for Steve Cummings) ..... Winnebago County
Ken Robl ..... Winnebago County
Ernie Bellin ..... Winnebago County
Martin Farrell ..... Fond du Lac County
Brenda Schneider ..... Fond du Lac County
Dyann Benson (Alt. for Joseph Moore and Lee Ann Lorrigan) ..... Fond du Lac County
Allen Buechel ..... Fond du Lac County
Jill Michaelson ..... Ex-Officio Member

Commission Members Excused

Paul Mayou (Alt. for Brian Smith) ..... Waupaca County
Robert Schmeichel ..... Winnebago County
Deborah Wetter ..... Ex-Officio Member
Mark Harris ..... Winnebago County

Commission Members Absent

Daniel Rettler ..... Outagamie County
Nick Leonard ..... Fond du Lac County
Craig Tebon ..... Fond du Lac County
Michael Chapman ..... Menominee County
David Albrecht ..... Winnebago County

Staff Members Present

Eric Fowle ..... Executive Director
Walt Raith ..... Asst. Director/MPO Director
Pam Scheibe-Johnson ..... Controller
Erin Bonnin ..... Administrative Coordinator
Dave Moesch ..... Associate Planner
Sarah Van Buren ..... Associate Economic Development Planner
Tom Baron ..... Associate Planner
Melissa Kraemer Badtke ..... Principal Planner, Safe Routes to School
Emily Verbeten ..... Planner

C. Introduction of Alternates and Guests

No alternates or guests were present.

IV. STATEMENT OF COMPLIANCE WITH WIS. STATS. SEC. 19.84 REGARDING OPEN MEETING REQUIREMENTS

Compliance with Wisconsin's open meeting requirements was acknowledged.

V. PUBLIC COMMENT

No public comment.

VI. APPROVAL OF AGENDA / MOTION TO DEVIATE

Mr. Bellin motioned to approve the agenda/deviate, Mr. Robl seconded the motion. The motion passed unanimously.

VII. APPROVAL OF MINUTES OF THE JULY 31, 2015 QUARTERLY MEETING

Mr. Bellin motioned to approve the summary of proceedings, Mr. Federwitz seconded the motion. The motion passed with 26 ayes and 1 abstention, Ms. Nagler.

VIII. ANNOUNCEMENTS AND REPORTS

A. Commissioner / Commission Announcements

1. Commissioner Appointments

Mr. Fowle noted that two outstanding Governor's appointments remain, one in Menominee County, Ruth Winter, and the other in Fond du Lac County. He provided an update on the status of each one. Mr. Fowle did note that one of the gubernatorial candidates in Fond du Lac County withdrew interest in the appointment. Another candidate will need to be put forward through the County Board before the position can be finalized.

2. American Planning Assn. – Wisconsin Chapter "Innovative Plan" Award

Mr. Fowle noted that staff received an innovation award at the Wisconsin Chapter - American Planning Association Conference for the bicycle and pedestrian plan for the Appleton Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) areas. This is the tenth consecutive year that East Central has received either a state or national-level recognition for its programs/projects. The TMA and MPO areas, as well as Winnebago County and WisDOT are recognized as well with this award.

B. Staff Announcements

1. Introduction of New Safe Routes to School Planner, Emily Verbeten

Mr. Fowle introduced Ms. Verbeten as the newly hired Safe Routes to School Planner. Ms. Verbeten filled the position vacated by Mr. Patza in the summer of 2015. Ms. Verbeten addressed the Commission and provided some background on herself.

2. East Central Health Team Video

Ms. Kraemer Badtke and Mr. Baron presented the health team video. East Central was accepted into the Healthy Wisconsin Leadership Institute in 2014 and is the first planning agency to be accepted into the program. The program is a partnership between the UW-School of Medicine, Public Health Wisconsin Partnership Program, and the Medical College of Wisconsin. Some of East Central staff have been involved in community health improvement plans through the county health

departments and have discussed that the built environment plays a large role in the health of individuals. Collaboration at a regional level was discussed by planning and health county partners and local jurisdiction partners to do health in planning work. The public health in planning connection has been long established based on need to separate industrial areas from residential areas. Staff began training in June 2014 and completed it in August 2015. The team included partners from the Town of Menasha as well as Outagamie and Shawano Counties. The training was advanced, specifically staff learned how to use a root cause analysis tool as well as visioning, planning, implementation work, effective meeting facilitation, an evaluation of what staff are currently doing, expanding partnerships, team building activities, meeting and communication outreach, and assistance in coalition development. Staff have already begun to implement the tools and training into the work being done at East Central. The health team video was an outcome of the training process. The focus is to demonstrate the need for multiple stakeholders to understand the connection and importance of health in planning and be able to take action for it. Stakeholders are needed for this type of work. The content and significance of the video were briefly explained. Shawano, Winnebago, and Outagamie Counties are predominantly being worked with on this but it is important to have all of the counties and communities involved. There is great collaboration between planning, public works, highway, and public health that is happening at the local level and it can be mutually beneficial for all departments involved. Active transportation is more than being active during free time; it is about getting to destinations and is all-encompassing.

