

Environmental Assessment Re-evaluation

No Significant Impacts Indicated
For

Business 51 (Post Road)

Project ID: 6414-00-07

(This is an EA Re-Evaluation of the EA/FONSI for Project I.D. 6414-00-05)

WIS 54/County B to Minnesota Avenue

Villages of Plover and Whiting

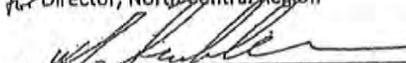
Portage County

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

Date 4/14/2014

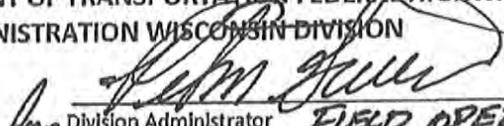

For Director, North Central Region

Date 4/15/14


For Director, Bureau of Technical Services

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION WISCONSIN DIVISION

Date 9/29/14


For Division Administrator

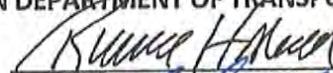
FIELD OPERATIONS ENGINEER

After reviewing and addressing substantive public comments, updating the Environmental Assessment Re-evaluation, and coordinating with other agencies, it is determined this action:

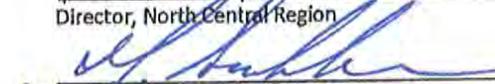
- A) Will not significantly affect the quality of the human environment. This document is a Finding of No Significant Impact (FONSI).
- B) Has potential to significantly affect the quality of human environment. Environmental Impact Statement (EIS) required.

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

Date 06/18/14

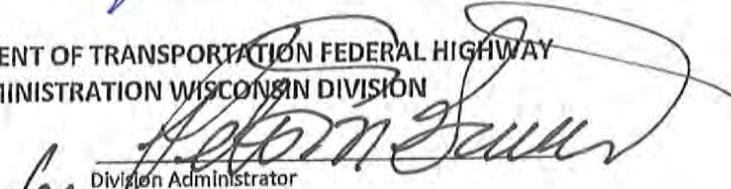

Director, North Central Region

Date 6/19/14


For Director, Bureau of Technical Services

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION WISCONSIN DIVISION

Date 7/10/14


For Division Administrator



U.S. Department
of Transportation
**Federal Highway
Administration**

Wisconsin Division

525 Junction Rd.
City Center West, Suite 8000
Madison, WI
53717
608-829-7500

Date: July 10, 2014

HEO-WI

FEDERAL HIGHWAY ADMINISTRATION **FINDING OF NO SIGNIFICANT IMPACT**

Project ID: 6414-00-07
Highway: Business 51 (Post Road)
Termini: STH 54/CTH B to Minnesota Avenue
County: Portage

This finding of no significant impact is based on the attached environmental document which has been independently evaluated and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

Accordingly, It is concluded this project will not have any significant impact on the human environment.

Approved:

Peter M. Garcia

ENVIRONMENTAL ADDENDUM A

Wisconsin Department of Transportation

Alternative 3 (Preferred)	Total Length of Center Line of Existing Roadway 3.5 miles Length of This Alternative 3.5 miles
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1. **Date(s) of Public Notice:** April 14, 2014 (Stevens Point Journal)
April 18, 2014 (Portage County Gazette)
April 21, 2014 (Stevens Point Journal)
2. **In: (Name of Newspaper):** Portage County Gazette and Stevens Point Journal
3. **Dates Environmental Assessment made available to public:**

 From: April 14, 2014

 To: May 29, 2014
4. **Public Hearing:**
 Was not required, explain: _____
 Opportunity was given but no hearing was held.
 No requests for a public hearing were received.
 Requests for a public hearing were not substantial.
 Was held on May 14, 2014
5. **Summarize comments from the Public Hearing and Public Notice of Availability. Characterize public support or opposition to the project. Include a summary of the changes to the environmental document and the project resulting from comments:**

Overall, there is support for this proposed action from the public and local officials. The proposed action's Environmental Assessment Re-evaluation (page 9) documents the numerous public involvement activities that have occurred after the originally approved Environmental Assessment/Finding of No Significant Impact (EA/FONSI), Project ID: 6414-00-05.

Public comments received throughout the entire public involvement process were reviewed and evaluated individually by the project team. In many cases, follow-up contact with individuals was initiated to provide clarity to the issue and ensure that the comment or concern was addressed during the preliminary design and environmental evaluation process. These comments and concerns were related to a variety of topics including land use, traffic operations, access, and safety. In some cases, stakeholder input necessitated that the design be revisited and changed to address the issues raised.

