

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation (WisDOT)

DT2094 6/2015

BASIC SHEET 1 - PROJECT SUMMARY

Project ID 6918-01-02 Construction ID 6918-01-72	Project Termini Wisconsin and Dewitt Streets (Ontario Street – East Pleasant Street)	Funding Sources <i>(check all that apply)</i> <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Local								
Route Designation <i>(if applicable)</i> US 51	Nearest Community City of Portage	Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. \$6,000,000 in 2018 dollars (State Highway Rehab) (includes 10% for Engineering and Contingency)								
National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes (MAP-21 Principal Arterial) <input type="checkbox"/> No		Real Estate Acquisition Portion of Estimated Cost (YOE) \$300,000 in 2018 dollars								
Project Title US 51 City of Portage, Wisconsin & Dewitt Streets	Section / Township / Range Section 5, Town 12N, Range 9 East Section 8, Town 12N, Range 9 East Section 9, Town 12N, Range 9 East	Utility Relocation Portion of Estimated Cost (YOE) \$10,000 in 2018 dollars								
County Columbia										
Bridge Number(s) <i>(if applicable)</i>	For an ER, indicate the date funding was authorized to begin preliminary engineering. For an EA, indicate the date the Process Initiation Letter was accepted by FHWA. August 2, 2011	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th style="width:60%;">Right of Way Acquisition</th> <th style="width:40%;">Acres</th> </tr> <tr> <td align="center">Fee</td> <td align="center">0.42</td> </tr> <tr> <td align="center">TLE</td> <td align="center">3.28</td> </tr> <tr> <td align="center">PLE</td> <td align="center">0.0</td> </tr> </table>	Right of Way Acquisition	Acres	Fee	0.42	TLE	3.28	PLE	0.0
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Fee	0.42									
TLE	3.28									
PLE	0.0									

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

<input type="checkbox"/> FHWA Draft Type 2c Categorical Exclusion (CE)/WisDOT Draft Environmental Report (ER). No significant impacts indicated by initial assessment. <input type="checkbox"/> FHWA/WisDOT Draft Environmental Assessment (EA). No significant impacts indicated by initial assessment.			
_____ (Signature, Title, KL Engineering)	_____ (Date – m/d/yy)	_____ (Signature – Director, Bureau of Technical Services)	_____ (Date – m/d/yy)
_____ (Signature, Title) <input checked="" type="checkbox"/> Region <input type="checkbox"/> Aeronautics <input type="checkbox"/> Rails & Harbors	_____ (Date – m/d/yy)	_____ (Signature, Title) <input checked="" type="checkbox"/> FHWA <input type="checkbox"/> FAA <input type="checkbox"/> FTA <input type="checkbox"/> FRA	_____ (Date – m/d/yy)

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS *(continued)*

DT2094

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

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

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

Aaron Steg
(Signature, Title, KL Engineering)

8/14/18
(Date – m/d/yy)

Pat Z
(Signature – Director, Bureau of Technical Services)

8-16-18
(Date – m/d/yy)

Larry Banta, Proj-Mgr
(Signature, Title)
☒ Region ☐ Aeronautics ☐ Rails & Harbors
(Date – m/d/yy) *8-15-18*

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

1. Table of Contents

Purpose and Need.....	Page 7
Summary of Alternatives.....	Page 10
Description of Proposed Action.....	Page 14
Public/Government/Tribal Involvement.....	Page 19
Traffic Summary.....	Page 23
Agency and Tribal Coordination.....	Page 24
Alternatives Comparison Matrix.....	Page 28
Environmental Commitments.....	Page 30
Environmental Factor Matrix.....	Page 34
Community or Residential Evaluation Factor Sheet B-1.....	Page 39
Section 4(f) and 6(f) or Other Unique Areas Factor Sheet B-8.....	Page 45
Wetland Evaluation Factor Sheet C-1.....	Page 50
Rivers, Streams and Floodplains Evaluation Factor Sheet C-2.....	Page 54
Construction Stage Sound Quality Evaluation Factor Sheet D-2.....	Page 56
Hazardous Substances or Contamination Evaluation Factor Sheet D-4.....	Page 58
Stormwater Evaluation Factor Sheet D-5	Page 61
Erosion Control Evaluation Factor Sheet D-6	Page 63
Appendices	Page 65
o Appendix 1 Maps.....	Page 66
o Appendix 2 Project Plans and Typical Sections.....	Page 73
o Appendix 3 Portage Canal Improvements.....	Page 112
o Appendix 4 City of Portage Concept Streetscape Plan for US 51.....	Page 118
o Appendix 5 Proposed Property Access Changes.....	Page 128
o Appendix 6 Public Involvement.....	Page 131
o Appendix 7 WisDOT Traffic Forecast Report.....	Page 177
o Appendix 8 Agency Coordination.....	Page 179
o Appendix 9 Determination of No Adverse Effect.....	Page 214
o Appendix 10 Section 106 Documentation	Page 222
o Appendix 11 Section 4(f) Documentation	Page 225
o Appendix 12 Wetland Impact Information.....	Page 235

2. Abbreviations and Acronyms

AADT	Average Annual Daily Traffic
AAWT	Average Annual Weekday Traffic
ACHP	Advisory Council on Historic Preservation
ACOE	Army Corps of Engineers
ADA	Americans with Disabilities Act
BOA	Bureau of Aeronautics
BTS	Bureau of Technical Services
CFR	Code of Federal Regulations
CTH	County Trunk Highway
CVOC	Chlorinated Volatile Organic Compounds
DATCP	Department of Agriculture, Trade and Consumer Protection
dBA	Decibels, A-weighted
DHV	Design Hourly Volume
DNAE	Determination of No Adverse Effect
DNR	Department of Natural Resources
DOT	Department of Transportation
EA	Environmental Assessment
ECIP	Erosion Control Implementation Plan
EIS	Environmental Impact Statement
EO	Executive Order
EPA	Environmental Protection Agency
ER	Environmental Report
FDM	Facilities Development Manual
FHWA	Federal Highway Administration
GP	General Permit
HCM	Highway Capacity Manual (2010)
HMA	Hazardous Materials Assessment
IANST	Ice Age National Scenic Trail
IH	Interstate Highway
IRI	International Condition Index
LOP	Letter of Permission
LOS	Level of Service
LUST	Leaking Underground Storage Tank
LWCF	Land and Water Conservation Fund
m/km	Meters per Kilometer
MOA	Memorandum of Agreement
MOE	Measure of Effectiveness
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
NA	Not Applicable
NAC	Noise Abatement Criteria
NB	Northbound
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NLC	Noise Level Criteria
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
OSOW	Oversized Overweight
PASER	Pavement Surface Evaluation and Rating
PATHS	Portage Area Trail and Heritage System
PCI	Pavement Condition Index
PCN	Pre-Construction Notification
PIM	Public Involvement Meeting
PLE	Permanent Limited Easement
ROW	Right of Way
RPC	Regional Planning Commission
SB	Southbound
SHPO	State Historic Preservation Office
STIP	State Transportation Improvement Program
TIP	Transportation Improvement Program

TLE	Temporary Limited Easement
TNM	Traffic Noise Model
TSS	Total Suspended Solids
US	United States
USACE	United States Army Corps of Engineers
USCG	United State Coast Guard
US DOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
VHS	Viral Hemorrhagic Septicemia
WDNR	Wisconsin Department of Natural Resources
WEPA	Wisconsin Environmental Policy Act
WI	Wisconsin
WIS	Wisconsin State Highway
WisDOT	Wisconsin Department of Transportation
YOE	Year of Expenditure

3. Environmental Document Statement

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

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

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

1. Purpose and Need**Project Status**

The City of Portage, in cooperation with the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA), is evaluating the United States Highway (US) 51 corridor from Ontario Street to East Pleasant Street. The proposed project is located entirely in the City of Portage in Columbia County, Wisconsin. The study area is slightly over one mile in length (approximately 1.25 miles) and includes the intersection of W. Wisconsin Street and Dewitt Street, in a predominantly commercial area of Portage. Commercial buildings and surface parking lots border much of the corridor. The Wisconsin River and the Wisconsin River Levee border much of the south/southwest portion of the corridor. In the City of Portage, US 51 is classified as a principal arterial and is designated a long truck route. The section of Dewitt Street [northbound (NB) US 51] from W. Wisconsin Street to E. Pleasant Street is classified as a 65-foot restricted truck route, with varying speed limits along the corridor. The posted speed from Ontario Street to Brady Street is 35 miles per hour (mph), from Brady Street to E. Mullett Street is 30 mph and along Dewitt Street is 25 mph. The US 51 study area is broken into three main segments with unique elements.

Segment 1 of the project corridor is Dewitt Street (NB US 51), from W. Wisconsin Street to E. Pleasant Street and is approximately 0.25 miles in length and is on the National Highway System (NHS). The segment is a two-lane, bi-directional, undivided urban arterial with parallel parking on both sides of the roadway. This segment of Dewitt Street (NB US 51) goes through historic Downtown Portage. Dewitt Street (NB US 51) intersects with Cook Street [Wisconsin State Highway (WIS 33)] at a signalized intersection. Cook Street is also functionally classified as a principal arterial. The traffic pattern changes at the north limits of this segment. North of E. Pleasant Street, Dewitt Street (NB US 51) becomes a one-way street with two northbound lanes.

Segment 2 of the project corridor is the intersection of Wisconsin Street & Dewitt Street. The intersection is a non-typical, signalized intersection. Wisconsin Street (US 51) and Dewitt Street (NB US 51) form an angled intersection, and several other cross streets are located within close proximity. The intersection crosses over the Portage Canal waterway. The Portage Canal Towpath Trail and Ice Age National Scenic Trail also cross Wisconsin Street (US 51) at this intersection.

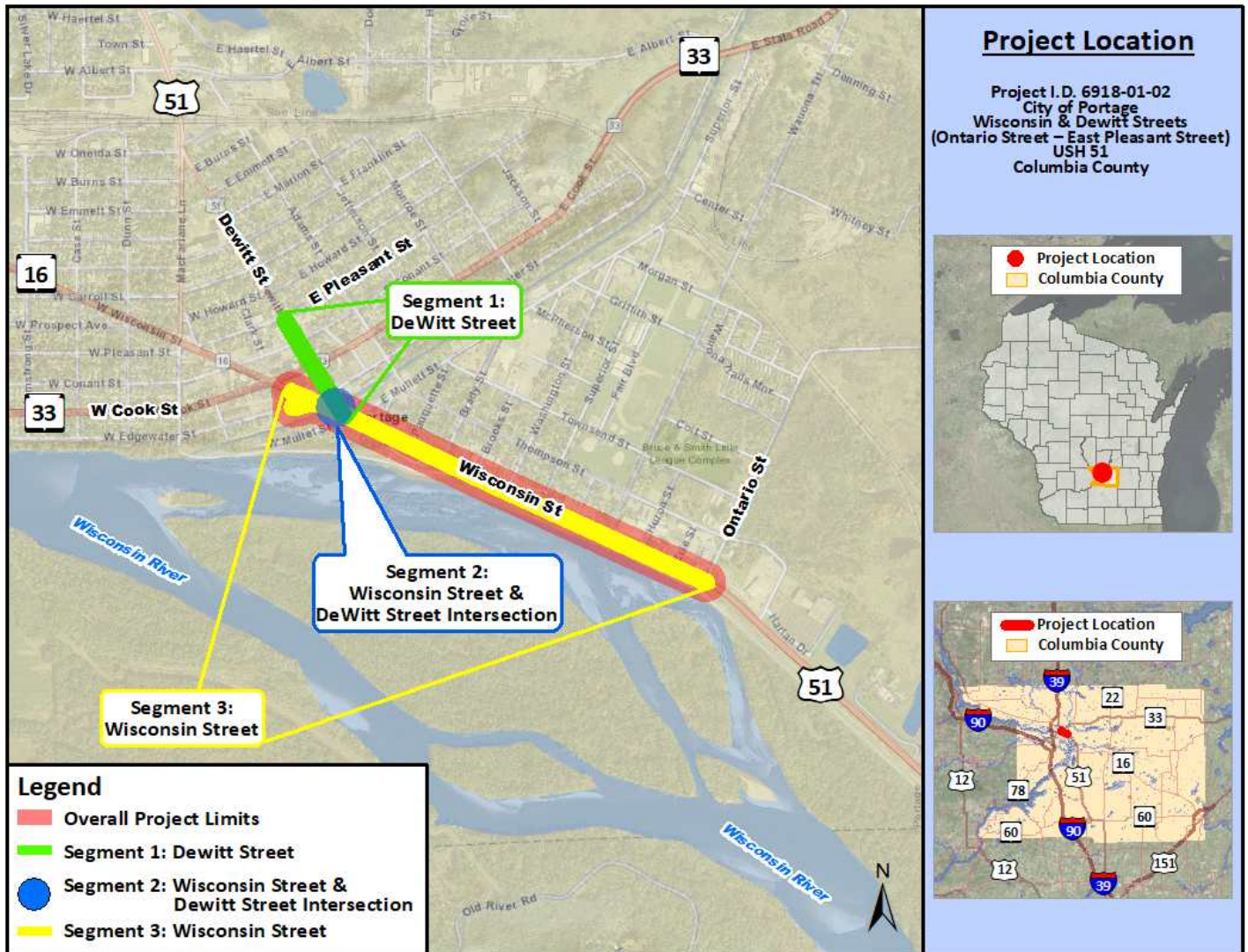
Segment 3 is W. Wisconsin Street (US 51), from Ontario Street to Dewitt Street and is approximately 1 mile in length. The segment is a four-lane undivided urban arterial with no on-street bicycle accommodations and no on-street parking. The Wisconsin River Levee runs along the southwest side of W. Wisconsin Street (US 51) to minimize the impacts to the community when the Wisconsin River is experiencing high water elevations. The levee is maintained by the City of Portage and regulated by the U.S. Army Corps of Engineers. The City of Portage controls the majority of the property between the Wisconsin River/Wisconsin River Levee and W. Wisconsin Street (US 51), including a trail that runs along the top of the Wisconsin River Levee.

A Project Location Map illustrating the three main segments of the project area is shown in Figure 1-1 on the following page; a larger version is also provided in Appendix 1. Preliminary Project Plans and Typical Sections are provided in Appendix 2.

Project 6918-01-02 is listed in the 2017-2020 Wisconsin Statewide Transportation Improvement Program (STIP).

Figure 1-1: Project Location Map

(*A larger version of this map is provided in Appendix 1)



Project Purpose

The purpose of the proposed action is to: address existing pavement conditions, substandard geometrics and pedestrian accommodations along the project corridor.

Project Needs

Project needs consist of poor pavement condition, substandard geometrics at the Wisconsin Street and Dewitt Street intersections, and substandard pedestrian facilities.

Poor Pavement Condition

The existing US 51 pavement is cracked, rutted, and showing signs of deterioration. This portion of US 51 was originally constructed as concrete in 1930, overlaid and widened in 1956 and 1959, and then resurfaced in 1985 and 1992. Maintenance of the pavement is becoming more frequent and is no longer cost effective.

WisDOT uses the Pavement Condition Index (PCI) as a measurement of pavement distress and cracking. A PCI of 100 shows no pavement distress. A PCI of 0 shows severe pavement distress. US 51 from Ontario Street to East Pleasant Street has a PCI rating of 42.

The Federal Highway Administration (FHWA) requests that State Departments of Transportation (DOTs) report roughness measurement data for the Highway Performance Monitoring System (HPMS) in International Roughness Index (IRI) units. IRI was chosen as a standard reference for road roughness to establish nationwide uniformity in the roughness data. WisDOT uses IRI as the principal roughness measurement tool. The IRI is a roughness defined as a specific mathematical model of a longitudinal profile. WisDOT measures IRI directly using inertial profilers, lightweight or high speed. US 51 from Ontario Street to East Pleasant Street has an IRI rating of 3.3 meters per kilometer (m/km). The FHWA considers IRI values of 1.5 or less to be good, 1.5 to 2.7 to be acceptable, and over 2.7 to be poor.

Substandard Geometrics at the Wisconsin Street and Dewitt Street Intersections

The existing intersection of Wisconsin Street and Dewitt Street includes traffic signals as the traffic control under a non-typical intersection configuration. The intersection angle between Wisconsin Street (US 51) and Dewitt Street (NB US 51) is approximately 33-degrees. Due to its close proximity, an additional side street, Warren Street, is also incorporated as a fourth approach to the signalized intersection. Warren Street intersects Wisconsin Street at a 90-degree angle. Another adjacent side street, East Mullett Street, is located approximately 100-feet south of the studied intersection, however it is not incorporated within the signalized intersection. The irregular geometry of the intersection requires large distances to be traversed while navigating the intersection. The Portage Canal Towpath Trail and Ice Age National Scenic Trail also cross Wisconsin Street (US 51) at this intersection. The current crossings for the trails are not clearly defined and cause confusion for pedestrians and bicyclists using the paths. The substandard intersection angle and the close proximity of multiple access points reduces the overall safety and mobility of the Wisconsin Street and Dewitt Street intersection.

Substandard Pedestrian Facilities

The existing US 51 project corridor does not provide continuous pedestrian accommodations. Currently, there is limited to moderate pedestrian activity in the project vicinity.

Pedestrian accommodations vary throughout the project corridor, and most of the existing accommodations and street crossings are not compliant with the Americans with Disabilities Act (ADA). Along US 51 (Wisconsin and Dewitt Streets), there is no sidewalk from Ontario Street to Wauona Trail, there is sidewalk on the northbound side of the roadway from Wauona Trail to Brady Street, and there is sidewalk on both sides of the roadway from Brady Street to E. Pleasant Street. The pedestrian accommodations on Dewitt Street currently consist of a 5-foot sidewalk with a 2-3 foot terrace. The pedestrian accommodations on Wisconsin Street currently consist of a 5-foot wide sidewalk with a terrace that varies in width. In some places the terrace is very narrow (1 foot or less). Signs and light poles encroach on the sidewalk in several areas along Wisconsin Street, reducing the sidewalk width below ADA standards.

A review of the Comprehensive Land Use Plans for the City of Portage indicates that there is potential for future developments that could generate pedestrian activity along the US 51 corridor, and in particular at the Wisconsin Street/Dewitt Street intersection. One development recently completed at this location is a new Columbia County health/administrative building near the intersection. The City of Portage is a pedestrian friendly community dedicated to establishing connectivity and access between existing off-road trail facilities and the local businesses in the area.

The incomplete and disconnected pedestrian facilities in the US 51 project corridor creates undesirable conditions for pedestrians.

2. Summary of Alternatives

Corridor / Typical Section of US 51 (Segments 1 and 3)

Several cross-section variations were analyzed for the Dewitt Street and Wisconsin Street segments of the US 51 study area (Segments 1 and 3; see figure 1-1). The reconstructed US 51 corridor will follow the alignment of the existing roadway. Cross section variations were evaluated based on how well the roadway would accommodate vehicles, pedestrians, on-street parking, and due consideration for bicycles. Per federal policy, WisDOT must give due consideration to establishing bikeways and pedestrian ways' on new highway and reconstruction projects funded in whole or in part from federal funds.

Segment 1: Dewitt Street

Existing Dewitt Street (US 51) is a two lane, bi-directional, undivided urban arterial with parallel parking on both sides of the roadway and no dedicated bicycle accommodations. The existing typical section includes two 14-foot driving lanes, an 8-foot paved shoulder for parking on both sides of the roadway, and an 11-foot border space (terrace and sidewalk) for pedestrians. Preliminary cross section variations initially analyzed for Dewitt Street (US 51) include the following:

- No dedicated bicycle lanes, with parking on both sides
- Consideration of dedicated bicycle lanes on both sides, parking on south side only
- Consideration of dedicated bicycle lanes on both sides, parking on north side only
- Combined parking and consideration of bike lane on both sides
- Consideration of separate dedicated biking lanes and parking lanes on both sides
- Wider, shared driving and consideration of biking lanes, with parking on both sides

After preliminary analysis and public input, the City of Portage and WisDOT agreed that the reconstructed cross section of Dewitt Street (US 51) would remain similar to what it is today. Expansion of the roadway's footprint to accommodate both dedicated bicycle accommodations and parking was deemed cost prohibitive due to the expected property acquisition that would be required. Replacing any existing parking with dedicated bicycle accommodations was deemed unfavorable because the City of Portage considers on-street parking in this area as essential for the city's downtown. Although it does not include dedicated bicycle-only accommodations, the proposed two-lane, bi-directional roadway would include a driving lane that would better accommodate bicycles. Reducing any of the existing pedestrian sidewalk/street border area was also deemed unfavorable, because the City of Portage and the downtown business community consider the border area as essential for property aesthetics and pedestrian access.

Segment 3: Wisconsin Street

Existing Wisconsin Street (US 51) is a four-lane undivided urban arterial with no on-street parking and no on-street bicycle accommodations; the Levee Trail bicycle/pedestrian trail runs parallel (south) of Wisconsin Street (US 51) along the top of the Wisconsin River Levee. The existing typical section includes four 11-foot driving lanes, a 5-foot sidewalk along portions of the northern side of the roadway (Dewitt Street to Wauona Trail), and a 2-foot terrace. Preliminary cross section variations initially analyzed for Wisconsin Street (US 51) include the following:

- No on-street bicycle accommodations
- Wider, combined driving and consideration of biking lanes
- Consideration of separate, dedicated biking lanes
- Sidewalk throughout Wisconsin Street to complete the sidewalk network
- No on-street parking

After preliminary analysis and public input, the City of Portage and WisDOT agreed that the reconstructed cross section of Wisconsin Street (US 51) would remain similar to what it is today. Expansion of the roadway's footprint to include parking and/or dedicated bicycle accommodations was deemed cost prohibitive due to the expected property acquisition that would be required if Wisconsin Street (US 51) was expanded to the north. Expanding the roadway to the south is also prohibitive due to the presence of the Wisconsin River Levee. Southern expansion would result in impacts to the levee that may result in a safety/stability issue. In lieu of placing bicycle accommodations on US 51/Wisconsin Street, a

parallel bike route will be given due consideration by the City of Portage one block to the northeast along Thompson Street. In order to consider the parallel bike route, the City of Portage will remove parking from one side of Thompson Street between the Portage Canal and Ontario Street. The project will also include enhanced ADA compliant ramps that would better accommodate the pedestrian connection to the Wisconsin River Levee Trail, located at the Wisconsin Street/Wauona intersection.

Alternative #1: No-Action Alternative – Only Scheduled Maintenance

The No-Action Alternative would consist of no improvements other than continued routine pavement maintenance on the project corridor without any operations, safety, or intersection improvements. Any future improvements would consist only of those that would maintain the driving surface in good condition. As traffic volumes increase, the No-Action Alternative would result in increased safety and mobility concerns due to continued pavement deterioration and poor geometrics. The No-Action Alternative is not a viable alternative for addressing key purpose and need factors (pavement, geometrics and safe pedestrian facilities). The construction cost would only consist of pavement maintenance, and would be minimal compared to the other reconstruction alternatives considered.

The No-Action Alternative was eliminated in the from further consideration because it does not meet the purpose and need defined for the project. The No-Action Alternative serves as a baseline for comparison of the build alternatives.

Alternative #2 – Roundabout at Wisconsin Street / Dewitt Street Intersection

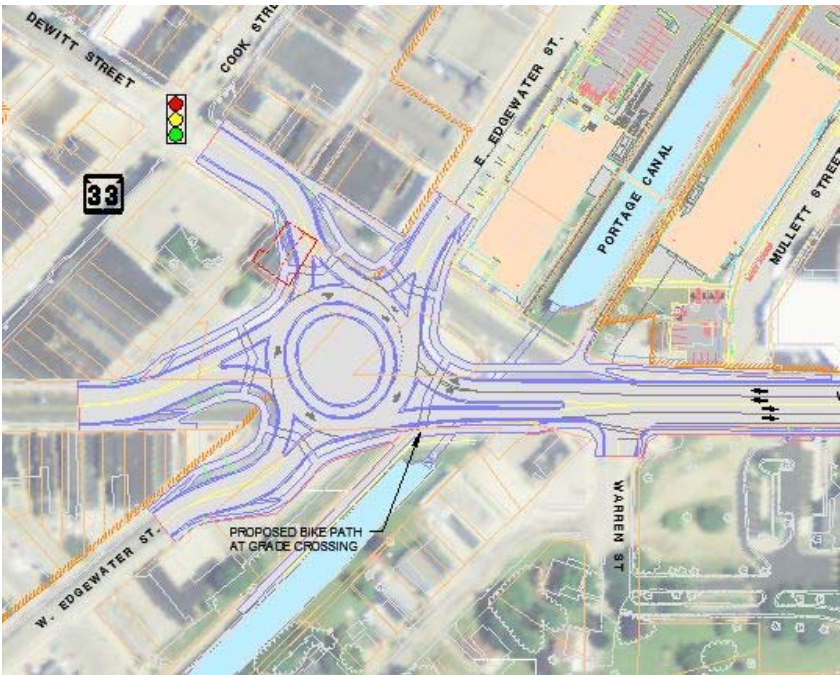
Segment 1: Dewitt Street

Dewitt Street (US 51), between Wisconsin Street and East Pleasant Street, would be reconstructed, maintaining the existing two, 14-foot driving lanes (one in each direction), an 8-foot paved urban shoulder for parking on both sides, and an 11-foot wide border space (terrace and sidewalk) for pedestrians. The reconstructed roadway would include minor adjustments to the roadway’s centerline, to ensure the sidewalk is the same width on both sides of the roadway.

Segment 2: Wisconsin and Dewitt Street

This alternative would reconstruct the Wisconsin Street and Dewitt Street intersection as a five-legged roundabout (see Figure 1-2). The roundabout provides intersection control for W.Wisconsin Street, E.Wisconsin Street, DeWitt Street, E. Edgewater Street and W. Edgewater Street. The center of the roundabout would be located north of the Portage Canal and would allow reasonable separation between the roundabout, Cook Street (WIS 33), Warren Street, and E. Mullett Street. The crossing for the shared use path would be located on W.Wisconsin Street.

Figure 1-2: Alternative #2 – Roundabout at Wisconsin Street / Dewitt Street Intersection



Segment 3: Wisconsin Street

Wisconsin Street (US 51), between Ontario Street and DeWitt Street, would be reconstructed to maintain four driving lanes (two in each direction). The reconstructed Wisconsin Street driving lanes would include one 12-foot wide outside lane and one 11-foot wide inside lane, widening each of the outside lanes by 1-foot. The roadway would include a 5-foot wide sidewalk for pedestrians on the north side, replacing all existing sidewalk from DeWitt Street to Wauona Trail, and adding new sidewalk from Wauona Trail to Ontario Street. The Roadway would include a 4-foot wide terrace, 2-feet wider than the existing terrace. A 12-foot wide median would be added at the Wauona Trail intersection to accommodate a pedestrian crossing of Wisconsin Street. Right-of-Way (ROW) would be purchased at the existing connection between the Levee Trail and Wauona Trail to reconstruct an ADA/wheelchair accessible ramp from Wisconsin Street to the Levee Trail. Two new ADA/wheelchair accessible connections from the Levee Trail to Wisconsin Street would also be made at Brooks Street and Ontario Street.

Although the Roundabout Alternative does satisfy all issues identified in the project's purpose and need, this alternative was not chosen due to a higher cost, larger anticipated right-of-way/property impacts, and the alternative was not preferred by the City of Portage. The City of Portage views Wisconsin Street/DeWitt Street as an important gateway and access point to the City's downtown area. Public access is an important component of the City's vision. The City prefers an alternative that includes a dedicated (signal controlled) crossing time for non-automobile users, to enhance safety and the public's perceived comfort in using the traffic crossings.

Alternative #2 (Roundabout at Wisconsin Street / DeWitt Street Intersection) is not proposed for future consideration.

Alternative #3 – Traffic Signal at Wisconsin Street / DeWitt Street Intersection (Preferred)

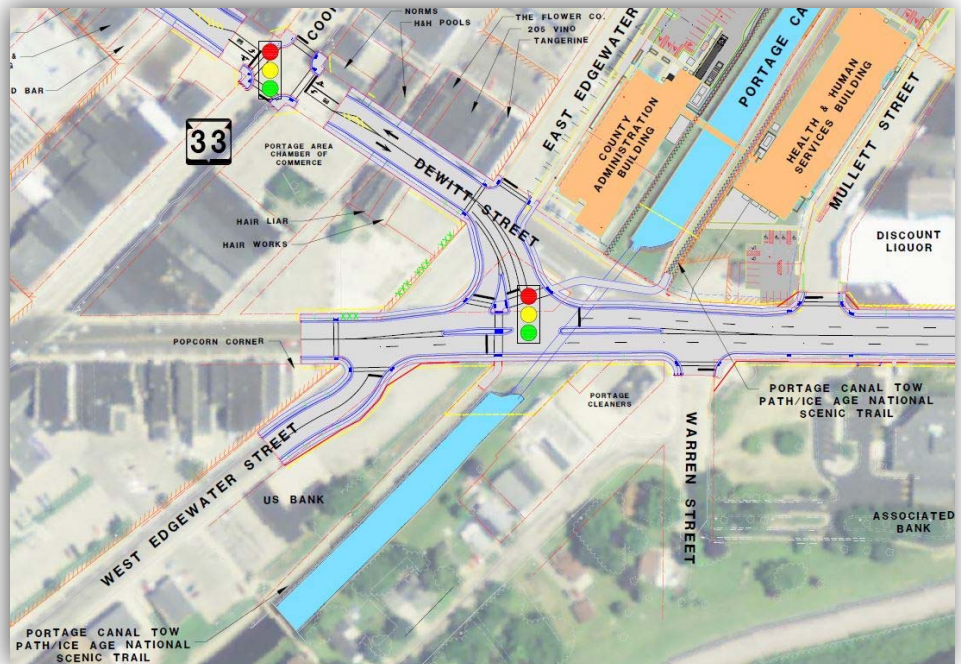
Segment 1: DeWitt Street

DeWitt Street (US 51), between Wisconsin Street and East Pleasant Street, would be reconstructed, maintaining the existing two, 14-foot driving lanes (one in each direction), an 8-foot paved urban shoulder for parking on both sides, and an 11-foot wide border space (terrace and sidewalk) for pedestrians. The reconstructed roadway would include minor adjustments to the roadway's centerline, to ensure the sidewalk is the same width on both sides of the roadway.

Segment 2: Wisconsin and DeWitt Street

This alternative would reconstruct Wisconsin Street and DeWitt Street as a three-legged traffic signal controlled intersection (see Figure 1-3).

Figure 1-3: Alternative #3 - Traffic Signal at Wisconsin Street / DeWitt Street Intersection



Segment 3: Wisconsin Street

Wisconsin Street (US 51), between Ontario Street and DeWitt Street, would be reconstructed, maintaining four driving lanes (two in each direction). The reconstructed Wisconsin Street driving lanes would include one 12-foot wide outside lane and one 11-foot wide inside lane, widening each of the outside lanes by 1-foot. The roadway would include a 5-foot wide sidewalk for pedestrians on the north side, replacing all existing sidewalk from Dewitt Street to Wauona Trail, and adding new sidewalk from Wauona Trail to Ontario Street. The Roadway would include a 4-foot wide terrace, 2-feet wider than the existing terrace. A 12-foot wide median would be added at the Wauona Trail intersection to accommodate a pedestrian crossing of Wisconsin Street. ROW would be purchased at the existing connection between the Levee Trail and Wauona Trail to provide an ADA/wheelchair accessible ramp from Wisconsin Street to the Levee Trail. Two new ADA/wheelchair accessible connections from the Levee Trail to Wisconsin Street would also be made at Brooks Street and Ontario Street.

The Traffic Signal Alternative satisfies the project's purpose and need. This alternative would replace failing pavement, is expected to improve Wisconsin Street/Dewitt Street intersection geometrics and safety, and is expected to provide acceptable pedestrian accommodations. This alternative has an acceptable cost and acceptable right-of-way impacts. The City of Portage prefers this alternative as it provides a dedicated (signal controlled) traffic crossing for non-automobile users.

Alternative #3 (Traffic Signal at Wisconsin Street / Dewitt Street Intersection) meets the purpose and need of the project, and is the **Preferred Alternative**.

3. Description of Proposed Action

The City of Portage, in cooperation with the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA), proposes to reconstruct 1.25 miles of US 51/Wisconsin Street/DeWitt Street.

Dewitt Street (NB US 51), between Wisconsin Street and East Pleasant Street, will be reconstructed, maintaining its existing two driving lanes (one in each direction), as well as a parking lane and sidewalk on each side. The reconstructed Dewitt Street driving lanes will be 14' wide driving lanes. The roadway will also include an 8' wide parking lane on both sides, and an 11' wide border space (terrace and sidewalk) for pedestrians.

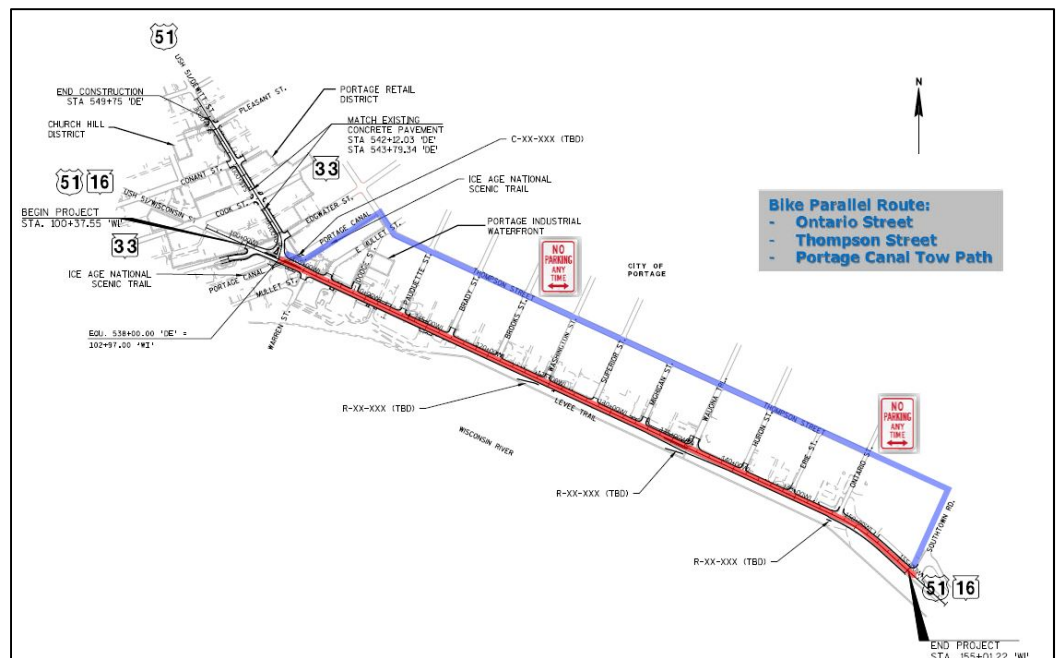
Wisconsin Street (US 51), between Ontario Street and DeWitt Street, will be reconstructed, maintaining its existing four driving lanes (two in each direction) and sidewalk on the north/east side of the roadway. The reconstructed Wisconsin Street driving lanes will include one 12' wide outside lane and one 11' wide inside lane. The roadway will also include a 5' wide sidewalk for pedestrians, a 4' wide terrace, and three sidewalk connections to the adjacent and parallel Levee Trail.

The most substantial improvement to the project corridor will be the reconstruction of the Wisconsin Street and DeWitt Street intersection, which will be realigned and signalized (see Figure 1-3 on the previous page). The reconstructed intersection will create a signalized T-intersection between Dewitt Street and Wisconsin Street, and an improved intersection angle. Warren Street will be removed from the signalized intersection and become stop controlled. Bicycles and pedestrians on the Portage Canal Towpath Trail and the Ice Age National Scenic Trail will be able to cross the intersection with a two-stage signal crossing, using a large refuge island within the intersection. As a result of the new T-intersection, the area between the intersection and the Portage Canal will become a small park with trees, grass, other plantings, and seating.

To enhance existing bike accommodations in the project area and provide connections to existing trails/shared-use paths, wide outside driving lanes are proposed on DeWitt Street (NB US 51). In lieu of placing bike accommodations on Wisconsin Street (US 51), the City of Portage will create a parallel bike route one block to the northeast along Thompson Street by providing signage for the parallel bike route, and removing on-street parking from one side of Thompson Street

between the Portage Canal and Wauona Trail to allow for a dedicated bike lane with wide outside lanes at the new Wisconsin Street and Dewitt Street intersection and along its approaches.

Figure 1-4: Wisconsin Street Parallel Bike Route (Thompson Street)



The proposed action will also include pedestrian accommodations along the entire north side of Wisconsin Street, from the reconstructed Dewitt Street intersection to Ontario Street. The proposed action will replace all existing sidewalk on the north side of Wisconsin Street, from Dewitt Street to Wauona Trail, and add new sidewalk on the north side of Wisconsin Street from Wauona Trail to Ontario Street. On all side road intersections, sidewalks will be reconstructed to match existing conditions.

On the south side of Wisconsin Street, all existing sidewalk will be reconstructed from the Dewitt Street intersection through Riverside Park. The sidewalk will be extended approximately 150 feet, to the Brady Street intersection. All reconstructed and new sidewalk will be ADA/wheelchair accessible.

From Brady Street to Ontario Street, pedestrians will be accommodated via the existing Levee Trail shared-use path on top of the Wisconsin River levee. Right-of-Way (ROW) would be purchased to reconstruct the existing connection between the Levee Trail and Wauona Trail, adding an ADA/wheelchair accessible ramp from Wisconsin Street to the Levee Trail. Two new ADA/wheelchair accessible connections from the Levee Trail to Wisconsin Street will also be made at Brooks Street and Ontario Street.

Other project activities include replacing the existing ten-foot-wide corrugated metal Portage Canal culvert pipe with a larger and wider arched metal pipe (see Appendix 3 for more details); replacing the storm sewer system; updating traffic signals, street lighting, and other streetscape elements; and reconstructing sidewalk curb ramps at intersections to comply with Americans with Disabilities Act (ADA) requirements. The City of Portage developed a Concept Streetscape Plan for US 51, from Ontario Street to East Pleasant Street. The proposed action will match the existing theme on Cook Street and incorporate community sensitive design concepts identified in the plan (a copy of the Concept Streetscape Plan is included in Appendix 4). The culvert pipe replacement will complement ongoing and planned improvements to the Portage Canal by the City of Portage and the Wisconsin Department of Natural Resources (WDNR) to facilitate its recreational use. The increased culvert size will allow for passage under Wisconsin Street and DeWitt Street by canoes, kayaks, and other small non-motorized watercraft. WDNR and the City of Portage were consulted and concurred with proposed culvert improvements.

Construction of the proposed action will be completed in stages and by closing the work zone to through traffic. Stage 1 will close and reconstruct DeWitt Street, while Wisconsin Street remains open to traffic. When DeWitt Street is closed for construction, traffic will be detoured along WIS 16 and Interstate Highway (I-) 39. Stage 2 will close and reconstruct Wisconsin Street, while DeWitt Street remains open to traffic. When Wisconsin Street is closed for construction, traffic will be detoured along WIS 16, WIS 22, and WIS 33/Cook Street. Traffic along Cook Street will remain open at all times. Detour maps for construction stages are included in Appendix 1.

Project activities will require the full acquisition of one property. Although it is a full acquisition, it will not require the relocation of any buildings, businesses, or individuals. The acquisition property is vacant, and contains no buildings. The property is identified in Appendix 5.

Project activities will improve, and in some instances, eliminate, property accesses that could contribute to safety/operational concerns, crash problems, and pedestrian accommodation issues. A map showing the locations of proposed parcel access changes, and coordination conducted with property owners regarding potential access changes is included in Appendix 5. The proposed action will remove driveway access points from seven parcels along the project corridor. No businesses or private residences will have their access to US 51 completely removed. The proposed design includes upgraded and/or new crosswalks (some with islands for refuge, vision, and signals) and upgrading driveways to design standards. Access to business and residential properties will be maintained throughout construction and businesses will be able to remain open during construction.

The existing Ice Age National Scenic Trail and Portage Canal Tow Path will remain open at all times during construction operations, either on the existing alignment, on a detour route around the Portage Canal construction area, or on the ultimate constructed alignment. During construction operations, the trails will be detoured along Lock Street, Cook Street, and Thompson Street. A trail detour map is included in Appendix 1.

4. Construction and Operational Energy Requirements

Construction energy requirements for the proposed project will consist primarily of fuel consumption by construction equipment and energy expended in producing materials needed to construct the new facility. Operational energy requirements are measured by the efficiency of vehicle operation in the corridor. While the amount of construction energy expended would be least for the No Build Alternative, the projected construction energy requirements for the Build Alternatives would be relatively similar.

Immediate energy requirements for construction of the Build Alternatives would be greater than the No-Action Alternative. However, the No-Action Alternative would perpetuate the use of an inefficient transportation system and deteriorated structures. Over the design life of the facility, savings in operational energy would likely be greater than the energy required to construct the facility and, in the long-term, would result in net savings in energy usage.

Maintenance costs would also be greater for the No-Action Alternative. The existing pavement structure will continue to deteriorate and utilize greater amounts of maintenance funds, in addition to the additional energy consumption associated with maintenance related delays for the motoring public.

5. Land Use Adjoining and Surrounding Area

The majority of land within the project area is zoned and used for commercial activity. The Dewitt Street portion of the project (Segment 1 on Figure 1-1) passes through the downtown commercial district. It is characterized by nineteenth and early twentieth century retail buildings on narrow lots. The Wisconsin Avenue portion of the project (Segment 3 on Figure 1-1) contains modern commercial development, strip malls, and chain restaurants. This portion of the corridor includes numerous parking lots and commercial access points. The Levee Trail and Wisconsin River are adjacent to the southern side of the project corridor from Ontario Street to Brady Street (appx. 0.6 miles). The levee is maintained by the City of Portage and regulated by the U.S. Army Corps of Engineers. The levee minimizes the impacts to the community when the Wisconsin River is experiencing high water elevations.

6. Planning and Zoning

This project is sponsored by the City of Portage, as an improvement that is necessary to maintain a safe transportation facility. As the project sponsor, the proposed improvements to the project corridor are compatible with the goals of the City. The project is being built on existing alignment and will not result in the direct change, or inconsistencies with any zoning regulations. The project is compatible with current and planned zoning and development within the project area.

The project is consistent with the City of Portage transportation plans. Project 6918-01-02 is listed in the 2017-2020 Wisconsin Statewide Transportation Improvement Program (STIP).

The following is a list of planning documents within the project area. A review of the planning documents listed shows that although the specific improvements proposed for the project corridor are not specifically identified in each of these plans, the goals of the proposed action (maintaining a safe and efficient roadway for all users) is compatible with all of the planning documents listed.

Plan Name	Author and Year
City of Portage Comprehensive Plan (http://www.portagewi.gov/wp-content/uploads/2017/02/Portage-Comprehensive-Plan-2008-to-2028.pdf)	Schreiber Anderson Associates, Inc., 2008
WisDOT 2017-2020 Wisconsin Department of Transportation Statewide Transportation Improvement Program (STIP) (http://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/highway/stip/stip.pdf)	WisDOT, 2017
Connections 2030 (http://wisconsindot.gov/Pages/projects/multimodal/conn2030.aspx)	WisDOT, 2009

7. Indirect Effects and Cumulative Effects

If any of the following boxes are checked, the Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis found in Appendix 4 of the WisDOT report titled *Guidance for Conducting an Indirect Effects Analysis* must be completed and attached to this environmental document.

An alternative being carried forward for detailed consideration includes;

- ☐ Economic development as a purpose and need element of the proposed project.
- ☐ Construction of one or more new or additional through lanes.
- ☐ Construction of a new interchange or elimination of an existing interchange.
- ☐ Construction of one or more additional ramps or relocation of a ramp lane to a new quadrant on an existing interchange.
- ☐ Changing an at-grade intersection to a grade-separation with no access or a grade-separation to an at-grade intersection.
- ☐ Construction of one or more additional intersections along the mainline created by a new side road access.
- ☐ One or more new access points along a side road within 500' of the mainline.
- ☒ None of the above boxes have been checked, it has therefore been concluded that the proposed action will not result in indirect effects or cumulative effects.
- ☐ The proposed action may result in indirect effects or cumulative effects.
- ☐ The proposed action may result in indirect effects or cumulative effects. It has been determined that a detailed indirect effects and cumulative effects analysis is required. See (N/A) for the detailed analysis.

8. Environmental Justice

Describe how the project development process complies with Executive Order 12898 on Environmental Justice (EJ). If populations of any group covered by EO 12898 are present in the project area, complete Factor Sheet B-4, Environmental Justice.

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

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

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

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

2010 census data for populations within 500 feet of the project corridor, and for the City of Portage, is shown below.
This information was obtained using the EPA screening and mapping tool. (www.epa.gov/ejscreen)

	Within 500 feet of Project Corridor	City of Portage	State of WI
Total population	514	10,324	5,686,986
White	96% of total population	91% of total population	86.2% of total population
Black or African American	<1% of total population	5% of total population	6.3% of total population
American Indian and Alaska Native	<1% of total population	<1% of total population	1.0% of total population
Asian	<1% of total population	<1% of total population	2.3% of total population
Some Other Race	<1% of total population	<1% of total population	2.4% of total population
Hispanic or Latino of any Race	4% of total population	4% of total population	5.9% of total population
Age 65 and over	12% of total population	14% of total population	13.7% of total population

*Totals greater than 100 are due to persons reporting more than one race.

Based on the results of demographic analysis using the EPA EJ Screen and mapping tool, 0% of the households within 500 feet of the project corridor are reported as being linguistically isolated. Linguistic isolation is defined as households in which no one age 14 and over speaks English very well or speaks English only.

No minority or low-income populations have been identified that would be adversely impacted by the proposed project as determined above. Therefore, this project is in compliance with Executive Order 12898 on Environmental Justice.

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

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

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

10. Public Involvement

A. Public Meetings

Date (m/d/yyyy)	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. Number of Attendees
11/17/2015	City of Portage and WisDOT	PIM #1	Portage City Hall	40
2/9/2017	City of Portage and WisDOT	PIM #2	Portage City Hall	15

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

Public Notices

Public Involvement Meeting notices were produced and distributed to study area residents and property owners two weeks prior to the Public Involvement Meetings as well as press releases in the local newspapers and project website. The notices served to update stakeholders on project development and to invite area residents, businesses, and property owners to public information activities. (See Public Involvement documents in Appendix 6)

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

The public involvement process was inclusive of all residents and population groups in the study area and did not exclude any persons because of income, race, color, religion, national origin, sex, age, or disability. Public meetings were held in a handicap accessible building. No extraordinary measures were needed due to disabilities.

Public involvement and coordination meetings included representatives from the City of Portage, Columbia County, local businesses, and neighboring residents. Invitations were distributed to study area residents and property owners, local businesses, representatives from the Ice Age National Scenic Trail, and local, regional, and state government officials.

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

Additional public involvement meeting opportunities planned at this time include the following:

Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)
City of Portage	Private Property Owner and Business Coordination Meetings
City of Portage and WisDOT	Local Official Meetings
City of Portage and WisDOT	PIM #3 (Fall 2018)
City of Portage and WisDOT	PIM #4 (Fall 2019)

11. Briefly summarize the results of public involvement.

- A. Describe the issues, if any, identified by individuals or groups during the public involvement process:
1. During public involvement events, comments were received opposing the roundabout alternative at the Wisconsin Street/Dewitt Street intersection.
 2. During public involvement events, comments were received opposing the inclusion of bike lanes on Wisconsin Street.
 3. During public involvement events, comments were received supporting the inclusion of a safer pedestrian crossing at Wauona Trail, including a traffic signal at this location.
 4. During public involvement events, comments were received in support of the Portage Canal being a water crossing under Wisconsin Street with access for small boats and canoes.
- B. Briefly describe how the issues identified above were addressed:
1. The roundabout alternative was dismissed, and the design proceeded with a traffic signal option.
 2. The inclusion of bike lanes on Wisconsin Street were dismissed. Upgrades to parallel bike routes were recommended to the city as an alternative option for accommodating bicyclists.
 3. A median island was added on Wisconsin Street to provide a two-stage crossing for pedestrians at Wauona Trail. The inclusion of a traffic signal did not meet the required traffic signal warrants.
 4. The culvert at the Portage Canal was designed to be replaced with a larger culvert that would provide safe passage of small watercraft.

12. Local/regional/tribal/federal government coordination**A. Identify units of government contacted and provide the date coordination was initiated.**

Unit of Government (MPO, RPC, City, County, Village, Town, Tribal, Federal, etc.)	Coordination Correspondence Attached	Coordination Initiation Date (m/d/yyyy)	Coordination Completion Date (m/d/yyyy)	Comments
City of Portage	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	July 2013	Ongoing	City of Portage is a project sponsor. Coordination has been ongoing since project scoping.
Columbia County	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	July 2013	Ongoing	Coordination has been ongoing since project scoping.

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

1. The City of Portage requested that project impacts at the US 51 crossing of the Portage Canal should complement ongoing and planned improvements by the City of Portage and the DNR to facilitate the Portage Canal's recreational use.
2. The City of Portage would like Wauona Trail to be the main access route for trucks entering and exiting the City's industrial park, located north of Wisconsin Street, generally from the Portage Canal east to Wauona Trail. The existing side street connections to Wisconsin Street are not designed to appropriately accommodate truck access. The City would also like to enhance pedestrian safety at the existing Wauona Trail pedestrian crossing of Wisconsin Street.
3. The City of Portage identified the Dewitt Street (US 51) / Cook Street (WIS 33) intersection as an area of concern. The City has observed large trucks performing turning movements at this intersection, and the intersection is not designed to appropriately handle this type of truck movement. Trucks will drive up the curb, damaging the curb and cracking the adjacent sidewalk.

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

1. The existing Portage Canal culvert will be replaced with a larger and wider arched metal pipe, to accommodate canoe and other small hand paddled watercraft navigation. WDNR and the City of Portage were consulted and concurred with proposed culvert improvements.
2. The Wauona Trail is a local truck route that connects to STH 33 just east of downtown Portage. The Wauona Trail/Wisconsin Street intersection was designed to accommodate large trucks turning into and out of the intersection. A median island was added to safely accommodate pedestrians crossing Wisconsin Street.
3. Improvements to the Wauona Trail/Wisconsin Street intersection will reduce the number of large trucks turning from DeWitt Street to Cook Street sufficiently to largely address the existing issue.

D. Indicate any unresolved issues or ongoing discussions:

No issues were identified

13. Public Hearing Requirement

- ☐ This document is an Environmental Assessment.
 - ☐ A Notice of Opportunity to Request a Public Hearing **will be** published, or,
 - ☐ A Public Hearing **will be** held.

- ☒ This document is a Type 2c Categorical Exclusion / Environmental Report.
 - ☐ A substantial amount of right-of-way **will** be acquired.
 - ☐ The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.
 - ☐ The proposed action **will** have a substantial adverse impact on abutting property.
 - ☐ The proposed action **will** have other substantial social, economic, environmental effects.
 - ☐ The department has made a determination that a public hearing is in the public interest.

- ☒ None of the above boxes have been checked, it has therefore been concluded that a Notice of Opportunity to Request a Public Hearing **will not** be published and a Public Hearing **is not** required, or,
 - ☐ A Notice of Opportunity to Request a Public Hearing **will be** published, or,
 - ☐ A Public Hearing **will be** held.

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

BASIC SHEET 4 - TRAFFIC SUMMARY MATRIX

	ALTERNATIVES/SECTIONS		
	ALTERNATIVE 1 No-Action Alternative Only Scheduled Maintenance	ALTERNATIVE 2 Roundabout	ALTERNATIVE 3 Traffic Signal (Preferred Alternative)
TRAFFIC VOLUMES			
Base Yr. AADT Yr. 2014	6,900 US 51 (Dewitt St) 13,100 US 51 (Wisconsin Street)	6,900 US 51 (Dewitt St) 13,100 US 51 (Wisconsin Street)	6,900 US 51 (Dewitt St) 13,100 US 51 (Wisconsin Street)
Const. Yr. AADT Yr. 2021	7,200 US 51 (Dewitt St) 13,600 US 51 (Wisconsin Street)	7,400 US 51 (Dewitt St) 13,900 US 51 (Wisconsin Street)	7,400 US 51 (Dewitt St) 13,900 US 51 (Wisconsin Street)
Const. Plus 10 Yr. AADT Yr. 2031	7,700 US 51 (Dewitt St) 14,400 US 51 (Wisconsin Street)	7,800 US 51 (Dewitt St) 14,700 US 51 (Wisconsin Street)	7,800 US 51 (Dewitt St) 14,700 US 51 (Wisconsin Street)
Design Yr. AADT Yr. 2041	8,200 US 51 (Dewitt St) 15,200 US 51 (Wisconsin Street)	8,300 US 51 (Dewitt St) 15,500 US 51 (Wisconsin Street)	8,300 US 51 (Dewitt St) 15,500 US 51 (Wisconsin Street)
DHV Yr. 2041	840 US 51 (Dewitt St) 1,550 US 51 (Wisconsin Street)	850 US 51 (Dewitt St) 1,580 US 51 (Wisconsin Street)	850 US 51 (Dewitt St) 1,580 US 51 (Wisconsin Street)
TRAFFIC FACTORS			
K [<input type="checkbox"/> 30 / <input type="checkbox"/> 100 / <input checked="" type="checkbox"/> 250] (%)	10.2%	10.2%	10.2%
D (%)	59/41	59/41	59/41
Design Year T (% of ADT)	11.7%	11.7%	11.7%
T (% of DHV)	10.1%	10.1%	10.1%
Level of Service	B	A	A
SPEEDS			
Existing Posted	40 mph	40 mph	40 mph
Future Posted	40 mph	40 mph	40 mph
Design Year Project Design Speed	45 mph	45 mph	45 mph
OTHER (specify)			
P (% of ADT)	12.7%	12.7%	12.7%
K ₈ (% OF ADT)	Not Known	Not Known	Not Known
Other			

AADT = Average Annual Daily Traffic

DHV = Design Hourly Volume

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

D = % DHV in predominate direction of travel

T = Trucks

P = % AADT in peak hour

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

1. Identify the agency that generated the data included in the Traffic Summary Matrix.

Data generated from WisDOT Traffic Forecast Report (see Appendix 7)

2. Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed.

January 5, 2016

3. Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix.

Turning movement counts from January 2014 were expanded using the WisDOT Forecasting Section TMC expander tool to develop 2014 count estimates.

4. If a metric other than Annual Average Daily Traffic (AADT) is used for describing traffic volumes such as Average Annual Weekday Traffic (AWDT), explain why a different metric was used and how it compares to AADT.

AADT was used to describe traffic volumes.