Mr. Gentz asked if copies would be made to share with the appropriate departments in the region. Ms. Kraemer Badtke replied, yes.

Mr. Erdmann asked if Ms. Hoffman of the County's staff had access to the video to share with the County Boards. Mr. Baron replied, yes the goal of the video is to have it shared with the County Boards.

Mr. Fowle asked if the other County Boards desired to have it shown. There was agreement amongst commissioners that efforts would be made to show the video to the County Boards. Brief discussion ensued regarding the best methods to contact board members/communities and present the video throughout the region.

Mr. Fowle also noted that Matty Mathison, present in the video, was awarded an APA Chapter award as well for her efforts as a proactive citizen.

C. Media Reports / Upcoming Events

Mr. Fowle briefly highlighted media articles of note regarding East Central projects in the region.

D. Other Announcements

Mr. Fowle also thanked Mr. Farrell and Ms. Freiberg, Fond du Lac County Clerk, for their assistance with planning facility needs for the events of the day.

IX. BUSINESS

A. Steering Committee

1. Acceptance of the Summaries of Proceedings for the July 31, 2015 Meeting

Ms. Nagler motioned to approve the summary of proceedings, Mr. Barribeau seconded the motion. The motion passed unanimously.

2. Acceptance of the Summaries of Proceedings for the September 18, 2015 Meeting

Mr. Erdmann motioned to approve the summary of proceedings, Ms. Schneider seconded the motion. The motion passed unanimously.

3. 2015 Third Quarter Financial Report

Ms. Scheibe-Johnson provided an overview of the third quarter financial report. Items included in the overview were as follows: balance sheet, cash situation, accounts receivable, billings, prepaids, security deposit, insurance, total assets, accounts payable, external accounts payable, accrued liabilities, debt to Winnebago County, net position, statement of revenue and expenses, federal and state grants, pass throughs, revenue, carry over, 5304 grants, Highway 15 project, operating revenue/expenses, direct grant expenses, overhead expenses, over budget items, surplus, final and quarterly estimate.

Mr. Koeppen motioned to approve the financial report, Mr. Kautza seconded the motion. The motion passed unanimously.

4. Update on 2016 Work Program & Budget Planning

Mr. Fowle provided an update on the 2016 work program and budget. The Steering Committee is working to finalize the preliminary budget. Based on the set levy, decisions regarding health and dental insurance were made. The dental benefit will now be cost-shared by employees. Salary changes have been discussed and will be incorporated into the 2016 budget. The preliminary budget is approximately -$60,000; however, nothing has been factored in for transportation planning funds that will be carried over from 2015 into 2016 at this time. Other contract opportunities may become available as well.

In regard to the work program, the technical assistance process was purposefully started one month earlier to better accommodate the timeline for development of the work program. Technical assistance project requests are slightly higher than in past years, with many of the projects being recreation-related. Many of the requests are also from Fond du Lac County communities.

5. Update on ECWRPC 2016-2018 Strategic Plan

Mr. Fowle provided an update on the strategic plan and requested that commissioners return the provided questionnaire at their earliest convenience.

6. Proposed Resolution 21-15: Amending the 2015 Work Program and Budget of the East Central Wisconsin Regional Planning Commission to Reflect the Re-Allocation of Funding Provided by the Department of Defense-Office of Economic Adjustment

Mr. Fowle noted that funds would be reallocated within the project. The Wisconsin Manufacturing Extension Partnership component of the defense project would be extended into 2016 as more time is needed to work with area businesses to assist them. Funds that will be unused from the UW-Oshkosh Accelerator Project will be put in East Central's part of the budget, much of which will be pass-through to consultants to assist in outreach and education materials. Some funds will also be used for staff costs as well.

Ms. Nagler motioned to approve the resolution, Mr. Bellin seconded the motion. The motion passed unanimously.