All Landowners with property affected by the proposed action, including those that have provided testimony below, have rights that may be exercised under Wisconsin Eminent Domain Law Procedures Under sec. 32.06 Wisconsin Statutes. A detailed pamphlet named "The Rights of Landowners Under Wisconsin Eminent Domain Law Domain Pamphlet" WI Department of Administration (2012), was available at all public involvement meetings, including the Public Hearing. This pamphlet discusses landowner rights and procedures for the eminent domain process and is attached to this document as Exhibit 1. Copies of this pamphlet can also be found by contacting the Wisconsin Department of Transportation at 715-421-8301, or 1681 Second Avenue South, Wisconsin Rapids, WI 54495; or at the following website: <http://www.dot.state.wi.us/projects/seregion/164/docs/ownersrightspamphlet.pdf>

Additionally, When a project such as the one covered by this EA Re-evaluation is receiving federal financial assistance (Federal Funding), the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) may provide additional or different protections than those found in sec. 32.06 Wisconsin Statutes. The Department can provide supplemental information if requested as the federal law does applies to this proposed action.

The summary of the public comment/testimony is as follows:

- Four (4) people provided written testimony
- Four (4) people provided public verbal testimony
- One (1) person provided private verbal testimony

Written Testimony #1: Property Owners, 2200 Post Road (Commercial Property)

Stated concern over, "...our inability to move vehicles into and out of our building". The comment was noted and property impacts and additional roadway design modifications will be evaluated during the real estate acquisition process and final project design. The potential roadway improvements at the location of this property are not scheduled to occur until construction of Phase Two (2) of the proposed action (2018). The property at 2200 Post Road (Bus 51) is located in the Southeast corner of the intersection of County HH/McDill Road and Business 51 (Post Road)(See Exhibit 2).

Under Phase Two (2) of the proposed action, two (2) of the property's four (4) existing commercial driveway access points and one (1) residential driveway access point will be removed as part of the proposed reconstruction of the Business 51 (Post Road) and County HH/McDill Road intersection. Two (2) new driveway access points will be added to the property to allow the property owner ingress and egress to both Business 51 (Post Road) and County HH/McDill Road. The County HH/McDill Road driveway access point will allow movement of vehicles from the business's main service buildings, located immediately south of County HH/McDill Road, to the business's storage yard located on the north side of County HH/McDill Road (See Exhibit 2).

As recommended in the original Environmental Assessment/Finding of No Significant Impact (EA/FONSI), a roundabout feasibility study of the Business 51 (Post Road) and County HH/McDill Road intersection was initiated and has been completed. The study concluded that real estate impacts for this property for a roundabout intersection were the same, or less than those real estate impacts associated with a signalized intersection design.

Final analysis and selection of the intersection type, whether traffic signals or roundabout, will be completed during final design of Phase Two (2) of the proposed action. An Intersection Control Evaluation (ICE) analysis will also review real estate impacts of each intersection alternative and include a Public Involvement Meeting (PIM) affording the public the opportunity to provide input on any proposed design alternatives. As stated above, this property is located within Phase Two (2) of the proposed action and that is scheduled for reconstruction in 2018.

Written Testimony #2: McDill Inland Lake and Rehabilitation District

Krista Olson, Secretary/Commissioner, for the McDill Lake District, stated that the District "Will provide letter via email of any homeowner bridge wishes."

The comment was noted and WisDOT will answer all emails and property owner inquiries as referenced in the testimony. The email noted has yet to be received by the Department as of this date. Outreach to the Lake District will continue and they will be added to the mailing list and included on all future correspondence for Phase 2 of the Bus 51 project, which is scheduled for construction in 2018.

Written Testimony #3: Property Owners, 3005 Post Road (Commercial Property)

Property owners stated that they are, "...concerned about the negative impact that this project will have on our business. It appears that we are going to lose all of our storefront parking...also we will be losing the driveway that goes back to the residence..."

The comments were noted and additional roadway design modifications and possible site alterations will be evaluated during the WisDOT real estate acquisition process and final project design. Impacts to this property will not occur until Phase 3 of the proposed action and a project team member will visit this property to discuss the proposed future improvements further with the owners. Phase 3 is scheduled to be constructed in 2018.