BASIC SHEET 5 - AGENCY AND TRIBAL COORDINATION

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Regional Real Estate Section	<input type="checkbox"/> No	N/A	
	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Minor real estate acquisitions will be required. Appropriate coordination with property owners will be conducted. No inhabited houses or active businesses will be acquired. Evidence of coordination is not required when no inhabited houses or active businesses will be acquired.
Bureau of Aeronautics (BOA)	<input type="checkbox"/> No	N/A	
	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	When a proposed highway project that would change the horizontal or vertical alignment of a highway is within five miles of a public use or military airport, the Bureau of Aeronautics shall be notified. The Portage Municipal Airport is identified in a WisDOT airport database as a public use airport. The Portage Municipal Airport is located approximately 1.7 miles northeast of the project. June 1, 2017 – Information regarding the project was provided to BOA (see Appendix 8). BOA did not provide any comments on the proposed action. No impacts are anticipated.
Railroads and Harbors Section	<input checked="" type="checkbox"/> No	N/A	Coordination is not required because no railways or harbors are in or planned for the project area.
	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes <input type="checkbox"/> No	

Agency	Coordination Required?	Correspondence Attached?	Comments
STATE AGENCY			
Natural Resources (DNR)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>August 17, 2015 – Initial Information regarding the project was provided to WDNR.</p> <p>September 23, 2015 – Preliminary comments received from WDNR. Comments included the following:</p> <ul style="list-style-type: none"> Portage Canal and Ice Age Trail are public lands located in project corridor. Project impacts to these resources will require additional coordination. No Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity. Appropriate precautions should be taken to prevent transporting or introducing invasive species via construction equipment. Proper erosion control measures must be used and maintained during all phases of construction. <p>December 9, 2016 – A coordination meeting was held with WDNR, NPS, City of Portage, Columbia County, and the Ice Age Trail Alliance to discuss project impacts on the Ice Age Trail, the Fox-Wisconsin Heritage Parkway, and the Portage Canal. All parties are in support of the proposed action.</p> <p>May 2, 2017 – A project update email was sent to DNR requesting any guidance or requirements on the design specifications of the Portage Canal culvert crossing.</p> <p>May 16, 2017 – DNR provided comments indicated no navigational concerns with the proposed Portage Canal culvert, and no lighting or ventilation requests for the structure.</p> <p>October 10, 2017 – A project update letter was sent to DNR identifying proposed plans for the Wisconsin/Dewitt Street crossing of the Portage Canal.</p> <p>October 19, 2017 – DNR provide comments indicating support for the proposed culvert structure and end treatment selection.</p> <p>WDNR correspondence is presented in Appendix 8.</p>
State Historic Preservation Office (SHPO)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>The State Historic Preservation Office (SHPO) concurs that this project has no effect on archaeological sites or historic properties. Potentially eligible historic buildings/structures were identified in the project's area of potential effect, but will be avoided. The SHPO signed the project's Section 106 form on January 29, 2018. Documentation for Determination of No Adverse Effects (DNAE) is provided in Appendix 9. The signed Section 106 Form is presented in Appendix 10.</p>
Agriculture (DATCP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Coordination is not required. The proposed action will not impact any agricultural land.
Other (Identify)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	

Agency	Coordination Required?	Correspondence Attached?	Comments
FEDERAL AGENCY			
U.S. Army Corps of Engineers (USACE)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Coordination with USACE regarding project impacts to the Wisconsin River Levee, and a corresponding Section 408 review of levee modifications, is ongoing.</p> <p>Coordination with USACE regarding project impacts to wetland will occur with application of the project's Section 404 permit. A Non-Reporting General Permit (GP) is anticipated.</p> <p>USACE coordination is presented in Appendix 8.</p>
U.S. Fish and Wildlife Service (USFWS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Section 7 consultation was conducted with USFWS. An official species list for the project area was obtained using the USFWS Information for Planning and Consultation (IPaC) tool. The USFWS species list identifies the potential for threatened or endangered species in the general project area. However, the list states there are no suitable habitat areas within the proposed project area.</p> <p>The project is determined to have No Effect on any Endangered Resources. There are no anticipated impacts to fish or wildlife habitats.</p> <p>USFWS coordination is presented in Appendix 8.</p>
Natural Resources Conservation Service (NRCS)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<p>Coordination with NRCS was not required for the project. The proposed action will not impact any agricultural land.</p>
U.S. National Park Service (NPS)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>The project corridor includes an at-grade crossing of the Ice Age National Scenic Trail. The trail is maintained by the Ice Age Trail Alliance in cooperation with the NPS. The trail's inclusion as a National Scenic Trail puts it under the jurisdiction of the U.S. National Park Service.</p> <p>August 28, 2015 – Information regarding the project was provided to the NPS.</p> <p>October 21, 2015 – Preliminary comments received from NPS. NPS is supportive of the project. NPS preference is to have a grade separated crossing of US 51.</p> <p>December 9, 2016 – A coordination meeting was held with NPS, WDNR, City of Portage, Columbia County, and the Ice Age Trail Alliance to discuss project impacts on the Ice Age Trail and the Portage Canal. NPS understands that a grade separated crossing at this location is not feasible. All parties are in support of the proposed action.</p> <p>October 24, 2017 – A project update letter was sent to NPS identifying proposed plans for the Portage Canal and Ice Age National Scenic Trail crossing at US 51.</p> <p>Coordination with the NPS is ongoing. NPS coordination is presented in Appendix 8.</p>
U.S. Coast Guard (USCG)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<p>Coordination with USCG was not required. There are no commercial navigable waters along the project</p>
U.S. Environmental Protection Agency (EPA)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<p>Coordination with EPA was not required for the project.</p>
Advisory Council on Historic Preservation (ACHP)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<p>The Wisconsin State Historic Preservation Officer signed the project's Section 106 form on January 29, 2018. Coordination with the ACHP is not required.</p>

Agency	Coordination Required?	Correspondence Attached?	Comments
Other (Identify) Ice Age Trail Alliance	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>The project corridor includes an at-grade crossing for the Ice Age National Scenic Trail. The trail is maintained by the Ice Age Trail Alliance in cooperation with the NPS. The trail's inclusion as a National Scenic Trail puts it under the jurisdiction of the NPS.</p> <p>August 28, 2015 – Information regarding the project was provided to the Ice Age Trail Alliance.</p> <p>December 9, 2016 – A coordination meeting was held with NPS, WDNR, City of Portage, Columbia County, and the Ice Age Trail Alliance to discuss project impacts on the Ice Age Trail. All parties are in support of the proposed action.</p> <p>October 24, 2017 – A project update letter was sent to the Ice Age Trail Alliance, identifying proposed plans for the Portage Canal and Ice Age National Scenic Trail crossing at US 51.</p> <p>Coordination with the Ice Age Trail Alliance is ongoing. Coordination with the Ice Age Trail Alliance is included in Appendix 8.</p>
Other (Identify) Fox Wisconsin Heritage Parkway	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>August 28, 2015 – Information regarding the project was provided to the Fox Wisconsin Heritage Parkway.</p> <p>February 10, 2016 – Preliminary comments received from the Fox Wisconsin Heritage Parkway.</p> <p>Correspondence with the Fox Wisconsin Heritage Parkway is presented in Appendix 8.</p>
SOVEREIGN NATIONS			
American Indian Tribes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>In accordance with WisDOT policy, all required American Indian Tribes were notified of the proposed project.</p> <p>November 25, 2015 – Letter sent to 10 Native American Tribe/interests. No responses received.</p> <p>Correspondence with American Indian Tribes is presented in Appendix 8.</p>

BASIC SHEET 6 - ALTERNATIVES COMPARISON MATRIX

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

PROJECT PARAMETERS	Unit of Measure	Alternatives/Sections		
		ALTERNATIVE 1 No-Action Alternative Only Scheduled Maintenance	ALTERNATIVE 2 Roundabout	ALTERNATIVE 3 Traffic Signal (Preferred Alternative)
Project Length	Miles	1.25	1.25	1.25
PRELIMINARY COST ESTIMATE (YOE)				
Construction (YOE 2018)	Million \$	\$970,000	\$6,400,000	\$5,900,000
Real Estate (YOE 2018)	Million \$	\$0.0	\$250,000	\$100,000
TOTAL	Million \$	\$970,000	\$6,650,000	\$6,000,000
LAND CONVERSIONS				
Total Area Converted to ROW	Acres	0.0	1.29	0.42
REAL ESTATE				
Number of Farms Affected	Number	0	0	0
Total Area Required From Farm Operations	Acres	0	0	0
AIS Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Farmland Rating	Score	NA	NA	NA
Total Buildings Required	Number	0	0	0
Housing Units Required	Number	0	0	0
Commercial Units Required	Number	0	0	0
Other Buildings or Structures Required	Number & Type	0	0	0
ENVIRONMENTAL FACTORS				
Indirect Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Cumulative Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Environmental Justice Populations		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
National Register Eligible Historic Structures in the Area of Potential Effect	Number	0	0	0
National Register Eligible Archeological Sites in the Area of Potential Effect	Number	0	0	0
Burial Site Protection (authorization required)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
106 MOA Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Section 4(f) Evaluation Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Section 6(f) Land Conversion Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Flood Plain		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Unique Upland Habitat Identified		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Wetlands Filled	Acres	0.0	0.2	0.2
Stream Crossings	Number	1	1	1
Threatened/Endangered Species		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Noise Analysis Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Receptors Impacted	Number	0	0	0
Contaminated Sites	Number	24	24	24

BASIC SHEET 7 - EIS SIGNIFICANCE CRITERIA

In determining whether a proposed action is a "major action significantly affecting the quality of the human environment," the proposed action must be assessed in light of the following criteria (1) if significant impact(s) will result, the preparation of an environmental impact statement (EIS) should commence immediately. Indicate whether the issue listed below is a concern for the proposed action or alternative and (2) if the issue is a concern, explain how it is to be addressed or where it is addressed in the environmental document.

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

BASIC SHEET 8 - ENVIRONMENTAL COMMITMENTS

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

Factor Sheet	Commitment (If none, include "No special provision or supplemental commitments required.")
A-1 General Economics	<p>The Transportation Management Plan will be followed; access to residences will be maintained during construction.</p> <p>WisDOT has offered to provide assistance to the City through WisDOT's "In This Together" program. This program includes information and sample materials on how businesses and communities have successfully managed changes in traffic patterns as a result of highway construction.</p> <p>The WisDOT Design and Construction Engineer will assure fulfillment of this commitment.</p>
A-2 Business	<p>The Transportation Management Plan will be followed; access to businesses will be maintained during construction.</p> <p>WisDOT has offered to provide assistance to the City through WisDOT's "In This Together" program. This program includes information and sample materials on how businesses and communities have successfully managed changes in traffic patterns as a result of highway construction.</p> <p>The WisDOT Design and Construction Engineer will assure fulfillment of this commitment.</p>
A-3 Agriculture	No commitments needed.
B-1 Community or Residential	<p>The Transportation Management Plan will be followed; access to businesses, residences, schools, and emergency vehicles will be maintained during construction. Construction of individual driveways may require temporary closures. The WisDOT Construction Supervisor will coordinate with police, fire, and emergency services to assure fulfillment of this commitment.</p> <p>WisDOT has offered to provide assistance to the City through WisDOT's "In This Together" program. This program includes information and sample materials on how businesses and communities have successfully managed changes in traffic patterns as a result of highway construction.</p> <p>The WisDOT Design and Construction Engineer will assure fulfillment of this commitment.</p>
B-2 Indirect Effects	No commitments needed
B-3 Cumulative Effects	No commitments needed
B-4 Environmental Justice	No commitments needed
B-5 Historic Resources	<p>No commitments needed.</p> <p>The SHPO concurred with the project's Determination of No Adverse Effect (DNAE) documentation. Based on the results of an architecture/history survey completed in 2015 and 2016, one historic property was identified, the National Register-listed Portage Canal. In addition, parts of the National Register-listed Portage Retail Historic District and Portage Industrial Waterfront Historic District are within the project's area of potential effect.</p>

Factor Sheet	Commitment (If none, include "No special provision or supplemental commitments required.")
B-6 Archaeological/Burial Sites	<p>No commitments needed.</p> <p>The SHPO concurred with the project's DNAE documentation. Based on the results of an archaeological survey completed in 2015 and 2016, two previously recorded sites were identified in the project area, no new sites were recorded. There will be no effect to the identified archaeological resources as a result of the proposed project, and no additional archaeological investigations are recommended.</p>
B-7 Tribal Coordination/Consultation	No commitments needed
B-8 Section 4(f) and 6(f) or Other Unique Areas	<p><u>Ice Age National Scenic Trail</u> – The Ice Age National Scenic Trail will remain open during construction operations either on existing alignment, detour route around the work zone, or on the proposed alignment. During construction operations, the Ice Age National Scenic Trail will be detoured along Lock Street, Cook Street, and Thompson Street to avoid the work zone and provide safe passage for all trail users.</p> <p>The WisDOT Construction Supervisor will assure fulfillment of this commitment.</p>
B-9 Aesthetics	<p>The City of Portage developed a Concept Streetscape Plan for US 51, from Ontario Street to East Pleasant Street. The proposed action will match the existing theme on Cook Street, and incorporate community sensitive design concepts identified in the plan including:</p> <ul style="list-style-type: none"> • Tinted concrete • Decorative light poles • Ornamental grasses • Painted crosswalks • Street trees <p>The proposed action will also include creation of a pocket park, located where the Ice Age National Scenic Trail crosses US 51. The City of Portage will include the following in the proposed pocket park:</p> <ul style="list-style-type: none"> • A meandering concrete sidewalk • Decorative lighting • A plaza/seating area • Planting beds • Lawn areas <p>The City of Portage will include the installation of a decorative concrete endwall treatment at both approaches of the reconstructed Portage Canal culvert pipe.</p>
C-1 Wetlands	<p>Unavoidable wetland impacts will be mitigated in accordance with the WisDOT/WDNR Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline. The Wisconsin Department of Natural Resources (WDNR) and U.S. Army Corps of Engineers (USACE) shall be notified regarding the amount and type of unavoidable wetland impacts at final design. A Section 401 Water Quality Certification from the WDNR and a Section 404 Permit from the USACE will be obtained prior to construction. The WisDOT environmental coordinator and design engineer will ensure fulfillment of this commitment.</p>

Factor Sheet	Commitment (If none, include "No special provision or supplemental commitments required.")
C-2 Rivers, Streams and Floodplains	<p>To prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel, and other invasive species, WisDOT Standard Special Provision 107-055 Environmental Protection – Aquatic Exotic Species Control will be followed.</p> <p>The WisDOT Construction Project Manager will assure fulfillment of this commitment.</p>
C-3 Lakes or other Open Water	No commitments needed
C-4 Groundwater, Wells and Springs	No commitments needed
C-5 Upland Wildlife and Habitat	No commitments needed
C-6 Coastal Zones	No commitments needed
C-7 Threatened and Endangered Species	No commitments needed
D-1 Air Quality	No Commitments Needed
D-2 Construction Stage Sound Quality	<p>WisDOT Standard Specification 107.8(6) and 108.7.1 will apply.</p> <p>The WisDOT Construction Project Manager will assure fulfillment of this commitment.</p>
D-3 Traffic Noise	No commitments needed
D-4 Hazardous Substances or Contamination	<p>Contaminated soil and ground water is within the extent of proposed temporary easements and fee parcel acquisition.</p> <p>Soil excavated at these locations will be field-screened by an environmental consultant during excavations for the reconstruction of US 51:</p> <ul style="list-style-type: none"> • Soil with significant petroleum contamination will be treated and disposed at a WDNR-licensed bioremediation facility. • Soil with significant CVOC or metals contamination will be direct landfilled at a WDNR-licensed disposal facility. • Soil exhibiting low-level contamination based on field screening will be considered suitable for reuse as backfill on the project. <p>If dewatering is required, the contractor will be responsible for treating contaminated groundwater and discharging to surface, or pumping and hauling contaminated groundwater off-site for treatment.</p> <p>All excavated sediment will require disposal as direct-landfill at a WDNR-licensed disposal facility.</p> <p>The WisDOT Construction Project Manager will fulfill this commitment.</p>
D-5 Storm Water	<p>Storm water management will be implemented in accordance with standard storm water management practices and the WisDOT / DNR Cooperative Agreement. Inlet protections will be required during construction.</p> <p>The WisDOT Construction Project Manager will fulfill this commitment.</p>

Factor Sheet	Commitment (If none, include "No special provision or supplemental commitments required.")
D-6 Erosion Control	Permanent and temporary erosion control measures will be implemented during construction to minimize erosion. Construction site erosion control will be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the WisDOT/WDNR cooperative agreement. The Erosion Control Implementation Plan (ECIP) will be completed prior to construction, and will be adhered to during construction. The WisDOT Construction Project Manager will be responsible for overseeing erosion control implementation.
E- Ice Age National Scenic Trail	<p>The existing Ice Age National Scenic Trail and Portage Canal Tow Path will remain open at all times during construction operations, either on the existing alignment, on a detour route around the Portage Canal construction area, or on the ultimate constructed alignment. During construction operations, the trails will be detoured along Lock Street, Cook Street, and Thompson Street.</p> <p>The WisDOT Construction Project Manager will fulfill this commitment.</p>

BASIC SHEET 9 - ENVIRONMENTAL FACTORS MATRIX

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
<p>Note: If the effect on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included.</p>					
A. ECONOMIC FACTORS <i>Factor Sheet A-1, General Economics, must be included if Factor Sheet A-2 or A-3 is completed.</i>					
A-1 General Economics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Proposed Action will cause a minor temporary inconvenience to services and access to local commerce during construction. The project will assist in increasing economic viability of the area by promoting safe and efficient travel and access to and through the project area.
A-2 Business	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No businesses will be acquired or relocated due to the proposed action. The project will require strip right-of-way acquisitions from some adjacent property/business owners. Access to adjacent businesses will be maintained during construction, but temporary adverse effect will result from delays/inconveniences during construction. The improved roadway and bicycle/pedestrian accommodations will benefit local business by increasing level of service, safety, and access for employees and the shipment of goods and services in the project area.
A-3 Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No effects, project is in an urban area.
B. SOCIAL/CULTURAL FACTORS					
B-1 Community or Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No residential or business properties will be acquired or relocated due to the proposed action. The preferred alternative will benefit the project area by providing a safer and more efficient roadway, to accommodate safe pedestrian and bicycle travel, and providing safe and efficient access of police, fire, and other emergency services. The proposed action may cause temporary traffic delay to local residents during construction.
B-2 Indirect Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No potential indirect effects have been identified, as much of the project will be on existing alignment. Land use, development, and traffic volume changes are not expected to change due to construction of the proposed action.
B-3 Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No potential cumulative effects have been identified.
B-4 Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No environmental justice populations, as defined by EO 12898, were identified as present in the project area.
<i>For B-5 through B-8, if any of these resources are present on the project, involve the REC early because of possible project schedule implications.</i>					
B. SOCIAL/CULTURAL FACTORS (cont'd)					
B-5 Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Based on the results of an architecture/history survey completed in 2015 and 2016, one historic property was identified in the projects area of potential effect; the National Register-listed Portage Canal. In addition, parts of the National Register-listed Portage Retail Historic District and Portage Industrial Waterfront Historic District are within the project's area of potential effect. The SHPO concurs with the project's DNAE documentation regarding properties in the area of potential effect. The SHPO concurs that this project has no effect on historic properties, historic districts, or the Portage Canal. The Wisconsin State Historic Preservation Officer signed the project's Section 106 form on January 29, 2018. This concludes the Section 106 review process for the project. The project's DNAE documentation is presented in Appendix 9. The signed Section 106 Form is presented in Appendix 10.
B-6 Archaeological/ Burial Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Based on the results of an archaeological survey completed in 2015 and 2016, two previously recorded sites were identified in the project's area of potential effect. No new sites were recorded. The SHPO concurs with the project's DNAE documentation regarding archaeological sites in the project's area of potential effect. Survey results indicate that the proposed undertaking will have no effect on these sites, and no additional archaeological investigations are recommended within the proposed project area. The SHPO signed the project's Section 106 form on January 29, 2018. This concludes the Section 106 review process for the project. The project's DNAE documentation is presented in Appendix 9. The signed Section 106 Form is presented in Appendix 10.

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
B-7 Tribal Coordination /Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Note: If the effect on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included.</p> <p>In accordance with WisDOT policy, all required American Indian Tribes were notified of the proposed project.</p> <p>No other tribal interests or issues were expressed in response to project notification.</p>
B-8 Section 4(f) and 6(f) or Other Unique Areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The proposed action will not impact any 6(f) resources.</p> <p>Riverside Park: Riverside Park is a City of Portage Park. The City of Portage is the official with jurisdiction over the property. The City of Portage signed a letter on December 6, 2017 agreeing that the project would not adversely affect the activities, features, and attributes that qualify Riverside Park for protection under Section 4(f). The City of Portage has been informed that FHWA may make a de minimis finding under 4(f) and will use the City of Portage's written concurrence that the project does not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) in making that finding.</p> <p>Proposed project improvements would reconstruct the sidewalk along US 51 (Wisconsin Street) adjacent to Riverside Park. The US 51 roadway would be reconstructed and widened slightly, requiring the sidewalk to move 4 feet closer to the park. The improvements may also require the removal of a few trees within the proposed right-of-way. The proposed project would require the acquisition of approximately 0.1 acres for permanent road right-of-way from Riverside Park property, and 0.1 acres for temporary limited easement while construction is taking place.</p> <p>Portage Canal: The Portage Canal is an approximately 2.5-mile-long waterway between the Wisconsin River and the Fox River. The US 51 (Wisconsin Street) roadway crosses the Portage Canal at the existing US 51/Wisconsin Street and US 51/DeWitt Street intersection. The Portage Canal is a public property owned by the DNR. The canal is on the National and State Register of Historic Places (for its association with Wisconsin's transportation history) and the adjacent banks of the canal are part of the Ice Age National Scenic Trail (IANST). East of the canal, the IANST is on the south bank of the canal. West of the canal, the IANST is on the north bank of the canal. In 1951 the Wisconsin River locks were welded shut. WDNR comments indicate that it is extremely important that this canal no longer connects the Fox River and the Wisconsin River as these separate the Mississippi River and the Great Lakes, reducing the chance for the spread of invasive species and diseases between these basins.</p> <p>The only direct impact to the Portage Canal will be the replacement of the existing ten-foot wide corrugated metal culvert pipe under US 51/Wisconsin Street and US 51/DeWitt Street with a larger and wider arched metal pipe.</p> <p>The culvert pipe replacement will complement ongoing and planned improvements to the Portage Canal by the City of Portage and the Wisconsin Department of Natural Resources (WDNR) to facilitate its recreational use. The increased culvert size will allow for passage under US 51/Wisconsin Street. The SHPO agreed with the project's DNAE documentation regarding the Portage Canal. The SHPO concurs that this project has no effect on historic properties, including the Portage Canal.</p> <p>Ice Age National Scenic Trail: The project corridor includes an at-grade crossing for the Ice Age National Scenic Trail. The IANST is a National Park Service trail, managed by a partnership between the National Park Service and the Ice Age Trail Alliance. The IANST is a 1,200-mile footpath entirely within Wisconsin and is one of only eleven national scenic trails. It is open for hiking, backpacking and snowshoeing; many segments support cross-country skiing as well. Project activities will not impact the IANST.</p> <p>The IANST will remain open at all times during construction operations, either on the existing alignment, on a detour route around the Portage Canal construction area, or on the ultimate constructed alignment. During construction operations, the trail will be detoured along Lock Street, Cook Street, and Thompson Street.</p>

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	<p>Note: If the effect on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included.</p> <p>Effects</p>
					<p>Fox-Wisconsin Heritage Water Trail: The Fox-Wisconsin Heritage Water Trail (FHWWT) is located on the Fox River and Lower Wisconsin River waterways. This water trail route was selected for its significance as the exploration route of Fr. Jacques Marquette and Louis Joliet. The Portage Canal is included in this waterway trail. Project activities will not impact the FHWWT.</p> <p>Levee Trail; A shared use, bicycle/pedestrian trail, that runs parallel to Wisconsin Street (US 51) along the top of the Wisconsin River Levee. Project activities will include reconstructing the existing connection between the Levee Trail and Wauona Trail, adding an ADA/wheelchair accessible ramp from Wisconsin Street to the Levee Trail. Two new ADA/wheelchair accessible connections from the Levee Trail to Wisconsin Street will also be made at Brooks Street and Ontario Street.</p>
B-9 Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The current viewshed throughout the project area consists of residential and commercial land uses. The new pavement and streetscaping features will benefit the aesthetics along the project corridor. Under the signed State Municipal Agreement (SMA) the City of Portage plans to include the installation of a decorative concrete endwall treatments at both approaches of the reconstructed Portage Canal culvert pipe to improve visual aesthetics for Canal users, city residents, and the surrounding property owners. In addition, decorative street lighting and colored cross-walks will be installed as part of the project.</p>

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
<p>Note: If the effect on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included.</p>					
C. NATURAL RESOURCE FACTORS					
C-1 Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Approximately 0.2 acres of wetland will be impacted by the Proposed Action. See preliminary wetland impact displays in Appendix 11.</p> <p>Wetland fill will require compensatory mitigation pursuant to the DNR/DOT cooperative agreement. Wetland impacts will be mitigated in accordance with the WisDOT Wetland Mitigation Banking Technical Guidelines.</p>
C-2 Rivers, Streams and Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The US 51 (Wisconsin Street) roadway crosses the Portage Canal at the existing US 51/Wisconsin Street and US 51/DeWitt Street intersection. The Portage Canal is an approximately 2.5-mile-long waterway between the Wisconsin River and the Fox River.</p> <p>The only direct impact to the Portage Canal will be the replacement of the existing ten-foot-wide corrugated metal culvert pipe under US 51/Wisconsin Street and US 51/DeWitt Street with a larger and wider arched metal pipe.</p> <p>The culvert pipe replacement will complement ongoing and planned improvements to the Portage Canal by the City of Portage and the Wisconsin Department of Natural Resources (WDNR) to facilitate its recreational use. The increased culvert size will allow for passage under US 51/Wisconsin Street and US 51/DeWitt Street by canoes, kayaks, and other small non-motorized watercraft.</p> <p>The proposed work is not within the 100-year floodplain according to the National Flood Insurance Program (NFIP) flood insurance rate map, Columbia County, WI and incorporated areas. The proposed project does not fall within the special flood hazard area.</p>
C-3 Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No lake or other open water resources within the project area.
C-4 Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No groundwater, well, or spring resources impacted by the project.
C-5 Upland Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project is in an urban area. No upland wildlife or habitat resources are within the project area.
C-6 Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No coastal zone resources within the project area.
C-7 Threatened and Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>There are no threatened or endangered species within the project limits.</p> <p>See Attachment 8 – Agency Coordination.</p>

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
<p>Note: If the effect on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included.</p>					
D. PHYSICAL FACTORS					
D-1 Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This project is exempt from permit requirements. No substantial impacts to air quality are expected.
D-2 Construction Stage Sound Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	WisDOT Standard Specification 107.8(6) and 108.7.1 will apply.
D-3 Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A noise analysis was not required for this project. No impacts are expected.
D-4 Hazardous Substances or Contamination	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Based on the findings of a Phase I Hazardous Materials Assessment (HMA) prepared for the project, twenty-four (24) incidents/sites with previously recognized environmental conditions were identified adjacent to the proposed improvements on US 51 (Wisconsin and Dewitt Streets).</p> <p>A Phase 2.5/3 Investigation to identify and evaluate the nature and extent of potential soil and groundwater contamination within the limits of construction of the US 51 corridor was completed adjacent to nineteen (19) of the sites with previously recognized environmental conditions identified in the project's Phase 1 HMA. The results of the Phase 2.5/3 investigation concluded that contaminated soil, groundwater, and sediment are present within the limits of construction at twelve (12) sites. Saturated soils were typically observed at depths ranging from 4 to 14 feet below ground surface. No USTs were encountered during the investigation.</p> <p>Complete acquisition of one (1) property with known previous contamination will be required for construction activities. Contamination was identified within the extent of this property acquisition.</p> <p>Contamination is within the extent of temporary easements required at six (6) sites.</p> <p>Contaminated soils and/or groundwater encountered during construction will be remediated.</p>
D-5 Stormwater	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Stormwater will be controlled through the use of the methods shown in the latest edition of the WisDOT's Standard Specifications for Highway and Structure Construction through consultation with the Wisconsin Department of Natural Resources pursuant to the DOT/DNR Cooperative Agreement. This will be made part of the construction contract to be administered by the WisDOT project engineer.
D-6 Erosion Control and Sediment Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Erosion and sediment transport will be controlled through the use of the methods shown in the latest edition of the WisDOT's Standard Specifications for Highway and Structure Construction through consultation with the Wisconsin Department of Natural Resources pursuant to the DOT/DNR Cooperative Agreement.</p> <p>An erosion control plan will be submitted to WDNR as required under TRANS 401 and the DOT/DNR Cooperative Agreement.</p> <p>This will be made part of the construction contract to be administered by the WisDOT project engineer.</p>
E. OTHER FACTORS					
E-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
E-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

COMMUNITY OR RESIDENTIAL EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-1

Alternative Alternative #2 – Traffic Signal	Total Length of Center Line of Existing Roadway: 1.25 Miles Length of This Alternative: 1.25 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

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

Name of Community/Neighborhood City of Portage Incorporated <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
City of Portage Total population—10,324 White—91% of total population Black or African American—5% of total population American Indian and Alaska Native—<1% of total population Asian—<1% of total population Some Other Race—<1% of total population Hispanic or Latino of any Race—4% of total population Age 65 and over—14% of total population *Totals greater than 100 are due to persons reporting more than one race. Within 500 feet of Project Corridor Total population—514 White—96% of total population Black or African American—<1% of total population American Indian and Alaska Native—<1% of total population Asian—<1% of total population Some Other Race—<1% of total population Hispanic or Latino of any Race—4% of total population Age 65 and over—12% of total population *Totals greater than 100 are due to persons reporting more than one race.

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

The project area's transportation system consists of local streets, county highways, Wisconsin State Highways, United State's Highways, Interstate Highways, freight and passenger rail, small aircraft, and bicycle/pedestrian trails and walkways.

Streets Network

Officially designated trucks routes within the City of Portage are I-39, US 51, and WIS 16 and WIS 33. I-39 connects with I-90/94 about 4 miles south of the City. Major east-west routes through the city are WIS 16 and WIS 33, connecting Portage to the Wisconsin Dells area directly to the west, and the Fond du Lac and Fox Valley areas to the east. US 51, WIS 16, and WIS 33 all pass through downtown Portage. WIS 33 is a major truck route connecting I-39/90/94 to destinations to the east, particularly in the Fox Valley area. This connection brings significant truck traffic on Cook Street through the downtown business district.

The US 51 corridor is a major gateway into the City.

Air and Rail Service

The Portage Municipal Airport is located approximately 2 miles northwest of the project. The Portage Municipal Airport is classified as a General Utility Airport. The Canadian Pacific Railway connects Portage to the cities of Milwaukee and Minneapolis/St. Paul. Intercity passenger rail is available through Amtrak service in Portage. Amtrak operates one train per day that provides Portage with regional connection to Chicago, Milwaukee, Columbus, Wisconsin Dells, Tomah, Winona, Red Wing, and St. Paul.

Bikes and Pedestrians

Pedestrian and bicycle accommodations through the project corridor are inconsistent and incomplete. On-street bike accommodations are currently not provided. The Portage Canal Towpath Trail and Ice Age National Scenic Trail cross Wisconsin Street (US 51) at the US 51 (Wisconsin Street) and US 51 (Dewitt Street) intersection.

The Portage Area Trail and Heritage System (PATHS) and the Fox Wisconsin Heritage Water Trail are shared use trail network in the Portage area for walking, bicycling and boating. Existing portions of this system include the Big Loop Trail (circling the city), the Portage Canal Towpath Trail, Top O' the Levee Trail, North Loop Trail (north of the Big Loop Trail), and the water trails on the Wisconsin and Fox Rivers. The goal of PATHS is to link the natural and historic features of the Portage area into a comprehensive system of foot and bicycle paths and roadways allowing for increased recreational, economic and environmental opportunities.

Bicycling within the City of Portage is available through on-street facilities. Local, collector and arterial roads are available for biking. The need for improved bicycling designations on City of Portage roads was identified during the City's comprehensive planning process.

3. Identify and discuss the probable changes resulting from the proposed action to the existing modes of transportation and their function within the community or neighborhood:

No considerable changes to the existing modes of transportation will occur due to this project.

To enhance existing bike accommodations in the project area and provide connections to existing trails/multi-use paths, wide outside driving lanes are proposed on DeWitt Street (US 51). In lieu of placing bike accommodations on Wisconsin Street (US 51), a parallel bike route will be added one block to the northeast along Thompson Street.

These enhancements will improve connections in the area for bikers and pedestrians and enhance biker and pedestrian safety.

The existing Ice Age National Scenic Trail will remain open during construction operations either on existing alignment, or a detour route.

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

The project will not have any direct or indirect effects on planned land use in the area. The project is consistent with planned improvements in the area, and consistent with local planning efforts.

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

Discussed at Local Official meetings and at the PIMs, emergency vehicles will be provided access to properties within the project area during construction via parallel and adjacent roadways and alleys. Due to the necessity to use parallel routes to maintain access, emergency response times may be delayed during construction.

There will be no changes to emergency or other public services after construction of the proposed project. The preferred alternative will benefit all roadway users, including emergency and public services, by providing a safer and more efficient roadway.

6. **Describe any physical or access changes that will result. This could include effects on lot frontages, side slopes or driveways (steeper or flatter), sidewalks, reduced terraces, tree removals, vision corners, etc.:**
Project activities will improve, and in some instances, eliminate, property accesses that could contribute to safety/operational concerns, crash problems, and pedestrian accommodation issues. The proposed action will consolidate driveway access points from nine parcels along the project corridor. No businesses or private residences will have their access to US 51 completely removed. Four businesses with multiple existing driveway access points will have one driveway removed. A map showing the locations of proposed parcel access changes, and coordination conducted with property owners regarding potential access changes is included in Appendix 5.

The enlargement of Wauona Street at the intersection with Wisconsin Street and addition of a raised median on the north leg (Wisconsin Street) of the intersection will improve operations for large trucks accessing the existing industrial development and also improve safety for pedestrians and bicycle crossing to and from the levee trail.

Driveways

The proposed action will result in the following driveway access changes:

- Removal of four (4) existing driveway access points along Edgewater Street due to the realignment of the Dewitt Street intersection. The proposed action will include two new driveway access points; one on Wisconsin Street, and one on the reconstructed Dewitt Street.



- Removal of a driveway access to a vacant lot on the north side of Wisconsin Street between Pauquette Street and Brady Street. The property will still have an existing access point on Brady Street.



- Removal of one of two driveway access points for a gas station located on the north side of Wisconsin Street, just east of Brooks Street.



- Removal of one of two driveway access points for a business located on the north side of Wisconsin Street, just east of Michigan Street.



- Removal of one of two driveway access points for a business located on the west side of Wauona Trail, just north of Wisconsin Street.



- Removal of a driveway access for a business located on the north side of Wisconsin Street, just west of Erie Street; the business will still have access to Wisconsin Street via Erie Street.



Sidewalks

The proposed action will include pedestrian accommodations along the entire north side of Wisconsin Street, from the reconstructed Dewitt Street intersection to Ontario Street. The proposed action will replace all existing sidewalk on the north side of Wisconsin Street, from Dewitt Street to Wauona Trail, and add new sidewalk on the north side of Wisconsin Street from Wauona Trail to Ontario Street. On all side road intersections, sidewalks will be reconstructed to match existing conditions.

On the south side of Wisconsin Street, all existing sidewalk will be reconstructed from the Dewitt Street intersection through Riverside Park. The sidewalk will be extended approximately 150 feet, to the Brady Street intersection. All reconstructed and new sidewalk will be ADA/wheelchair accessible.

From Brady Street to Ontario Street, pedestrians will be accommodated via the existing Levee Trail shared-use path on top of the Wisconsin River levee. Right-of-Way (ROW) would be purchased to reconstruct the existing connection between the Levee Trail and Wauona Trail, adding an ADA/wheelchair accessible ramp from Wisconsin Street to the Levee Trail. Two new ADA/wheelchair accessible connections from the Levee Trail to Wisconsin Street will also be made at Brooks Street and Ontario Street.

Bicycles

In lieu of placing bike accommodations on Wisconsin Street (US 51), the City of Portage will create a parallel bike route one block to the northeast along Thompson Street by providing signage for the parallel bike route, and removing on-street parking from one side of Thompson Street between the Portage Canal and Wauona Trail to allow for a dedicated bike lane.

Tree Removal

The proposed action will require sporadic tree removal to facilitate construction.

7. Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have on the community/neighborhood:

No community / neighborhood facilities will be affected by the proposed action.

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

Through public involvement efforts, the following factors were indicated as important (also see *results of public involvement* on page 20):

- During public involvement events, comments were received opposing the roundabout alternative.
- During public involvement events, comments were received opposing the inclusion of bike lanes on Wisconsin Street.
- During public involvement events, comments were received supporting the inclusion of a safer pedestrian crossing at Wauona Trail, including a traffic signal at this location.
- During public involvement events, comments were received in support of the Portage Canal being a water crossing under Wisconsin Street with access for small boats and canoes.

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

The City of Portage developed a Concept Streetscape Plan for US 51, from Ontario Street to East Pleasant Street. The proposed action will match the existing theme on Cook Street, and incorporate community sensitive design concepts completed by the City of Portage, and identified in the plan, including:

- Tinted concrete
- Decorative light poles
- Ornamental grasses
- Painted crosswalks
- Street trees

The proposed action will also include creation of a pocket park, located where the Ice Age National Scenic Trail crosses US 51. The City of Portage will be responsible for, and include the following in the proposed pocket park:

- A meandering concrete sidewalk
- Decorative lighting
- A plaza/seating area
- Planting beds
- Lawn areas

The City of Portage has committed to fund the installation of a decorative concrete endwall treatment at both approaches of the reconstructed Portage Canal culvert pipe as part of the project.

10. Indicate the number and type of any residential buildings that will be acquired because of the proposed action.

- a. ☒ None identified.
- b. ☐ No occupied residential building will be acquired as a result of this project. Provide number and description of non-occupied buildings to be acquired.
- c. ☐ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc.

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative Alternative #2 – Traffic Signal	Total Length of Center Line of Existing Roadway: 1.25 Miles Length of This Alternative: 1.25 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

1. Property Name: Riverside Park**2. Location:** South side of Wisconsin Street (US 51), at the Pauquette Street intersection**3. Ownership or Administration:** City of Portage**4. Type of Resource:**

- ☒ Public Park.
- ☐ Recreational lands.
- ☐ Ice Age National Scenic Trail.
- ☐ NRCS Wetland Reserve Program.
- ☐ Wildlife Refuge.
- ☐ Waterfowl Refuge.
- ☐ Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- ☐ Other – Identify:

5. Do FHWA requirements for section 4(f) apply to the project's use of the property?☐ No - Check all that apply:

- ☐ Project is not federally funded.
- ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
- ☐ Property is not on or eligible for the NRHP.
- ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
- ☐ Interstate Highway System Exemption.
- ☐ Other - Explain:

☒ Yes - Check all that apply:

- ☐ Indicate which of the Programmatic/Negative Declaration Section 4(f) Evaluation(s) applies.
 - ☐ Historic Bridge.
 - ☐ Park minor involvement.
 - ☐ Historic site minor involvement.
 - ☐ Independent bikeway or walkway.
 - ☐ Great River Road.
 - ☐ Net Benefit to Section 4(f) Property.

☒ Determination of a De minimis Impact to Section 4(f) property approved on _____.☐ Full 4(f) evaluation approved on _____.**6. Was special funding used to acquire the land or to make improvements on the property?**☒ No - Special funding was not used for the acquisition of this property.☐ Yes:

- ☐ s.6(f) LWCF (Formerly LAWCON).
- ☐ Dingell-Johnson (D/J funds).
- ☐ Pittman-Robertson (P/R funds).
- ☐ Other – Describe:

7. Describe the significance of the property:

Riverside Park is a green space area and community gathering area for the City of Portage. The park is 2.1 acres in size. This is a wayside park with a large open shelter, picnic tables, and benches.

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

The proposed improvements would reconstruct the sidewalk along Wisconsin Street adjacent to Riverside Park. The US 51 roadway would be reconstructed and widened slightly, requiring the sidewalk to move 4 feet closer to the park. The improvements may also require the removal of a few trees within the proposed right-of-way. The proposed project would require the acquisition of approximately 0.1 acres for permanent road right-of-way from Riverside Park property, and 0.1 acres for temporary limited easement while construction is taking place. (See Section 4(f) de minimis form and impact display in Appendix 11)

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:

1. Do nothing alternative.

Improvements without the Section 4(f) land would result in little to no sidewalk and non-compliant curb ramps.

2. Improvement without using the 4(f) lands.

Improvements without the Section 4(f) land would result in little to no sidewalk and non-compliant curb ramps.

3. Alternatives on new location.

N/A

9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

- ☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- ☒ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- ☒ Restoration and landscaping of disturbed areas.
- ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☒ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:
- ☐ Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below:
- ☐ Other – Describe:

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property: (For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

All impacts to the Section 4(f) resource have been coordinated with the City of Portage.

The City of Portage (official with jurisdiction over the Section 4(f) property) concurs with the finding of a de minimis impact to Riverside Park, a Section 4(f) Resource. (Letter of support is presented in Appendix 11)

Project stakeholders have reviewed the proposed action and have been actively engaged in the project's public involvement process as it relates to the impact to Riverside Park.

SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Wisconsin Department of Transportation

Factor Sheet B-8

Alternative Alternative #2 – Traffic Signal	Total Length of Center Line of Existing Roadway: 1.25 Miles Length of This Alternative: 1.25 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

1. Property Name: Portage Canal**2. Location:** City of Portage**3. Ownership or Administration:** Wisconsin Department of Natural Resources**4. Type of Resource:**

- ☐ Public Park.
- ☐ Recreational lands.
- ☐ Ice Age National Scenic Trail.
- ☐ NRCS Wetland Reserve Program.
- ☐ Wildlife Refuge.
- ☐ Waterfowl Refuge.
- ☒ Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- ☐ Other – Identify: _____

5. Do FHWA requirements for section 4(f) apply to the project's use of the property?

The project will not result in a use of the Portage canal. See question 8 for a description of project impacts on the canal.

- ☐ No - Check all that apply:
 - ☐ Project is not federally funded.
 - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
 - ☐ Property is not on or eligible for the NRHP.
 - ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
 - ☐ Interstate Highway System Exemption.
 - ☐ Other - Explain: _____
- ☐ Yes - Check all that apply:
 - ☐ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
 - ☐ Historic Bridge.
 - ☐ Park minor involvement.
 - ☐ Historic site minor involvement.
 - ☐ Independent bikeway or walkway.
 - ☐ Great River Road.
 - ☐ Net Benefit to Section 4(f) Property. Explain: _____
 - ☐ Full 4(f) evaluation approved on _____.

6. Was special funding used to acquire the land or to make improvements on the property?

- ☒ No - Special funding was not used for the acquisition of this property.
- ☐ Yes:
 - ☐ s.6(f) LWCF (Formerly LAWCON).
 - ☐ Dingell-Johnson (D/J funds).
 - ☐ Pittman-Robertson (P/R funds).
 - ☐ Other – Describe: _____

7. Describe the significance of the property:

For other unique areas, include or attach statements of significance from officials having jurisdiction.

The Portage Canal is an approximately 2.5-mile-long waterway between the Wisconsin River and Fox River. It was listed in the National Register in 1977 for its association with Wisconsin's transportation history and is eligible for Section 4(f) protection. The historic boundary was defined as the canal right-of-way, which at the time of its nomination varied from 60 to 90 feet on either side. The first attempt to build a canal to connect the two rivers occurred in the 1830s. It was hand dug with shovels and wheelbarrows, but work was quickly abandoned. A new route was chosen for the canal in 1849, consistent with the current alignment. In the 1870s, the U.S. Army Corps of Engineers took over the project and the canal was completed in 1876. The federal government maintained control of the canal until 1951, when the upper reaches of the Fox River were closed to navigation. In 1958, ownership of the canal was transferred to the Wisconsin Conservation Department (now the Wisconsin Department of Natural Resources). The section of the canal between the Wisconsin River and Adams Street was rehabilitated in 2008, which included the construction of an adjacent paved multi-use trail. That project did not involve work to the corrugated metal culvert pipe passing under both US 51/Wisconsin Street and USH 51/DeWitt Street. Previously, the crossing at this location was a deck girder bridge. It was replaced with a culvert in 1960 when this portion of the canal was filled to improve US 51 and enlarge the Wisconsin Street/DeWitt Street intersection. The decorative metal railing from the original bridge was salvaged and reused.

8. Describe the proposed alternative's effects on this property:

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**

Culvert replacement work included in the proposed action include replacing the existing 11-foot-wide metal arch Portage Canal culvert pipe with a 14-foot-wide pipe arch structural plate culvert pipe. The culvert pipe replacement will complement recently completed and future planned improvements to the Portage Canal by the City of Portage (City) and the Wisconsin Department of Natural Resources (DNR) to facilitate its recreational use. The increased culvert size is a request of both the City and DNR to allow for passage under US 51/Wisconsin Street and US 51/DeWitt Street by canoes, kayaks, and other small nonmotorized watercraft. Culvert end treatments will consist of cast-in-place concrete headwalls and wingwalls, standard end treatments for culverts of this type. Form liner will be used to simulate stone or block, which will complement the appearance of the recently rehabilitated canal and the retaining walls associated with the adjacent trail. On the surface above the culvert, the intersection of US 51/Wisconsin Street and US 51/DeWitt Street will be realigned and signalized. The intersection work will include the City of Portage adding a small park adjacent to the canal and improving bike and pedestrian connections with existing trails/shared use paths along the sides of the canal.

The culvert pipe does not contribute to the canal's historic significance, and therefore its replacement with a slightly larger pipe with a similar cross section will be inconsequential. In addition, in its current state, the officials with jurisdiction, City of Portage and the Wisconsin, does not view the culvert pipe as recreational as it is not passable for water traffic.

- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:

1. Do nothing alternative.

N/A

2. Improvement without using the 4(f) lands.

N/A

3. Alternatives on new location.

N/A

9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:

N/A

- ☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- ☐ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- ☐ Restoration and landscaping of disturbed areas.
- ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☐ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:
- ☐ Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below:
- ☐ Other – Describe:

10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:

(For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

A Determination of No Adverse Effect (DNAE) was prepared for effects to the portage canal (see Appendix 9). SHPO agreed with the DNAE with their signature on the project's Section 106 from (see Appendix 10).

WETLANDS EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-1

Alternative Alternative #2 – Traffic Signal	Total Length of Center Line of Existing Roadway: 1.25 Miles Length of This Alternative: 1.25 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

1. Describe Wetlands: (See Wetland Impact Map in Appendix 12)

	Wetland 1	
<i>Name (If known)</i>	<i>Wetland 1</i>	
Location County	Columbia	
Location (Section-Township-Range)	Section 9, Town 12N, Range 9 East	
<i>Location Map</i>	See Appendix 12	
Wetland Type(s)¹	Wet Meadow	
Total Wetland Loss	0.2 Acres	
Wetland is: (Check all that apply)²	Yes	No
• Isolated from stream, lake or other surface water body		X
• Not contiguous (in contact with) a stream, lake, or other water body, but within 5-year floodplain	X	
• If adjacent or contiguous, identify stream, lake or water body by Section-Township-Range		

¹Use wetland numbering from the project wetland delineation report.

²Use wetland types as specified in the "WisDOT FDM 24-5 Attachment 10.2 Wetland Type Correspondence Table"

³If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.

1. Are any impacted wetlands considered "wetlands of special status" per WisDOT Wetland Mitigation Banking Technical Guideline, page 10?

- ☒ No
☐ Yes:
☐ Advanced Identification Program (ADID) Wetlands
☐ Other – Describe:

2. Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other:

Proposed work in wetland areas is due to reconstruction of project storm sewer. An existing storm sewer outfall discharges into a small identified wetland area. The exact location of the outfall was unable to be located during preliminary project survey and design. Storm sewer design associated with the proposed action will need to match into the existing outfall, causing some minor wetland impacts. Exact location and amount of wetland impact will be identified during final design. Wetland impacts in this Environmental Report are an estimate, based on information available at the time the report was written. Approximately 0.2 acres of wetland is estimated to be impacted by the proposed action.

3. List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland: (List should include both permanent, migratory and seasonal residents).

Waterfowl and wildlife species potentially occurring in project wetlands are typical of the area. They include heron and duck species, song bird species, small mammals such as mice and voles, raccoons, rabbits, white-tailed deer, reptiles and amphibians.

4. Federal Highway Administration (FHWA) Wetland Policy:

☐ Not Applicable - Explain

☐ Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.

☒ Statewide Wetland Finding: **NOTE: All three boxes below must be checked for the Statewide Wetland Finding to apply.**

☒ Project is either a bridge replacement or other reconstruction within 0.3 mile of the existing location.

☒ The project requires the use of 7.4 acres or less of wetlands.

☒ The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

5. Erosion control or storm water management practices which will be used to protect the wetland are indicated on form: (Check all that apply)

☒ Factor Sheet D-6, Erosion Control Impact Evaluation.

☒ Factor Sheet D-5, Stormwater Impact Evaluation.

☐ Neither Factor Sheet - Briefly describe measures to be used

6. U S Army Corps of Engineers (USACE) Jurisdiction - Section 404 Permit (Clean Water Act)

☐ Not Applicable - No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.

☒ Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE.

Indicate area of wetlands filled: **0.2 Acres**

Type of 404 permit anticipated:

☐ Individual Section 404 Permit required.

☒ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance.

Indicate which GP or LOP is required:

☒ Non-Reporting GP

☐ Provisional GP

☐ Provisional LOP

☐ Programmatic GP

Expiration date of 404 Permit, if known _____

7. Section 10 Waters (Rivers and Harbors Act). For navigable waters of the United States (Section 10) indicate which 404 permit is required:

☒ No Section 10 Waters.

Indicate whether Pre-Construction Notification (PCN) to the USACE is:

☒ Not applicable.

☐ Required: Submitted on: (Date)

Status of PCN

USACE has made the following determination on: (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

8. Wetland Avoidance and Impact Minimization: [Note: Required before compensation is acceptable]

A. Wetland Avoidance:

- 1. Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.:**
Wetland impacts were not able to be avoided.

- 2. Indicate the total area of wetlands avoided:**

Acres: 0.00

B. Minimize the amount of wetlands affected:

- 1. Describe methods used to minimize the use of wetlands, such as a steepening of side slopes or use of retaining walls, equalizer pipes, upland disposal of hydric soils, etc.:**
Wetland impacts were minimized by lowering the proposed roadway's profile, resulting in reduced grading and reduced wetland fill.

- 2. Indicate the total area of wetlands saved through minimization:**

Acres: 0.18

9. Compensation for Unavoidable Wetland Loss:

According to Section 401 (b) (1), of the Clean Water Act, unavoidable wetland losses must be mitigated on-site, if possible. If no on-site opportunities exist, near/off-site wetland compensation sites must be considered. If neither exists, the losses may be debited to an existing wetland mitigation bank site. Compensation ratios are based on WisDOT Wetland Mitigation Banking Technical Guideline. (see Wetland Impact Map in Appendix 12)

	Type	Acre(s) Loss	Ratio	Compensation Type and Acreage			
				On-site	Near/off site	Consolidation Site	Bank site
RPF(N)	Riparian wetland (wooded)						
RPF(D)	Degraded riparian wetland (wooded)						
RPE(N)	Riparian wetland (emergent)						
RPE(D)	Degraded riparian wetland (emergent)						
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens						
M(D)	Degraded meadow						
SM	Shallow marsh	0.2	1.000				0.2
DM	Deep marsh						
AB(N)	Aquatic bed						
AB(D)	Degraded aquatic bed						
SS	Shrub Swamp, shrub carr, alder thicket						
WS(N)	Wooded swamp						
WS(D)	Degraded wooded swamp						
Bog	Open and forested bogs						

D = Degraded

N = Non-degraded

10. If on-site compensation is proposed, describe how a search for a compensation site was conducted:

No on-site compensation is proposed.

11. Summarize the coordination with other agencies regarding the compensation for unavoidable wetland losses: Attach appropriate correspondence:

Wetland mitigation, compensation, and a potential wetland mitigation site was coordinated with WDNR, and will be further coordinated with the USACE through the application for the project's 404 permit.

RIVERS, STREAMS AND FLOODPLAINS EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-2

Alternative Alternative #2 – Traffic Signal	Total Length of Center Line of Existing Roadway: 1.25 Miles Length of This Alternative: 1.25 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

1. **Stream Name:** Portage Canal

2. **Stream Type: (Indicate Trout Stream Class, if known)**

- ☐ Unknown
☒ Warm water
☐ Cold water

If trout stream, identify trout stream classification:

☐ Wild and Scenic River

3. **Size of Upstream Watershed Area: (Square miles or acres)**

367 acres of surface lands flow directly into the canal.

4. **Stream flow characteristics:**

- ☒ Permanent Flow (year-round)
☐ Temporary Flow (dry part of year)

5. **Stream Characteristics:**

A. Substrate:

1. ☒ Sand
2. ☒ Silt
3. ☐ Clay
4. ☐ Cobbles
5. ☒ Other-describe: Muck

B. Average Water Depth: 2 feet

C. Vegetation in Stream

- ☐ Absent
☒ Present - If known describe: Reed canary grass, cattails, pondweeds, and duckweed
☐ Unknown

D. Identify Aquatic Species Present: Sunfish, smallmouth bass, northern pike, carp, and forage fish

E. If water quality data is available, include this information: No water quality data available.

F. Is this river or stream on the WDNR's "Impaired Waters" list?

- ☒ No
☐ Yes - List: _____

6. **If bridge or box culvert replacement, are migratory bird nests present?**

- ☐ Not Applicable
☒ None identified
☐ Yes – Identify Bird Species present
Estimated number of nests is:

7. **Is a Fish & Wildlife Depredation Permit required to remove swallow nests?**

- ☒ Not Applicable
☐ Yes
☐ No - Describe mitigation measures:

8. Describe land adjacent to stream:

Urban development predominates between the Wisconsin River and Adams Street (1 block east of Dewitt Street). From Adams Street east to the Fox River, urban development declines and areas of turf grasses and wetlands occur, including floodplain swamp forest of silver maple, river birch, and black ash, and wet meadow of reed canary grass and sedges. Nearly all the swamp forest and wet meadow is not contiguous with the canal and occurs on the landward side of the canal berm. The canal has submerged aquatic vegetation and small areas of cattail where sediments have accumulated near the water surface. The canal's side slopes have various mixtures of box elder, silver maple, basswood, red oak, honeysuckle, buck thorn, reed canary grass, and raspberry.

9. Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site:

No permitted discharges occur within the Portage Canal.

10. Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment: [Note: Coast Guard must be notified when Section 10 waters are affected by a proposal. Also see Wetland Evaluation, Factor Sheet C-1, Question 8.]

The proposed project will replace the existing ten-foot-wide corrugated metal Portage Canal culvert pipe with a larger and wider arched metal pipe. The culvert pipe replacement will complement ongoing and planned improvements to the Portage Canal by the City of Portage and the Wisconsin Department of Natural Resources (WDNR) to facilitate its recreational use. The increased culvert size will allow for passage under US 51/Wisconsin Street and US 51/DeWitt Street by canoes, kayaks, and other small non-motorized watercraft.

11. Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be in compliance with NR 116 by creating 0.01 ft. backwater or less:

No adverse backwater effects will occur. The canal is only partially within the floodplain and has been removed from the effective flow area of Wisconsin River floods by the 1998 levee project.

12. Describe and provide the results of coordination with any floodplain zoning authority:

This project is sponsored solely by the City of Portage, and has been coordinated with WDNR. No work is proposed within any floodplain.

13. Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

- ☒ No impacts would occur.
- ☐ Significant interruption or termination of emergency vehicle service or a community's only evacuation route.
- ☐ Significant flooding with a potential for property loss and a hazard to life.
- ☐ Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.

14. Discuss existing or planned floodplain use and briefly summarize the project's effects on that use:

The proposed action will not affect existing or planned use of the floodplain.

15. Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream:

There are no long-term impacts anticipated on the floodplain. There will be minimal (if any) effects to plants, animals, and fish.

16. Are measures proposed to enhance beneficial effects?

- ☐ No
- ☒ Yes. Describe: As stated above, the culvert pipe replacement will complement ongoing and planned improvements to the Portage Canal by the City of Portage and the Wisconsin Department of Natural Resources (DNR) to facilitate its recreational use. The increased culvert size will allow for passage under US 51/Wisconsin Street and US 51/DeWitt Street by canoes, kayaks, and other small non-motorized watercraft.

CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-2

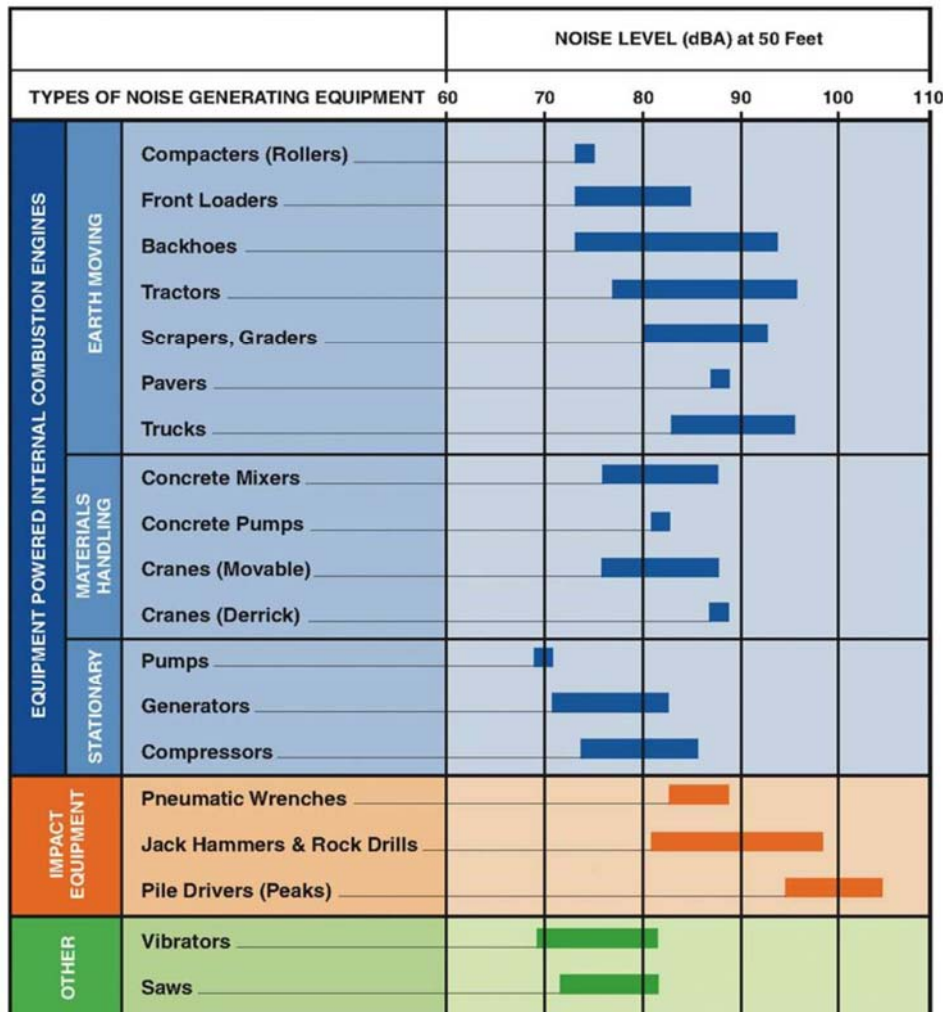
Alternative Alternative #2 – Traffic Signal	Total Length of Center Line of Existing Roadway: 1.25 Miles Length of This Alternative: 1.25 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

1. Identify and describe residences, schools, libraries, or other noise sensitive areas near the proposed action and which will be in use during construction of the proposed action. Include the number of persons potentially affected:

The receptors along the project corridor that will be affected by construction noise consist of private residences and local businesses. These receptors will be directly affected by the project, while others who regularly use the roadway will be indirectly affected.

2. Describe the types of construction equipment to be used on the project. Discuss the expected severity of noise levels including the frequency and duration of any anticipated high noise levels:

The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature. A list of typical noise levels for a variety of construction equipment is shown in the figure below.



