

APR 1 2009

Wisconsin Division Office

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation
I-24-2008 Version DT2094

Project ID 6414-00-05	Funding Source <input type="checkbox"/> State Only <input checked="" type="checkbox"/> Federal	Federal Number
Project Name (Highway, Airport, Rail Line) Business 51 (Post Road)		Project Termini STH 54/CTH B to Minnesota Avenue
Section T.23N.-R.8E.-SEC. 4, 9, 15, 16, 22, 27	County Portage County, Wisconsin	Estimated Project Cost (Include R/W Acquisition) \$36,500,000
National Highway System (NHS) Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Functional Classification of Existing Route	
	<input type="checkbox"/> Urban Freeway/Expressway	<input type="checkbox"/> Rural Freeway/Expressway
	<input checked="" type="checkbox"/> Urban Principal Arterial	<input type="checkbox"/> Rural Principal Arterial
	<input type="checkbox"/> Urban Minor Arterial	<input type="checkbox"/> Rural Minor Arterial
	<input type="checkbox"/> Urban Collector	<input type="checkbox"/> Rural Major Collector
	<input type="checkbox"/> Urban Local	<input type="checkbox"/> Rural Minor Collector
	<input type="checkbox"/> Urban No Functional Class	<input type="checkbox"/> Rural Local
		<input type="checkbox"/> Rural No Functional Class

it is determined, after review of the comments from the public, and coordination with other agencies, that this action would not significantly affect the quality of the human environment. This document is a

Finding of No Significant Impact (FONSI).

Environmental Assessment (EA) No Significant Impacts Indicated by Initial Assessment

Environmental Assessment (EA) EIS Required

Environmental Report (2-ER)

(Signature) _____ (Date)

(Signature) _____ (Date)

(Title)
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(Signature) _____ (Date)

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(Director, Bureau of Equity & Environmental Services) _____ (Date)

FHWA, FAA, FTA, FRA
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(Date)

FHWA, FAA, FTA, FRA
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(Date)

1. Description of Proposed Action (Attach project location map and other appropriate graphics).

The proposed project is located in the villages of Plover and Whiting in Portage County, Wisconsin. The Wisconsin Department of Transportation (WisDOT) proposes to reconstruct 3.5 miles of Business 51 (Post Road) from a 4-lane undivided urban arterial to a 4-lane divided arterial with a raised median.

The limits of the project extend from the intersection of Business 51 with State Trunk Highway (STH) 54 and County Trunk Highway (CTH) B north to just north of Minnesota Avenue (see project location maps, Figures 1a and 1b) Upon project completion, the ownership of the facility will be jurisdictionally transferred from WisDOT to the villages. The roadway will then become a local street under local control.

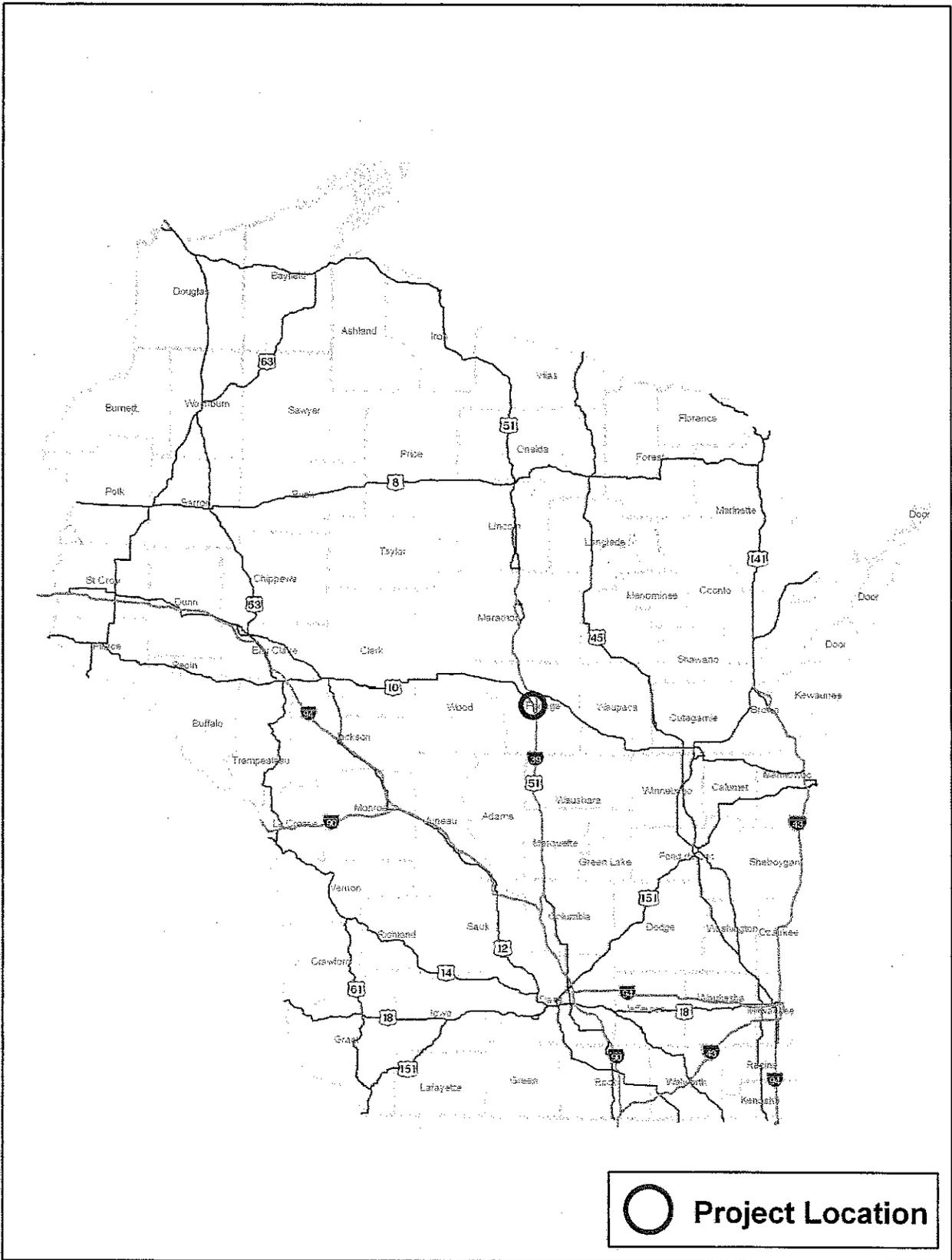


Figure 1a



Business 51 Environmental Assessment

WIS 54 TO
MINNESOTA AVENUE
PORTAGE COUNTY

WisDOT
Project I.D. 6414-00-05

0 0.5 1 Miles

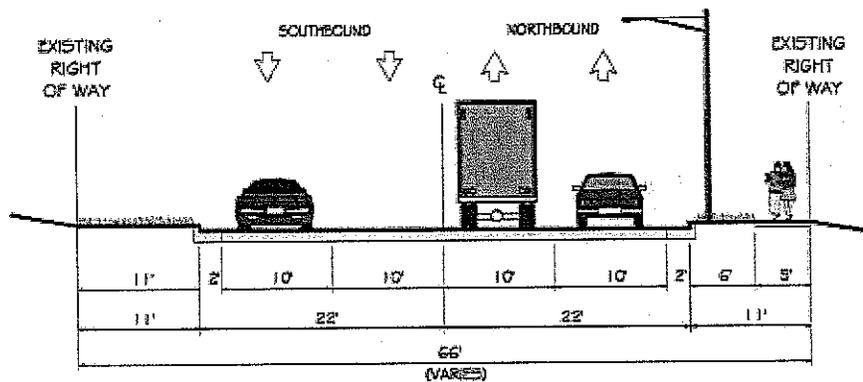
Year 2000 serial photography



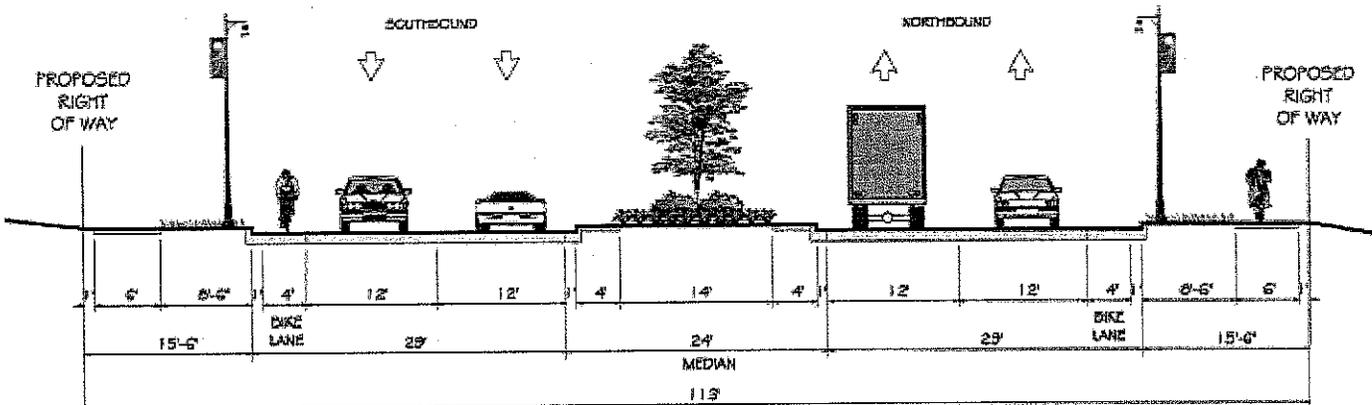
Figure 1b

The following are the key elements of the roadway's typical section under the preferred alternative (see Figure 2 below).

- Two 12-foot lanes in each direction.
- 24-foot-wide raised median with 18-inch curb and gutter.
- 5-foot bike lanes in both directions.
- 8.5-foot terrace area on both sides of the roadway.
- 6-foot wide sidewalks on both sides of the roadway.
- Dedicated left turn lanes on Business 51 and on selected side roads.
- Access control measures will be instituted.
- Stormwater biofilters in the raised medians.



EXISTING 4-LANE SECTION
POST ROAD (BUSINESS 51)



PROPOSED 4-LANE SECTION (DIVIDED)
POST ROAD (BUSINESS 51)

FIGURE 2

2. Purpose and need of proposed action. Include description of existing facilities, abutting facilities, and how the action links into the overall transportation system. When appropriate, show that commitment for future work is not being made without evaluation, and that viable alternatives in a larger framework are not being unduly foreclosed.

2.1 PURPOSE AND NEED

The need for the project is to address issues of safety and congestion. The existing facility has a higher than average crash rate that is expected worsen with increasing traffic in coming years. The facility is also beginning to approach functional limits. Three specific turning movements at major intersections are currently operating at level of service D and four of the seven major intersections are predicted to operate at level of service F by the design year (2035). Moreover, local users have expressed frustration at the difficulty of entering or crossing the traffic on Business 51. The facility also lacks multi-modal services and the lack of a center pedestrian refuge makes it difficult for pedestrians to cross at non-signalized intersections. A continuous sidewalk is provided on the east side of Business 51, but it is intermittent on the west side. There are no bicycle lanes in either direction.

The purpose of the project is to provide a facility that addresses the above-stated needs. Wider lanes, bike lanes, dedicated turn lanes at the major intersections, and a raised median will help improve safety and reduce congestion. A continuous sidewalk on the west side will increase pedestrian safety. The project will also include aesthetic amenities to make for a transportation corridor that is more community friendly.

2.2 EXISTING AND ABUTTING FACILITIES

Business 51 is a four-lane undivided urban arterial roadway with 10-foot lanes and no on-street parking. There are 28 cross-streets and 152 driveways along the 3.5 mile segment of Business 51 under study. Under these conditions, there may be a vehicle entering or leaving Business 51 every 85 feet throughout its length.

Of the 28 cross streets, there are eight major cross streets, defined by the volume of traffic at the intersection. These include McDill Avenue (CTH HH), Cedar Street, Tommy's Turnpike, Roberts Road, Plover Springs Drive, Roosevelt Drive, Chestnut Drive, and CTH B. All major intersections are signalized with the exception of Cedar Street and Roberts Road. Exclusive turn lanes exist at the following major intersections:

- McDill (CTH HH),
- Tommy's Turnpike,
- Plover Springs Drive,
- Roosevelt Drive, and
- Plover Road (STH 54)/CTH B.

Left turn movements must turn from through lanes at all other cross streets and driveways along the corridor. These cross streets include Cedar Street, Roberts Road, and Chestnut Drive.

The majority of developed property along the corridor is zoned commercial. There are also four public parks and three residential properties eligible for the National Register of Historic Places (NRHP) along this segment of roadway. Business 51 crosses over the Springville Pond Dam and McDill Pond in the villages of Plover and Whiting, respectively.

2.3 ROUTE IMPORTANCE/SYSTEM LINKAGE

Business 51 is a north-south link through the villages of Plover and Whiting. It is classified as an urban arterial roadway providing service to the local communities and connecting to other arterials, collectors, and the rest of local roadway network. Most notably, Business 51 intersects with STH 54, CTH HH, STH 66, and USH 10.

In addition, it is the only continuous roadway that parallels Interstate Highway (IH) 39 from the IH 39/STH 54 interchange just south of the village of Plover to the IH 39/Business 51 interchange just north of the city of Stevens Point. These 9 miles of roadway could be used as an alternate route to IH 39.

2.4 TRAFFIC AND ROADWAY CAPACITY

Future development along the corridor and within the villages of Plover and Whiting is expected to increase traffic volumes along Business 51. For the design year 2035, traffic is projected to increase by 70 percent to 99 percent, ranging between an Average Daily Traffic (ADT) of 32,200 south of Plover Springs Drive and an ADT of 37,100 south of McDill Avenue (County HH). Table 1 below summarizes the ADTs along Business 51.

Intersection	2002 ADT	2015 ADT	2035 ADT
Business 51 north of CTH HH	20,300	22,200	25,100
Business 51 south of CTH HH	20,400	27,000	37,100
Business 51 south of Plover Springs Drive	14,900	21,700	32,200
Business 51 north of CTH B	13,800	19,600	28,500
Business 51 south of CTH B	6,800	8,700	11,500

Level of Service

Roadway Level of Service (LOS) is a measure of a highway's response to the traffic demands placed on it. Table 2 summarizes each LOS characteristic. Traffic factors such as ADT volumes, peak-hour volumes, truck percentages, posted speed limits, number of driving lanes, lane widths, vertical grades, passing opportunities, and access points affect the LOS. Levels range from A to F in order of decreasing quality. The intermediate level C provides for stable operations, but traffic flow approaches the range in which small traffic increases will cause substantial deterioration in the LOS. Levels A and B are desirable while levels D through F are considered poor.

TABLE 2 LEVEL OF SERVICES CHARACTERISTICS	
LOS A	Drivers virtually unaffected by others High level of freedom to select speed and maneuver Excellent level of driver comfort and convenience
LOS B	Drivers aware of use by others Slight restriction in speed and maneuvering Good level of driver comfort and convenience
LOS C	Driver operation significantly affected by others Moderate restriction in speed and maneuvering Fair level of comfort and convenience
LOS D	Driver operation completely affected by others Severe restriction in speed and maneuvering Poor level of driver comfort and convenience
LOS E	Slow speeds and traffic backups; some stoppage Total restriction in vehicle maneuvering High driver frustration
LOS F	Stop and go movements with long backups and delay Forced vehicle maneuvers Maximum driver frustration

Traffic related capacity analyses were done to determine the year 2002, construction year 2015, and design year 2035 LOS for all signalized intersections of the existing roadway. The results, summarized in Table 3, indicate that as traffic increases, the level of service will continue to deteriorate to below level C if no improvements are made. Level of Service in the year 2002 operated at a level of service C or better during AM and PM peak hours for most intersections. However, specific traffic movements at a few intersections operated at a level of service D and E during the PM peak hour. These traffic movements are the Cedar Street eastbound approach (LOS D), Business 51 southbound left-turn movement at CTH B (LOS D), and CTH HH left-turn movement both eastbound and westbound (LOS D).

TABLE 3 ROADWAY CAPACITY ANALYSES SUMMARY (PM PEAK) NO-BUILD ALTERNATIVE			
Intersection	2002 LOS	2015 LOS	2035 LOS
CTH B/Business 51	C	E	F
Chestnut Drive/Business 51	B	B	C
Roosevelt Drive/Business 51	B	B	C
Plover Springs Drive/ Business 51	B	B	D
Tommy's Turnpike/Business 51	B	C	F
Cedar Street/Business 51	B	F	F
CTH HH/Business 51	C	D	F

Vehicle Queues

Excessive queues can be an indicator of poor traffic operations, insufficient signal green time, insufficient capacity, or poor signal coordination. Traffic signals along the Business 51 corridor are

not coordinated which may result in unnecessary delays for the traveling public. However, studies have shown that queuing is not a major concern for the corridor with the exception of a few areas where the existing queues exceed the length of the existing turn lane. Excessive queue values are found at the:

- Business 51 northbound left-turn movement at McDill Avenue,
- Business 51 southbound left-turn movement at STH 54/CTH B and
- Tommy's Turnpike/Porter Road eastbound and westbound left turn movements.

Travel Speeds

Travel speed studies of a 2.75 mile segment of Business 51 from STH 54 to McDill Avenue (CTH HH) showed an average northbound and southbound travel speed of approximately 32 miles per hour (mph) was observed during the AM and PM peak hours. Actual vehicle speeds at certain locations on the segment may be greater than 32 mph because the travel speed analysis includes slow-downs and stops made at intersections.

Spot speed studies conducted by WisDOT showed Business 51 travel speeds ranging from 35 to 40 mph. Since posted speeds on Business 51 are 30 to 35 mph, through traffic travel time does not appear to be a concern at this time. However, future traffic conditions may dictate that traffic signal progression along Business 51 is desirable.

2.5 SAFETY

High crash rates in the corridor contribute to unsafe driving conditions. Crash data was analyzed for crashes occurring from 2004 to 2006. Crash rates were calculated based on crashes per 100 million vehicle miles. From 2004 to 2006 the crash rate in the corridor was above the statewide average and becoming worse by the year. Table 4 below summarizes the yearly information.

Table 4: Vehicle Crashes 2004 to 2006

Year	Number	Number resulting in injuries	Number resulting in fatalities	Crash Rate** (Crashes per 100 Million Vehicle Miles)	Statewide Average Crash Rate (Crashes per 100 Million Vehicle Miles)	Percent Higher than Statewide Average Crash Rate
2004	45	21	0	276	242	14%
2005	51	21	0	312	248	26%
2006	50	27	0	306	237	29%
Total	146	69	0			

**Crash rate = number of crashes x (100 Million / (ADT x 365 x 3.15 miles). An ADT of 14,200 was used based on the average of seven counts taken along the corridor in 2005.

Of the 146 reported crashes, two crashes involved pedestrians, no crashes involved bicyclists. The data also reported that 52% of the crashes occurred at intersections. An analysis of crashes involving left turning vehicles found that they account for 45% of intersection related crashes. The addition of dedicated left turn lanes in the corridor should provide refuge for vehicles turning left from and to Business 51 and cause the crash rate to decrease. Table 5 below depicts the results.

Table 5: Crashes Involving Left Turns

	Total Crashes	Crashes Involving Left Turning Vehicles
At Intersection	76	34
Not at Intersection	70	11
Total	146	45

3. Summary of the alternatives considered and if they are not proposed for adoption, why not. (Identify which, if any, of the alternatives is the preferred alternative.)

The scoping stage of this project was completed in two phases. The first phase assessed the corridor's needs and developed conceptual alternatives and five preliminary improvement alternatives.

The alternatives were compared to each other and presented to the public for comment. At the conclusion of this first phase, a locally preferred alternative was identified (Screening 2).

The second phase further studied the preliminary alternatives, developed detailed study alternatives, selected a preferred alternative (Screening 3), and documented the alternative's environmental impacts in this Environmental Assessment report. Table 6 schematically summarizes the project's alternative development process. Section 3.1 contains a description and summary of findings for each alternative studied.

**TABLE 6
ALTERNATIVE DEVELOPMENT PROCESS SCHEMATIC**

CONCEPTUAL ALTERNATIVES DEVELOPMENT	Screening 1	PRELIMINARY ALTERNATIVES DEVELOPMENT	Screening 2	DETAILED STUDY ALTERNATIVES DEVELOPMENT	Screening 3	PREFERRED ALTERNATIVE
NO BUILD	→	Alternative 1: No Build	→	Alternative 1: No-Build	●	
INTERSECTION IMPROVEMENTS ONLY	●					
CORRIDOR WIDE IMPROVEMENTS	→	Alternative 2: Five-lane, two-way, left-turn lane (TWLTL)	●			
		Alternative 3: Four-lane divided roadway	→	Alternative 3: Four-lane divided roadway	→	Alternative 3: Four-lane divided roadway
		Alternative 4: Combination five-lane TWLTL and four-lane divided roadway	●			
CONTINUED TO NEXT STAGE					→	
ELIMINATED FROM FUTURE CONSIDERATION					●	

3.1 PRELIMINARY ALTERNATIVES

A full range of alternatives was initially developed during the corridor study for the Business 51 project and each of these alternatives was evaluated for its ability to meet the purpose and need requirements of this project. Using field observations, data collection, input from residents and an advisory committee, several alternatives were evaluated for the reconstruction of the corridor. The alternatives ranged from taking minor action to engaging in major reconstruction efforts.

The preliminary alternatives were carried forward from the conceptual alternatives development stage. This stage compared the No Build, Intersection Improvements Only, and Corridor Wide Improvements alternatives. Only the No Build and Corridor Wide Improvements were carried forward to the preliminary alternatives development stage. The Intersection Improvements Only alternative was eliminated due to the fact that turning conflicts at non-signalized intersections and driveways would remain. Therefore, this alternative did not meet the projects purpose and need and it was dropped from further consideration. The intersection improvements identified for this alternative were incorporated into the remaining alternatives. See Exhibit 1 for Preliminary Alternatives.

- Alternative 1 – No Build
- Alternative 2 – Five-lane, two-way, left-turn lane (TWLTL)
- Alternative 3 – Four-lane divided roadway
- Alternative 4 – Combination five-lane TWLTL and four-lane divided roadway

The alternatives are described as follows.

Alternative 1 – No Build:

Business 51 would remain a four-lane undivided roadway with no on-street parking. Business 51 would be resurfaced without widening the roadway or constructing any intersection-capacity improvements. Although this alternative would be the least expensive, it does not address the safety and congestion problems in the corridor. There would be no dedicated left turn lanes, bicycle or pedestrian accommodations, or access control measures. However, for a baseline comparison this alternative was carried forward to the detailed study phase of this project.

Alternative 2 – Five-lane, two-way left-turn lane (TWLTL):

This alternative would involve reconstructing Business 51 with two traffic lanes in each direction, a middle two-way, left-turn lane and on-street bike lanes and new sidewalks on both sides of the street. The bridge crossing McDill Pond would be replaced. Construction of a five-lane TWLTL on Business 51 would remove left-turn vehicles from through lanes, which would help maintain through-traffic travel times and reduce rear-end and sideswipe crashes. This alternative was dropped from further consideration because it failed to reduce the number of access points in the corridor. Without a reduction in access points traffic conflicts will increase and the need to provide a safe transportation facility will not be satisfied.

Alternative 3 (Preferred Alternative) – Four lane divided roadway:

This alternative would reconstruct Business 51 with two traffic lanes in each direction, a raised median wide enough to provide exclusive left-turn lanes and U-turns, and sidewalks and on-street bike lanes along both sides of the street. The bridge crossing McDill Pond would be replaced. This alternative would reduce turning conflicts at driveways and cross streets, and it improves the roadway's access along the corridor for vehicles, bicyclists, and pedestrians. In addition, it would allow for the construction of dedicated left-turn lanes and provide safe pedestrian refuge in the center of the roadway at signalized and non-signalized intersections. For these reasons, this alternative warranted further study and was carried forward to the detailed study phase of this project.

Alternative 4 – Combination five-lane TWLTL and four-lane divided roadway:

This alternative would reconstruct Business 51 with two traffic lanes in each direction, a TWLTL or median depending on the location, and on-street bike lanes and sidewalks along both sides of the street. The bridge crossing McDill Pond would be replaced. Because the TWLTL portion of the alternative does not adequately address traffic mobility, access, and safety issues in all locations, this alternative was dropped from further consideration.

3.2 DETAILED STUDY ALTERNATIVES

Alternative 3 was selected to be fully evaluated in the detailed study phase of the scoping process. See Exhibit 2 for a plan view of this alternative.

Roundabouts were considered at each signalized intersection and at the Minnesota Avenue/Business 51 intersection. After analyzing roundabouts at these intersections, it was determined that most of the roundabouts would require lane tapers to widen the approach lanes in order to meet the future traffic demands along Business 51. The approach lane widths would vary from 24 feet to 32 feet and will have a taper length of approximately 300 feet.

Having these tapers at the roundabouts would create in some cases a significant amount of additional impacts to surrounding residents and businesses as compared to the signalized intersections. In addition, residents that attended the fourth public information meeting were strongly against roundabouts.

At this time, further evaluation of roundabouts at the Cedar Street, Chestnut Drive, Plover Springs Drive, and Tommy's Turnpike intersections is not recommended. At these intersections the signalized alternative will perform efficiently and will minimize the right-of-way impact. In addition, the signalized alternative will be more cost effective.

The intersections of Business 51 with CTH B/STH 54, CTH HH, and Minnesota Avenue are recommended for further study. Converting these intersections to roundabouts will improve their level of service and minimize impacts on the surrounding property, as well as the cost. These intersections are recommended to undergo the Post-Life Cycle 11 analysis as addressed in WisDOT's Facilities Development Manual, Procedure 11-25-3.

Alternative 1 – No-Build:

This alternative is described in the preliminary alternative section (Section 3.1) of this document.

Alternative 3 – Four lane divided roadway:

This alternative was modified during the detailed study stage to avoid or minimize environmental impacts along the corridor. The modifications are listed below:

- Avoided the three historic structures within the project's Area of Potential Effect
 - 3000 Springville Drive, Plover
 - 3010 Springville Drive, Plover
 - 2323 Post Road, Whiting
- Included a raised median at the McDill Pond bridge and the pond's causeway to enable a median opening for NB traffic to allow left turns into the boat landing.
- Avoided three public parks adjacent to Business 51
 - Veteran's Memorial Park
 - Upper Whiting Park
 - McDill Pond Boat Landing

Although this alternative does avoid several environmental impacts, there will be minimal impacts to the Springville Pond Park and the Green Circle Trail.

3.3 PREFERRED ALTERNATIVE

The identified Preferred Alternative is Alternative 3 (see Exhibit 3). Alternative 3 was selected as the Preferred Alternative after an extensive public involvement effort and a detailed environmental impact analyses. The Preferred Alternative will provide the following benefits:

- The raised median will be wide enough to provide safe refuge for pedestrians, bicyclists, and cross street traffic. It will also facilitate U-turns at the low volume, non-signalized intersections.
- Aesthetic treatments such as decorative lighting and landscaping, and “gateway” features can be incorporated to improve the physical appearance of the corridor.
- Dedicated left-turn lanes at median openings will remove slowing vehicles from traffic, and mid-block median openings will control access for left-turning vehicles.
- Vehicle-turning conflicts from minor cross streets and driveways will be minimized.
- Cross street and driveway access at median openings will be improved because motorists will be able to seek gaps in one direction of traffic at a time.
- Vehicle conflicts will be reduced by consolidating and reducing driveway access and eliminating some cross street connections.
- On-street bike lanes along both sides of the street will encourage commuter bicyclists to use the corridor and will provide a safer connection to the Green Circle Trail.
- Safety and efficiency for pedestrians, bicyclists, and vehicles will be improved, which will encourage business retention and development.
- The reconstruction alternative will complement future, planned land use for the area.

4. in general terms, briefly discuss the construction and operational energy requirements and conservation potential of the various alternatives under consideration. Indicate whether the savings in operational energy are greater than the energy required to construct the facility.

Energy consumption related to highway projects pertains to construction and operation. Construction energy is that required in raw materials and equipment to build or maintain the highway. Operational energy is the direct consumption of fuel by vehicles using the roadway. Fuel usage is affected by types of vehicles, roadway grades, and the geometric characteristics, speed, congestion, and queuing caused by high traffic volume and intersection stop conditions.

The No-Build Alternative would require minimal construction energy. Periodic roadway maintenance such as resurfacing and patching would occur over time until the condition of the roadway or increases in traffic volumes warrant complete reconstruction. Although construction energy would be greatest for the Build Alternatives, cost would be recovered over time because of long-term savings in operational energy costs. Operational energy consumed would be greatest under the No-Build Alternative because of traffic congestion, increased vehicle delays, and inefficient operations at the intersections.

Therefore, energy requirements for construction of the Preferred Alternative would be greater than those required for the No-Build Alternative. Operational energy requirements for the Preferred Alternative would be less than those required for the No-Build Alternative. Over the design life of the facility, savings in operational energy would be greater than the energy required to construct the facility.

5. Describe existing land use (Attach land use maps if available).

a. Land use in immediate area.

Commercial land uses are dominant along the Business 51 corridor with some residential, industrial, and vacant parcels scattered throughout. They range from small office buildings located on ¼ acre lots, to larger retail developments on 5-acre sites. The major commercial corridors in the villages of Plover and Whiting are located along CTH B and Business 51. The parcels adjacent to CTH B are relatively large and contain the area's large freeway oriented retail businesses (there is an interchange for IH 39 located at CTH B). The parcels adjacent to Business 51 vary in size, but are relatively small in comparison to the parcels along CTH B. The largest parcels adjacent to Business 51 are located between Rainbow Drive to the north and Roosevelt Drive to the south.

Only a few residential parcels are adjacent to Business 51. The majority of residential uses are concentrated to the east of Business 51 and to the north of CTH B. Most residential land uses can be characterized as medium density suburban. A few high density multi-family land uses are located behind commercial properties adjacent to Business 51.

Some scattered industrial parcels are located along the Business 51 corridor. Small industrial sites are concentrated to the west of Business 51 behind commercial establishments between MacArthur Way and Rainbow Drive. Larger industrial parcels are located on the southern end of the corridor along Plover Road (STH 54)/ CTH B.

There are a substantial number of vacant parcels along the Business 51 corridor. Vacant parcels range in size from less than ¼ acre to just over 5 acres. A large concentration of vacant parcels is located south of Tommy's Turnpike on the west side of Business 51.

The existing land uses are shown in Figure 3 below. Table 7 provides a list of existing land use acres for the defined land use study area.

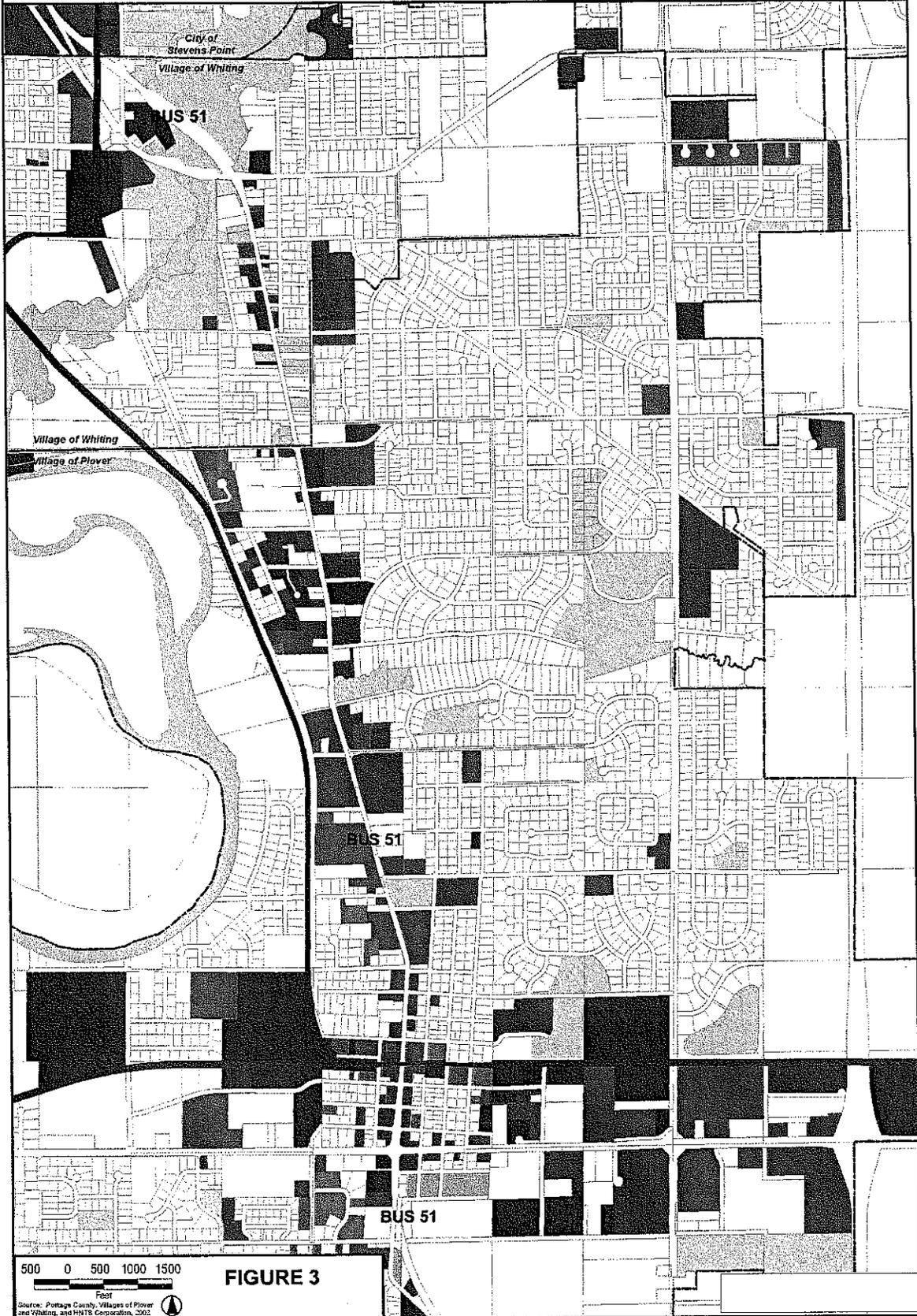
**Table 7: Existing Land Uses
Year 2001**

Category	Acres
Single-family Residential	284
Multi-family Residential	39
Commercial	129
Highway Commercial	115
Office	15
Industrial	93
Vacant	268
Public/Quasi Public	20
Park	68
Surface Water	223
Total	1,256

Source: Village of Plover & Portage County

BUSINESS 51 (POST ROAD) EA EXISTING LAND USES

- | | | | |
|--|---------------|--|-----------------------|
| | Single Family | | Park / Recreation |
| | Multi Family | | Public / Quasi Public |
| | Mobile Home | | Surface Water |
| | Commercial | | Transportation |
| | Office | | Vacant |
| | Industrial | | |



b. Land use in area surrounding project area.

The surrounding area of the project contains a school, and residential and commercial areas. The land use of the surrounding area of the project is largely single family homes with commercial areas located along the roadways with the most traffic.

6. Briefly identify adopted plans for the area and discuss whether the proposed action is compatible with the plan. (For example, the following may be considered: Regional Planning Commission Plans, Transportation Improvement Program, State Transportation Improvement Plan, Local zoning and land use plans, DOT Storm Water Management Plans, others.)

The villages of Plover and Whiting and Portage County are all in agreement with the project's scope of work. The Business 51 improvement project has been identified and documented in WisDOT's STIP 2008 – 2011 project listing. It is also discussed as a needed project in both the village of Plover and Whiting Comprehensive Plans. A summary of the local and state related adopted plans is below.

- North Central Wisconsin Regional Planning Commission's Regional Master Plan...the Regional Comprehensive Plan (RCP), December 10, 2003.
- WisDOT's 2008-2011 Draft STIP Project Listing (NC Region)
- The village of Whiting's Comprehensive Plan, October 12, 2004
- The village of Plover's Comprehensive Plan, April 6, 2005.