7. Proposed Resolution 22-15: Authorizing Commission Staff to Destroy Public Records According to the Adopted "Records Retention Policy and Destruction Schedule"

Mr. Gentz motioned to approve the resolution, Ms. Schneider seconded the motion. The motion passed unanimously.

8. Proposed Resolution 29-15: Adopting a Travel Policy for the East Central Wisconsin Regional Planning Commission

Mr. Fowle noted that this is the result of the federal regulations regarding grants, there is a need to be more specific with the travel policy and amendments will be made. There is one change to the policy under non-reimbursable expenses. The committee before approval added an item that stated a non-reimbursable expense would be lodging tax if staff did not provide the tax exempt form.

Mr. Erdmann motioned to approve the resolution, Mr. Kautza seconded the motion. The motion passed unanimously.

B. Economic Development Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the July 8, 2015 Meeting

Mr. Barribeau motioned to approve the chairman's report and summary of proceedings, Mr. Giese seconded the motion. The motion passed unanimously.

3. Proposed Resolution 23-15: Adopting The 2015 Comprehensive Economic Development Strategy (CEDS) Annual Performance Report

Ms. Van Buren provided an overview and background history of the CEDS report. The annual performance report does not require a 30 day public review period, however the draft document was posted online and sent to the Economic

Development and CEDS Committee members. The CEDS Committee is also required to reaffirm and prioritize the goals. The CEDS Committee also reviewed the 2014 executive summary and provided feedback to staff that could be used for the 2015 document. The CEDS Committee also examined and ranked the economic and community development projects that were submitted by all the communities within the region. The submitted projects were either new projects or a status of previously submitted projects. A project's ranking does not guarantee funding from the Economic Development Administration, but is more of a method for prioritization of projects and the Commission's efforts to implement them.

Mr. Farrell motioned to approve the resolution, Mr. Gentz seconded the motion. The motion passed unanimously.

C. Open Space and Environmental Management Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the July 31, 2015 Meeting

Mr. Federwitz motioned to approve the chairman's report and summary of proceedings, Mr. Laughrin seconded the motion. The motion passed unanimously.

3. Update on Weigh in on the Winnebago Waterways

Mr. Fowle provided a brief update on the Weigh in on the Winnebago Waterways. In mid-summer of 2015a proposal was given to the three County Executives to pursue incorporating $15,000 each into the respective budgets for Calumet, Fond du Lac, and Winnebago Counties. There was concern raised about East Central's potential involvement as a contracted entity. Given the dynamics at the time, at the Open Space Committee meeting, the committee had made a resolution contingent on input from the three executives to remove the commitment that was offered of sharing $45,000 of costs for the first year to double the county's money to have the position at the Commission. East Central at this time needs to move on and finalize its own budget and plan of work. Since then, the counties did propose the $15,000 individually. Calumet and Fond du Lac Counties did/will likely approve their respective budgets, however Winnebago County did take action to amend the budget and remove the $15,000. This does leave the question as to what the other two counties want to do in the event Winnebago County is not involved. After the meeting, Mr. Fowle received a phone call from a Winnebago County supervisor who feels that it is his charge to evaluate all the alternatives for creating this shared position. At the Winnebago County Board Meeting it was brought up that it would be logical that East Central should house and fund the position completely instead of asking the counties for additional funds. There may be opportunity for additional conversation on this matter and all three counties are represented on the Commission. Mr. Fowle responded to the individual that if a decision is to be made and if East Central is to fully fund the lakes coordinator position, Winnebago County will not only need to convince Fond du Lac and Calumet Counties, but also convince all of the other counties on the Commission. Mr. Fowle noted that a full-time position will be approximately $90,000, half-time

would be $45,000 and that may not be able to be absorbed under the current commitments so something must change..

Mr. Buechel commented that he assumed the Fond du Lac County Board would support the $15,000 budget item. What will happen after has not yet been established in regard to contracting with an entity. The reason $15,000 was provided was because it was felt that by the time this was approved in the budget it would be the second quarter of 2016. No reassurance can be provided at this time. Once the budgets are approved, the three counties must discuss the matter again and decide how to move forward.

D. Community Facilities Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the June 10, 2015 Meeting

Mr. Bellin motioned to approve the chairman's report and summary of proceedings, Mr. Kautza seconded the motion. The motion passed unanimously.

3. Final Appeals Court Opinion on C. Kaukauna vs. Village of Harrison

Mr. Fowle noted that this is the court action which is likely to be the final action of the sewer service area discussion. The Village of Harrison prevailed against the last remaining legal challenge by the City of Kaukauna with their incorporation process and the additional territory that was added to the town at that time.