3. Describe the construction stage noise abatement measures to minimize identified adverse noise effects.

Check all that apply:

- ☒ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.
- ☐ WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to _____ until _____
- ☐ Special construction stage noise abatement measures will be required.

HAZARDOUS SUBSTANCES OR CONTAMINATION EVALUATION Wisconsin Department of Transportation

Factor Sheet D-4

Alternative Alternative #2 – Traffic Signal	Total Length of Center Line of Existing Roadway: 1.25 Miles Length of This Alternative: 1.25 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

1. Briefly describe the results of the Phase 1 Hazardous Materials Assessment for this alternative. Do not use property identifiers (owner name, address or business name):

Twenty-four incidents/sites with previously recognized environmental conditions were identified immediately adjacent to the US 51 project corridor through environmental database searches, interviews, literature reviews, and field reconnaissance.

A Phase 2.5/3 investigation was recommended to identify and evaluate the nature and extent of potential soil and groundwater contamination within the limits of construction of the US 51 corridor. Results from the investigation will be used to address contamination concerns prior to construction and will determine the need for subsequent investigations.

Complete acquisition of one (1) property with known previous contamination will be required for construction activities.

Attach additional sheets, if necessary

Additional comments: _____

2. Were any parcels not included in the Phase 1 assessment?

☒ No

☐ Yes - How many:

Why were they not reviewed?

3. Have Phase 2, 2.5, or 3 Assessments been completed? Discuss the results:

A Phase 2.5/3 Investigation to identify and evaluate the nature and extent of potential soil and groundwater contamination within the limits of construction of the US 51 corridor was completed adjacent to nineteen (19) sites. The results of the Phase 2.5/3 investigation concluded that contaminated soil, groundwater, and/or sediment is present within the limits of construction at twelve (12) sites. Saturated soils were typically observed at depths ranging from 4 to 14 feet below ground surface. No USTs were encountered during the investigation.

Complete acquisition of one (1) property with known previous contamination will be required for construction activities. Contamination was identified within the extent of this property acquisition. Contamination is within the extent of temporary easements required at six (6) sites. The table below identifies the locations where contaminated soil, groundwater, and/or sediment is present within the limits of proposed construction.

Site Reference #	Phase 2/2.5/3 Recommendations	Remediation Recommended?		Is WisDOT a Responsible Party?	
		Yes	No	Yes	No
4, 5, 7, 11, 15, and 19	<p>Contaminated soil and ground water is within the extent of the temporary easement near these parcels.</p> <p>WisDOT should consider the environmental liability prior to property acquisition.</p> <p>Soil excavated at these locations should be field-screened by an environmental consultant during excavations for the reconstruction of US 51:</p> <ul style="list-style-type: none">• Soil with significant petroleum contamination should be treated and disposed at a WDNR-licensed bioremediation facility.• Soil with significant CVOC or metals contamination should be direct landfilled at a WDNR-licensed disposal facility.• Soil exhibiting low-level contamination based on field screening will be considered suitable for reuse as backfill on the project. <p>If dewatering is required, the contractor should be responsible for treating contaminated groundwater and discharging to surface, or pumping and hauling contaminated groundwater off-site for treatment and disposal.</p>		X		X
8	<p>Contaminated soil and groundwater is within the extent of the complete property acquisition of this parcel.</p> <p>WisDOT should consider the environmental liability prior to property acquisition.</p> <p>All recommendations listed for the temporary easement parcels above also apply to this parcel.</p>		X		X
24	<p>Contaminated sediment is present. All excavated sediment will require disposal as direct-landfill at a WDNR-licensed disposal facility.</p>		X		X

4. Describe the results of any additional investigations performed by WisDOT or others: (Include the number of sites investigated, the level of investigation and results for each site)

None.

5. Describe proposed action to avoid hazardous materials contamination:

Based on the existing physical constraints of the US 51 corridor it will be difficult to avoid impacts to some of the identified hazardous materials contamination sites. The purpose and need for the project dictates the design requirements for the roadway improvements.

6. Describe the remediation and waste management practices to be included in the design for areas where contamination cannot be avoided (e.g., waste handling plan, remediation of contamination, design changes to minimize disturbances):

The Region will work with all concerned parties to insure that the disposition of any contamination is resolved to the satisfaction of the WDNR, WisDOT Bureau of Technical Services (BTS) and the FHWA before acquisition of any questionable site, and before advertising the project for letting. Non-petroleum sites will be handled on a case-by-case basis with detailed documentation, as needed.

7. List any parcels with known contamination, proposed for acquisition:

Contamination is within the extent of the complete property acquisition for one parcel (Site 8), and within the temporary easements near six additional parcels (Sites 4, 5, 7, 11, 15, and 19). The WisDOT will consider the environmental liability prior to property acquisition for these sites.

8. Bridge Projects Only: Has the structure been inspected for the presence of asbestos containing materials (ACMs)? Project is not a Bridge Project

☐ No - Explain

☐ Yes:

Were regulated ACMs identified?

☐ No

☐ Yes:

State the standard language to be incorporated in the special provisions of the project:

STORMWATER EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-5

Alternative Alternative #2 – Traffic Signal	Total Length of Center Line of Existing Roadway: 1.25 Miles Length of This Alternative: 1.25 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

1. Indicate whether the affected area may cause a discharge or will discharge to the waters of the state (Trans 401.03).

Special consideration should be given to areas that are sensitive to water quality degradation. Provide specific recommendations on the level of protection needed.

- ☐ No water special natural resources are affected by the alternative.
☒ Yes - Water special natural resources exist in the project area.
 ☐ River/stream
 ☒ Wetland
 ☐ Lake
 ☐ Endangered species habitat
 ☒ Other – Portage Canal

2. Indicate whether circumstances exist in the project vicinity that require additional or special consideration, such as an increase in peak flow, total suspended solids (TSS) or water volume.

- ☒ No additional or special circumstances are present.
☐ Yes - Additional or special circumstances exist. Indicate all that are present.
 ☐ Areas of groundwater discharge ☐ Areas of groundwater recharge
 ☐ Stream relocations ☐ Overland flow/runoff
 ☐ Long or steep cut or fill slopes ☐ High velocity flows
 ☐ Cold water stream ☐ Impaired waterway
 ☐ Large quantity flows ☐ Exceptional/outstanding resource waters
 ☐ Increased backwater
 ☐ Other -

3. Describe the overall stormwater management strategy to minimize adverse effects and enhance beneficial effects.

Guidelines and regulations for WisDOT project storm water management include the WisDOT Facilities Development Manual, Chapter 10, Erosion Control and Storm Water Quality; Wisconsin Administrative Code Chapter TRANS 401, Construction site Erosion Control and Storm Water Management Procedures for Department Actions; and the WisDOT/DNR Cooperative Agreement Amendment-Memorandum of Understanding on Erosion Control and Storm water Management. The overall storm water management strategy for the proposed improvements would include the following:

Basic Principles and Best Management Practices

- Limit disturbance of natural drainage features and vegetation.
- Prepare and implement an approved erosion control plan before land disturbance begins.
- Protect areas that provide important water quality benefits or that are susceptible to erosion.
- Reduce direct discharge into streams and wetlands by having it flow through a filter strip or vegetated swale.
- Reduce runoff velocities by running storm water in shallow, flat-bottom swales.

Geometric Design Features/Storm Water Facilities

- Storm sewer system to control roadway drainage
- Vegetated ditches or grass swales to control quality of storm water discharge
- Storm water treatment ponds to control quality and quantity of storm water discharge

4. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 requirements.

The types of storm water management strategies listed in item 3, previous page, and in item 5 below are identified in and/or consistent with TRANS 401 *Construction Site Erosion Control and Storm Water Management Procedures for Department Actions*; and the WisDOT/DNR Cooperative Agreement Amendment—*Memorandum of Understanding on Erosion Control and Storm Water Management*.

5. Identify the stormwater management measures to be utilized.

- | | |
|--|---|
| <input type="checkbox"/> Swale treatment (parallel to flow)
Trans 401.106(10) | <input checked="" type="checkbox"/> In-line storm sewer treatment, such as catch basins,
non-mechanical treatment systems. |
| <input type="checkbox"/> Vegetated filter strips
(perpendicular to flow) | <input type="checkbox"/> Detention/retention basins – Trans 401.106(6)(3) |
| <input type="checkbox"/> Constructed storm water wetlands | <input type="checkbox"/> Distancing outfalls from waterway edge |
| <input type="checkbox"/> Buffer areas – Trans 401.106(6) | <input type="checkbox"/> Infiltration – Trans 401.106(5) |
| | <input type="checkbox"/> Other |
- Describe - _____

6. Indicate whether any Drainage District may be affected by the project.

- ☒ No - There will be no effects to a recognized drainage district.
- ☐ Yes
- Has initial coordination with a drainage board been completed?
- ☐ No - Explain _____
- ☐ Yes - Discuss results _____

7. Indicate whether the project is within WisDOT's Phase I or Phase II stormwater management areas.

Note: See Procedure 20-30-1, Figure 1, Attachment A4, the Cooperative Agreement between WisDOT and WisDNR. Contact Regional Stormwater/erosion Control Engineer if assistance is needed to complete the following:

- ☐ No - the project is outside of WisDOT's stormwater management area.
- ☒ Yes - The project affects one of the following and is regulated by a WPDES stormwater discharge permit, issued by the WisDNR:
- ☐ A WisDOT storm sewer system, located within a municipality with a population greater than 100,000.
- ☐ A WisDOT storm sewer system located within the area of a notified owner of a municipal separate storm sewer system.
- ☒ An urbanized area, as defined by the U.S. Census Bureau, NR216.02(3).
- ☐ A municipal separate storm sewer system serving a population less than 10,000.

8. Has the effect on downstream properties been considered?

- ☒ No
- ☐ Yes

9. Are there any property acquisitions required for storm water management purposes?

- ☒ No
- ☐ Yes - Complete the following:
- ☐ Safety measures, such as fencing are not needed for potential conflicts with existing and expected surrounding land use.
- ☐ Safety measures are needed for potential conflicts with existing and expected surrounding land use.
- Describe: _____

EROSION CONTROL EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-6

Alternative Alternative #2 – Traffic Signal	Total Length of Center Line of Existing Roadway: 1.25 Miles Length of This Alternative: 1.25 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

1. Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types.

Existing side slopes in the project corridor range from flat to 4:1, and proposed range from flat to 3:1. Existing longitudinal slopes in the project corridor range from flat to 3.4% and proposed range from flat to 3.4%. Existing soil types are generally silty sand and clay.

2. Indicate all natural resources to be affected by the proposal that are sensitive to erosion, sedimentation, or waters of the state quality degradation and provide specific recommendations on the level of protection needed.

- ☐ No - there are no sensitive resources affected by the proposal.
☒ Yes - Sensitive resources exist in or adjacent to the area affected by the project.
- ☐ River/stream
 - ☐ Lake
 - ☒ Wetland
 - ☐ Endangered species habitat
 - ☒ Other - Portage Canal

3. Are there circumstances requiring additional or special consideration?

- ☒ No - Additional or special circumstances are not present.
☐ Yes - Additional or special circumstances exist. Indicate all that are present.
- ☐ Areas of groundwater discharge
 - ☐ Overland flow/runoff
 - ☐ Long or steep cut or fill slopes
 - ☐ Areas of groundwater recharge (fractured bedrock, wetlands, streams)
 - ☐ Other - Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances

4. Describe overall erosion control strategy to minimize adverse effects and/or enhance beneficial effects.

Guidelines and regulations for minimizing the potential for erosion and sedimentation for highway projects include the WisDOT Facilities Development Manual, Chapter 10, *Erosion Control and Storm Water Quality*; Wisconsin Administrative Code Chapter TRANS 401, *Construction Site Erosion Control and Storm Water Management Procedures for Department Actions*; and the WisDOT/DNR Cooperative Agreement Amendment, *Memorandum of Understanding on Erosion Control and Storm Water Management*. Key concepts are summarized as follows:

Basic Principles and Best Management Practices

- The proposed improvements will be planned to fit topography, soils, drainage patterns, and natural vegetation to the extent practicable.
- The size of exposed areas at any one time and the duration of exposure will be minimized.
- Control measures will be used to prevent erosion and sedimentation in sensitive areas (proper design of drainage channels with respect to width, depth, gradient, side slopes, and energy dissipation); protective groundcover (vegetation, mulch, erosion mat, or riprap); diversion dikes and intercepting embankments to divert sheet flow away from disturbed areas; and sediment control devices (retention/detention basins, ditch checks, erosion bales, and silt fence).
- Disturbed areas will be protected from off-site runoff and sediment will be prevented from leaving the construction site.

- Spoil piles will be stored away from sensitive areas.
- Runoff velocities will be kept low by maintaining short slope lengths, low gradients, and vegetative cover.
- Disturbed areas will be stabilized as soon as practicable (temporary vegetation, mulch, stabilizing emulsions).
- Do not park or store equipment in sensitive areas.

Geometric Design Features and Erosion Control Facilities

- Smooth grade lines with gradual changes will be used.
- Natural and existing drainage patterns will be preserved to the extent possible.
- Stabilized slopes, soil, and stream banks will be left undisturbed where possible.
- Trees and shrubs will be preserved, and over-clearing will be prevented or minimized.
- Irregular ditch profiles and steep gradients will be avoided where possible.
- Vegetated ditches and drainage channels with wide, rounded cross sections will be used where applicable.
- An undisturbed buffer will be left between disturbed soil and sensitive areas where possible.
- The soil surface will be protected by using permanent and temporary erosion control measures such as seeding and sodding, mulch, erosion mat, and riprap.
- Sediment will be removed and velocities reduced by using erosion bales, silt fence, stone or rock ditch checks, sediment traps, and basins.

Erosion Control Implementation Plan

The construction contractor is required to prepare an Erosion Control Implementation Plan that includes all erosion control commitments made during a future engineering phase. The ECIP is due 14 days prior to the project's preconstruction meeting. This plan must be approved by WisDOT with concurrence by WDNR. The construction plans and contract special provisions must include the specific erosion control measures agreed on by WisDOT in consultation with DNR who reviews the Erosion Control Implementation Plan.

5. Erosion control measures reached consensus with the appropriate authorities as indicated below:

Coordination with the following agencies is ongoing.

- ☒ WisDNR
- ☐ County Land Conservation Department
- ☐ American Indian Tribe
- ☒ US Army Corps of Engineers

Note: All erosion control measures (i.e., the Erosion Control Plan) shall be coordinated through the WisDOT-WisDNR liaison process and TRANS 401. WisDNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor to prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WisDNR and to WisDOT 14 days prior to the preconstruction conference (Trans401.08(1)) and must be approved by WisDOT before implementation.

6. Identify the temporary and permanent erosion control measures to be utilized on the project. Consult the FDM, Chapter 10, and the Products Acceptability List (PAL).

- | | |
|---|---|
| <input checked="" type="checkbox"/> Minimize the amount of land exposed at one time | <input type="checkbox"/> Detention basin |
| <input checked="" type="checkbox"/> Temporary seeding | <input checked="" type="checkbox"/> Vegetative swales |
| <input checked="" type="checkbox"/> Silt fence | <input type="checkbox"/> Pave haul roads |
| <input checked="" type="checkbox"/> Ditch checks | <input checked="" type="checkbox"/> Dust abatement |
| <input checked="" type="checkbox"/> Erosion or turf reinforcement mat | <input checked="" type="checkbox"/> Rip rap |
| <input checked="" type="checkbox"/> Ditch or slope sodding | <input type="checkbox"/> Buffer strips |
| <input type="checkbox"/> Soil stabilizer | <input checked="" type="checkbox"/> Dewatering – Channel diversion and/or pumping |
| <input checked="" type="checkbox"/> Inlet protection | <input type="checkbox"/> Silt screen |
| <input checked="" type="checkbox"/> Turbidity barriers | <input type="checkbox"/> Temporary diversion channel |
| <input type="checkbox"/> Temporary settling basin | <input checked="" type="checkbox"/> Permanent seeding |
| <input checked="" type="checkbox"/> Mulching | |
| <input type="checkbox"/> Other - Describe _____ | |

Appendix

APPENDIX 1	Project Maps
APPENDIX 2	Project Plans and Typical Sections
APPENDIX 3	Portage Canal Improvements
APPENDIX 4	City of Portage Concept Streetscape Plan for USH 51
APPENDIX 5	Proposed Property Access Changes
APPENDIX 6	Public Involvement
APPENDIX 7	WisDOT Traffic Forecast Report
APPENDIX 8	Agency Coordination
APPENDIX 9.....	Determination of No Adverse Effect
APPENDIX 10.....	Section 106 Documentation
APPENDIX 11.....	Section 4(f) Documentation
APPENDIX 12.....	Wetland Impact Information

APPENDIX 1

Project Maps

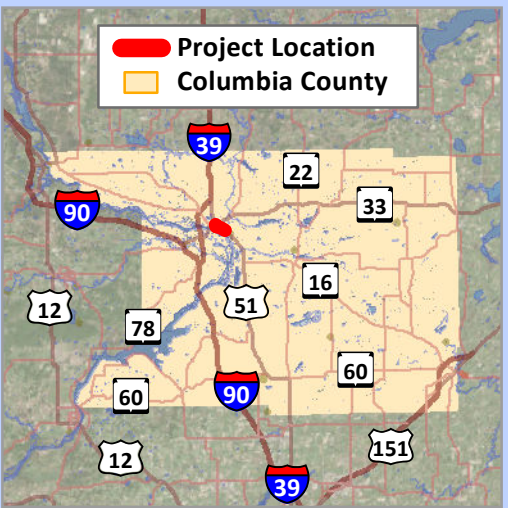
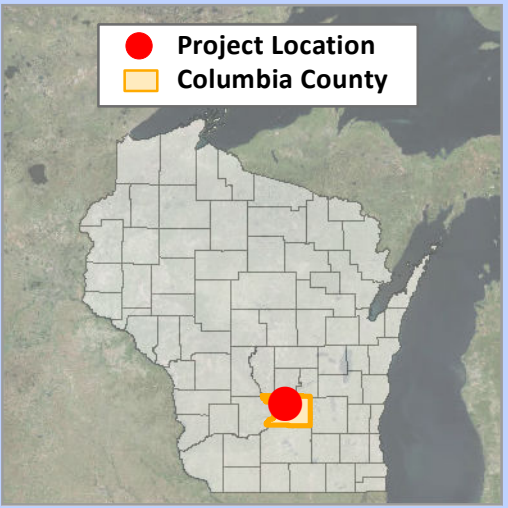
- Project Location Map
- Project Construction Detour Maps

Project Location Map



Project Location

Project I.D. 6918-01-02
City of Portage
Wisconsin & Dewitt Streets
(Ontario Street – East Pleasant Street)
USH 51
Columbia County

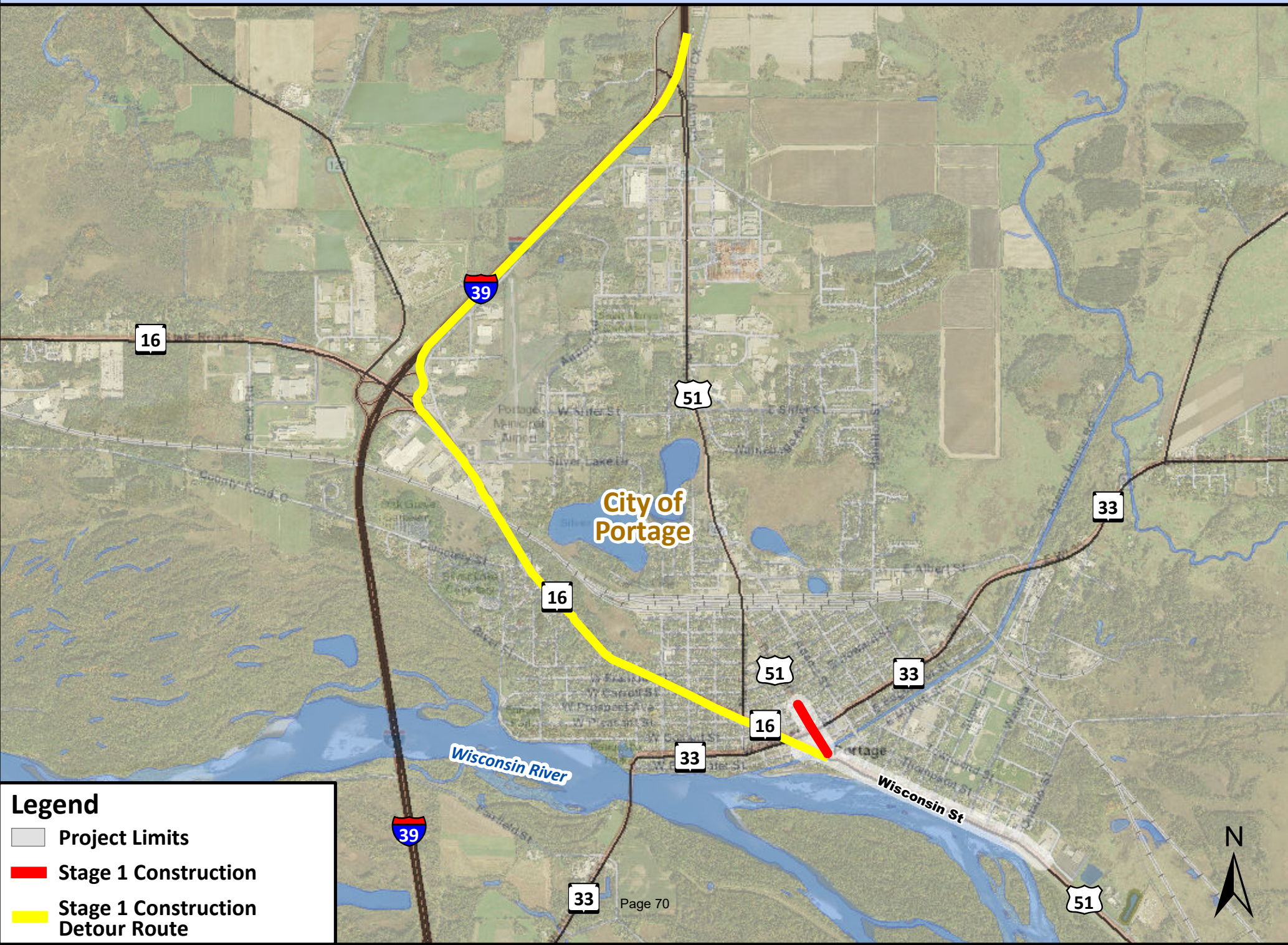


Legend

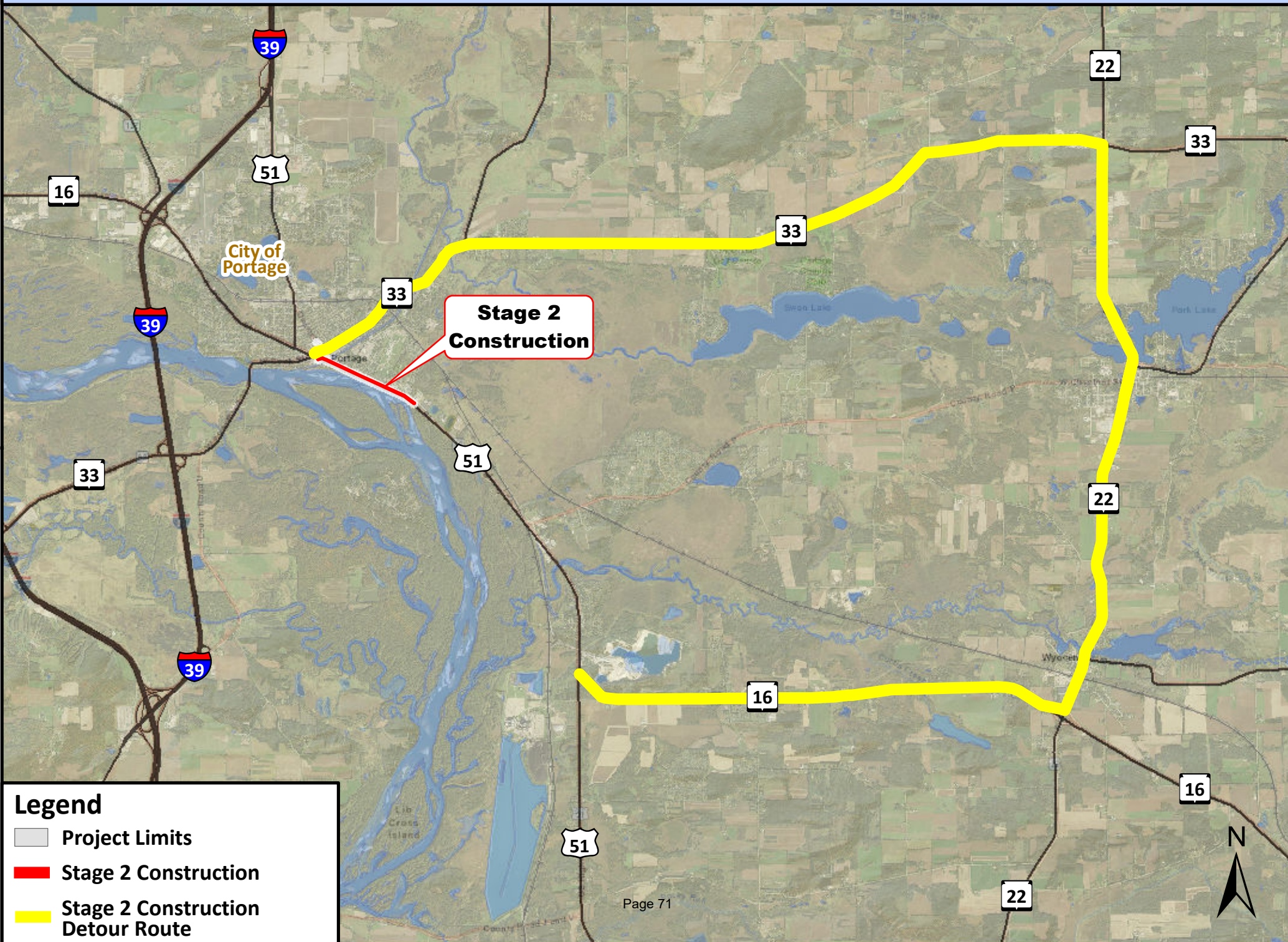
 Project Limits

Project Construction Detour Maps

Stage 1 Construction (Dewitt Street) Detour Route



Stage 2 Construction (Wisconsin Street) Detour Route



Ice Age National Scenic Trail Detour Route



APPENDIX 2

Project Plans and Typical Sections

PROJECT ID: 6918-01-72
WITH: N/A

COUNTY: COLUMBIA

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details (Includes Erosion Control Plans)
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
Section No. 4	Right of Way Plat
Section No. 5	Plan and Profile
Section No. 6	Standard Detail Drawings
Section No. 7	Sign Plates
Section No. 8	Structure Plans
Section No. 9	Computer Earthwork Data
Section No. 9	Cross Sections

TOTAL SHEETS =

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6918-01-72		

CITY OF PORTAGE, WISCONSIN & DEWITT STREETS
(ONTARIO STREET TO EAST PLEASANT STREET)
USH 51
COLUMBIA COUNTY

PRELIMINARY (60%) PLANS
AUGUST 2018

STATE PROJECT NUMBER
6918-01-72



END CONSTRUCTION 6918-01-72
STA. 549+75.00 'DE'

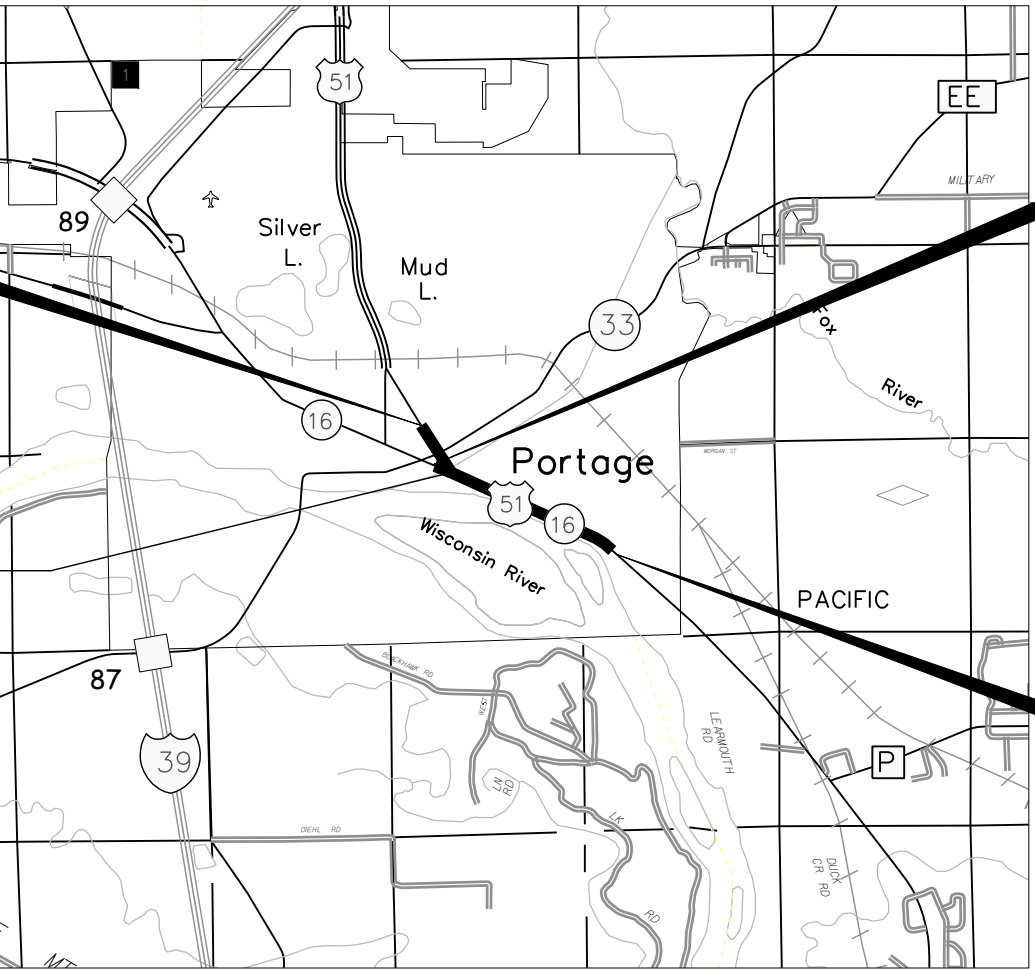
BEGIN PROJECT 6918-01-72
STA. 100+37.55 'WI'
Y= 393,903.80
X= 537,637.92

DESIGN DESIGNATION	WISCONSIN STREET	DEWITT STREET
A.A.D.T. (2021) =	13,900	7,400
A.A.D.T. (2041) =	15,500	8,300
D.H.V. =	1,770	950
D.D. =	59%	59%
T. =	11.7%	11.7%
DESIGN SPEED =	30-40MPH	30MPH
ESALS =	3,000,000	1,700,000

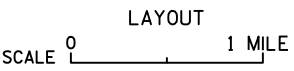
EQU. 538+00.00 'DE' =
102+97.00 'WI'

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
	STORM SEWER
	TELEPHONE
	WATER
MARSH AREA	UTILITY PEDESTAL
	POWER POLE
WOODED OR SHRUB AREA	TELEPHONE POLE



END PROJECT 6918-01-72
151+25.00 'WI'



WISCONSIN STREET NET LENGTH OF CENTERLINE = 0.964 MI
DEWITT STREET NET LENGTH OF CENTERLINE = 0.223 MI
TOTAL NET LENGTH OF CENTERLINE = 1.187 MI

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY
COORDINATE SYSTEM (WCCS), COLUMBIA COUNTY NADA 83 (2011)
ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE
NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88 2012)

ORIGINAL PLANS PREPARED BY



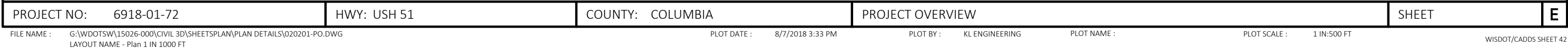
(Date) (Signature)

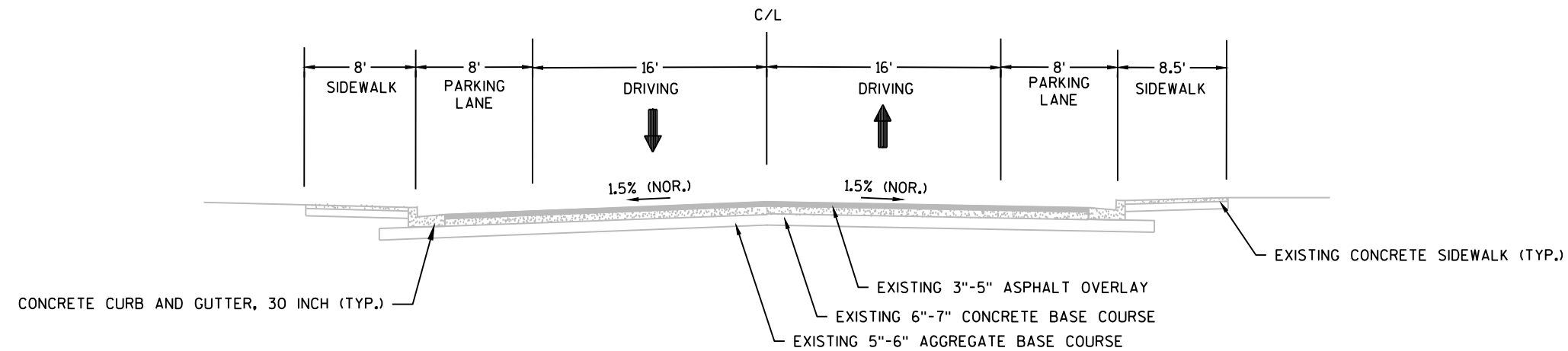
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	WISDOT/KL ENGINEERING
Designer	KL ENGINEERING
Project Manager	LARRY BARTA
Regional Examiner	SW REGION
Regional Supervisor	KARLA KNORR

APPROVED FOR THE DEPARTMENT
DATE: (Signature)

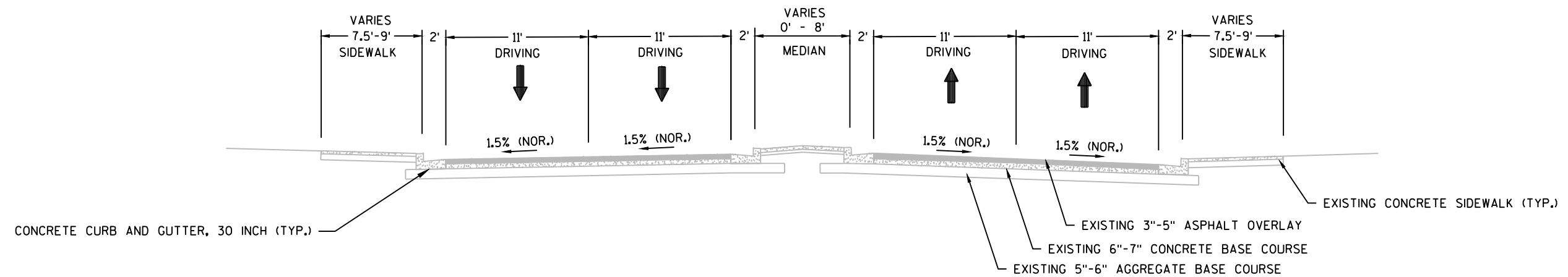
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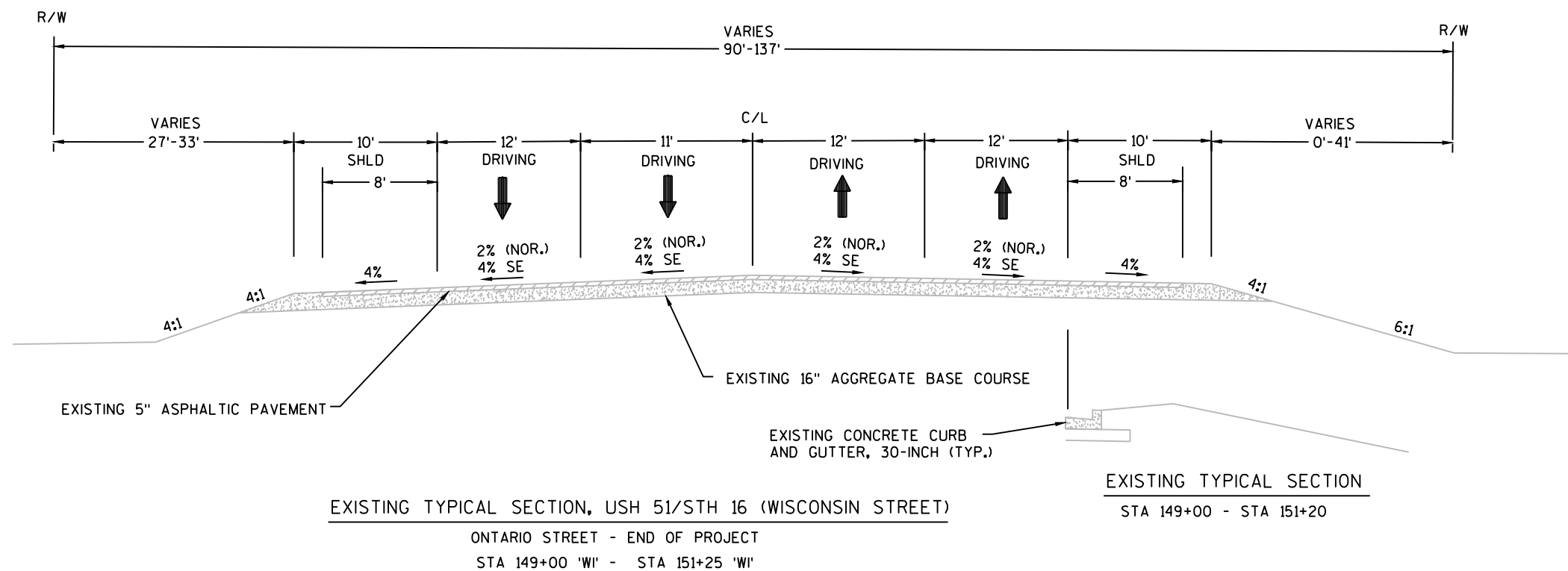
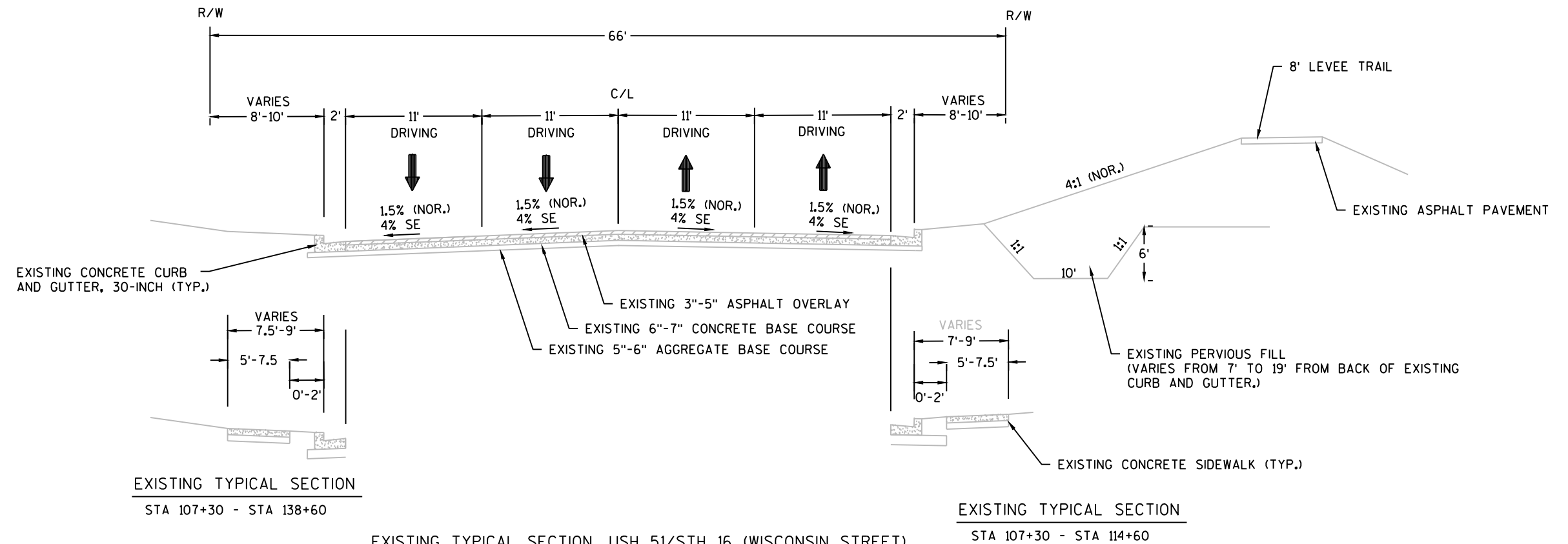
EXISTING TYPICAL SECTION, STH 16 (WISCONSIN STREET)

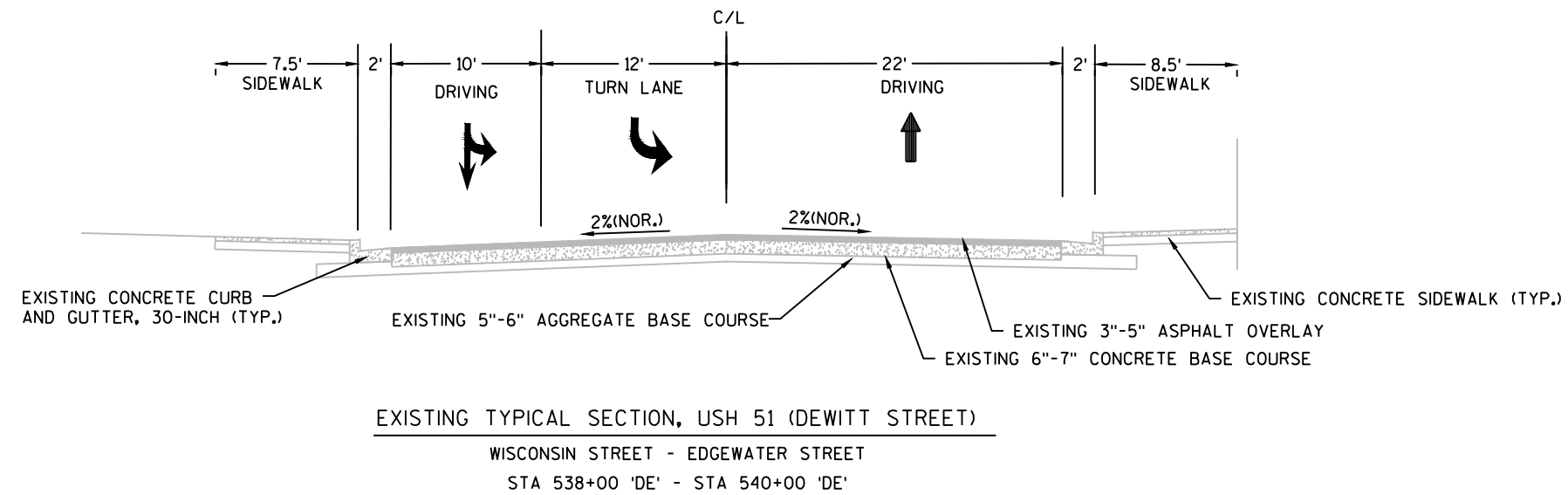
COOK STREET - EDGEWATER STREET
STA 100+37.55 'WI' - STA 102+75 'WI'

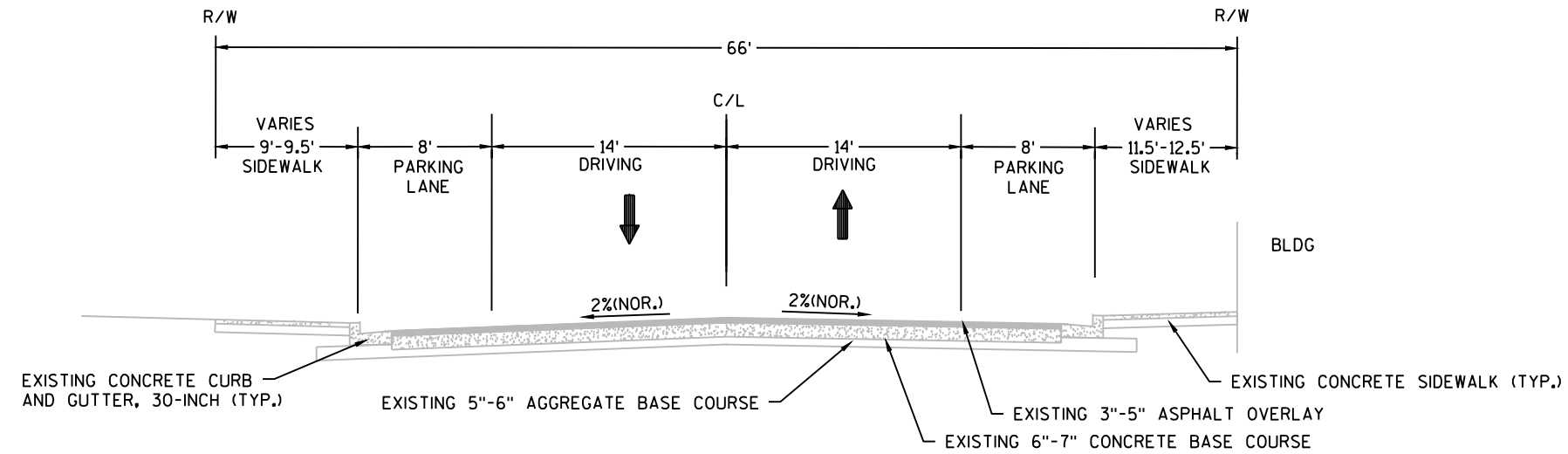


EXISTING TYPICAL SECTION, USH 51/STH 16 (WISCONSIN STREET)

EDGEWATER STREET - MULLETT STREET
STA 102+75 'WI' - STA 107+30 'WI'

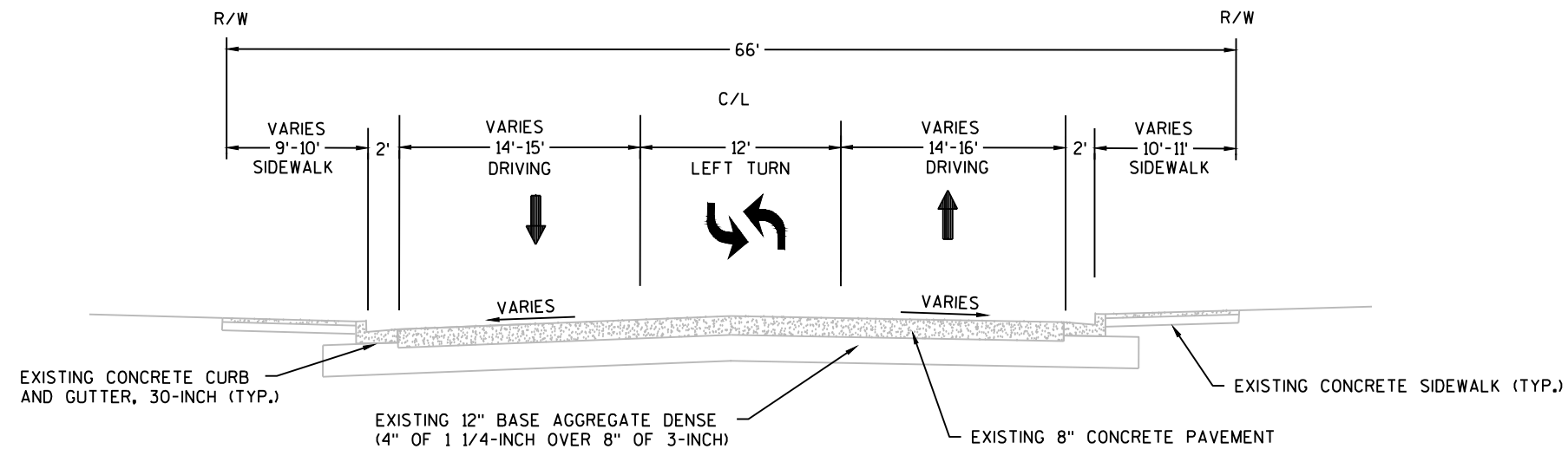






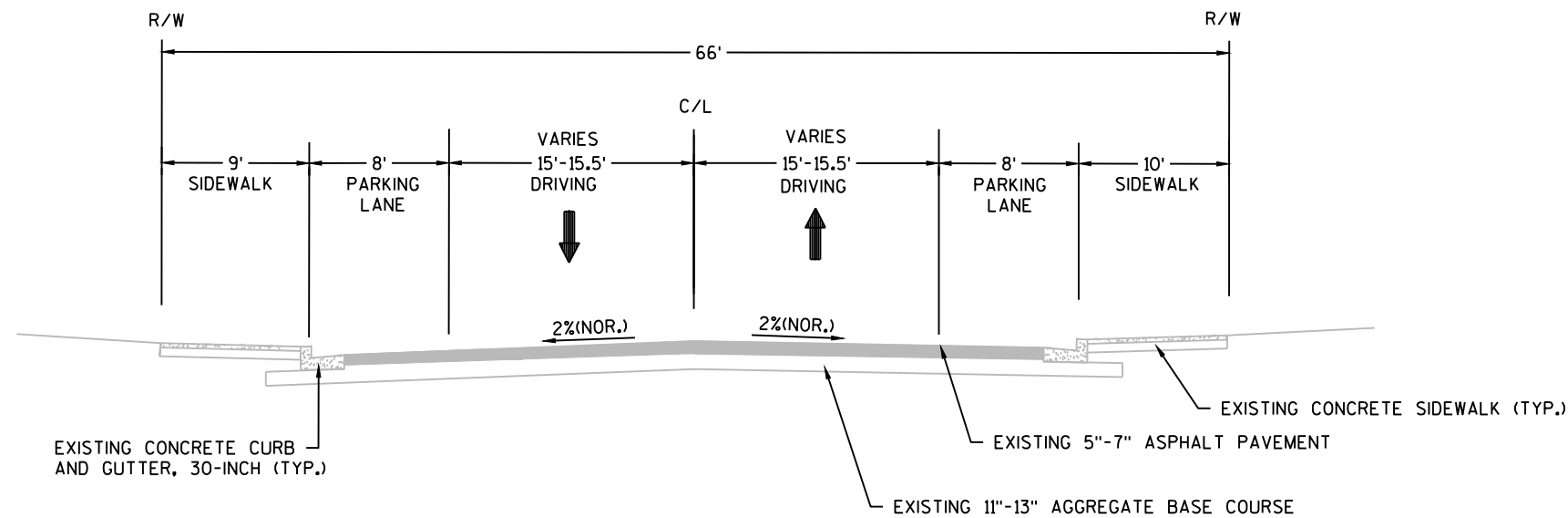
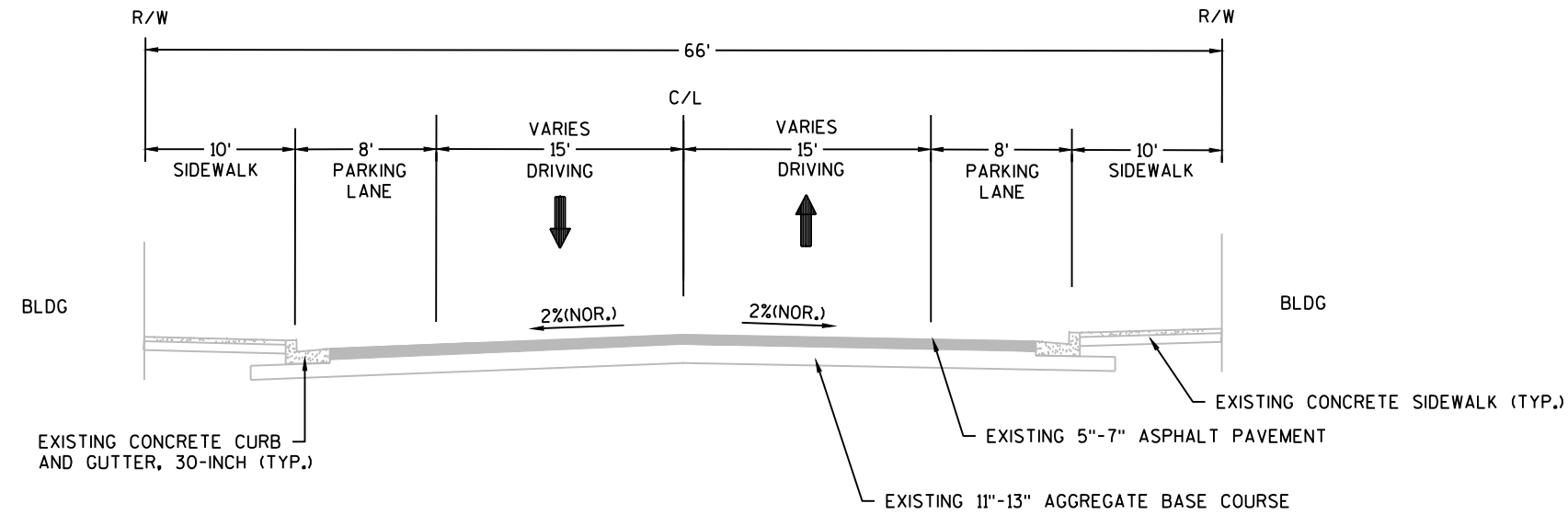
EXISTING TYPICAL SECTION, USH 51 (DEWITT STREET)

EDGEWATER STREET - COOK STREET
STA 540+00 'DE' - STA 542+12.03 'DE'

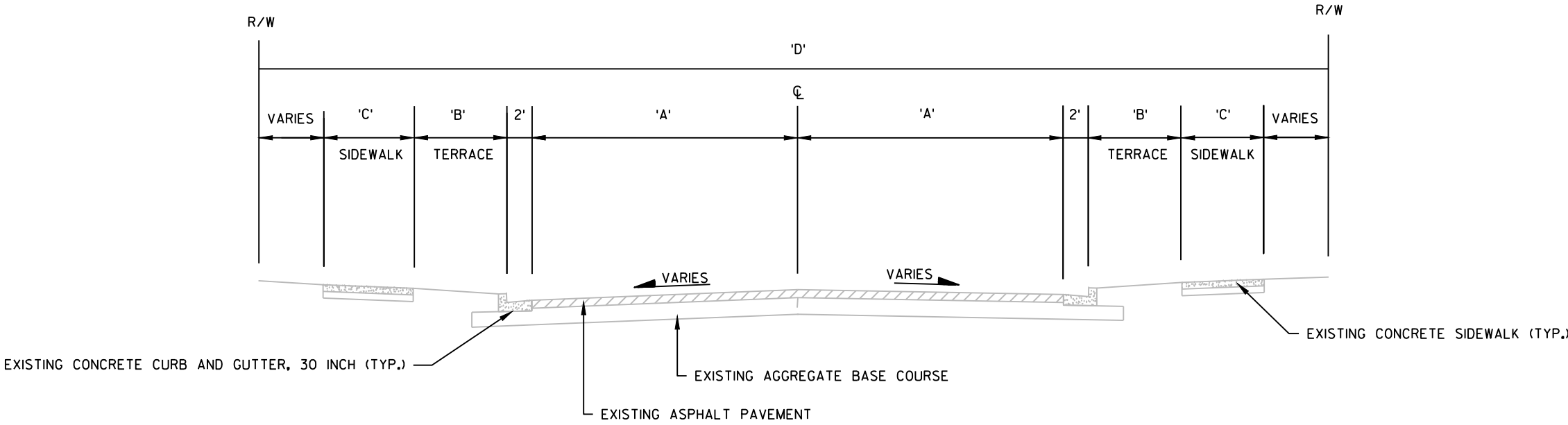


EXISTING TYPICAL SECTION, USH 51 (DEWITT STREET)

COOK STREET INTERSECTION APPROACHES
STA 542+12.03 'DE' - STA 543+79.34 'DE'



STREET	'A'	'B'	'C'	'D'	NOTES
EAST PLEASANT STREET	16'	7' LT - 9.5' RT	5'	66'	
WEST PLEASANT STREET	17.5'	6.5' LT - 6' RT	5' LT - 6' RT	66'	
EAST CONANT STREET	18'	7' LT - N/A RT	5' LT - 9' RT	63'	
WEST CONANT STREET	24'	N/A	6.5' LT - 7.5' RT	64'	
COOK STREET	18'	N/A	14.5'	66'	
EAST EDGEWATER STREET	20'	N/A LT - 7.5' RT	8.5' LT - 5' RT	66'	
WEST EDGEWATER STREET	16.5'	N/A	8'	56'	
WARRENS STREET	16.5'	N/A	8' LT - 6' RT	66'	
EAST MULLET STREET	22'	N/A	7.5' LT - 8' RT	66'	
DODGE STREET	24'	N/A	4.5' LT - 6' RT	66'	
PAUQUETTE STREET	17.5'	7'	4' LT - 5' RT	66'	
BRADY STREET	17.5'	10' LT - 7.5' RT	3.5' LT - 4' RT	66'	
BROOKS STREET	17'	N/A LT - 7.5' RT	5'	66'	
WASHINGTON STREET	17.5'	7' LT - 8' RT	N/A	66'	
SUPERIOR STREET	117.5'	N/A	5'	66'	
MICHIGAN STREET	17.5'	7.5'	6'	66'	
WAUONA TRAIL	21.5'	N/A	N/A	100'	
HURON STREET	16'	N/A	N/A	66'	
ERIE STREET	12'	N/A	N/A	66'	NO CURB LT & RT
ONTARIO STREET	14'	N/A	N/A	66'	NO CURB LT & RT