7. Early coordination with Agencies.

Intra-Agency Coordination

i) Bureau of Aeronautics

- No - Coordination is not required. Project is not located within 2 miles (3.22 kilometers) of a public or military use airport, nor would the project change the horizontal or vertical alignment of a transportation facility located within 6.44 kilometers (4 miles) of a public use or military airport.

Yes - Coordination has been completed and project effects have been addressed. Explain.

ii) Regional Office Real Estate Section

No - Coordination is not required because no inhabited houses or active businesses will be acquired.

Yes - Coordination has been completed. Project effects and relocation assistance have been addressed. Conceptual Stage Relocation Plan attached as Exhibit 4.

b. Interagency Coordination

STATE AGENCY	COORDINATION	COMMENTS
	Correspondence Attached Y/N	Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed.
Agriculture (DATCP)	N	No agricultural lands are being impacted. This is strictly an urban corridor.
Natural Resources (DNR)	Y	<ul style="list-style-type: none"> • May 7, 2007 WDNR was notified of the upcoming environmental studies for this project. • May 24, 2007 WDNR attended agency kickoff meeting. WDNR commented that the Trans 401 rules apply and that the future stormwater system is flexible and can handle future additional demands. If Karner Blue butterflies or Wood turtles are seen along the corridor just before construction, further coordination with the WDNR will be required. • July 23, 2007 WDNR approves the Village of Plover's waiver request from MS4 permit coverage. • August 9, 2007 WDNR attended a stormwater management meeting. Discussions included Trans 401 applications and potential methods to lower total suspended solids. • August 30, 2007 WDNR attended a follow-up stormwater management meeting. Discussions included more detailed methods to lower total suspended solids. • October 23, 2007 WDNR attended an overall environmental mitigation meeting. Mitigation requirements include reducing stormwater total suspended solids, McDill Pond shoreline treatments, and fishery enhancements. • November 6, 2007 WDNR Bureau of Air Management determined that the project is exempt under section NR 411.04(2)(c) of the Wisconsin Administrative Code, no air pollution control permit is required for this project. <p>(See Exhibit 5 for letters dated July 23, 2007, October 26, 2007, and November 6, 2007. Also refer to the Environmental Commitments)</p>
State Historical Society (SHS)	Y	<ul style="list-style-type: none"> • May 7, 2007 SHS was notified. • On December 7, 2007 SHPO approved the project's Section 106 process and documentation. Three properties are eligible for the National Register of Historic Places. None of the historic properties are affected by the proposed roadway improvements. <p>(See Exhibit 6 for Section 106 Review and Wisconsin Historical Society Determination of Eligibility Forms)</p>
Others: Native Americans	N	<ul style="list-style-type: none"> • May 7, 2007 the potentially interested Native Americans were notified and invited to the kick-off meeting • Native American outreach activities will continue throughout the project. A copy of the EA will be distributed to the various tribes.
FEDERAL AGENCY		
Advisory Council on Historic Preservation (ACHP)	N	Not Required

US Army Corps of Engineers (USACOE)	N	<ul style="list-style-type: none"> • April 23, 2007 USACOE indicated that there were two primary areas of interest to USACOE: McDill Pond bridge and causeway and the Little Plover River/Springville Pond. • McDill Pond is less of a concern with the project impacts and would likely be acceptable/permittable to the Corps • Little Plover River is more of a concern. Environmental justification to permit filling could be possible, but widening to the west would require more extensive justification. • October 23, 2007 USACOE attended an overall environmental mitigation meeting. Mitigation requirements include reducing stormwater total suspended solids, McDill Pond shoreline treatments, and fishery enhancements.
US Environmental Protection Agency (EPA)	N	
National Park Service (NPS)	No	
Natural Resource Conservation Service (NRCS)	N	
US Coast Guard (USCG)	No	
US Fish & Wildlife Service (FWS)	Yes	<ul style="list-style-type: none"> • May 7, 2007 US Fish and Wildlife was notified. (See Exhibit 5 for letter dated May 22, 2007)
Other(Identify)	N	

c. Local Government Coordination

LOCAL UNIT OF GOVERNMENT	COORDINATION	COMMENTS
	Correspondence Attached Y/N	Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed.
Village of Whiting	Y	<ul style="list-style-type: none"> • Multiple meetings have been held with the village of Whiting. See discussion in response to question 9 of this report, status of public involvement.
Village of Plover	Y	<ul style="list-style-type: none"> • Multiple meetings have been held with the village of Plover. See discussion in response to question 9 of this report, status of public involvement.

ENVIRONMENTAL FACTORS	EFFECTS				Comments
	Adverse	Benefit	None	*N/A	

SOCIO-ECONOMIC FACTORS

General Economics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Commerical properties adjacent to the corridor are expected to increase in future years. With the improvements, the roadway will better serve these types of developments by producing better access and promoting consumer activity. Relocations will occur due to this project, which will, however eliminate some of the possible land for commerical and residential properties. See the General Economic Impact Evaluation factor sheet.
Community & Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Multi-modal transportation will increase by making the corridor more user friendly to pedestrians and bicyclists. Sidewalks and bike lanes will be placed along both sides of the roadway. Safety will be increased at cross roads. The divided roadway will create a pedestrian refuge making it possible to cross half of the travel lanes at a time. Residential acquisition is necessary and is detailed in the Community or Residential Impact Evaluation factor sheet.
Economic Development and Business	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed improvements will accommodate the projected future traffic growth throughout the corridor allowing for the anticipated increase in commercial development. During construction, a temporary adverse effect may occur since direct access to some of the adjacent businesses may be obstructed. In addition, right-of-way impacts will eliminate some of the store frontage, including parking spaces. See the Economic Development and Business Impact Evaluation factor sheet.
Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project will not affect any agricultural areas.
Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No minority, low-income, or elderly population in the project's area of influence will be disproportionately affected.

NATURAL ENVIRONMENT FACTORS

Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The preferred alternative will impact approximately 0.06 acres of wetland. See the Wetlands Impact Evaluation factor sheet.
Streams & Floodplains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Short-term impacts to the biological community will occur during construction on the upstream side of Springville Dam. The impacts will not cause a significant adverse effect to plants, animals, and aquatic species that may be in the area. The project will not impact the current use of the floodplain. See the Streams and Floodplanes Impact Evaluation factor sheet.

Lakes or Other Open Water	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The existing road bed along the east side of Business 51 at McDill Pond will need to be widened in order to construct the proposed raised median. This widening will require the placement of approximately 40,000 cubic yards of fill into McDill Pond. This amount of fill normally would be a concern with respect to the existing floodplain. However, in 2002 150,000 cubic yards of dredged material was removed from the pond, which is significantly more than what is proposed to be filled for the construction of the proposed roadway. There would be no ecological intrusion or access restrictions to Springville Pond. Construction may cause short-term impacts to the biological community of Springville Pond. Plants, animals, and aquatic species that may inhabit the construction area may be directly impacted during construction activities. Since these impacts are minor and considered short-term, the project will not cause significant adverse impacts to the local biological community. See the Lake or Waterbody Impact Evaluation factor sheets for both McDill Pond and Springville Pond.
Upland Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Minor tree removal and grass terrace work will occur. The project area is urban in nature and therefore no significant upland habitat impacts are expected.
Erosion Control	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Impacts will be minimized through strict adherence to standard WisDOT erosion control measures. See the Erosion Control factor sheet.
Storm Water Management	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This project will only replace the existing storm sewer system that currently serves the Business 51 drainage area. The overall stormwater management strategy is to use the available land within the proposed right-of-way to maximize stormwater treatment and to minimize the overall environmental impacts. It is currently proposed to use both biofilters in the median and sump catch basins to reduce the total suspended solids. See the Stormwater Impact Evaluation factor sheet.

PHYSICAL ENVIRONMENT FACTORS

Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	This project is exempt from permit requirements under Wisconsin Administrative Code - Chapter NR 411. No substantial impacts to air quality are expected. See Exhibit 5 for WDNR - Bureau of Air Management concurrence letter dated November 6, 2007.
Construction Stage Sound Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	To reduce the potential impact of construction noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between 10 p.m. and 6 a.m. without the prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good operating

					condition, free from leaks and holes. See the Construction Stage Sound Quality Impact Evaluation factor sheet..
Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		A noise analysis was not required for this project. No impacts are anticipated.

CULTURAL ENVIRONMENTAL FACTORS

Section 4(f) and 6(f)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Impacts to both the Springville Pond Park and the Green Circle Trail, this project meets the criteria for de minimis 4(f) evaluations. It was determined that no feasible alternatives were available than to use land from Springville Pond Park and to temporarily impact the Green Circle Trail during construction. Measures to minimize harm will be incorporated into the project. See Exhibit 7 for Unique Area Impact Evaluation factor sheets for both Springville Pond Park and Green Circle Trail.
Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No adverse impacts will occur to the three historic properties in the project area. There will be no right-of-way encroachment within the properties' boundaries. See Exhibit 6 for Section 106 Review Form.
Archaeological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	An archaeological field survey and literature search was completed for the project. Four previously identified mound group sites revealed no surface evidence but archaeological monitoring will need to be conducted during construction in these areas. See Exhibit 6 for Section 106 Review Form.
Hazardous Substances or USTs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Petroleum is the main hazardous concern on this project. It will be written in the special provisions that the removal and proper management of contamination will be incorporated into the design plans. It will be necessary for the region to work with any concerned parties to insure that proper disposal is resolved before advertising the project for letting. Substantial coordination will be required to clean up the project area. See the Hazardous Substances or Underground Storage Tanks (USTs) factor sheet.
Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		The addition of the median will not only provide for a safer corridor but will also allow for growth of plants and vegetation. This will enhance the look of the roadway and the community as a whole.
Coastal Zone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This project is not associated with a coastal zone.
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

* N/A – Blacked out cells in this column require a check in at least one of the other columns.

ENVIRONMENTAL COST MATRIX
Transportation Improvements

ENVIRONMENTAL ISSUE	UNIT MEASURE	ALTERNATIVES/SECTIONS					
		No Build	Alt 3 (Preferred)				
Project Length	Mi (Km)	N/A	3.5 (5.6)				
Cost \$							
Construction	Million \$	\$0.00	\$29.00				
Real Estate	Million \$	\$0.00	\$7.00				
Total	Million \$	\$0.00	\$36.00				
Land Conversions							
Total Area Converted to R/W	Acres (Hectares)	0	13.4 (5.43)				
Wetland Area Converted to R/W	Acres (Hectares)	0	0.06 (0.03)				
Upland Area Converted to R/W	Acres (Hectares)	0	13.34 (5.40)				
Other Area Converted to R/W	Acres (Hectares)	0	0				
Real Estate							
Number of Farms Affected	Number	0	0				
Area From Farm Operations Required	Acres (Hectares)	0	0				
AIS Required	Yes/No	No	No				
Farmland Rating	Score	N/A	N/A				
Total Buildings Required	Number	0	32				
Housing Units Required	Number	0	12				
Commercial Units Required	Number	0	20				
Other Buildings or Structures Required	Number (Type)	0	0				
Environmental Issues							
Flood Plain	Yes/No	No	No				
Stream Crossings	Number	2	2				
Endangered Species	Yes/No	No	No				
Historic Properties	Number	0	0				
Archeological Sites	Number	0	0				
106 MOA Required	Yes/No	No	No				
4(f) Evaluation Required	Yes/No	No	Yes				
Environ Justice At Issue	Yes/No	No	No				
Air Quality Permit	Yes/No	No	No				
Design Year Noise Sensitive Receptors	Number	N/A	N/A				
No Impact	Number						
Impacted	Number						
Exceed dBA Levels	Number						
Contaminated Sites	Number	0	A11				

- 8) Describe how the project development process complied with Executive Order 12898 on Environmental Justice. (EO 12898 requires agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects on minority populations and low-income populations, including the interrelated social and economic effects. Include those covered by the Americans with Disabilities Act and the Age Discrimination Act.)

The proposed action will have both beneficial and adverse affects to all populations. Beneficial effects include improved pedestrian and bicycle facilities and public transportation access, which are used on a higher percentage by low-income and disabled populations.

Adverse affects will be in the form of inconveniences during construction. These will be temporary and short term in nature. No disproportionate adverse impacts are expected to minority or low-income populations due to the proposed action. There are no known organized minority, low-income, or elderly communities affected by the proposed action.

- a) Identify sources of data used to determine presence of minority populations and low-income populations.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Windshield Survey | <input type="checkbox"/> Survey Questionnaire | <input type="checkbox"/> Door to Door |
| <input type="checkbox"/> WisDOT Real Estate | <input checked="" type="checkbox"/> US Census Data | <input type="checkbox"/> Official Plan |
| <input type="checkbox"/> Real Estate Company | | |
| Identify Real Estate Company | | |
| <input type="checkbox"/> Human Resource Agency | | |
| Identify Agency | | |

Identify Plan, Approval Authority, and Date of Approval

- b) Indicate whether a minority population or a low-income population, including the elderly and the disabled, is in the project's area of influence.

- i) The requirements of EO 12898 are met if both "No" boxes are checked below.

- No minority population is in the project's area of influence.
 No low-income population is in the project's area of influence.

- ii) If either or both of the "Yes" boxes are checked, item c) below must be completed.

- Yes, a minority population is within the project's area of influence.
 Yes, a low-income population is within project's area of influence.

- c) How was information on the proposed action communicated to the minority and/or low-income population(s)? Check all that apply.

- | | | |
|---|--|-------------------------------------|
| <input type="checkbox"/> Advertising | <input type="checkbox"/> Brochures | <input type="checkbox"/> Newsletter |
| <input type="checkbox"/> Notices | <input type="checkbox"/> Utility Bill Stuffers | <input type="checkbox"/> E-mail |
| <input type="checkbox"/> Public Service Announcements | <input type="checkbox"/> Direct Mailings | <input type="checkbox"/> Key Person |
| <input type="checkbox"/> Other (Identify) | | |

- d) Identify how input from the minority population and/or low-income population was obtained. Check all that apply.

- | | | |
|---|---|---|
| <input type="checkbox"/> Mailed Survey | <input type="checkbox"/> Door-to-door interview | <input type="checkbox"/> Focus Group Research |
| <input checked="" type="checkbox"/> Public Meeting | <input type="checkbox"/> Public Hearing | <input type="checkbox"/> Key Person Interview |
| <input type="checkbox"/> Targeted Small Group Informational Meeting | | <input type="checkbox"/> Targeted Workshop/Conference |
| <input type="checkbox"/> Other (Identify) | | |

- e) Indicate any special provisions, which were made to encourage participation from the minority population and/or

low-income population(s)

- Interpreter
 Transportation Provided
 Other (Identify)

- Listening Aids
 Child Care Provided

- Accessibility for Elderly and Disabled
 Sign Language

- 9) Briefly summarize the status and results of public involvement. Briefly describe how the public involvement process complied with EO 12898 on Environmental Justice.

The public involvement plan is inclusive to all residents and population groups in the study area and will not exclude any persons because of income, race, religion, national origin, sex, age, or handicap. The following is a summary of community and public agency involvement activities that have been an integral part of the development and assessment of the project.

9.1 PHASE 1 – PRELIMINARY STUDY STAGE

Local Officials Meetings

A staff meeting was held on February 6, 2002 including one representative from the village of Plover and one representative from the village of Whiting. General agreement was made that there should be continuous sidewalks along both sides of the road throughout the corridor and median refuge areas might be a solution to meet the needs of pedestrians using the facilities. In addition, consideration of new urbanist solutions could be used, such as making buildings oriented toward the road with parking in the rear.

On March 7, 2002 a staff meeting was held. Census information was discussed, along with traffic issues. Discussion of the public involvement program began. An advisory meeting was determined and the first Public Information Meeting date was established.

A progress meeting was held on May 8, 2002. The meeting consisted of reviewing comments from the Public Information Meeting and an Urban Design presentation.

On September 18, 2002 a progress meeting was held. Items discussed included review of the August 26th advisory committee meeting, recommended streetscape amenities, and future traffic operations. The second public information meeting was also discussed, including changes to the newsletter and exhibits were handed out to be reviewed by the project team.

A progress meeting was held on January 22, 2003. Comments were reviewed from the second public information meeting. A Pedestrian Overpass Feasibility Study report was given to the group. The report indicated that other pedestrian crossing solutions should be considered prior to considering the construction of an overpass.

On May 15, 2003 a progress meeting was held. Driveway concerns were discussed and preliminary construction cost estimates summaries were distributed. The potential real estate acquisitions were updated. The villages were asked to identify any storm water problem areas.

Citizen Advisory Committee Meetings

The first citizen advisory committee meeting was held on April 10, 2002. Issues discussed were traffic, land use and demographic, and roadway improvements. Traffic concerns addressed included the traffic operation at the intersection of Post Road and McDill Road and widening the median in some areas. Roadway improvements would consist of bike lanes along the corridor. In addition, the new roadway will have to deal with water main and sewer challenges.

On May 8, 2002 the advisory committee met to discuss the public information meeting, urban design

features considered, land use scenarios, and roadway improvements. Consideration of using colored pavement was discussed, along with the idea of cluster developments. There were also concerns from the committee that the raised median may be too restrictive.

Another citizen advisory committee meeting was held on June 11, 2002. It was agreed to keep the Business 51 designation once it was turned over to the locals because the designation will be maintained in Stevens Point. Discussion of making the sidewalk wider and allowing bikes to use the sidewalk as oppose to a bike lane was considered. Future signal installations may be appropriate at Cedar Street and Roosevelt Drive.

On July 1, 2002 a meeting was held to discuss the alternatives being considered and the major intersection improvements that needed to be done. The villages expressed interest in burying the overhead utilities. Overall, the committee prefers the 5-lane TWLTL option in comparison to the 4-lane divided alternatives.

An advisory committee meeting was held on July 29, 2002. A vote was taken to determine the preferred location of the potential future traffic signal at Roberts Drive versus Rainbow Drive. Roberts Drive seemed to be the preferred placement due to better signal spacing and higher vehicle and trucking activity. More discussion of the different alternatives was presented

On August 26, 2002 the advisory committee met. Realignment issues were discussed at Patton Drive and Gilman Drive. Photo renderings were also presented to the group showing roadway improvement alternatives. Concerns were expressed about snow removal under the 5-lane TWLWT option with the middle turn lane raised slightly.

An advisory committee meeting was held on September 18, 2002. Discussion of future traffic operations and streetscape amenities were discussed based on comments from previous meetings. The team and advisory committee were split over the proposed sidewalk width. A five to seven foot wide sidewalk is currently under consideration. A 5 foot sidewalk was determined with the potential of future modifications.

A project team-advisory committee Meeting was held on February 20, 2003. Comments were reviewed from the public information meeting. Safety disadvantages were discussed about the possibility of providing TWLTL sections in the corridor at selected locations. Concerns about the raised median section inhibiting redevelopment along the corridor were mentioned.

On March 24, 2003 a second project team-advisory committee meeting was held. An overview of the Springville Dam was given. The dam is 75 years old and is owned by the village of Plover. The group reviewed corridor problems, pros and cons for both the TWLTL and raised median options and evaluated which option is expected to address the corridor problems. The raised median option is expected to address the problems of the corridor more effectively than the TWLTL option.

A project team-advisory committee meeting was held on July 31, 2003. Comments from the third public information meeting were discussed. It was determined that the project will start at the north and proceed south because of the recent improvements constructed at the south end and the remaining pavement life as well as the potential to get advanced funding for the northern most segment through other funding sources due to Minnesota Avenue's functional classification.

Public Information Meetings

The first public information meeting was held on April 10, 2002. Approximately 24 people were in attendance. The purpose of this meeting was to inform the public about the reconstruction of Business USH 51 before transferring the new facility over to local jurisdictions. Comments from the meeting included improvement of Green Circle Trail crossing at Post Road and including sidewalks, bike paths, or bike lanes as part of the corridor study.

A second public information meeting was held on October 22, 2002. Approximately 26 people were in attendance. Eighteen exhibit boards were available for viewing from the project schedule to proposed roadway improvements and aesthetic treatments. A presentation included an overview of the project schedule, corridor and spot improvements, future traffic volumes, land use issues, and urban streetscape concepts. Comments from the meeting included safety concerns at the intersection of Business 51 and Minnesota Avenue, maintenance of the grass medians, and bike lanes and sidewalks included in the reconstruction.

The third public information meeting in the preliminary design stage was held on June 9, 2003. Approximately 83 people were in attendance. Exhibit boards were present and a short presentation was given informing people about the project schedule, corridor alternatives, typical sections, improvements, future traffic volumes, land use, and urban streetscape concepts. Public comments included creating a 90 degree intersection at the intersection of Business 51 and Minnesota Avenue in lieu of a roundabout, maintenance on medians concerns, and property relocation issues.

9.2 PHASE 2 – DETAILED STUDY STAGE

Local Officials Meetings

A local official's kickoff meeting was held on April 9, 2007. Representatives from WisDOT and the villages of Plover and Whiting were in attendance. Discussion included alternatives being considered, roundabout investigations, historical properties, and schedule of the proposed plan.

A project progress meeting was held with both villages on November 20, 2007. Representatives from WisDOT and the villages of Plover and Whiting were in attendance. Discussions included: stormwater quality; status of historical properties; potentially impacted properties; results of the October 23, 2007 agency meeting; and schedule of the proposed plan.

Agency Meetings

An agency kickoff meeting was held on May 24, 2007. Representatives from WisDOT's North Central Region and WDNR were in attendance. A project summary was presented that included the purpose and need, study area, previous planning study, alternatives, field investigations, upcoming engineering tasks, and schedule.

On August 9 and August 30, 2007, WisDOT and WDNR met to discuss Wisconsin's stormwater management rules and procedures. They also discussed potential methods to reduce total suspended solids in the stormwater system. It was determined that at least one method would be incorporated into the projects final design.

A meeting with WisDOT, WDNR, and USACOE was held on October 23, 2007. Discussions included potential mitigation requirements due to the project's impact to the environment. Potential requirements included banking wetland impact, enhancing fisheries, construction of biofilters (rain gardens), and open water embankment treatments. These treatments will be considered when possible.

Public Information Meeting

A fourth public information meeting was held at the Plover Municipal Building on June 11, 2007. Announcements of the meeting consisted of news releases and letters to all residents along the project. Approximately 125 people attended the meeting. The purpose and goal of this meeting was to update the public of the project and get their opinions and comments on the alternatives shown. Exhibits presented at the meeting included an overall map of the project, detailed maps of the two remaining alternatives, and typical roadway cross sections. The meeting was held as an open forum format. General comments from the meeting consisted of loss of parking concerns, lack of interest in roundabouts, and driveway location concerns.

Adjacent Property Owner Meetings

Several adjacent property owners had requested additional information regarding the proposed project during the fourth public information meeting. In order to address the property owner's questions adequately, several 'open house' type meetings at the villages of Plover and Whiting were offered during the following dates:

- Tuesday, July 31, 2007 – Village of Plover Municipal Building from 8:00AM – 5:00PM.
- Wednesday, August 1, 2007 – Village of Whiting Municipal Building from 8:00AM – 12:00PM
- Wednesday, August 1, 2007 - Village of Plover Municipal Building from 1:00PM – 6:00PM
- Friday, August 3, 2007 - Village of Whiting Municipal Building from 8:00AM – 5:00PM
- Tuesday, August 7, 2007 – Village of Plover Municipal Building from 8:00AM – 5:00PM

- a) Identify groups (e.g., elderly, handicapped), minority populations and low-income populations that participated in the public involvement process. This would include any organizations and special interest groups.

The public involvement associated with this project encouraged all organizations and special interest groups to participate. There are no known organized minority, low-income, or elderly communities affected by the proposed action.

- b) Describe, briefly, the issues, if any, identified by any groups, minority populations and/or low-income populations during the public involvement process.

No issues were identified.

- c) Briefly describe how the issues identified above were addressed. Include a discussion of those that were avoided as well as those that were minimized and those that are to be mitigated. Include a brief discussion of proposed mitigation, if any.

A solution to help pedestrians cross the roadway was to use median refuge areas at intersections. This would allow for the pedestrians to only have to cross one direction of traffic at a time. This would make it safer for all pedestrians using the facilities.

Another element of the project that will help pedestrians move about is the continuous sidewalk along the entire length of the project. In order to reduce bicycle/pedestrian conflicts, designated bike lanes are also proposed along the entire corridor. See Figure 2, the proposed 4-lane typical section in question number 1 for a detail of these proposed improvements.

TRAFFIC SUMMARY

	ALTERNATE	No Build	Alt 3 (Preferred)		
	SEGMENT TERMINI	(STH 54)/CTH B to CTH HH	(STH 54)/ CTH B to CTH HH		
TRAFFIC VOLUMES Existing	ADT Yr. 2002	13,800-20,400	13,800-20,400		
Const. Year	ADT Yr. 2015	19,600-27,000	19,600-27,000		
Const. Plus 10 Years	ADT Yr. 2025	24,100-32,000	24,100-32,000		
Design Year	ADT Yr. 2035	28,500-37,100	28,500-37,100		
	DHV Yr. 2035	670-1,250	670-1,250		
TRAFFIC FACTORS Design Year	K (100/200, or %)	10.1	10.1		
	D (%)	50/50	50/50		
	T (% of ADT)	3.5	3.5		
	T (% of DHV)	3.1	3.1		
	Level of Service	LOS E	LOS C		
SPEEDS Existing	Posted	30-35			
	Posted		35		
Design Year	Project Design Speed	N/A	40		
OTHER (Specify)	P (% of ADT)	11.9	11.9		
	K (% OF ADT)				

ADT = Average Daily Traffic

K_{100/200} or % = K₁₀₀ = Rural, K₂₀₀ = Urban, % = ADT in DHV

T = Trucks

= % ADT occurring in the average of the 8 highest consecutive hours of traffic on an average day. (Only required when a carbon monoxide analysis must be performed per Wisconsin Administrative Code - Chapter NR 411.)

DHV = Design Hourly Volume

D = % DHV in predominate direction of travel

P = % ADT in peak hour

ENVIRONMENTAL ISSUES

Indicate whether the issue listed below is a concern for the proposed action or alternative. If the issue is a concern, explain how it is to be addressed or where it is addressed in this environmental document.

1) Would the proposed action stimulate substantial secondary environmental effects?

No

Yes - Explain or indicate where addressed.

2) Would the creation of a new environmental effect result from this proposed action?

No

Yes - Explain or indicate where addressed.

3) Would the proposed action impact geographically scarce resources?

No

Yes - Explain or indicate where addressed.

4) Would the proposed action have a precedent-setting nature?

No

Yes - Explain or indicate where addressed.

5) Is the degree of controversy associated with the proposed action high?

No

Yes - Explain or indicate where addressed.

6) Would the proposed action have any conflicts with official agency plans or local, state, or national policies, including conflicts resulting from potential effects of transportation on land use and land use on transportation demand?

No

Yes - Explain or indicate where addressed.

7) Would the proposed action contribute to cumulative environmental impacts of repeated actions?

No

Yes - Explain or indicate where addressed.

ENVIRONMENTAL COMMITMENTS

Identify and describe any commitments made to protect the environment. Indicate when the commitment should be implemented and who in WisDOT would have jurisdiction to assure fulfillment for each commitment.

ATTACH THESE PAGES TO THE DESIGN STUDY REPORT

A. General Economics

No Commitments Needed

B. Community & Residential

Commitments Made

Provide access during construction to the adjacent residences. The construction engineer will monitor and ensure fulfillment of this commitment. See the Community or Residential factor sheet.

C. Commercial & Industrial

Commitments Made

Provide access during construction to the adjacent businesses. The construction engineer will monitor and ensure fulfillment of this commitment. See the Economic Development & Business factor sheet.

D. Agriculture

No Commitments Needed

E. Environmental Justice

No Commitments Needed

F. Wetlands

Commitments Made

Unavoidable wetland losses of 0.06 acres (0.02 hectares) will be compensated for at a WisDOT Wetland Bank Site in accordance with the WisDOT/WDNR Cooperative Agreement. See the Wetlands factor sheet.

G. Streams & Floodplains

Commitments Made

Standard erosion control practices will be implemented during construction to minimize short-term adverse effects. Following construction, the habitats will be reestablished to function similar to preconstruction conditions. The commitments will be evaluated during the final design phase and the construction engineer will monitor and ensure fulfillment. See the Streams and Flood plains factor sheet.

H. Lakes or Other Open Water

Commitments Made

Standard erosion control practices will be implemented during construction to minimize short-term adverse effects. Following construction, the habitats will be reestablished to function similar to preconstruction conditions. Along the causeway at McDill Pond, the east shoulder of the road will have a 3:1 grassed sloped. If new beam guard is required along the east edge of the roadway at McDill Pond, an opening across from the boat landing will be provided in order to allow people to cross the road.

Along the shoreline at Springville Pond, the shoulder of the road may continue to have rock similar to the existing conditions. For both McDill Pond and Springville Pond, some sort of fishery enhancement will be considered and constructed within these two bodies of water. Additional coordination with both the USACOE and WDNR will be required prior to construction to obtain agreement with the fishery enhancement proposal. The commitments will be evaluated during the final design phase and the construction engineer will monitor and ensure fulfillment. See the Lake or Waterbody Impact Evaluation factor sheets for both McDill Pond and Springville Pond.

I. Upland Habitat

No Commitments Needed

J. Erosion Control

Commitments Made

Erosion control measures will be implemented as requested by the WDNR and required by WisDOT. WisDOT, as per the WisDOT/WDNR cooperative agreement, will contact the area WDNR liason person and coordinate with the WDNR prior to performing any construction activities.

During construction, impacts to water quality will be minimized by implementing erosion control measures as specified in the construction contract and by assuring that measures implemented conform to both the contract's special provisions and WisDOT's Standard Specifications for Road and bridge construction. In addition, construction near surface drainage ways will be avoided during periods of rapid snow melt or spring rains.

Construction site erosion and sediment control procedures will be followed as set forth in Trans 401 of the Wisconsin Administrative Code and the WisDOT/WDNR Cooperative Agreement. During design and erosion control plan will be developed in consultation with the WDNR. Specifically, erosion control for borrow sites and waste areas will be discussed in the Contractor's Erosion Control Implementation Plan (ECIP). The ECIP will aslo compliment WisDOT's erosion control plan. The ECIP will establish the schedule of implementation for temporary and permanent erosion control measures to be implemented before, during, and after construction at the borrow or waste site. The ECIP will become part of the contract and will be submitted to WisDOT for approval and the WDNR for concurrence. See the Erosion Control factor sheet. The construction engineer will monitor and ensure fulfillment of this commitment.

K. Storm Water Management

Commitments Made

Biofilters and sump catch basins are proposed to be constructed in order to meet WDNR's total suspended solids reduction goal. The WDNR has indicated that if the storm water plan does not reduce total suspended solids by 40% when the villages own the roadway, the villages will have to compensate by adding stormwater management measures to the project or elsewhere by 2013 to be in compliance with their future permit requirements. If the plan does not meet 40% reductions, the villages of Plover and Whiting will be notified of this situation prior to taking ownership of this road. The stormwater management practice performance will be evaluated during the final design phase and WisDOT's project manager will follow through with this commitment. If the proposed practices do not meet the villages needs, then WisDOT will discuss additional alternatives with them.

Air Quality

- The project is exempt from permit requirements per Wisconsin Administrative Code – Chapter NR 411 criteria.
- A construction permit is required for this project and an application has been submitted to the Department of Natural Resources – Bureau of Air Management. Construction on the project will not begin until the Construction Permit has been issued. See the Air Quality Factor Sheet.
- A construction permit is required for this project and has been issued by the Department of Natural Resources – Bureau of Air Management. The Construction Permit Number is . See the Air Quality Factor Sheet.

M. Construction Stage Sound Quality

- No receptors are located in the project area. No impacts are anticipated from construction noise.
- To reduce the potential impact of Construction Noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between 10:00 p.m. and 6:00 a.m. without prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good working order, free from leaks or holes. See Construction Stage Sound Quality Factor Sheet.

N. Traffic Noise

No Commitments Needed

O. Section 4(f) and 6(f)

No Commitments Needed

P. Historic Resources No Commitments Needed

Q. Archaeological Resources Commitments Made

The contractor shall contact the Archaeological Program Coordinator at WisDOT, Bureau of Equity And Environmental Resources (BEES) to arrange for an Archaeologist to monitor sites at stations from 337+50 to 346+50 and from 362+00 to 372+00. BEES should be contacted a minimum of two weeks in advance of the beginning of work notice. The contact at BEES is Lynn Cloud or Jim Becker. See Exhibit 3 for site locations. In accordance with state and federal laws, should archaeological materials be discovered during construction, construction activities will cease in that area and WisDOT and appropriate Native American groups will be contacted for consultation.

R. Hazardous Substances or USTs Commitments Made

Special provisions for the removal and proper management of contamination will be incorporated into the design plans. Contaminated soil encountered during construction will be excavated and properly disposed of. Contaminated groundwater removed during dewatering of excavation areas will be properly disposed of. Contaminant migration barriers will be placed in the subgrade if necessary. The construction engineer will monitor and ensure fulfillment of this commitment. See the Hazardous Substances or Underground Storage Tank (USTs) factor sheet

S. Aesthetics No Commitments Needed

T. Coastal Zone No Commitments Needed

U. Other No Commitments Needed

FACTOR SHEET INDEX

- **General Economics Impact Evaluation**..... *Form DT2078*
- **Community or Residential Impact Evaluation** *Form DT2075*
- **Economic Development and Business Impact Evaluation** *Form DT2095*
- **Wetlands Impact Evaluation**..... *Form DT2099*
- **Streams and Floodplains Impact Evaluation** *Form DT2097*
- **Lake or Waterbody Impact Evaluation (Springville Pond)**..... *Form DT2071*
- **Lake or Waterbody Impact Evaluation (McDill Pond)**..... *Form DT2071*
- **Erosion Control** *Form DT2080*
- **Stormwater Impact Evaluation** *Form DT2076*
- **Construction Stage Sound Quality Impact Evaluation** *Form DT2074*
- **Hazardous Substances or Underground Storage Tanks (USTs)**. *Form DT2079*
- **Aesthetics Impact Evaluation**..... *Form DT2062*

GENERAL ECONOMICS IMPACT EVALUATION

DT2078 2004

Wisconsin Department of Transportation

Alternative Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Portion of Project This Sheet is Evaluating STH 54/CTH B to Minnesota Avenue	

- 1) Describe, briefly, the existing economic characteristics of the area around the project. This could include type(s) of farming, retail or wholesale businesses, manufacturing, tourism, or other elements contributing to the area's economy and potentially affected by the project.

The project extends from the central area of the village of Plover and ends near the northern limit of the village of Whiting. In addition to residential buildings, there are commercial and institutional (educational) land uses. Commercial properties include manufacturing, retail services, shopping centers, professional services, and restaurants. Roosevelt Elementary School, which is part of the Stevens Point Area School District, is located along the corridor. The corridor includes a causeway over McDill Pond, providing a boat landing which promotes recreational and tourism businesses. The corridor is also adjacent to four recreational facilities: Veteran's Memorial Park, Springville Pond Park, Upper Whiting Park, and the Green Circle Trail.

The village of Plover had a 2000 census population of 10,520, and is expected to increase to 16,350 by the year 2020. The village is rapidly growing, with annexation of the town of Plover taking place to east, south, and southwest. The median household income in 2000 was \$51,238. Employment is evenly distributed in a variety of professions. The unemployment rate in 2000 was 3%.

The village of Whiting had a 2000 census population of 1,760, and is expected to decrease to 1,631 by the year 2020. This is because the village is landlocked between Stevens Point to the north and the village of Plover to the south, and it is projected that some residential buildings will be replaced by commercial space in the future. The median household income in 2000 was \$42,381. Employment is evenly distributed in a variety of professions. The unemployment rate in 2000 was 2%.

- 2) Discuss the economic advantages and disadvantages of the proposed action. Indicate how the project would affect the characteristics described in item 1 above.

Future land use plans indicate that the majority of residential properties adjacent to the corridor within the village of Plover will be developed into commercial properties. Future land use plans indicate that all properties adjacent to the corridor within the village of Whiting will eventually be developed into commercial properties. For both villages, the proposed action would have a beneficial effect to the economy by better serving the developments with a functionally adequate facility. Improvements will provide existing and new businesses with better access which will promote consumer activity.