E. Transportation Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the July 14, 2015 Meeting

Mr. Strehlow motioned to approve the chairman's report and summary of proceedings, Mr. Robl seconded the motion. The motion passed unanimously.

3. Update on Fox Cities Transportation Management Area (TMA) Designation

Mr. Raith noted in 2010 the Fox Cities Urbanized Area went over 200,000 in population and became a transportation management area (TMA). That entails certification by the Federal Highway Administration and Federal Transit Administration for federal funds received. The certification process took place, a public information meeting was also held on the first night of the process. The certification process was completed satisfactorily and the Commission was recertified for an additional four years. A letter of approval will be issued as well as a report for the whole certification process. An update will be provided once the report is received.

Mr. Fowle also shared a comment made by the Federal Highway representative who stated how much he appreciated East Central, particularly the creative and passionate staff involved in the program.

4. REAFFIRMATION of Proposed Resolution 19-15: Approving a Contract for Services between East Central Wisconsin Regional Planning Commission and Toole Design Group as a Subcontractor to the Winnebago County Bicycle and Pedestrian Plan *[acted on by Steering Committee on 9/18/15 using the full authority of the Commission]*

Ms. Kraemer Badtke noted that Winnebago County received a bicycle and pedestrian facilities program grant in 2014 from the Department of Transportation. This is a partnership between multiple departments at Winnebago County. At the time, East Central was approached by Toole Design Group to become a subcontractor on that particular bid. The focus of the plan is to increase active transportation opportunities for rural communities. It is a natural fit for East Central to be a subcontractor on this particular plan because East Central has active involvement from Omro and Winneconne on the Safe Routes to School Program and Oshkosh Area School District. Part of East Central's role will be community engagement and GIS data analysis and development for the plan along with local perspective and recommendations. The reason this resolution went through Steering Committee for approval was there was a timeline for starting the piece. The approximate dollar amount will be about $26,800. The funds will come to East Central to have staff working on the plan collaboratively.

Mr. Buechel motioned to reaffirm the resolution, Mr. Bellin seconded the motion. The motion passed unanimously.

5. Proposed Resolution 24-15: Adoption of the Transportation Improvement Program for Oshkosh Urbanized Area-2016

Mr. Moesch provided an overview and brief background of the transportation improvement program and process. As part of the planning process this year, East Central staff worked with the Wisconsin Department of Transportation, local communities, and GO Transit. One project was able to be funded this year with STP-Urban funds – the North Main Street project. This was previously programmed in the document at 50 percent. It was determined that the Fernau Avenue project with the City of Oshkosh would drop out of the program and funding would be used to make up the existing portion to bring the project up to 80 percent federal funding. That project is scheduled for 2016. There are also transit operating and capital requests as part of the document.

Mr. Robl motioned to approve the resolution, Mr. Strehlow seconded the motion. The motion passed unanimously.

6. Proposed Resolution 25-15: Adoption of the Transportation Improvement Program for Fox Cities (Appleton) Transportation Management Area-2016

Mr. Moesch provided an overview for the Fox Cities Transportation Improvement Program. Mr. Moesch mentioned that both transportation improvement programs being discussed underwent a public review period, no public comment was received. In regard to the Fox Cities document, two projects were funded with STP-Urban funding: County Trunk/HWY C and College Avenue from County/HWY Trunk CB to Casaloma, which is a large project of approximately $6 million in federal funding. The project is 80 percent federally funded. The Veteran's Memorial Lift Bridge in the City of Kaukauna was able to get funding of approximately $880,000 in federal funding. East Central also worked with Valley Transit to get their capital and operating request submitted.

Mr. Nelson asked how much funding was federal versus state in regard to the lift bridge project. Mr. Moesch replied that 80 percent was federally funded with no state funding. Mr. Moesch stated that the city would generate 100 percent of the design to expedite the process.

Mr. Nelson asked if the construction was federally funded. Mr. Moesch replied that was correct.

Mr. Nooyen motioned to approve the resolution, Mr. Strehlow seconded the motion. The motion passed unanimously.

7. Proposed Resolution 26-15: Adopting the 2016 Unified Transportation Work Program and Annual MPO Certification for the East Central Wisconsin Regional Planning Commission

Mr. Raith provided an overview of the resolution. East Central works with the Department of Transportation (DOT) and Federal Highway Administration so the transportation budget must be started earlier in the year. The process begins in June. Mr. Raith briefly described the process of initiating the work program annually. The process must be finished by the end of October. In January when the Commission passes the total budget, this item will be inserted into the total budget. Under MAP-21, the new transportation legislation, there is a focus on performance measures and tracking the trends. There are also short-term items that are planned and completed as well. Funding is similar to last year.