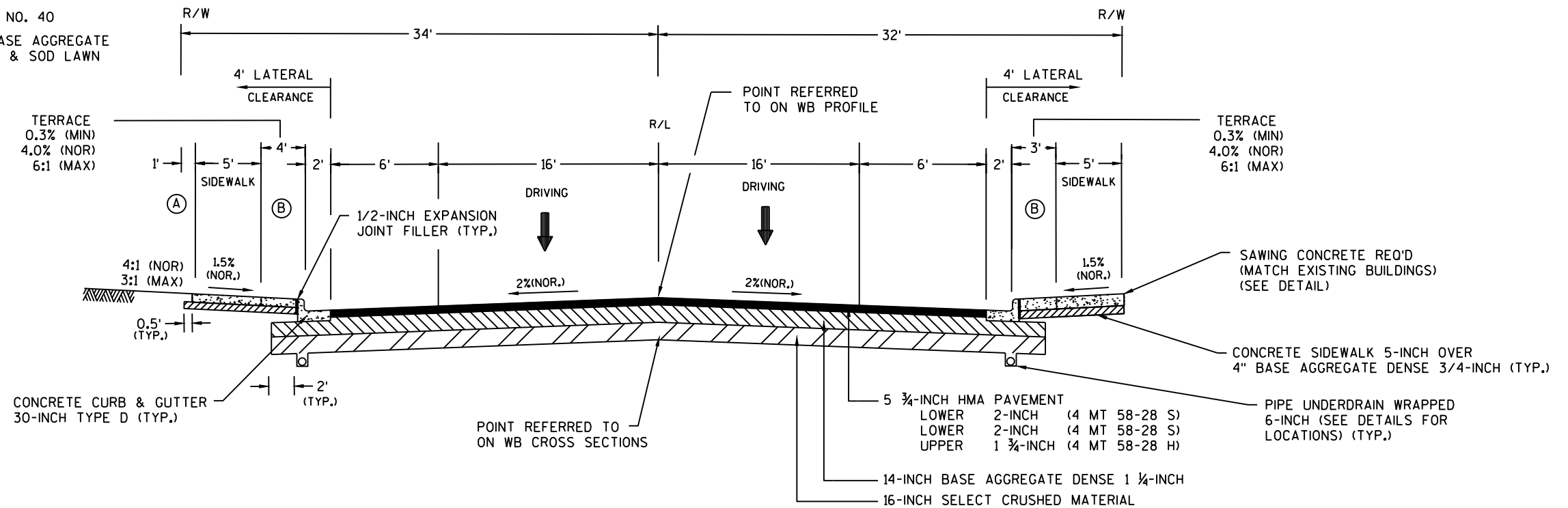
EXISTING TYPICAL SECTION
SIDE STREETS

LEGEND

- (A) TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO. 40
 (B) COLORED CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 3/4-INCH OR TOPSOIL, FERTILIZER TYPE B & SOD LAWN

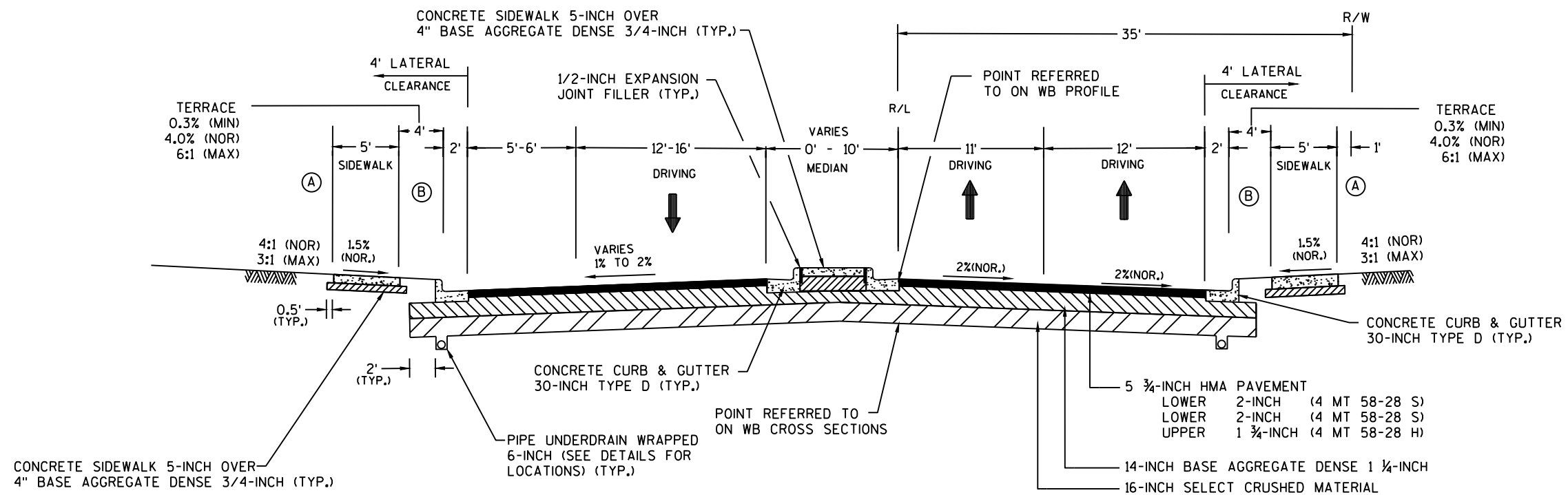
* SEE PLAN DETAILS

** CONSTRUCT INSIDE EDGE OF SIDEWALK
 1/2-INCH HIGHER THAN THE TOP OF THE CURB
 WHEN THEY ARE ADJACENT TO EACH OTHER.



PROPOSED TYPICAL SECTION, STH 16 (WISCONSIN STREET)

COOK STREET - EDGEWATER STREET
 STA 100+37.55 'WI' - STA 100+70.43 'WI'



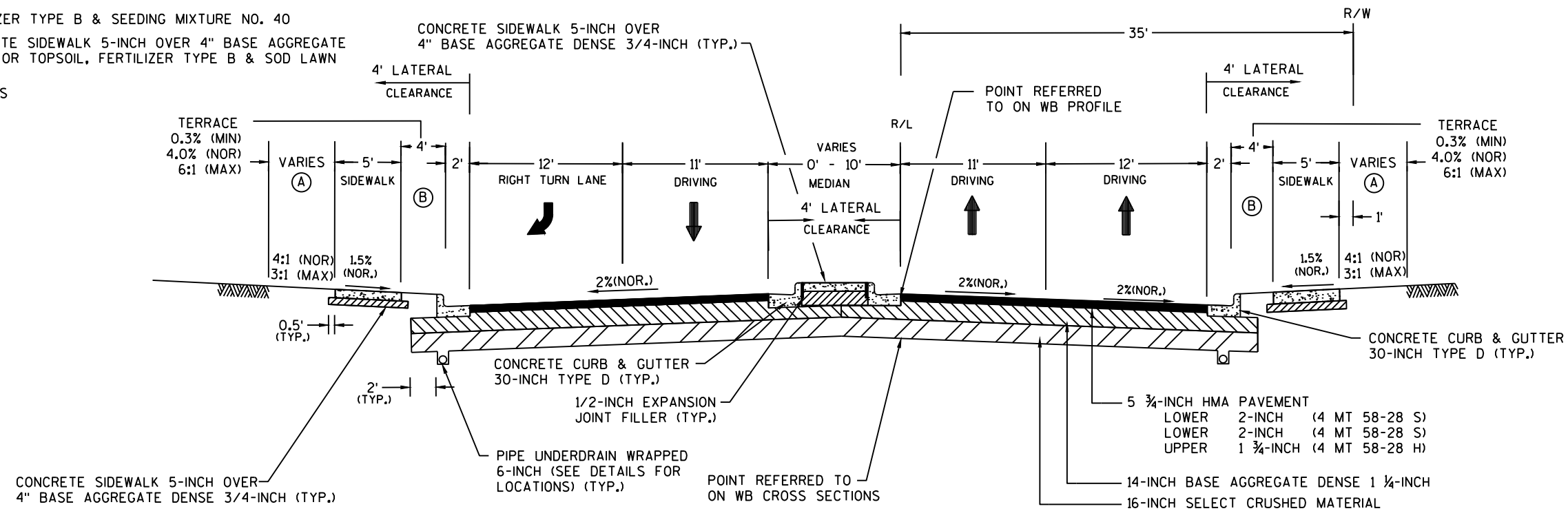
PROPOSED TYPICAL SECTION, STH 16 (WISCONSIN STREET)

EDGEWATER STREET - WARREN STREET
 STA 100+70.43 'WI' - STA 103+66 'WI'

LEGEND

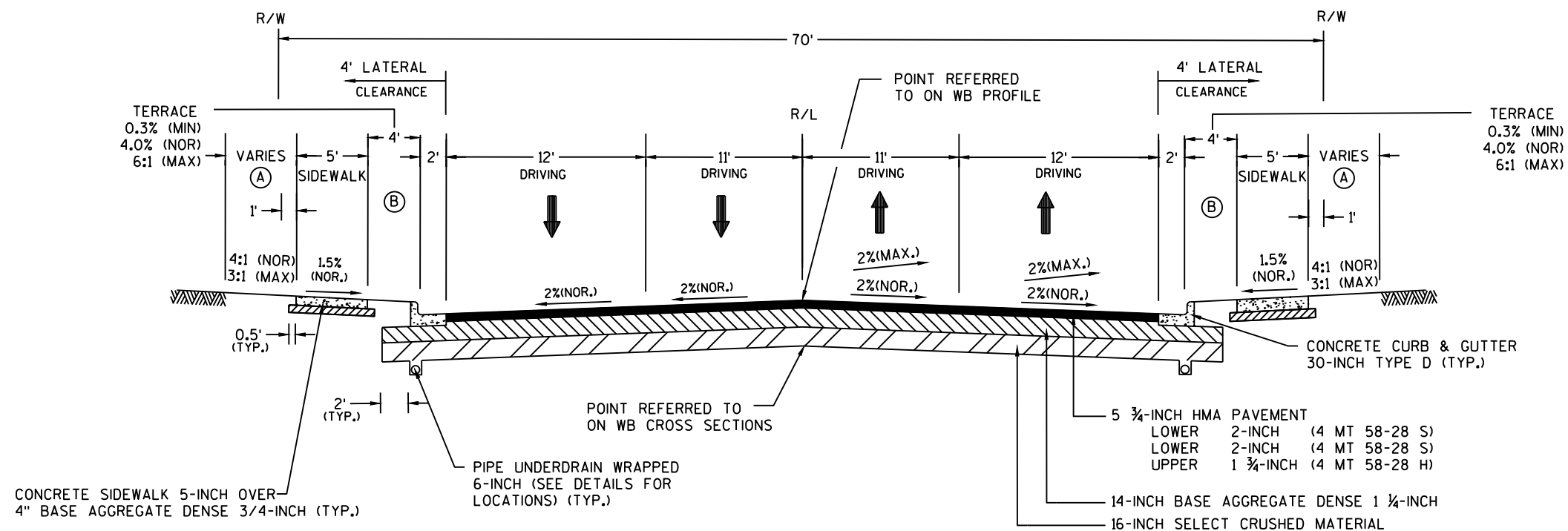
- (A) TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO. 40
 (B) COLORED CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 3/4-INCH OR TOPSOIL, FERTILIZER TYPE B & SOD LAWN

* SEE PLAN DETAILS



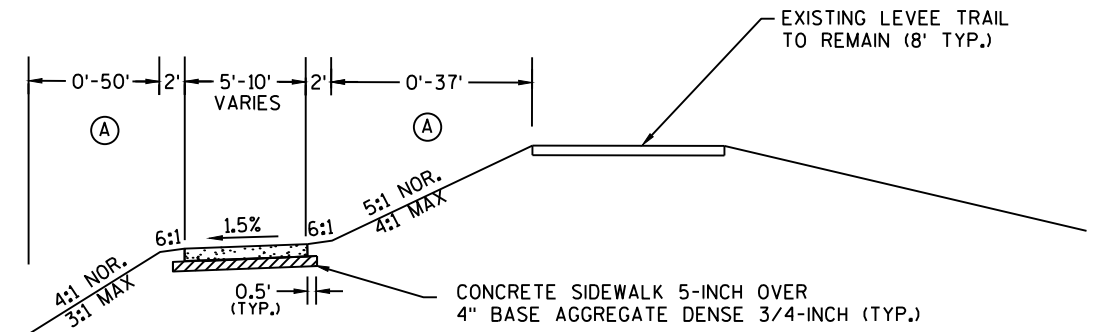
PROPOSED TYPICAL SECTION, USH 51/STH 16 (WISCONSIN STREET)

WARREN STREET - MULLET STREET
 STA 103+66 'WI' - STA 106+20 'WI'

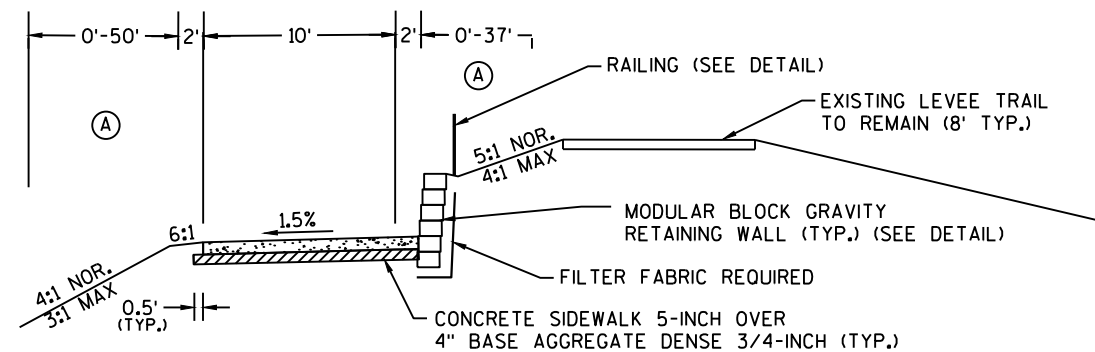


PROPOSED TYPICAL SECTION, USH 51/STH 16 (WISCONSIN STREET)

MULLET STREET - BRADY STREET
 STA 106+20 'WI' - STA 116+41 'WI'



SIDEWALK CONNECTION SECTION
NO RETAINING WALL

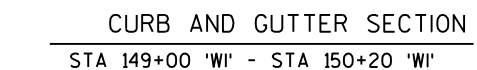
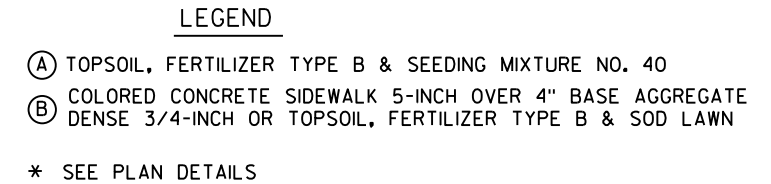


SIDEWALK CONNECTION SECTION
WITH RETAINING WALL

(A) TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO. 40

(B) COLORED CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE
DENSE 3/4-INCH OR TOPSOIL, FERTILIZER TYPE B & SOD LAWN

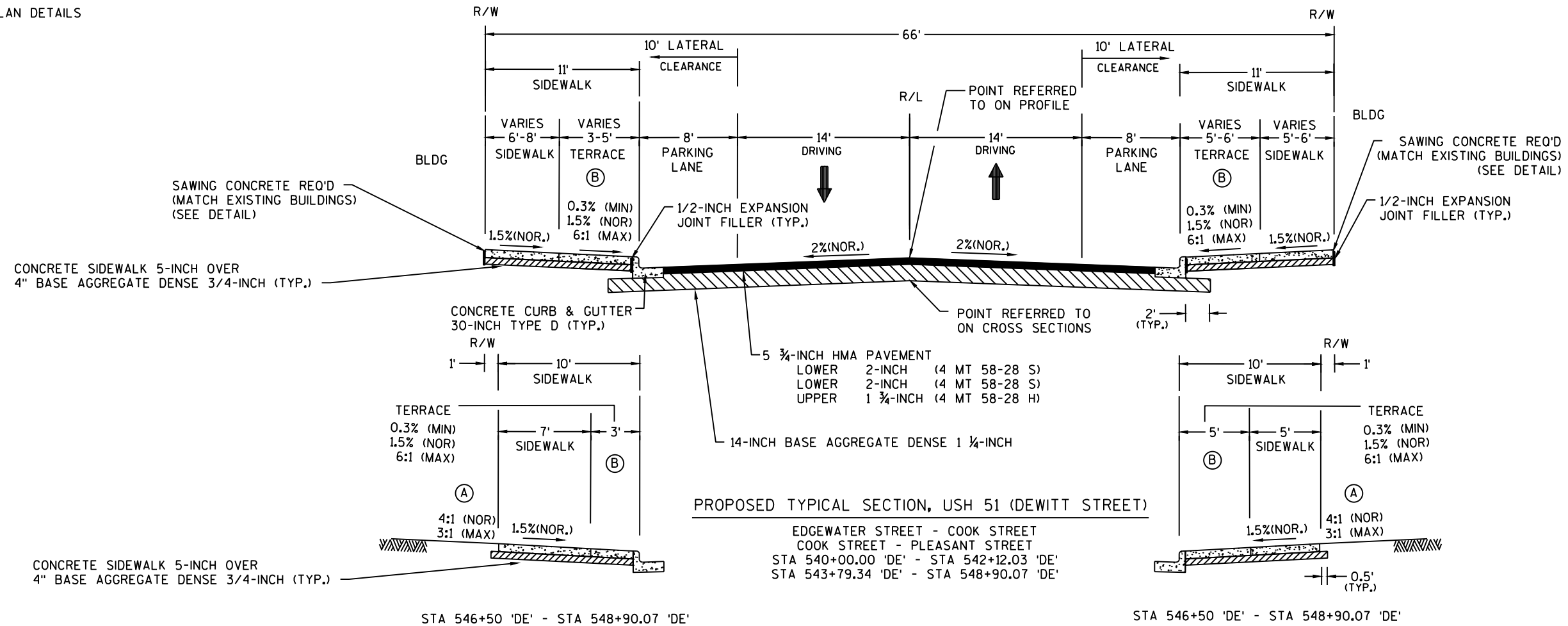
* SEE PLAN DETAILS



LEGEND

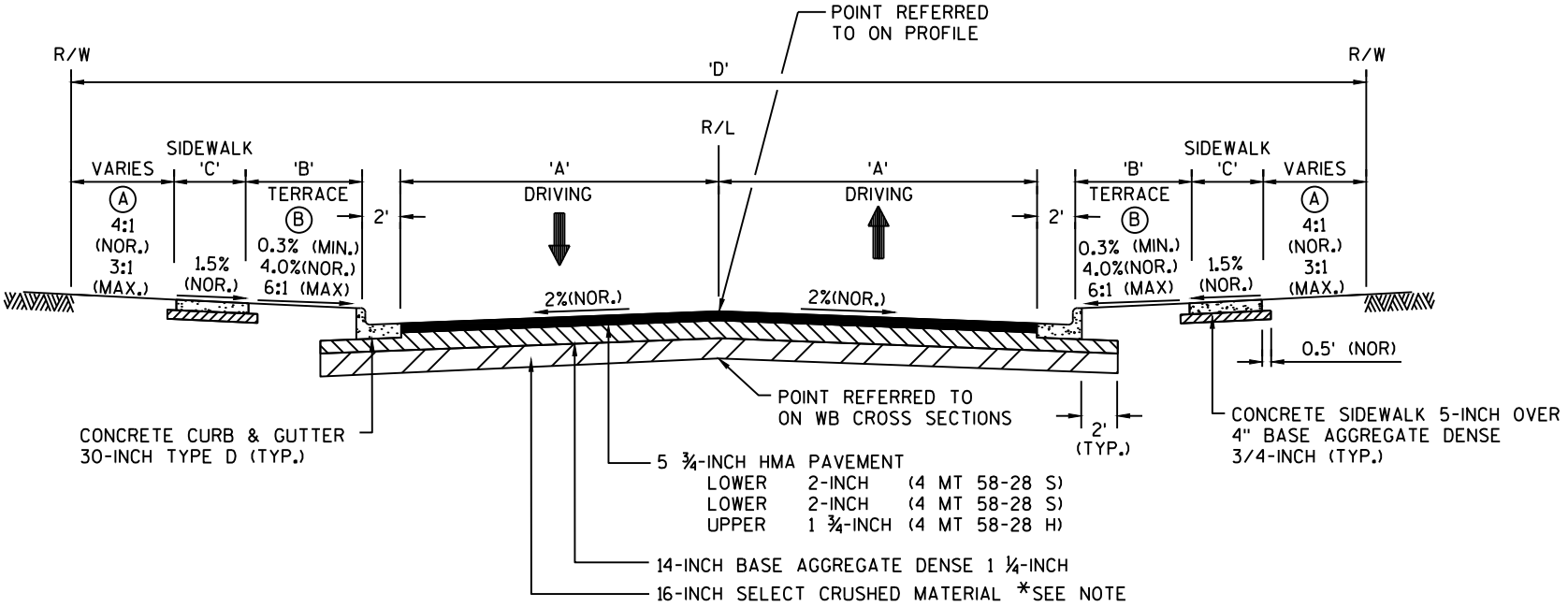
- (A) TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO. 40
 (B) COLORED CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 3/4-INCH OR TOPSOIL, FERTILIZER TYPE B & SOD LAWN
 (C) COLORED CONCRETE SIDEWALK 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH

* SEE PLAN DETAILS



STREET	'A'	'B'	'C'	'D'	NOTES
EAST PLEASANT STREET	16'	7' LT - 9.5' RT	5'	66'	NO SELECT CRUSH
WEST PLEASANT STREET	17.5'	6.5' LT - 6' RT	5' LT - 6' RT	66'	NO SELECT CRUSH
EAST CONANT STREET	18'	7' LT - N/A RT	5' LT - 9' RT	63'	NO SELECT CRUSH
WEST CONANT STREET	24'	N/A	6.5' LT - 7.5' RT	64'	NO SELECT CRUSH
COOK STREET	N/A	N/A	14.5'	66'	NO SELECT CRUSH
EAST EDGEWATER STREET	20'	N/A LT - 7.5' RT	8.5' LT - 5' RT	66'	NO SELECT CRUSH
WEST EDGEWATER STREET	16.5'	N/A	8	56'	NO SELECT CRUSH
WARRENS STREET	16.5'	N/A	8' LT - 6' RT	66'	
EAST MULLET STREET	22'	N/A	7.5' LT - 8' RT	62'	
DODGE STREET	24	N/A	4.5' LT - 6' RT	66'	
PAUQUETTE STREET	17.5	7'	4' LT - 5' RT	66'	
BRADY STREET	17.5'	10' LT - 7.5' RT	3.5' LT - 4' RT	66'	
BROOKS STREET	17'	N/A LT - 7.5' RT	N/A LT - 5' RT	66'	
WASHINGTON STREET	17.5'	7' LT - 8' RT	5'	66'	
SUPERIOR STREET	17.5'	N/A	N/A	66'	
MICHIGAN STREET	17.5'	7.5'	5'	66'	
WAUONA TRAIL	21.5'	N/A	6'	100'	
HURON STREET	16'	N/A	N/A	66'	
ERIE STREET	12'	N/A	N/A	66'	
ONTARIO STREET	14'	N/A	N/A	66'	

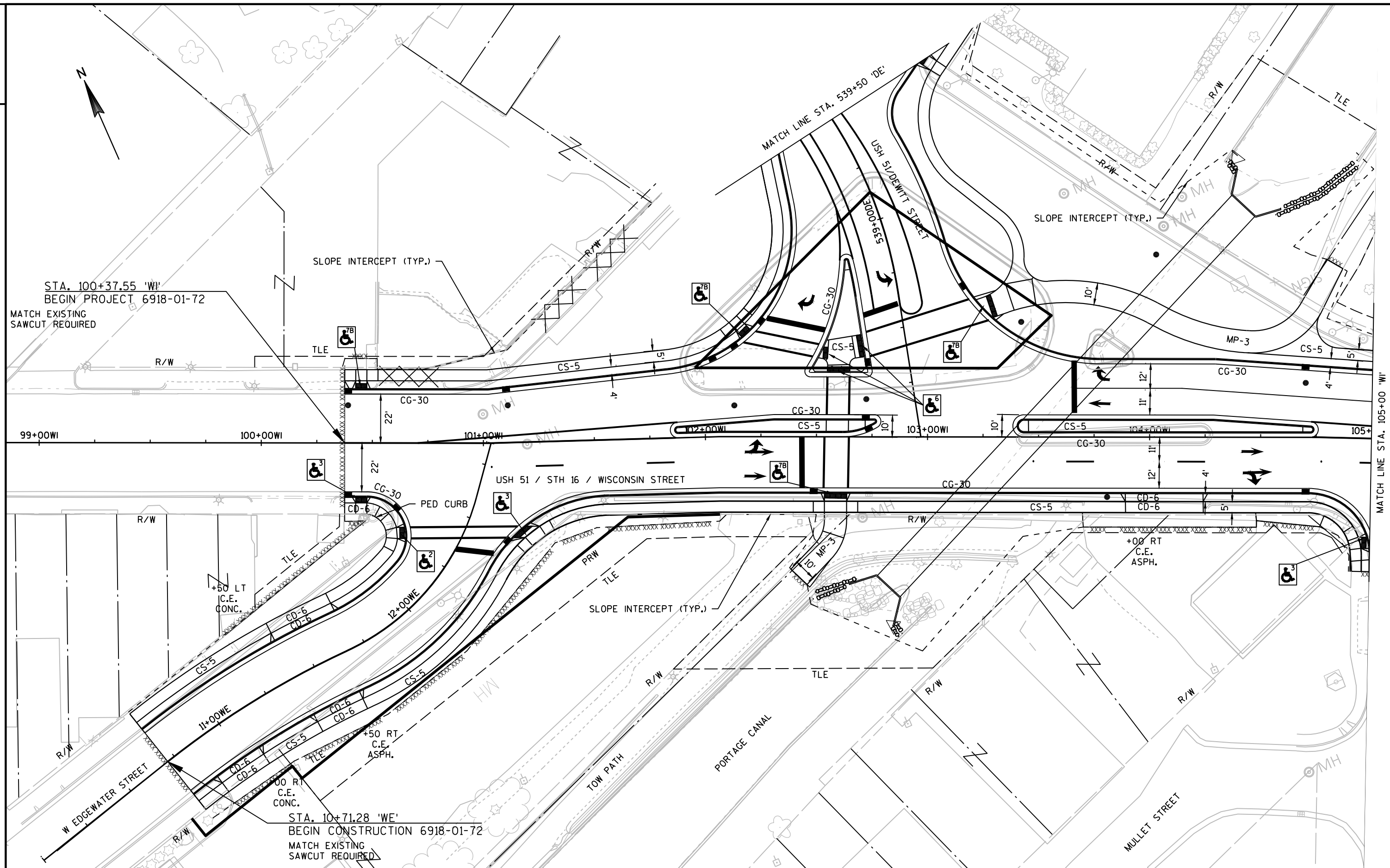
- LEGEND
- Ⓐ TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO. 40
 - Ⓑ COLORED CONCRETE SIDEWALK 5-INCH OVER 4" BASE AGGREGATE DENSE 3/4-INCH OR TOPSOIL, FERTILIZER TYPE B & SOD LAWN
 - * SEE PLAN DETAILS



PROPOSED TYPICAL SECTION, SIDEROADS

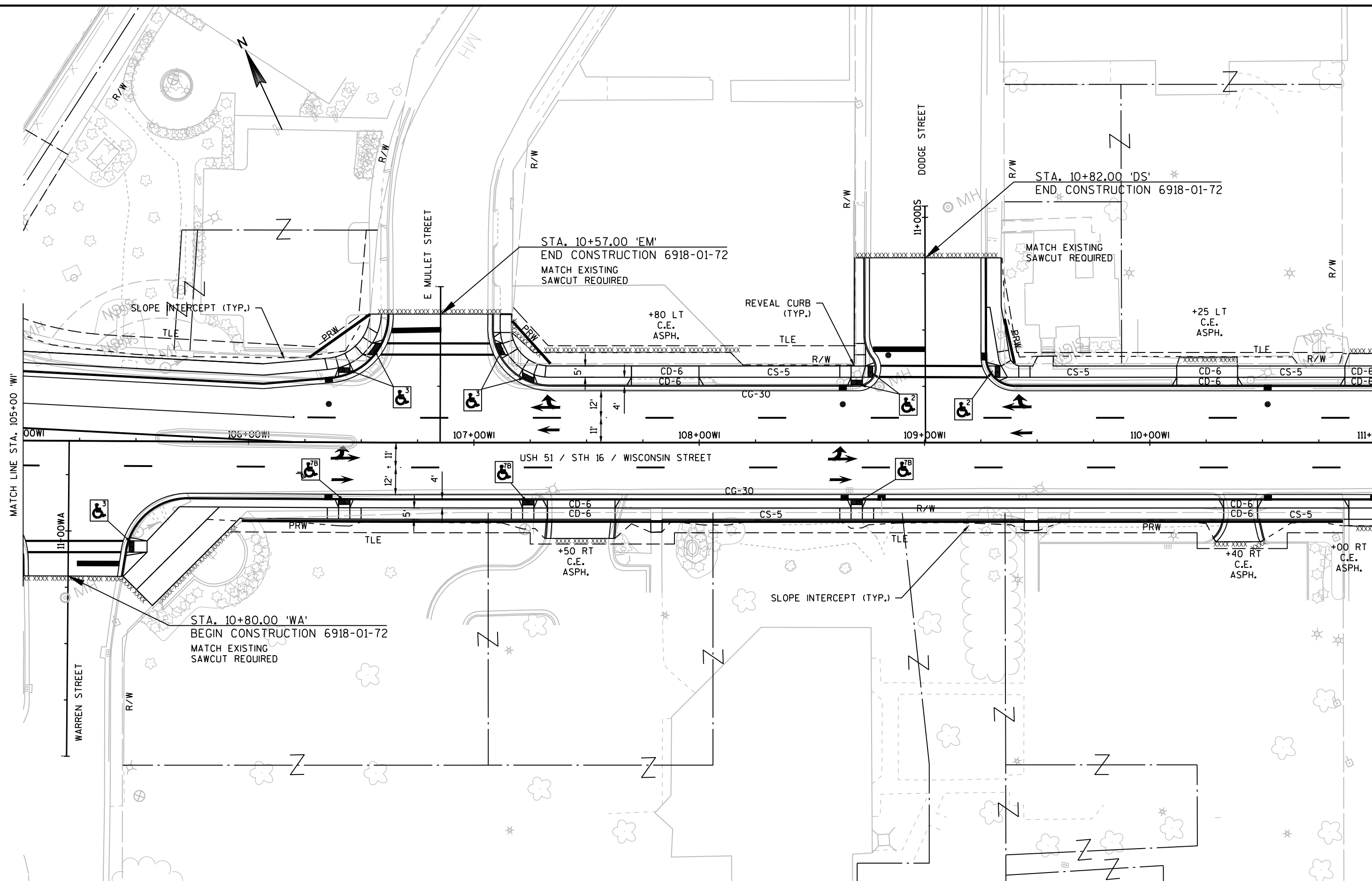
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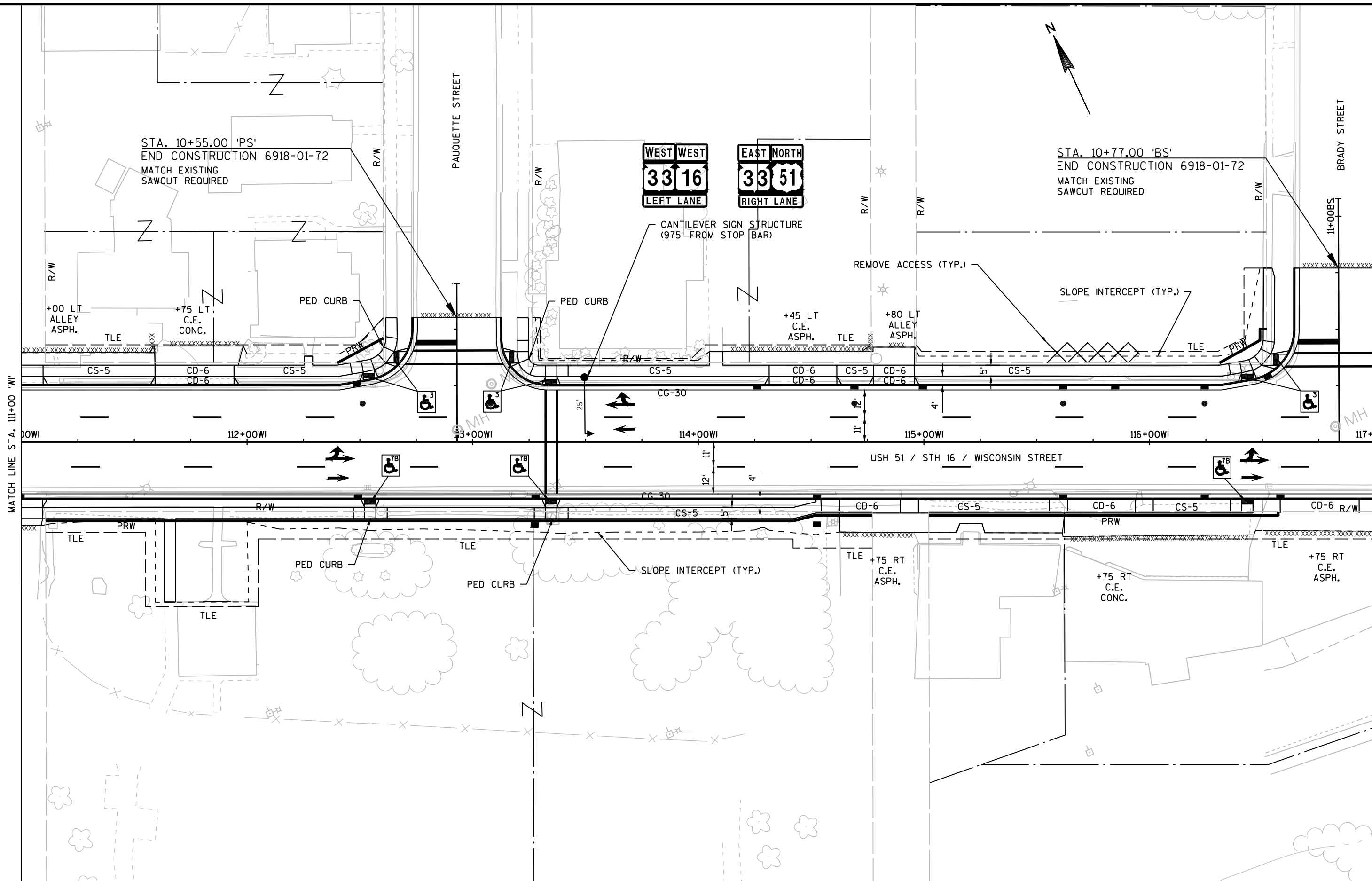
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PROJECT NO:6918-01-72	HWY:USH 51	COUNTY:COLUMBIA	PLAN DETAILS	SHEET	E
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LAYOUT NAME - 021201					



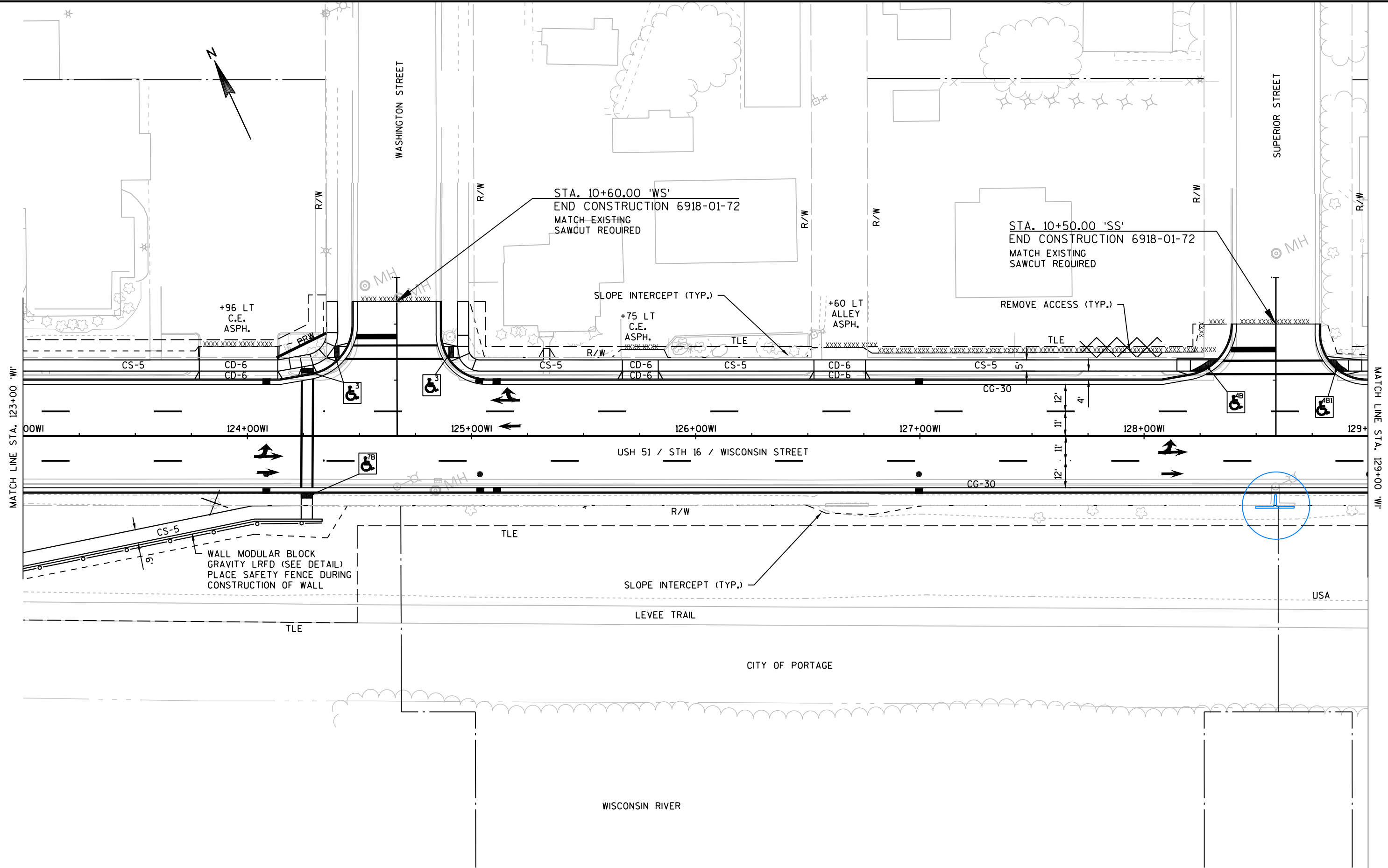


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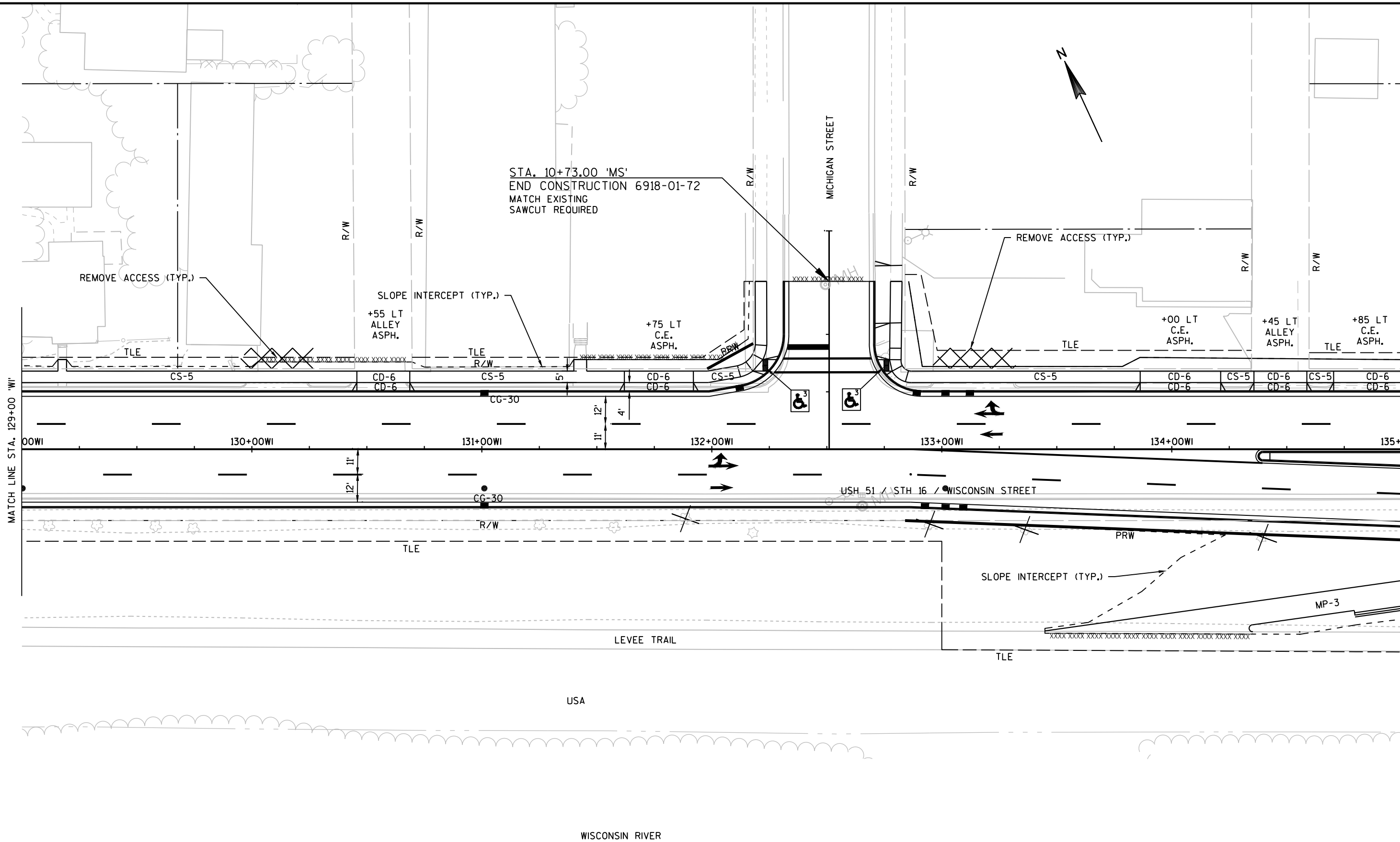
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PROJECT NO: 6918-01-72

HWY: USH 51

COUNTY: COLUMBIA

PLAN DETAILS

SHEET

E

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PLOT BY : KL ENGINEERING

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

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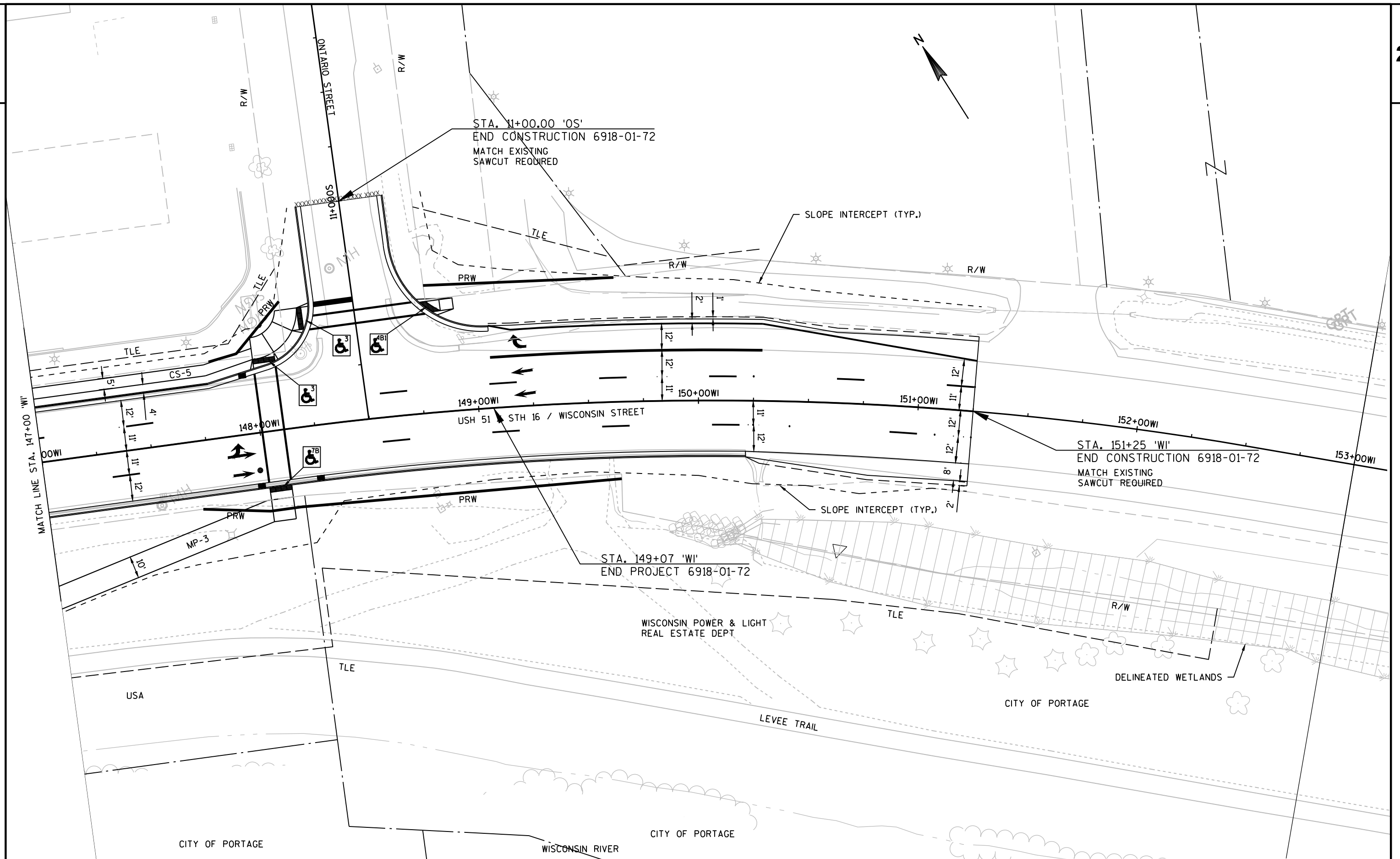


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PROJECT NO: 6918-01-72	HWY: USH 51	COUNTY: COLUMBIA	PLAN DETAILS	SHEET	E
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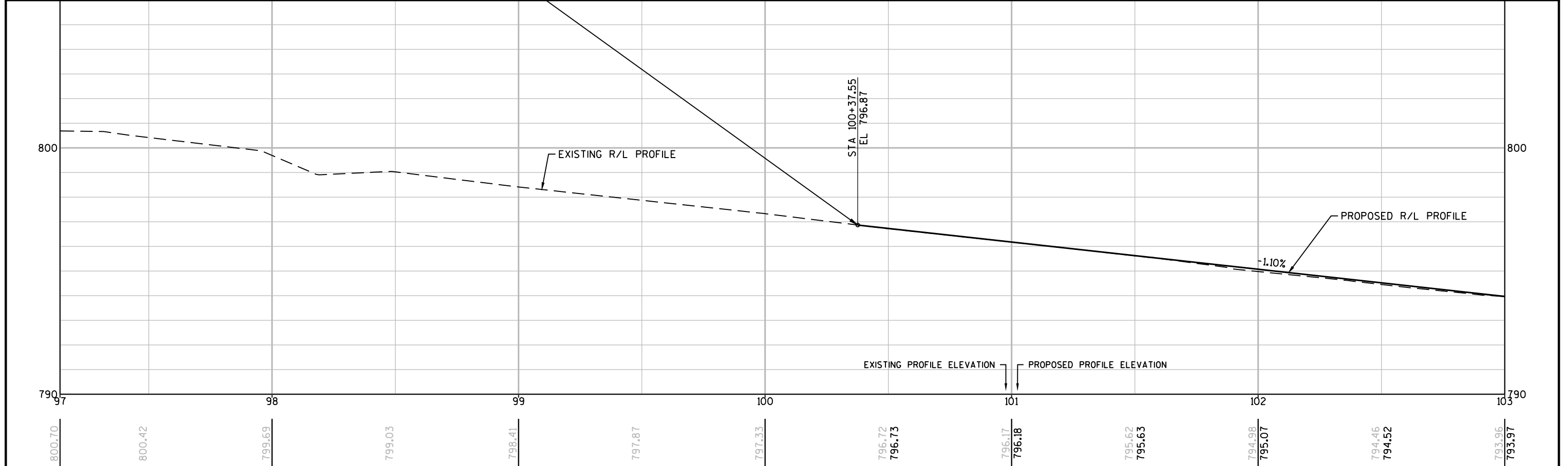
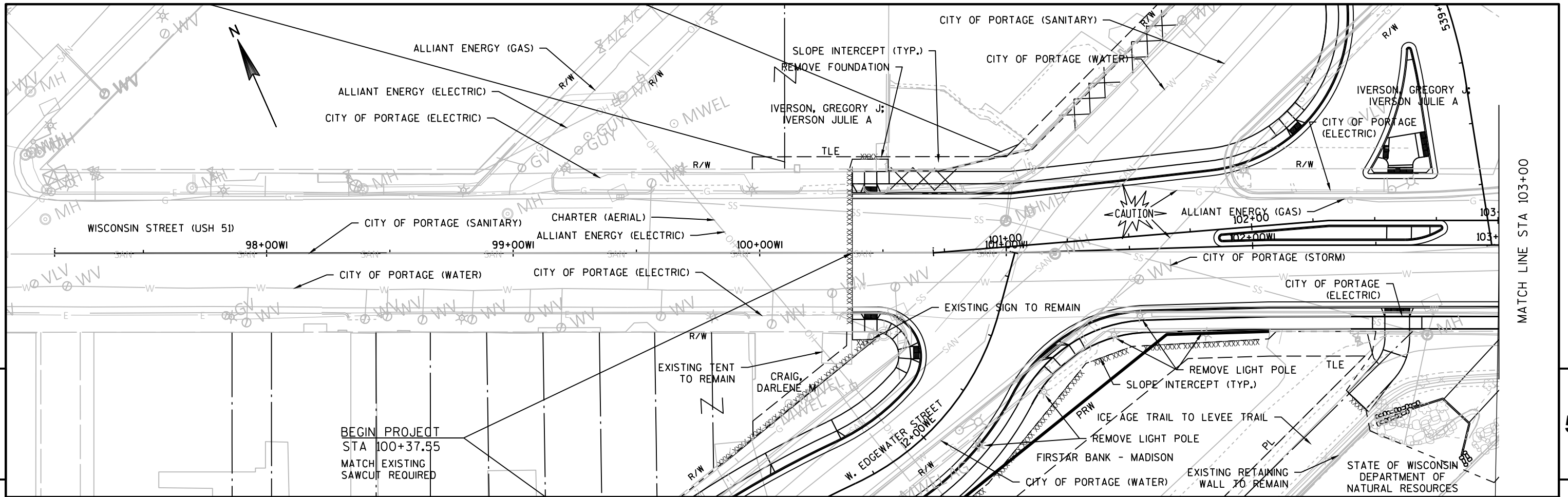
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WISDOT/CADDs SHEET 44