- 3) In general, will the proposed action increase or decrease the potential for economic development in the area influenced by the project?

The proposed action will increase potential for economic development in both the village of Plover and the village of Whiting.

COMMUNITY OR RESIDENTIAL IMPACT EVALUATION

DT2075 2004

Wisconsin Department of Transportation

Alternative <input checked="" type="checkbox"/> Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Location of Project This Sheet is Evaluating if Different From First Basic Sheet STH 54/CTH B to Minnesota Avenue	

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

Community/Neighborhood Name

Village of Plover

Village of Whiting

Community/Neighborhood Population

Village of Plover: 11,074 (2004 Estimate)

Village of Whiting: 1,724 (2004 Estimate)

Community is Unincorporated

Yes No

Community/Neighborhood Characteristics

The village of Plover and the village of Whiting are on the southern part of the Stevens Point urbanized area. The village of Plover, where the project begins, is 5,969 acres (9.3 square miles). The village of Whiting, where the project ends, is 1400 acres (2.2 square miles).

Year 2000 census data for the village of Plover reported that approximately 97 percent of the residents were white, with black/African American, Native American, Asian, and other races each being less than 1 percent of the population. There were 3,985 households reported. 5 percent consisted of a householder being over age 65. Approximately 6 percent of the residents, 4 percent of the families, and 4 percent of people aged 65 years and older were below the poverty level, respectively.

Of the 3,985 housing units, approximately 65 percent were owner occupied, and 71 percent were family households. The median home value was \$118,200. Approximately 92 percent of persons 25 years of age or older have obtained at least a high school education, and 38 percent have obtained at least a college degree.

Year 2000 census data for the village of Whiting reported that approximately 95 percent of the residents were white, 3 percent Asian, with black/African American, Native American, and other races each being less than 1 percent of the population. There were 690 households reported. 19 percent consisted of a householder being over age 65. Approximately 5 percent of the residents, 1 percent of the families, and 6 percent of people aged 65 years and older were below the poverty level, respectively.

Of the 690 housing units, approximately 75 percent were owner occupied, and 64 percent were family households. The median home value was \$97,000. Approximately 84 percent of persons 25 years of age or older have obtained at least a high school education, and 29 percent have obtained at least a college degree.

2) Identify and discuss the existing modes of transportation and their traffic within the community or neighborhood.

Both the village of Plover and the village of Whiting are urbanized within the project area. Modes of transportation include vehicle travel, mass transit, bicycling and walking. A Stevens Point bus route circulates south twelve times per day through the village of Whiting to the northern limit of the village of Plover (Tommy's Turnpike). In addition, cab services are offered to the area.

According to the 2000 census data, approximately 86 percent of workers commute to work alone in a personal motor vehicle, and another 9 percent regularly carpool. Of the remaining 5 percent, less than 1 percent was used on every other means of transportation.

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

The proposed changes to Business 51 will provide an increase in transportation opportunities while decreasing congestion along the corridor. Business 51 is the main route that connects Stevens Point to the north and USH 51 to the south, and is a vital arterial for the village of Plover and the village of Whiting.

The improvements will affect many modes of transportation. On-street bicycle lanes will be added to promote use of those facilities instead of sharing use with vehicle lanes or using sidewalks. Sidewalks, which are not currently provided in all areas, will be provided throughout the length of the project to benefit pedestrians.

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

The existing and planned land use will not be significantly affected by the proposed action. Land use will remain residential and commercial with schools and park land remaining in place. Even with a raised median proposed, several median openings along this stretch of roadway were strategically located to allow for driveway access throughout the corridor where possible. The proposed action will provide a safer and more efficient facility, and likely promote commercial growth and property development along the corridor.

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

Emergency services will be maintained during construction. A municipal police and fire department is located along Business 51, and will have driveway access maintained during construction. Once the proposed action is completed, the new facility will offer safer intersections, less congestion, and safer turning movements that will benefit all emergency services as well as the traveling public.

- 6) Describe any physical or access changes and their effects to lot frontages, driveways, or sidewalks. This could include effects on side slopes or driveways (steeper or flatter), reduced terraces, tree removal, vision corners, sidewalk removal, etc.

There will be a number of changes throughout the length of the corridor. The right-of-way width will be widened to accommodate 12-foot lanes, a median with dedicated left turn lanes, bike lanes, terraces and sidewalks on both sides of the roadway. The horizontal alignment will be adjusted where possible to avoid park land and historic structures. The alignment shift will cause impacts to frontages of many properties, and includes relocations of up to 33 buildings.

Properties that are to remain could see reduced frontage between Business 51 and the front of the building. Some driveways will be shifted to meet median openings, and could be steeper if there is a need to tie into higher existing ground. Terrace width between the curb and gutter and sidewalk will be increased. Trees will be removed as needed to accommodate construction, however there are landscaping alternatives within the corridor being proposed. Vision corners will be improved as necessary to meet design standards. The profile of the roadway will maintain a relatively flat grade.

- 7) Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have, overall, on the community/neighborhood. Also include and identify any minority population or low-income population that may be affected by the proposed action.

No community or neighborhood facilities, including the Plover Municipal Center, will be significantly impacted by the proposed action. Minor acquisition of park land will be necessary for Springville Pond Park, but the overall integrity of the park will be maintained as previously discussed. The school property adjacent to the project will not be impacted other than temporary inconveniences to traffic during construction. No effects are expected to any minority or low income populations.

- 8) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low-income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, form DT2093, Environmental Justice Impact Evaluation, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

- a) Is disabled population affected?
 No
 Yes - See form DT2093, Environmental Justice Impact Evaluation.
- b) Is elderly population affected?
 No
 Yes - See form DT2093, Environmental Justice Impact Evaluation.
- c) Are minority populations affected?
 No
 Yes - See form DT2093, Environmental Justice Impact Evaluation.
- d) Are low-income populations affected?
 No
 Yes - See form DT2093, Environmental Justice Impact Evaluation.

- 9) Identify and discuss, in general terms, factors that residents have indicated to be important or controversial.

There are up to 32 relocations that need to take place for the proposed action, which includes both residential and commercial buildings. These owners have a concern about the relocation process. Property owners with residences and commercial properties that are to remain have expressed concerns on driveway access, loss of property frontage, and loss of business parking stalls.

- 10) Indicate the number and type of any residential buildings which would be removed because of the proposed action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document.

- a) None
b) No occupied residential building will be acquired as a result of this project.
c) Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc. If item c) is checked, you must complete items 11 through 18.

There are 12 single family homes for this project.

11) Estimate the number of households that would be displaced from the Occupied residential buildings identified in item 10c) above.

Total Number of Households to be Relocated
12

(Note that this number may be greater than the number shown in 10c) above because an occupied apartment building may have many households.)

a) Number by Ownership

Number of Households Living in Owner Occupied Building	Number of Households Living in Rented Quarters 12
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b) Number of households to be relocated that have

1 Bedroom	2 Bedroom 10	3 Bedroom 2	4 or More Bedrooms
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c) Number of relocated households by type and price range of dwelling

Number of Single Family Dwellings 12	Price Range \$80,000 to \$109,999
Number of Multi-Family Dwellings 0	Price Range
Number of Apartments 0	Price Range

12) Describe the relocation potential in the community.

a) Number of Available Dwellings

1 Bedroom 2	2 Bedrooms 31	3 Bedrooms 43	4 or More Bedrooms 19
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b) Number of Available and Comparable Dwellings by Location

134 within Same Community	within
267 within Same Community	within

c) Number of Available and Comparable Dwellings by Type and Price. (Include dwellings in price ranges comparable to those being dislocated, if any.)

Single Family Dwellings 31, 2-3 bedroom 19, 4+ bedroom	Price Range \$80,000 to \$109,999 \$50,000 to \$79,999
Multi-Family Dwellings	
Apartments	

Identify all the sources of information used to obtain the data in item 12.

- WisDOT Real Estate
- Newspaper Listing(s)

- Multiple Listing Service (MLS)
- Other - Identify Internet

14) Indicate the number of households to be relocated that have the following special characteristics.

Number of Minority Households 0	Number of Elderly Households 0
Number of Households with Disabled Residents 0	Number of Low-Income Households 0
Number of Households Made up of a Large Family (5 or more individuals) 0	Number of Households with no Special Characteristics 12
Number of Households for Which it is not Known Whether They Have Special Characteristics 0	

15) Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

Relocation assistance will be done with URA compliance by WisDOT staff.

16) Identify any difficulties or unusual conditions for relocating households displaced by the proposed action.

None

17) Indicate whether Special Relocation Assistance Service will be needed. Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above.

- No
 Yes - Describe services that will be required.

, Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

NA

**ECONOMIC DEVELOPMENT AND BUSINESS
IMPACT EVALUATION**

DT2095 2005

Alternative
Preferred

Preferred
 Yes No

Length of Project This Sheet is Evaluating

Approximately 3.5 Miles of Centerline extending from STH 54 to Minnesota Avenue

- 1) Describe the economic development or existing business areas affected by the proposed action.
The proposed action will widely affect existing and future businesses in the village of Plover and village of Whiting. It is expected that Business 51 will be developed almost exclusively into commercial properties for the entire area along the project limits. The benefits that will arise due to the proposed action include medians to provide dedicated left turns and refuge for exiting vehicles, bike lanes and sidewalks to promote businesses to non-motor vehicle consumers, and improved aesthetics to attract consumers from a visual aspect.

Adverse impacts include right-of-way acquisition of store frontage (including parking space) and outright acquisition of some existing commercial properties. The project will require the purchase of 13.4 acres of right-of-way, and remove about 375 available parking spaces. This decrease equates to 11 percent of total parking spaces for the respective businesses along the corridor. In order to meet design standards for the median, some businesses may only be accessed via right-in/right-out movements, or require u-turns along Business 51.

During construction, there will be temporary inconveniences to businesses. Business 51 will remain open with at least one lane of traffic in each direction. Accessibility will be maintained to all businesses.

- 2) Identify and discuss the existing modes of transportation and their traffic within the economic development or existing business area.

Both the village of Plover and the village of Whiting are urbanized within the project area. Modes of transportation include vehicle travel, mass transit, bicycling and walking. A Stevens Point bus route circulates south twelve times per day through the village of Whiting to the northern limit of the village of Plover (Tommy's Turnpike). In addition, cab services are offered to the area.

According to the 2000 census data, approximately 86 percent of workers commute to work alone in a personal motor vehicle, and another 9 percent regularly carpool. Of the remaining 5 percent, less than 1 percent was used on every other means of transportation.

- 3) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, DT2093, Environmental Justice Impact Evaluation, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

- a) No - Disabled population is not affected.
 Yes - Disabled population is affected. See DT2093, Environmental Justice Impact Evaluation.
- b) No - Elderly population is not affected.
 Yes - Elderly population is affected. See DT2093, Environmental Justice Impact Evaluation.
- c) No - Minority population is not affected.
 Yes - Minority population is affected. See DT2093, Environmental Justice Impact Evaluation.
- d) No - Low-income population is not affected.
 Yes - Low income population is affected. See DT2093, Environmental Justice Impact Evaluation.

4) Identify and discuss effects on the economic development potential and existing businesses that are dependent upon the transportation facility for continued economic viability.

- The proposed project will have no effect on a transportation-dependent business or industry.
- The proposed action will change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects which may occur during construction.

Business 51 is the main arterial for both the village of Plover and the village of Whiting, and serves as an important business corridor for both communities. The proposed action should have beneficial effects such as decreased congestion, safer crossings for vehicles and non-motorized transportation, dedicated left turn lanes and improved aesthetics.

Construction will cause temporary inconveniences, however the road will remain open, and driveway access should always be maintained. Some businesses may have to share driveways or feature right-in/right-out movements, but these should not be long term hindrances for the respective businesses.

5) Estimate the number of businesses and jobs that would be created or displaced because of the project.

a) Total number created None

Number created by type including number of jobs.

Retail businesses created		Retail jobs created	
Service businesses created		Service jobs created	
Wholesale businesses created		Wholesale jobs created	
Manufacturing businesses created		Manufacturing jobs created	

b) Total number displaced. 20 None

Number displaced by type and number of jobs.

Retail businesses displaced	7	Retail jobs displaced	25
Service businesses displaced	10	Service jobs displaced	66
Wholesale businesses displaced	0	Wholesale jobs displaced	0
Manufacturing businesses displaced	0	Manufacturing jobs displaced	0

6) Identify any special characteristics of the created or displaced businesses or their employees.

a) Number of created businesses by special characteristics None

Number of created businesses that will employ elderly
serve elderly

Number of created businesses that will employ disabled
serve disabled

Number of created businesses that will employ low income people
serve low income people

Number of created businesses that will employ a minority population
serve a minority

b) Number of displaced businesses by special characteristics None

Number of displaced businesses that will employ elderly
serve elderly

Number of displaced businesses that will employ disabled
serve disabled

Number of displaced businesses that will employ low income people
serve low income people

Number of displaced businesses that will employ a minority population
serve a minority

7) Is Special Relocation Assistance Needed?

No

Yes – Describe special relocation needs.

8) Describe the business relocation potential in the community.

a) Total number of available business buildings in the community. 23

b) Number of available and comparable business buildings by location

8 Number of available and comparable business buildings within same community

Number of available and comparable business buildings within

Number of available and comparable business buildings within

c) Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any.)

6 Number of available and comparable single business buildings in the price range of \$140,000 to \$169,999

2 Number of available and comparable single business buildings in the price range of \$200,000 to \$249,999

2 Number of available and comparable single business buildings in the price range of Over \$250,000

Number of available and comparable multi- business buildings in the price range of

Number of available and comparable multi-business buildings in the price range of

Number of available and comparable multi- business buildings in the price range of

9) Identify all the sources of information used to obtain the data in item 8.

WisDOT Real Estate

Multiple Listing Service (MLS)

Newspaper listing(s)

Other - Identify: internet

10) Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

The relocation assistance will be in compliance with URA regulations.

11) Identify any difficulties for relocating a business displaced by the proposed action and describe any special services needed to remedy identified unusual conditions.

One of the businesses is legally non-conforming to the local zoning regulations. Acquisition of this business may require additional structures and land that is not abutting Business 51.

Another business has additional buildings that are dependent on and adjacent to the target building. Additional parcels may also be purchased.

12) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

None.

13) Generally describe both the beneficial and adverse effects accruing to:

- a) The area's economic development potential or existing business area caused by the proposed action. Include any factors identified by business people that they feel are important or controversial.

The effects should be minimal.

- b) The employment potential and existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects accruing to minority populations or low-income populations.

In the short term, the relocation of the businesses will change the affected employee's driving patterns. In the long term, there are empty lots along Business 51 that are anticipated to be developed partially due to this project. There are no known effects that would be accrued upon minority or low-income populations.

WETLANDS IMPACT EVALUATION

DT2099 12/2005

Wisconsin Department of Transportation

Alternative
Preferred

Preferred
 Yes No

Length of Center Line and Termini This Sheet is Evaluating
3.5 Miles

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

Three (3) wetland areas (Areas A, B, and C) were identified in the project area and field verified on November 15, 2005. A portion of one wetland area (Area A) may be located within the footprint of the project alternative. Dependent on final design considerations, placement of suitable granular fill will occur within an unavoidable wetland area.

- 2) Describe the location of wetland(s) affected by the proposal. Include wetland name(s), if available. (Use maps, sketches, or other graphic aids.)

Wetland Area A consists of a wet meadow (M) and riparian emergent (RPE) wetland located on the north end of Springville Dam, adjacent to Springville Pond.

Wetland Area B consists of a wet meadow (M) and riparian emergent (RPE) wetland located in the footprint of the corridor alternative, adjacent to the Little Plover River.

Wetland Area C consists of a wet meadow (M) and riparian emergent (RPE) wetland located west of the preferred alternative, adjacent to McDill Pond.

Figures 3, 4, and 5 show the wetland boundary locations.

- 3) This wetland is:

- Isolated from stream, lake or other surface water body.
 Not contiguous, but within 5-year floodplain.
 Contiguous (in contact) with a stream, lake, or other water body.

Identify corresponding stream, lake, or other water body by name or town-range location:

Wetland Area A is contiguous with Springville Pond.

Wetland Area B is contiguous with the Little Plover River, below the Springville dam.

Wetland Area C is contiguous with McDill Pond.

- 4) List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland. (List should include both permanent and seasonal residents).

Wildlife species observed in the wetlands during the site reconnaissance completed in fall 2005 include various songbird species, crows, and whitetail deer tracks. Other wildlife species common to central Wisconsin likely inhabit these wetland habitats. Expected seasonal residents include other waterfowl, songbirds and shorebirds. Expected permanent residents include songbirds, raptors, herptiles, ruffed grouse, and mammals (small mammals, furbearers, and whitetail deer).

5) Are there any known endangered or threatened species affected by the project?

No

Yes - Identify the species and indicate whether it is on Federal or State lists.

Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

6) 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 must be checked for the Statewide Wetland Finding to apply.**

Project is either a bridge replacement or other reconstruction within 0.5 km (0.3 mile) of the existing location.

The project requires the use of 3 hectares (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.

7) Erosion control or storm water management measures, which will be used to protect the wetland, are shown on form (either or both):

DT2080, Erosion Control Impact Evaluation

DT2076, Storm water Impact Evaluation

Neither form - Briefly describe measures to be used

8) Section 404 Permit

Not Applicable - No fill to be placed in wetlands

Applicable - Fill will be placed in wetlands.
Indicate area of wetlands filled Acres (Hectares)

Individual Section 404 Permit required

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

Non-Reporting GP

Provisional GP

Provisional LOP

Programmatic GP

9) Section 10 Waters. For navigable waters of the United States (Section 10) indicate which Nationwide Permit is required.

Not applicable.

Indicate whether Pre-Construction Notification (PCN) to the U.S. Corps of Engineers(USACE) is:

- Required
 Submitted on _____ (Date)

Status of PCN
USACE has made the following determination on _____ (Date)

Due to the uncertainty of when the project will be constructed, a Section 404 permit will be applied for during the final design phase of this project.

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

10) Identify wetland type(s) that will be filled or converted to another use. Use the DOT Wetland Bank System. (See FDM Procedure 24-5-10, Figure 2.) If the National Wetlands Inventory (NWI) or Wisconsin Wetlands Inventory (WWI) are used to identify the types of wetlands, translate them to the DOT Wetland Bank System, wetland types.

a) Approximate areas of wetlands filled or converted by type.

Wetland Type	Area of Wetland Type	Acres	Hectares
M, RPE		0.06	0.0005

11) Wetland Mitigation
(NOTE: Avoidance and minimization mitigation are required.)

a) Wetland Avoidance

- i) 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.

The project alternative is constrained by location, relative to the Springville Dam. Design altered to avoid wetlands west of the Springville Dam.

- ii) Indicate the total area of wetlands avoided

1.8 acres, (0.73 Hectares)

b) Minimize the amount of wetlands affected

- i) 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.

The project alternative is located in an area that contains jurisdictional wetlands that are considered common to central Wisconsin. Side slopes will be increased to minimize wetland impacts. Construction staging will not be conducted within adjacent wetlands.

ii) Indicate the total area of wetlands saved through minimization

0.1 Acres
0 (Hectares)

c) Compensation for unavoidable loss

Is compensation of unavoidable wetland loss required?

- Yes
 No. Explain.

Wetland compensation will be completed at an existing local WisDOT wetland mitigation bank site.

d) Type and amount of compensation

- On-Site Replacement- Wetland replacement located in the general proximity of the project site within the same local watershed. These replacements are often contiguous to the project.

Wetland type of on-site replacement

Total area of on-site replacement
Acres
(Hectares)

- Near-Site or Off-site Replacement - Replacement opportunity for wetland compensation within a 8.05 kilometers (5 mile) corridor centered over the highway alignment or a wetland replacement located away from the project site, generally outside the project's local watershed.

Wetland type of off-site replacement

Near-site and off-site wetland replacement opportunities have been assessed. Given the urban setting of this project, there are no potential wetland restoration sites available.

Total area of off-site replacement

Acres
(Hectares)

- No near or off-site replacement - Describe reasons no near or off-site opportunities were found.

- Wetland Mitigation Bank Site - A wetland compensation site containing wetland credit areas and wetland types from bank developed wetland restoration/creation projects or surplus areas from the wetland compensation projects of specific DOT facility development projects.

Indicate name or location of wetland mitigation bank site to be used for the replacement of unavoidable wetland loss.

Wetland impacts will likely be compensated at the Big Eau Pleine bank site.

Wetland type of bank-site replacement

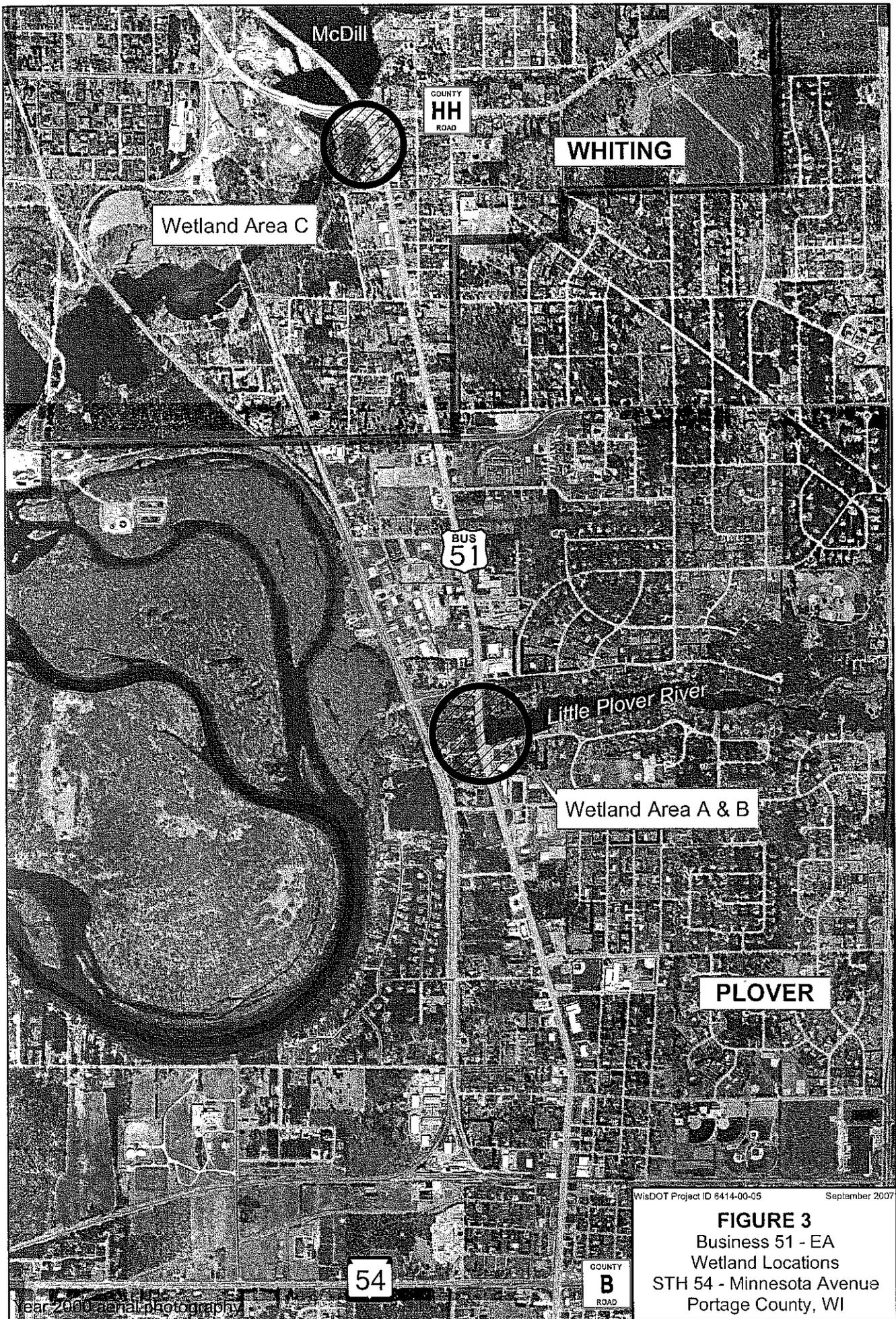
Wetland impacts will likely be compensated at a 1:1 ratio for the impacted wet meadow (M) wetland. The M wetland will be replaced with M wetland. At the same bank site, the riparian emergent (RPE) Wetland impacts will likely be compensated at the same bank site at a 1.3:1 ratio for the riparian emergent (RPE) wetland (The RPE wetland will be replaced with M).

Total area of bank-site replacement

0.01 Acres

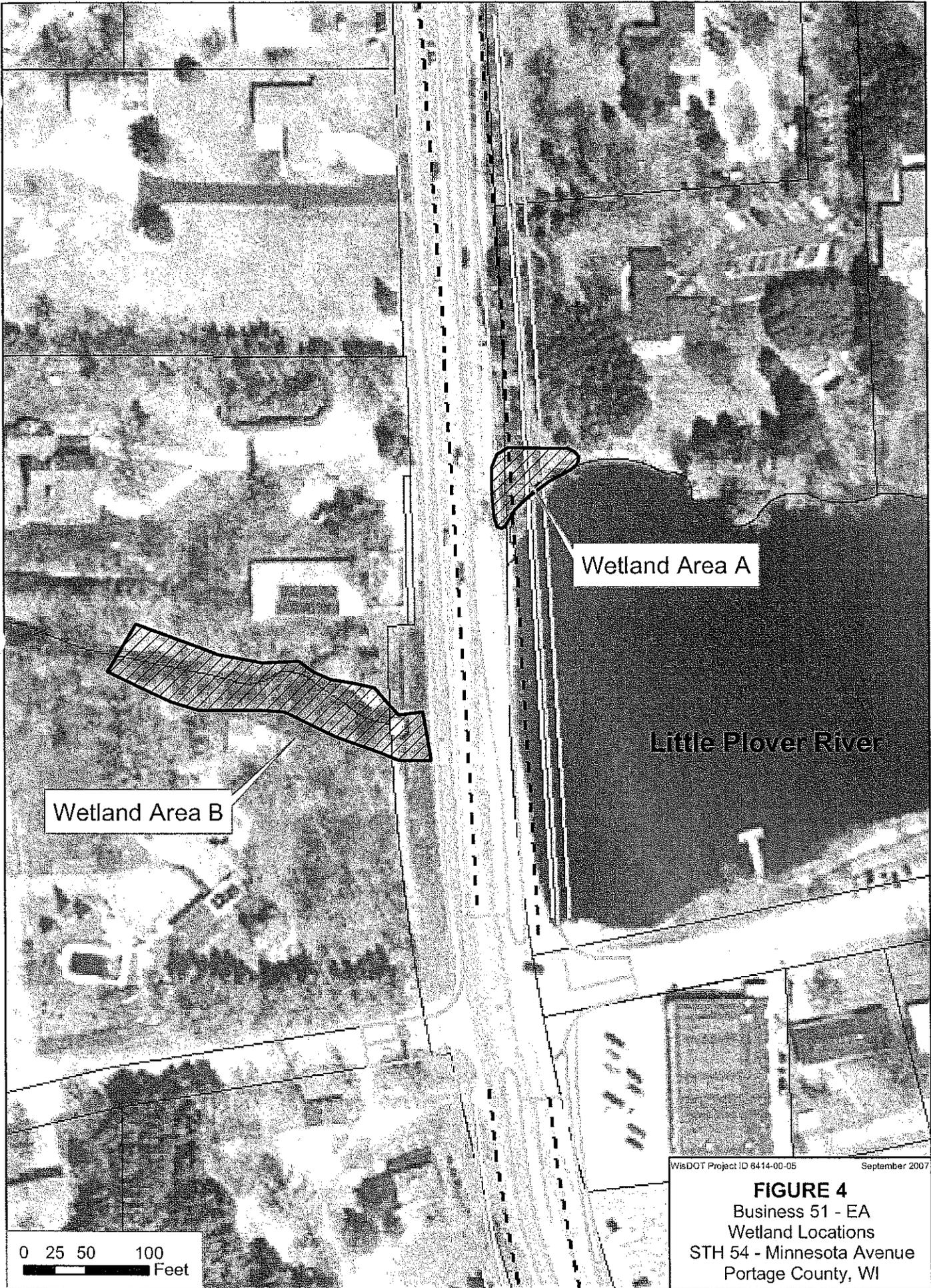
0.0005 (Hectares)

Describe decision process used to determine the use of the bank-site and provide any coordination documentation with regulatory or resource agencies.



WisDOT Project ID 6414-00-05 September 2007

FIGURE 3
Business 51 - EA
Wetland Locations
STH 54 - Minnesota Avenue
Portage County, WI



Wetland Area B

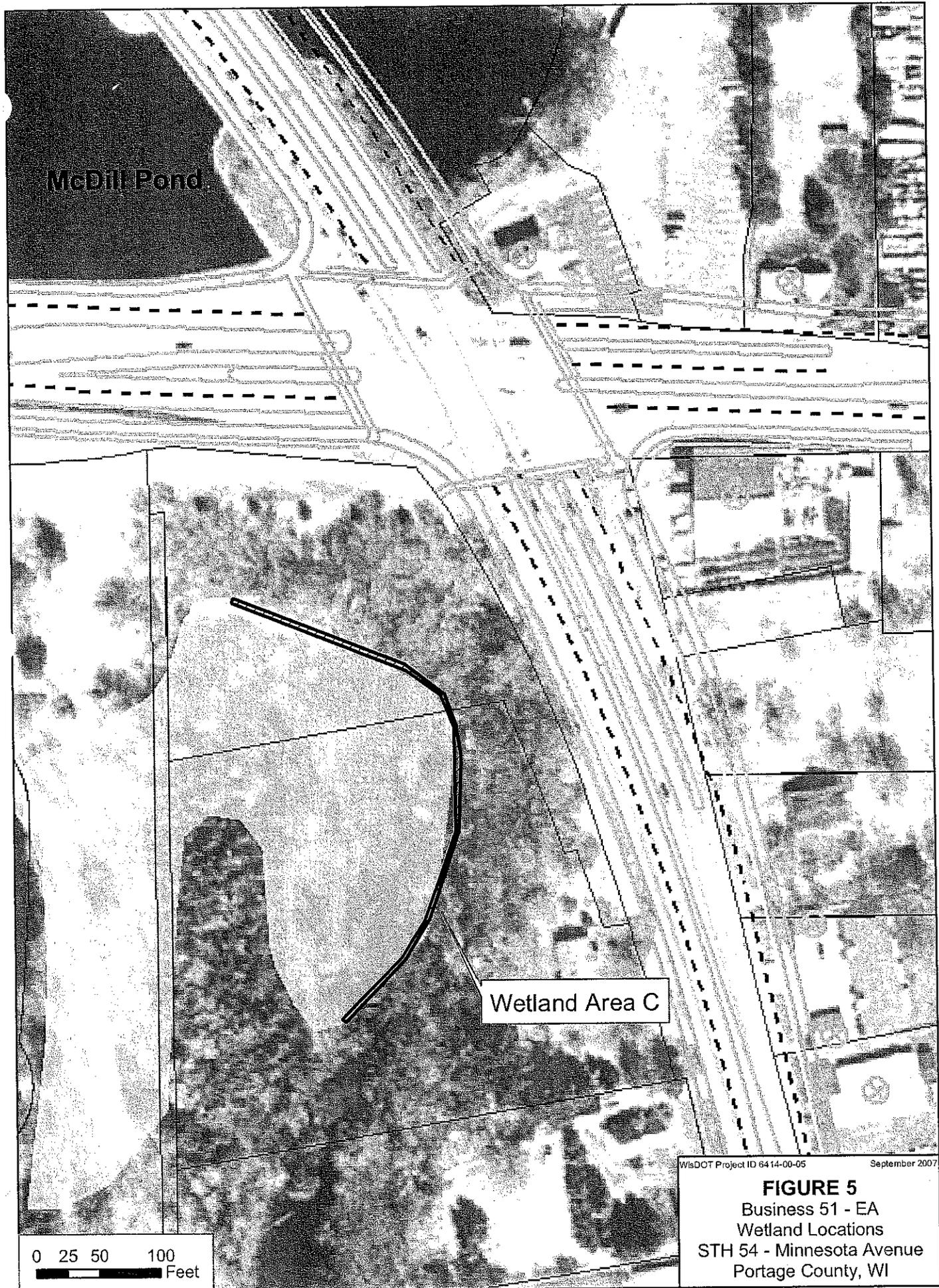
Wetland Area A

Little Plover River

0 25 50 100
Feet

WisDOT Project ID 6414-00-05 September 2007

FIGURE 4
Business 51 - EA
Wetland Locations
STH 54 - Minnesota Avenue
Portage County, WI



McDill Pond

Wetland Area C

0 25 50 100
Feet

WisDOT Project ID 6414-00-05 September 2007

FIGURE 5
Business 51 - EA
Wetland Locations
STH 54 - Minnesota Avenue
Portage County, WI

STREAMS AND FLOODPLAINS IMPACT EVALUATION

Wisconsin Department of Transportation

DT2097 12/2006

Alternative Preferred		Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Location of Project This Sheet is Evaluating 3.5 Miles			
1) Stream Name Little Plover River		2) Stream Location Section 15, T23N, R8E	
3) Stream Type <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Warm water <input type="checkbox"/> Trout-Class <input type="checkbox"/> Wild and Scenic River Stream Class (If known)		4) Size of Upstream Watershed Area <input checked="" type="checkbox"/> Permanent Flow (year-round) <input type="checkbox"/> Temporary Flow (dry part of year)	
5) Stream Characteristics			
a) Substrate <input checked="" type="checkbox"/> Sand <input type="checkbox"/> Silt <input type="checkbox"/> Clay <input checked="" type="checkbox"/> Cobbles <input type="checkbox"/> Other-Describe:		c) Vegetation in Stream <input type="checkbox"/> Absent <input checked="" type="checkbox"/> Present - If known describe: Broad-leaved cattail, duckweed	
b) Average Water Depth 8 - 12 inches		e) If water quality data is available, include this information (e.g., DNR or local discharger might have such records).	
d) Identify Fish Species Present None observed			

6) Are there any known endangered or threatened species affected by the project?

No

Yes - Identify the species and indicate whether it is on Federal or State lists.

Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.

Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.

7) If bridge replacement, are migratory bird nests present?

No

Yes - Identify Bird Species present
Estimated number of nests is:

8) Is a U.S. Fish & Wildlife Depredation Permit required to remove swallow nests?

Not Applicable

No - Describe mitigative measures.

Yes

9) Describe land adjacent to stream. If wetland, give type.

Riparian land immediately adjacent to the Little Plover River, below the Springville Dam, is primarily steeply wooded with limited residential properties. Wet meadow (M) and riparian emergent (RPE) wetlands are associated with the river channel and margins. Land use adjacent to the riparian zone consists of residential and commercial uses.

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

No point-source dischargers or receivers are known to exist. Storm water drainage from the Business 51 corridor is considered a non-point source discharger to the river. Municipal and residential runoff is the primary non-point source of storm water.

11) Section 404 Permit

Not Applicable - No fill to be placed in wetlands.

Applicable - Fill will be placed in wetlands.
Indicate area of wetlands filled. Acres (Hectares)

Individual Section 404 Permit required

General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404.
Indicate which GP or LOP is required.

Non-Reporting GP

Provisional GP

Provisional LOP

Programmatic GP

12) Section 10 Waters

For navigable waters of the United States (Section 10) indicate whether the U.S. Coast Guard has been notified?

No

Yes - Describe results of Notification.

Identify which Nationwide Section 10/404 Permit is required.

A general permit is required and will be completed during the final design phase of this project.

Indicate whether Pre-Construction Notification (PCN) to the U.S. Corps of Engineers(USACE) is:

Required

Submitted on (Date)

Status of PCN

USACE has made the following determination on (Date)

The PCN will be prepared and submitted to the USACE during the final design phase of the project.

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

13) 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: U.S. Coast Guard must be notified when Section 10 waters are affected by a proposal.)

Work consists of incorporating a raised median and sidewalk installation and possibly replacing the existing culverts under Business 51. Existing pavement is associated with Springville Dam. Construction widening would be to the east, upstream of the dam. Fill will be required to expand roadway width.