Mr. Strehlow motioned to approve the resolution, Mr. Erdmann seconded the motion. The motion passed unanimously.

8. Proposed Resolution 27-15: Adoption of the Update to the Appleton (Fox Cities) Transportation Management Area Long Range Transportation Plan/Land Use Plan

Mr. Raith provided an overview of the resolution. There is one document for each entity: Appleton (Fox Cities),Oshkosh, and Fond du Lac. The Fond du Lac plan was passed. The Fox Cities Transportation Management Area (TMA) is currently up for approval. The plan goes out to 2050 and is full of recommendations. One change to

the long range plans is that they were not updated regularly. Under MAP-21 performance measures, much of this content is going to be put online so that it can be tracked into the future. For the Fox Cities Urbanized Area, there is only one large project left to do and that is the expansion of HWY 41 to Green Bay. In the Oshkosh plan, there will be an emphasis on a new arterial on the West side of the Fox Cities to take some traffic off of HWY 41. The transportation system is well-built out with the exception of these projects. No large-scale projects are scheduled to be initiated in the future. Focus will be maintained on what is currently in existence.

Mr. Raith noted the $330 million that was removed from the transportation budget and that every time that occurs, documents have to be amended to reflect the change. Mr. Fowle interjected that he received an email from Senator Roth's office and the Joint Finance Committee scheduled a hearing for November 4th to release the bonding request that was submitted.

Mr. Nelson motioned to approve the resolution, Mr. Bellin seconded the motion. The motion passed unanimously.

9. Proposed Resolution 28-15: Adoption of the Update to the Oshkosh Urbanized Area Long Range Transportation Plan/Land Use Plan

Mr. Raith restated that the situation is similar to the previously listed Resolution 27-15. The only difference is the potential for a west-side arterial.

Ms. Nagler motioned to approve the resolution, Mr. Robl seconded the motion. The motion passed unanimously.

F. Regional Comprehensive Planning Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the July 9, 2015 Meeting

Mr. Gentz motioned to approve the chairman's report and summary of proceedings, Mr. Thomas seconded the motion. The motion passed unanimously.

3. American Planning Association/American Health Partners Association "Plan4Health" Grant Award to Shawano & Menominee Counties

Ms. Kraemer Badtke and Mr. Baron briefly explained the grant award details. Earlier this summer the American Planning Association along with the American Public Health Association released a second round of funding that they received from the Center for Disease Control. East Central applied for this grant opportunity in partnership with Winnebago County for a bike-sharing project within the City of Oshkosh. It was a $150,000 grant opportunity with zero local match. East Central also partnered with Shawano County and Menominee County for a food sharing and security program. East Central's grant with the City of Oshkosh did not receive funding, however Shawano and Menominee County did receive funding. No analysis or feedback has been received as to why funding was not received for Oshkosh. Notification was received that only two grants would be

given per state. Examining the demographic information, the Shawano/Menominee County area typically has more significant needs based on employment and other demographic information than the City of Oshkosh. Moving forward with the Shawano and Menominee County project, East Central will act as the subcontractor. This project will have a lot of changeability to it. Originally it was scheduled to begin in April 2016, however that has been changed to November 2015. Originally $150,000 was requested, notification was received that $130,000 was awarded. The timeline for the grant has been reduced from 15 months to ten months. The focus is on food systems planning and East Central does not have a lot of capacity in this area, there is the ability to learn from this experience. The grant aligns well with the health in planning work of East Central. Even though it is a food security grant East Central will be looking at access to food, grocery stores, etc. The grant focuses on adequate nutrition and healthy diets for all residents in the area. Mr. Baron briefly provided some background information on both Shawano and Menominee Counties.

Mr. Laughrin asked what the term "food security" meant. Ms. Kraemer Badtke replied that food security is the ability to purchase food, have a supply of food at home, and ensuring access to food through income, food pantries, etc.

Mr. Laughrin asked if the program was based on income. Ms. Kraemer Badtke replied that yes, it would be partially based on income. Shawano and Menominee Counties are on the lower end of the county health rankings. The built environment must be studied as well as physical activity, nutrition, and access to healthy nutritious food.

Mr. Fowle also added that food security can even allude to broader concerns including terrorism, biological conditions, an upset in the rail/freight system, etc. Food comes from all over the United States and it is not possible to be reliant on that in the event something fails.