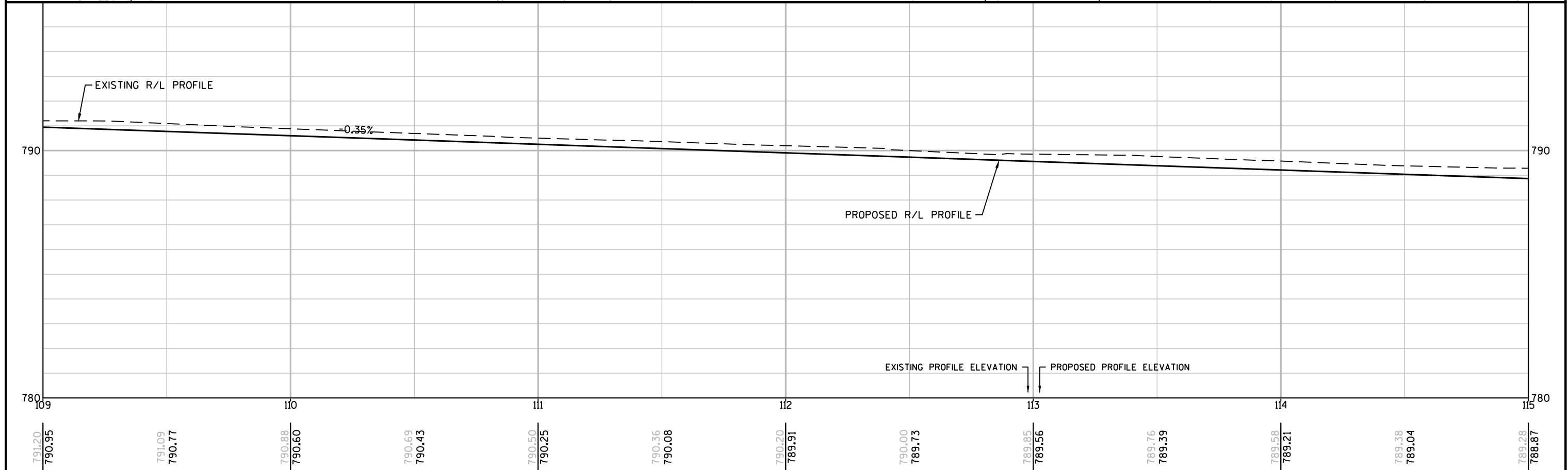
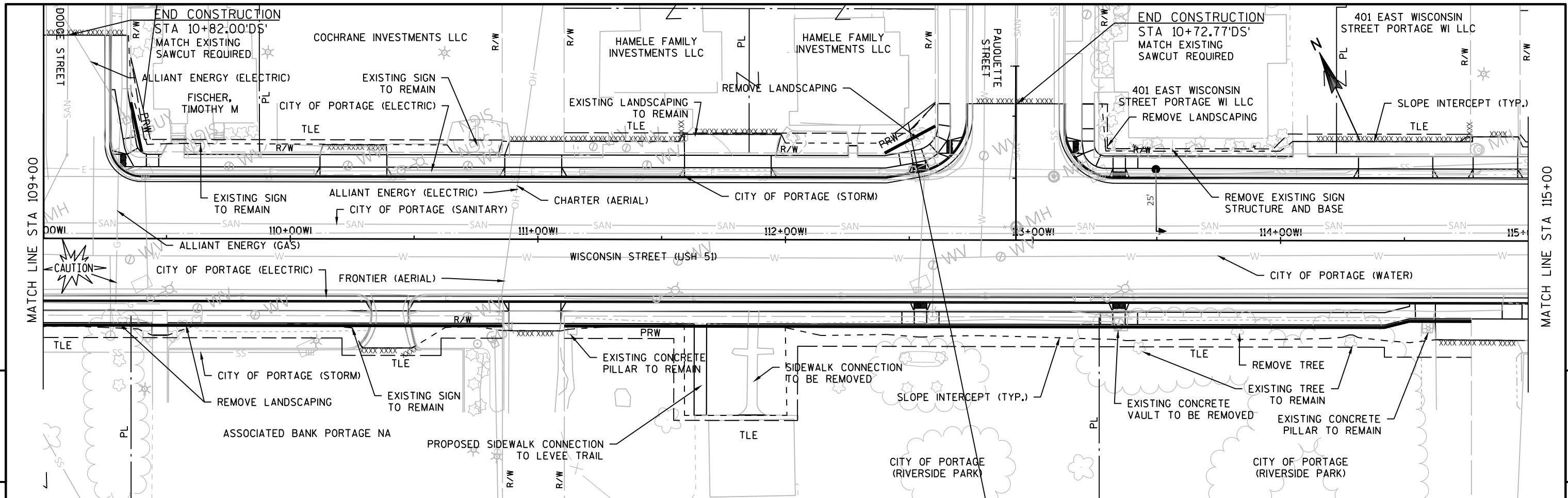
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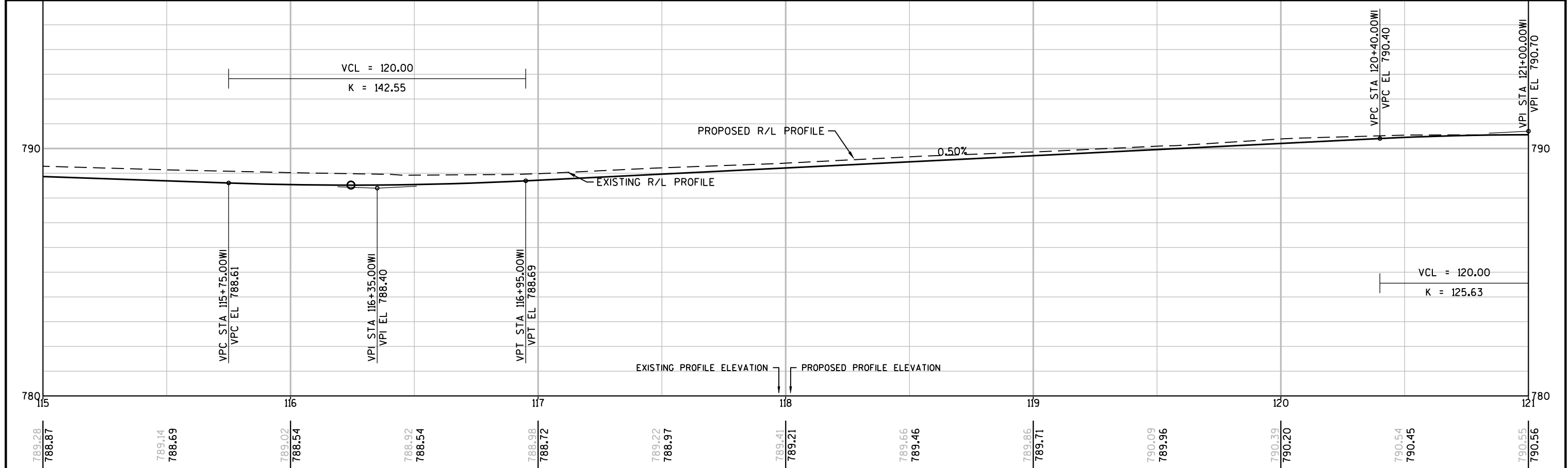
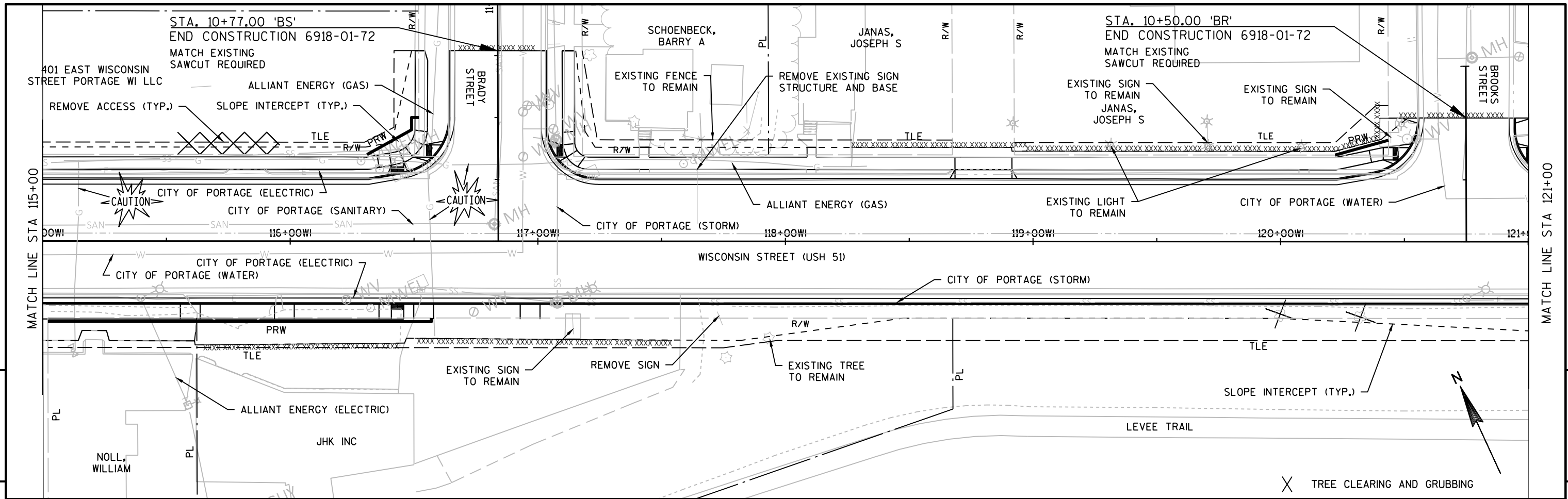
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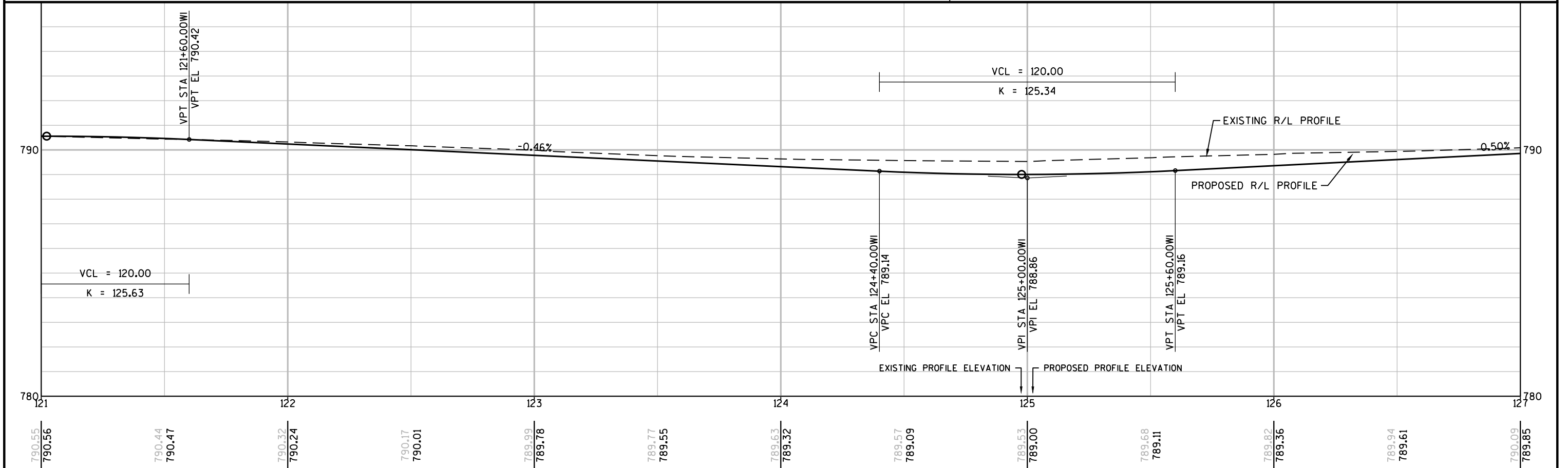
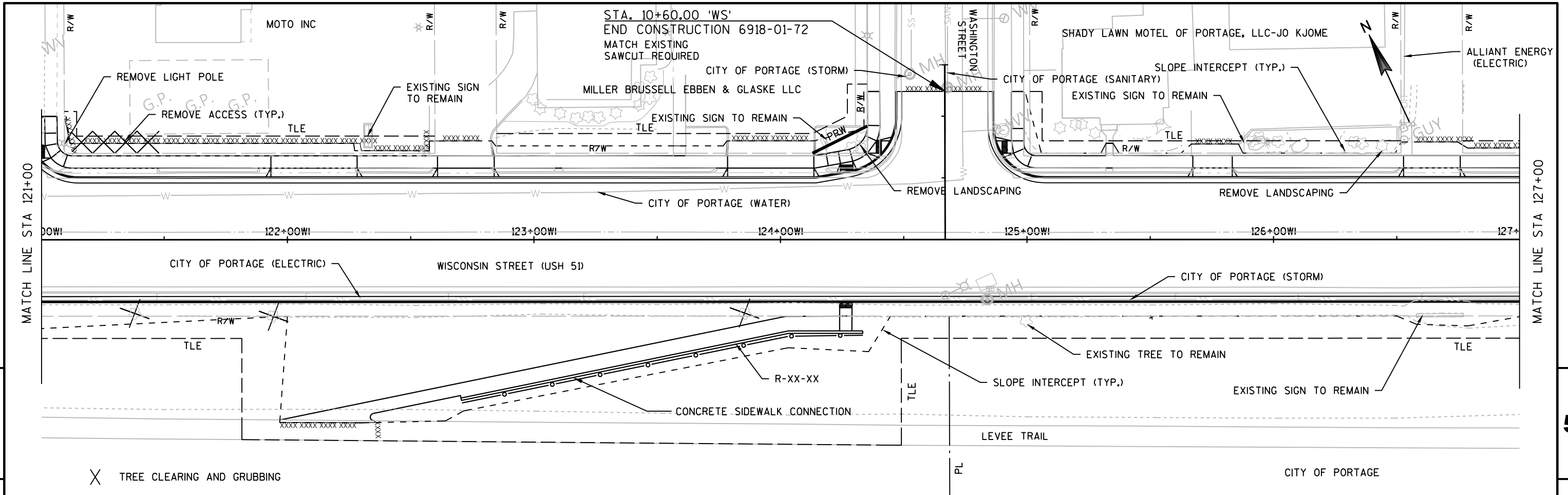
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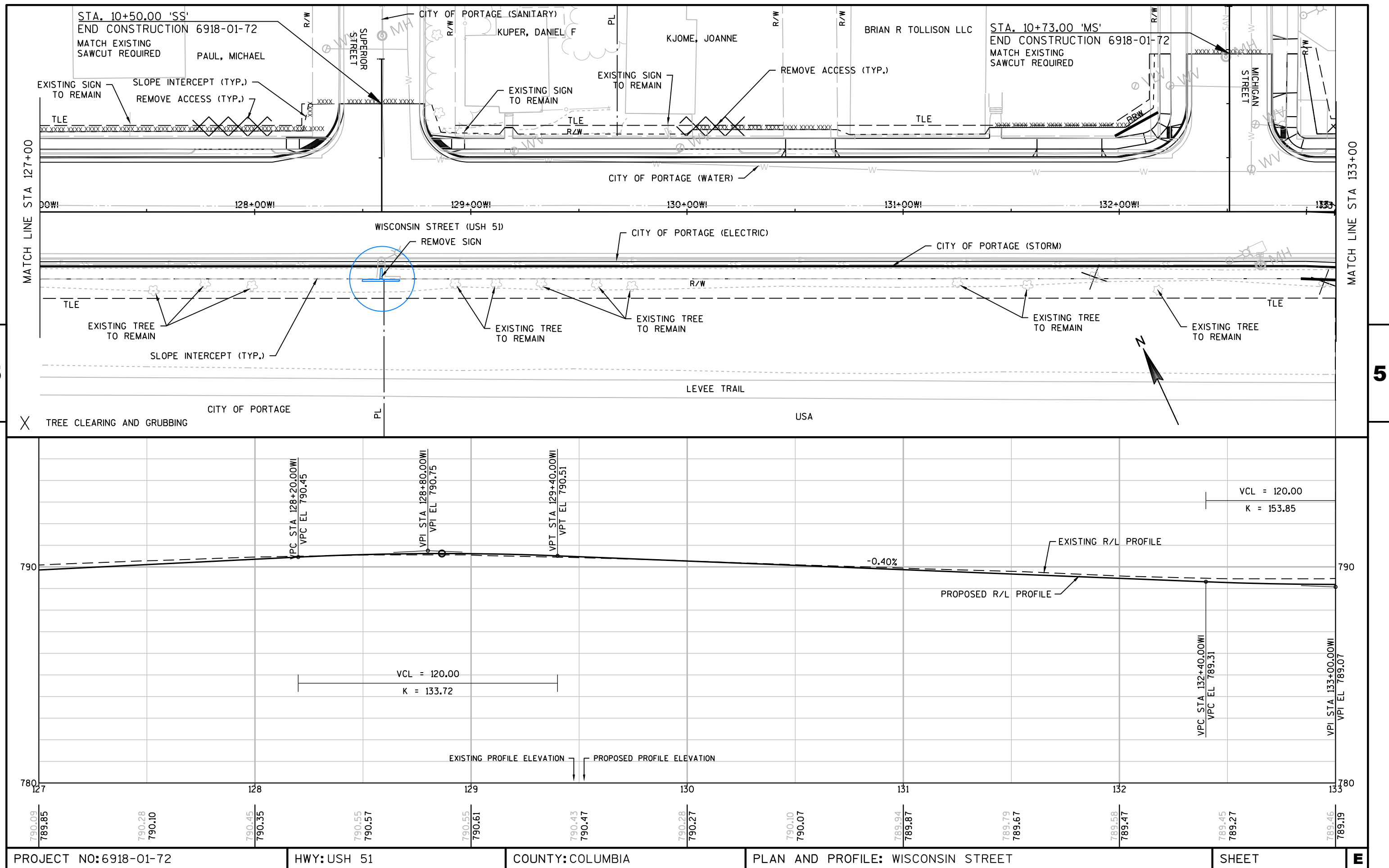


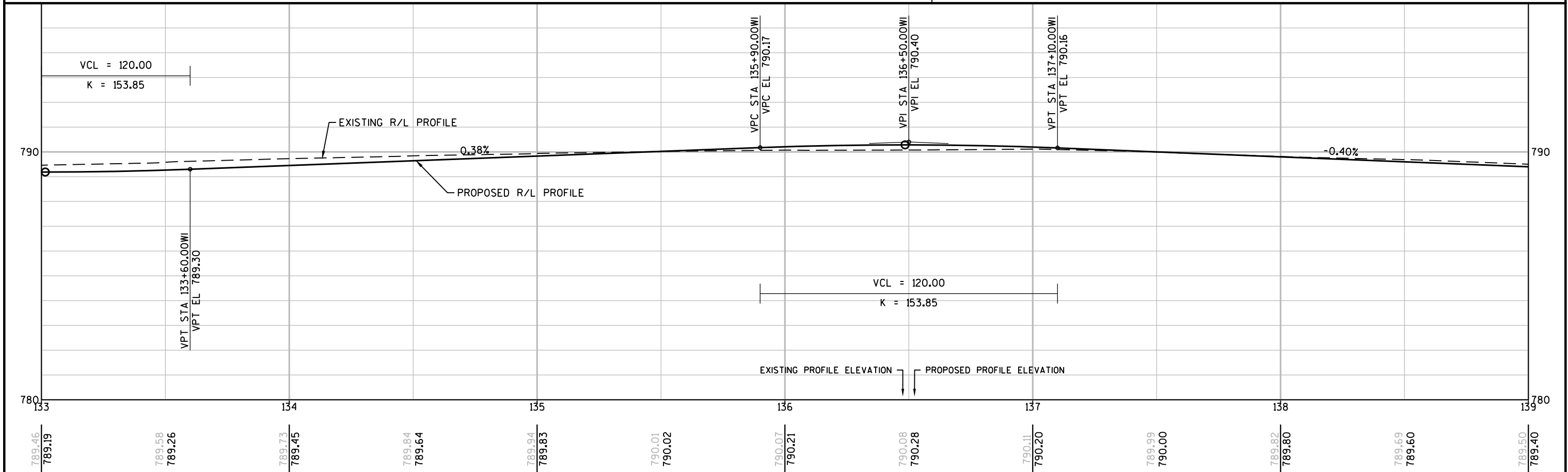
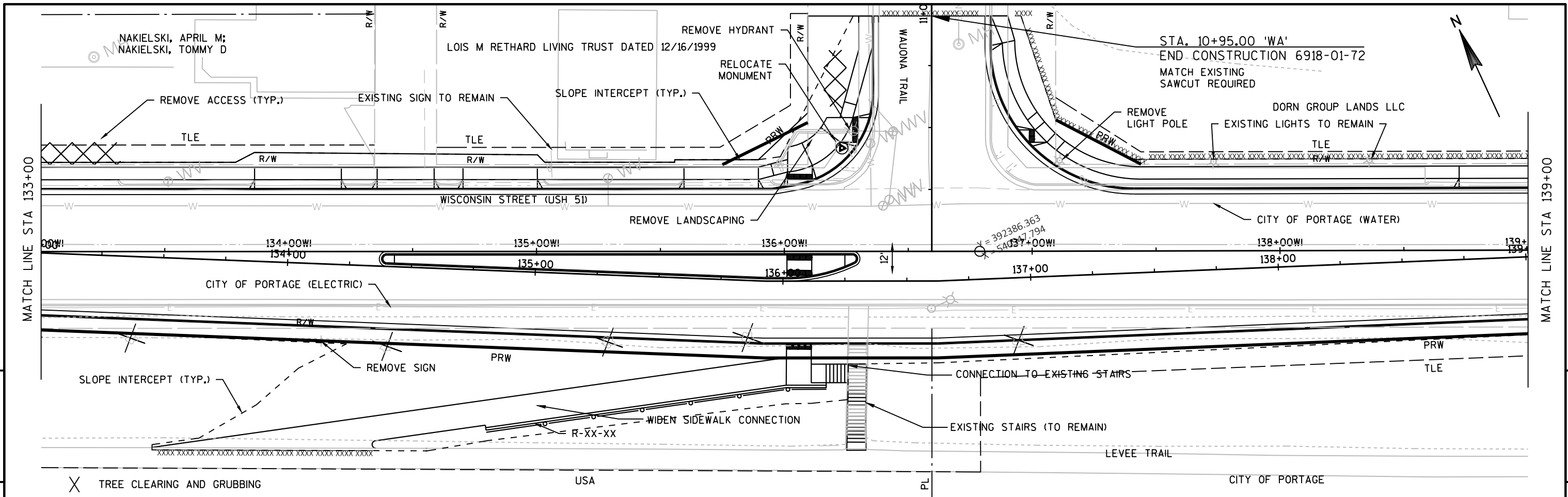
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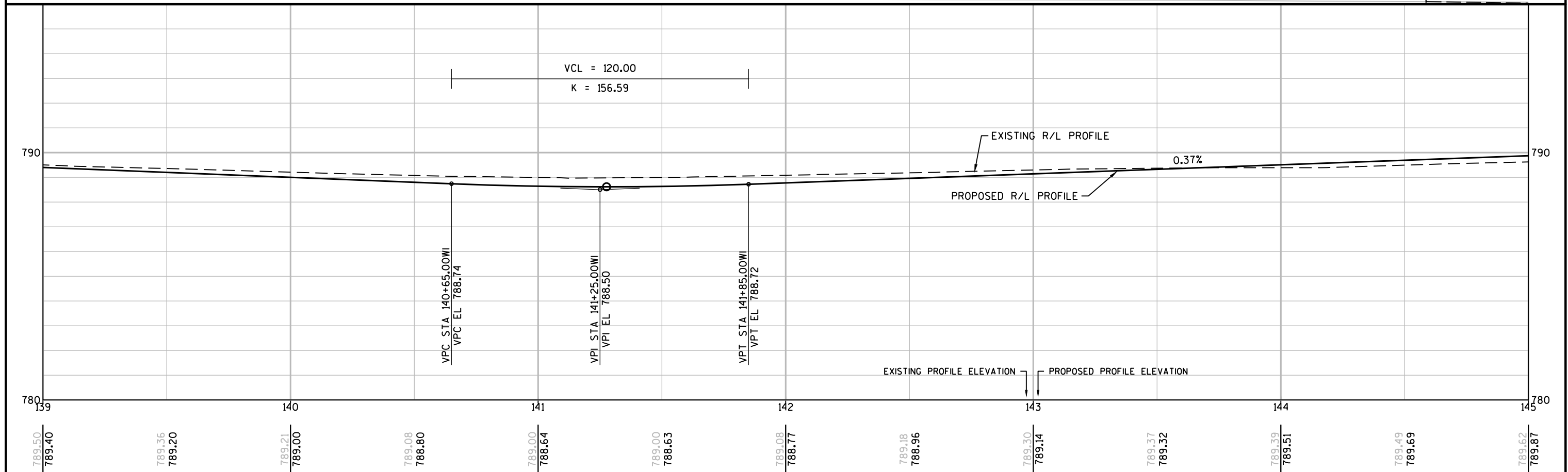
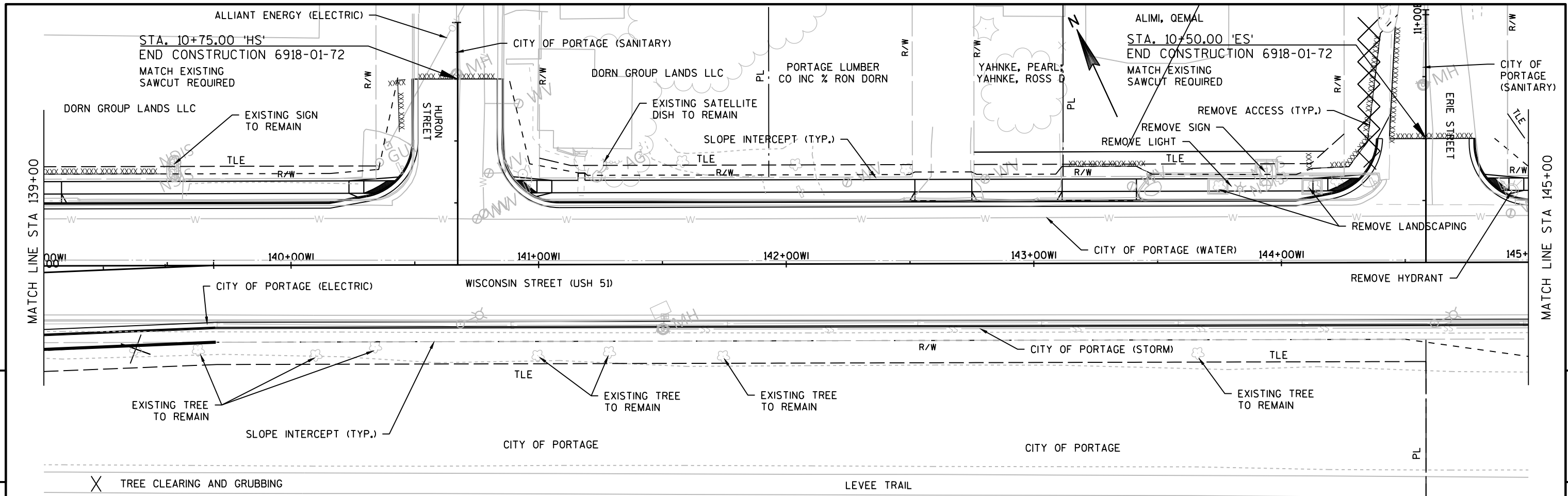


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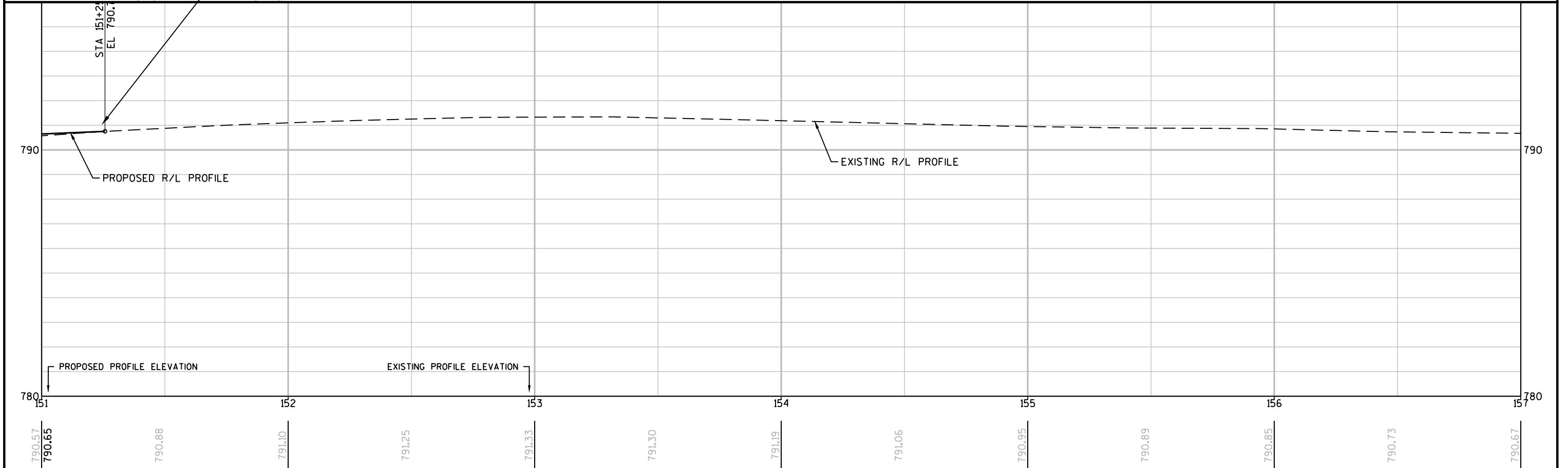
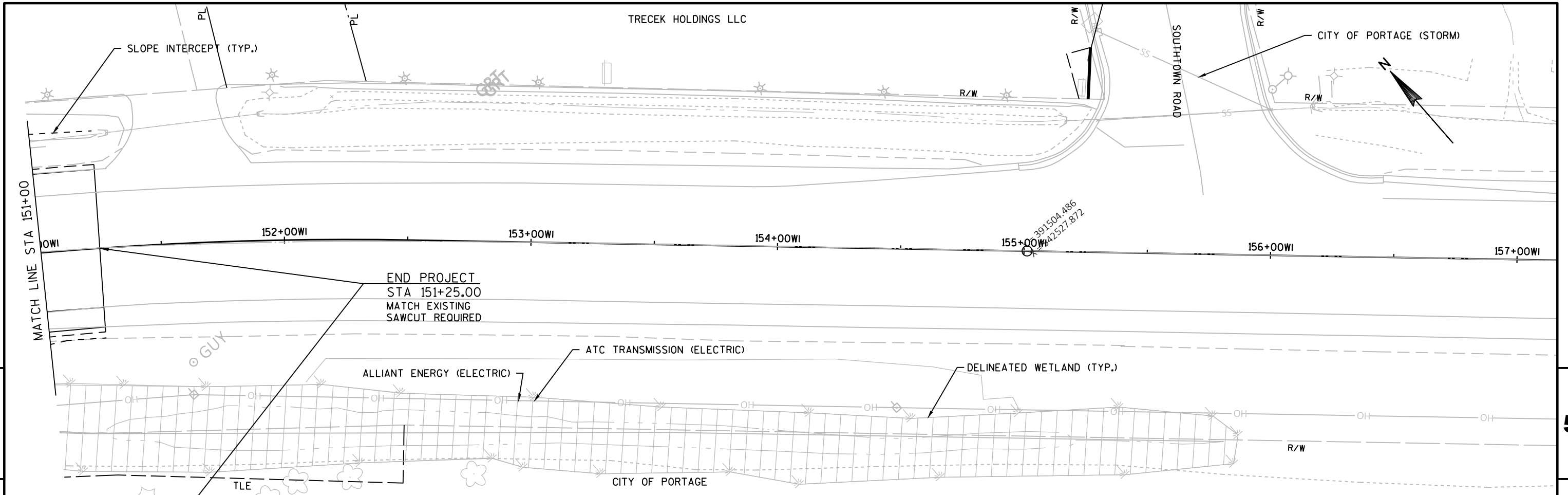




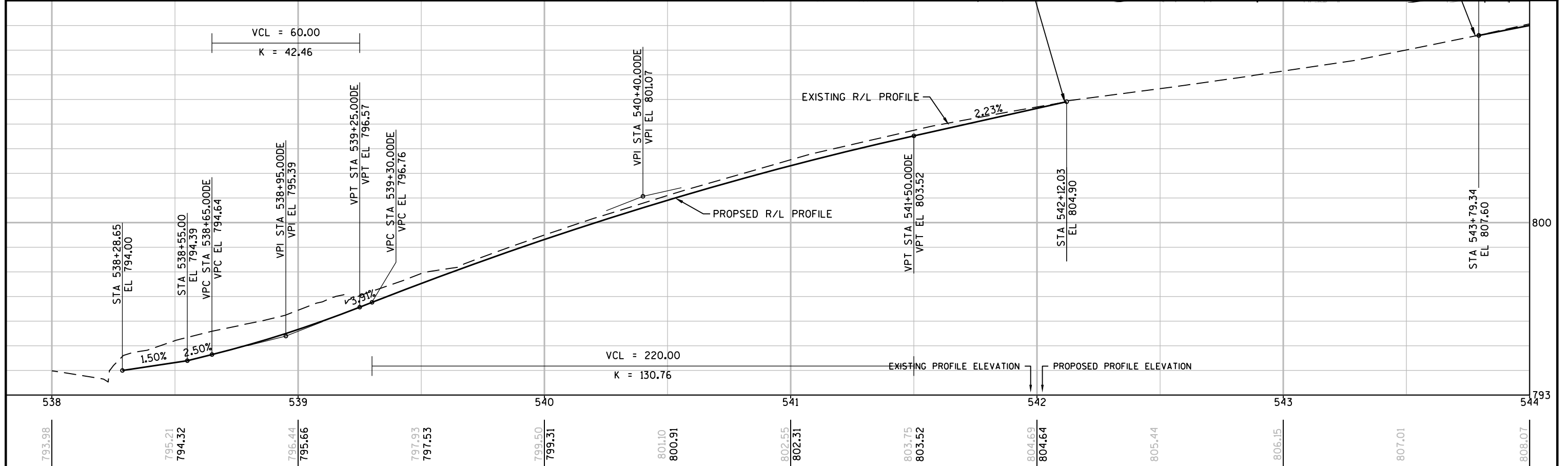
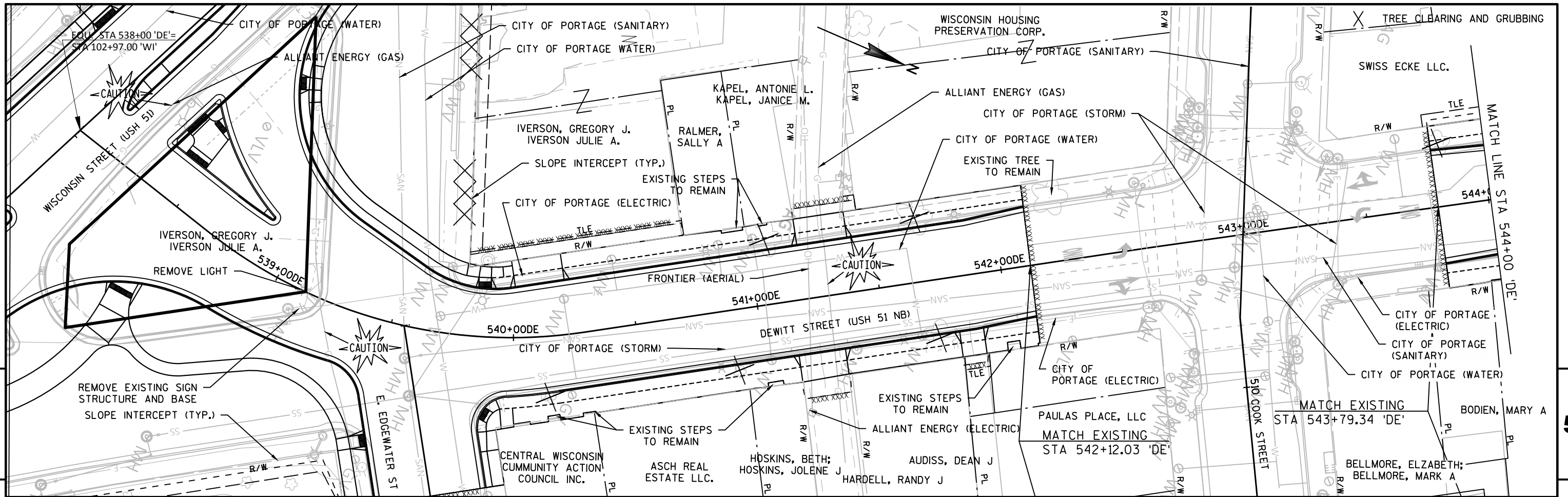




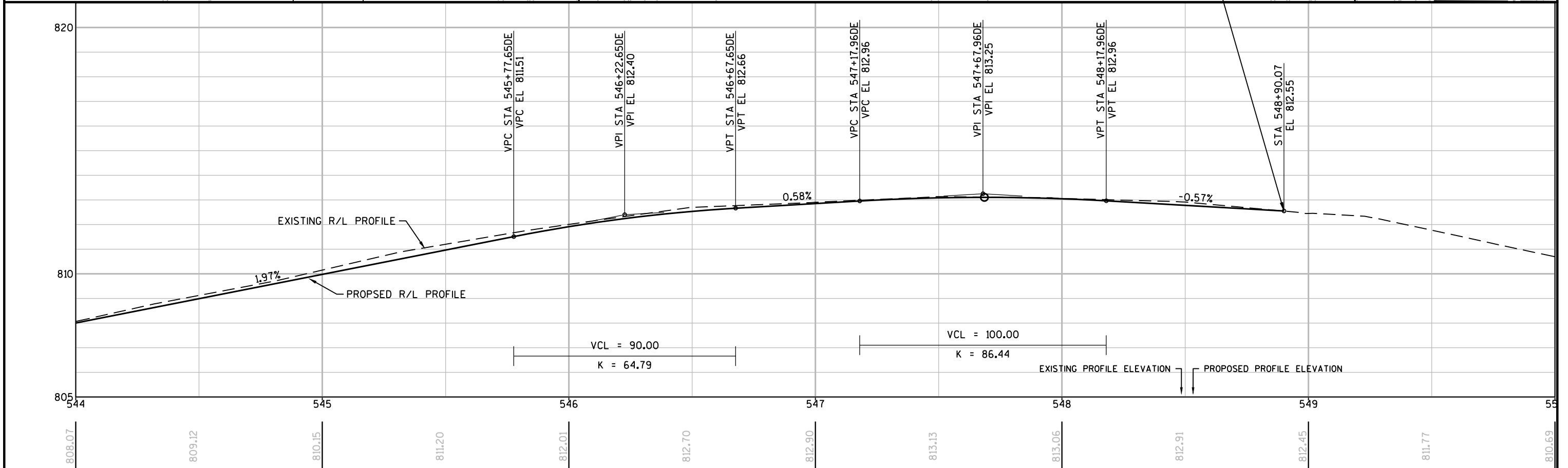
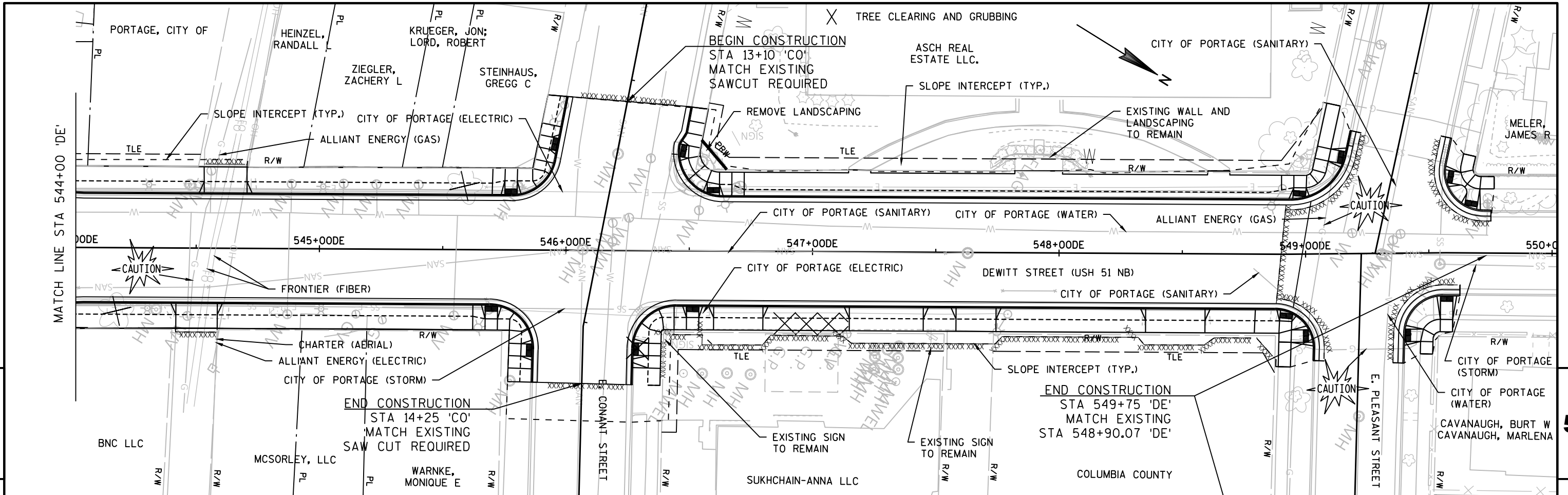
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PROJECT NO:6918-01-72	HWY:USH 51	COUNTY:COLUMBIA	PLAN AND PROFILE: WISCONSIN STREET	SHEET	E
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PROJECT NO:6918-01-02	HWY:USH 51	COUNTY:COLUMBIA	PLAN AND PROFILE: DEWITT ST	SHEET	E
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APPENDIX 3

Portage Canal Improvements

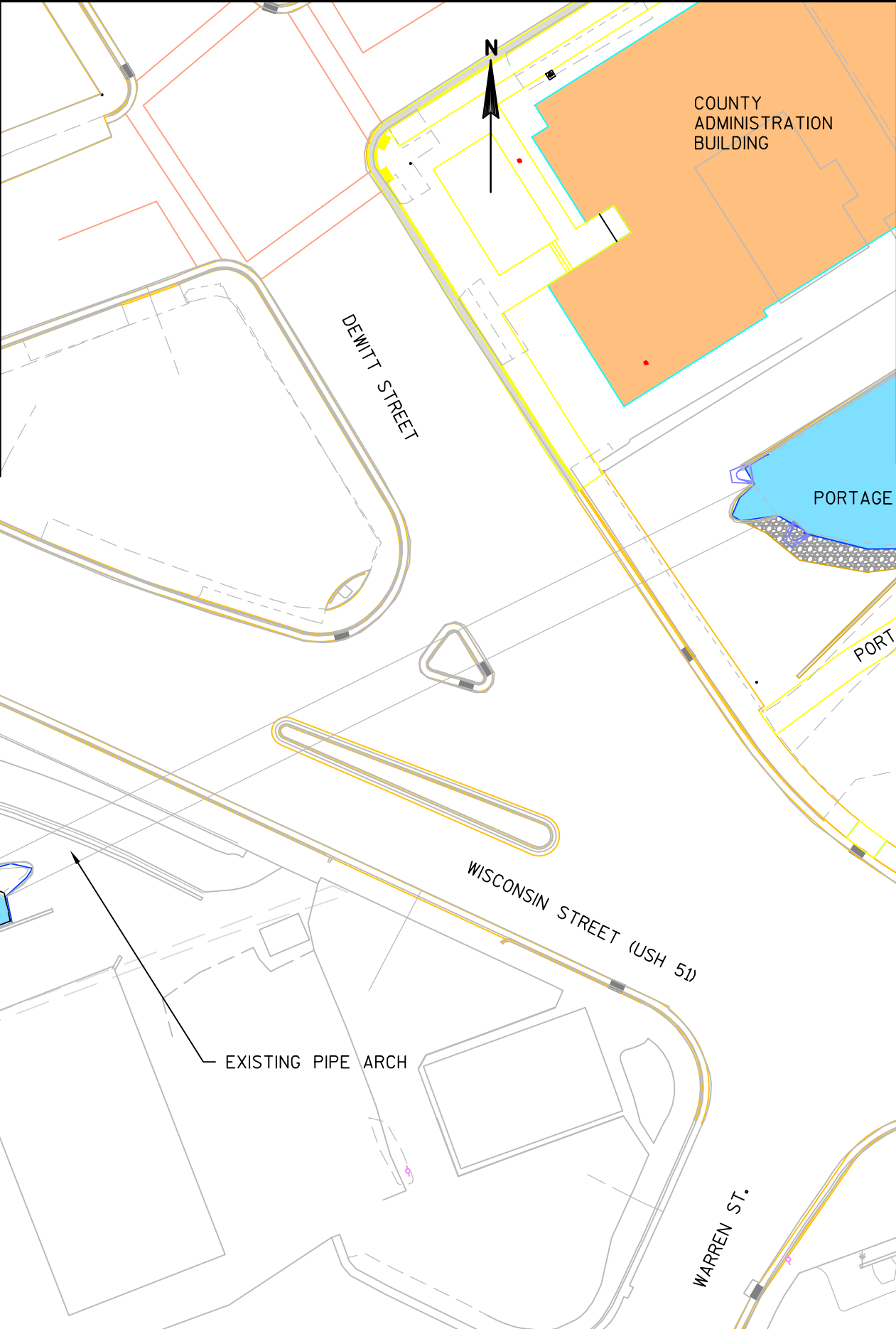
Existing Culvert & Endwall



2



EXISTING INLET
LOOK NORTHEAST

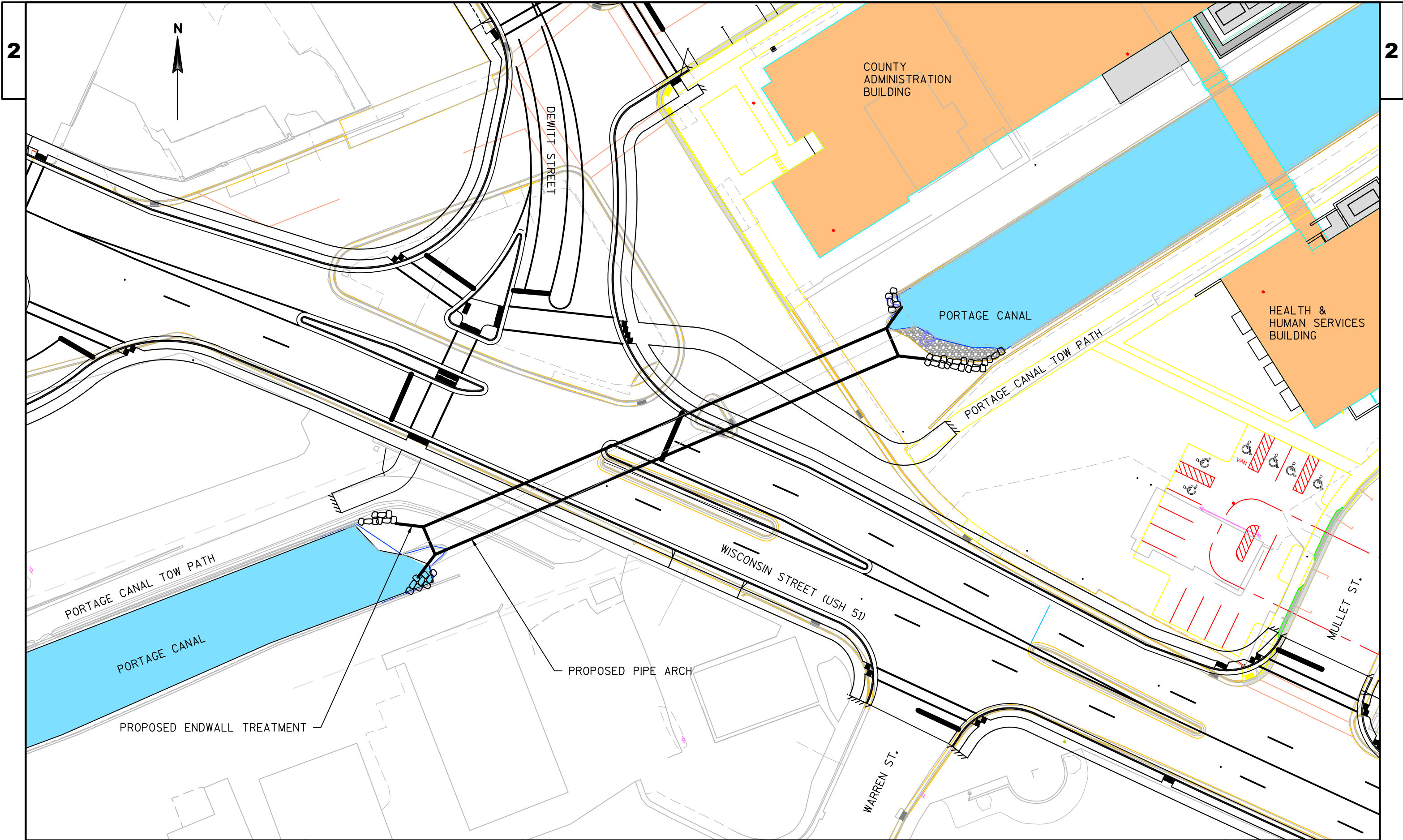


EXISTING OUTFALL
LOOK SOUTHWEST

2

Alternative Option for End Treatment





PROJECT NO: 6918-01-72

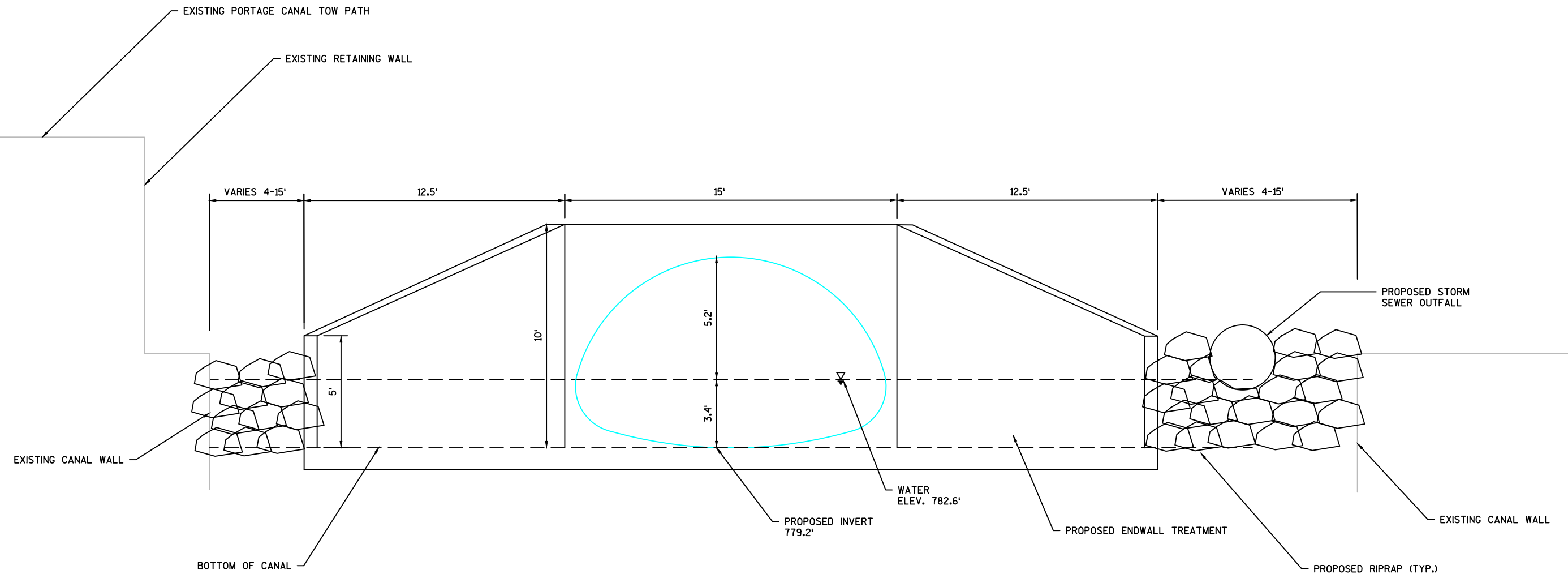
HWY: USH 51

COUNTY: COLUMBIA

PORTAGE CANAL - PROPOSED CULVERT CROSSING

SHEET

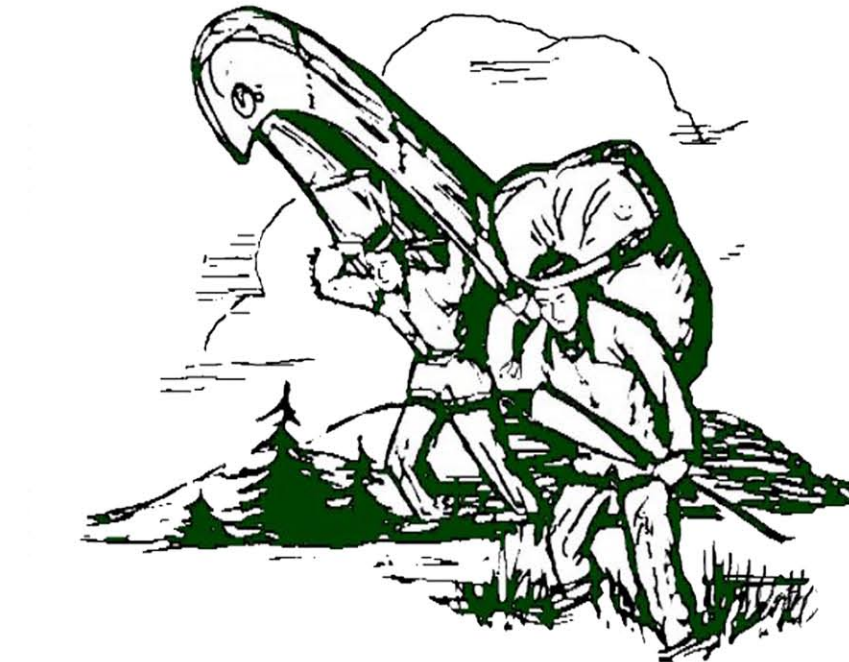
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14' X 8' 7"
 PROPOSED PIPE ARCH
 STRUCTURAL PLATE WITH
 CONCRETE ENDWALL

APPENDIX 4
City of Portage
Concept Streetscape Plan for USH 51

City of Portage



"Where the North Begins"

USH 51 Streetscape Plan

Ontario St. to E. Pleasant St.

R.A. Smith National

*Beyond Surveying
and Engineering*

Preferred Design Concepts

De Witt Street



East Wisconsin Street



Existing Community Context



Tinted Concrete to Complement /
Coordinate with Existing
Tinted Concrete on Cook Street



Urbanscape "I" Style
32 Gallon Receptacle
Solid Bonnet



Oxford Collection 6' Bench
Horizontal Slat



Urbanscape "I"
Style Planter



Sweeping Panels of
Ornamental Grasses along
Levee Trail / Wisconsin Street



Standard City Logo
Bike Rack



30' Decorative Light Pole
Luminare: Glenview 1945
Arm: 6' CA
Pole: 30' Fluted, Tapered
18" Banner Arms
Base: Birmingham 9700



16' Decorative Light Pole
Luminare: Old Town A850
Arm: 480PM
Pole: 16' Fluted Straight
18" Banner Arms
Base: Birmingham 9700



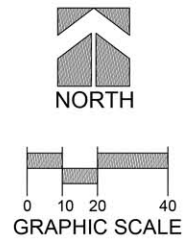
Design Intent



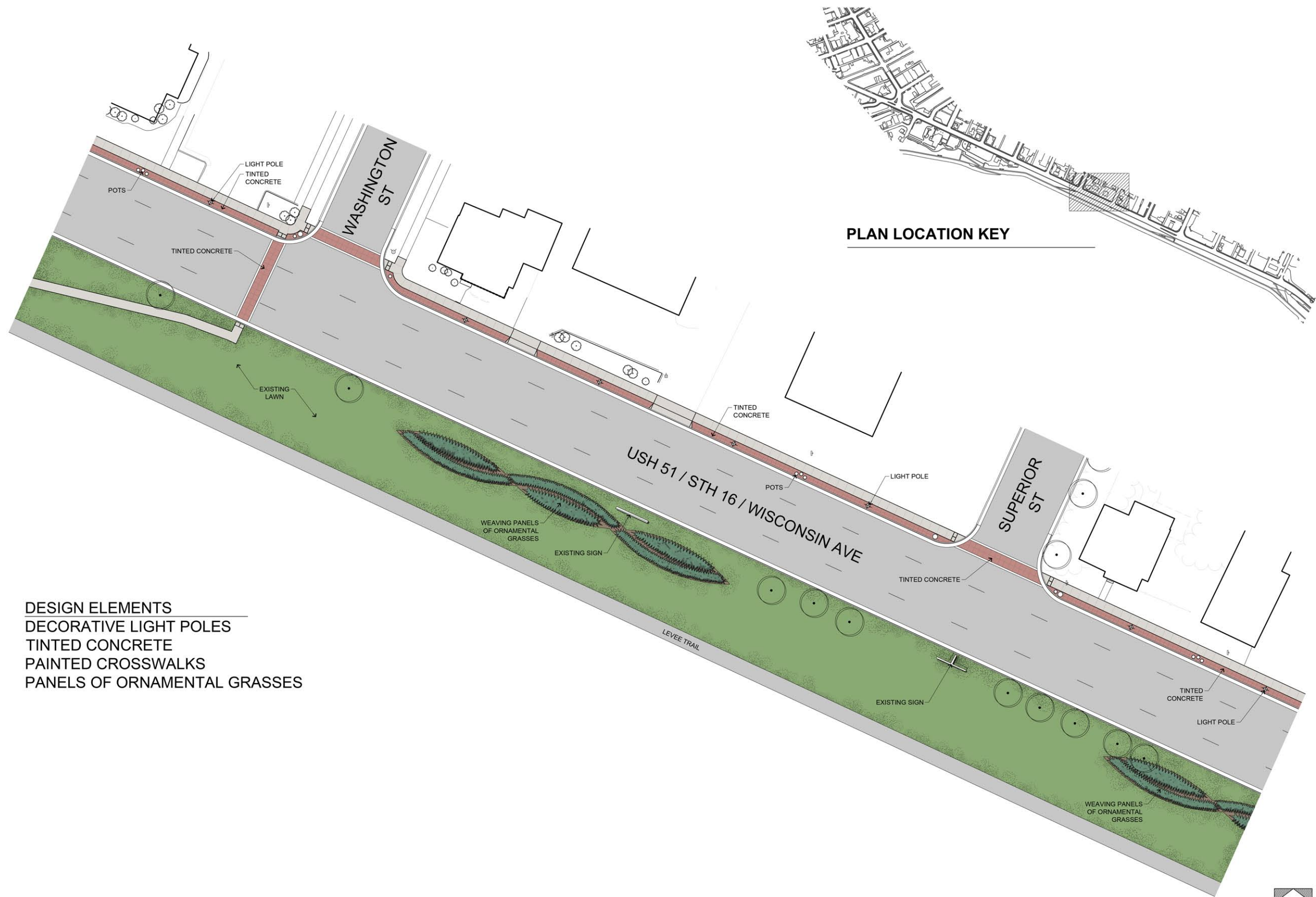
PLAN LOCATION KEY

PREFERRED OPTION - DESIGN ELEMENTS
 DECORATIVE LIGHT POLES
 TINTED CONCRETE
 PAINTED CROSSWALKS
 STREET TREES WITH TREE GRATES

PREFERRED OPTION

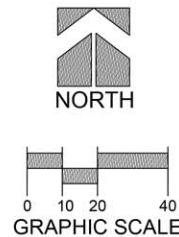


R.A. Smith National <i>Beyond Surveying and Engineering</i> www.raasmithnational.com		DESCRIPTION
		DATE
USH 51 STREETSCAPE PLAN PORTAGE, WI		DE WITT STREETSCAPE PLAN EDGEWATER ST TO PLEASANT ST - PREFERRED OPTION
SHEET NUMBER L101		
© COPYRIGHT 2017 R.A. Smith National, Inc. DATE: 02/21/2017 SCALE: 1" = 20' JOB NO. 3160472 PROJECT MANAGER: TOM MORTENSEN, RLA, ASLA DESIGNED BY: ALS CHECKED BY: TJM		
SHEET NUMBER L101		

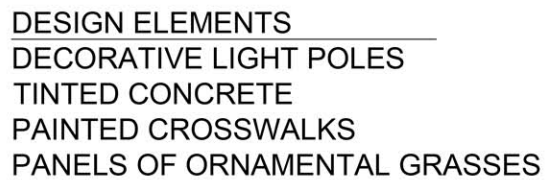


DESIGN ELEMENTS
 DECORATIVE LIGHT POLES
 TINTED CONCRETE
 PAINTED CROSSWALKS
 PANELS OF ORNAMENTAL GRASSES

PREFERRED OPTION



R.A. Smith National <i>Beyond Surveying and Engineering</i> www.ra-smithnational.com		DESCRIPTION
		DATE
USH 51 STREETSCAPE PLAN PORTAGE, WI		WISCONSIN AVE STREETSCAPE PLAN ONTARIO ST TO DE WITT ST - PREFERRED OPTION
SHEET NUMBER L102		
© COPYRIGHT 2017 R.A. Smith National, Inc. DATE: 02/21/2017 SCALE: 1" = 20' JOB NO. 3160472 PROJECT MANAGER: TOM MORTENSEN, RLA, ASLA DESIGNED BY: ALS CHECKED BY: TJM		
SHEET NUMBER L102		

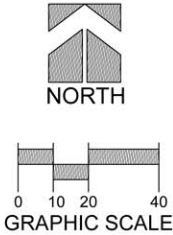
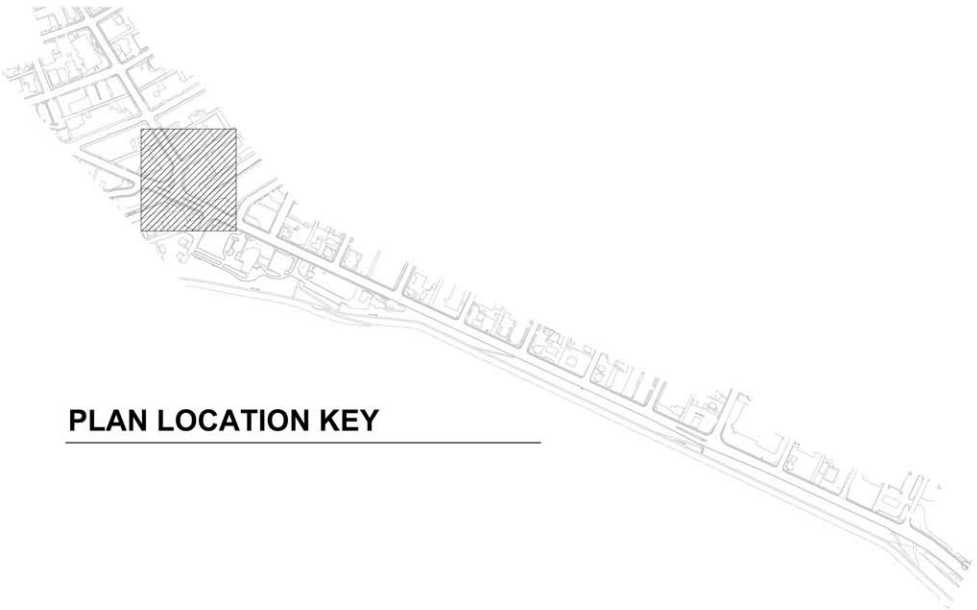
[illegible]

- DESIGN ELEMENTS
- MEANDERING CONCRETE SIDEWALK
 - DECORATIVE LIGHT POLES
 - PLAZA / SEATING AREA
 - PLANTING BEDS
 - LAWN AREAS



PREFERRED OPTION

PLAN LOCATION KEY



<p>USH 51 STREETSCAPE PLAN PORTAGE, WI</p>		<p>R.A. Smith National <i>Beyond Surveying and Engineering</i> www.raasmithnational.com</p>
<p>GREENSPACE PLAN INTERSECTION OF DE WITT ST & WISCONSIN ST</p>		
<p>© COPYRIGHT 2017 R.A. Smith National, Inc. DATE: 02/21/2017 SCALE: 1" = 20' JOB NO. 3160472 PROJECT MANAGER: TOM MORTENSEN, RLA, ASLA DESIGNED BY: ALS CHECKED BY: TJM</p>		
<p>SHEET NUMBER L104</p>		



USH 51 Streetscape Plan: Preferred Option

HARDSCAPE:

QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL
20,268	SF	TINTED CONCRETE TERRACE	\$9.50	\$192,546.00
11,535	SF	TINTED CONCRETE CROSSWALKS	\$12.00	\$138,420.00
-	SF	MODULAR PAVERS AT INTERSECTIONS	\$24.00	-
-	SF	MODULAR PAVER CROSSWALKS	\$32.00	-
-	SF	STANDARD GREY CONCRETE TERRACE	\$4.00	-
-	SF	PAINTED CROSSWALKS	\$12.00	-
TOTAL				\$330,966.00

SITE AMENITIES:

QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL
24	EA	DECORATIVE LIGHT POLES (16 FT.)	\$9,000.00	\$216,000.00
48	EA	DECORATIVE LIGHT POLES (30 FT.)	\$13,500.00	\$648,000.00
-	EA	TREE GRATES (4 x 8 FT.)	\$2,000.00	-
12	EA	BIKE RACKS	\$1,250.00	\$15,000.00
-	EA	4' BENCH	\$950.00	-
12	EA	TRASH RECEPTACLES	\$800.00	\$9,600.00
108	EA	DECORATIVE POTS	\$850.00	\$91,800.00
TOTAL				\$980,400.00

SOFTSCAPE:

QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL
18	EA	STREET TREE (2.5" CAL)	\$625.00	\$11,250.00
2,500	EA	ORNAMENTAL GRASS (1 GAL PT)	\$17.00	\$42,500.00
400	EA	PERENNIAL (4.5" PT)	\$10.00	\$4,000.00
11,500	SF	BED PREP / SOIL AMENDMENTS	\$1.50	\$17,250.00
-	SY	LAWN (SOD)	\$7.00	-
105	CY	BARK MULCH (TREE RINGS & PERENNIAL AREAS)	\$70.00	\$7,350.00
TOTAL				\$82,350.00

PREFERRED OPTION SUBTOTAL	\$1,393,716.00
10% CONTINGENCY	\$139,371.60

PREFERRED OPTION TOTAL COST	\$1,533,087.60
------------------------------------	-----------------------

*Unit cost information provided by R.S. Means, 35th Edition and other available information. Estimate of probable cost may differ from actual costs incurred.