- 14) Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be consistent with NR 116, the National Flood Insurance Program, and Governor's Executive Order #73.

No backwater will be created by the proposed action. The proposed culvert crossings will be adequately sized and backwater will not change from existing conditions.

- 15) Describe and provide the results of coordination with any floodplain zoning authority.

There has been no coordination with any floodplain zoning authority.

- 16) 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.

- 17) Discuss existing or planned floodplain use and briefly summarize the project's effects on that use.

The existing floodplain is steeply sloped woodland and provides wildlife habitat, floodwater storage, minimal storm water attenuation, and aesthetic benefits within this residential/light commercial setting. There are no known planned uses for the floodplain. The project will not impact the current use of the floodplain.

- 18) 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.

Construction on the upstream side of Springville Dam will create short-term impacts to the biological community during construction. Plants, animals, and aquatic species that may inhabit the construction area may be directly impacted during construction activities. Since this is an unclassified fishery and the impacts are minor and considered short-term, the project will not cause significant adverse impacts to the local biological community.

- 19) Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

Standard erosion control practices will be implemented during construction to minimize short-term adverse effects. Following construction, the habitats will be reestablished to function similar to preconstruction conditions.

- 20) Erosion control or storm water management measures which will be used to protect the stream are shown on form DT2080, Erosion Control Impact Evaluation and form DT2076, Stormwater Impact Evaluation.

- Yes
- No - Briefly describe measures to be used such as sheet piling, cofferdam, turbidity barrier, barges, construction blackout window, etc.

LAKE OR WATERBODY IMPACT EVALUATION
 (Lakes, Ponds, Impoundments, Flowages, etc.)

DT2071 2004

Alternative Preferred Business 51 Alternative	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
--	--

Length of Center Line and Termini This Sheet is Evaluating
 Station 267+00 to Station 270+00

1) Name of Lake or Waterbody Springville Pond	2) Location of Lake or Waterbody Plover, Wisconsin
--	---

3) Lake or Waterbody Type
 Lake Pond Impoundment Other - Describe

4) Area of Waterbody
 Hectares (Acres)
 Permanent (year-round)
 Temporary (dry part of year)

5) Lake or Waterbody Characteristics
 Bottom: Sand Silt Clay Cobbles Other - Describe

Maximum Depth <input type="checkbox"/> Meters (<input checked="" type="checkbox"/> Feet)	Vegetation in Lake or Waterbody <input type="checkbox"/> Absent <input checked="" type="checkbox"/> Present - If known - Describe Eurasian milfoil, curly-leaved pondweed, water lily, duckweed, coontail
--	--

6) Identify Fish Species Present Largemouth bass, smallmouth bass, panfish, stocked rainbow trout	7) If water quality data is available, include this information (e.g., DNR or local discharger might have such records). See attached water quality data.
--	--

8) Are there any known endangered or threatened species affected by the project?
 Yes - Identify the species
 Is the species on the federal list. Yes - Complete question 9.
 Is the species on the state list ONLY. Yes - Complete question 10.
 No No. - Check state list.

9) Has Section 7 coordination been completed with the U.S. Fish and Wildlife Service?
 Yes - Describe mitigation required to protect the federally listed endangered species. No

10) Has coordination with DNR been completed?
 Yes - Describe mitigation required to protect the State listed species. No

11) Will the project rehabilitate or replace a bridge or box culvert?
 Yes No

12) Are migratory bird nests present?
 Yes - Estimated number of nests is No

13) Is a U.S. Fish & Wildlife Depredation Permit required to remove migratory bird nests?
 Yes No - Describe measures to mitigate harm. N/A

14) Describe land adjacent to lake or waterbody which would be affected by the project. If wetland, give type.
 A portion of a municipal park is located on the south side of the Springville Dam. The majority of the dam shore is rip-rapped. A small wetland area consisting of wet meadow (M) and riparian wetland (forested) (RPF) is located on the north end of Springville Dam.

15) Describe proposed work in, over, or adjacent to lake or waterbody.
 Replace the corrugated metal pipes (CMP) and weir structure. In addition, the CMP's will be extended approximately 20' to the east (Springville Pond) side of the weir structure. The shore is primarily rip-rap.

16) Section 404 Permit
 Not Applicable - No fill to be placed in wetlands or waters
 Applicable - Fill will be placed in wetlands or waters
 Individual Permit Required
 Yes No
 Indicate area filled - Acres (Hectares)

General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404. Indicate which GP or LOP Required
 Yes No Non-Reporting GP Provisional GP
 Provisional LOP Programmatic GP

17) Section 10 Waters. For navigable waters of the United States (Section 10) indicate which nationwide permit is required.

Indicate whether Preconstruction notification (PCN) to the U.S. Corps of Engineers (USACE) is/was
 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

18) Discuss probable direct impacts to water quality in the waterbody, both during and after construction. Indicate the probable effects on plants and animals inhabiting or dependent upon the lake or waterbody.

Construction may cause short-term impacts to the biological community. Plants, animals, and aquatic species that may inhabit the construction area may be directly impacted during construction activities. Since these impacts are minor and considered short-term, the project will not cause significant adverse impacts to the local biological community.

19) Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

Standard erosion control practices will be implemented during construction to minimize short-term adverse effects. Following construction, the habitats will be reestablished to function similar to preconstruction conditions.

20) Erosion control or storm water management measures to be used to protect the waterbody are shown on the Erosion Control Factor Sheet and the Stormwater Management Factor Sheet

Yes

No - Briefly describe measures to be used such as sheet piling, cofferdam, turbidity barrier, barges, construction blackout window, etc.

L:\work\Projects\89656\eng\Springville Pond Factor Sheet.doc

Water Quality and Quantity



Several measures are used to characterize water quality in a pond as it relates to aquatic plants and algae. The most common measures are water clarity (Secchi depth), chlorophyll *a* (a measure of algae), and nutrients (nitrogen and phosphorus).

Water clarity is a measure of how deep light can penetrate. It is an aesthetic measure and is related to how deep rooted aquatic plants can grow. Water clarity is affected by water color, turbidity (suspended sediment), and algae (chlorophyll *a*). Compared with other ponds in Portage County the water clarity in Springville Pond is considered good. The average Secchi depth for similar ponds in Portage County was 5 feet (Figure 6) clarity in Springville Pond was better. During 2002-03, the water clarity of Springville Pond was the best during the month of August and the worst during July (Figure 5). These fluctuations throughout the summer are normal as algae populations and sedimentation increase and decrease.

Figure 5. Monthly average water clarity measurements in Springville Pond 2002-2003.

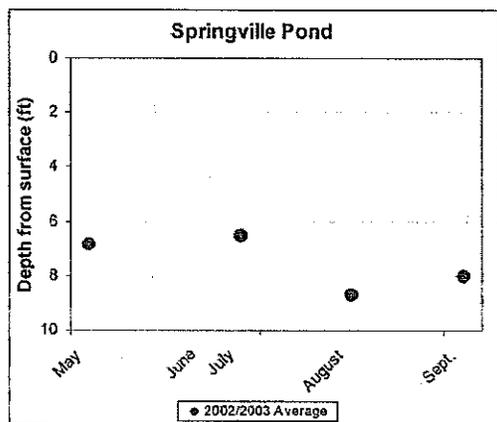
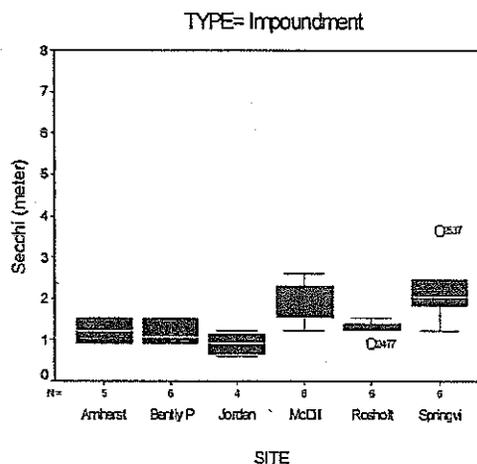


Figure 5. Comparison of Secchi readings for all impoundments in Portage County (2004).



Nutrients (phosphorus and nitrogen) are important measures of water quality in lakes because they are used for growth by algae and aquatic plants (similar to houseplants and crops). On average, phosphorus concentrations in Springville Pond were elevated but similar to other impoundments in Portage County (Figure 6). Although phosphorus concentrations were quite low during spring and fall, they increased

Timed released fertilizer Reg'd?

significantly during the summer when aquatic plants and algae are growing. These concentrations were enough to fuel nuisance algae blooms and abundant aquatic plant growth.

Nitrogen concentrations were extremely elevated for surface water (particularly nitrate) however these concentrations are similar to those measured in the Little Plover River and local groundwater (Figure 7). Phosphorus and nitrogen can be significantly increased by exposing soil, animal waste, septic systems, re-suspending bottom sediments, and lawn/garden/agriculture fertilizer. Efforts should be made to substantially reduce phosphorus and nitrogen in Springville Pond. Timing and the amount of aquatic plant removal must be approached with caution as removing too much biomass could result in more frequent algae blooms.

Figure 6. Median total phosphorus concentrations measured during the 2003/03 Portage County Lake Study.

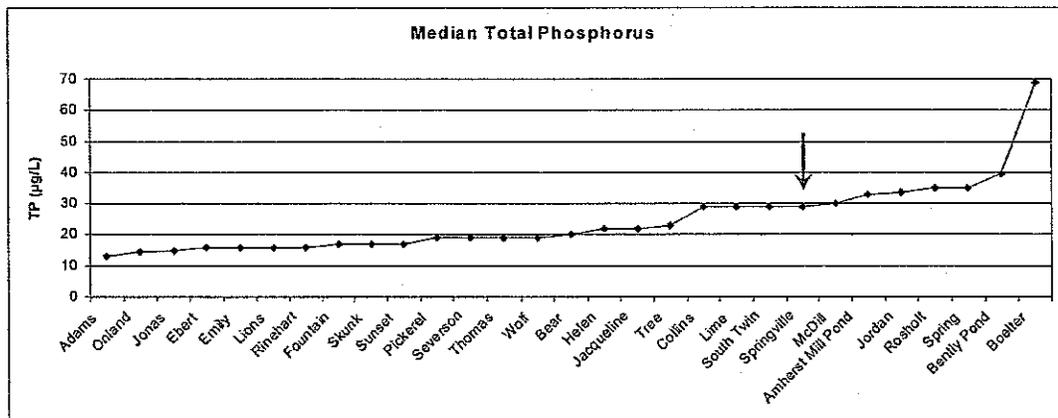
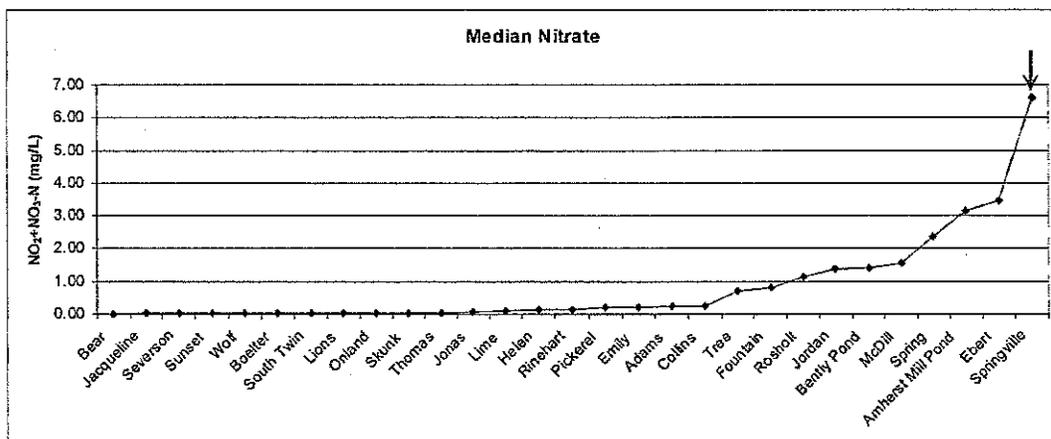


Figure 7. Median nitrate (NO₂+NO₃-N) concentrations measured between and in the Portage County Lake Study



LAKE OR WATERBODY IMPACT EVALUATION

Wisconsin Department of Transportation

(Lakes, Ponds, Impoundments, Flowages, etc.)

DT2071 2004

Alternative referred		Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Length of Center Line and Termini This Sheet is Evaluating Station 346+00 to Station 363+00			
1) Name of Lake or Waterbody McDill Pond		2) Location of Lake or Waterbody Portage County, Wisconsin	
3) Lake or Waterbody Type <input type="checkbox"/> Lake <input type="checkbox"/> Pond <input checked="" type="checkbox"/> Impoundment <input type="checkbox"/> Other - Describe			
4) Area of Waterbody <input type="checkbox"/> Hectares <input checked="" type="checkbox"/> Acres <input type="checkbox"/> Permanent (year-round) <input type="checkbox"/> Temporary (dry part of year)			
5) Lake or Waterbody Characteristics Bottom: <input checked="" type="checkbox"/> Sand <input checked="" type="checkbox"/> Silt <input type="checkbox"/> Clay <input checked="" type="checkbox"/> Cobbles <input type="checkbox"/> Other - Describe			
Maximum Depth <input type="checkbox"/> Meters <input checked="" type="checkbox"/> Feet		Vegetation in Lake or Waterbody <input type="checkbox"/> Absent <input checked="" type="checkbox"/> Present - If known - Describe Large-leaved pondweed, duckweed, eurasian milfoil, coon tail, curly-leaved pondweed. water lily	
6) Identify Fish Species Present bluegill, northern pike, catfish, crappie		7) If water quality data is available, include this information (e.g., DNR or local discharger might have such records).	
8) Are there any known endangered or threatened species affected by the project? <input type="checkbox"/> Yes - Identify the species Is the species on the federal list. <input type="checkbox"/> Yes - Complete question 9. <input checked="" type="checkbox"/> No Is the species on the state list ONLY. <input type="checkbox"/> Yes - Complete question 10. <input type="checkbox"/> No. - Check state list.			
9) Has Section 7 coordination been completed with the U.S. Fish and Wildlife Service? <input type="checkbox"/> Yes - Describe mitigation required to protect the federally listed endangered species. <input checked="" type="checkbox"/> No			
10) Has coordination with DNR been completed? <input type="checkbox"/> Yes - Describe mitigation required to protect the State listed species. <input checked="" type="checkbox"/> No			
11) Will the project rehabilitate or replace a bridge or box culvert? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
12) Are migratory bird nests present? <input checked="" type="checkbox"/> Yes - Estimated number of nests is 100 <input type="checkbox"/> No			
13) Is a U.S. Fish & Wildlife Depredation Permit required to remove migratory bird nests? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No - Describe measures to mitigate harm. <input checked="" type="checkbox"/> N/A Bridge construction delayed until fledging.			
14) Describe land adjacent to lake or waterbody which would be affected by the project. If wetland, give type. A boat landing is to the left of the roadway and is being avoided by shifting the alignment to the East. Wet meadow (M) and riparian emergent (RPE) wetlands are to the south of the pond, which are also being avoided.			
15) Describe proposed work in, over, or adjacent to lake or waterbody. The proposed action consists of widening the existing roadway to accommodate a median to improve turning movements. Sidewalk and bicycle lanes will also be incorporated on both sides of the road.			
16) Section 404 Permit <input type="checkbox"/> Not Applicable - No fill to be placed in wetlands or waters Individual Permit Required <input checked="" type="checkbox"/> Applicable - Fill will be placed in wetlands or waters <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Indicate area filled - 0.06 Acres (<input checked="" type="checkbox"/> Hectares)			
General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404. Indicate which GP or LOP Required <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Non-Reporting GP <input checked="" type="checkbox"/> Provisional GP <input type="checkbox"/> Provisional LOP <input type="checkbox"/> Programmatic GP			
17) Section 10 Waters. For navigable waters of the United States (Section 10) indicate which nationwide permit is required.			
Indicate whether Preconstruction notification (PCN) to the U.S. Corps of Engineers (USACE) is/was <input checked="" type="checkbox"/> Required <input type="checkbox"/> Submitted on (Date)			
Status of PCN <input type="checkbox"/> USACE has made the following determination on (Date) <input type="checkbox"/> USACE is in the process of review, anticipated date of determination is			
d) Discuss probable direct impacts to water quality in the waterbody, both during and after construction. Indicate the probable effects on plants and animals inhabiting or dependent upon the lake or waterbody.			

Construction may cause short-term impacts to the biological community. Plants, animals, and aquatic species that may inhabit the construction area may be directly impacted during construction activities. Since these impacts are minor and considered short-term, the project will not cause significant adverse impacts to the local biological community.

19) Describe proposed measures to minimize adverse effects or to enhance beneficial effects.

Standard erosion control practices will be implemented during construction to minimize short-term adverse effects. Following construction, the habitats will be reestablished to function similar to preconstruction conditions.

20) Erosion control or storm water management measures to be used to protect the waterbody are shown on the Erosion Control Factor Sheet and the Stormwater Management Factor Sheet

Yes

No - Briefly describe measures to be used such as sheet piling, cofferdam, turbidity barrier, barges, construction blackout window, etc.

EROSION CONTROL

DT2080 12/2005

Wisconsin Department of Transportation

Alternative <input checked="" type="checkbox"/> Preferred	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Length of Center Line and Termini This Sheet is Evaluating
Approximately 3.5 Miles of Centerline extending from STH 54 to Minnesota Avenue

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.

The majority of the project limits is largely flat, with drainage to very sandy soils. However, the project also includes reconstruction across McDill pond and the Little Plover River. The highway from approximately 900 feet north of McDill Pond, and 500 feet north of the Little Plover River slopes gently down to the water body. There will be fill placed in each water body along the east side of the existing highway embankment to allow the highway to be widened.

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
 Other - Describe

Wetland

Lake

Endangered species habitat

3. Are there circumstances requiring additional or special consideration?

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 (fractured bedrock, wetlands, streams)

Long or steep cut or fill slopes

Overland flow/runoff

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.

The majority erosion control measure for the flat sections of the project will be inlet protection, because of the flat nature of those areas and because of the very sandy soil. Silt fence will be used as appropriate in the sloped areas, and sheet piling or cofferdam systems will be used to construct the bridge widening over McDill Pond. Where fill is necessary to widen the embankments across McDill Pond and the Little Plover River, sediment dispersion into those water bodies will be minimized with turbidity barriers.

Standard WisDOT temporary seeding, mulching, permanent seeding will be included in the project plans. The Dust Control Surface Treatment item will be included to help reduce dust due to construction activities. Erosion mats and riprap will be used as needed to protect embankment slopes and pipe outfalls from erosion and scour. The contractor will be required to develop an ECIP that includes phasing designed to minimize the time that sections of the project are exposed, and the project will be inspected, according to TRANS 401 requirements.

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

WDNR
10/23/2007

County Land Conservation Department

Native American Tribe

Army Corp of Engineers 10/23/2007

All Erosion Control measures (i.e., the Erosion Control Plan) shall be coordinated through the WisDOT-WDNR liaison process and TRANS 401 except when Tribal lands of Native Americans are involved. WDNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor 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 WDNR and to WisDOT 14 days prior to the preconstruction conference (Trans 401.08(1)) and must be approved by WisDOT before implementation.

6. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the Tribes have the 401 water quality responsibility on Trust lands. Describe how the Erosion Control/Storm Water Management plan can be compatible.

No tribal lands will be impacted by this project.

7. 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 type="checkbox"/> Vegetative swales |
| <input checked="" type="checkbox"/> Silt fence | <input type="checkbox"/> Pave haul roads |
| <input 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 type="checkbox"/> Ditch or slope sodding | <input type="checkbox"/> Buffer strips |
| <input type="checkbox"/> Soil stabilizer | <input type="checkbox"/> Dewatering – Describe method |
| <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 checked="" type="checkbox"/> Other - Describe Sheet Piling/Cofferdam |

STORMWATER IMPACT EVALUATION

DT2076 1/2007

Wisconsin Department of Transportation

Alternative referred	Length of Centerline and Termini This Sheet is Evaluating Approximately 3.5 Miles of Centerline extending from STH 54 to Minnesota Avenue
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Surrounding land use and a discussion of adopted plans are described on DT2094, Environmental Evaluation of Facilities Development Actions.

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 proposal.

Yes – Water special natural resources exist in the project area.

River/stream

Wetland

Lake

Endangered species habitat

Other - Describe

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 – Describe any unique, innovative, or atypical stormwater management measures to be used to manage additional or special circumstances.

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

The overall stormwater management strategy for this project is to use the available land within the proposed right-of-way to maximize stormwater treatment to minimize the overall environmental impacts due to this project. The strategy includes stormwater filtering; through the innovative use of median biofilters, particulate settling using catchbasins with sumps, bridge deck treatments to reduce salt use, and extended outfall aprons to improve water oxygenation prior to entering receiving waters.

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

Per TRANS 401.03(3)(f), this project is considered to be "minor reconstruction of a highway" for post-construction stormwater management purposes because the roadbed is not widened by more than 100 ft and because the total length of relocated highway and any added through travel lane does not exceed 1.5 miles. Since it is a minor reconstruction of a highway, per TRANS 401.03(3), the post-construction performance standards under s. TRANS 401.106 do not apply. Consequently, though not required to do so by the rule and as stated above, the overall stormwater management strategy for this project is to use the available land within the proposed right-of-way to maximize stormwater treatment.

This project is in the villages of Plover and Whiting. The village of Plover meets the requirements of NR 216.02(4) and therefore, Plover should apply for a municipal separate storm sewer system (MS4) permit. However, the village of Plover had requested an exemption from the requirement to obtain an MS4 permit because it does not own or operate an MS4 system. The WDNR has granted the exemption because the only

storm sewer system in the village, which is along the Business 51 corridor, is currently owned and operated by WisDOT.

The proposed highway project will only replace the existing storm sewer system that currently serves the Business 51 drainage area. Once the project is complete, the intent of the village and WisDOT is to transfer highway ownership to the village of Plover, which the village may then lose the permit exemption status. If this happens, then the village will have an MS4 that must meet the requirements for an existing storm sewer system per NR 216. Thus, it would greatly assist the village of Plover if the Business 51 project were to meet the requirements of NR 216 as much as possible.

The WDNR has indicated that if the storm water plan doesn't reduce discharges by 40% when the village owns the new roadway, the village will have to compensate by adding stormwater management measures to the project or elsewhere by 2013 to be in compliance with their future permit requirements. The stormwater management practice performance will be evaluated during the project design. If the proposed practices do not meet the village needs, then WisDOT will discuss additional alternatives with the village.

The stormwater plan to maximize stormwater treatment with the proposed right-of-way includes the following components:

- a. Median biofilters where the median is at maximum width. There will be small weep holes in the manholes that discharge stormwater in the biofilters to drain them after stormwater events. The depression that the biofilters require will be a safety improvement because any vehicles that inadvertently drive into the depression would have a harder time getting out, thus reducing the potential for crashes with traffic going in the opposite direction. In areas that drain to biofilters, the highway design will slope the entire roadway towards the median in the biofilter areas to improve constructability. The final extent of the areas that would discharge into the biofilters would be determined in the final design process. The maintenance agreement with the villages of Plover and Whiting will need to include biofilter maintenance.
 - b. Catchbasins with sumps will be placed at all inlets. The final catchbasin number and placement will be determined in the design process. The catchbasin sump depth should be at least three feet unless the modeling indicated a shallower depth would still work. The minimum sump depth is two feet. The maintenance agreement with the villages of Plover and Whiting will need to include catchbasin cleaning.
 - c. Bridge deck treatment. An epoxy/fine stone treatment will be applied to the bridge decks and bridge deck approaches. As county salting crews learn how effective this treatment is in reducing ice accumulation, over time, they should apply less salt in those areas.
 - d. Outfall oxygenation. The storm sewer design will include extended riprap outfalls, as site conditions permit, at the storm sewer outfalls that discharge into the Little Plover River. Constructing these extended outfalls will increase oxygenation through increased turbulence.
5. Identify the storm water management measures to be utilized on the project.

- | | |
|---|---|
| <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 checked="" type="checkbox"/> Distancing outfalls from waterway edge | <input type="checkbox"/> Buffer areas - Trans 401.106(6) - Describe |
| <input type="checkbox"/> Constructed storm water wetlands | <input type="checkbox"/> Infiltration - Trans 401.106(5) |
| | <input checked="" type="checkbox"/> Other Median Biofilters, Bridge Deck Treatment |

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

- No - There will be no effects to a recognized drainage district.
- Yes - Identify the affected drainage district.

Has initial coordination with drainage board been completed?

No

Yes - Discuss results.

Has initial coordination with Department of Agriculture, Trade and Consumer Protection (DATCP) been completed?

No

Yes - Discuss results.

7. Indicate whether the project is within DOT's Phase I or Phase II storm water management area. (NOTE: See Procedure 20-30-1, Figure 1, Attachment A4 the Cooperative Agreement between the Wisconsin Departments of Transportation and Natural Resources. Contact Bureau of Equity and Environmental Services Stormwater Engineer or the Regional Environmental Coordinator for more details on the following areas.)

No - The project is outside of WisDOT's stormwater management area.

Yes - The project affects one of the following regulated by a WPDES storm water discharge permit issued by the DNR.

WisDOT storm sewer system located within municipalities with populations > 100,000.

WisDOT storm sewer system located within a notified owner of municipal separate storm sewer systems.

Urbanized areas as defined by the U.S. Census Bureau, NR216.02(3).

Municipal separate storm sewer systems serving > 10,000.

8. Has the affect of downstream properties been considered?

No

Yes - Coordination is in process.

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

No - There are no property acquisitions acquired for stormwater management purposes.

Yes - Complete the following.

Safety measures, such as fencing, flooding, 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 proposed safety measures.

CONSTRUCTION STAGE SOUND QUALITY IMPACT EVALUATION

Wisconsin Department of Transportation
DT2074 12/2005

Alternative Preferred Business 51 Alternative	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
--	--

Length of Center Line and Termini This Sheet is Evaluating
Approximately 3.5 Miles of Centerline extending from STH 54 to Minnesota Avenue

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.

Commercial land use is dominate along the Business 51 corridor. There are a few residential parcels that are adjacent to Business 51 and they are concentrated to the east of Business 51 and to the north of CTH B. In addition, there are four parks adjacent to the project. Both the residential parcels and the parks are a noise sensitive area. During construction noise levels will be elevated and could place an adverse effect in these areas temporary. Equipment such as dozers, air compressors, backhoes, graders, dump trucks, and other construction equipment will be used. Depending on building setbacks and land use activity, noise levels will vary. However, these adverse effects will only be localized and temporary and not cause lasting effects.

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 (15.2 meters).

Figure 6 shows typical noise levels for a variety of construction equipment. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

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

To reduce the potential impact of construction noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between 10:00 p.m. and 6:00 a.m. without the prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good working condition, free from leaks and holes.

Construction Equipment Sound Levels						
Sound Level (dBA) at 50 Feet						
	60	70	80	90	100	110
Equipment Powered by Internal Combustion Engines						
Earth Moving						
Compactors (Rollers)		-----				
Front Loaders		-----				
Backhoes		-----				
Tractors		-----				
Scrapers, Graders			-----			
Pavers			-----			
Trucks			-----			
Materials Handling						
Concrete Mixers		-----				
Concrete Pumps			-----			
Cranes (Movable)		-----				
Cranes (Derrick)			-----			
Stationary						
Pumps		-----				
Generators		-----				
Compressors		-----				
Impact Equipment						
Pneumatic Wrenches			-----			
Jack Hammers & Rock Drills			-----			
Impact Pile Drivers				-----		
Other						
Vibrator		-----				
Saws		-----				
SOURCE: Figure 2-36, Report to the President and Congress on Noise						
Prepared by the U.S. EPA, February 1972						

Figure 6

HAZARDOUS SUBSTANCES OR UNDERGROUND STORAGE TANKS (USTs)

Wisconsin Department of Transportation
DT2079 10/2004

Alternative

Preferred Business 51 Alternative

Preferred

Yes No

Length of Center Line and Termini This Sheet is Evaluating
STH 54/CTH B to Minnesota Avenue

- 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).

The Phase 1 assessment identified 51 sites with potential hazardous materials concerns. The majority of sites were former or active gasoline stations. Most of the remaining sites were non-retail petroleum storage tank sites, auto/machine repair facilities, and auto body shops. Other potential hazardous materials sites included two former furniture refinishing shops, a salvage yard, a retail paint store, a dry cleaning facility, a cabinet manufacturing facility, and a former telephone company that may have stored creosote-treated utility poles. Two ponds were identified because their sediment may be contaminated with PCBs, metals, and agricultural chemicals. A historic feed mill was identified for the handling of agricultural chemicals.

- 2) Which contaminants are known or suspected to be affecting sites on this alternative?

<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes, how many sites 41	Petroleum
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes, how many sites	Hazardous Waste
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes, how many sites	Closed Landfill Sites
<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes, how many sites	Open Landfill Sites
<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes, how many sites 3	Farm/Agricultural/Other Dump Sites
	<input checked="" type="checkbox"/> Yes, how many sites 21	Other As Described Above

- 3) How many sites require further investigation?

Twenty sites require Phase 2 or 2.5 sampling investigations. Three sites require ground penetrating radar (GPR) surveys to identify suspected underground petroleum storage tanks. At least six sites require special provisions for management of contaminated soil and/or groundwater during construction.

Were any sites not included in the Phase 1 assessment?

No
 Yes, how many

Why were they not reviewed?

For the Preferred Alternative

- 4) Describe the results of any additional investigation (include number of sites investigated, level of investigation, and results for each site).

No additional investigation has been performed at this time. It is anticipated that Phase 2/2.5 investigations will be completed during the preliminary engineering phase of the project.

- 5) Describe measures taken in selection of this alternative to avoid hazardous materials contamination for this project, for example: changes in location, changes in design, or relocation of utilities.

The preferred alternative was chosen to minimize the overall environmental impacts along the corridor. The alignment avoided all potential historic sites, and avoided or minimized impacts to the four park lands along the corridor.

- 6) For areas where contamination cannot be avoided by the proposed alternative, describe the remediation measures to be incorporated into the design, (e.g., waste handling plan, remediation of contamination, design changes to minimize disturbances).

Special provisions for the removal and proper management of contamination will be incorporated into the design plans. Contaminated soil encountered during construction will be excavated and properly disposed of. Contaminated groundwater removed during dewatering of excavation areas will also be properly disposed of. Contaminant migration barriers will be placed in the subgrade if necessary.

The district will work with all concerned parties to insure that the disposition of any petroleum contamination is resolved to the satisfaction of the Wisconsin DNR, WisDOT BEES, and FHWA before acquisition of any questionable site, and before advertising the project for letting. Nonpetroleum sites will be handled on a case-by-case basis with detailed documentation and coordination with FHWA as needed.

AESTHETICS IMPACT EVALUATION

DT2062 2003

Alternative	Length of Center line and termini this sheet is evaluating if different from Sheet 1. mi.
Preferred	
Yes	

1. Identify the alternative discussed on this sheet if it is different from the proposed action addressed in item 1 of Basic Sheet 1 or is different from the "Preferred Alternative" identified in item 3 of Basic Sheet 2.

N/A

2. Identify and briefly describe the visual character of the landscape. Include elements in the viewshed such as landforms, waterbodies, vegetation and human developments.

The landscape is urbanized and relatively flat. The majority of buildings are one or two stories. Waterbodies visible within the project limits are Springville Pond and McDill Pond. Vegetation is typical for private properties within urban areas, which includes coniferous and deciduous trees, landscape plantings, and lawns. The natural terrain is flat with no known landforms.

3. Indicate the visual quality of the viewshed and identify landscape elements which would be visually sensitive.

The quality of the viewshed is average for urban roadways, with no visually sensitive elements.

4. Identify the viewers who will have a view of the improved transportation facility and those with a view from the improved transportation facility. Indicate the relative numbers (low, medium, high) of each group.

Viewers of the transportation facility consist of the people who live and work adjacent to the roadway, which is typical (medium) for this type of roadway. Viewers from the transportation facility consist of motorists, bicyclists, and pedestrians. Motorist viewership is average (medium) for this type of roadway. Bicyclist and pedestrian viewership is likely low because of a lack of dedicated or consistent facilities for these groups.

5. Indicate the relative time of day (morning, afternoon, evening, night) and the approximate amount of viewing time each viewer group would have each day.

N/A.

6. Describe whether and how the project would affect the visual character of the landscape.

The visual character of the landscape will not change due to the project.

7. Indicate the effects the project would have on the viewer groups.

The project will effect viewers of the transportation facility which could be negative because of widening the corridor and loss of vegetation. The project will effect viewers from the transportation facility because the widened corridor may bring them closer to the the residences and businesses along the corridor. Dedicated lanes are being added for bicyclists. Sidewalks are being added in places where there is none existing, which will effect pedestrians.

8. Identify and discuss reasonable mitigation measures to avoid or minimize adverse visual effects or enhance positive aesthetic effects of the project.

Mitigation included minimizing median widths and corridor widening to reduce impacts to adjacent properties. Efforts were made to preserve large and established trees. Aesthetic improvements consist of tree plantings within the terrace and medians where practical.