Mr. Federwitz asked what farms are producing in the area. Mr. Baron replied that detail was not provided in that regard, the information came from Shawano County's application. The application does reference that the majority of farming operations in the county are not for human consumption. Ms. Kraemer Badtke added that after discussions with Shawano County staff, some of that analysis will be looked at and improved. Mr. Baron stated that this is not dissimilar to the rest of the region, there is a strong agricultural presence, and the possibility of whether there should be a stronger connection is being considered as the food is being grown yet residents do not have access to it. There are strategies for this, there will be coalition capacity building, a large research component, and a work plan will be identified and incorporated. A local food council will also be established. Ms. Kraemer Badtke also noted that best practices can be supplied to neighboring areas on how to make this work for them with flexibility to meet their needs.

X. ESTABLISH TIME AND PLACE FOR NEXT COMMISSION MEETING

The next meeting will be Friday, January 29, 2016, at a location TBD in the Fox Cities area.

APPENDIX N

APPLETON (FOX CITIES) TMA
RESOLUTION OF ADOPTION

RESOLUTION NO. 27-15

ADOPTION OF THE UPDATE TO THE APPLETON (FOX CITIES) TRANSPORTATION MANAGEMENT AREA LONG RANGE TRANSPORTATION PLAN/LAND USE PLAN

WHEREAS, the East Central Wisconsin Regional Planning Commission is the designated Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) Transportation Management Area (TMA), and charged with conducting cooperative, comprehensive and continuing urban transportation planning as prescribed by federal and state law; and

WHEREAS, an update was prepared by the MPO to meet the requirement of the Moving Ahead for Progress in the 21st Century (MAP-21); and

WHEREAS, the principal elected officials of local governments in the Appleton (Fox Cities) Transportation Management Area, their designated staffs, technical advisory committees and policy boards and the public, have participated in the planning process; and

WHEREAS, all comments received through public information meetings, by U.S. Mail, the MPO website, telephone or other communication were presented to the technical advisory committee and the policy board and incorporated into the update. Now, Therefore:

BE IT RESOLVED THAT THE APPLETON (FOX CITIES) METROPOLITAN PLANNING ORGANIZATION ADOPT THE UPDATE TO THE APPLETON (FOX CITIES) TRANSPORTATION MANAGEMENT AREA LONG RANGE TRANSPORTATION/LAND USE PLAN:

Effective Date: October 30, 2015
Submitted By: Transportation Committee
Prepared By: Kolin Erickson, Transportation Planner

Donna Kalata

Donna Kalata, Chair – Waushara Co.

EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Donna Kalata, Chair
Michael Thomas, Vice-Chair
Eric Fowle, Secretary-Treasurer

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Michael Chapman

OUTAGAMIE COUNTY

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Daniel Rettler
Timothy Hanna
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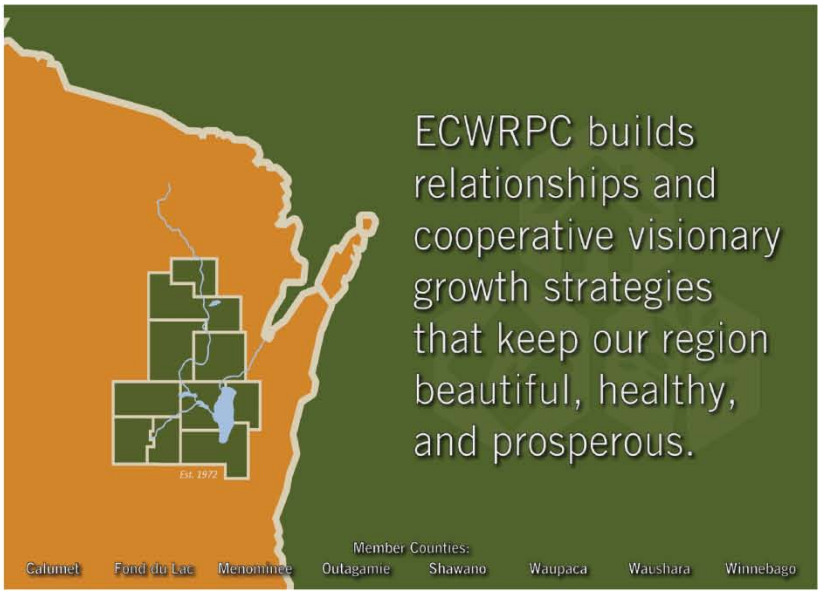

**To be determined*