USH 51 Streetscape Plan: Pocket Park Preferred Option

HARDSCAPE:

QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL
-	SF	TINTED CONCRETE TERRACE	\$9.50	-
456	SF	TINTED CONCRETE CROSSWALKS	\$12.00	\$5,472.00
479	SF	MODULAR PAVER SEATING AREA	\$18.00	\$8,622.00
30	LF	MODULAR BLOCK SEAT WALL	\$24.00	\$720.00
1,077	SF	STANDARD GREY CONCRETE SIDEWALKS	\$4.00	\$4,308.00
1	ALLOW	MONUMENT SIGN	\$2,000.00	\$2,000.00
TOTAL				\$21,122.00

SITE AMENITIES:

QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL
8	EA	DECORATIVE LIGHT POLES (16 FT.)	\$9,000.00	\$72,000.00
-	EA	STANDARD LIGHT POLES (30 FT.)	\$7,500.00	-
-	EA	TREE GRATES (4 x 8 FT.)	\$2,000.00	-
4	EA	BIKE RACKS	\$1,250.00	\$5,000.00
-	EA	4' BENCH	\$950.00	-
4	EA	TRASH RECEPTACLES	\$800.00	\$3,200.00
-	EA	DECORATIVE POTS	\$850.00	-
TOTAL				\$80,200.00

SOFTSCAPE:

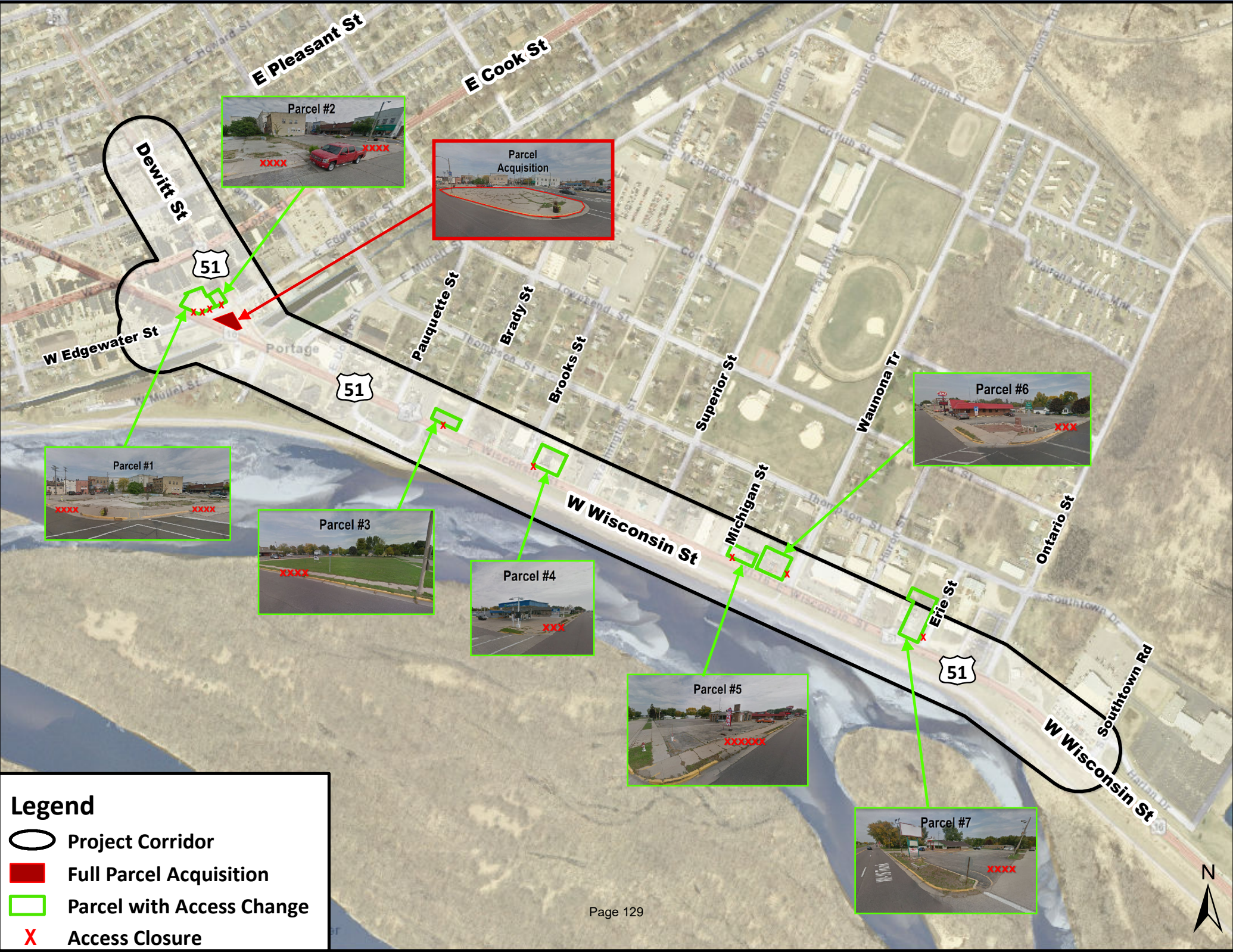
QTY	UNIT	DESCRIPTION	UNIT PRICE	TOTAL
7	EA	STREET TREE (2.5" CAL)	\$625.00	\$4,375.00
100	EA	ORNAMENTAL GRASS (1 GAL PT)	\$17.00	\$1,700.00
175	EA	PERENNIAL (4.5" PT)	\$10.00	\$1,750.00
1,107	SF	BED PREP / SOIL AMENDMENTS	\$1.50	\$1,660.50
1,362	SY	LAWN (SOD)	\$7.00	\$9,534.00
10	CY	BARK MULCH (TREE RINGS & PERENNIAL AREAS)	\$70.00	\$700.00
TOTAL				\$19,719.50

POCKET PARK PREFERRED OPTION SUBTOTAL	\$121,041.50
10% CONTINGENCY	\$12,104.15
POCKET PARK PREFERRED OPTION TOTAL COST	\$133,145.65

*Unit cost information provided by R.S. Means, 35th Edition and other available information. Estimate of probable cost may differ from actual costs incurred.

APPENDIX 5

Proposed Property Access Changes



CITY OF PORTAGE

115 West Pleasant Street
Portage, Wisconsin 53901
Telephone: (608) 742-2176 • Fax: (608) 742-8623



"Where the North Begins"

June 20, 2016

Dear Property Owner

As you may or may not be aware the City of Portage is planning and designing a new corridor along USH 51 (E. Wisconsin St. and De Witt St.). The construction is planned to begin in either 2021 or 2022. The Wisconsin Department of Transportation (WisDOT) has identified numerous redundant access points along the corridor and WisDOT recommends removal of the access points denoted by the green X's on the attached map.

The reduction of access points is necessary to help increase safety along the corridor. The City of Portage is reaching out to affected property owners to discuss with them the feasibility of removing access points, reconfiguring access points to better serve the property, or obtaining reasoning for the additional access points. Since this is a connecting highway the City of Portage is the regulating authority in regards to these access points.

Shawn Murphy, City Administrator and I would like to meet with each affected property owner on-site to discuss your site issues and to work out access to your property during the months of June and July of 2017 so we can incorporate these access issues into our preliminary design plans. Please contact me at 608-742-2176 ext. 325 or at aaron.jahncke@portagewi.gov to schedule a meeting.

Sincerely,

Aaron J. Jahncke
Director of Public Works/City Engineer

APPENDIX 6

Public Involvement



Public Involvement Meeting #1

US 51, Wisconsin & Dewitt Streets, City of Portage Columbia County

Public Involvement Meeting

The Wisconsin Department of Transportation (WisDOT) has scheduled a public involvement meeting to present information regarding the proposed improvements and gather public comments on the reconstruction of Wisconsin & Dewitt Streets (Ontario Street – East Pleasant Street) in the City of Portage along US 51 in Columbia County. The meeting is scheduled for **Tuesday, November 17, 2015 from 5 pm to 7 pm** at the Portage City Hall, 115 W. Pleasant Street, Portage, WI. The meeting will be an open house format with a brief presentation at 6:00 p.m.

The meeting facility is handicap accessible. Hearing impaired persons requiring an interpreter may request one by contacting WisDOT Project Manager Dave Pilon at least three working days prior to the meeting via the Wisconsin Telecommunication Relay System (dial 711).

Proposed Improvements

US 51, Wisconsin and Dewitt Streets between Ontario Street and East Pleasant Street is planned to be reconstructed (shown in red on the below map). The project will reconstruct the pavement structure, improve intersections, improve bike and pedestrian accommodations, replace the storm sewer system, and update the traffic signals and street lighting. Wisconsin Street between Ontario Street and Dewitt Street will be reconstructed with four (4) travel lanes, on-street bike lanes and sidewalks. The Wisconsin Street and Dewitt Street intersection will be reconstructed as either a five-leg round-about or realigned as a signalized intersection. Dewitt Street between Wisconsin Street and East Pleasant Street will be reconstructed with two (2) travel lanes, on-street bike lanes, parking lanes, and sidewalks. Improvements to the Portage Canal crossing under US 51 near the Wisconsin and Dewitt intersection will also be evaluated. This project will require the acquisition of right-of-way and temporary limited easements for construction. Construction is currently planned for 2021.

Contact Information

If you are unable to attend the meeting, or would like additional information, contact Project Manager David Pilon at (608) 245-2622. Written comments can be mailed to David Pilon, WisDOT Southwest Region, 2101 Wright Street, Madison, WI 53704, or sent by email to david.pilon@dot.wi.gov.





Public Involvement Meeting #1

US 51, Wisconsin & Dewitt Streets, City of Portage
Columbia County
Tuesday, November 17, 2015 — 5 pm to 7 pm
Portage City Hall, 115 W. Pleasant Street, Portage, WI



WisDOT
c/o KL Engineering, Inc.
5950 Seminole Centre Court #200
Madison, WI 53711

Public Involvement Meeting #1

November 17, 2015



City of Portage
Wisconsin & Dewitt Streets
(Ontario Street – East Pleasant Street)



Project Location

Project I.D. 6918-01-02
 City of Portage
 Wisconsin & Dewitt Streets
 (Ontario Street – East Pleasant Street)
 USH 51
 Columbia County

Legend

Project Limits

Project Location
 Columbia County

Project Location
 Columbia County

Project Needs

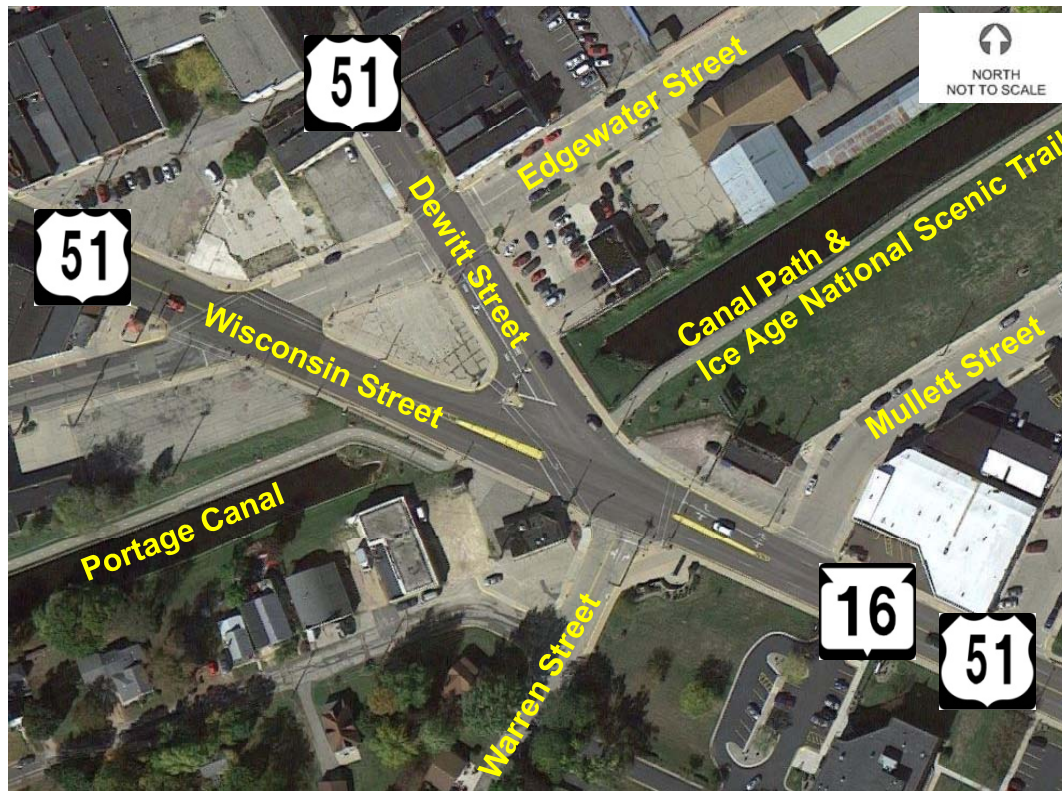
- Pavement Condition
- Bike & Pedestrian Accommodations



City of Portage, Wisconsin & Dewitt Streets

Project Needs

- o Intersection Capacity & Operations



City of Portage, Wisconsin & Dewitt Streets

Project Needs

- Reduce Crashes
- Access Control



City of Portage, Wisconsin & Dewitt Streets

Project Issues

- Downtown Parking
- Connectivity of a Complete Transportation System



City of Portage, Wisconsin & Dewitt Streets



Project Issues

- Historic Districts / Properties
- Hazardous Materials
- Wisconsin River Levee
- Portage Canal



City of Portage, Wisconsin & Dewitt Streets



Project Issues

- Construction Staging / Traffic Control
- Pedestrian-Business Access

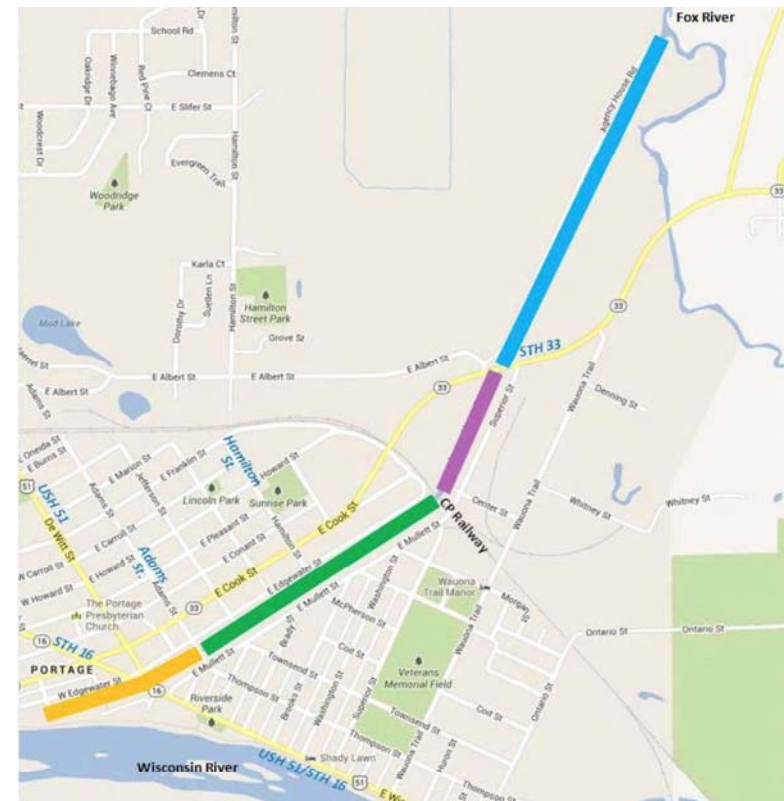
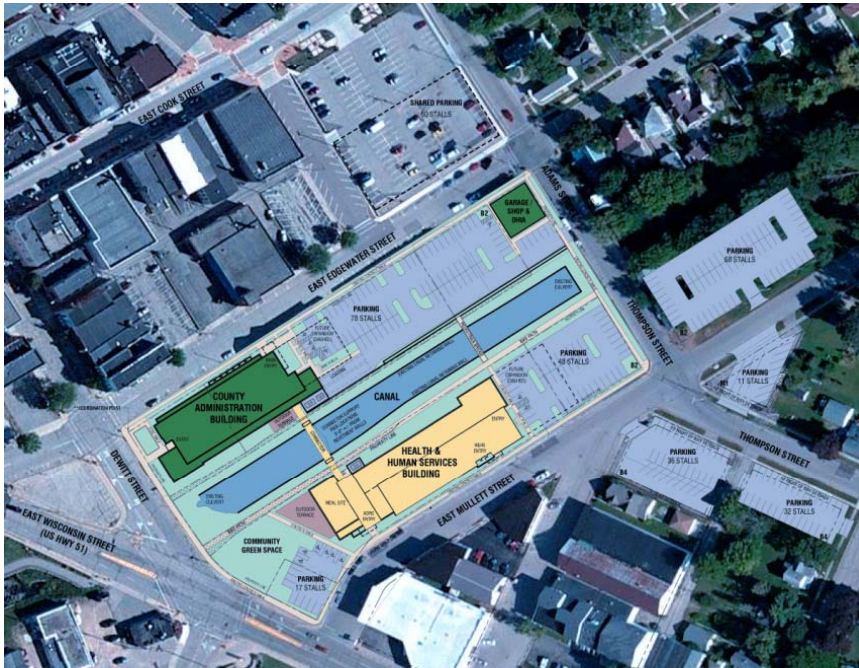


City of Portage, Wisconsin & Dewitt Streets



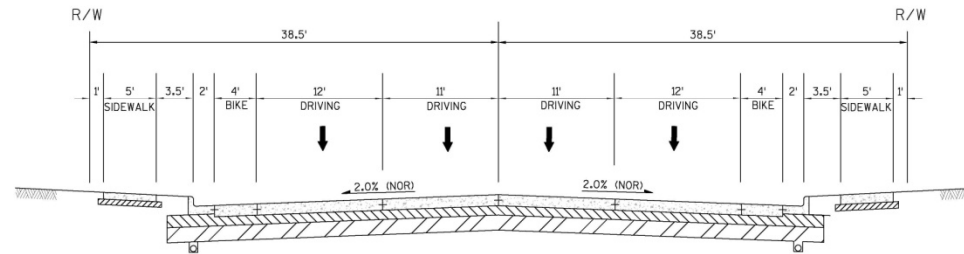
Other Projects

- o Columbia County Development (2016-2017 Construction)
- o Portage Canal Project (2018 Construction)



City of Portage, Wisconsin & Dewitt Streets

Project Alternatives (Wisconsin Street)

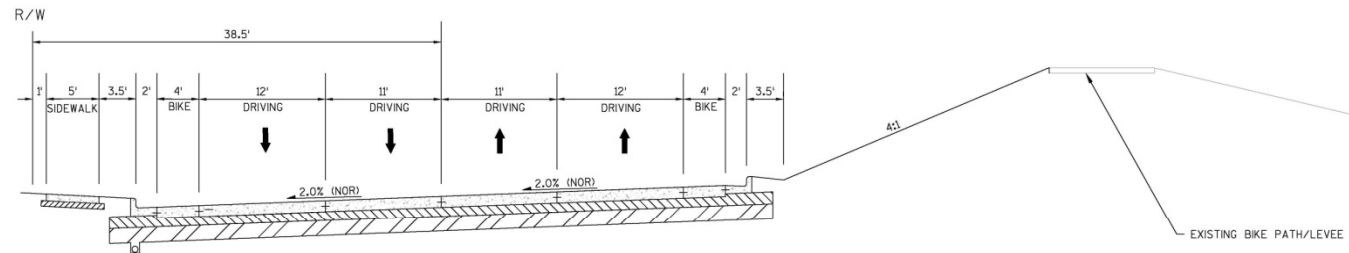


PROPOSED TYPICAL SECTION

USH 51 (WISCONSIN STREET)
EDGEWATER STREET - BRADY STREET

Preferred Alternative:

- Driving Lanes (4)
- Bike Lanes
- Sidewalk or Levee Trail



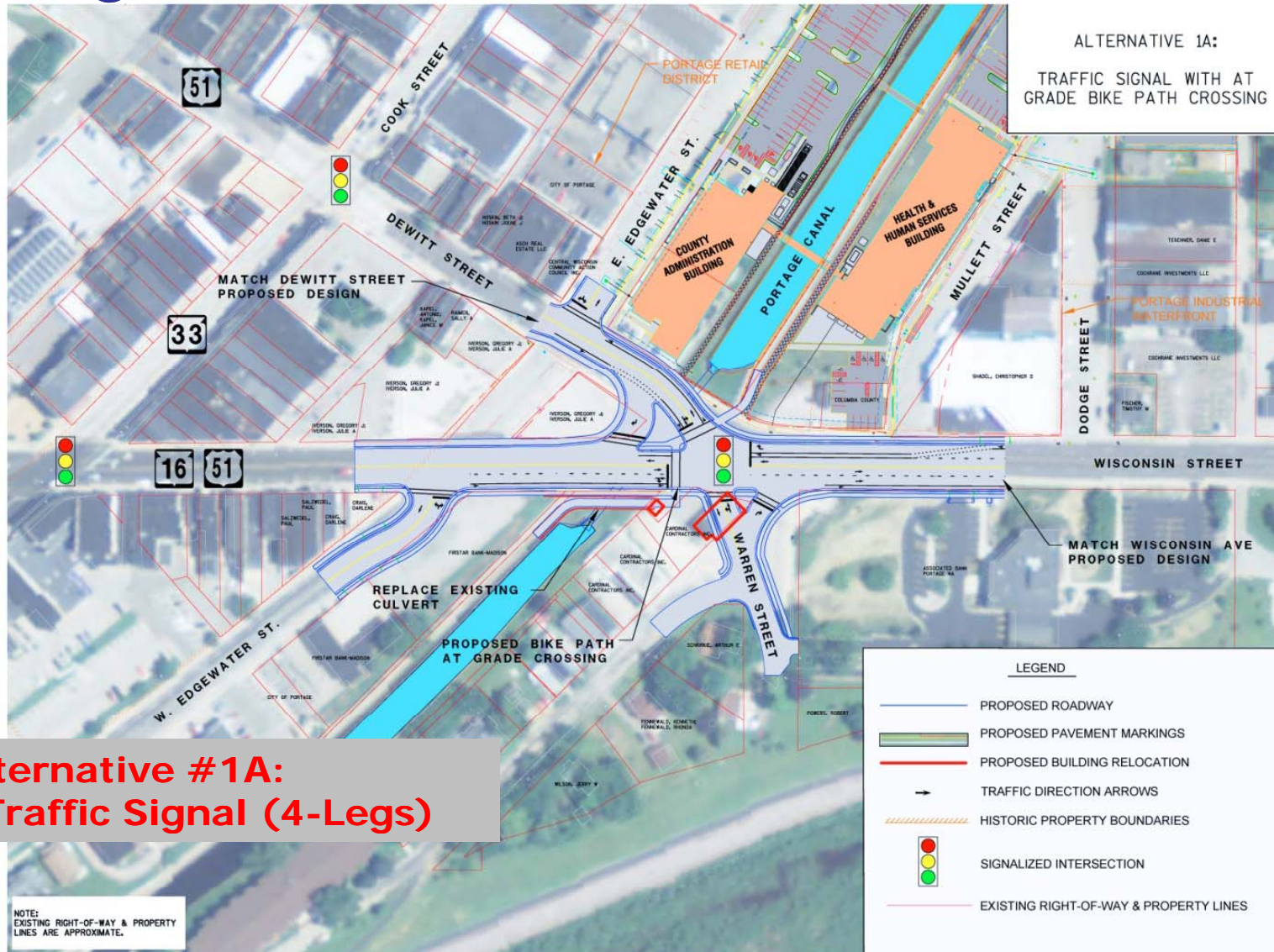
PROPOSED TYPICAL SECTION

USH 51 (WISCONSIN STREET)
BRADY STREET - ONTARIO STREET

City of Portage, Wisconsin & Dewitt Streets



Project Alternatives (Wisconsin & Dewitt)

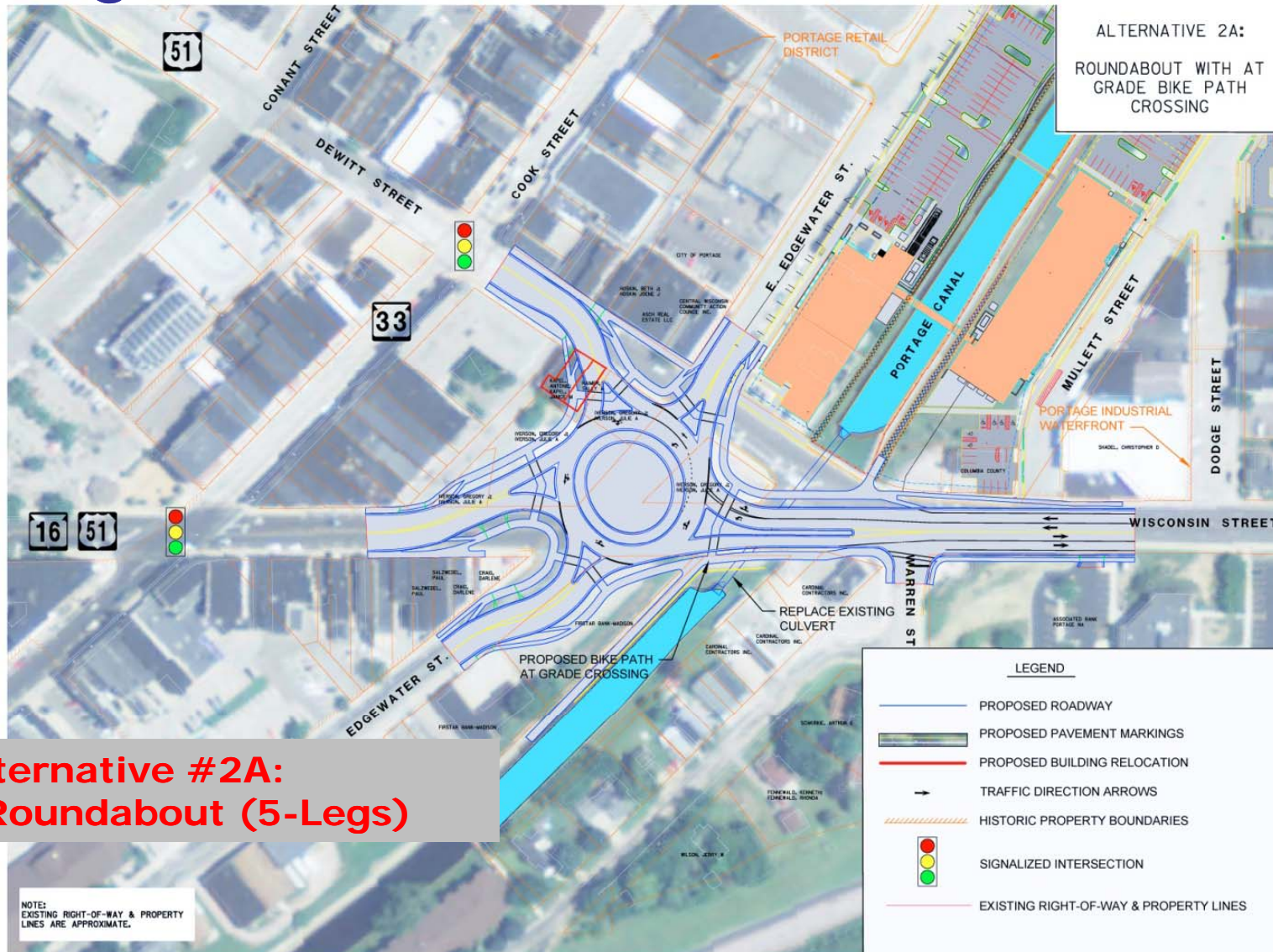


Alternative #1A:
- Traffic Signal (4-Legs)

City of Portage, Wisconsin & Dewitt Streets



Project Alternatives (Wisconsin & Dewitt)



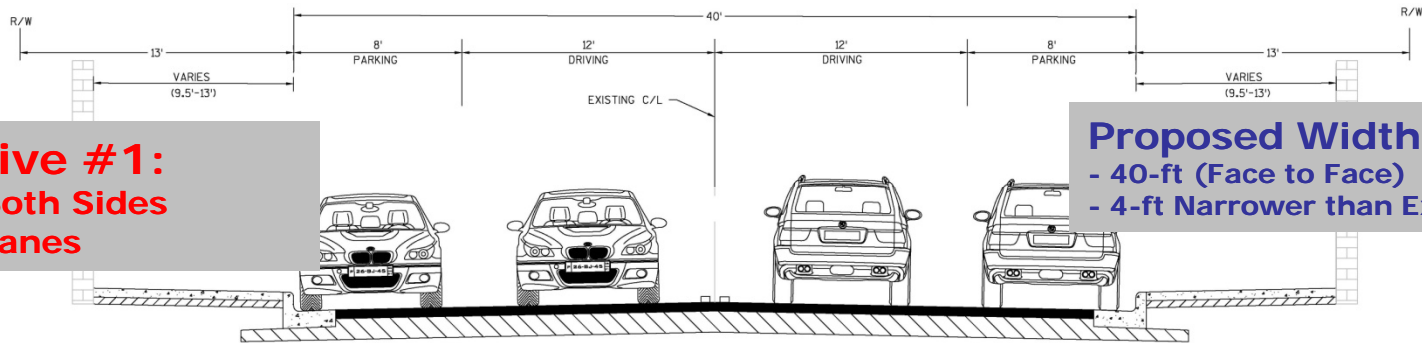
Alternative #2A:
- Roundabout (5-Legs)

City of Portage, Wisconsin & Dewitt Streets

Project Alternatives (Dewitt Street)

Alternative #1:

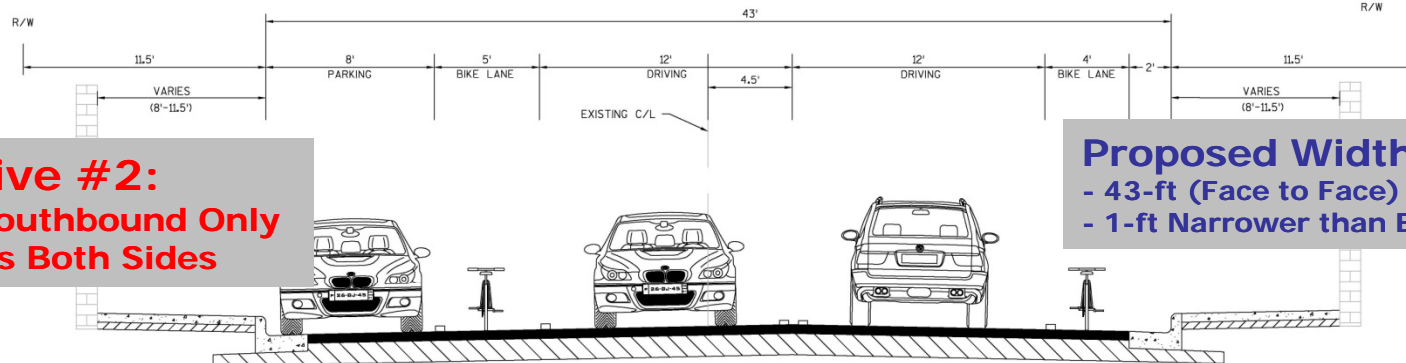
- Parking Both Sides
- No Bike Lanes



Proposed Width:
- 40-ft (Face to Face)
- 4-ft Narrower than Existing

Alternative #2:

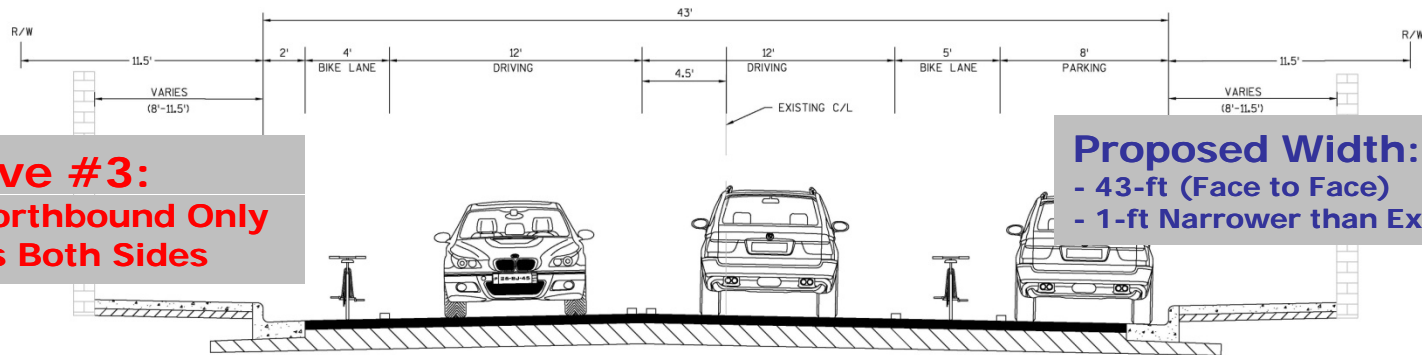
- Parking Southbound Only
- Bike Lanes Both Sides



Proposed Width:
- 43-ft (Face to Face)
- 1-ft Narrower than Existing

Project Alternatives (Dewitt Street)

Alternative #3:
- Parking Northbound Only
- Bike Lanes Both Sides

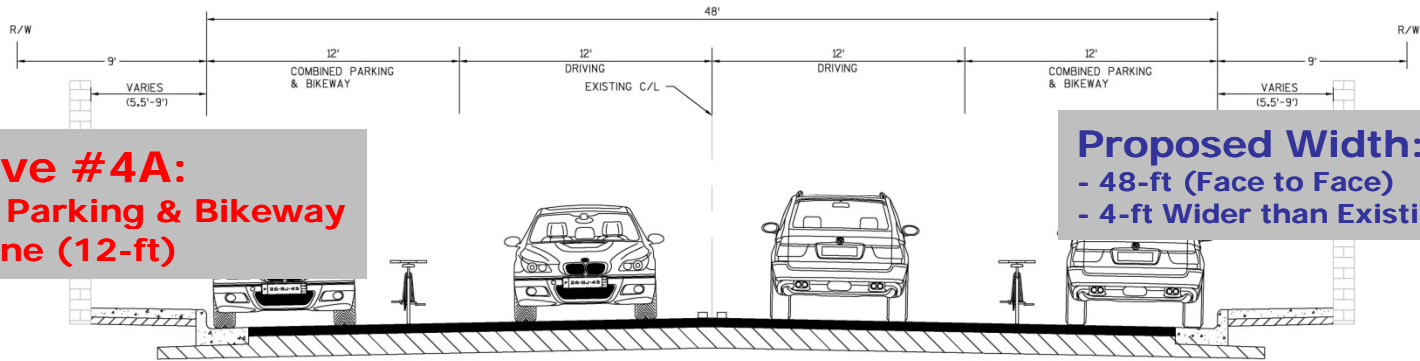


Proposed Width:
- 43-ft (Face to Face)
- 1-ft Narrower than Existing

PROPOSED TYPICAL SECTION, DE WITT STREET (ALTERNATIVE #3)
WISCONSIN STREET - EAST PLEASANT STREET
BIKE LANES WITH PARKING NORTH BOUND SIDE

Project Alternatives (Dewitt Street)

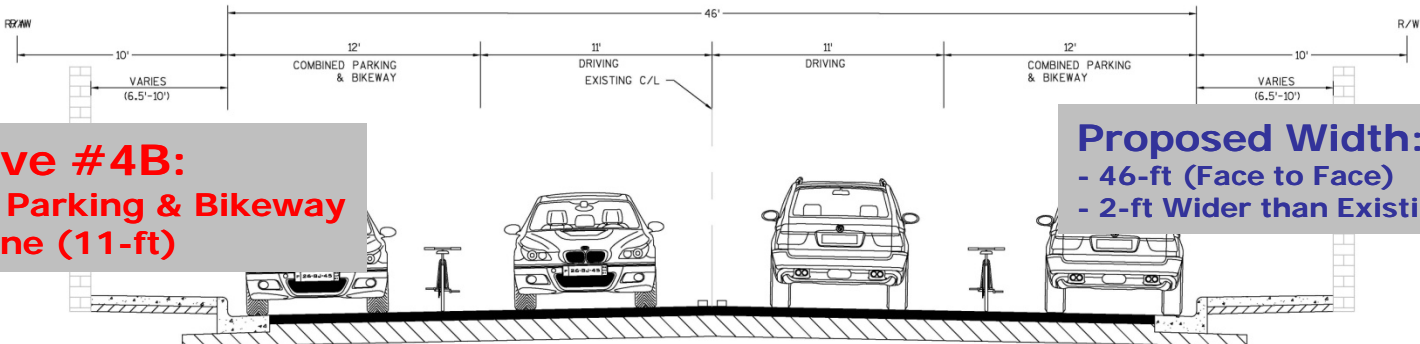
Alternative #4A:
 - Combined Parking & Bikeway
 - Driving Lane (12-ft)



Proposed Width:
 - 48-ft (Face to Face)
 - 4-ft Wider than Existing

PROPOSED TYPICAL SECTION, DE WITT STREET (ALTERNATIVE #4A)
 WISCONSIN STREET - EAST PLEASANT STREET
 COMBINED PARKING & BIKEWAY ON BOTH SIDES

Alternative #4B:
 - Combined Parking & Bikeway
 - Driving Lane (11-ft)



Proposed Width:
 - 46-ft (Face to Face)
 - 2-ft Wider than Existing

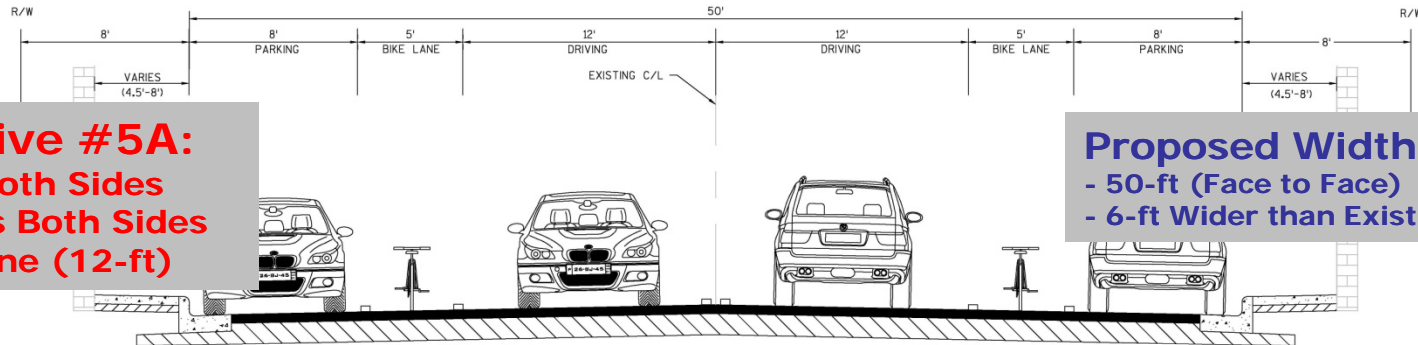
PROPOSED TYPICAL SECTION, DE WITT STREET (ALTERNATIVE #4B)
 WISCONSIN STREET - EAST PLEASANT STREET
 WIDE OUTSIDE LANES WITH PARKING LANES ON BOTH SIDES

*NOTE: Combined parking & bikeway 13-16 feet desirable but conditionally, as low as 12 feet when in very constrained environment.

Project Alternatives (Dewitt Street)

Alternative #5A:

- Parking Both Sides
- Bike Lanes Both Sides
- Driving Lane (12-ft)



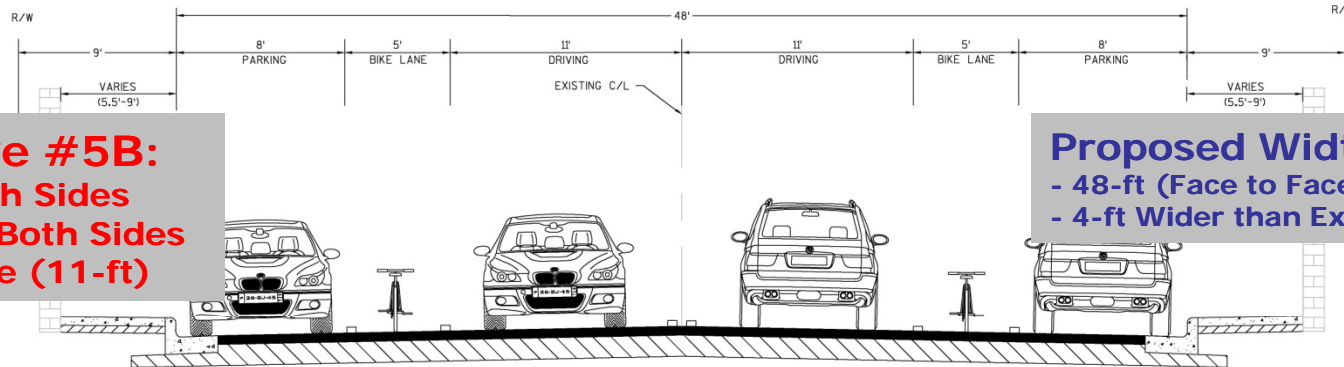
Proposed Width:

- 50-ft (Face to Face)
- 6-ft Wider than Existing

PROPOSED TYPICAL SECTION, DE WITT STREET (ALTERNATIVE #5A)
WISCONSIN STREET - EAST PLEASANT STREET
BIKE LANES WITH PARKING BOTH SIDES

Alternative #5B:

- Parking Both Sides
- Bike Lanes Both Sides
- Driving Lane (11-ft)



Proposed Width:

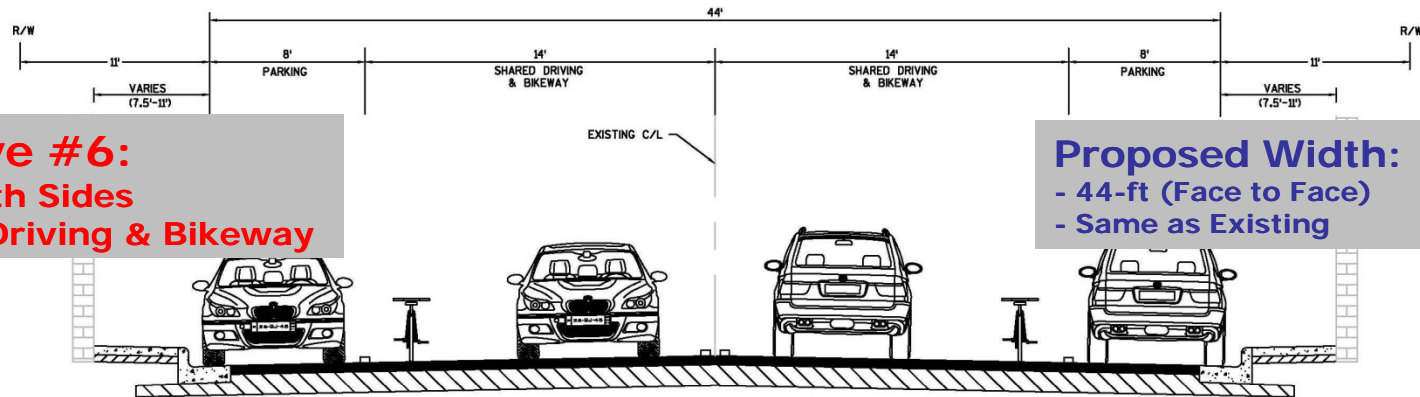
- 48-ft (Face to Face)
- 4-ft Wider than Existing

PROPOSED TYPICAL SECTION, DE WITT STREET (ALTERNATIVE #5B)
WISCONSIN STREET - EAST PLEASANT STREET
BIKE LANES WITH PARKING BOTH SIDES

Project Alternatives (Dewitt Street)

Alternative #6:

- Parking Both Sides
- Combined Driving & Bikeway



Proposed Width:

- 44-ft (Face to Face)
- Same as Existing



PROPOSED TYPICAL SECTION, DE WITT STREET (ALTERNATIVE #6)
WISCONSIN STREET - EAST PLEASANT STREET
SHARED DRIVING & BIKEWAY WITH PARKING LANES ON BOTH SIDES

City of Portage, Wisconsin & Dewitt Streets



Project Schedule

- Environmental Document (Fall 2017)
- Complete Preliminary Design (Spring 2018)
- Right-of-Way Plat (Summer 2018)
- Real Estate Negotiations (Fall 2018-Spring 2020)
- Utility Relocations (Spring 2019-Spring 2021)
- Final Plans (May 2020)
- Construction (2021)

Please Complete and Return the Comment Form by December 1, 2015



Questions or Comments?

Project Contacts:

David Pilon, P.E.
WisDOT Project Manager
(608) 245-2622
david.pilon@dot.wi.gov

Aaron Steger, P.E.
Consultant Project Manager
(608) 663-1218
asteger@klengineering.com

COMMENT SHEET
PUBLIC INFORMATIONAL MEETING

August 7, 2012
Project 6083-00-02
 STH 33
 Dodge County

Name:	Phone:
Address:	
Email:	

Comments:

Thank you for your comments. Please deposit this sheet in the comment box, or fold, tape, and mail within seven (7) days of this meeting to:

Karla Knorr P.E.
Project Manager
WisDOT, SW Region
2101 Wright Street
Madison WI 53704

Phone: 608-246-7965
FAX: 608-246-5380



Public Involvement Meeting #2 US 51, Wisconsin & Dewitt Streets, City of Portage Columbia County

Public Involvement Meeting

The Wisconsin Department of Transportation (WisDOT) has scheduled a 2nd public involvement meeting to present updated information regarding the proposed improvements and gather public comments on the reconstruction of Wisconsin & Dewitt Streets (Ontario Street – East Pleasant Street) in the City of Portage along US 51 in Columbia County. The meeting is scheduled for **Thursday, February 9, 2017 from 5:00 pm to 6:30 pm** at the Portage City Hall, 115 W. Pleasant Street, Portage, WI. The meeting will be an open house format with a brief presentation at 5:30 p.m.

The meeting facility is handicap accessible. Hearing impaired persons requiring an interpreter may request one by contacting WisDOT Project Manager Dave Pilon at least three working days prior to the meeting via the Wisconsin Telecommunication Relay System (dial 711).

Proposed Improvements

US 51, Wisconsin and Dewitt Streets between Ontario Street and East Pleasant Street is planned to be reconstructed (shown in red on the below map). The project will reconstruct the pavement structure, improve intersections, improve bike and pedestrian accommodations, replace the storm sewer system, and update the traffic signals and street lighting. Wisconsin Street between Ontario Street and Dewitt Street will be reconstructed with four (4) travel lanes and sidewalk. The Wisconsin Street and Dewitt Street intersection will be reconstructed as a realigned signalized intersection. Dewitt Street between Wisconsin Street and East Pleasant Street will be reconstructed with two (2) travel lanes, on-street bike accommodations, parking lanes, and sidewalks. Improvements to the Portage Canal crossing under US 51 near the Wisconsin and Dewitt intersection is being evaluated. This project will require the acquisition of right-of-way and temporary limited easements for construction. Construction is currently programmed for 2022.

Contact Information

If you are unable to attend the meeting, or would like additional information, contact Project Manager David Pilon at (608) 245-2622. Written comments can be mailed to David Pilon, WisDOT Southwest Region, 2101 Wright Street, Madison, WI 53704, or sent by email to david.pilon@dot.wi.gov.