EXHIBIT INDEX

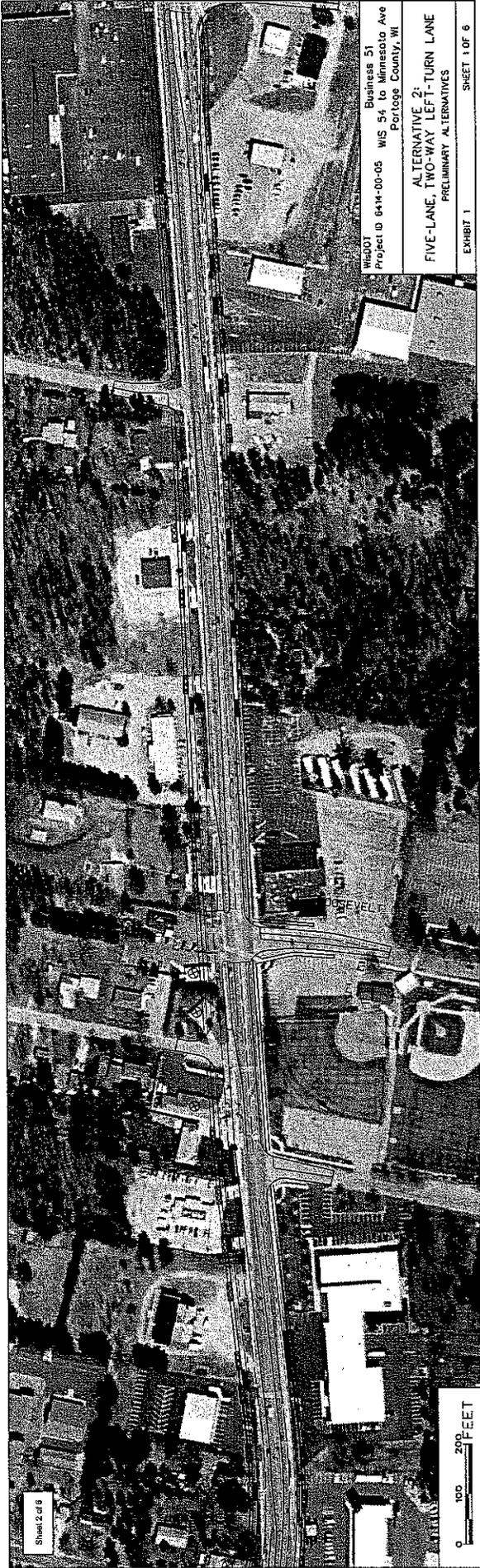
Exhibit 1.....	<i>Preliminary Alternatives</i>
Exhibit 2.....	<i>Detailed Study Alternatives</i>
Exhibit 3.....	<i>Preferred Alternative</i>
Exhibit 4.....	<i>Conceptual Stage Relocation Plan</i>
Exhibit 5.....	<i>Correspondence</i>
Exhibit 6.....	<i>Section 106</i>
Exhibit 7.....	<i>Section 4(f)</i>

EXHIBIT 1:

Preliminary Alternatives



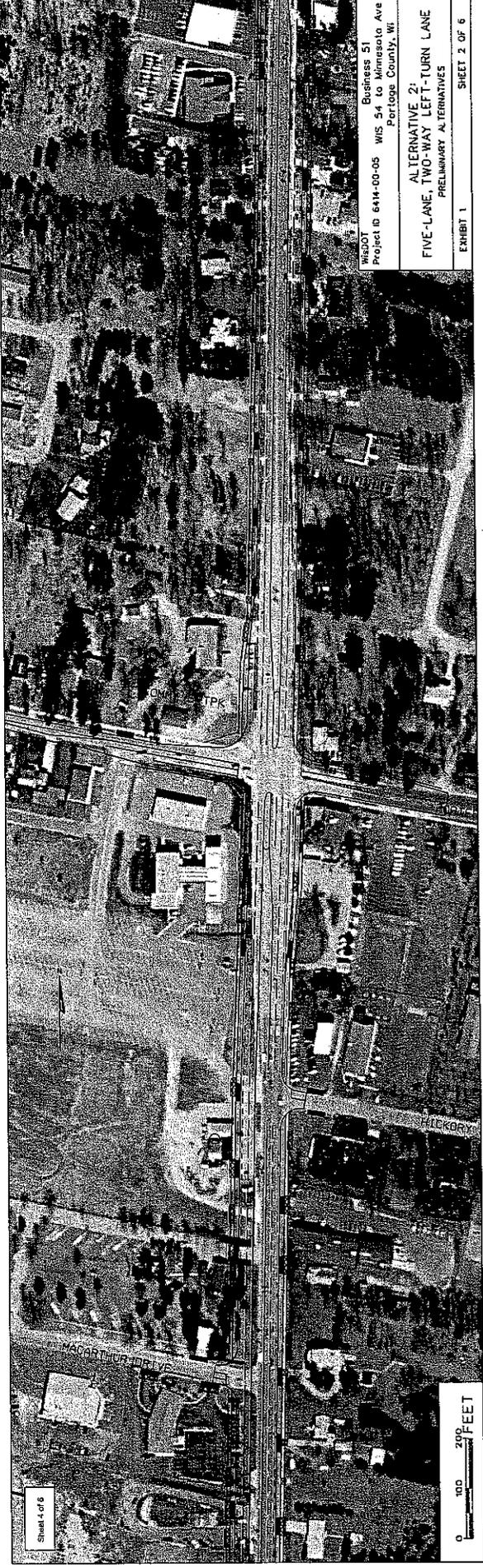
Sheet 1 of 6



Sheet 2 of 6

Business 51
Project ID 6414-00-05 WIS 94 to Minnesota Ave
Portage County, WI
ALTERNATIVE 2:
FIVE-LANE, TWO-WAY LEFT-TURN LANE
PRELIMINARY ALTERNATIVES
EXHIBIT 1
SHEET 1 OF 6

0 100 200 FEET



WISDOT Business 51
Project ID 644-00-05 WIS 54 to Minnesota Ave
Perotage County, WI

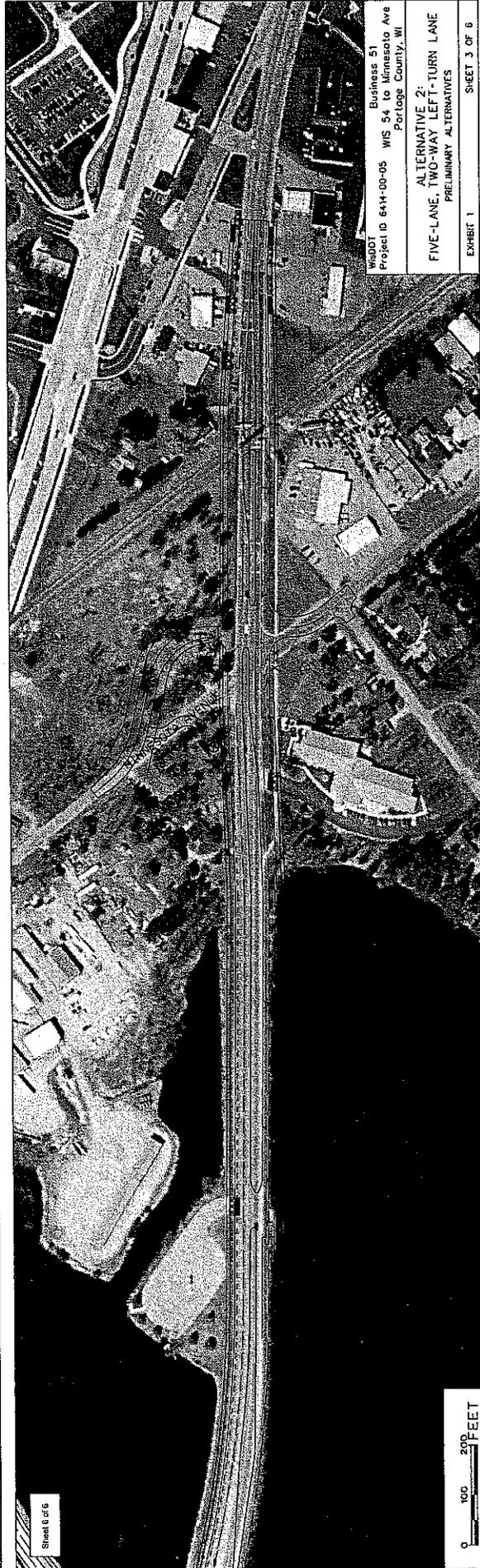
ALTERNATIVE 2:
FIVE-LANE, TWO-WAY LEFT-TURN LANE
PRELIMINARY ALTERNATIVES

EXHIBIT 1 SHEET 2 OF 6





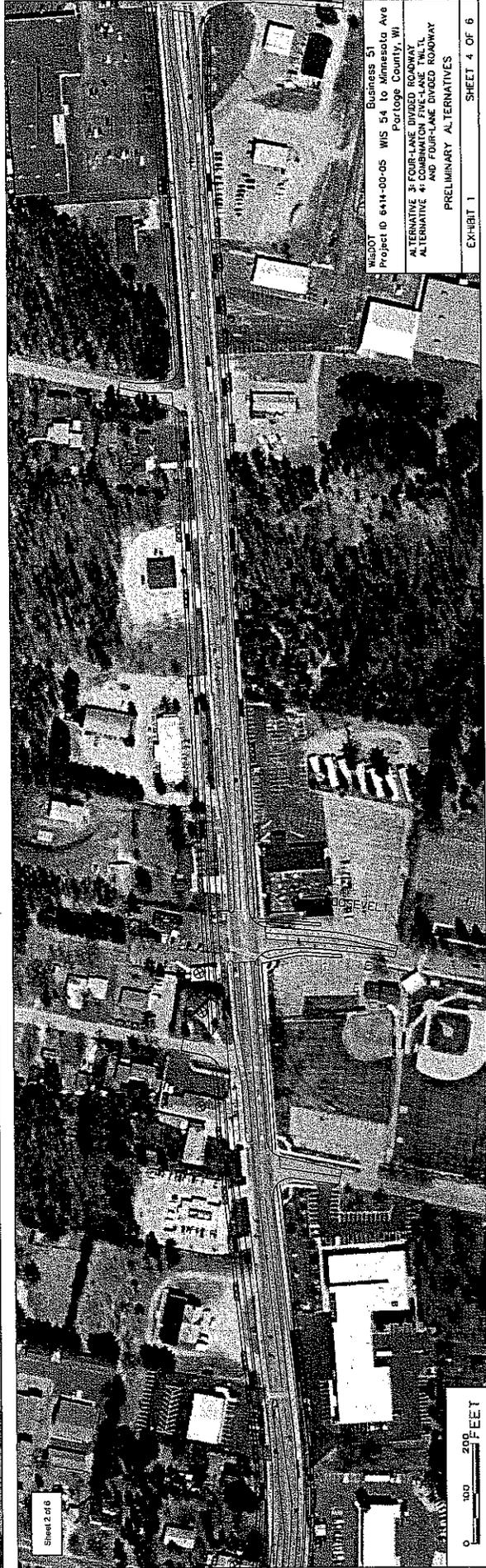
Sheet 5 of 6



WDDT Business 51
Project ID 644-00-05 WIS 54 to Minnesota Ave
Portage County, WI
ALTERNATIVE 2:
FIVE-LANE, TWO-WAY LEFT-TURN LANE
PRELIMINARY ALTERNATIVES
EXHIBIT 1
SHEET 3 OF 6

0 100 200 FEET

Sheet 6 of 6



Business 51
Project ID 6414-00-05 WIS 54 to Minnesota Ave
Portage County, WI
ALTERNATIVE 3: FOUR-LANE DIVIDED ROADWAY
ALTERNATIVE 4: COMBINATION FIVE-LANE TWIN-LANE
AND FOUR-LANE DIVIDED ROADWAY
PRELIMINARY ALTERNATIVES

0 100 200 FEET

EXHIBIT 1 SHEET 4 OF 6



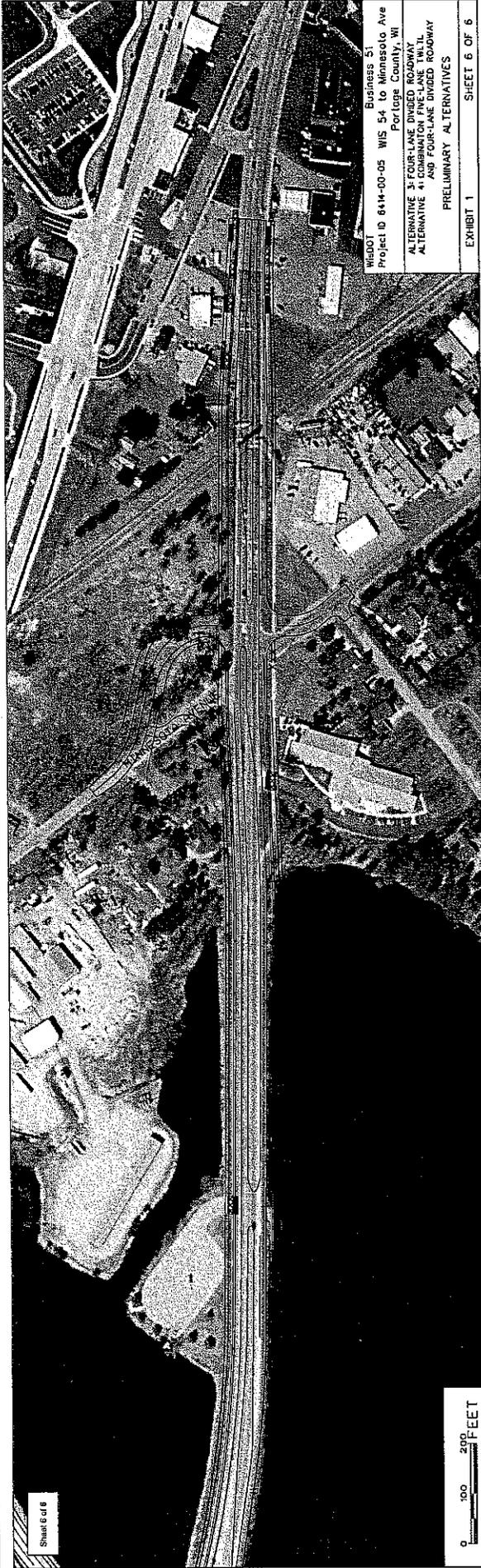
USDOT Wisconsin
Business 51
Project ID 6414-00-05 WIS 54 to Minnesota Ave
Portage County, WI
ALTERNATIVE 3 FOUR-LANE DIVIDED ROADWAY
ALTERNATIVE 4 COURBATCH FIVE-LANE TWL TL
AND FOUR-LANE DIVIDED ROADWAY
PRELIMINARY ALTERNATIVES

EXHIBIT 1 SHEET 5 OF 6





Sheet 6 of 6



Sheet 6 of 6

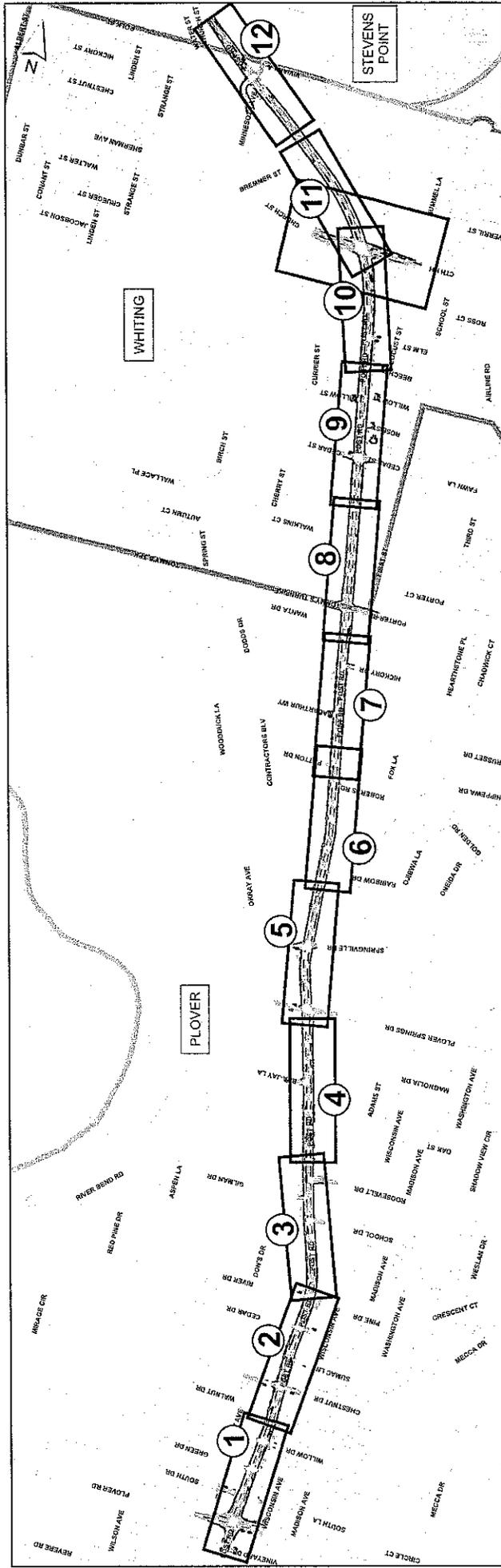
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Project ID 644-00-05 WIS 54 to Kenosha Ave
Portage County, WI
ALTERNATIVE 3- FOUR-LANE DIVIDED ROADWAY
ALTERNATIVE 4- AND FOUR-LANE DIVIDED ROADWAY
PRELIMINARY ALTERNATIVES
EXHIBIT 1 SHEET 6 OF 6

0 100 200 FEET

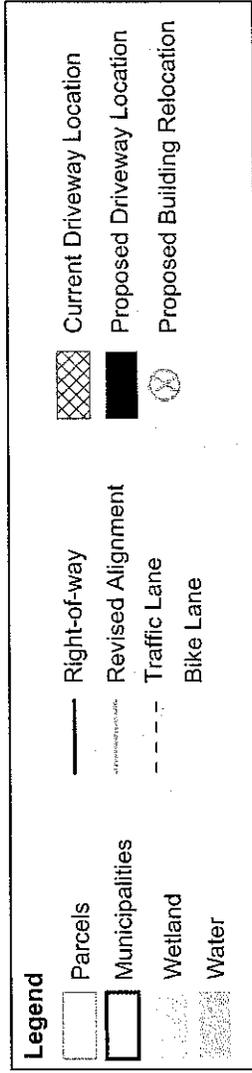
EXHIBIT 2:

Detailed Study Alternatives

INDEX MAP



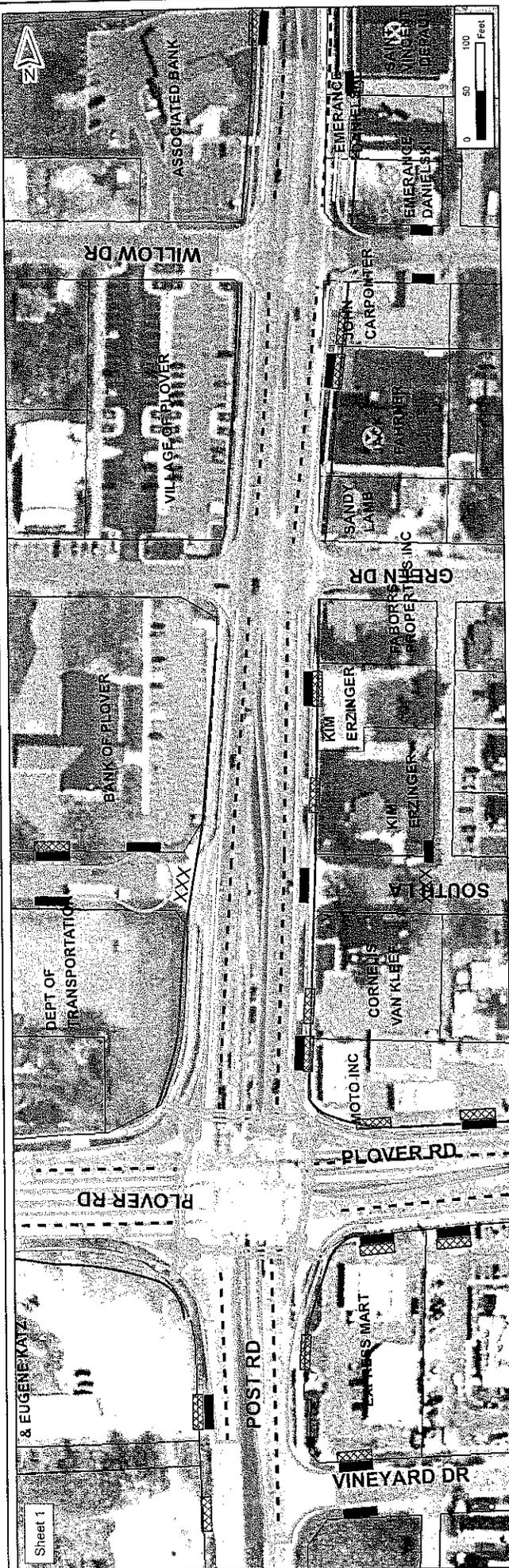
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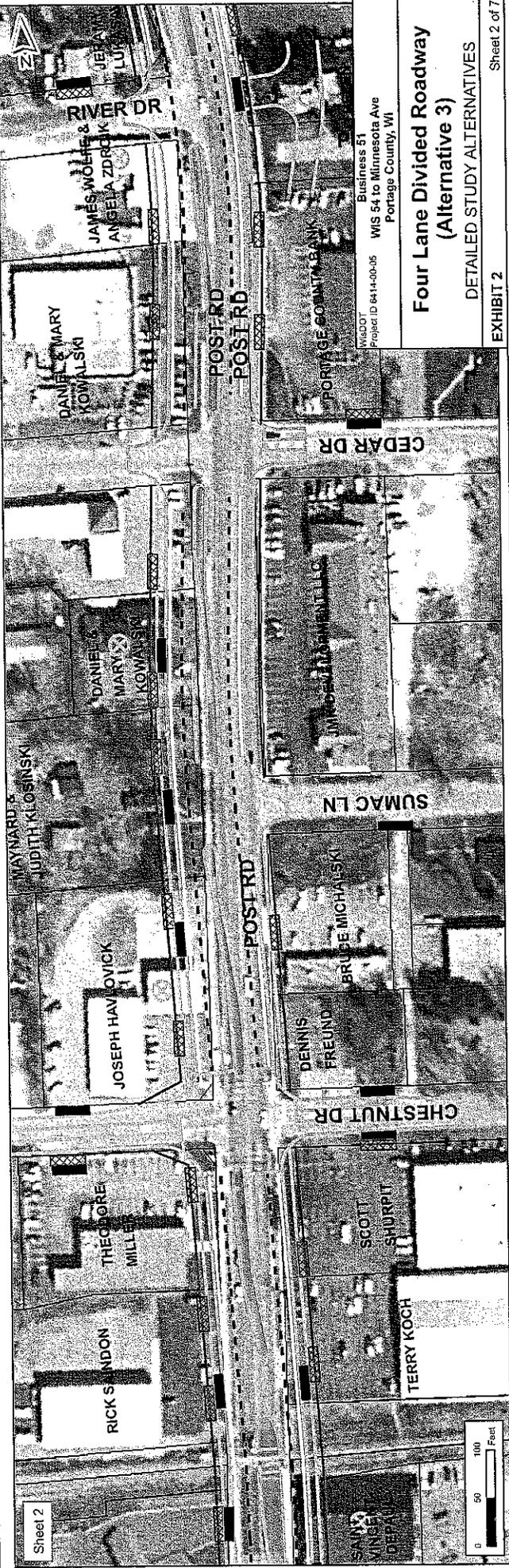
WisDOT Business 51
 Project ID 6414-00-05
 WIS 54 to Minnesota Ave
 Portage County, WI

**Four Lane Divided Roadway
 (Alternative 3)**
 DETAILED STUDY ALTERNATIVES

EXHIBIT 2 Sheet 1 of 7



Sheet 1



Sheet 2

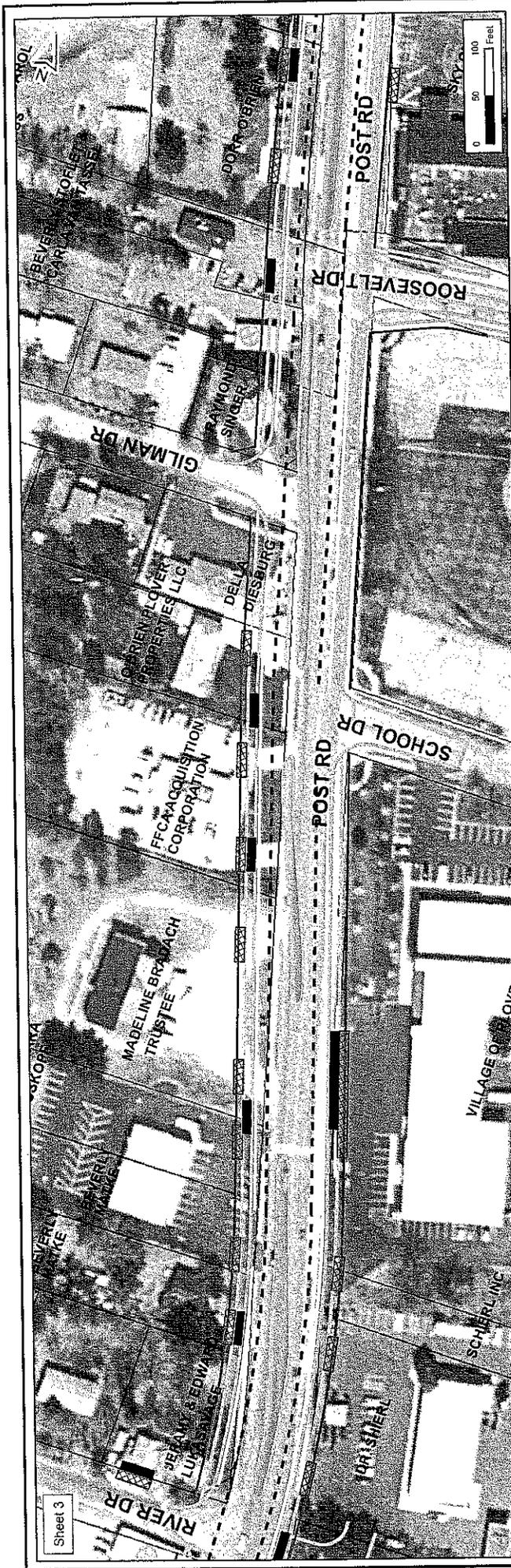
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 Portage County, WI

**Four Lane Divided Roadway
 (Alternative 3)**

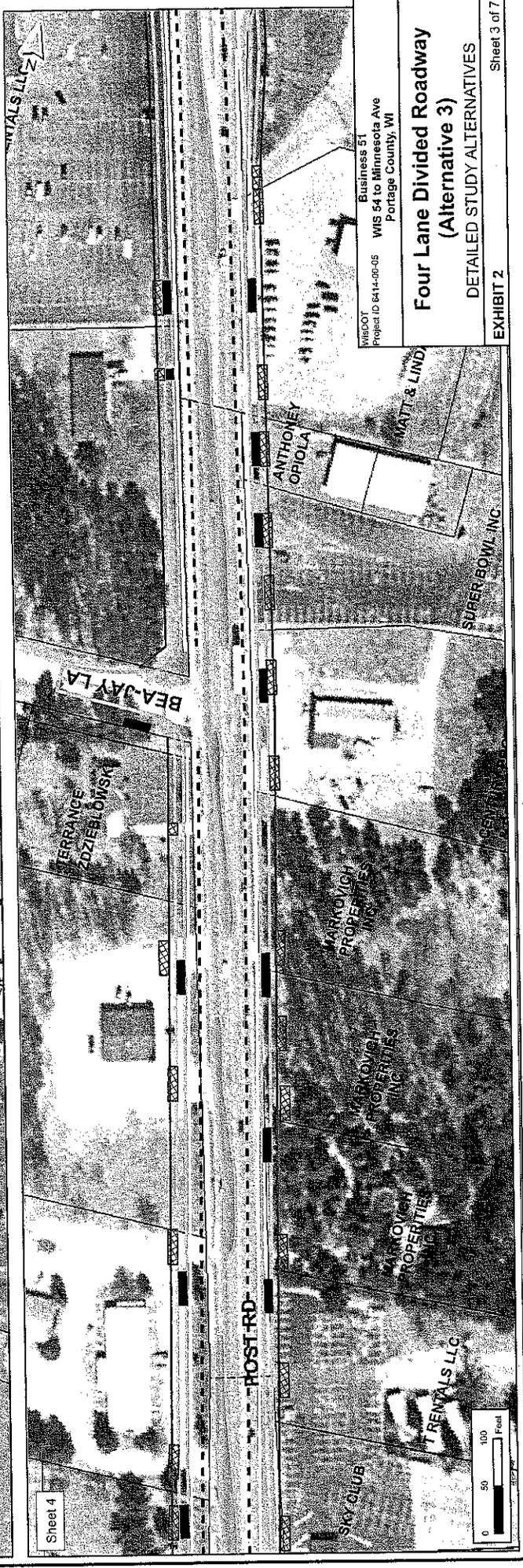
DETAILED STUDY ALTERNATIVES

EXHIBIT 2

Sheet 2 of 7



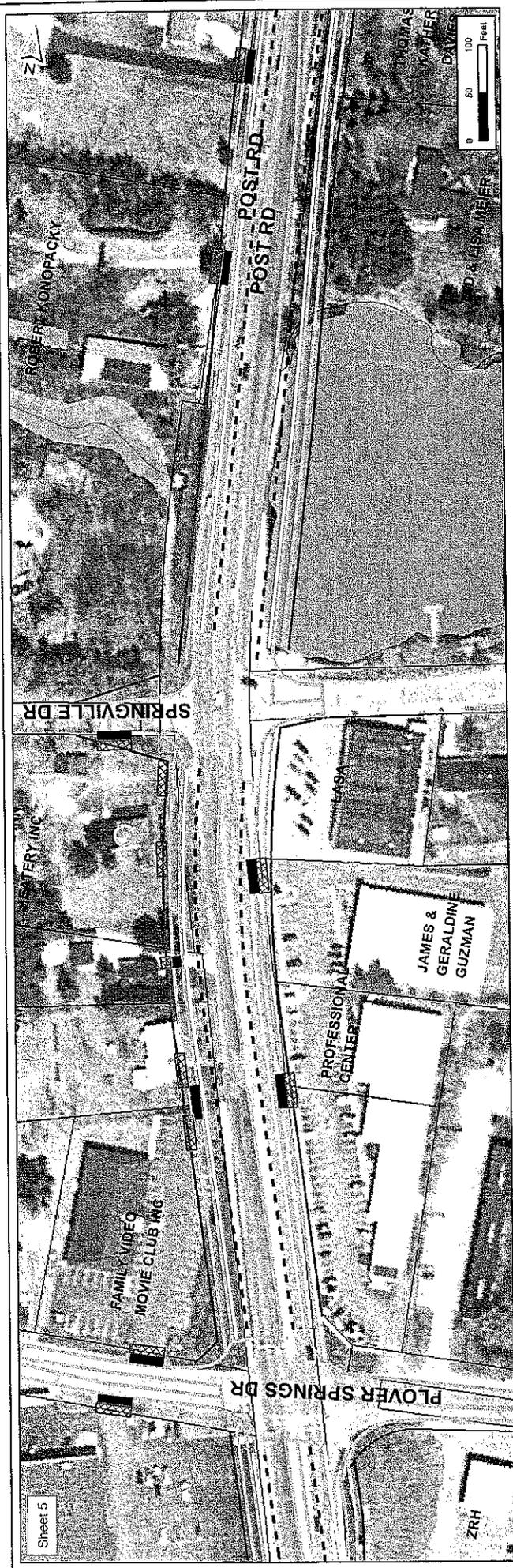
Sheet 3



Sheet 4

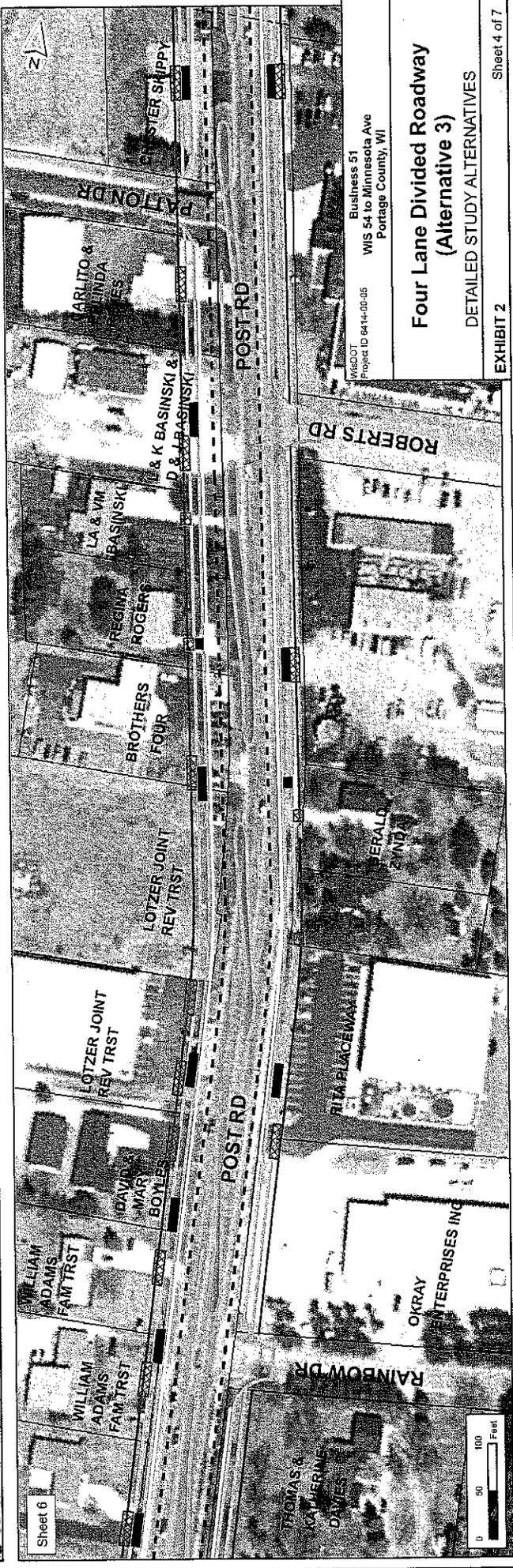
WISDOT Business 51
 Project ID 6414-00-05 WIS 54 to Minnesota Ave
 Portage County, WI

**Four Lane Divided Roadway
 (Alternative 3)**
 DETAILED STUDY ALTERNATIVES
 EXHIBIT 2



Sheet 5

ZRH



Sheet 6

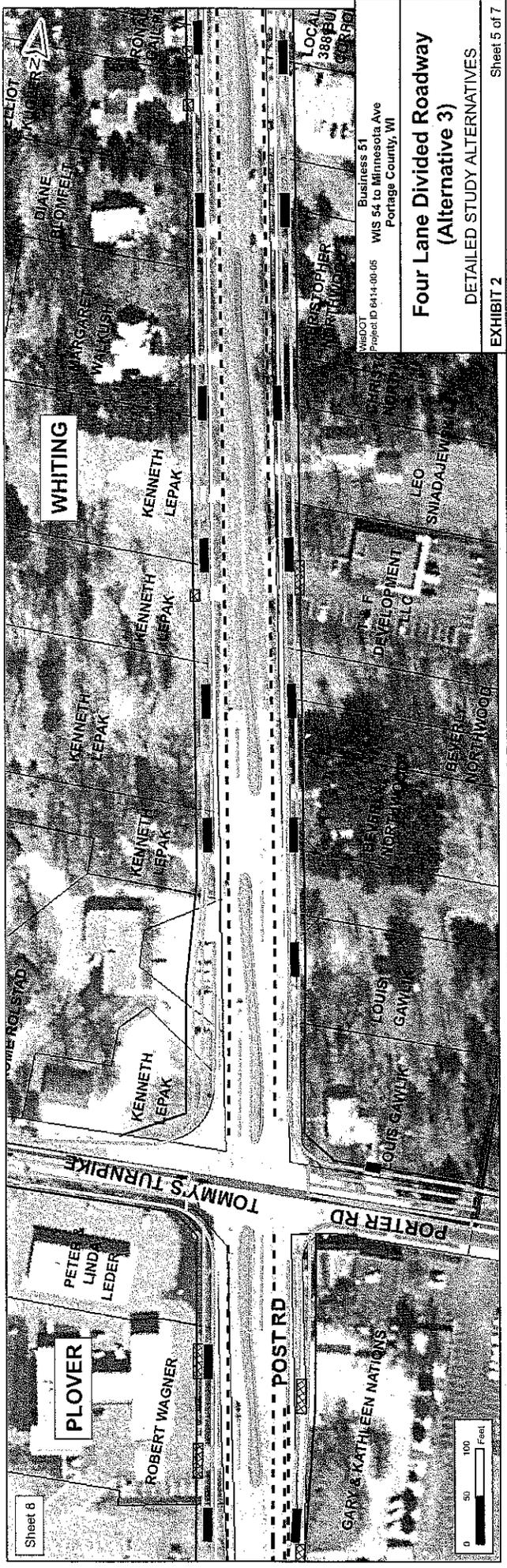
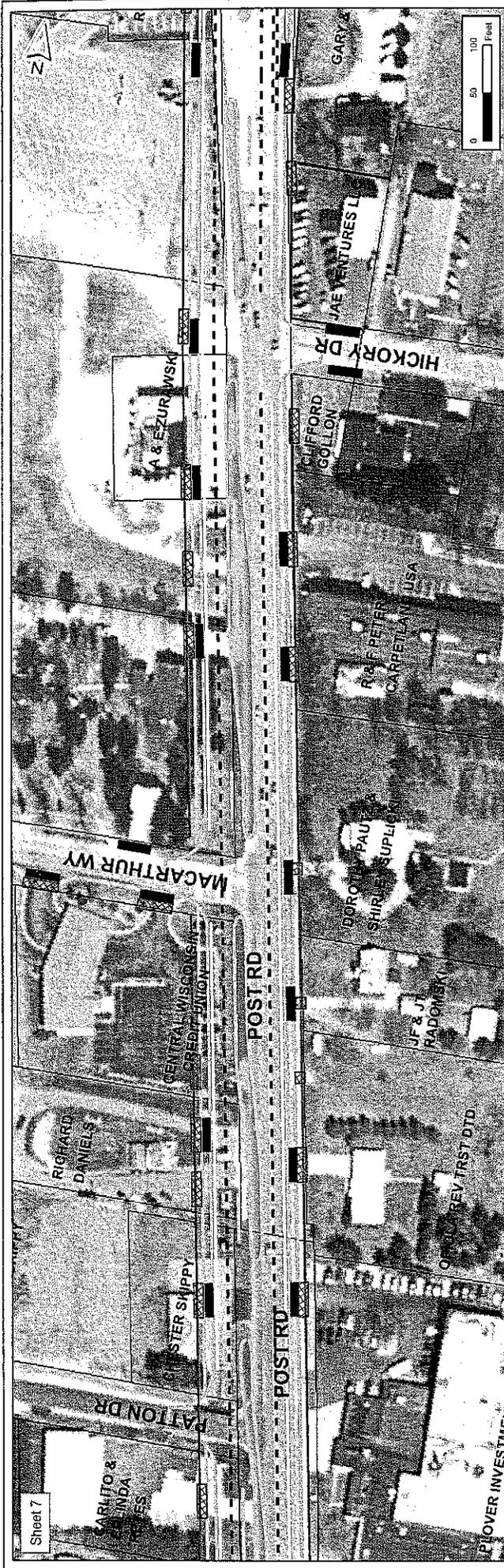
THOMAS & CATHERINE DAVIES

Business 51
 WIS 54 to Minnesota Ave
 Portage County, WI
 Project ID 04114-00-05
 04/11/2005

**Four Lane Divided Roadway
 (Alternative 3)**

DETAILED STUDY ALTERNATIVES

EXHIBIT 2



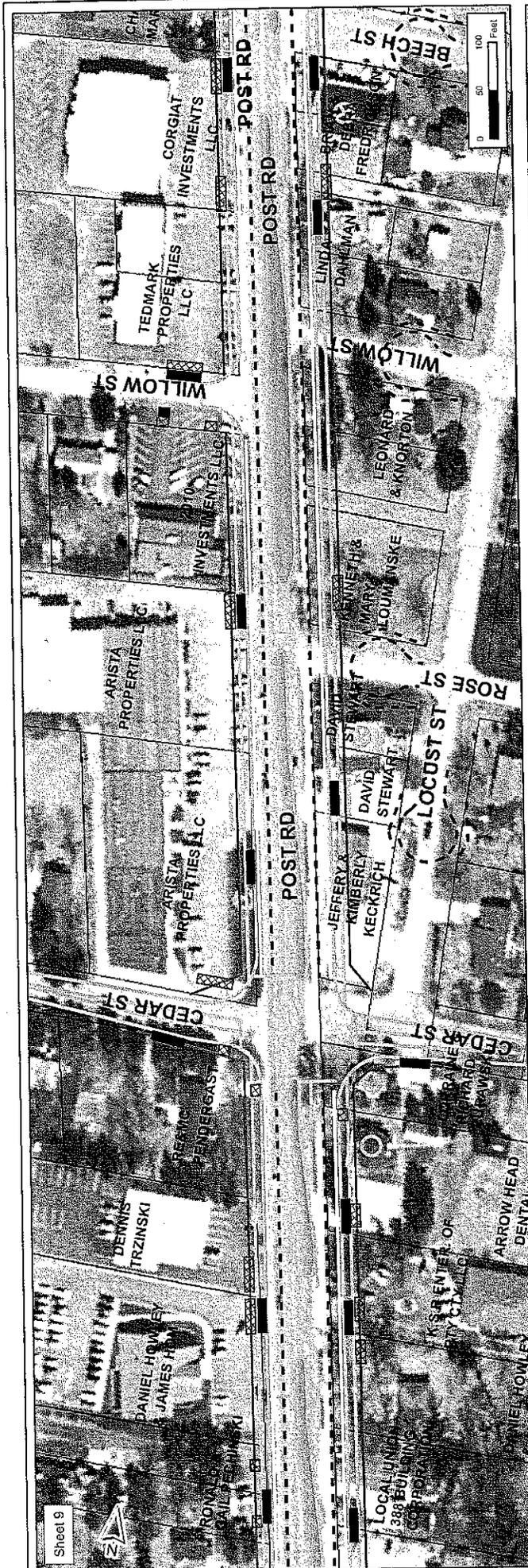
WisDOT
 Project ID 0414-00-05
 Business 51
 WIS 54 to Minnesota Ave
 Portage County, WI

**Four Lane Divided Roadway
 (Alternative 3)**

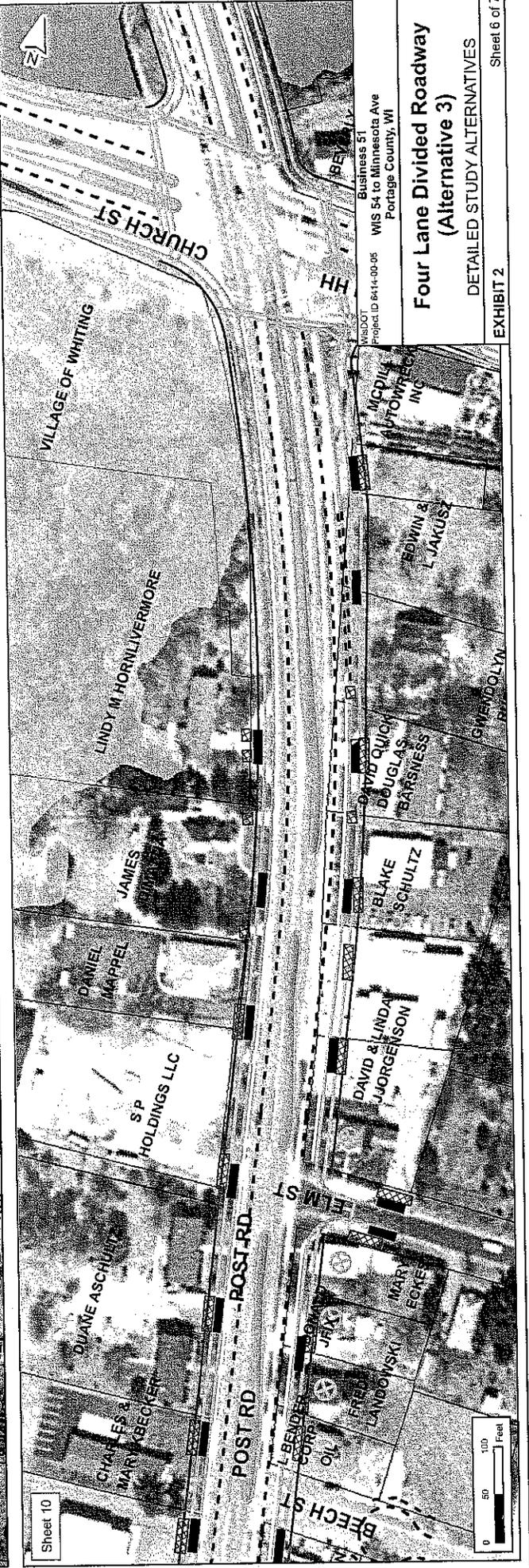
DETAILED STUDY ALTERNATIVES

EXHIBIT 2

Sheet 5 of 7



Sheet 9

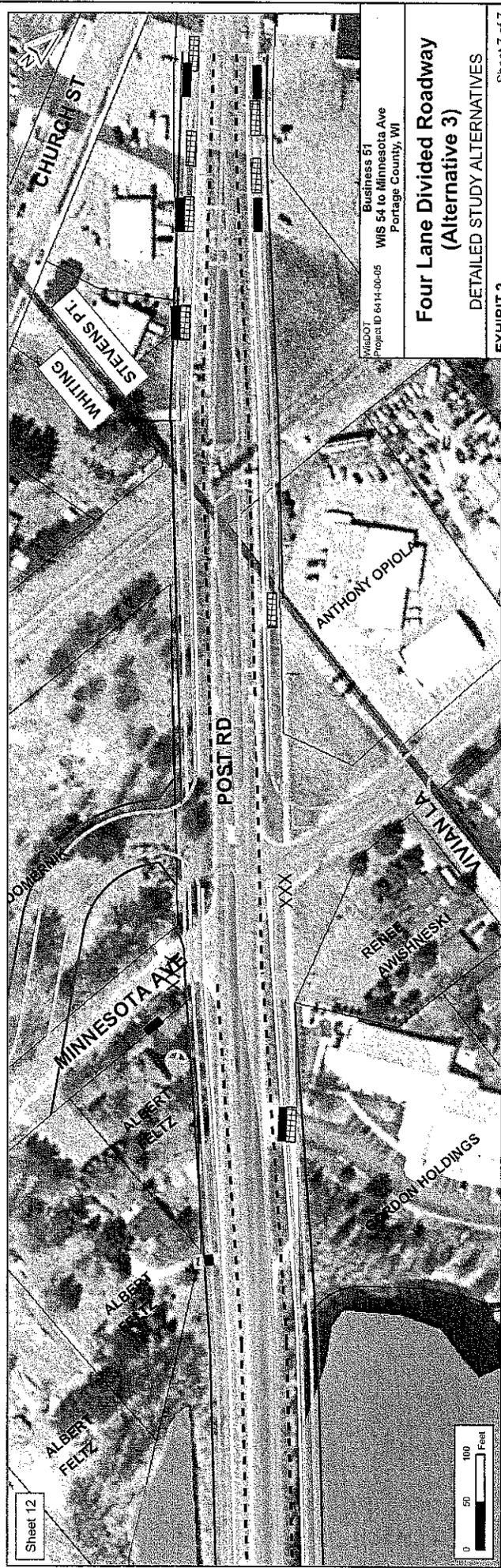
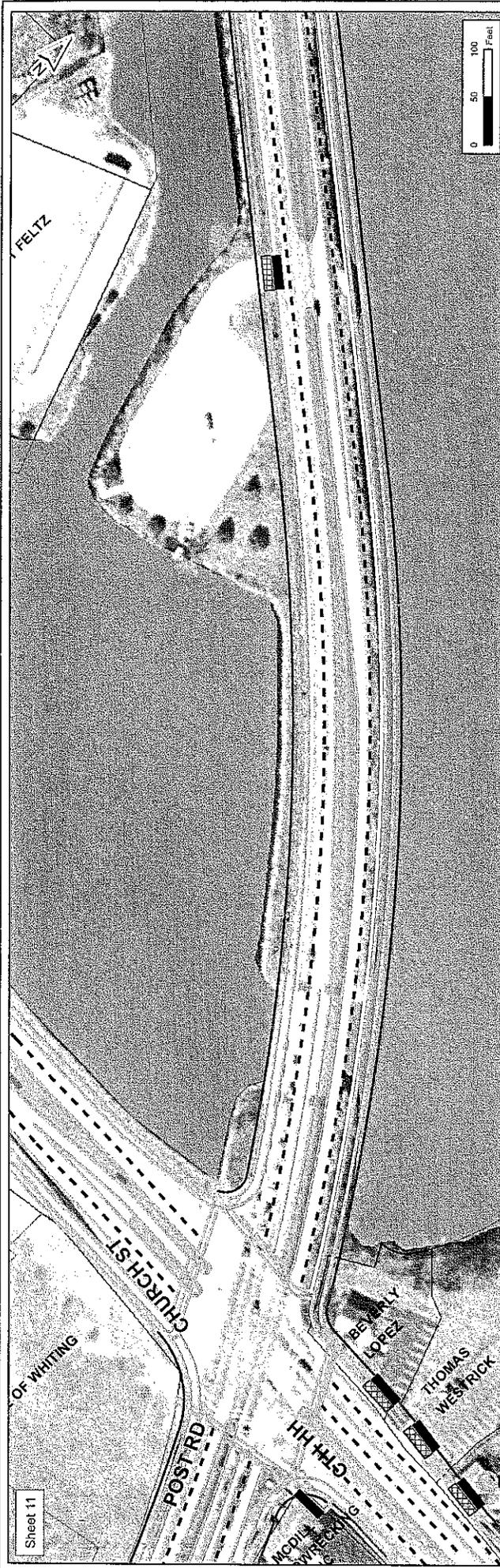


Sheet 10

Business 51
 WIS 54 to Minnesota Ave
 Portage County, WI
 WISDOT
 Project ID 6414-00-05

**Four Lane Divided Roadway
 (Alternative 3)**

DETAILED STUDY ALTERNATIVES
 EXHIBIT 2



WISDOT Business 51
 Project ID 6414-00-05
 WIS 54 to Minnesota Ave
 Portage County, WI

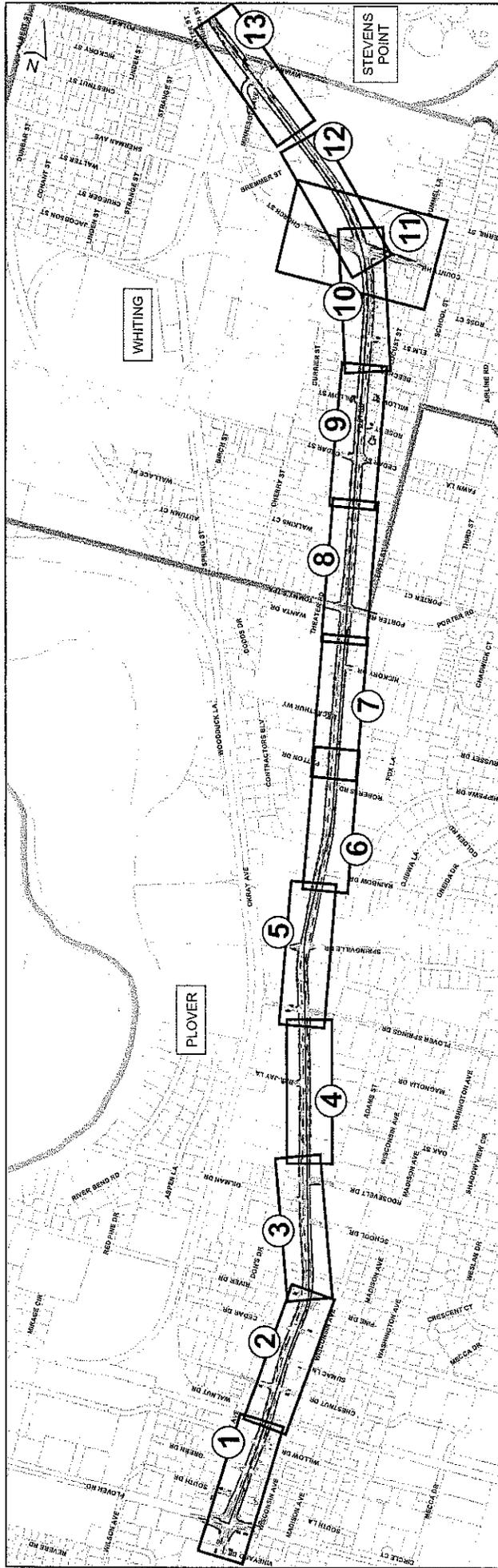
**Four Lane Divided Roadway
 (Alternative 3)**
 DETAILED STUDY ALTERNATIVES

EXHIBIT 2
 Sheet 7 of 7

EXHIBIT 3:

Preferred Alternative

INDEX MAP



① - Map Number

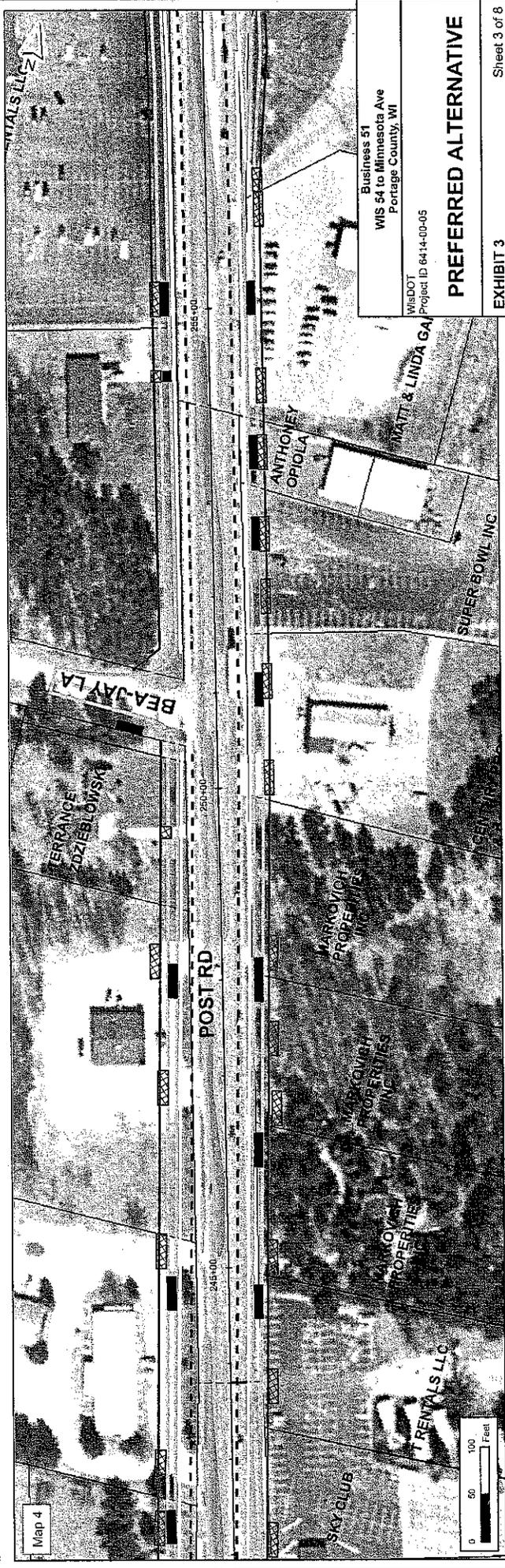
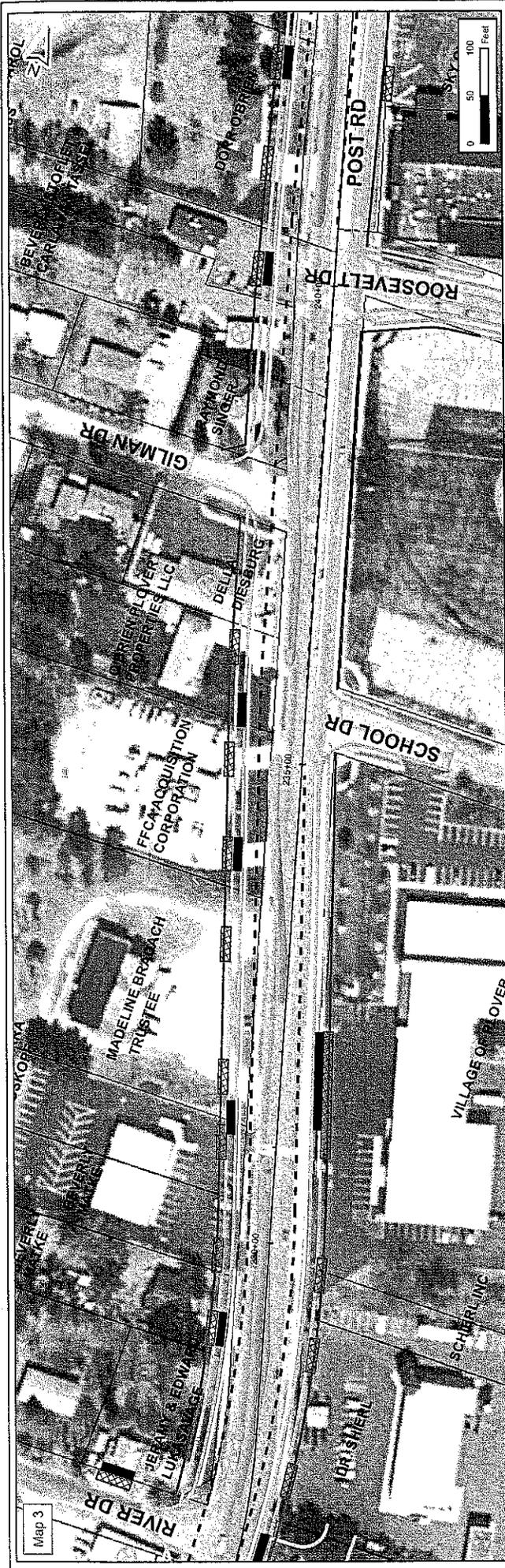
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	Municipalities		Revised Alignment		Proposed Driveway Location
	Wetland		Traffic Lane		Proposed Building Relocation
	Water		Bike Lane		

Business 51
 WIS 54 to Minnesota Ave
 Portage County, WI

WISDOT
 Project ID 6414-00-05

PREFERRED ALTERNATIVE

EXHIBIT 3
 Sheet 1 of 8



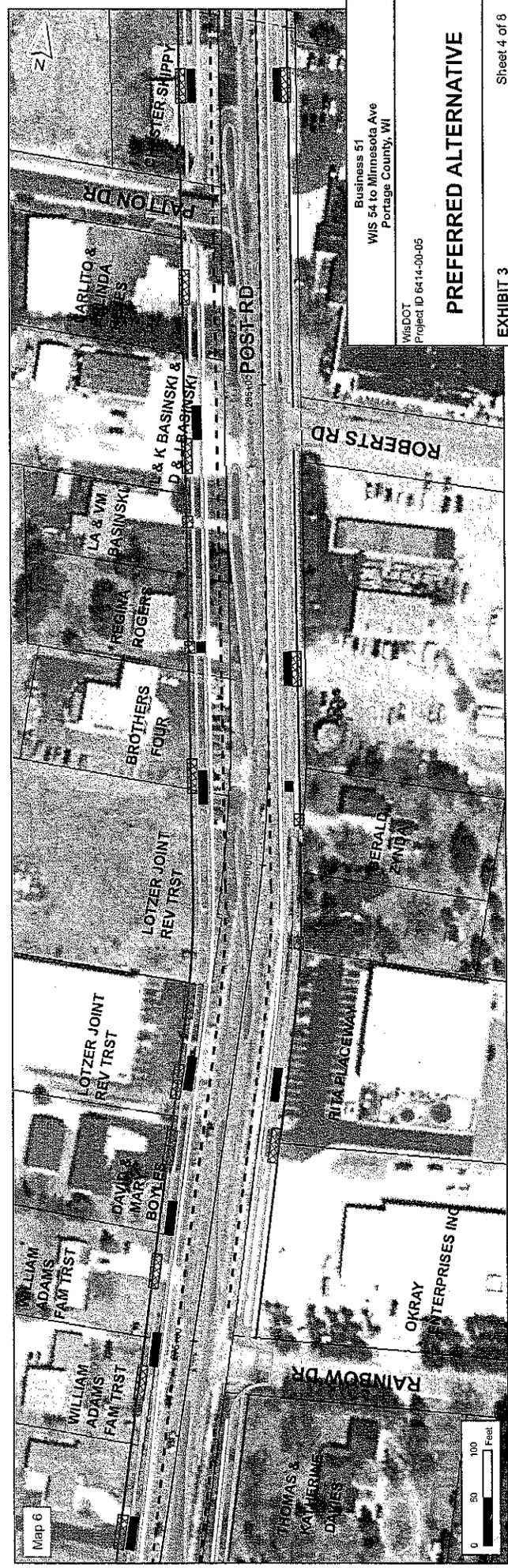
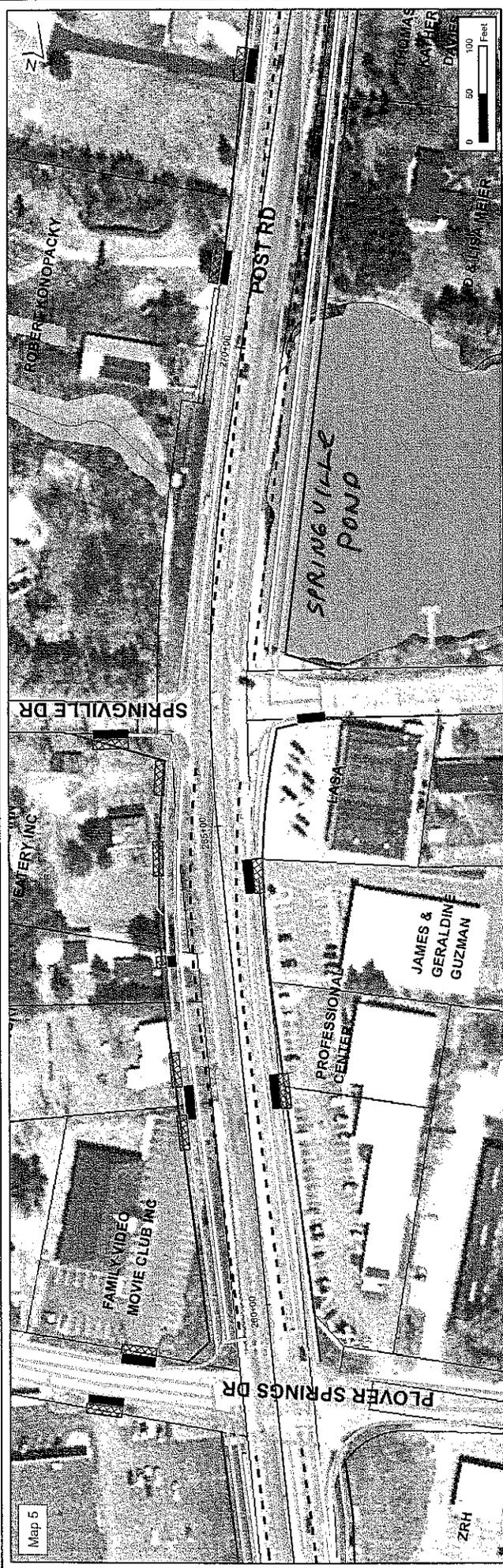
Business 51
 WIS 54 to Minnesota Ave
 Portage County, WI

WISDOT
 Project ID: 6414-00-05

PREFERRED ALTERNATIVE

EXHIBIT 3

Sheet 3 of 8



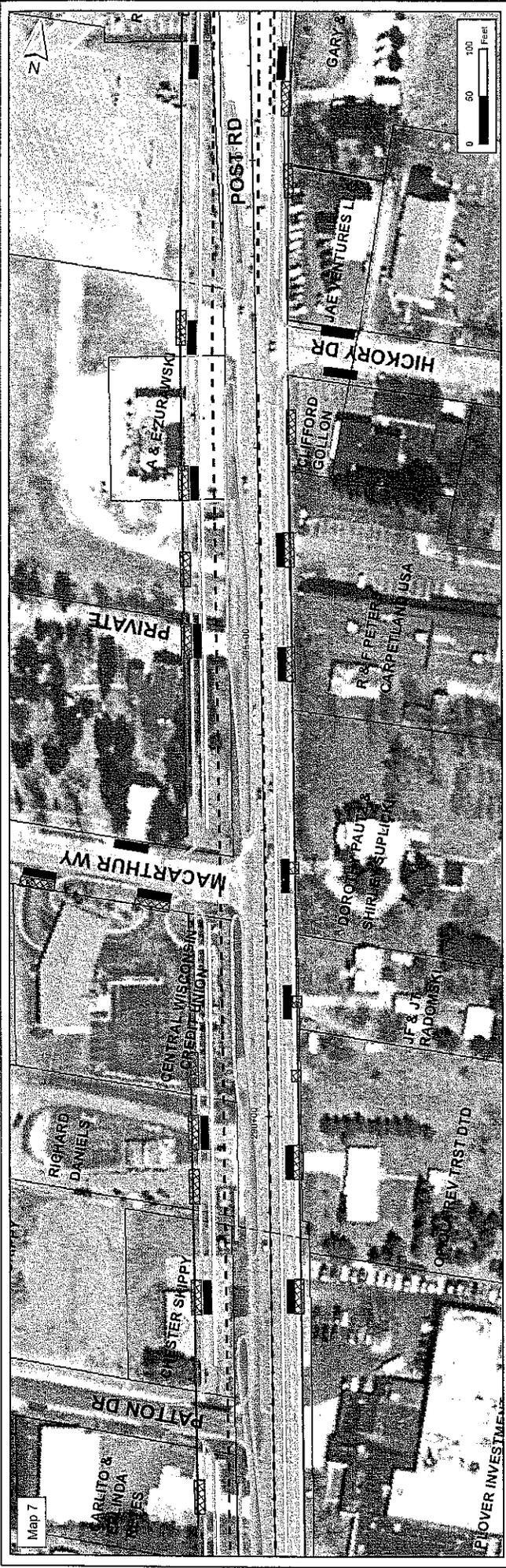
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 WIS 54 to Minnesota Ave
 Portage County, WI

WisDOT
 Project ID 6414-00-05

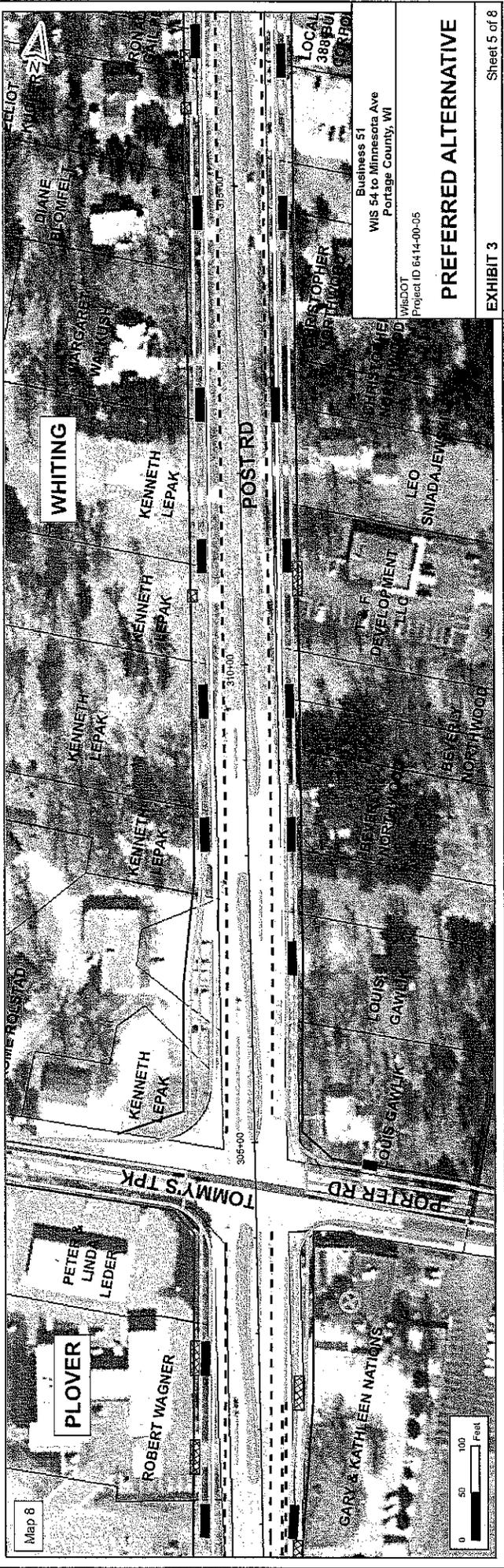
PREFERRED ALTERNATIVE

EXHIBIT 3

Sheet 4 of 8



Map 7



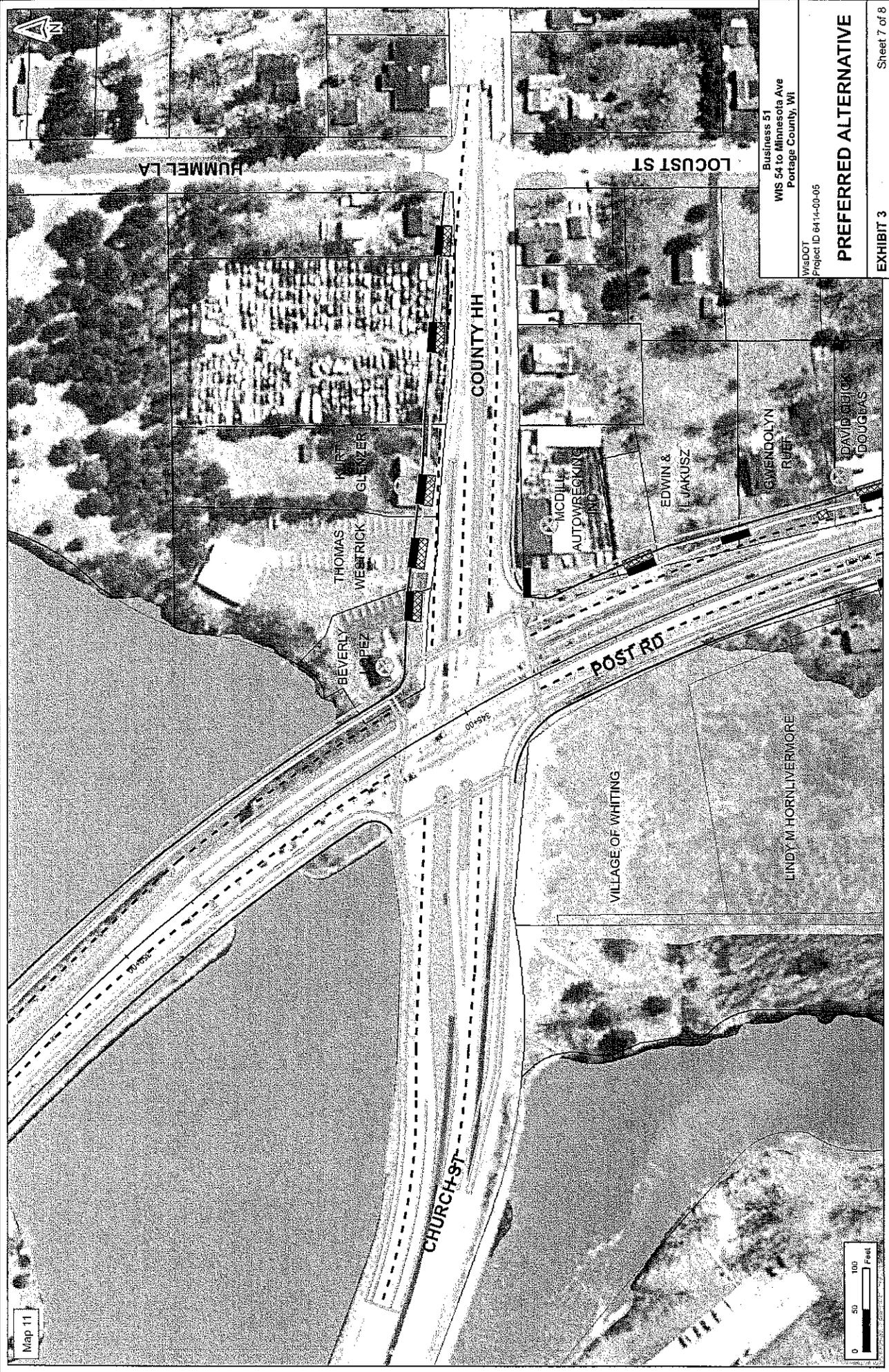
Map 8

Business 51
 WIS 54 to Minnesota Ave
 Portage County, WI

WisDOT
 Project ID 6414-00-05

PREFERRED ALTERNATIVE

EXHIBIT 3



Map 11

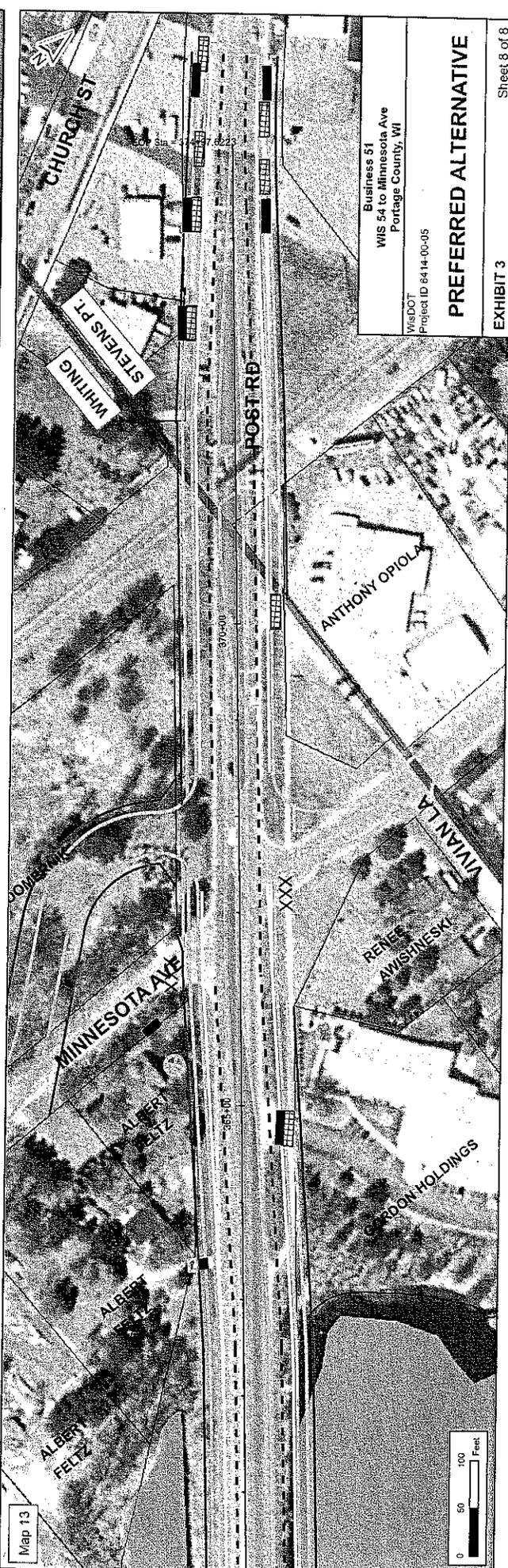
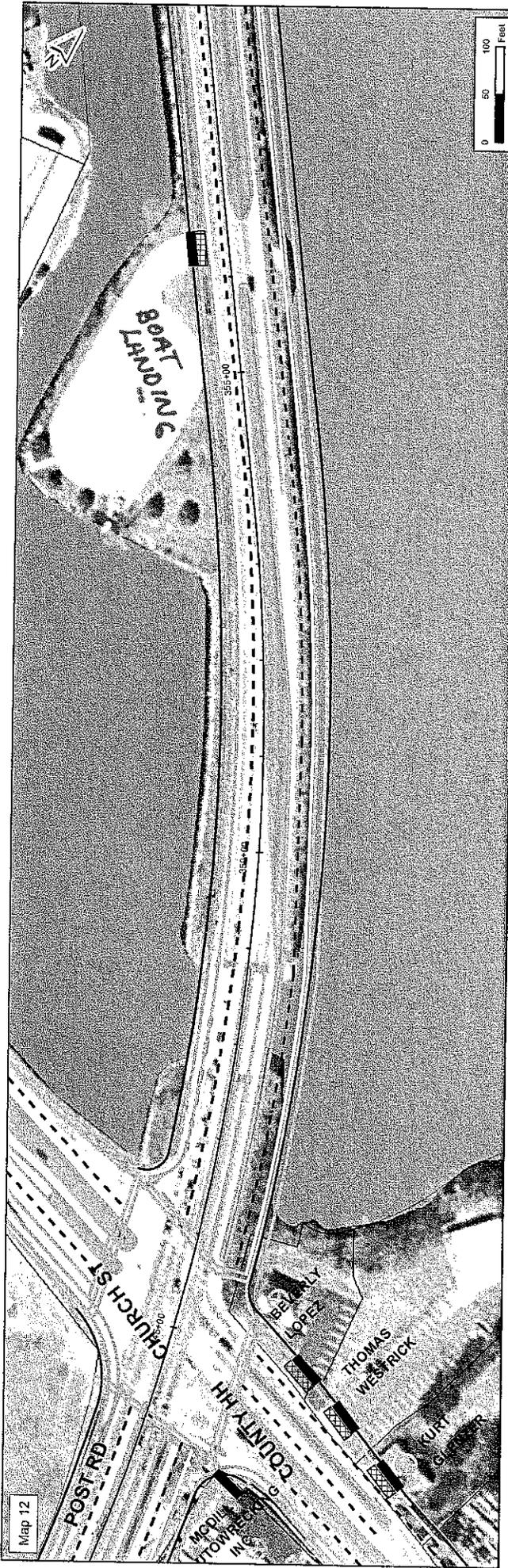


Business 51
 WIS 54 to Minnesota Ave
 Portage County, WI

WISDOT
 Project ID 0414-00-05

PREFERRED ALTERNATIVE

EXHIBIT 3
 Sheet 7 of 8



Business 51
 WIS 54 to Minnesota Ave
 Portage County, WI
 WisDOT
 Project ID 6414-00-05

PREFERRED ALTERNATIVE

EXHIBIT 3

Sheet 8 of 8

EXHIBIT 4:

Conceptual Stage Relocation Plan

CONCEPTUAL STAGE RELOCATION PLAN

This report provides details about the potential impacts and relocations that may occur as a result of the upgrading of US 51 East (Post Road) through Plover, Whiting, and Stevens Point. It has been prepared in accordance with the requirements of the U.S. Department of Transportation, Federal Highway Administration (FHWA) Environmental Impact and Related Procedures Final Rule (23 CFR 771), the FHWA Technical Advisory for environmental document preparation (T 6640.8A, October 30, 1987), and the State of Wisconsin, Department of Transportation (WisDOT) - Division of Highways and Transportation Services Relocation Assistance Manual.