Public Involvement Meeting #2

US 51, Wisconsin & Dewitt Streets, City of Portage
Columbia County
Thursday, February 9, 2017 — 5:00 pm to 6:30 pm
Portage City Hall, 115 W. Pleasant Street, Portage, WI



WisDOT
c/o KL Engineering, Inc.
5950 Seminole Centre Court #200
Madison, WI 53711

Public Involvement Meeting #2

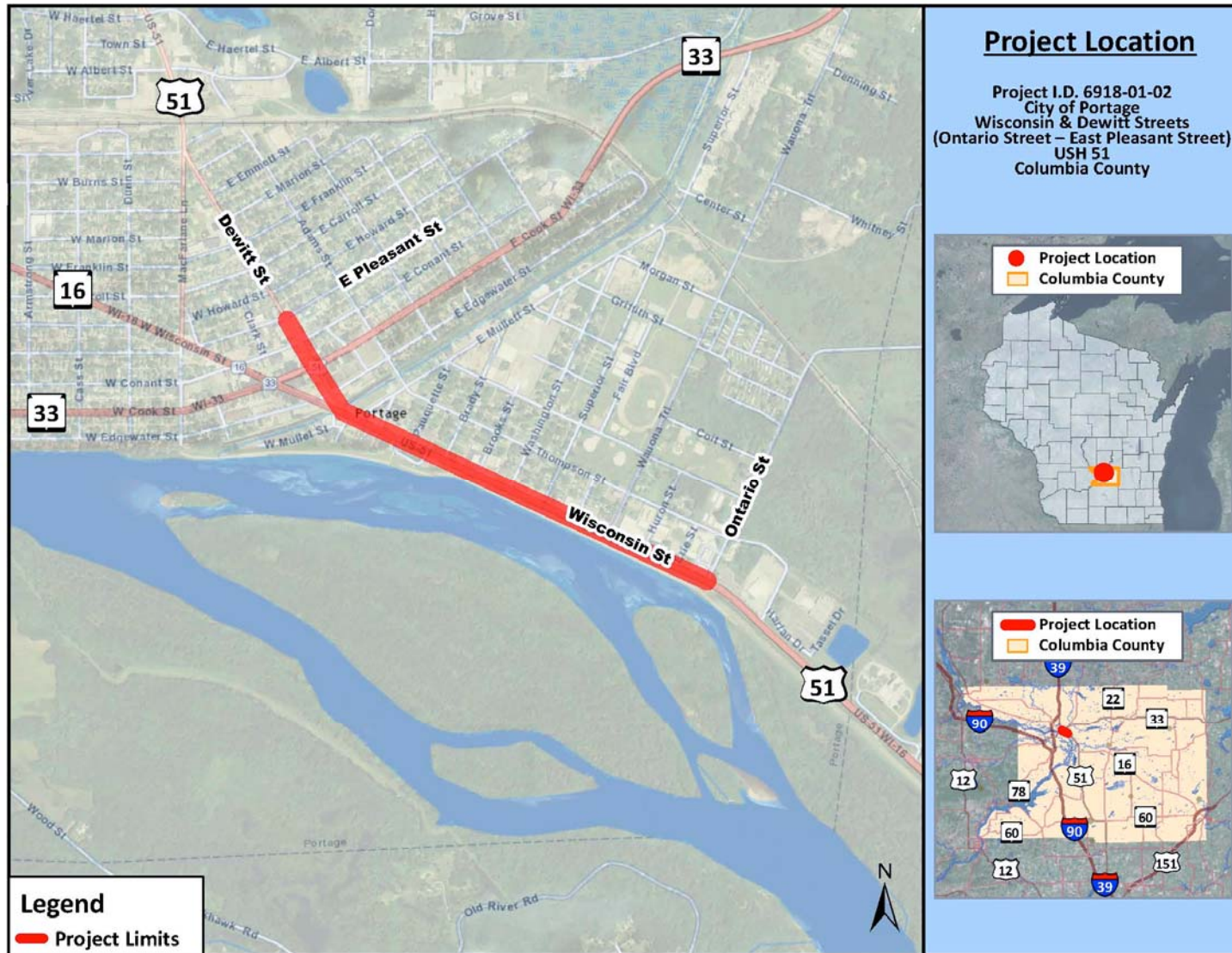
February 9, 2017



City of Portage
Wisconsin & DeWitt Streets
(Ontario Street – East Pleasant Street)



Project Overview



City of Portage, Wisconsin & Dewitt Streets

Project Needs

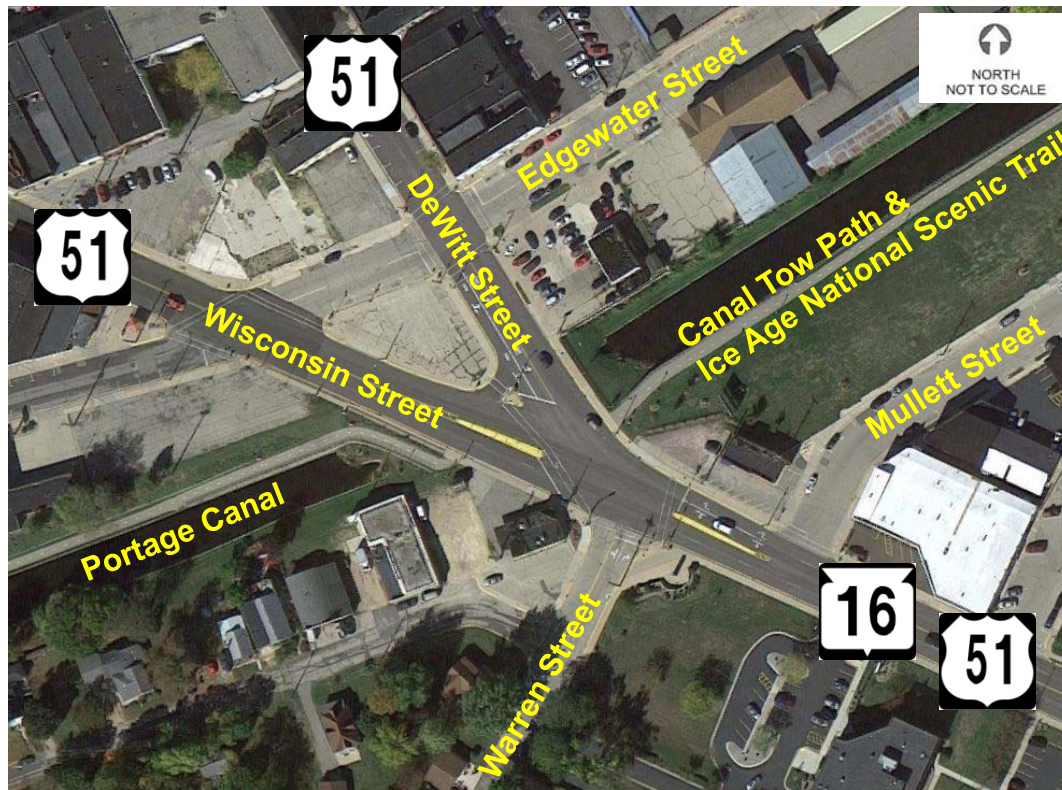
- Pavement Condition
- Bike & Pedestrian Accommodations



City of Portage, Wisconsin & Dewitt Streets

Project Needs

- o Intersection Capacity & Operations



City of Portage, Wisconsin & Dewitt Streets

Project Needs

- Reduce Crashes
- Access Control



City of Portage, Wisconsin & Dewitt Streets

Project Challenges

- Downtown Parking
- Connectivity of a Complete Transportation System



City of Portage, Wisconsin & Dewitt Streets

Project Challenges

- Historic Districts / Properties
- Hazardous Materials
- Wisconsin River Levee
- Section 4(f) Resources
 - Portage Canal
 - Ice Age National Scenic Trail
 - Fox-Wisconsin Heritage Water Trail
 - Riverside Park
 - Levee Trail



4(f) / 6(f) Resource Evaluation & Documentation:
Required by federal law when there is an impact to a publicly funded facility such as a park or recreational area

City of Portage, Wisconsin & Dewitt Streets



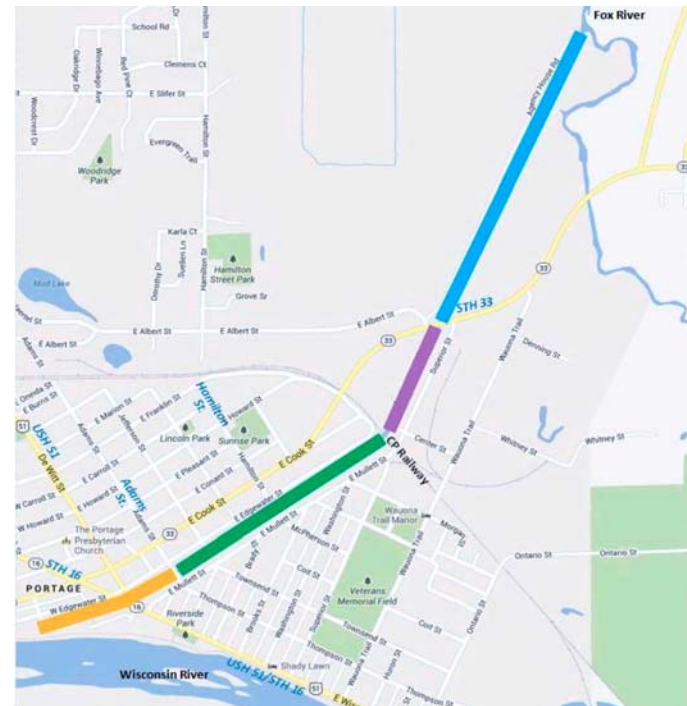
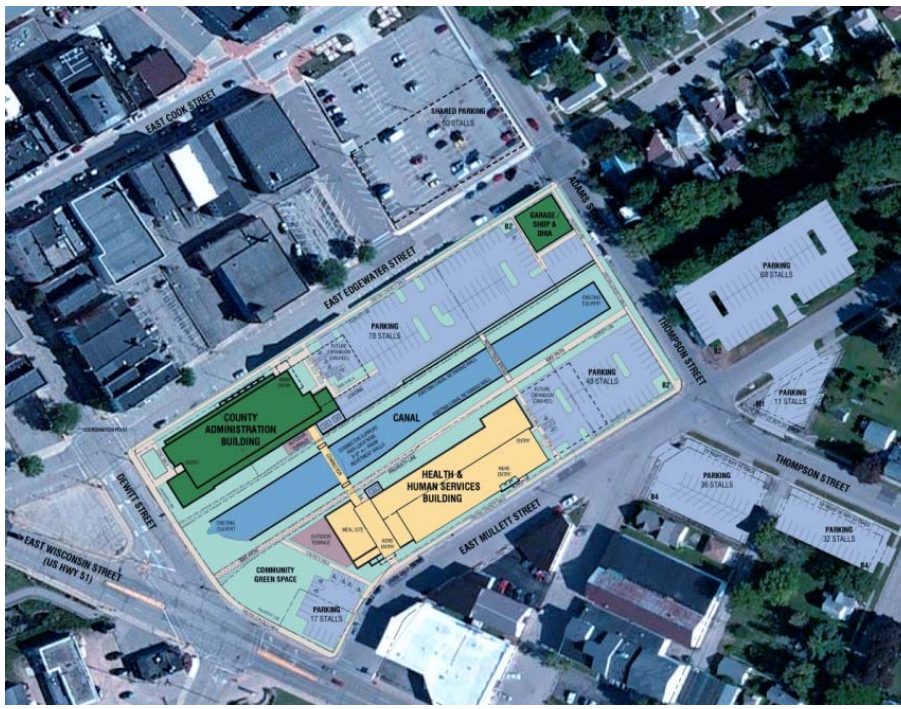
Project Challenges

- Construction Staging / Traffic Control
- Pedestrian-Business Access



Other Projects

- Columbia County Development (2016-2017 Construction)
- Columbia County Court House (2017-2018 Construction)
- Portage Canal Project (2018 Construction)



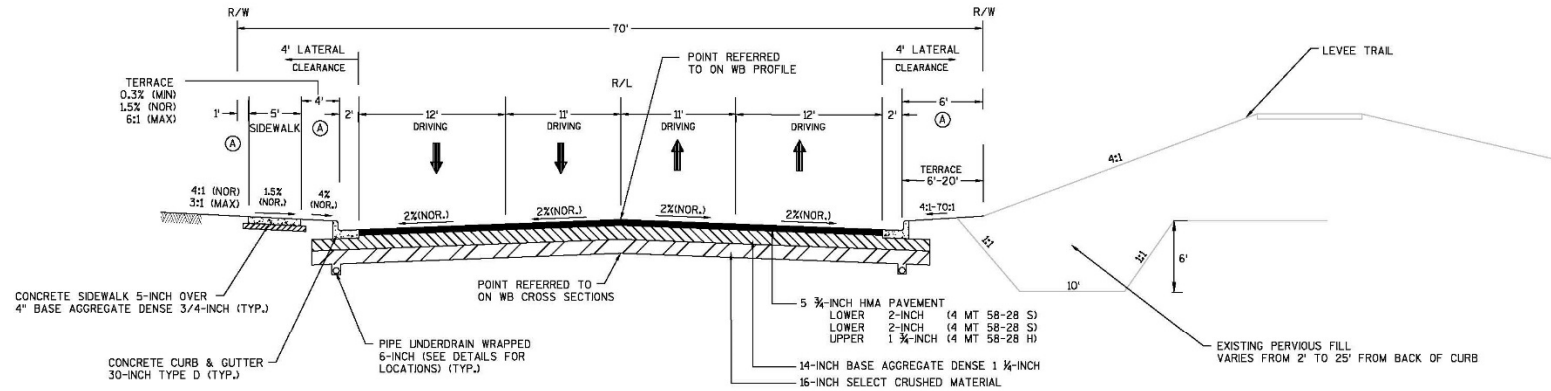
City of Portage, Wisconsin & Dewitt Streets

Previous Meeting Feedback

- Against Round-about at Wisconsin & DeWitt
 - *Traffic Signal Alternative Proposed*
- Concerns with Pedestrians at Wisconsin & DeWitt
 - *Traffic Signal Alternative Proposed*
- Reduce Proposed Roadway Width for Wisconsin
 - *Bike Lanes Removed*
- Bike Travel Along Wisconsin Street Should Not Be Encouraged
 - *Bike Lanes Removed and Parallel Routes Being Proposed*
- Prefer Parking Along Both Sides of DeWitt Through Downtown
 - *Parking on Both Sides Alternative Proposed*
- Additional Traffic Signals to Improve Pedestrian Safety and Business Access
 - *Signal Warrant Analysis Completed at Wauona Trail and Ontario*
 - *Median Island at Wauona Trail Proposed*
- Staged Construction Rather than Detour to Minimize Business Impacts
 - *Construction Staging Concepts are Being Considered*



Proposed Project (Wisconsin Street)

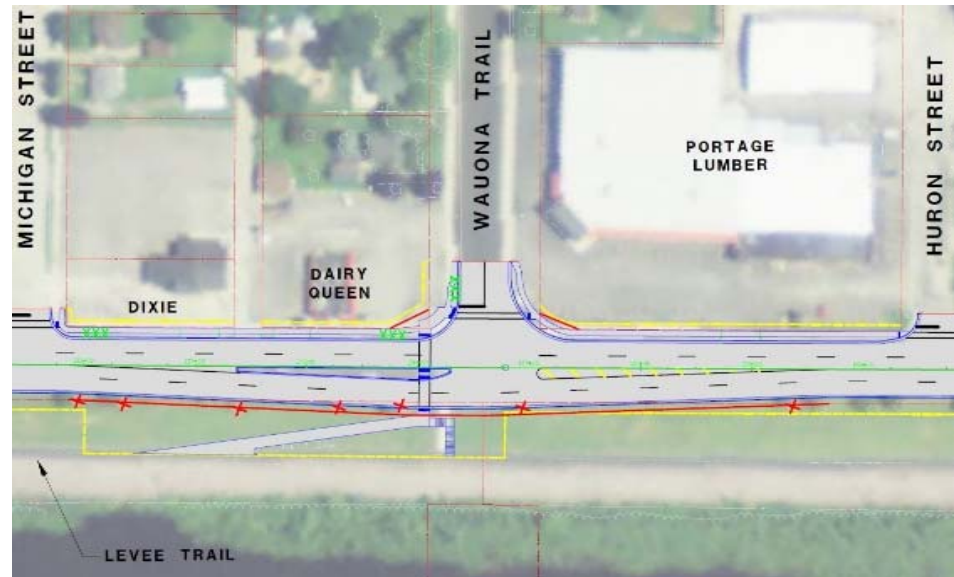


PROPOSED TYPICAL SECTION, USH 51 (WISCONSIN STREET)

STA 126+41 - STA 132+86
STA 139+68 - 148+00

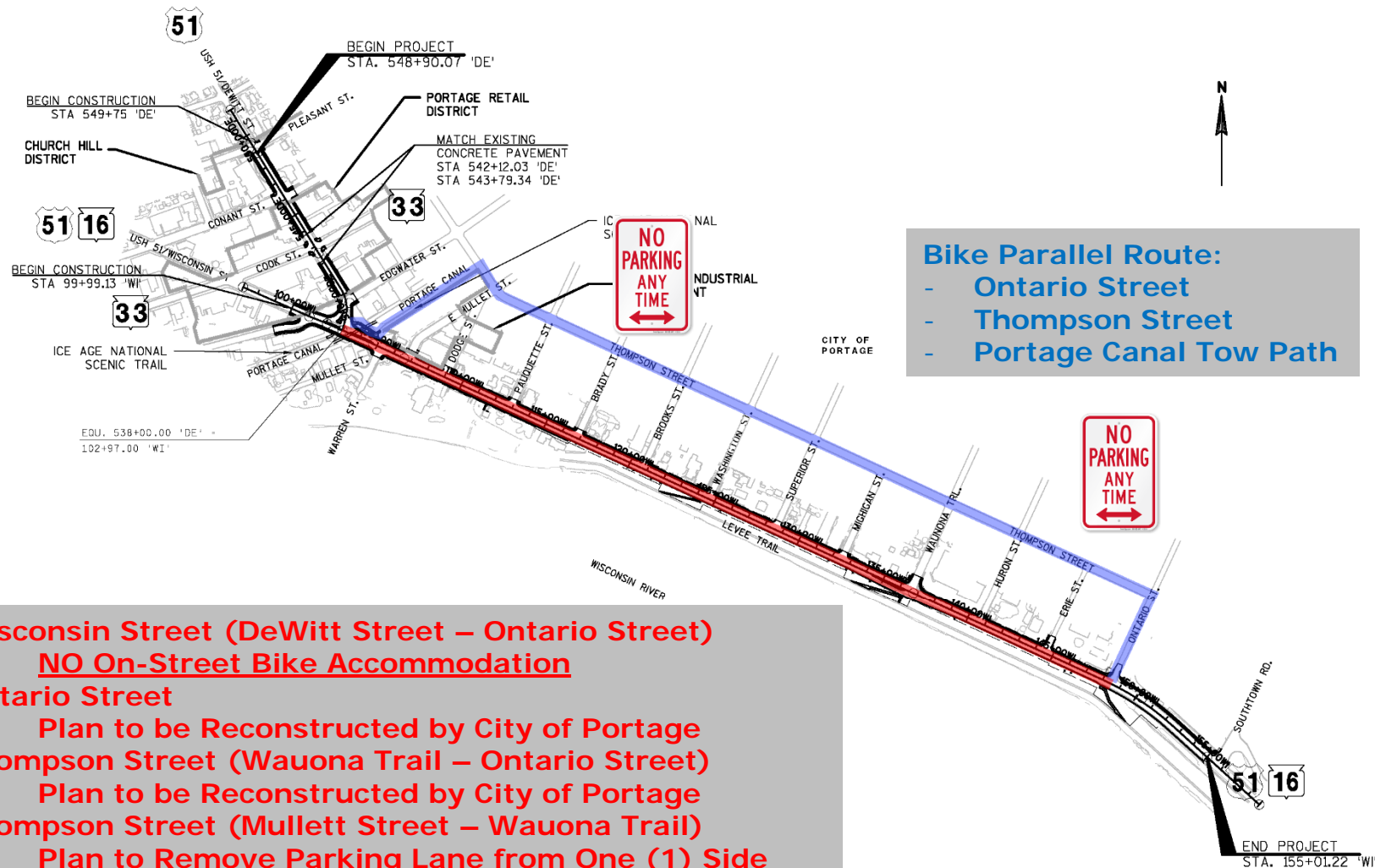
Preferred Alternative:

- Driving Lanes (4)
 - 12' Outside
 - 11' Inside
- Bike Accommodations
 - NO On-Street Bike Lanes
 - Levee Trail
 - Parallel Route
- Pedestrian Accommodations
 - 5' Sidewalk
 - 4' Terrace
 - Sidewalk Connections (3)



City of Portage, Wisconsin & Dewitt Streets

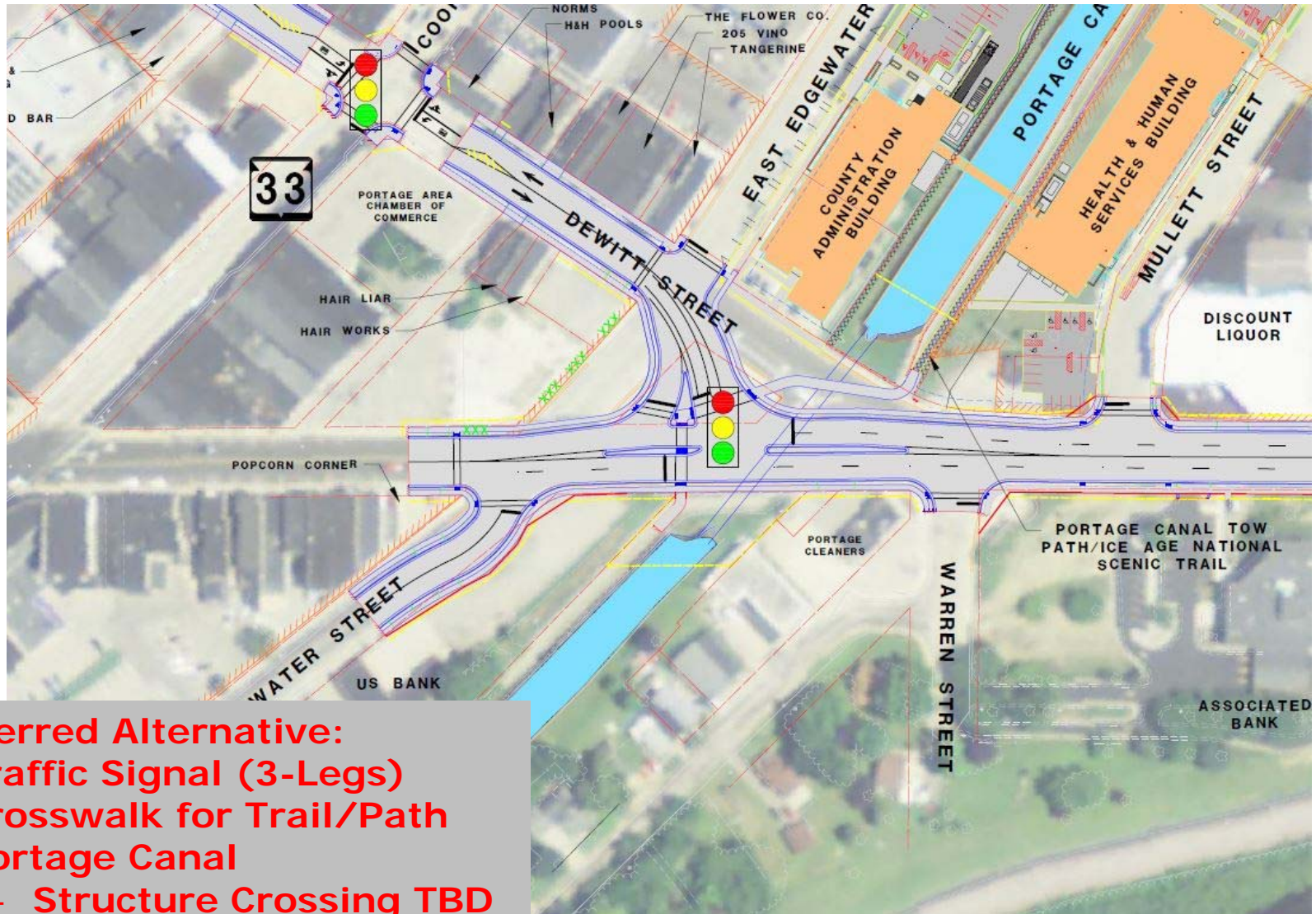
Proposed Project (Wisconsin St – Bike Route)



- Wisconsin Street (DeWitt Street – Ontario Street)
 - NO On-Street Bike Accommodation
- Ontario Street
 - Plan to be Reconstructed by City of Portage
- Thompson Street (Wauona Trail – Ontario Street)
 - Plan to be Reconstructed by City of Portage
- Thompson Street (Mullett Street – Wauona Trail)
 - Plan to Remove Parking Lane from One (1) Side
- Entire Parallel Route
 - Potentially Add Signing & Marking for Awareness

City of Portage, Wisconsin & Dewitt Streets

Proposed Project (Wisconsin & DeWitt)

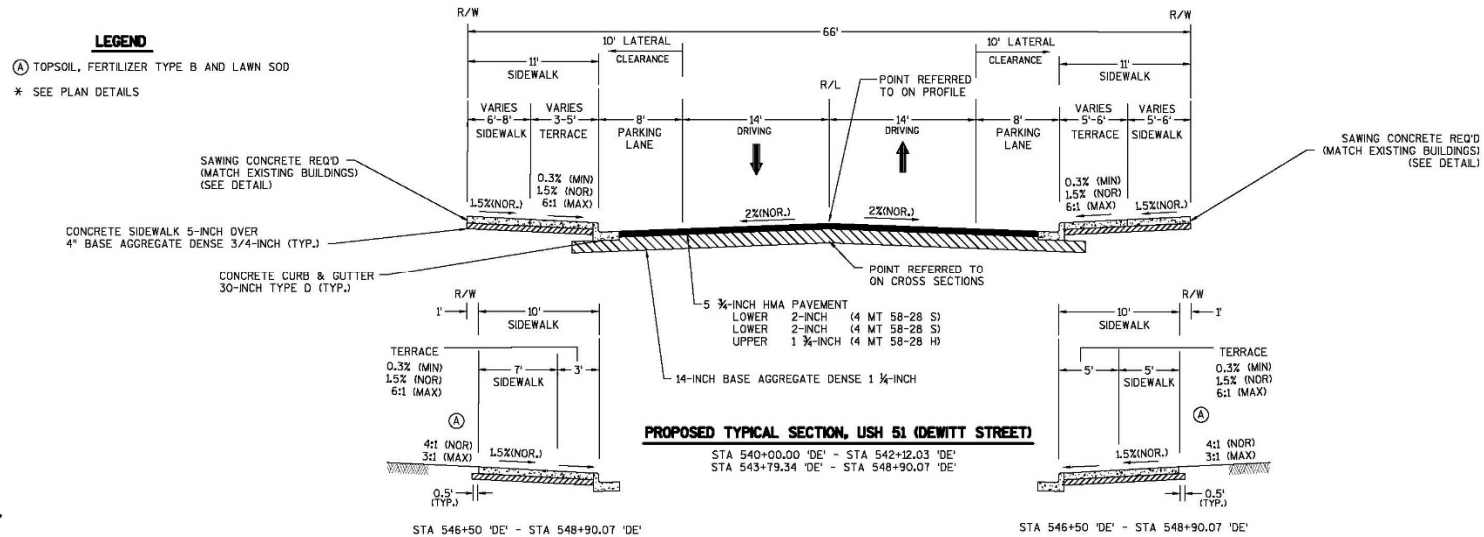


Preferred Alternative:

- Traffic Signal (3-Legs)
- Crosswalk for Trail/Path
- Portage Canal
 - Structure Crossing TBD

City of Portage, Wisconsin & DeWitt Streets

Proposed Project (DeWitt Street)

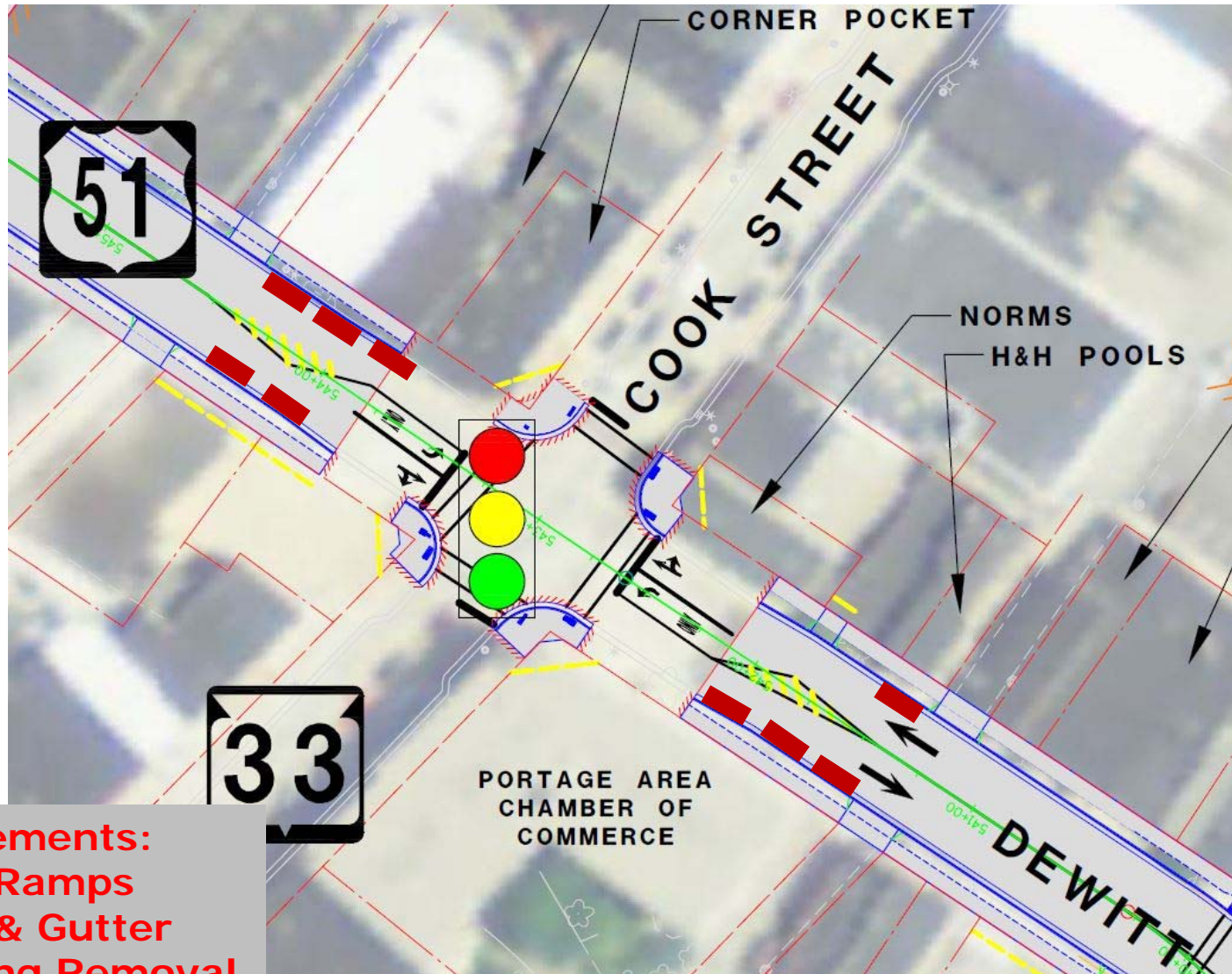


Preferred Alternative: **Same as Existing**

- Driving Lanes (2)
 - 14' Combined with Bike
- Bike Accommodations
 - Combined with Driving Lane
- Parking Lane
 - 8' Both Sides
- Pedestrian Accommodations
 - 11' Border Space (Terrace & Sidewalk)



Proposed Project (DeWitt & Cook)



Improvements:

- Curb Ramps
- Curb & Gutter
- Parking Removal

City of Portage, Wisconsin & DeWitt Streets



Proposed Project (Streetscaping)

- City Selected Consultant & Ad Hoc Committee
 - Downtown Business Community
 - Business Improvement District
 - Wisconsin Street Corridor
- Preliminary Preferred Concepts
 - Continuation of Current Downtown Street Lighting
 - Tinted Crosswalks
 - Potential Curb Bump-Outs along DeWitt Street



City of Portage, Wisconsin & Dewitt Streets

Project Schedule

- Environmental Document (Winter 2018)
- Complete Preliminary Design (Spring 2018)
- Right-of-Way Plat (Summer 2018)
- Real Estate Negotiations (Fall 2018-Spring 2020)
- Utility Relocations (Spring 2019-Spring 2021)
- Final Plans (May 2020)
- Construction (2022) ** Advanceable to 2021 **

Please Complete and Return the Comment Form by February 17, 2017



Questions or Comments?

Project Contacts:

David Pilon, P.E.

WisDOT Project Manager
(608) 245-2622
david.pilon@dot.wi.gov

Aaron Steger, P.E.

Consultant Project Manager
(608) 663-1218
asteger@klengineering.com

COMMENT SHEET
PUBLIC INFORMATIONAL MEETING

August 7, 2012
Project 6083-00-02
 STH 33
 Dodge County

Name:	Phone:
Address:	
Email:	

Comments:

Thank you for your comments. Please deposit this sheet in the comment box, or fold, tape, and mail within seven (7) days of this meeting to:

Karla Knorr P.E.
Project Manager
WisDOT, SW Region
2101 Wright Street
Madison WI 53704

Phone: 608-246-7965
FAX: 608-246-5380

APPENDIX 7

WisDOT Traffic Forecast Report

WisDOT TRAFFIC FORECAST REPORT

PROJECT ID(S): 6918-02-02 (SIGNALIZED)
--

ROUTE(S): USH 51

Region/COUNTY(IES): SW/Columbia

LOCATION: Ontario St to E. Pleasant St

COMPLETED: 01/05/2016

Developed by: Ethan Frost 

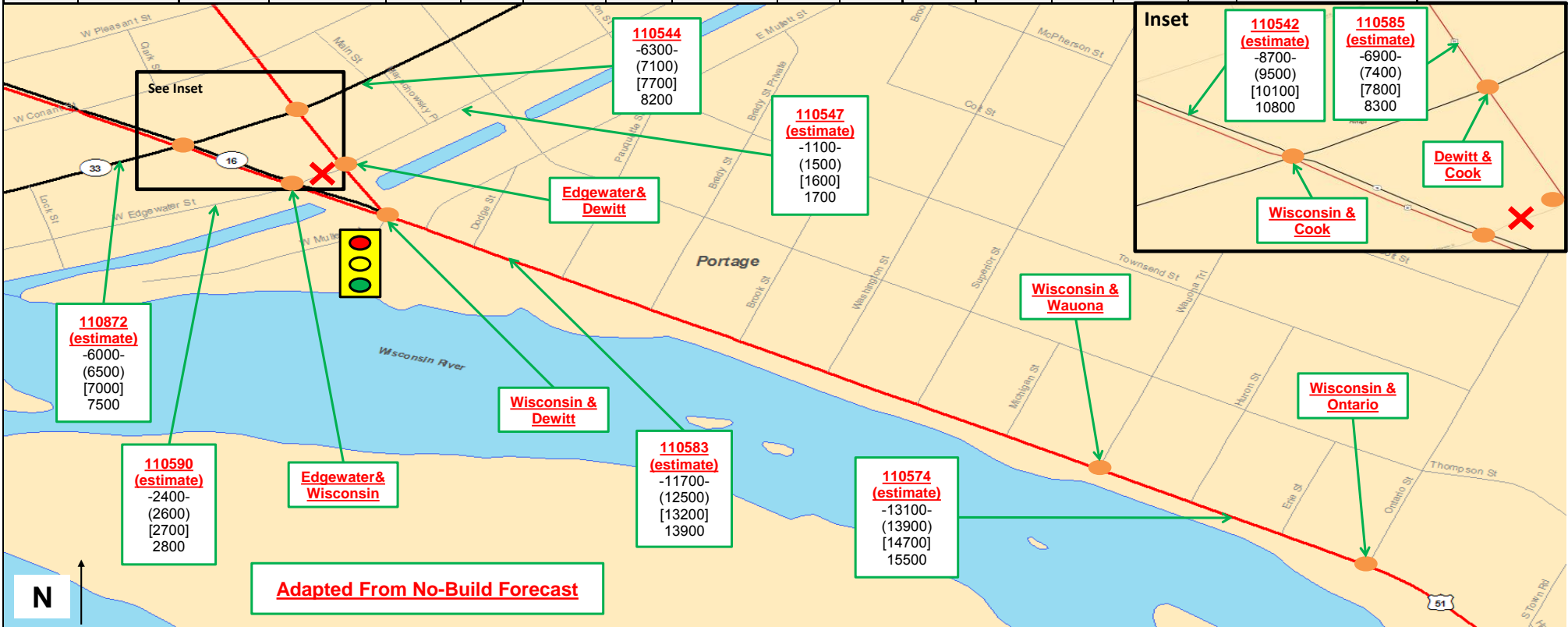
Phone: (608) 267-3640

FAX #: (608) 267-0294


E-Mail: ethan.frost@dot.wi.gov



Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management

[illegible]

Full Truck Classification											
Site(s)	Route(s)	BUSES	SU2-6	SU3	SU4+	ST4-	ST5	ST6+	MU5-	MU6	MU7+
110996	USH 51	1.6	5.2	0.6	0.2	1.5	2.4	0.1	0.1	0.0	0.0
111011	STH 33	3.5	4.4	1.3	0.2	3.2	7.2	0.1	0.1	0.0	0.0



Turning Movement Forecast Location

SITE ID = Colored, **bolded**, and underlined

NOTES ON THE FORECAST:

Symbol	Count	Symbol	Forecast
-000-	2014 Count	000	2041 AADT
000	2011 Count	[000]	2031 AADT
		(000)	2021 AADT

1. This project is not located in any Wisconsin Travel Demand Model area.
2. Truck classification percentages for site #110574 were taken from observed 2011 Wisconsin Vehicle Classification Data from site #110996 and truck classification percentages for site #110544 were taken from observed 2011 data from site #110011.
3. USH 51 and STH 33 are Factor Group II (Urban-Other) roadways (indicating low to moderate fluctuation in traffic from a seasonal perspective). They are functionally classified as a Urban Principal Arterial (14) for count purposes.
4. Turning movement counts from 1/8/2014, 1/9/2014 and 1/16/2014 were expanded using the Forecasting Section TMC expander tool to develop 2014 count estimates for sites #110542, #110585, #110547, #110590, #110872, #110583, and #110574.
5. Diverted volumes are estimated based on probable trip origin, destination, and routing as determined by turning movement counts, estimated travel time, accessibility to parking and trip attractors, and professional judgment.

APPENDIX 8

Agency Coordination

- WDNR
- USACE
- USFWS
- NPS
- Ice Age Trail Alliance
- Bureau of Aeronautics
- Fox Wisconsin Heritage Parkway
- American Indian Tribes

WDNR Correspondence



September 23, 2015

Dave Pilon
WisDOT Project Manager
2101 Wright Street
Madison, WI 53704

Subject: DNR Initial Project Review
Project I.D. 6918-01-02
USH 51 Pavement Reconstruction
(Ontario Street – East Pleasant Street)
Columbia County

Dear Mr. Pilon:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project on August 31, 2015. According to your proposal, the purpose of this project is to reconstruct pavement for approximately 1.1 miles along USH 51 between Ontario Street and East Pleasant Street. The project will also improve the Wisconsin Street and Dewitt Street intersection with either a five leg round-about or a signalized intersection. Bike and pedestrian improvements will also be included along with storm-sewer, traffic signals and street lighting.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and assume that additional information will be provided that addresses all resource concerns identified. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

A. Project-Specific Resource Concerns

Public Lands:

The Portage Canal is a public property owned by the DNR. This feature was managed by the Federal Government until 1961 when the canal was transferred first to the State of Wisconsin and later to the DNR. In 1951 the Wisconsin River locks were welded shut and the Fort Winnebago locks were bulldozed. It is extremely important that this canal no longer connects the Fox River and the Wisconsin River as these separate the Mississippi River and the Great Lakes, reducing the chance for the spread of invasive species and diseases between these basins. The canal is on the National and State Register of Historic Places and the south bank of the canal is part of the Ice Age Trail (IAT). If the project will impact the canal or the IAT, then coordination with DNR Real Estate (Pam Phelan) and DNR Trails (Dana White-Quam) will need to occur.

Section 4(f) Requirement:

Public lands are present in the vicinity of this project. If there is potential for impacts to these lands, please begin coordination with us as soon as possible. *First and foremost, every effort should be taken to avoid impacts to these lands.*

There is a U.S. Dept. of Transportation “Section 4(f)” process for federally funded transportation projects that impact various types of public parks, wildlife refuges, and recreation areas. This requirement is coordinated by state and federal transportation departments. Please ensure the 4f process as described in DOT FDM Chapter 21-25-1 is followed.

Wetlands:

Although there are significant wetland resources in the Wisconsin River near the project and there may be some wetlands within the Portage Canal, it does not appear that the project will impact any of these wetland resources. There are no wetland concerns with this project, based on the information provided.

Fisheries/Stream Work:

This section of the Portage Canal has a very limited fishery. There are no timing restrictions on the work in the waterway provided appropriate dewatering and best management practices are used during construction.

Endangered Resources:

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated September 22, 2015, there are numerous NHI listed species along the Wisconsin River and near the project area. However, no Endangered Resources or suitable habitats that could be impacted by this project are known or likely to occur in the project area or its vicinity.

Migratory Birds:

There is no evidence of past migratory bird nesting on the existing structure.

Invasive Species and Viral Hemorrhagic Septicemia (VHS):

Any equipment coming into contact with surface waters must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions must require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of VHS, Zebra Mussel, and other invasive species. Contractors should follow *STSP 107-055 Environmental Protection, Aquatic Exotic Species Control*, or protocol found here: http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf.

Additional information on invasive species and infested waters can be found at:

<http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx>

Floodplains:

A determination must be made as to whether or not the project lies within a mapped/zoned floodplain. Floodplain impacts should be assessed and/or quantified and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the Columbia County Zoning Program.

B. Project Specific Construction Site Considerations

The following issues should be addressed in the Special Provisions, and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP). An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the

preconstruction conference. Erosion control and stormwater measures must adhere to the DNR/DOT Cooperative Agreement, Trans 401, and applicable federal laws.

Erosion Control and Storm Water Management:

- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.
- If erosion mat is used along stream banks, DNR recommends that biodegradable non-netted mat be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3301, or email at eric.heggelund@wisconsin.gov.

Sincerely,

Eric Heggelund
Environmental Analysis & Review Specialist

cc: Brian Taylor, WisDOT REC
Aaron Steger, KL Engineering
Dana White-Quam, WDNR Trails Coordinator
Pam Phelan, WDNR Real Estate
Russ Anderson, WDNR

From: [Aaron Steger](#)
To: [Brad Cunningham](#); [Dave Tollefson](#)
Subject: FW: Agency & Resource Coordination Meeting for WisDOT USH 51 Project
Date: Friday, October 20, 2017 8:05:53 AM
Attachments: [image002.png](#)
[image005.png](#)

FYI- DNR concurs with the design over the Portage Canal.

Aaron Steger, P.E. (WI,IA,MN)
KL Engineering, Inc.
608.663.1218 ext. 837 – office | 608.212.7693 – cell
asteger@klengineering.com



From: Heggelund, Eric P - DNR [<mailto:Eric.Heggelund@wisconsin.gov>]
Sent: Thursday, October 19, 2017 2:26 PM
To: Aaron Steger <ASTeger@KLEngineering.com>
Cc: Taylor, Brian F - DOT <BrianF.Taylor@dot.wi.gov>
Subject: RE: Agency & Resource Coordination Meeting for WisDOT USH 51 Project

Aaron,

Thank you for submitting this for our review. We have reviewed the options and support the structure and end treatment selection. Let me know if you need anything else.

Eric

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Eric Heggelund
Cell: 608-228-7927
Eric.heggelund@wisconsin.gov

From: Aaron Steger [<mailto:ASTeger@KLEngineering.com>]
Sent: Tuesday, October 10, 2017 11:55 AM
To: Heggelund, Eric P - DNR <Eric.Heggelund@wisconsin.gov>
Cc: Pilon, David - DOT <David.Pilon@dot.wi.gov>; Brad Cunningham <BCunningham@KLEngineering.com>; Taylor, Brian F - DOT <BrianF.Taylor@dot.wi.gov>; Dave Tollefson <DTollefson@KLEngineering.com>; Aaron Jahncke <Aaron.Jahncke@portagewi.gov>; Shawn M. Murphy <Shawn.Murphy@portagewi.gov>
Subject: RE: Agency & Resource Coordination Meeting for WisDOT USH 51 Project

I.D. 6918-01-02
City of Portage, Wisconsin & Dewitt Streets

(Ontario Street – East Pleasant Street)
USH 51
Columbia County

Eric,

We have been working with the City of Portage and WisDOT to analyze structure alternatives for the Portage Canal crossing under the Wisconsin and DeWitt Street intersection in the City of Portage as part of the WisDOT reconstruction of USH 51. Attached is a copy of the Tech Memo prepared for this purpose. The City of Portage is in support of the existing metal arch culvert pipe (132" wide x 82" high) being replaced with a new structural plate arch culvert pipe (168" wide x 103" high) which would be improved to allow passage of small hand paddled watercraft including canoes and kayaks. The new culvert pipe would provide a 5-ft vertical clearance from the waterline to the top of structure. In addition, the City of Portage is in support of including the installation of a decorative concrete (cast-in-place) endwall treatment at both approaches. This would improve visual aesthetics for a variety of local stakeholders and users including the Portage Canal, Ice Age National Scenic Trail, Portage Canal Tow Path, and adjacent property owners such as the newly constructed Columbia County Administration and Health & Human Services building.

Please review on behalf of WNDR (as an owner of the Portage Canal) and offer any comments or your support of the current canal crossing recommendation. Once your support is received, we will proceed with submitting our Section 106 documentation for SHPO concurrence.

Brian, feel free to include any other details that I may have missed for Eric's benefit to perform his review.

Let me know if you have any questions or need additional information. Thanks.

Aaron Steger, P.E. (WI,IA,MN)
KL Engineering, Inc.
608.663.1218 ext. 837 – office | 608.212.7693 – cell
asteger@klengineering.com



From: Heggelund, Eric P - DNR [<mailto:Eric.Heggelund@wisconsin.gov>]
Sent: Tuesday, May 16, 2017 8:53 AM
To: Aaron Steger <ASTeger@KLEngineering.com>
Cc: Pilon, David - DOT <David.Pilon@dot.wi.gov>; Brad Cunningham <BCunningham@KLEngineering.com>; Taylor, Brian F - DOT <BrianF.Taylor@dot.wi.gov>; Dave Tollefson <DTollefson@KLEngineering.com>
Subject: RE: Agency & Resource Coordination Meeting for WisDOT USH 51 Project

Aaron,

We do not have additional navigation concerns regarding the culvert as proposed. We also don't have any lighting or ventilation requests or recommendations for this structure.

Eric

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Eric Heggelund

Phone: 608-275-3301

Cell: 608-228-7927

Eric.heggelund@wisconsin.gov

From: Aaron Steger [<mailto:ASteger@KLEngineering.com>]

Sent: Tuesday, May 02, 2017 5:14 PM

To: Heggelund, Eric P - DNR

Cc: Pilon, David - DOT; Brad Cunningham; Taylor, Brian F - DOT; Dave Tollefson; Aaron Jahncke; Shawn M. Murphy

Subject: FW: Agency & Resource Coordination Meeting for WisDOT USH 51 Project

Eric,

We met in December 2016 to discuss the WisDOT US 51 reconstruction project and associated resources such as the Portage Canal. At the moment we are working through the culvert design for this crossing and are evaluating several alternatives (culvert sizes and materials). During our December meeting we discussed accommodating canoe travel which would require providing a 5-ft vertical clearance above the waterline to the inside of the culvert.

Couple of quick questions for you related to that previous discussion:

- Is there any guidance or requirements on how wide that 5-ft vertical clearance zone needs to be provided in order to accommodate a canoe?
 - As shown in the Pipe Crossing Design Detail, if a circular culvert is selected, even though a 5-ft clearance is provided at the peak, does this suffice?
- Do you have any guidance or requirements related to lighting inside the culvert to promote passage?
- Do you have any guidance or requirements related to ventilation through the culvert to promote safe passage?
 - The current proposed length is approximately 250-ft

Just a couple of quick questions I wanted to make sure we asked and addressed before progressing with the design. Let us know your thoughts. Thanks.

Aaron Steger, P.E. (WI, IA, MN)

KL Engineering, Inc.

608.663.1218 (Office) & 608.212.7693 (Cell)

asteger@klengineering.com

USACE Correspondence

Meeting: Section 408 Coordination Meeting with Army Corp of Engineers

Date: January 18, 2018

Location: Phone Conference Call

Attendees: US Army Corp of Engineers (USACOE) (Dana Werner, Ben Cox, Nate Meisgeier)
WisDOT (Brian Taylor, Larry Barta, Karla Knorr)
KL Engineering (Brad Cunningham, Dave Tollefson, Aaron Steger)
Gestra (Doug Bath)

RE: I.D. 6918-01-02
City of Portage, Wisconsin & Dewitt Streets
(Ontario Street – East Pleasant Street)
USH 51
Columbia County

The following items were discussed at the meeting.

Action items are noted in red

1. Meeting Discussion

- a. Aaron Steger gave a brief synopsis of the WisDOT US 51 project and past coordination efforts with the US Army Corp of Engineers
 - i. Initial contact with preliminary plans submitted in July 2016
 - ii. USACOE provided comments in December 2016
 - iii. January 2017 to May 2017, back and forth coordination seeking clarification on comments
 - iv. May 2017 Dana Werner providing General Design Memorandum (GDM)
 - v. July 2017 KL requested additional information from USACOE and clarifications about statements and references in the GDM
 - vi. July 2017 to October 2017 issues with federal funding of Section 408 program stalled coordination efforts
 - vii. October/November WisDOT contacted USACOE to initiate this meeting
- b. Aaron Steger explained that the design team is still waiting for a response from a July 2017 email asking:
 - i. If any additional information is available such as references mentioned in the provided GDM with regards to seepage and uplift information?
 - ii. Will any performed seepage analysis need to account for the pavement surface material since it does not appear to be included in any of the original analysis discussed in the GDM?
- c. Dana Werner stated that USACOE does not have any additional information besides what is included in the provided GDM. The engineer who worked on this project is no longer with the USACOE.
- d. Dana Werner stated the USACOE has two primary concerns with the WisDOT proposed improvement project of US 51:
 - i. How does the proposed roadway widening impact the seepage drain bed

- ii. The proposed pedestrian connections between street level and levee trail with proposed retaining walls are cutting into and potentially causing impacts to the levee seepage ability
- e. Dana Werner stated that USACOE typically uses Seep/W or Slope/W for levee analysis
 - i. Doug Bath agreed that he is familiar with these programs
- f. Nate Meisgeier stated that any excavated levee material will need to be replaced/backfilled with a clean sand. An analysis will need to be performed to determine if geotextile fabric will be needed (and to what limit) under the roadway pavement structure (select crushed material) to address seepage concerns. Also need to consider wrapping fabric around any retaining wall backfill and determine gradation of material. USACOE publications such as EM-1901 should be consulted. Fabric filter may be needed around exposed areas of the seepage drain bed to prevent material migration and support levee stability during grading operations for the proposed roadway.
- g. Dana Werner stated that an Emergency Action Plan will be required to be approved by the USACOE before any construction occurs near the levee. The plan will need to include trigger river water elevations at which certain actions need to take place. The City of Portage is required to have an Operation and Maintenance Manual in place as well. Certain actions may be that the contractor is required to have sufficient amount of stockpile material for emergency backfill or to limit the amount of open excavation at any particular time.
 - i. Karla Knorr suggested that maybe a pre-bid meeting should be considered to alert the contractor of these requirements
 - ii. Larry Barta suggested that the project include a special provision with the Emergency Action Plan (developed by the department and USACOE providing concurrence) rather than having the contractor develop their own
- h. Dana Werner requested that USACOE be notified when construction begins
- i. Nate Meisgeier suggested that regraded levee cut slopes do not exceed 5:1 and that any grading near the toe of the levee be backfilled as soon as possible to maintain the stability of the levee trench and slopes. With any fill slopes on top of the levee, do not exceed 3:1, although 4:1 would be preferred from a maintenance perspective (lawn mowing by the city). The fill material used should not be a clay material or anything less impervious than the existing levee material. Maintain the existing depth of topsoil when finish grading on the levee slopes.
- j. Larry Barta suggested that retaining walls may be preferred compared to 3:1 slopes, so design of the pedestrian connections may need to be refined

2. Next Steps

- a. Ben Cox explained that the USACOE environmental review has been completed. The remaining items are needed before further evaluation of Section 408 concurrence:
 - i. Technical review addressing the initial comments from December 2016. If a complete package is submitted, the technical review can usually be completed in about 2 weeks.
 - ii. A Letter of No Objection is required from the City of Portage
 - iii. Real estate information on who owns property in areas of proposed work adjacent to the levee. Note any proposed real estate needs for the project and include the following accompanying statement:
 - 1. XYZ property is owned by ABC, WisDOT will be working with ABC (acquiring in fee title, easement, etc.) to obtain what WisDOT needs regarding that property in order to complete our project
- b. Ben estimated that with a complete submittal, concurrence could occur within 30-days
- c. Dana Werner stated he would be the single point of contact moving forward with any questions and that Nate would be completing the geotechnical review



Division of Transportation System Development
Southwest Region
2101 Wright St
Madison, WI 53704-2583

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov

Telephone: 608-246-3800
Facsimile (FAX): 608-246-7996

E-mail: swr.dtsd@dot.wi.gov

January 23, 2018

SHAWN MURPHY
CITY ADMINISTRATOR
CITY OF PORTAGE
115 WEST PLEASANT ST
PORTAGE, WI 53901

RE: Section 408 - Statement of No Objection

Mr. Murphy,

The Wisconsin Department of Transportation (WisDOT) on behalf of the Federal Highway Administration (FHWA) continues the process of finalizing the preliminary design for a pavement reconstruction project along United States Highway (USH) 51 [Wisconsin and Dewitt Streets] between Ontario Street and East Pleasant Street (approximately 1.1 miles in length). This project will require the acquisition of right-of-way and temporary limited easements for construction. A Plans Specials and Estimate (PS&E) submittal is currently scheduled for May 2020 with construction occurring as early as 2021.

Part of the proposed project will also provide pedestrian and bicycle connectivity between the existing Levee Trail (existing trail to remain undisturbed) and the proposed street level accommodations. Connections (concrete sidewalk or multi-use path) are currently proposed at the Washington Street intersection, the Wauona Trail intersection, and the Ontario Street intersection.

In order to install these connections, sections of retaining wall will need to be constructed to limit grading impacts to the Wisconsin River levee in order to provide slopes to meet the American with Disability Act (ADA) and safety requirements. The existing stairs located between the existing levee trail and Wisconsin Street at the Wauona Trail intersection will need to be partially reconstructed to match the proposed roadway and grades along Wisconsin Street. Impacting the levee to any degree requires WisDOT to coordinate and receive a Section 408 permit from the U.S. Army Corps of Engineers (USACE).

Per Section 14 of the Rivers and Harbors Act of 1899, 33 USC 408, (commonly referred to as "Section 408") authorizes the USACE to grant permission for the alteration, occupation or use of a USACE project if certain requirements are met. USACE EC 1165-2-216. USACE may grant permission for the temporary occupation or use of any public works if it determines that the occupation or use will not be injurious to the public interest. USACE may grant permission for the alteration or permanent occupation or use of any of the public works if it determines that such occupation or use will not be injurious to the public interest and will not impair the usefulness of the work. 33 USC 408.

The Section 408 permit application requires WisDOT to receive a Statement of No Objection from the City of Portage. In signing the Statement of No Objection, the City of Portage understands the nature and extent of the proposed changes and that the city does not object to WisDOT submitting the Section 408 for review and approval.

As the official with jurisdiction for the City of Portage Wisconsin, the City of Portage is signing this Statement of No Objection for the proposed transportation project as described in this letter and shown on the accompanying attachment

Print: Shawn Murphy

Signature: Shawn M. Murphy

Date: 2/6/2018

Please keep a copy for your records and return a signed and dated original to my attention within 30 days of the date of this letter to the following address:

Wisconsin Department of Transportation
Southwest Region
2101 Wright Street
Madison, WI 53704-2583

Sincerely,

Larry Barta, P.E.
Project Manager

Encl: Attachment A – Project Overview

Cc: Brian Taylor – WisDOT Region Environmental Coordinator
Aaron Steger – KL Engineering

USFWS Correspondence

**Federal Highway Administration (FHWA) and Federal Railroad Administration (FRA)
Range-wide Programmatic Informal Consultation for
Indiana Bat and Northern Long-eared Bat**

Project Submittal Form for FHWA, FRA, and Transportation Agencies
Updated June 23, 2015

In order to use the programmatic informal consultation to fulfill Endangered Species Act consultation requirements, transportation agencies must use this form to submit project-level information for all may affect, not likely to adversely affect (NLAA) determinations to the appropriate U.S. Fish and Wildlife Service (Service) field office prior to project commencement. For more information, see the Standard Operating Procedure for Site Specific Project(s) Submission in the User's Guide.

In submitting this form, the transportation agency ensures that the proposed project(s) adhere to the criteria of the range-wide programmatic informal BA. Upon submittal of this form, the appropriate Service field office may review the site-specific information provided and request additional information. If the applying transportation agency is not notified within 14 calendar days of emailing the Project Submittal Form to the Service field office, it may proceed under the range-wide programmatic informal consultation.

Further instructions on completing the form can be found by hovering your cursor over each text box.

1. Date:

2. Lead Agency:

This refers to the Federal governmental lead action agency initiating consultation; select FHWA or FRA as appropriate

3. Requesting Agency:

a. Name:

b. Title:

c. Phone:

d. Email:

4. Consultation Code¹:

5. Project Name(s):

¹ Available through IPaC System Official Species List: <https://ecos.fws.gov/ipac/>

6. Project Description:

Please attach additional documentation or explanatory text if necessary

7. Other species from Official Species List:

No effect – project(s) are inside the range, but no suitable habitat – see additional information attached

May Affect – see additional information provided for those species (either attached or forthcoming)

8. For Ibat/NLEB, if Applicable, Explain Your No Effect Determination

No effect – project(s) are outside the species' range (*form complete*)

No effect – project(s) are inside the range, but no suitable summer habitat (*form complete*)

No effect from maintenance, alteration, or demolition of bridge(s)/structure(s) – results of inspection surveys indicate no signs of bats. (*form complete*)

No effect – other (*see Section 2.2 of the User's Guide – form complete*)

Otherwise, please continue below.

9. Affected Resource/Habitat Type

Trees

Bridge

Other Non-Tree Roosting Structure (e.g., building)

Other (please explain):

10. For Tree Removal Projects:

- a. Please verify that no documented roosts or foraging habitat will be impacted and that project is within 100 feet of existing road surface:
- b. Please verify that all tree removal will occur during the inactive season²:
- c. Timing of clearing:
- d. Amount of clearing:

11. For Bridge/Structure Work Projects:

- a. Proposed work:
- b. Timing of work:
- c. Evidence of bat activity on bridge/structure:
- d. If applicable, verify that superstructure work will not bother roosting bats in any way:
- e. If applicable, verify that bridge/structure work will occur only in the winter months:

² Coordinate with local Service field office for appropriate dates.

12. Please confirm the following:

Proposed project(s) adhere to the criteria of the range-wide programmatic informal BA (see Section 2.0).

All applicable AMMs will be implemented, including³:

Tree Removal AMM 1:

Dust Control AMM 1:

Tree Removal AMM 2:

Water Control AMM 1:

Tree Removal AMM 3:

Water Control AMM 2:

Tree Removal AMM 4:

Water Control AMM 3:

Bridge AMM 1:

Water Control AMM 4:

Bridge AMM 2:

Water Control AMM 5:

Bridge AMM 3:

Water Control AMM 6:

Bridge AMM 4:

Wetland/Stream Protection AMM 1:

Structure AMM 1:

Wetland/Stream Protection AMM 2:

Structure AMM 2:

Wetland/Stream Protection AMM 3:

Structure AMM 3:

Wetland/Stream Protection AMM 4:

Structure AMM 4:

Wetland/Stream Protection AMM 5:

Lighting AMM 1:

Wetland/Stream Protection AMM 6:

Lighting AMM 2:

³ See AMMs Fact Sheet (Appendix B) for more information on the following AMMs.

NPS Correspondence



United States Department of the Interior

NATIONAL PARK SERVICE
Ice Age National Scenic Trail
700 Rayovac Drive, Suite 100
Madison, Wisconsin 53711-2468



1.B (IATR-Columbia County)

October 21, 2015

Mr. Dave Pilon
Project Manager
Wisconsin Department of Transportation
2101 Wright Street
Madison, Wisconsin 53704

RE: Request for Comment on WisDOT Project ID: 6918-01-02

Dear Mr. Pilon:

Thank you for your August 28, 2015, letter regarding a planned roadway reconstruction project in the City of Portage along U.S. Highway 51 (Wisconsin and Dewitt Streets) between Ontario Street and East Pleasant Street. We welcome the opportunity to be informed and comment on the proposed project and its potential effects on the Ice Age National Scenic Trail (NST).

The Ice Age NST is one of eleven National Scenic Trails in the United States. Designated by Congress in 1980, it is a 1,200-mile long walking/hiking trail that traces the nationally significant terminal moraines and other landscape formations across Wisconsin resulting from the last continental glacier about 10,000 years ago. The National Park Service (NPS) administers the trail in cooperation with the Wisconsin Department of Natural Resources (DNR) and the Ice Age Trail Alliance (IATA).

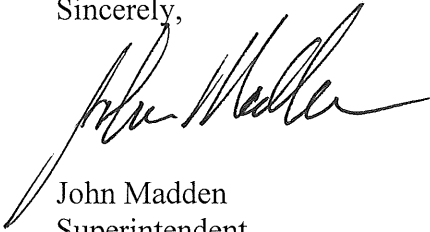
At this time, the trail follows Portage city streets, a bike path, and the restored canal towpath from the State Highway 33 Bridge to the historic Indian Agency House. The current USH 51 crossing is an at-grade painted crosswalk. Improving pedestrian accommodations in this area would benefit users of the Ice Age NST, as well as bicyclists. We believe that as this project moves forward the trail users' overall experience and safety will be greatly improved. However, we would prefer a grade separated crossing at this location to further improve safety and provide an opportunity for a more continuous off road experience.

We would appreciate the opportunity to review and comment on any plans or design standards that are developed regarding the proposed project.

We also recommend that you work closely with our non-profit partner, IATA, to ensure that the trail remains open during construction and that any detours, if needed, are clearly marked. If any permanent changes to the trail's certified route are required, please contact the NPS so the official route can be updated.

Thank you for the opportunity to provide these comments. Please call us at 608-441-5610 or email Trail Manager Pam Schuler at pam_schuler@nps.gov or myself at john_madden@nps.gov if you have any questions. The Ice Age Trail Alliance can be reached at 608-798-4453.

Sincerely,

A handwritten signature in black ink, appearing to read "John Madden", with a long, sweeping horizontal stroke extending to the right.