Sources used to identify available housing for the Conceptual Stage Relocation Plan were primarily multiple listing data accessed through a local real estate broker, multiple listings, local publications, and the internet

The number of available single-family homes is greater than the maximum number of displacements (12 residential, 20 businesses); therefore an adequate supply of housing is currently available within the typical price range. There are presently (September 2007) 31 two-bedroom, 43 three-bedroom (with the median being between \$80K and \$100K), and 19 four or more-bedroom units (with the median being between \$60K and \$80K). In the Plover / Stevens Point project area, the total number of available single family dwellings (134) range from \$20,000 to \$100,000.

There are also an additional 267 homes available within a ten-mile radius. The prices for these units range from \$39,000 to \$600,000.

Relocation Assistance Information

The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. This provides for payment of just compensation for property acquired for a federal-aid project. In addition to acquisition price, the relocation program covers supplemental replacement costs, moving expenses, increased rental or mortgage payments, closing costs, and other valid relocation costs. No person will be displaced unless a comparable replacement dwelling or business location, or other compensation where a suitable replacement business location is not practicable, is provided. All the above resources are available to all displacees without discrimination.

Before the initiation of any property acquisition activities, members of the WisDOT Real Estate Section will contact the property owners and tenants to explain the details of the acquisition process and Wisconsin's Eminent Domain Law under Wisconsin Statutes 32.05 and 32.19. Each relocatee will be interviewed by the relocation agent for the purpose of determining their needs, desires, and possible problems. One or more professional appraisers will inspect any property acquired. Property owners may accompany the appraiser during the inspection. Provisions for independent property owner appraisals are also provided. Based on the appraisal(s) made, the value of the property would be determined and that amount offered to the owner.

At this time there is no indication that any unusual relocation problems exist on this project, which would require special relocation advisory services. Should a problem develop, those special services will be provided.

At this time there is no indication of insufficient housing being available for the relocations of this project. Therefore, no special program is required.

**PLOVER / STEVENS POINT
AVAILABLE REPLACEMENT HOUSING (October 2007)**

Price Range	2 Bedrooms	3 Bedrooms	4 Bedrooms
Single-Family Homes For Sale			
\$20,000 – \$39,000	2	2	2
\$40,000 – \$59,000	8	8	8
\$60,000 – \$79,000	10	8	1
\$80,000 – \$100,000	11	25	8
Totals	31	43	19

Business Relocations

According to Wisconsin Statutes, businesses are moved, not bought. Therefore the landowner is given just compensation for the realty and the business is relocated. New construct costs could be a viable replacement if comparable property cannot be secured. Those costs are basically \$80 to \$140 per square foot. However, there seems to be a sufficient number of available and financially feasible replacements.

In interviewing those businesses that will be relocated by the project, it was determined that in some instances, there would be unusual impact. All of the owners or tenant businesses intended to remain in the area but some are not definite about re-establishment plans.

The large auto salvage business has been in the present location for 70 years. Because the building and business is non-conforming, it has had right of way difficulties in the recent past with the local governing agencies. It is certain if there will be issues that will impact the feasibility of relocating the primary building. The entire property is made up of five parcels that may all be impacted.

There is a bar business operated by a person who also occupies the living quarters on the same property. The residential quarters are included in the rent payment. Because the owner of the property resides out of the state of Wisconsin, and the business occupies only a small portion of the real estate, the tavern operators are hopeful that the owner will build another rental facility on the adjoining land. They have been in business for approximately 4 years and would like to continue to operate.

Another bar on the proposed project is also a tenant situation. The owner of this property is also the owner of the corporation that operates the business. The owner is concerned that because his building is very old, that he would not be able to afford to re-establish his business. He was provided with brochures that outlined his rights as a landowner and business owner.

The third bar is owner-operated as a sole proprietorship. It has been in business for 23 years at this location. The business occupies approximately 1,520 square feet with an additional 880 square feet of storage. They have two part time employees. They are not sure of re-establishment. Construction date and other circumstances will affect their decision.

The restaurant/catering business has been at this location for 29 years. It is owner operated by a corporation. They have three full time and thirteen part time employees. They have sufficient property to rebuild their structure but that decision would be based on the timeframe of the project construction. They have approximately 4400 square feet of business structure.

The large resale establishment has multiple buildings. The main building which would be affected, is the only building with heat and water. The loss of this main building would make the remaining buildings unusable

except for storage. There is also a full basement under the main building. It is a not-for-profit business but it is independent of any other charities with the same name. It is owner operated.

The liquor store is owner-operated. He has been in business for six years and has hesitated doing any remodeling or improvements because of the project. He intends to remain in business. The building has approximately 1500 square feet in retail area and 2000 square feet in storage.

A large building that is primarily vacant is used twice a month by the local Methodist church free of charge to distribute food to needy recipients. The building is advertised for lease.

A sales and service archery business occupies a small building that would be affected by the project. The owner(s) will build another structure farther back on the same property that will include a target range. The owner is currently co-operating with a gentleman that is buying the business on a land contract and when the business is no longer encumbered, the then former owner will become an employee.

A small strip mall houses a vacant gas station, a tanning salon, and a chiropractor. The tanning salon has been in the location for twenty-two years. Because she has been in this location for a long time, she has been afforded below fair market rent. The owner of the business is concerned that her rent could become unaffordable, especially if she have to change locations and loses some clientele.

The chiropractor in this same small strip mall rents the same square footage as the tanning salon. The chiropractor only operates out of this location part time. He has another location in a nearby town.

A dental business shares a building and ownership with a log home design business. The owner who is incorporated operates as one business with two lines of income. The property is deep with access from the rear of the property; therefore the owner would build back on the same property if they need to relocate. He also operates another dental office in a nearby town. The dental business also operates a lab on the premises. All three floors are used for income.

The beauty salon is owner operated. There are six full time employees. Plumbing needs and electrical needs are specific and exceptional.

The building also houses more than one business. Besides the beauty salon, there is dog grooming business and an insurance business. The insurance business has two employees. Their rent is \$875 including utilities. They have no lease and have been in the building for four years.

The pet grooming business occupies a small area in the same building with the beauty salon and insurance company. The pet groomer rents the space for \$450 a month. The grooming business is highly regulated by local ordinances, has specific plumbing needs and restricted hours. The operator has been in business four years at this location.

The retail bridal dress sales and alteration business has been in operation since 1986. It is a two story structure with over 4800 square feet of business space. They have recently made extensive improvements. It employs four full time workers and four part time employees. It is the primary business of its kind in the area.

An accounting firm is a partnership that rents the facility from their corporation for \$6000 a month. . They have been at this location for one year at which time they upgraded the facility. There are high-tech wireless capabilities throughout the 4400 square foot facility. They have 13 employees and plan to increase their employees by at least 2 more people in the near future.

A florist/gift shop has been at its present location for ten years. It has one full time employee and 2 part time employees. They pay rent and utility costs of approximately \$1000 per month. They will definitely continue business preferably not a rental situation. The facility has approximately 1400 square feet with 800 square feet retail area.

An operating gas station/convenience store has been at its present location for 27 years. It is owned and operated by corporation with 75 other locations, which make it ineligible for relocation replacement payment benefits.

A dental specialist with 4 employees has occupied this corner location for the last two years. It is owner operated and this is their only location. The size of the building is unknown.

Special Relocation Advisory Service

The results of the survey seem to indicate no problems in providing owner and tenant replacement housing that would require establishing special relocation advisory services. If unusual problems were to arise, relocation personnel would be made available to provide necessary and appropriate relocation advisory services. New construction will be utilized where no existing comparable replacement is available. A more detailed survey of residential requirements will be determined in the acquisition stage relocation plan.

At the time of relocation, any low-income residents will be identified using federal guidelines and the income median for the area. Special needs will also be identified at that time.

Relocation Payment Estimates

Relocation benefits are dependent on eligibility requirements and payments will be situation specific. When a business with a residence is affected, and only the residence would require relocation, it is considered a residential relocation. If only the business operation would require relocation, it is considered a business relocation. If the residence and business operation both require relocation, it is classified as both a residential and business relocation and is eligible for separate residential and business relocation payments.

SUMMARY OF RELOCATION COSTS (2007 Dollars)

	Purchase Cost per Tax Assessment/ fair market value	Relocation Cost / moving	Approximate Purchase Cost plus Relocation
12 residential	median per unit \$103,000	\$1,236,000 / \$60,000	\$ 1,296,000
Business #1	430,200 / 465,797	\$50,000 / \$200,000	\$ 716,000
Business #2	158,900 / 162,159	\$50,000 / \$10,000	\$ 222,000
Business #3	175,600 / 179,202	\$30,000 / \$10,000	\$ 220,000
Business #4	154,300 / 157,465	\$30,000 / \$15,000	\$ 202,000
Business #5	578,300 / 590,162	\$50,000 / \$30,000	\$ 670,000
Business #6	Undetermined / tax exempt parcel	\$50,000 / \$50,000	\$ 100,000 plus purchase
Business #7	149,900 / 152,975	\$50,000 / \$10,000	\$ 213,000
Business #8	320,600 / 327,176	\$0- vacant	\$ 327,000
Business #9	165,300 / 168,691	\$50,000 / \$5,000	\$ 223,000
Business #10	604,800 / 617,206	\$30,000 / \$2,000	\$ 650,000
Business #11	Included in #10	\$30,000 / \$2,000	\$ 32,000
Business #12	141,800 / 148,981	\$50,000 / \$5,000	\$ 205,000
Business #13	185,600 / 195,000	\$50,000 / \$20,000	\$ 265,000
Business #14	Included in #13	\$30,000 / \$5,000	\$ 35,000
Business #15	Included in #13	\$30,000 / \$3,000	\$ 33,000
Business #16	259,200 / 272,326	\$50,000 / \$5,000	\$ 330,000
Business #17	219,700 / 230,826	\$30,000 / \$20,000	\$ 280,000
Business #18	239,900 / 244,821	\$30,000 / \$6,000	\$ 281,000
Business #19	309,900 / 316,257	\$0 / \$20,000	\$ 336,000
Business #20	170,700 / 174,257	\$50,000 / \$5,000	\$ 234,000
		\$1,976,000 / \$493,000	\$ 6,870,000

EXHIBIT 5:

Correspondence



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Scott Hassett, Secretary
Scott Humrickhouse, Regional Director

Wausau Service Center
5301 Rib Mountain Drive
Wausau, Wisconsin 54401
Telephone 715-359-4522
FAX 715-355-5253
TTY Access via relay - 711

July 23, 2007

Dan Mahoney
Village of Plover
PO Box 37
Plover, WI 54467

Subject: Petition to Exempt the Village of Plover from the Requirement to Obtain Municipal Separate Storm Sewer System (MS4) Permit Coverage

Dear Mr. Mahoney:

I am in receipt of the Village of Plover's request to be excluded from the requirement to obtain municipal separate storm sewer system (MS4) permit coverage under Chapter NR 216, Wis. Adm. Code. With this letter I will lay out the rationale and process by which a decision was reached:

Section NR 216.02(4), Wis. Adm. Code, states that an owner or operator of a *municipal separate storm sewer system* serving a population of 10,000 or more and having a population density in excess of 1000 people per square mile shall obtain coverage under a WPDES municipal storm water discharge permit.

The Village of Plover was initially identified for permit coverage based on population data gathered in the 2000 census that showed the Village had in excess of 10,000 residents. However, the initial identification did not look into the question of whether the Village owned or operated a MS4.

In a June 6, 2006, letter to the Department, the Village laid out its position that it should be exempt from the municipal permit based on the fact that Plover does not own or operate a MS4. A follow up letter to the Department dated February 20, 2007, reiterated Plover's belief that it does not own or operate a MS4 and is therefore exempt from the requirement to obtain a municipal storm water discharge permit.

On May 31, 2007, Department staff and a representative of the Village (Kurt Schoen, Earth Tech) surveyed areas in the Village that could potentially be considered a MS4. Specifically we looked at the existing Business Highway 51 right-of-way owned and operated by the Wisconsin Department of Transportation to determine if Plover was conveying storm water to the right-of-way. It was clear that storm water is not conveyed to the DOT right-of-way via an MS4 owned or operated by the Village.

Conclusion: It is the Department's decision to approve the Village of Plover's waiver request from MS4 permit coverage.

Please be aware that this waiver may be rescinded if the Department determines that conditions have changed to a point where permit coverage is warranted (such as when DOT transfers the Bus. Hwy. 51 to the Village). Although permit coverage is waived at this time, the Department recommends that local regulation of erosion control and storm water management be pursued through a Village ordinance.

Thank you for your cooperation in this process. If you have any questions or comments please feel free to contact me at 715-359-2872.

Sincerely,

Bradley Johnson
Storm Water Management

Copy: Jim Bertolacini -- WT/2



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Matthew J. Frank, Secretary
Scott Humrickhouse, Regional Director

473 Griffith Avenue
Wisconsin Rapids, Wisconsin 54494
Telephone 715-421-7831
FAX 715-421-7830
TTY Access via relay - 711

October 26, 2007

RECEIVED

OCT 31 2007

Randy Fuchs P.E.
Earth Tech
1210 Fourier Drive, Suite 100
Madison, WI 53717

EARTH TECH, INC.
MADISON, WI

SUBJECT: DOT/DNR Initial Corridor Reconstruction Review
Project ID#: 6414-00-04
Project Title: Business 51 STH-54 – Minnesota Avenue
Highway: Business 51
County: Portage

Dear Mr. Fuchs:

This letter responds to your request for DNR comments on proposed future plans for Business 51 (Post Road) Reconstruction. I have reviewed the information provided and consulted with other Department staff. This letter summarizes Department comments and concerns. As it may be several years before this project is scheduled for construction we reserve the opportunity to update our comments.

Endangered Resources/Wildlife

The project corridor is mostly located within an existing urban setting that supports common wildlife species. The Wisconsin Natural Heritage Inventory (NHI) was reviewed for possible presence of endangered, threatened or other rare species. A list of species and natural communities has been recorded within a one mile radius of the project corridor. Of those listings we would expect the state threatened wood turtle is of primary concern. The concern with the wood turtle is exclusion from work zones during construction. An additional wildlife issue is the bridge at McDill Pond, which a colony of swallows uses for nesting. Their nesting season will need to be avoided or nesting access will need to be blocked by netting or other means before nesting begins during the year of construction. Our NHI listings are periodically updated and the project should again be reviewed by DNR prior to final design to assure consideration of any new listings.

Fisheries

McDill Pond (Plover River) supports a diverse warm water sport fishery and Springville Pond (Little Plover River) has a mixed (cold and warm) fishery. Both are important resources to local anglers. As the project has been tentatively proposed, the McDill causeway is to be widened. This will result in the loss of valuable shoreland habitat of McDill Pond. Any widening here

should first be avoided. If it can't be avoided, a restoration plan to replicate, and preferably enhance this riparian area will be needed. Also see recreation/public access comments below.

Wetlands

Riparian emergent wetlands are present alongside both the McDill and Springville Pond causeways. Per the DOT-DNR Cooperative Agreement wetland impacts should be avoided to the extent possible and unavoidable losses will need to be mitigated.

Forestry

To prevent the spread of oak wilt all tree removal should occur from October 1 through April 1: Any burning of trees or brush must be conducted in a safe, pollution-free manner and in compliance with any local ordinances. However, given the urban setting, open burning is strongly discouraged and alternative methods (chipping) should be considered.

Recreation/Public Access to Waters

Land and Water Conservation Funds (4f) were used in the purchase and development of Whiting Park. If any portion of this parkland is needed for ROW expansion or other disturbance, further DNR consultation will be required to determine suitable mitigation. Public access to McDill Pond is currently provided at the McDill Pond Boat Landing. Any upgrades to Post Road should maintain both north- and south-bound vehicular access to the landing and parking area. The landing is also used as a parking area for winter ice fishers. Many of these users wish to fish on the northeast side of Post Road. They cannot walk under the existing McDill Pond Bridge because it typically doesn't freeze due to channel constriction. As a result fishers often walk from the parking area across Post Road and then down the steep northeast bank of Post Road. Existing guard railing obstructs this movement, particularly when fishers are dragging sleds with portable ice shanties and other equipment. To remedy this issue, project plans should incorporate a safe and functional pedestrian crossing of Post Road near the boat launch. Such plans should also incorporate a safe walkway down the bank of Post Road as three-season bank fishing is also popular in this area.

Floodplains

Any work on the causeway or bridge crossings of McDill or Springville Ponds should be designed to avoid an increased backwater effect upstream. The Springville Pond causeway essentially acts as a dam which creates the impoundment. Any work on it must be in compliance with state dam safety standards. Design plans must be submitted for review and approval by department dam safety staff. I will be happy to coordinate such review when (preliminary) plans are available.

Contaminated Sites/Sediments

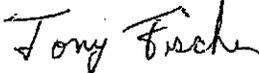
Given the urban history of the corridor, we recommend you investigate the properties along it for waste storage, disposal or contamination issues to prevent unforeseen problems or construction delays. Additionally, if any pond sediments are proposed for dredging they may need to be sampled and characterized in order to insure proper handling and disposal procedures.

Storm Water

Municipalities under a storm water WPDES permit will need to reduce total suspended solids (TSS) discharges from this road by 40% by 2013 or make up the difference elsewhere. To avoid passing future storm water burdens on to municipalities taking over road ownership, project reconstruction plans should meet this goal.

If you have any questions or need additional information please call me at (715) 421-7867.

Sincerely,



Tony Fischer

Environmental Analyst
Transportation Liaison

- C. Janet Smith - DOT North Central Region
- Mike O'Meara - DOT North Central Region
- Chris Knotts - U.S. Army Corps of Engineers
- Bill Weronke - Portage County Highway Commissioner

24



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Matthew J. Frank, Secretary

101 S. Webster St.
Box 7921
Madison, Wisconsin 53707-7921
Telephone 608-266-2621
FAX 608-267-3579
TTY Access via relay - 711

RECEIVED

November 6, 2007

NOV 08 2007

EARTH TECH, INC.
MADISON, WI

FILE REF: 4509
Permit # 07-MF-287

Debbie Howard
Project Engineer
Earth Tech
1210 Fourier Drive, Suite 100
Madison, WI 53717

Subject: Business 51 (Post Road) Indirect Source Permit Exemption

Dear Ms. Howard:

The Bureau of Air Management has completed a screening review of the Business 51 Project in Portage County (DNR Air Permit # 07-MF-287). The review was completed using the CAL3QHC dispersion model with MOBILE6.2 emission rates.

Based upon review of your analysis and additional modeling, we confirm that the maximum predicted carbon monoxide concentrations would not exceed 75% of any carbon monoxide standard. Therefore, under section NR 411.04(2)(c) of the Wisconsin Administrative Code, no air pollution control permit is required for this project.

A copy of the Bureau of Air Management modeling report is available, upon request. If you have any comments or questions about this project, or about Wisconsin's indirect source permit program, please contact me at (608) 267-0806 or via e-mail: (michael.friedlander@wisconsin.gov).

Sincerely,

Mike Friedlander, Transportation and Air Quality Planner
Regional Pollutants and Mobile Sources Section
Bureau of Air Management

Cc. Jay Waldschmidt - WisDOT



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Green Bay ES Field Office
2661 Scott Tower Drive
New Franken, Wisconsin 54229-9565
Telephone 920/866-1717
FAX 920/866-1710

RECEIVED

MAY 24 2007

**EARTH TECH, INC.
MADISON, WI**

May 22, 2007

Mr. Jeff Knudson
Earth Tech
1210 Fourier Drive, Suite 100
Madison, Wisconsin 53717

re: Proposed Highway Reconstruction
Project ID 6414-00-05
Business Highway 51
Portage County, Wisconsin

Dear Mr. Knudson:

The U.S. Fish and Wildlife Service (Service) has received your e-mail dated May 7, 2007, requesting comments on the subject project. The project entails reconstruction of 3.5 miles of Business Highway 51 from STH 54 in the Village of Plover to Minnesota Avenue in the Village of Whiting, in Portage County, Wisconsin. We have reviewed the information provided in your letter and our comments follow.

Federally-Listed Species, Candidate Species, and Critical Habitat

Currently, we have no records that federally-listed threatened or endangered species or critical habitat are present within the project site. However, an occurrence of the Karner blue butterfly is known within a mile of the project area. As plans for the highway improvements develop, any realignment from the current roadway should be reviewed for the presence of potential Karner habitat. The Karner blue butterfly is dependent upon wild lupine (*Lupinus perennis*) for its existence, as it is the species sole known larval foodplant. Wild lupine is usually found in open, prairie and barrens habitats. For more information on the Karner Blue butterfly or wild lupine, you can visit this website: <http://www.fws.gov/midwest/Endangered/insects/index.html#kbb> or contact this office.

However, our records are not comprehensive. Please be aware that over time, habitats near the project site may be utilized by listed or proposed species not present at this time. It is also possible that critical habitat could be proposed or designated for a species. Therefore, if there is a time lag of more than 12 months between plan completion and execution, it is important to reassess the impact of the project on federally-listed or proposed species or designated critical habitat prior to start of construction activities.

If this project involves a Federal action (i.e., authorization, funding, or is carried out in whole or in part by a Federal agency), the lead Federal agency or its designated agent is responsible for making a determination under Section 7 of the Endangered Species Act of 1973, as amended (ESA), as to whether the selected project alternative may affect federally-listed threatened or endangered species or designated critical habitat. If the proposed project may affect, but is unlikely to adversely affect federally-listed threatened or endangered species or designated critical habitat, the agency or its agent must obtain written concurrence from our office. If the project may affect, and is likely to adversely affect federally-listed species or adversely modify designated critical habitat, the agency must initiate formal consultation with the Service in accordance with section 7 of the ESA. Further information on the section 7 consultation process can be obtained by contacting the staff person identified at the end of this letter.

Migratory Birds

Under the Migratory Bird Treaty Act of 1918, as amended, it is unlawful to take, capture, kill, or possess migratory birds, their nests, eggs, and young. If migratory birds are known to nest on any of the project structures, construction should begin before the initiation of the breeding season for those species or after breeding has concluded. Alternatively, the structures can be screened before the breeding season to prevent nesting. Generally, we recommend that screening or any other habitat disturbance occur before April 15 or after July 15 to minimize potential impacts to migratory birds, but please be aware that some species may initiate nesting before April 15.

Wetland Mitigation

In refining and selecting project alternatives, efforts should be made to select an alternative that does not adversely impact wetlands. If no other alternative is feasible and it is clearly demonstrated that project construction resulting in wetland disturbance or loss cannot be avoided, a wetland mitigation plan should be developed that identifies measures proposed to minimize adverse impacts and replace lost wetland habitat values and other wetland functions and values. Any project that impacts wetlands or waterways, including seasonally ephemeral and intermittent streams, should include design features such as culverts to retain hydrological connection between areas fragmented by the project.

Other Fish and Wildlife Habitat

We note that the project crosses McDill Pond and Little Plover River. It has been well documented that wildlife often use riparian areas along streams and rivers as travel corridors, particularly as roads and highways have bisected the landscape. The Service supports and encourages the maintenance or creation of habitat connectivity wherever possible. As such, we recommend that the replacement bridge and abutments be designed and constructed in such a way as to allow terrestrial wildlife to pass under the bridge without entering the river during normal flow conditions. This may require limitations on the use of exposed riprap, and modifications in the substrate and/or slope at the base of the abutments, as some wildlife species cannot or prefer not to traverse areas of riprap.

In replacing bridges and abutments, the Service supports the retention or installation of natural slopes and substrates for streambanks and streambeds. Increase in hard surfaces along streams alters the hydrology and ecology of the affected streams and can adversely impact wildlife both at the site and in downstream areas.

We appreciate the opportunity to respond. Questions pertaining to these comments can be directed to Ms. Stacy Gilmore at 920-866-1755 or Ms. Leakhena Au at 920-866-1734.

Sincerely,

A handwritten signature in cursive script that reads "Louise Clemency". The signature is written in black ink and is positioned above the typed name and title.

Louise Clemency
Field Supervisor

EXHIBIT 6:

Section 106

SHPO

**SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION**
Wisconsin Department of Transportation
DT1635 11/2006

For instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID 6414-00-05	Highway - Street Business 51 (Post Road)	County Portage County, Wisconsin
Project Termini (STH 54)/CTH B to Minnesota Avenue		Region - Office North Central Region - Wisconsin Rapids
Regional Project Engineer - Project Manager Mike O'Meara, PE		Area Code - Telephone Number 715-421-8313
Consultant Project Engineer - Project Manager Randy Fuchs, PE - Earth Tech Inc.		Area Code - Telephone Number 608-828-8135
Archaeological Consultant George Christiansen III - GLARC		Area Code - Telephone Number 608-438-4677
Architecture/History Consultant Dr. John N. Vogel - Heritage Research, LTD.		Area Code - Telephone Number 262-366-0396
Date of Need October 19, 2007		SWSW # 07-0824/PT
Return a signed copy of this form to:		

RECEIVED
NOV 16 2007
DIV HIST PRES

II. PROJECT DESCRIPTION

Project Length 3.5 miles	Land to be Acquired: Fee Simple 13.4 acres	Land to be Acquired: Easement 0 acres
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Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	64-95'	87-113'	Terrace Width	5.5	8.0
Shoulder N/A			Sidewalk Width	5	6
Slope Intercept N/A			Number of Lanes	4	4
Edge of Pavement	20	20 - 60	Grade Separated Crossing N/A		
Back of Curb Line	22.5	22.5 - 60.5	Vision Triangle acres	0	0
Realignment	0'		Temporary Bypass 0 acres	0	0
Other - List:			Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that depict "maximum" impacts.	<input checked="" type="checkbox"/> Yes	<input 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.

The proposed project is located in Portage County in Central Wisconsin. The Wisconsin Department of Transportation (WisDOT) is working with the villages of Plover and Whiting to determine roadway reconstruction improvement alternatives for a 3.5-mile segment of Business 51 (Post Road). The northerly limit of the study area is just north of the Canadian National Railroad and Wisconsin Central Railroad and extends just south of Plover Road State Trunk Highway (STH 54)/County Trunk Highway (CTH) B.

The project area is located along a commercial corridor that runs north and south through the villages. It currently serves an average weekday traffic volume ranging between 13,800 and 20,400 vehicles.

Existing and future conditions along Business 51 were analyzed and recommendations were made to enhance safe, efficient, multimodal transportation for the next 30 years. When the roadway reconstruction process is completed, it will

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 checked="" type="checkbox"/> Letter - Required for Archaeology | <input type="checkbox"/> Letter | <input checked="" type="checkbox"/> Letter |
| <input type="checkbox"/> Telephone Call | <input checked="" type="checkbox"/> Telephone Call | <input type="checkbox"/> Telephone Call |
| <input type="checkbox"/> Other: | <input type="checkbox"/> Other: | <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 established that included all buildings adjacent to the project corridor.

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

- | | |
|---|---|
| <p style="text-align: center;">ARCHAEOLOGY</p> <p><input checked="" type="checkbox"/> Archaeological survey is needed</p> <p><input type="checkbox"/> Archaeological survey is not needed - Provide justification
 <input type="checkbox"/> Screening list (date).</p> | <p style="text-align: center;">HISTORY</p> <p><input checked="" type="checkbox"/> Architecture/History survey is needed</p> <p><input type="checkbox"/> Architecture/History survey is not needed
 <input type="checkbox"/> No structures or buildings of any kind within APE
 <input type="checkbox"/> Screening list (date).</p> |
|---|---|

VI. SURVEY COMPLETED

- | | |
|--|---|
| <p style="text-align: center;">ARCHAEOLOGY</p> <p><input checked="" type="checkbox"/> NO archaeological sites(s) identified - ASFR attached</p> <p><input type="checkbox"/> NO potentially eligible site(s) in project area - Phase I Report attached</p> <p><input type="checkbox"/> Potentially eligible site(s) identified-Phase I Report attached
 <input type="checkbox"/> Avoided through redesign
 <input type="checkbox"/> Phase II conducted - go to VII (Evaluation).</p> <p><input type="checkbox"/> Phase I Report attached - Cemetery/cataloged burial documentation</p> | <p style="text-align: center;">HISTORY</p> <p><input type="checkbox"/> NO buildings/structures identified - AHSF attached</p> <p><input checked="" type="checkbox"/> Potentially eligible buildings/structures identified in the APE - AHSF attached</p> <p><input checked="" type="checkbox"/> Potentially eligible buildings/structures avoided - documentation attached</p> |
|--|---|

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

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

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

Archaeological monitoring of any ground disturbance will occur at the following locations: 47PT26 - McDill commons Group, 47PT27 - Redfields Mounds, 47PT33 - McDill Pond Mounds, and 47PT59 - Plover-Whiting Mounds from stations 337+50 to 346+50 and 362+00 to 372+00. This will be included as a special provision in the construction contract.

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. WIDOT 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.

William Womack
 (Regional Project Manager)

10/4/07
 (Date)

Randall L. Fuchs
 (Consultant Project Manager)

9/19/07
 (Date)

[Signature]
 (WIDOT Historic Preservation Officer)

11/15/07
 (Date)

[Signature]
 (State Historic Preservation Officer)

12/7/07
 (Date)

Wisconsin Historical Society
Determination of Eligibility Form

RECEIVED

(DOE 2006)

NOV 16 2007

Agency #: WisDOT #6414-00-04

WHS #: 07-0824/PT

DIV HIST PRES

Property Name(s): E.A. & Camille Oberweiser Residence/Cascade Manor/Cascade Chalet
Address/Location: 3010 Springville Drive
City & County: Village of Plover, Portage County Zip Code: 54467
Town: T23N Range: R8E Section: S16

Date of Construction: 1924

Certification:

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility X meets does not meet the National Register of Historic Places criteria.

[Signature]
Signature of Certifying Official/Title

11/16/07
Date

WISDOT HISTORIC PRESERVATION OFFICER

State or Federal Agency and Bureau

In my opinion, the property X meets does not meet the National Register criteria.

[Signature]
Signature of Commenting Official/Title

12/16/07
Date

Division of Historic Preservation
Wisconsin Historical Society
816 State Street
Madison, WI 53706

Wisconsin Historical Society
Determination of Eligibility Form

(DOE 2006)

RECEIVED

Agency #: WisDOT #6414-00-04

NOV 16 2007

WHS #: 07-0824/PT

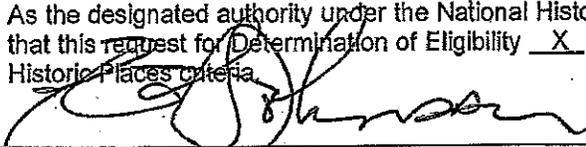
DIV HIST PRES

Property Name(s): Dr. Frank & Betty Iber Residence
Address/Location: 3000 Springville Drive
City & County: Village of Plover, Portage County Zip Code: 54467
Town: T23N Range: R8E Section: S15

Date of Construction: 1957-1958

Certification:

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility meets does not meet the National Register of Historic Places criteria.

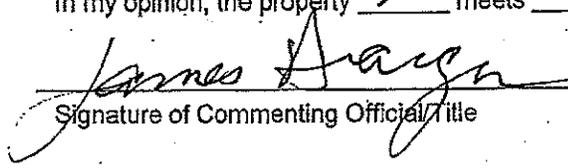

Signature of Certifying Official/Title

11/16/07
Date

WISDOT HISTORIC PRESERVATION OFFICER

State or Federal Agency and Bureau

In my opinion, the property meets does not meet the National Register criteria.