John Madden
Superintendent

From: [Aaron Steger](#)
To: [Madden, John](#); [Schuler, PAMELA](#); mary_tano@nps.gov; [Tim Malzhan](#); [Brad Crary](#)
Cc: [Taylor, Brian F - DOT](#); [Pilon, David - DOT](#); [Brad Cunningham](#); [Dave Tollefson](#)
Subject: RE: Agency & Resource Coordination Meeting for WisDOT USH 51 Project
Date: Tuesday, October 24, 2017 5:34:36 PM
Attachments: [USH 51 Construction Staging & Traffic Control Exhibit.pdf](#)
[USH 51 Culvert Crossing Alternative Tech Memo \(2017-09-21\).pdf](#)
[USH 51 Portage Streetscape.pdf](#)
[image001.png](#)

I.D. 6918-01-02
City of Portage, Wisconsin & Dewitt Streets
(Ontario Street – East Pleasant Street)
USH 51
Columbia County

All,

Just wanted to pass along a quick update on the project since our last coordination meeting held in December 2016 at the Portage City Hall. Since that time, we have been working with the City of Portage and WisDOT to analyze structure alternatives for the Portage Canal crossing under the Wisconsin and DeWitt Street intersection in the City of Portage as part of the WisDOT reconstruction of USH 51. Attached is a copy of the Tech Memo prepared for this purpose.

The City of Portage is in support of the existing metal arch culvert pipe (132" wide x 82" high) being replaced with a new structural plate arch culvert pipe (approximately 168" wide x 103" high) which would be improved to allow passage of small hand paddled watercraft including canoes and kayaks. The new culvert pipe would provide a 5-ft vertical clearance from the waterline to the top of structure. In addition, the City of Portage has agreed to include the installation of a decorative concrete (cast-in-place) endwall treatment at both approaches. This would improve visual aesthetics for a variety of local stakeholders and users including the Portage Canal, Ice Age National Scenic Trail, Portage Canal Tow Path, and adjacent property owners such as the newly constructed Columbia County Administration and Health & Human Services building.

The WDNR (owner of the Portage Canal) is also in support of the new pipe culvert structure and end treatment selection.

During our last coordination meeting, we agreed to stay in touch concerning this project, particularly items related to the Portage Canal and Ice Age National Scenic Trail crossing at USH 51. At that time, we also discussed the need for the Ice Age National Scenic Trail to be closed for a time during construction of the roadway, culvert, and path improvements at this intersection. When this area is under construction, we are proposing to detour the Ice Age National Scenic Trail along Lock Street, Cook Street, and Thompson Street to avoid the work zone and provide safe passage for all trail users. Attached is the current proposed construction staging plan showing this trail detour route. The project is currently programmed for 2022 construction, but is advanceable to 2021 construction based on several contingency factors.

Another point of interest for you is the surface crossing of the Ice Age National Scenic Trail through the realigned Wisconsin Street and DeWitt Street intersection. The excess right-of-way between the intersection and Portage Canal will be converted to a green space by the

City of Portage with decorative lights, plaza/seating area, and planting beds. Attached is the current preferred design concept for this area developed by the city.

Let me know if you have any questions, want additional information, or want to discuss any of these project features in further detail. Thanks in advance for your cooperation.

Aaron Steger, P.E. (WI,IA,MN)

KL Engineering, Inc.

608.663.1218 ext. 837 – office | 608.212.7693 – cell

asteger@klengineering.com



From: Aaron Steger

Sent: Thursday, December 15, 2016 3:43 PM

To: 'brigit.brown@wisconsin.gov' <brigit.brown@wisconsin.gov>; 'Brad Crary' <brad@iceagetrail.org>; 'Heggelund, Eric P - DNR' <Eric.Heggelund@wisconsin.gov>; 'Aaron Jahncke' <Aaron.Jahncke@portagewi.gov>; 'john_madden@nps.gov' <john_madden@nps.gov>; 'Tim Malzhan' <tim@iceagetrail.org>; 'mortara@heritageparkway.org' <mortara@heritageparkway.org>; 'Shawn M. Murphy' <Shawn.Murphy@portagewi.gov>; 'Pilon, David - DOT' <David.Pilon@dot.wi.gov>; 'Schuler, PAMELA' <pam_schuler@nps.gov>; 'Taylor, Brian F - DOT' <BrianF.Taylor@dot.wi.gov>; 'dana.whitequam@wisconsin.gov' <dana.whitequam@wisconsin.gov>; 'Smith, Sharene J - DNR' <Sharene.Smith@wisconsin.gov>; 'mary_tano@nps.gov' <mary_tano@nps.gov>

Cc: Dave Tollefson <dtollefson@klengineering.com>; Brad Cunningham <bcunningham@klengineering.com>

Subject: Agency & Resource Coordination Meeting for WisDOT USH 51 Project

I.D. 6918-01-02

City of Portage, Wisconsin & Dewitt Streets

(Ontario Street – East Pleasant Street)

USH 51

Columbia County

All,

Attached are the meeting minutes from our Friday, December 12 coordination meeting last week in Portage.

To those who were able to attend and participate, thank you. Please review the attached minutes and let me know if you have any comments/revisions/additions or if you have any further questions with the project. Thanks again.

Aaron Steger, P.E. (WI,IA,MN)

Senior Project Manager

KL Engineering, Inc.

5950 Seminole Centre Ct., Suite 200

Madison, WI 53711

Ice Age Trail Alliance Correspondence

Aaron Steger

From: Tim Malzhan <tim@iceagetrail.org>
Sent: Saturday, October 28, 2017 1:52 PM
To: Aaron Steger
Subject: RE: Agency & Resource Coordination Meeting for WisDOT USH 51 Project

Thanks for the excellent recap, Aaron.
tm

Tim Malzhan
Director of Trail Operations



Ice Age Trail Alliance
2110 Main Street, Cross Plains, WI 53528
608-798-4453 x 223 (p) • 800-227-0046 (p) • 608-798-4460 (f)

Working since 1958 to create, support and protect the Ice Age National Scenic Trail
Please join or renew today at www.iceagetrail.org

From: Aaron Steger [mailto:ASteger@KLEngineering.com]
Sent: Tuesday, October 24, 2017 5:34 PM
To: Madden, John <john_madden@nps.gov>; Schuler, PAMELA <pam_schuler@nps.gov>; mary_tano@nps.gov; Tim Malzhan <tim@iceagetrail.org>; Brad Crary <brad@iceagetrail.org>
Cc: Taylor, Brian F - DOT <BrianF.Taylor@dot.wi.gov>; Pilon, David - DOT <David.Pilon@dot.wi.gov>; Brad Cunningham <BCunningham@KLEngineering.com>; Dave Tollefson <DTollefson@KLEngineering.com>
Subject: RE: Agency & Resource Coordination Meeting for WisDOT USH 51 Project

I.D. 6918-01-02
City of Portage, Wisconsin & Dewitt Streets
(Ontario Street – East Pleasant Street)
USH 51
Columbia County

All,
Just wanted to pass along a quick update on the project since our last coordination meeting held in December 2016 at the Portage City Hall. Since that time, we have been working with the City of Portage and WisDOT to analyze structure alternatives for the Portage Canal crossing under the Wisconsin and DeWitt Street intersection in the City of Portage as part of the WisDOT reconstruction of USH 51. Attached is a copy of the Tech Memo prepared for this purpose.

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Let me know if you have any questions, want additional information, or want to discuss any of these project features in further detail. Thanks in advance for your cooperation.

Aaron Steger, P.E. (WI, IA, MN)
KL Engineering, Inc.
608.663.1218 ext. 837 – office | 608.212.7693 – cell
asteger@klengineering.com



From: Aaron Steger
Sent: Thursday, December 15, 2016 3:43 PM
To: 'brigit.brown@wisconsin.gov' <brigit.brown@wisconsin.gov>; 'Brad Crary' <brad@iceagetrail.org>; 'Heggelund, Eric P - DNR' <Eric.Heggelund@wisconsin.gov>; 'Aaron Jahncke' <Aaron.Jahncke@portagewi.gov>; 'john_madden@nps.gov' <john_madden@nps.gov>; 'Tim Malzhan' <tim@iceagetrail.org>; 'mortara@heritageparkway.org' <mortara@heritageparkway.org>; 'Shawn M. Murphy' <Shawn.Murphy@portagewi.gov>; 'Pilon, David - DOT' <David.Pilon@dot.wi.gov>; 'Schuler, PAMELA' <pam_schuler@nps.gov>; 'Taylor, Brian F - DOT' <BrianF.Taylor@dot.wi.gov>; 'dana.whitequam@wisconsin.gov' <dana.whitequam@wisconsin.gov>; 'Smith, Sharene J - DNR' <Sharene.Smith@wisconsin.gov>; 'mary_tano@nps.gov' <mary_tano@nps.gov>
Cc: Dave Tollefson <dtollefson@klengineering.com>; Brad Cunningham <bcunningham@klengineering.com>
Subject: Agency & Resource Coordination Meeting for WisDOT USH 51 Project

I.D. 6918-01-02
City of Portage, Wisconsin & Dewitt Streets
(Ontario Street – East Pleasant Street)
USH 51
Columbia County

All,
Attached are the meeting minutes from our Friday, December 12 coordination meeting last week in Portage.

To those who were able to attend and participate, thank you. Please review the attached minutes and let me know if you have any comments/revisions/additions or if you have any further questions with the project.
Thanks again.

Bureau of Aeronautics Correspondence



5400 King James Way
Suite 200
Madison, WI 53719
608.663.1218
Toll Free: 800.810.4012
Fax: 608.663.1226
www.klengineering.com

June 1, 2017

Wendy Hottenstein
(sent via email)
Wisconsin Bureau of Aeronautics
4802 Sheboygan Ave
Madison, WI 53707

RE: **Request for Bureau of Aeronautics Comment**
WisDOT Project ID: 6918-01-02
City of Portage
Wisconsin & Dewitt Streets
(Ontario Street – East Pleasant Street)
USH 51, Columbia County

Dear Ms. Hottenstein:

The City of Portage, in cooperation with the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration, is planning a pavement reconstruction project along USH 51 (Wisconsin and Dewitt Streets) between Ontario Street and East Pleasant Street (approximately 1.25 miles in length). A project location map of the project area is attached.

This project is located within 2 miles (approximately 1.7 miles) of the Portage Municipal Airport. As the listed BOA project manager of the Portage Municipal Airport, we are requesting that you provide written comment on the potential effects of the project, including special concerns, and any requirements that your agency may have for the project.

The purpose of the project is to replace the existing deteriorating pavement, to improve the Wisconsin Street and Dewitt Street intersection, and to improve bike and pedestrian accommodations throughout the corridor. This project will reconstruct the pavement structure, improve intersections, improve bike and pedestrian accommodations, replace the storm sewer system, and update the traffic signals and street lighting. This project will require the acquisition of right-of-way and temporary limited easements for construction. Final PS&E submittal is scheduled for May 2020 with construction planned for the following year.

Upon completion of your review of the project, please forward your written comments to me at the following address:

Dave Tollefson
KL Engineering, Inc.
5400 King James Way, Suite 200
Madison, WI 53719

We intend to incorporate your comments into the project's Environmental Document; therefore, we ask that you submit your written comments within 30 days of the date of this letter.

If you have any questions regarding the project please contact me at 608-663-1218 or dtollefson@klengineering.com.

Sincerely,

Dave Tollefson
Environmental Specialist
KL ENGINEERING, INC.

Fox Wisconsin Heritage Parkway

February 10, 2016

Dave Pilon
WisDOT Project Manager
david.pilon@dot.wi.gov

Brian Taylor
Environmental Coordinator
WisDOT Southwest Region
BrianF.Taylor@dot.wi.gov

Aaron Steger
KL Engineering
asteger@klengineering.com

WisDOT Project ID: 6918-01-02 – City of Portage – Wisconsin & Dewitt Streets – USH 51

Thank you for the opportunity to provide input into the planned improvements to Wisconsin/Dewitt Street in Portage. The Parkway focuses on highlighting and supporting interpretation of the history of the 280-mile waterway that stretches from Green Bay to Prairie du Chien. The location of Portage at the meeting of the waterway's two significant rivers places it literally at the fulcrum of this outstanding feature of Wisconsin's and the nation's early history. In addition, Portage's remarkable access to recreational opportunities in and near the city makes it a critical component of the Parkway's programs and interests. Accordingly, we offer the following comments on the proposed plan.

1. The intersection of Wisconsin Street and Wauona Trail is the location of a "pocket park" that includes a granite marker, installed in 1905 by the Wisconsin chapter of the Daughters of the American Revolution (DAR). The marker commemorates a remarkable moment in Wisconsin's history, for it marks the spot at which the explorers Fr. Jacques Marquette and Louis Joliet encountered the Wisconsin River for the first time on their epic journey in 1673. This location – and the marker commemorating it – must be preserved as part of the street reconstruction project. Either the pocket park should be re-landscaped and preserved in the same or a nearby location, or the monument should be moved atop the levee, providing visitors the same view of the Wisconsin River that the two explorers encountered more than 350 years ago.
2. Wauona Trail is a historic trail that has served as the pathway between the two rivers literally for more than 10,000 years. The reconstruction of Wisconsin Street should include a way of commemorating this historic feature of Portage, perhaps in conjunction with preservation of the Marquette and Joliet marker referenced above. Wauona Trail has been designated by Columbia County as one of a number of official county-wide bike trails.



3. Upgrades to Wauona Trail are under consideration by the City and the County, including improvements to Veterans Memorial Park just a few blocks up the street, that will bring even more bicycle and foot traffic to the intersection. Therefore, it is critical that a traffic light be installed there, to ensure the safety of pedestrians and cyclists accessing the Levee Trail and Wisconsin River from Wauona Trail.
4. Improvements to the intersection of Wisconsin and Dewitt Streets are greatly welcomed and sorely needed. As part of the reconstruction of the intersection, please consider providing space for an iconic sculpture commemorating Portage's rich history. The city and its many nonprofit organizations would welcome the opportunity to commemorate the city's history in this way.
5. The Portage Canal is a significant part of Portage, and we are aware that at the present time the canal is highly polluted, and paddlers should be strongly discouraged from using it. We understand that the WisDNR is working on the canal, but it will take significant time and funding to complete the cleanup. Long range, when planning for improvements to Highway 51's crossing of the Portage Canal, it might make sense to consider allowing for the safe passage of paddle craft below the highway when the canal is cleaned up and safe to use. At the same time, Portage would need to find ways to discourage the people who are already increasingly using the canal for recreational paddling, and we feel that trend will only continue with the planned construction of Columbia County's new buildings to be located along the canal. While the WisDOT has the opportunity here to greatly reinforce the benefits to the city, especially its downtown, by facilitating more water-based recreational opportunities, it would need to be done with regard for the health and safety of Portage's residents and visitors first and foremost.
6. Regarding the bike lanes to be added to this stretch of Wisconsin Street, the state of Wisconsin is to be commended for emphasizing the need for bicycle traffic along Wisconsin's highways. Would the new bike lanes tie in with the 2.6 mile Levee Trail already in place, paralleling Wisconsin Street less one hundred feet away. Routing bicycle traffic onto the Levee Trail wherever possible creates a safe environment for cyclists away from automobile traffic, and provides riders with a beautiful view of the Wisconsin River, which is not in view at street level.

Thank you for the opportunity to provide comments on the upcoming project. We very much look forward to enjoying the upcoming improvements in the future. Please keep us informed as this project moves forward.

Best regards,

Candice L. Mortara
President

American Indian Tribe Correspondence



Division of Transportation
System Development
Southwest Region
2101 Wright Street
Madison, WI 53704-2583

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet: www.dot.wisconsin.gov
Telephone: 608-246-3800
Teletypewriter (TTY): 608-246-5385
Facsimile (FAX): 608-246-7996

August 28, 2015

«FIRST» «LAST»
«TITLE»
«TRIBE»
«ADD1»
«ADD2»
«CITY», «ST» «ZIP»

Re: Notice of federal undertaking and request for comments under 36 CFR 800

I am writing to you in regards to the following projects:

WisDOT Project ID: 6918-01-02
City of Portage
Wisconsin & Dewitt Streets
(Ontario Street – East Pleasant Street)
USH 51, Columbia County

The Wisconsin Department of Transportation (WisDOT) and the City of Portage, in cooperation with the Federal Highway Administration, are planning a pavement reconstruction project along USH 51 (Wisconsin and Dewitt Streets) between Ontario Street and East Pleasant Street (approximately 1.1 miles in length). A project location map of the project area is attached. The purpose of the project is to replace the existing deteriorating pavement, to improve the Wisconsin Street and Dewitt Street intersection, and to improve bike and pedestrian accommodations throughout the corridor. This project will reconstruct the pavement structure, improve intersections, improve bike and pedestrian accommodations, replace the storm sewer system, and update the traffic signals and street lighting. Wisconsin Street between Ontario Street and Dewitt Street will be reconstructed with four (4) travel lanes, on-street bike lanes, and sidewalk. The Wisconsin Street and Dewitt Street intersection will be reconstructed as either a five-leg round-about or realigned as a signalized intersection. Dewitt Street between Wisconsin Street and East Pleasant Street will be reconstructed with two (2) travel lanes, on-street bike lanes, parking lane, and sidewalk on both sides. Improvements to the Portage Canal crossing under USH 51 near the Wisconsin and Dewitt intersection will also be evaluated. This project will require the acquisition of right-of-way and temporary limited easements for construction. Final PS&E submittal is scheduled for May 2020 with construction planned for the following year.

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist in consultation on the scope of identification efforts, which includes the determination and documentation of the area of potential effects (APE).

WisDOT would be pleased to receive any comments your tribe wishes to share regarding this undertaking, the determination of the APE, and any potential impacts to historic properties and/or burials. Environmental studies may be conducted for this undertaking such as, archaeological site identification survey, architecture/history survey, endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Results of these studies and comments provided by you will assist the engineers in the design to avoid, minimize or mitigate effects upon cultural and natural resources. To ensure your comments are considered during this early phase of project development, WisDOT requests a response within 30 days of receipt of this letter.

If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this undertaking, please contact me [Dave Pilon] at [2101 Wright Street, Madison WI 53711, (608) 245-2622, David.Pilon@dot.wi.gov].

Sincerely,

David Pilon

Dave Pilon
WisDOT Project Manager

CC: Rebecca Burkel (email), WisDOT Bureau of Technical Services
Brian Taylor, Environmental Coordinator, WisDOT Southwest Region
KL Engineering

Attachments: Project Location Map

T	FIRST	LAST	TITLE	TRIBE	ADD1	ADD2	CITY	ST	ZIP
Ms.	Edith	Leoso	THPO	Bad River Band of Lake Superior	Chippewa Indians - WI	PO Box 39	Odanah	WI	54861
Ms.	Melissa	Cook	THPO	Forest CO Potawatomi Community – WI	Tribal Office	PO Box 340	Crandon	WI	54520
Mr.	William	Quackenbush	THPO	Ho-Chunk Nation	Executive Offices	PO Box 667	Black River Falls	WI	54615
Mr.	David	Grignon	THPO	Menominee Indian Tribe of Wisconsin	W3426 CTH V V West	PO Box 910	Keshena	WI	54135
Mr.	Larry	Balber	THPO	Red Cliff Band of Lake Superior	Chippewa Indians – WI	88385 Pike Rd, HWY 13	Bayfield	WI	54814
Ms.	Sandra	Massey	NAGPRA Representative	Sac & Fox Nation of Oklahoma		RR 2, Box 246	Stroud	OK	74079
Mr.	Edmore	Green		Sac & Fox Nation of Missouri	In Kansas & Nebraska	305 N. Main	Reserve	KS	66434
Mr.	Jonathon	Buffalo	NAGPRA Representative	Sac & Fox of the Mississippi	In Iowa	349 Meskwaki Road	Tama	IA	52339
Ms.	Hattie	Mitchell		Prairie Band Potawatomi Nation		16281 Q Road	Mayetta	KS	66509
Mr.	giiwegiizhigookway	Martin	Ketegitigaaning Ojibwe Nation/THPO	Lac Vieux Desert Band - Lake Superior	Chippewa Indians	PO Box 249	Watersmeet	MI	49969

APPENDIX 9

Determination of No Adverse Effect

WisDOT Project ID 6918-01-02
USH 51/Wisconsin Street/DeWitt Street
Southtown Road – East Pleasant Street
City of Portage
Columbia County

**DOCUMENTATION FOR DETERMINATION OF
NO ADVERSE EFFECT**

1. Description of the Undertaking:

The City of Portage, in cooperation with the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA), proposes to reconstruct 1.2 miles of U.S. Highway (USH) 51/Wisconsin Street/DeWitt Street (Figure 1). The purpose of the project is to replace the existing deteriorated pavement, improve the USH 51/Wisconsin Street and USH 51/DeWitt Street intersection, and enhance bike and pedestrian accommodations.

USH 51/Wisconsin Street, between Southtown Road and DeWitt Street, will be reconstructed, maintaining its existing four driving lanes (two in each direction) and sidewalk on the north/east side of the roadway. USH 51/DeWitt Street, between Wisconsin Street and East Pleasant Street, will be reconstructed, maintaining its existing two driving lanes (one in each direction), as well as a parking lane and sidewalk on each side.

The most significant improvement to the project corridor will be the reconstruction of the USH 51/Wisconsin Street and USH 51/DeWitt Street intersection, which will be realigned and signalized. The area between the new intersection and Portage Canal will become a small park with trees, grass, other plantings, and seating.

To enhance existing bike accommodations in this area of the city and provide connections to existing trails/multi-use paths, wide outside driving lanes are proposed on USH 51/DeWitt Street. In lieu of placing bike accommodations on USH 51/Wisconsin Street, a parallel bike route will be added one block to the northeast along Thompson Street. On-street parking will be removed from one side of Thompson Street between the Portage Canal and Wauona Trail to allow for a dedicated bike accommodation.

Other project activities include replacing the existing 11-foot-wide metal arch Portage Canal culvert pipe with a 14-foot-wide pipe arch structural plate culvert pipe; replacing the storm sewer system; updating traffic signals, street lighting, and other streetscape elements; and reconstructing sidewalk curb ramps at intersections to comply with Americans with Disabilities Act (ADA) requirements. The culvert pipe replacement will complement recently completed and future planned improvements to the Portage Canal by the City of Portage (City) and the Wisconsin Department of Natural Resources (DNR) to facilitate its recreational use. The increased culvert size is a request of both the City and DNR to allow for passage under USH 51/Wisconsin Street and USH 51/DeWitt Street by canoes, kayaks, and other small non-motorized watercraft.

2. Description of the Steps Taken to Identify Historic Properties:

The Area of Potential Effects (APE) for architecture/history was defined to include properties adjacent to USH 51/Wisconsin Street/DeWitt Street and Thompson Street within the project limits. An architecture/history survey of the APE was conducted by Commonwealth Heritage Group, Inc. (Commonwealth) in 2015 and 2016. One historic property was identified, the National Register-listed Portage Canal (AHI #16052). In addition, parts of the National Register-listed Portage Retail Historic District and Portage Industrial Waterfront Historic District are within the APE.

Commonwealth completed an archaeological survey in 2015 and 2016. Two previously recorded sites were identified in the project area, 47CO0273 and 47CO0330; no new sites were recorded. There will be no effect to archaeological resources as a result of the proposed project, and no additional archaeological investigations are recommended.

Results of the architecture/history and archaeological surveys are shown in Figures 2a-2c.

3. Description of the Affected Historic Properties:

Portage Canal

The Portage Canal is an approximately 2.5-mile-long waterway between the Wisconsin River and Fox River. It was listed in the National Register in 1977 for its association with Wisconsin's transportation history. The historic boundary was defined as the canal right-of-way, which at the time of its nomination varied from 60 to 90 feet on either side.

The first attempt to build a canal to connect the two rivers occurred in the 1830s. It was hand dug with shovels and wheelbarrows, but work was quickly abandoned. A new route was chosen for the canal in 1849, consistent with the current alignment. In the 1870s, the U.S. Army Corps of Engineers took over the project and the canal was completed in 1876. The federal government maintained control of the canal until 1951, when the upper reaches of the Fox River were closed to navigation. In 1958, ownership of the canal was transferred to the Wisconsin Conservation Department (now the Wisconsin Department of Natural Resources).

The section of the canal between the Wisconsin River and Adams Street was rehabilitated in 2008, which included the construction of an adjacent paved multi-use trail. That project did not involve work to the corrugated metal culvert pipe passing under both USH 51/Wisconsin Street and USH 51/DeWitt Street (Figure 3). Previously, the crossing at this location was a deck girder bridge (Figure 4). It was replaced with a culvert in 1960 when this portion of the canal was filled to improve USH 51 and enlarge the Wisconsin Street/DeWitt Street intersection. The decorative metal railing from the original bridge was salvaged and reused (Figure 5).

Portage Retail Historic District

The National Register-listed Portage Retail Historic District includes most of the city's historic downtown. The collection of late nineteenth and early twentieth century commercial buildings is significant for its association with commerce, social history, and entertainment/recreation. In addition, the contributing resources are good representative examples of a variety of historic architectural styles, including Italianate, Commercial Vernacular, Period Revival, and Art Deco.

The historic boundary for the Portage Retail Historic District is an irregular polygon centered on the intersection of DeWitt Street and Cook Street (Figure 6). The portion of the district within the APE includes contributing resources along DeWitt Street (Figure 7). The intersection of those two streets, which will be reconstructed on a new alignment as part of the project, is not located within the district.

Portage Industrial Waterfront Historic District

The National Register-listed Portage Industrial Waterfront Historic District is located immediately adjacent to, and south of, the Portage Canal. It is a relatively small collection of historic industrial properties, most of which are situated along East Mullet Street between Wisconsin Street and Dewitt Street. The buildings collectively represent the city's early industrial history and also have architectural significance as intact examples of late nineteenth and early twentieth century industrial architecture. The district has lost integrity since being listed due to the demolition of all of the buildings between Mullet Street and the Portage Canal, which were most of the district's contributing resources. The area is being redeveloped by Columbia County, with construction of a new County Administration Building and Health and Human Services Building completed in 2017.

The historic boundary for the Portage Industrial Waterfront Historic District is an irregular polygon centered on East Mullet Street (Figure 8). One property within the district is located in the APE, the former automobile showroom and garage at 201-211 East Wisconsin Street (Figure 9). Much of the building is deeply set back from Wisconsin Street, with a small parking lot and wide sidewalk separating the two.

4. Description of the Undertaking's Effects on Historic Properties:

Portage Canal

The only direct impact to the Portage Canal will be the replacement of the existing 11-foot-wide metal arch culvert pipe under USH 51/Wisconsin Street and USH 51/DeWitt Street with a 14-foot-wide pipe arch structural plate culvert pipe (Figures 10-12). Culvert end treatments will consist of cast-in-place concrete headwalls and wingwalls. Form liner will be used to simulate stone or block, which will complement the appearance of the recently rehabilitated canal and the retaining walls associated with the adjacent multi-use trail.

On the surface above the culvert, the intersection of USH 51/Wisconsin Street and USH 51/DeWitt Street will be realigned and signalized (Figure 13). The intersection work will include adding a small park adjacent to the canal and improving bike and pedestrian connections with existing trails/multi-use paths along the sides of the canal (Figure 14). A total of approximately 16,500 square feet of temporary limited easement (TLE) will be required to complete the culvert replacement and work in the vicinity of the Portage Canal (about 8,000 square feet on the north side of the USH 51/Wisconsin Street and about 8,500 square feet on the south side of USH 51/Wisconsin Street).

Portage Retail Historic District

Within the Portage Retail Historic District, USH 51/DeWitt Street will be reconstructed (Figures 15-17). Pavement will be replaced, but the curb-to-curb roadway width and lane configurations will remain the same. Intersection curb ramps will be reconstructed to comply with ADA requirements, which will essentially consist of re-sloping and adding detectable warning fields. Nine on-street parking stalls will be eliminated on USH 51/DeWitt Street near the Cook Street intersection to improve visibility. Streetscaping is intended to be a continuation of the streetscaping theme recently introduced within the district along

Cook Street (Figures 18 and 19). This includes hardscaping (tinted reddish brown concrete terraces and crosswalks), softscaping (street trees), and various amenities (decorative light poles, tree grates, planters, bike racks, benches, and trash receptacles). All work will occur within the existing right-of-way, and there will be no visible direct (physical) impacts to any buildings within the district. As a safety measure and to improve structural support, reconstruction of the sidewalks to add the colored concrete terrace may require closing off and filling coal vaults/extended basements.

Portage Industrial Waterfront Historic District

Adjacent to 201-211 East Wisconsin Street, the only property within the Portage Industrial Waterfront Historic District located within the APE, USH 51/Wisconsin Street will be reconstructed (Figures 20 and 21). The curb-to-curb roadway width and lane configurations will remain the same. The existing approximately nine-foot-wide sidewalk will be reconstructed into a standard five-foot-wide concrete sidewalk with a four-foot-wide colored concrete terrace. All work will occur within the existing right-of-way, and there will be no direct (physical) impacts to the building.

5. Explanation of Why the Criteria of Adverse Effect Were Found Inapplicable:

Impacts of the proposed project to the Portage Canal, Portage Retail Historic District, and Portage Industrial Waterfront Historic District were assessed by applying the criteria for adverse effects outlined in 36 CFR 800.5. Although all of the examples of adverse effect provided in the regulation were considered, only three were found to be relevant for this project. They are discussed in detail below.

ii. Alteration of the property, including restoration, rehabilitation, repair, maintenance, etc.

Portage Canal

The proposed project includes an alteration to the Portage Canal. The existing 11-foot-wide metal arch culvert pipe under USH 51/Wisconsin Street and USH 51/DeWitt Street will be replaced with a 14-foot-wide pipe arch structural plate culvert pipe with concrete cast-in-place headwalls and wingwalls. The existing culvert pipe was installed in 1960 when this portion of the canal was filled to improve USH 51 and enlarge the Wisconsin Street/DeWitt Street intersection (previously, the crossing at this location was a deck girder bridge). The culvert pipe does not contribute to the canal's historic significance, and therefore its replacement with a slightly larger pipe with a similar cross section will be inconsequential. The concrete cast-in-place headwalls and wingwalls are standard end treatments for culverts of this type, and the use of form liner to simulate stone or block will complement the appearance of the recently rehabilitated canal and the retaining walls associated with the adjacent multi-use trail.

Portage Retail Historic District

Within the Portage Retail Historic District, USH 51/DeWitt will be reconstructed. The roadway itself will maintain a very similar appearance. Pavement will be replaced, but curb lines and lane configurations will not be changed. Reduction of on-street parking will be limited to nine parking stalls along USH 51/DeWitt Street near the Cook Street intersection to improve visibility, but remaining on-street parking will be sufficient to meet the needs of the commercial downtown area. Streetscape improvements also are proposed, which will be similar to recent aesthetic changes within the district along Cook Street. This includes the addition of colored concrete terraces and crosswalks, street trees with tree grates, decorative light poles, planters, bike racks, benches, and trash receptacles. Existing coal vaults/extended basements may need to be closed off and filled as part of sidewalk and terrace construction, but they are ancillary building components that are not visible from street level and do not contribute to the district's

significance. There will be no above-ground impacts to any buildings and the overall integrity of the district will not be affected.

Portage Industrial Waterfront Historic District

Alterations in the vicinity of the Portage Industrial Waterfront Historic District are limited to reconstruction of USH 51/Wisconsin Street and the addition of a colored terrace to the existing sidewalk in front of 201-211 East Wisconsin Street. Overall, the appearance of the roadway and roadside features will change little at this location. There will be no impacts to the building or any other elements that contribute to the district's significance.

- iv. Change of the character of the property's use or of physical features within the property's setting that contribute to its historical significance.*

Portage Canal

The use of the Portage Canal will not change as a result of the project. The existing 11-foot-wide metal arch culvert pipe under USH 51/Wisconsin Street and USH 51/DeWitt Street will be replaced with a 14-foot-wide pipe arch structural plate culvert pipe. This will be a minor change to the appearance of the canal at this location and the existing culvert structure does not contribute to the historical significance of the canal. Other changes to the immediate setting include realignment and signalization of the intersection of USH 51/Wisconsin Street and USH 51/DeWitt Street, which also will involve adding a small park adjacent to the canal. The open space adjacent to the roadway and intersection will increase visibility of the canal, which will be beneficial to interpreting the historic resource.

Portage Retail Historic District

No uses within the Portage Retail Historic District will change as a result of the project. USH 51/DeWitt Street will remain a two-lane commercial street with sufficient on-street parking. There also will be no change to the character of the property's setting. Although some aesthetic changes are proposed, including colored concrete terraces and crosswalks, the project will not significantly alter the setting or the visual relationship between the roadway and adjacent commercial properties. The proposed streetscape elements will be consistent with the aesthetic changes already made within the district on Cook Street. Some street trees are proposed, but views of buildings within the district will be minimally affected.

Portage Industrial Waterfront Historic District

No uses within the Portage Industrial Waterfront Historic District will change as a result of the project, and there will be no change in the character of the district's setting. Project activities in the vicinity of the district are limited to roadway reconstruction and the addition of a colored concrete terrace to the sidewalk adjacent to 201-211 East Wisconsin Street. Overall, the USH 51/Wisconsin Street corridor at this location will maintain a very similar appearance.

- v. Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.*

Portage Canal

No atmospheric or audible elements will be introduced in the vicinity of the Portage Canal. Vehicular traffic is not expected to increase on USH 51/Wisconsin Street or USH 51/DeWitt Street as a result of the project and connections to existing trails/multi-use paths along the canal will be improved. The visibility of

the canal also will be enhanced with the realignment of the USH 51/Wisconsin Street and USH 51/DeWitt Street intersection, which will include the addition of a small park adjacent to the canal. The appearance of the canal at this location will be modified slightly by the replacement of the existing 11-foot-wide metal arch culvert pipe under USH 51/Wisconsin Street and USH 51/DeWitt Street with a 14-foot-wide pipe arch structural plate culvert pipe. This will not diminish the integrity of the canal, as the existing culvert pipe does not contribute to the canal's historic significance. The concrete cast-in-place headwalls and wingwalls are standard end treatments for culverts of this type, and the use of form liner to simulate stone or block will complement the appearance of the recently rehabilitated canal and the retaining walls associated with the adjacent multi-use trail.

Portage Retail Historic District

There will be no visual additions to the Portage Retail Historic District that could diminish its integrity. USH 51/DeWitt Street will be reconstructed with the same curb-to-curb width and lane configurations, minimal on-street parking will be eliminated, streetscape improvements will be consistent with those already made within the district on Cook Street, and closing and filling coal vaults/extended basements will not be visible. The project also will not introduce atmospheric or audible elements. Since no lanes are being added to USH 51/DeWitt Street, traffic is not expected to increase. Some driveways may need to be narrowed or removed (if multiple driveways exist), but access to properties will remain adequate and appropriate.

Portage Industrial Waterfront Historic District

No atmospheric or audible elements will be introduced in the vicinity of the Portage Industrial Waterfront Historic District. Vehicular traffic is not expected to increase on USH 51/Wisconsin Street as a result of the project and access to properties within the district will not be affected. New visual elements will be limited to colored concrete terraces, which will not diminish the integrity of any of the district's significant historic features.

6. Views of the SHPO and Interested Parties:

Below are brief summaries of correspondence and other contacts with interested parties and the public relating to the proposed project. See Attachment A for copies of correspondence.

- In a letter dated September 23, 2015, the DNR responded to information received in August 2015 about the proposed project. Coordination was requested should the Portage Canal be impacted. At present, the DNR has not communicated any concerns at the project's potential to impact the canal.
- Museum at the Portage and the Columbia County Historical Society were informed of the project by Commonwealth via e-mail on October 1, 2015. To date, no responses have been received from either organization.
- A Public Involvement Meeting (PIM) was held on November 17, 2015, at Portage City Hall. There were no comments or concerns regarding the project's potential to impact historic properties.
- In a letter dated February 10, 2016, the Fox-Wisconsin Heritage Parkway provided comments on the proposed project. The organization had no concerns regarding the project's potential to impact the Portage Canal, but did suggest considering a safe passageway under USH

51/Wisconsin Street and USH 51/DeWitt Street for recreational users of the canal. The replacement culvert pipe included as part of this project will allow for passage under the roadway.

- An Agency and Resource Coordination Meeting was held on December 9, 2016, at Portage City Hall. Attendees included the consultant project engineer (KL Engineering), City of Portage, WisDOT, DNR, National Park Service, and Ice Age Trail Alliance. At that time, a box culvert was being considered to replace the existing corrugated metal Portage Canal culvert pipe. The National Park Service representative at the meeting suggested the aesthetics of a box culvert may need to be considered to minimize effects to the canal. Further coordination between KL Engineering, the City of Portage, WisDOT, and the DNR resulted in the selection of a pipe arch structural plate culvert pipe with cast-in-place concrete end treatments as the preferred alternative. That decision primarily was based on cost.
- A second PIM was held on February 9, 2017, at Portage City Hall. There were no comments or concerns regarding the project's potential to impact historic properties.

7. Application of *de minimis* Section 4(f) finding:

In accordance with 23 USC 138(b), WisDOT, on behalf of the Federal Highway Administration (FHWA), hereby informs SHPO that this DNAE may be used in considering whether a *de minimis* Section 4(f) finding is appropriate and SHPO concurrence with this DNAE serves as acknowledgement of this official notification.

Documentation of No Adverse Effect Prepared By:

Name & Company:	Greg Rainka, Commonwealth Heritage Group, Inc.		
Address:	8669 N. Deerwood Dr.	Phone:	414-446-4121
City:	Milwaukee	State:	WI
		Zip:	53209
Email:	grainka@chg-inc.com	Date:	October 2017

Sub-contracting to:	Aaron Steger, KL Engineering, Inc.		
Address:	5400 King James Way	Phone:	608-663-1218
City:	Madison	State:	WI
		Zip:	53719
Email:	asteger@klengineering.com	Date:	October 2017

APPENDIX 10

Section 106 Documentation

17-1557/CO



SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 6/2014

SHPO

RECEIVED
DEC 08 2017

For instructions, see [FDM Chapter 26](#).

I. PROJECT INFORMATION

☐ Amended Submittal (include new information only)

Project ID 6918-01-02	Highway – Street USH 51/Wisconsin St./DeWitt St.	County: Columbia
Project Termini Southtown Road - East Pleasant Street		Region – Office Southwest-Madison
Regional Project Engineer – Project Manager Dave Pilon, WisDOT SW Region Project Manager		(Area Code) Telephone Number (608) 245-2622
Consultant Project Engineer – Project Manager Aaron Steger, KL Engineering		(Area Code) Telephone Number (608) 663-1218
Archaeological Consultant Katie Egan-Bruhy, Commonwealth Heritage Group		(Area Code) Telephone Number (414) 446-4121
Architecture/History Consultant Greg Rainka, Commonwealth Heritage Group		(Area Code) Telephone Number (414) 446-4121
Date of Need January 12, 2018		SHSW Number
Return a Signed Copy of This Form to Aaron Steger, KL Engineering (asteger@klengineering.com)		

II. PROJECT DESCRIPTION

Project Length 1.2 miles	Land to be Acquired: Fee Simple 0.5 acres	Land to be Acquired: Easement 3.0 acres
-----------------------------	--	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	33'	Varies 33'-37'	Terrace Width	Varies 0'-3'	Varies 3'-5'
Shoulder	N/A	N/A	Sidewalk Width	Varies 4'-5'	5'
Slope Intercept	Varies 24'-45'	Varies 24'-45'	Number of Lanes	Varies 2'-4'	Varies 2'-4'
Edge of Pavement	Varies 20'-22'	Varies 20'-25'	Grade Separated Crossing	N/A	N/A
Back of Curb Line	Varies 22'-25'	Varies 22'-28'	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other – List:	None	None	Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that Depict "Maximum" Impacts.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Tree Topping and/or Grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Brief Narrative Project Description: Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

The City of Portage, in cooperation with WisDOT and FHWA, proposes to reconstruct 1.2 miles of USH 51/Wisconsin Street/DeWitt Street. The purpose of the project is to replace the existing deteriorating pavement, improve the Wisconsin Street and Dewitt Street intersection, and improve bike and pedestrian accommodations. In addition, the storm sewer system will be replaced and traffic signals and street lighting will be updated. Wisconsin Street, between Southtown Road and Dewitt Street, will be reconstructed with four travel lanes and sidewalk. The Wisconsin Street and Dewitt Street intersection will be reconstructed as a realigned signalized intersection. Dewitt Street, between Wisconsin Street and East Pleasant Street, will be reconstructed with two travel lanes, on-street bike accommodations, parking lane, and sidewalk on both sides. Improvements to the Portage Canal crossing under USH 51 near the Wisconsin Street and Dewitt Street intersection also will be completed.

☐ Add continuation sheet, if needed.

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION (continued)

Wisconsin Department of Transportation DT1635

III. CONSULTATION

How has notification of the project been provided to:

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Property Owners | <input checked="" type="checkbox"/> Historical Societies/Organizations | <input checked="" type="checkbox"/> Native American Tribes |
| <input checked="" type="checkbox"/> Public Information Meeting Notice | <input type="checkbox"/> Public Information Meeting Notice | <input type="checkbox"/> Public Info. Mtg. Notice |
| <input type="checkbox"/> Letter - Required for Archaeology | <input type="checkbox"/> Letter | <input checked="" type="checkbox"/> Letter |
| <input type="checkbox"/> Telephone Call | <input type="checkbox"/> Telephone Call | <input type="checkbox"/> Telephone Call |
| <input checked="" type="checkbox"/> Other: see PLP | <input checked="" type="checkbox"/> Other: see e-mails | <input type="checkbox"/> Other: |

Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS – APE**ARCHAEOLOGY:** Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.**HISTORY:** Describe the area of potential effects for buildings/structures.

The APE was defined to include properties adjacent to USH 51/Wisconsin Street/DeWitt Street and Thompson Street within the project limits.

V. PHASE I – ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED**ARCHAEOLOGY**

- ☒ Archaeological survey is needed
- ☐ Archaeological survey is not needed
- ☐ Screening list (date)
- ☐ Burial site in project area, Wis. Stat. 157.70 applies

HISTORY

- ☒ Architecture/History survey is needed
- ☐ Architecture/History survey is not needed
- ☐ Screening list (date)
- ☐ No structures or buildings of any kind within APE
- ☐ Non-Survey History Documentation attached

VI. SURVEY COMPLETED**ARCHAEOLOGY**

- ☒ NO archaeological sites(s) identified – ASFR attached
- ☐ NO potentially eligible site(s) in project area – Phase I Report attached
- ☐ Potentially eligible site(s) identified-Phase I Report attached
- ☐ Avoided through redesign
- ☐ Phase II conducted – go to VII (Evaluation)
- ☐ Phase I Report – Cemetery/cataloged burial documentation

HISTORY

- ☐ NO buildings/structures identified – Report attached
- ☒ Potentially eligible buildings/structures identified in the APE – Report attached
- ☒ Avoided through redesign
- ☒ Previously listed/eligible property identified in the APE – Report attached

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

- | | |
|---|---|
| <input type="checkbox"/> No arch site(s) eligible for NRHP – Phase II Report attached | <input type="checkbox"/> No buildings/structure(s) eligible for NRHP – DOE attached |
| <input type="checkbox"/> Arch site(s) eligible for NRHP – Phase II Report attached | <input type="checkbox"/> Building/structure(s) eligible for NRHP – DOE attached |
| <input type="checkbox"/> Site(s) eligible for NRHP – DOE attached | |

VIII. COMMITMENTS/SPECIAL PROVISIONS – must be included with special provisions language

- ☐ Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction.

IX. PROJECT DECISION

- ☐ No historic properties (historical or archaeological) in the APE.
- ☐ No historic properties (historical or archaeological) affected.
- ☒ Historic properties (historical and/or archaeological) may be affected by project;
- ☐ Go to Step 4: Assess affects and begin consultation on affects.
- ☒ Documentation for Determination of No Adverse Effects is included with this form. WisDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.

X. SIGNATURES

X <u>Larry / Banta</u> 11/15/17	X <u>Steen m. Thies</u> 12/7/17	X <u>James D. Corb</u>
(Regional Project Manager Signature)	(WisDOT Historic Preservation Officer Signature)	(State Preservation Officer Signature)
(Date – m/d/yy)	(Date – m/d/yy)	(Date – m/d/yy)
X <u>Adam Stager</u> 11/14/17		<u>Jan 29 2018</u>
(Consultant Project Manager Signature)	(Date – m/d/yy)	

APPENDIX 11

Section 4(f) Documentation

Wisconsin Federal Highway Administration
Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl
Refuges (Updated 7/25/2017)

1. Project Description

WISDOT ID: 6918-01-02

Route: USH 51

Termini: Ontario Street – East Pleasant Street

City/County: Portage/Columbia County

The involves reconstructing approximately 1.25 miles of USH 51/Wisconsin Street/DeWitt Street. The purpose of the project is to replace the existing deteriorating pavement, improve the Wisconsin Street and Dewitt Street intersection, and improve bike and pedestrian accommodations. Project area storm sewer system will be replaced, and traffic signals and street lighting will be updated. Wisconsin Street, between Southtown Road and Dewitt Street, will be reconstructed with four travel lanes and sidewalk. The Wisconsin Street and Dewitt Street intersection will be reconstructed as a realigned signalized intersection. Dewitt Street, between Wisconsin Street and East Pleasant Street, will be reconstructed with two travel lanes, widened driving and parking lanes, and sidewalk on both sides. Improvements to the Portage Canal crossing under USH 51 near the Wisconsin Street and Dewitt Street intersection will also be completed.

2. Name of Section 4(f) resource: Riverside Park

3. Description of Section 4(f) resource (Include a map and/or photos of the property in relation to the proposed project):

Riverside Park is a green space area and community gathering area for the City of Portage. The park is 2.1 acres in size. This is a wayside park with a large open shelter, picnic tables, and benches.

4. Description of impacts:

The proposed improvements would reconstruct the sidewalk along Wisconsin Street adjacent to Riverside Park. The USH 51 roadway would be reconstructed and widened slightly, requiring the sidewalk to move 4 feet closer to the park. The improvements may also require the removal of a few trees within the proposed right-of-way. The proposed project would require the acquisition of approximately 0.1 acres for permanent road right-of-way from Riverside Park property, and 0.1 acres for temporary limited easement while construction is taking place. (See Attachment A)

5. Discuss avoidance, minimization, and compensation efforts and how the impacts after avoidance, minimization, and compensation do not adversely affect the activities, features, and attributes listed in Number 3 above:

The recreational use of the property is as a green space area and community gathering area. The impacts of the project will not affect those activities. The 0.1 acres that is required will be used to construct sidewalk adjacent to the park where no sidewalk currently exists. Impact to the park could have been avoided by not installing the sidewalk. However, construction of the sidewalk was requested by the City of Portage and therefore the impacts could not be avoided due to the constraints of the highway. There is sufficient land remaining on this parcel to maintain those recreational activities.

6. Describe the public involvement process and results:

A Public Involvement Meeting (PIM) was held on November 17, 2015 to present the proposed improvements, including the effects of the project on Riverside Park. An Agency Resource Coordination meeting was held on December 9, 2016, to discuss potential project impacts to all Section 4(f) resources, including Riverside Park. No public comments were made regarding the effects of the project on Riverside Park.

7. Name of and notification to the official(s) with jurisdiction over the property:

Riverside Park is a City of Portage Park. The City of Portage is the official with jurisdiction over the property. The City of Portage has been informed that FHWA may make a de minimis finding under 4(f) and may use the City of Portage's written concurrence (signed 12/6/2017) that the project does not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f) in making that finding.

8. Describe the results of coordination with the official(s) with jurisdiction over the property following public involvement (attach correspondence from the official(s)):

The City of Portage signed a letter on 12/6/2017 agreeing that the project would not adversely affect the activities, features, and attributes that qualify Riverside Park for protection under Section 4(f) (see attached letter).

9. Are there federal and/or state special funding encumbrances such as Land and Water Conservation funds or Knowles-Nelson Stewardship Program grants on the Section 4(f) resource? If "Yes", indicate the type of encumbrance and discuss how all requirements relating to the encumbrance will be satisfied independent of this 4(f) determination. This should be addressed in Factor Sheet # in the Environmental Document.

There are no federal encumbrances [such as 6(f)] on Riverside Park.

This *de minimis* determination documentation was prepared by

Signature D. T. Tollefson Date 5/7/2018

Print Name & Title Dave Tollefson, KL Engineering, Environmental Manager
(Consultant or Region Project Staff)

This *de minimis* determination documentation was reviewed by

Signature Brian F. Laylor Date 5/7/18

Print Name & Title Brian F. Laylor WISDOT REC
(Regional Environmental Coordinator or Region Local Program Manager)

Signature Joel R. Brown Date 5/8/2018

Print Name & Title Joel R. Brown BTS-EPDS Liaison
(EPDS Liaison or Section Manager)

This *de minimis* determination documentation was reviewed and approved by

Signature Greg Newhouse  GREGORY JOHN NEWHOUSE
2018.07.05 10:04:17 -05'00' Date 7/5/2018

Print Name & Title Greg Newhouse -Field Operations Engineer
(Federal Highway Administration)

cc: WISDOT Bureau of Technical Service /EPDS
WISDOT Region

Public Involvement Meeting #2

February 9, 2017



City of Portage
Wisconsin & DeWitt Streets
(Ontario Street – East Pleasant Street)



Project Challenges

- Historic Districts / Properties
- Hazardous Materials
- Wisconsin River Levee
- Section 4(f) Resources
 - Portage Canal
 - Ice Age National Scenic Trail
 - Fox-Wisconsin Heritage Water Trail
 - Riverside Park
 - Levee Trail

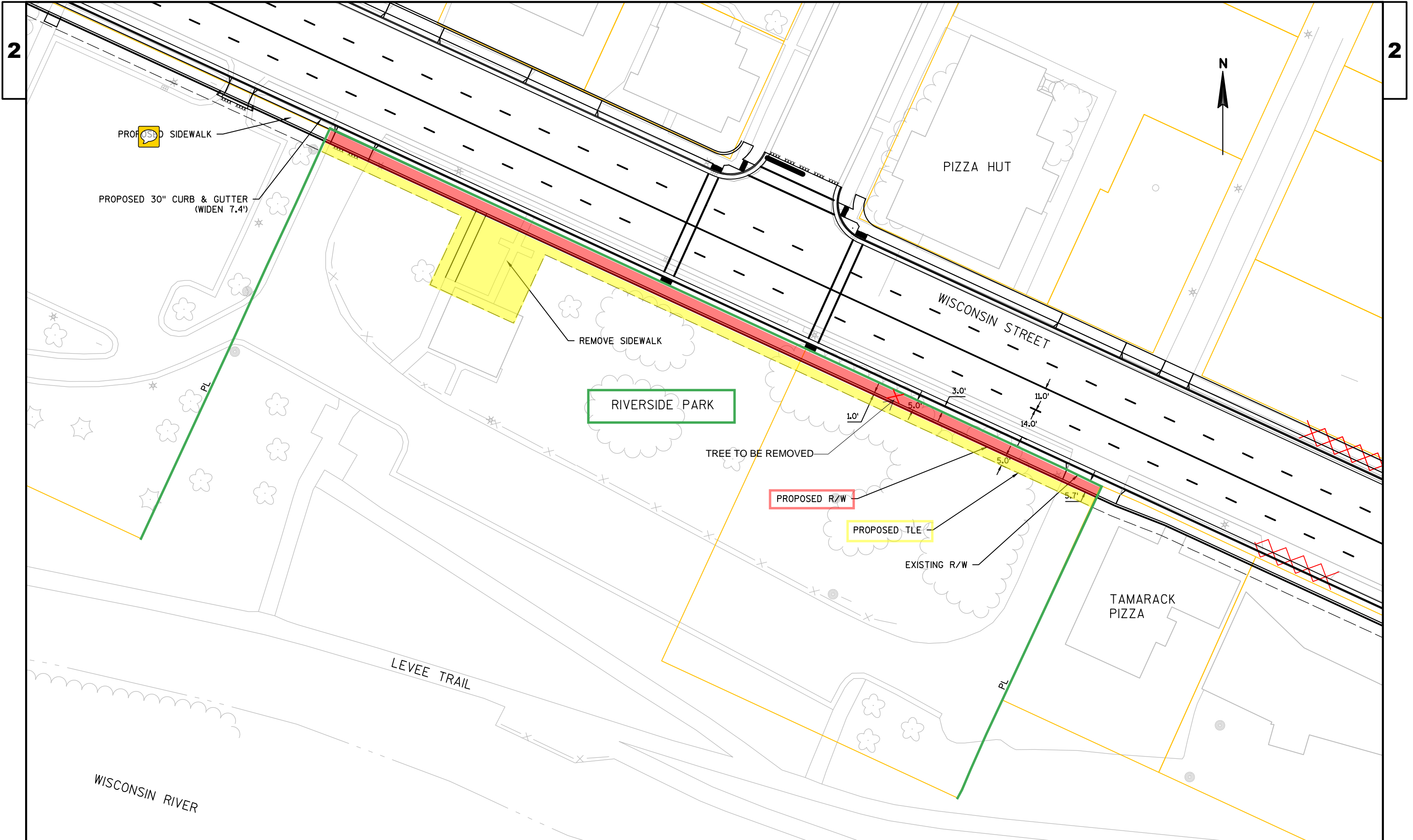


4(f) / 6(f) Resource Evaluation & Documentation:
Required by federal law when there is an impact to a publicly funded facility such as a park or recreational area

City of Portage, Wisconsin & Dewitt Streets









Division of Transportation
System Development
Southwest Region
2101 Wright Street
Madison, WI 53704-2583

Scott Walker, Governor
Dave Ross, Secretary
Internet: www.dot.wisconsin.gov
Telephone: 608-246-3800
Facsimile (FAX): 608-246-7996
E-mail: swr.dtsd@dot.wi.gov

November 21, 2017

SHAWN MURPHY
CITY ADMINISTRATOR
CITY OF PORTAGE
115 West Pleasant Street
PORTAGE, WI 53901

RE: WisDOT Project ID: 6918-01-02
City of Portage
Wisconsin & Dewitt Streets
(Ontario Street – East Pleasant Street)
USH 51, Columbia County

Dear Mr. Murphy:

The Wisconsin Department of Transportation (WisDOT) is in the process of finalizing the preliminary design for a pavement reconstruction project along USH 51 (Wisconsin and Dewitt Streets) between Ontario Street and East Pleasant Street (approximately 1.1 miles in length). As part of the proposed project, WisDOT is planning to reconstruct the sidewalk along Wisconsin Street adjacent to Riverside Park. The USH 51 roadway will be reconstructed and widened slightly, requiring the sidewalk to move 4 feet closer to the park. These improvements will require the purchase of right-of-way from Riverside Park property. The improvements may also require the removal of a few trees within the proposed right-of-way. (See Attachment A)

The purpose of this letter is to request your concurrence that the proposed project will not adversely affect the activities, features, and attributes of Riverside Park, thus allowing the Federal Highway Administration (FHWA) to make a Section 4(f) *de minimis* impact determination.

As a facility owned by the City of Portage, Riverside Park is afforded special protections under Section 4(f) of the USDOT Act (recodified in 49 U.S.C 303 and 23 U.S.C. 138). Under the provisions of Section 4(f), if the proposed transportation project would result in adverse effects to the park or recreation facility, the transportation agency must conduct an evaluation to demonstrate that there is no prudent and feasible alternative to the use of the 4(f) property. Because this evaluation can be expensive and potentially result in project delays, an exemption is provided in cases where the official with jurisdiction over the park or recreation area concurs in a determination that the impacts are not adverse. This concurrence enables FHWA to make a *de minimis* (minimal) impact determination, which satisfies the requirements of Section 4(f) and precludes the need for a section 4(f) Evaluation. *De minimis* impact on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not "adversely affect the activities, features and attributes" of the Section 4(f) resource.

For purposes of federal law, including Section 4(f) of the USDOT Act of 1966, the future right-of-way will be considered transportation right-of-way, not parkland, and will be purchased from the City. The proposed project will require the acquisition of approximately 0.1 acres for permanent road right-of-way and 0.1 acres for temporary limited easement while construction is taking place, as shown in the attached drawings. WisDOT will compensate the City for any land acquired for the project, in accordance with applicable federal and state laws.

If you concur that the acquisition of right-of-way as shown on the attached figure would not adversely affect the recreational activities, features, and attributes that qualify Riverside Park for protection under Section 4(f), the Wisconsin Department of Transportation (WisDOT), on behalf of FHWA, requests that you sign and date this letter in the spaces below. We will maintain a copy of this letter in the project file.

As the official with jurisdiction over Riverside Park, located on USH 51 (Wisconsin Street), I concur with the determination that the proposed transportation project as described in this letter and shown on the accompanying attachment would not adversely affect the activities, features, and attributes that qualify Riverside Park for protection under Section 4(f). I have also been informed that, based on my concurrence, the FHWA intends to make a *de minimis* finding regarding impacts to Riverside Park, thus satisfying the requirements of Section 4(f).

Print: Shawn M Murphy

Signature: Shawn M Murphy

Date: 12/6/17

Please keep a copy for your records and return a signed and dated original to my attention within 30 days of the date of this letter to the following address:

Wisconsin Department of Transportation
Southwest Region
2101 Wright Street
Madison, WI 53704-2583

WisDOT is thankful for your assistance in making this transportation project possible. Should you have any questions or concerns, please contact me at (608) 246-3884 or Larry.Barta@dot.wi.gov.

Sincerely,

Larry Barta

Larry Barta
WisDOT Project Manager

Encl: Attachment A - Plan view drawing showing proposed improvements adjacent to Riverside Park

APPENDIX 12

Wetland Impact Information

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PROJECT NO:6918-01-72

HWY: USH 51

COUNTY: COLUMBIA

WETLAND INFORMATION - SLOPE IMPACTS

SHEET

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FILE NAME : G:\WDOTSW\15026-000\CIVIL 3D\SHEETS\OTHER\WETLAND IMPACTS.DWG
LAYOUT NAME - ****

PLOT DATE : 8/13/2018 10:54 AM

PLOT BY : BRAD CUNNINGHAM

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 42