Signature of Commenting Official/Title

12/6/07
Date

Division of Historic Preservation
Wisconsin Historical Society
816 State Street
Madison, WI 53706

Wisconsin Historical Society
Determination of Eligibility Form

RECEIVED (DOE 2006)

NOV 16 2007

Agency #: WisDOT #6414-00-04

DIV HIST PRES

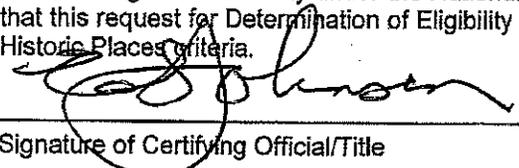
WHS #: 07-0824/PT

Property Name(s): Emil & Katherine Gyron Residence
Address/Location: 2323 Post Road
City & County: Village of Whiting, Portage County Zip Code: 54481
Town: T23N Range: R8E Section: S9

Date of Construction: 1936-1937

Certification:

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility meets does not meet the National Register of Historic Places criteria.

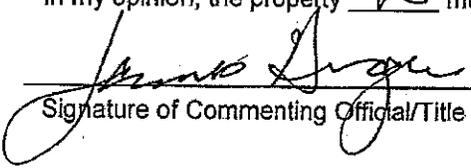

Signature of Certifying Official/Title

11/16/07
Date

WISDOT HISTORIC PRESERVATION OFFICER

State or Federal Agency and Bureau

In my opinion, the property meets does not meet the National Register criteria.


Signature of Commenting Official/Title

12/4/07
Date

Division of Historic Preservation
Wisconsin Historical Society
816 State Street
Madison, WI 53706

EXHIBIT 7:

Section 4(f)

**WISCONSIN DIVISION
FEDERAL HIGHWAY ADMINISTRATION**

**SECTION 4(f) EVALUATION & DETERMINATION OF
DE MINIMUS IMPACTS TO SECTION 4(f) PROPERTY**

Description/Location of Project:

WISDOT ID: 6414-00-05
 Route: Business 51 Environmental Assessment
 Termini: STH 54 – Minnesota Avenue
 County: Portage County
 Name of Resource: Green Circle Trail

Consult the Section 4(f) Evaluation as it relates to the following items. Complete all items. Any response in a shaded box requires additional information prior to approval. This determination will be attached to the applicable Environmental Document.

Applicability Criteria	YES	NO
1. The proposed transportation project uses a Section 4(f) park, recreation area, wildlife or waterfowl refuge, or historic site.	X	
2. The proposed project includes all appropriate measures to minimize harm and subsequent mitigation necessary to preserve and enhance those features and values of the property that originally qualified the property for Section 4(f) protection.	X	
3a. For historic properties, a determination has been made under Section 106 of the National Historic Preservation Act (16 USC 470f) that "No Historic Properties Are Affected" or the project will have "No Adverse Effect" on the characteristics that qualify the property for the National Register of Historic Places (NRHP) such that the property would no longer retain sufficient integrity to be considered eligible for listing. (Consultation as in 36 CRF part 800)	NA	
3b. For archeological properties, the project does not require disturbance or removal of the archaeological resources that have been determined important for preservation in place rather than for the information that can be obtained through data recovery. (Consultation as in 36 CRF part 800)	NA	
4. For historic & archaeological properties, the SHPO or THPO have been informed of FHWA's intent to make "De Minimus" impact finding based on Section 106 concurrence. And all measures to mitigate and/or minimize harm that have been agreed upon will be incorporated into the project. (See following section on "Mitigation and Measures to Minimize Harm.")	NA	

Applicability Criteria	YES	NO
(Reserved for possible future use)		

Alternatives Considered	YES	NO
1. The "Do Nothing" alternative has been evaluated and is considered not to be prudent because it would neither address nor correct the transportation need that necessitated the project.	X	
2. An alternative has been evaluated to improve the transportation facility in a manner that addresses the project's purpose and need without use of the Section 4(f) property and is considered not to be prudent.	X	

Mitigation and Measures to Minimize Harm	YES	NO
1. The proposed action includes all possible planning to minimize harm.	X	
2. Mitigation measures include one or more of the following: (Check applicable mitigation measures.)		
		X
	X	
	X	
		X
		X
g. Other measures. (describe briefly)		X

Coordination	YES	NO
1. The proposed project has been coordinated with the Federal, State, and/or local officials having jurisdiction over the 4(f) lands. The officials have agreed in writing with the assessment of impacts; the proposed measures to minimize harm; and that the impacts will not have an adverse impact on the activities, features, or attributes of the 4(f) resource	X	
2. If Federal funds have been used in the acquisition or improvements of the 4(f) site, the land conversion/transfer has been coordinated with the appropriate Federal agency, and they are in agreement with the land conversion or transfer. (ie - Land and Water Conservation Fund Act, 16 USC 460/(8)(f)(3), etc) Documentation is attached	X	
3. Public involvement activities have occurred, consistent with the specific requirements of "23 CFR 771.111, Early coordination, public involvement and project development".	X	
4. For a project where one or more public meetings or hearings were held, information on the proposed use of Section 4 (f) property was communicated at the public meeting(s) or hearings(s). Documentation is attached.	X	

Springville Pond Park is a 4-acre park on Springville Pond located within the Village of Plover. It is fully developed, and offers picnic areas, a shelter house, restrooms, walkways, a handicapped accessible pier and paved parking. The pier shows up as a white "T" in Figure 8. The use of land from this park is at the far west end of the park. This area contains no park amenities and is mostly rip rap along a steep slope. There are no trees and little grass. Thus, use of land from this area for highway purposes (including sidewalk and bike lanes) will not impact the activities, features, or attributes of the Springville Pond Park. The Village of Plover, the owner of Springville Pond Park, concurs in this evaluation (see attached letter from the Village Administrator).

The proposed action consists of widening the existing roadway corridor. In the area of Springville Pond, the roadway is constrained geographically as it crosses the pond outlet, which drains to the west into the Wisconsin River. In terms of impacts to cultural resources, the project is constrained on the east by Springville Pond Park, and on the west by a home designed by Frank Lloyd Wright that was determined to be eligible for the National Register of Historic Places. There is an existing retaining wall along the west side of Business 51.

Given the potential impacts to both resources on either side of the road, investigations concluded that any required widening would be least intrusive to the east toward Springville Pond Park. The nearest amenity is the handicapped accessible pier that is located approximately 180 feet from the edge of the existing corridor. Required widening would reduce this distance approximately 35 feet, resulting in a 145 foot distance from the proposed corridor, but would not impact the activities, features, or attributes of the park. This same 35 foot encroachment toward the historically eligible property would likely have a more severe impact on the property.

Economically, if there was any widening to the west toward the historically eligible property, a new retaining wall would be required, which would be much longer and higher than a retaining wall on the east side due to the difference in topography. Widening on both sides of the roadway (splitting the impacts between the two properties) would result in retaining walls on both sides, which would be much more costly.

In consultation with the Village of Plover, they were in agreement that the most feasible and prudent alternative was to widen to the east toward Springville Pond Park. In order to minimize impacts by the corridor while maintaining design standards for the roadway, sidewalk terraces were reduced along Business 51 adjacent to Springville Pond Park. Retaining walls will also be used to minimize slope encroachment into the park boundary.

Efforts to minimize impacts to Springville Pond Park will satisfy *de minimis* criteria of "no adverse effect" to 4(f) properties relating to the use of the park or park amenities, and "no historic properties affected" in relation to the historically eligible property. Also, with the addition of bike lanes and sidewalk improvements along the corridor, Springville Pond Park will become more visible to passers-by, promoting park usage. The project will also improve vehicular access to the park due to dedicated turn lanes and a reduction in congestion.

Determination and Approval:

Description/Location of Project:

WISDOT ID: 6414-00-05
Route: Business 51 Environmental Assessment
Termini: STH 54 – Minnesota Avenue
County: Portage County
Name of Resource: Green Circle Trail

Based on the environmental documentation, the results of public and agency consultation and coordination as evidenced by the attachments to this document, the FHWA has determined that:

The project meets all applicable criteria in Section 4(f) Evaluation for De Minimus Impacts

The alternatives set forth in the Alternatives Considered section of the above Section 4(f) Evaluation have been fully evaluated.

The findings in the Alternative Considered Section conclude the recommended alternative is the only prudent alternative and results in a “De Minimus” impact to the Section 4(f) property.

The project provides Mitigation and Measures to Minimize Harm to the Section 4(f) resource, and there are assurances that the measures to minimize harm will be incorporated into the project.

The coordination and public involvement efforts required for a De Minimus finding have been successfully completed and necessary written agreements have been obtained.

Accordingly, the FHWA approves the proposed use of the subject 4(f) land in accordance with the criteria set forth in 23 USC 138 & 49 USC 303, as amended by Section 6009(a) of the 2005 SAFETEA- LU Act, Pub L. 109-59.

Date Approved

Federal Highway Administration

UNIQUE AREA IMPACT EVALUATION

DT2077 2004

Wisconsin Department of Transportation

Alternative Preferred	Length of Centerline and Termini This Sheet is Evaluating (STH 54)/CTH B to Minnesota Avenue	
1) Property Name Green Circle Trail	2) Location Intersection of Business 51 and McDill Avenue (CTH HH)	
3) Ownership or Administration City of Stevens Point / Village of Whiting	4) Use Recreational Trail	
5) Type		
<input type="checkbox"/> Public Park	<input type="checkbox"/> Recreational lands	<input type="checkbox"/> Wildlife Refuge
<input checked="" type="checkbox"/> Other - Identify Recreational Trail	<input type="checkbox"/> Waterfowl Refuge	<input type="checkbox"/> Historic Site

6) Indicate how the land or improvements on the property were funded.

No funds from any acts were used for this property.

s.6(f) LAWCON (LWCF)

Dingell-Johnson (D/J funds)

Pittman-Robertson (P/R funds)

(Lands purchased with D/J or P/R funds are treated similarly to those using s.6(f) LAWCON funds.)

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

No - Project is not federally funded

No - Property is not on or eligible for the National Register of Historic Places.

No - Other - Explain: de Minimum Impacts to Section 4(f) Property (recreational trail)

Yes - Indicate which of the Programmatic 4(f) Evaluation applies. Separate 4(f) evaluation attached or approved on _____.

Historic Bridge

Park minor involvement

Historic site minor involvement

Independent bikeway or walkway

Great River Road

8) Describe the significance of the unique property. For historic and archeological sites, quote or summarize the statement of significance from the Determination of Eligibility. For national landmarks, natural or scientific areas, etc., state registry listing. For other unique areas, include or attach statements of significance of officials having jurisdiction.

The Green Circle Trail is a 24-mile natural hiking and biking trail that loops around the Stevens Point Area. Through a partnership between Portage County and neighboring municipalities, the trail was started in the early 1990's. The trail meanders through area woodlands, along streams, and through wildlife viewing areas, in addition to some segments that are on-street.

9) Describe the proposed project's effects on this unique property.

a) Describe any effects on or uses of land from the property. "Use of land from" includes actual use (right of way acquisition, easements, etc.) or constructive use ("substantially impairs any of the site's vital functions"). For historic and archeological sites, give the results or status of Section 106 coordination. For other unique areas, include or attach statements from officials having jurisdiction over the property which discusses the project 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 action consists of widening the existing Business 51 corridor from a 4-lane undivided roadway to a 4-lane divided roadway and includes the reconstruction of McDill Avenue (CTH HH) and the Tommy's Turnpike/Porter Road intersections. The Green Circle Trail crosses Business 51 at both intersections. Other than temporary inconveniences during construction, the trail will be not be impacted. The improvements planned at these intersections are shown in Exhibit 3.

b) Discuss the following alternatives and describe whether they are feasible and prudent.

i) Do nothing alternative.

This alternative would not impact the Green Circle Trail. However, the needs of the project would not be met without widening Business 51 and reconstructing the intersections with McDill Avenue (CTH HH) and Tommy's Turnpike/Porter Road. The do nothing alternative is not feasible.

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

Improvement of Business 51 requires widening the roadway to accommodate a median to improve turning movements, bike lanes, terraces, and sidewalks. Since the trail crosses Business 51, improving the corridor without impacting the Green Circle Trail is impossible.

iii) Alternatives on new location.

Alternatives on a new location would require a bypass of the present Business 51 corridor. This alternative does not match the project need to improve the existing corridor. It is also not feasible from a constructability or cost standpoint.

10) Indicate which measures would minimize adverse effects or enhance beneficial effects.

- Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- 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 or 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 as may be determined necessary based on consultation with officials having jurisdiction over the 4(f) property – Explain.
- Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below.
- Other – Describe.

11) Briefly summarize the results of coordination with other agencies which were consulted about the project and its effects on the unique property. (For historic and archeological sites, include the signed Memorandum of Agreement and letter from the Advisory Council on Historic Preservation. For other unique areas, attach correspondence from officials having jurisdiction over the 4(f) land which illustrates concurrence with impacts and mitigation measures.)

The Green Circle committee has agreed that the Green Circle Trail will not be impaired by the proposed action. See the attached letter.

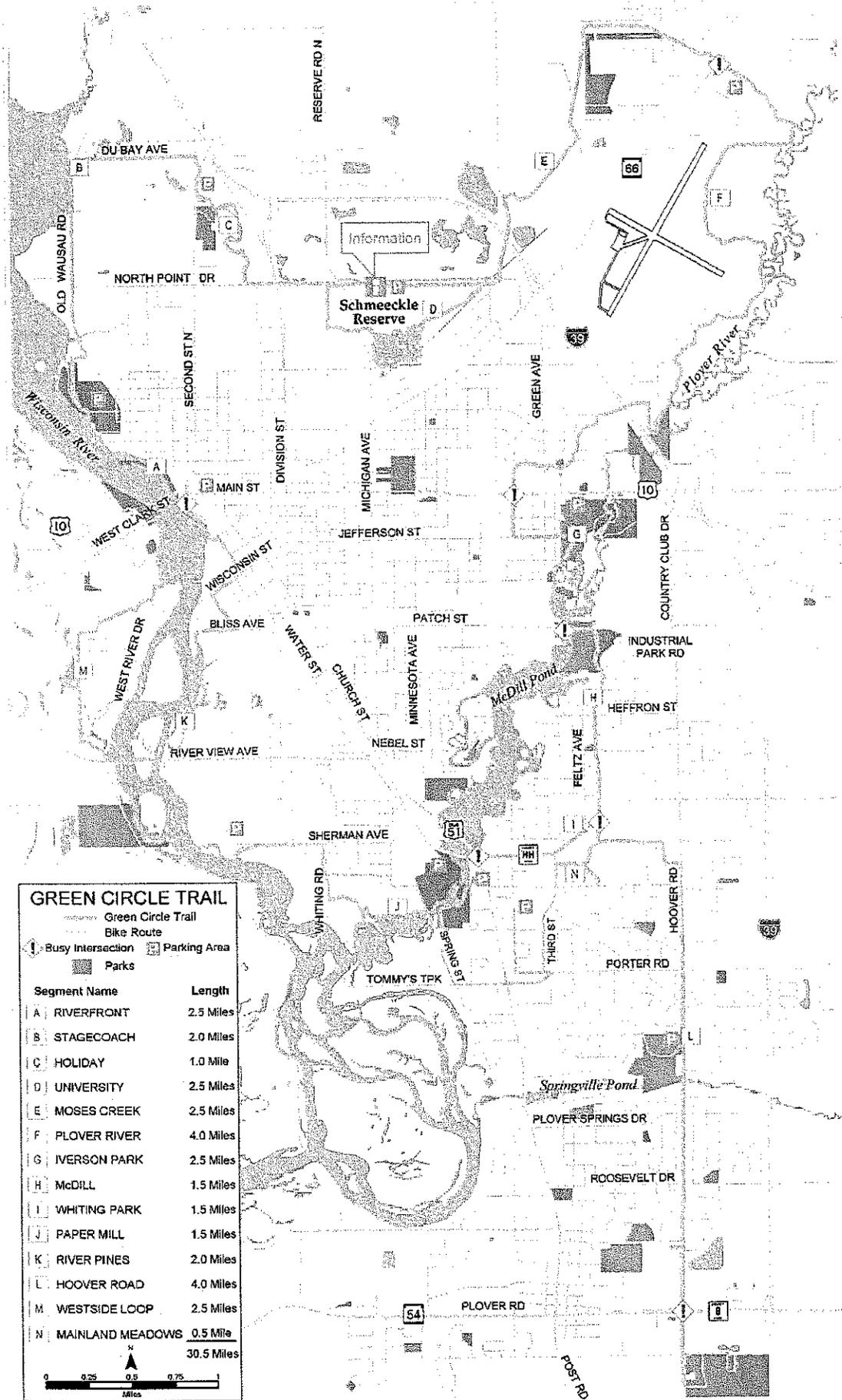


FIGURE 7

THE GREEN CIRCLE



The Stevens Point Area's
scenic circle of nature trails

October 26, 2007

Michael O'Meara
Wisconsin Department of Transportation
1681 2nd Avenue South
Wisconsin Rapids, WI 54495

Subject: Project ID 6414-00-05
Business 51 Environmental Assessment
(STH 54 – Minnesota Avenue)
Portage County

Dear Mr. O'Meara:

I am writing to you in regards to the proposed widening of Business 51 (Post Road) within the Village of Plover and Village of Whiting. I understand the proposed action includes improvements to accommodate four lanes of traffic, a median, and bike lanes. All of the intersections along this corridor are planned to be reconstructed, including the Business 51 and Tommy's Turnpike/ Porter Road intersection, which is where the Green Circle Trail presently crosses Business 51.

For the future, the Green Circle Trail committee would prefer to provide a trail crossing at the intersection of Business 51 and Cedar Street, just north of the present Tommy's Turnpike/Porter Road crossing. A Business 51 crossing at the Cedar Street intersection would enhance the "green" (environmental) value and benefits of the trail. The committee further believes that the Cedar crossing would be a safer route for pedestrian and bike users of the trail, as there would be fewer motor vehicle turns at this intersection than currently experienced at the Tommy's Turnpike/Porter Road intersection.

The Green Circle Trail is a 24 plus-mile "state designated" nature trail built in the 1990s in a cooperative effort between Portage County and the area municipalities. It offers biking and hiking in wooded areas, along waterways, and through wildlife viewing areas. In addition to the recreational walkers and hikers in the Business 51 crossing area, the trail is used by school children (McDill Elementary School and Ben Franklin Junior High School) as a route of travel between home and school.

The proposed action will cause temporary inconveniences during construction. We are advised that the trail will not be permanently impacted due to the proposed action, and will be fully restored within the project limits. For safety to recreational users and school children, it is our hope that an overpass be constructed as part of this project to carry Green Circle traffic over Business 51.

Community Foundation of Portage County
PO Box 968, Stevens Point, WI 54481
www.greencircletrail.org



THE BOARD:

John Buzza
Scott Cole
Jerry Ernst
Tom Jensen
John Jury
Bev. ...ka
Car. ...ike
Jeri McGinley
Roy Menzel
John Noel
Terry Rothmann
Tom Schrader
Nick Schultz
Gary Speckmann
Ward Wolff
Ron Zimmerman

EMERITUS:

Rose Jirous
George Rogers
Dan Trainer

The Green Circle Trail Committee finds:

- ▶ The proposed project will not impair the use of the Green Circle Trail.
- ▶ Any disruption to the Green Circle Trail will be temporary and minor in nature.
- ▶ Evaluation has been done to ensure that the project includes all possible planning to minimize harm.
- ▶ Concurrence with the project as proposed, with a recommendation for the construction of a Business 51 overpass for the Green Circle at the Cedar Street crossing (1st choice) or the Tommy's Turnpike/Porter Road crossing (2nd choice).

Please feel free to contact me at 341-7855 with any comments or questions you may have.

Sincerely,



E. John Buzza
Green Circle Trail Committee, Vice President

c: Terry Rothman, President, Green Circle Trail Committee
Randy Fuchs, Earth Tech, Inc.
David Hansen, Earth Tech, Inc.

**WISCONSIN DIVISION
FEDERAL HIGHWAY ADMINISTRATION**

**SECTION 4(f) EVALUATION & DETERMINATION OF
DE MINIMUS IMPACTS TO SECTION 4(f) PROPERTY**

Description/Location of Project:

WISDOT ID: 6414-00-05
 Route: Business 51 Environmental Assessment
 Termini: STH 54 – Minnesota Avenue
 County: Portage County
 Name of Resource: Springville Pond Park

Consult the Section 4(f) Evaluation as it relates to the following items. Complete all items. Any response in a shaded box requires additional information prior to approval. This determination will be attached to the applicable Environmental Document.

Applicability Criteria	YES	NO
1. The proposed transportation project uses a Section 4(f) park, recreation area, wildlife or waterfowl refuge, or historic site.	X	
2. The proposed project includes all appropriate measures to minimize harm and subsequent mitigation necessary to preserve and enhance those features and values of the property that originally qualified the property for Section 4(f) protection.	X	
3a. For historic properties, a determination has been made under Section 106 of the National Historic Preservation Act (16 USC 470f) that "No Historic Properties Are Affected" or the project will have "No Adverse Effect" on the characteristics that qualify the property for the National Register of Historic Places (NRHP) such that the property would no longer retain sufficient integrity to be considered eligible for listing. (Consultation as in 36 CRF part 800)	NA	
3b. For archeological properties, the project does not require disturbance or removal of the archaeological resources that have been determined important for preservation in place rather than for the information that can be obtained through data recovery. (Consultation as in 36 CRF part 800)	NA	
4. For historic & archaeological properties, the SHPO or THPO have been informed of FHWA's intent to make "De Minimus" impact finding based on Section 106 concurrence. And all measures to mitigate and/or minimize harm that have been agreed upon will be incorporated into the project. (See following section on "Mitigation and Measures to Minimize Harm.")	NA	

Applicability Criteria	YES	NO
(Reserved for possible future use)		

Alternatives Considered	YES	NO
1. The "Do Nothing" alternative has been evaluated and is considered not to be prudent because it would neither address nor correct the transportation need that necessitated the project.	X	
2. An alternative has been evaluated to improve the transportation facility in a manner that addresses the project's purpose and need without use of the Section 4(f) property and is considered not to be prudent.	X	

Mitigation and Measures to Minimize Harm	YES	NO
1. The proposed action includes all possible planning to minimize harm.	X	
2. Mitigation measures include one or more of the following: (Check applicable mitigation measures.)		
a. Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.		X
b. Replacement of facilities impacted by the project including sidewalks, paths, benches, lights, trees, and other facilities.	X	
c. Restoration and landscaping of disturbed areas.	X	
d. Special design features. (Briefly describe.) <i>Sidewalk terraces will be reduced to minimize the overall project width along the corridor. Use of retaining walls will be analyzed as a way to possibly reduce slope impacts along the park and pond.</i>	X	
e. Payment of the fair market value of the land and improvements taken.	X	
f. Improvements to the remaining 4(f) site equal to the fair market value of the lands and improvements taken.		X
g. Other measures. (describe briefly)		X

Coordination	YES	NO
1. The proposed project has been coordinated with the Federal, State, and/or local officials having jurisdiction over the 4(f) lands. The officials have agreed in writing with the assessment of impacts; the proposed measures to minimize harm; and that the impacts will not have an adverse impact on the activities, features, or attributes of the 4(f) resource	X	
2. If Federal funds have been used in the acquisition or improvements of the 4(f) site, the land conversion/transfer has been coordinated with the appropriate Federal agency, and they are in agreement with the land conversion or transfer. (ie - Land and Water Conservation Fund Act, 16 USC 460/(8)(f)(3), etc) Documentation is attached	X	
3. Public involvement activities have occurred, consistent with the specific requirements of "23 CFR 771.111, Early coordination, public involvement and project development".	X	
4. For a project where one or more public meetings or hearings were held, information on the proposed use of Section 4 (f) property was communicated at the public meeting(s) or hearings(s). Documentation is attached.	X	

Springville Pond Park is a 4-acre park on Springville Pond located within the Village of Plover. It is fully developed, and offers picnic areas, a shelter house, restrooms, walkways, a handicapped accessible pier and paved parking.

The proposed action consists of widening the existing roadway corridor. In the area of Springville Pond, the roadway is constrained geographically as it crosses the pond outlet, which drains into the Wisconsin River. The project was determined to be more economical and feasible by widening the roadway towards Springville Pond Park.

Sidewalk terraces will be reduced along the park and pond to minimize the overall corridor width. Use of retaining walls will be analyzed as a way to further reduce slope impacts along the park and pond. These efforts to minimize impacts to Springville Pond Park result in no adverse effects to the use of the park or park amenities. Also, with the addition of bike lanes and sidewalk improvements along the corridor, Springville Pond Park will become more visible to passers-by, promoting park usage. The project will also improve vehicular access to the park due to dedicated turn lanes and a reduction in congestion.

Determination and Approval:

Description/Location of Project:

WISDOT ID: 6414-00-05
Route: Business 51 Environmental Assessment
Termini: STH 54 – Minnesota Avenue
County: Portage County
Name of Resource: Springville Pond Park

Based on the environmental documentation, the results of public and agency consultation and coordination as evidenced by the attachments to this document, the FHWA has determined that:

The project meets all applicable criteria in Section 4(f) Evaluation for De Minimus Impacts

The alternatives set forth in the Alternatives Considered section of the above Section 4(f) Evaluation have been fully evaluated.

The findings in the Alternative Considered Section conclude the recommended alternative is the only prudent alternative and results in a “De Minimus” impact to the Section 4(f) property.

The project provides Mitigation and Measures to Minimize Harm to the Section 4(f) resource, and there are assurances that the measures to minimize harm will be incorporated into the project.

The coordination and public involvement efforts required for a De Minimus finding have been successfully completed and necessary written agreements have been obtained.

Accordingly, the FHWA approves the proposed use of the subject 4(f) land in accordance with the criteria set forth in 23 USC 138 & 49 USC 303, as amended by Section 6009(a) of the 2005 SAFETEA- LU Act, Pub L. 109-59.

Date Approved

Federal Highway Administration

UNIQUE AREA IMPACT EVALUATION

DT2077 2004

Wisconsin Department of Transportation

Alternative referred	Length of Centerline and Termini This Sheet is Evaluating (STH 54)/CTH B to Minnesota Avenue			
1) Property Name Springville Pond Park	2) Location East side of Business 51 adjacent to Springville Pond			
3) Ownership or Administration Village of Plover	4) Use City Park			
5) Type				
<input checked="" type="checkbox"/> Public Park	<input type="checkbox"/> Recreational lands	<input type="checkbox"/> Wildlife Refuge	<input type="checkbox"/> Waterfowl Refuge	<input type="checkbox"/> Historic Site
<input type="checkbox"/> Other - Identify				

6) Indicate how the land or improvements on the property were funded.

No funds from any acts were used for this property.

s.6(f) LAWCON (LWCF)

Dingell-Johnson (D/J funds)

Pittman-Robertson (P/R funds)

(Lands purchased with D/J or P/R funds are treated similarly to those using s.6(f) LAWCON funds.)

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

No - Project is not federally funded

No - Property is not on or eligible for the National Register of Historic Places.

No - Other - Explain: de Minimus Impacts to Section 4(f) Property (park)

Yes - Indicate which of the Programmatic 4(f) Evaluation applies. Separate 4(f) evaluation attached or approved on _____.

Historic Bridge

Park minor involvement

Historic site minor involvement

Independent bikeway or walkway

Great River Road

8) Describe the significance of the unique property. For historic and archeological sites, quote or summarize the statement of significance from the Determination of Eligibility. For national landmarks, natural or scientific areas, etc., state registry listing. For other unique areas, include or attach statements of significance of officials having jurisdiction.

Springville Pond Park is a 4-acre park on Springville Pond located within the Village of Plover. It is fully developed, and offers picnic areas, a shelter house, restrooms, walkways, a handicapped accessible pier and paved parking.

9) Describe the proposed project's effects on this unique property.

a) Describe any effects on or uses of land from the property. "Use of land from" includes actual use (right of way acquisition, easements, etc.) or constructive use ("substantially impairs any of the site's vital functions"). For historic and archeological sites, give the results or status of Section 106 coordination. For other unique areas, include or attach statements from officials having jurisdiction over the property which discusses the project 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 action consists of widening the existing roadway corridor. In the area of Springville Pond, the roadway is constrained geographically as it crosses the pond outlet, which drains into the Wisconsin River. The project was determined to be more economical and feasible by widening the roadway towards Springville Pond Park.

b) Discuss the following alternatives and describe whether they are feasible and prudent.

i) Do nothing alternative.

This alternative would not impact the park. However, the needs of the project would not be met without widening Business 51. The do nothing alternative is not feasible.

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

Improvement of Business 51 requires widening the roadway to accommodate a 24-foot wide median to improve turning movements, 5-foot bike lanes, 8.5-foot wide terraces, and 5-foot sidewalks. Improving the corridor without using the 4(f) lands of Springville Pond Park would require widening away from the park to the west. This alternative would cause additional property displacements, and have a significantly higher construction cost due to the terrain west of the corridor. Additionally, widening to the west would impact a historic property designed by Frank Lloyd Wright, and would require the reconstruction of the Springville dam.

iii) Alternatives on new location.

Alternatives on a new location would require a bypass of the present Business 51 corridor. This alternative does not match the project need to improve the existing corridor. It is also not feasible from a constructability or cost standpoint.

10) Indicate which measures would minimize adverse effects or enhance beneficial effects.

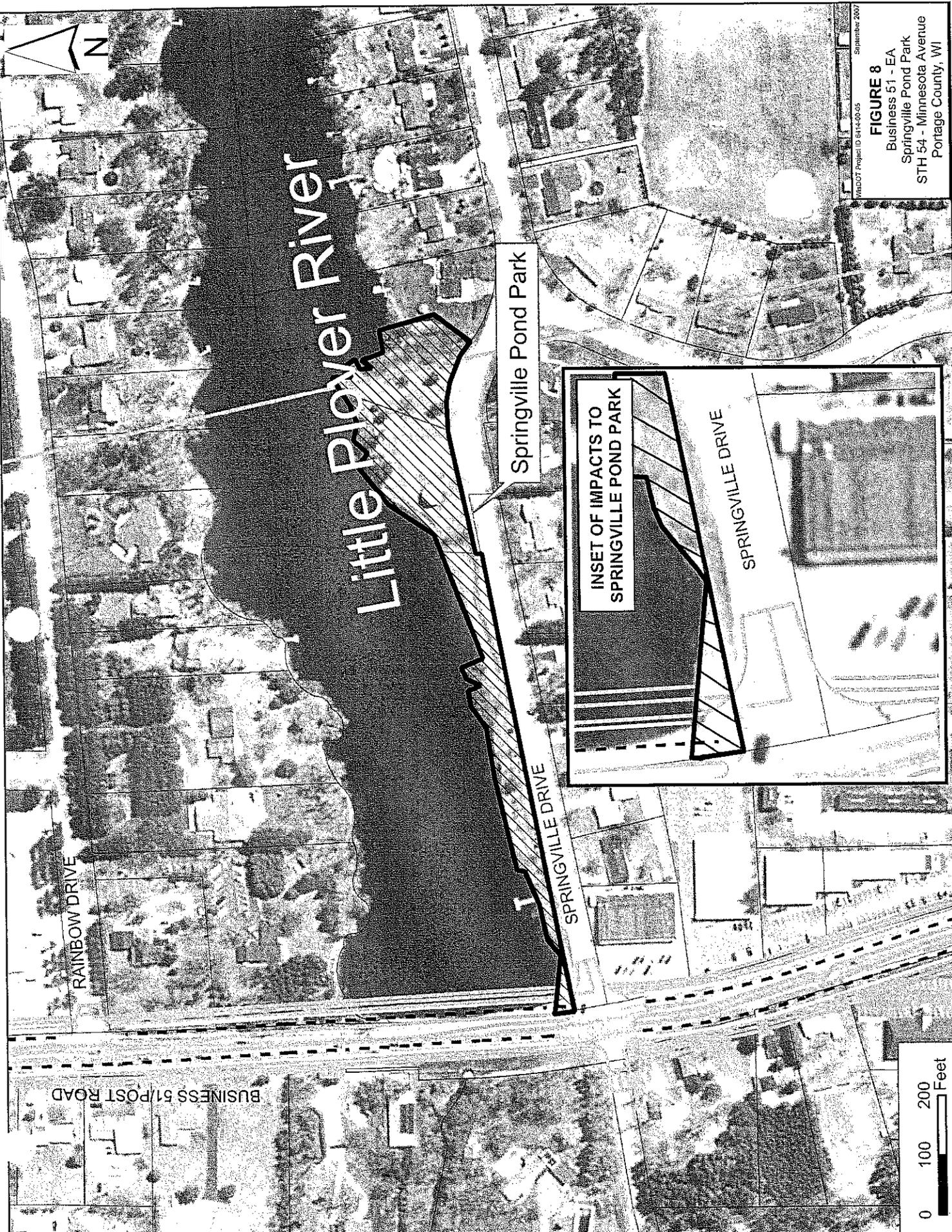
- Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- Restoration and landscaping of disturbed areas.
- Incorporation 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 or 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 as may be determined necessary based on consultation with officials having jurisdiction over the 4(f) property – Explain.

- Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below.

- Other – Describe.

11) Briefly summarize the results of coordination with other agencies which were consulted about the project and its effects on the unique property. (For historic and archeological sites, include the signed Memorandum of Agreement and letter from the Advisory Council on Historic Preservation. For other unique areas, attach correspondence from officials having jurisdiction over the 4(f) land which illustrates concurrence with impacts and mitigation measures.)

The Village of Plover has agreed that the park will not be impaired by the acquisition of a portion of the 4(f) land. See the attached letter in Exhibit 5.



WISDOT Project ID 6414-00-05
September 2007

FIGURE 8
Business 51 - EA
Springville Pond Park
STH 54 - Minnesota Avenue
Portage County, WI

0 100 200 Feet

General Government
715-345-5250
715-345-5253 FAX

President
Administrator
Treasurer
Clerk
Community Development Manager
Building Inspector
Assessor
GIS Manager



VILLAGE OF PLOVER
PO BOX 37, 2400 POST ROAD
PLOVER, WISCONSIN 54467
www.eplover.com

Fire Department
(Non Emergency)
715-345-5310
(Emergency) 911
Police Department
715-345-5255
Street Department
715-345-5257
WWTP Department
715-345-5259
Water Department
715-345-5254

October 18, 2007

Michael O'Meara
Wisconsin Department of Transportation
1681 2nd Avenue South
Wisconsin Rapids, WI 54495

Subject: **Project ID 6414-00-05**
Business 51 Environmental Assessment
(STH 54 – Minnesota Avenue)
Portage County

Dear Mr. O'Meara:

The Wisconsin Department of Transportation is preparing an Environmental Assessment on the subject project, which consists of widening Business 51 (Post Road) within the Village of Plover and Village of Whiting. The proposed action includes improvements to accommodate four lanes of traffic, a median, bike lanes, terraces and sidewalks. This action requires widening and real estate acquisition throughout the corridor. While every effort is being made to avoid impacts to culturally sensitive properties, otherwise known as Section 4(f) lands, the project will require acquiring land from Springville Pond Park within the Village of Plover.

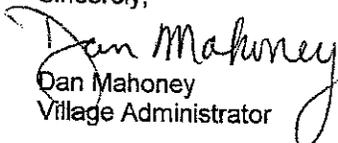
Springville Pond Park is a 4-acre park on Springville Pond. It is fully developed along its east side and offers picnic areas, walkways, a handicapped accessible pier and paved parking. The acquired land is on the far west side of the park, and would have a minimal impact to the integrity of the park.

For Springville Pond Park the Village of Plover finds:

- The amount and location of the land to be acquired for the project will not impair the use of the remaining Section 4(f) lands.
- The proximity impacts of the project on the remaining Section 4(f) lands will not impair the use of such land for its intended purpose.
- Evaluation has been done to ensure that the project includes all possible planning to minimize harm. This evaluation includes the avoidance of impacting the Springville Pond dam and the structure potentially eligible for the National Register of Historic Places, just west of Business 51 near the park.

The Village of Plover is pleased with the progress of this very important project. Please feel free to contact me at 345-5250 with any comments or questions you may have.

Sincerely,


Dan Mahoney
Village Administrator

c: Randy Fuchs, Earth Tech, Inc.
David Hansen, Earth Tech, Inc.