Written Testimony #4: Concerned Citizen, (City of Stevens Point Resident)

An area concerned citizen stated three (3) separate points in his written testimony:

1. Nomenclature of Business US 51 signs should remain from Mile 161...to Mile 151...in the Village of Plover/Town of Plover on the south...Removal of the nomenclature of Business US 51 would have detrimental effects on the numerous businesses in the four municipalities.
2. The Intersection of Minnesota Avenue should have a traffic control signal installed as this intersection is a major entry for United States Parcel Service Hub and carries a large number of double bottom trucks and often presents a problem entering Business US 51.
3. The intersection of Business US 51, WIS 54, and County B signals should be reconfigured to have the red arrow lights installed in the designated turn lanes...

The comment was noted and local officials from the Villages of Plover, Whiting, and the City of Stevens Point will discuss the future signing of the Business 51 route and how it will be consistently marked after construction is completed and the roadway is jurisdictionally transferred to the Villages of Plover and Whiting.

All project Phases 1-4, will remain marked as Bus 51 during construction and after final completion of Phase 4 in 2020, at which time the local jurisdictions will review recommendations for signage of the route.

Public Verbal Testimony #1: Tenant, 2820 Post Road

Interfaith Food Pantry requests, "...to have a permanent site within the Village of Plover be secured for the purpose of the food pantry."

The comment was noted and the WisDOT, Business 51 project team will work to ensure that the Food Pantry either remains onsite at its present location or the Department will assist in its relocation in the immediate area (Village of Plover). WisDOT has completed the real estate acquisition process of the existing building and will commit to continue working with the Interfaith Food Pantry, throughout the final design process of project Phase 1, to remain in their current location or find an acceptable solution to any relocation issues associated with the proposed action. WisDOT fully appreciates the food pantry's commitment and service to the local community.

Note: The EA Re-Evaluation's Environmental Justice Analysis will be updated to reflect that "The Interfaith Food Pantry of Portage County does not have an employee payroll." The food pantry staff consists of volunteers. The analysis (Page, 14, Table 6) currently states there is a nine-person payroll.

Public Verbal Testimony #2: Concerned Citizen, 2820 Post Road (Village of Plover Resident)

Concerned Citizen stated, "My purpose here is to present signatures of the many volunteers and other concerns – concerned citizens as well as recipients of the food pantry services.

The comment and signatures are noted and the WisDOT, Business 51 project team will ensure that the Food Pantry either remains at its present location or the Department will assist in relocating the food pantry in the immediate area (Village of Plover). The Department will continue to work with the Interfaith Food Pantry to find solutions to relocation issues associated with maintaining the Pantry's commitment and service to the local community.

Public Verbal Testimony #3: Property Owner, 1200 Post Road (Commercial Property)

Property Owner stated, "...I do not think it's a good idea to close our driveway off. The DOT said that the people that come with boats or campers, could back out onto Hickory Drive, we believe that is very dangerous because there's a lot of traffic down on Hickory".

The comments were noted and additional roadway design modifications and possible site alterations will be evaluated during the WisDOT real estate acquisition process and final project design. A project team member will visit this property to discuss the proposed future improvements further with the owners. This property lies along the limits of project Phases 3-4, which are scheduled to be constructed in 2018 and 2020.

Public Verbal Testimony #4: Concerned Citizen (City of Stevens Point Resident)

Concerned Citizen stated, "...I would hope that when the jurisdictional transfer takes place, that the nomenclature of Business 51 still stay intact..."

The comment was noted and local officials from the Villages of Plover and Whiting, and the City of Stevens Point, will discuss the future signing of the Bus 51 route and how it will be consistently marked after construction is completed and the roadway is jurisdictionally transferred to the Villages of Plover and Whiting.

All project Phases 1-4, will remain marked as Bus 51 during construction and after final completion of Phase 4 in 2020, at which time the local jurisdictions will review recommendations for signage of the route.

Private Verbal Testimony #1: Citizen (City of Stevens Point Resident)

Concerned Citizen stated, "...I would like to see the nomenclature remain on Business 51 while through the city of Stevens Point, the village of Whiting, the village of Plover, and the town of Plover from basically Exit 161 to the north of Steven Point, which is actually the city of Stevens Point, to Exit 151, which is in the town of Plover..."

The comment was noted and local officials from the Villages of Plover and Whiting, and the City of Stevens Point, will discuss the future signing of the Business 51 route and how it will be consistently marked after construction is completed and the roadway is jurisdictionally transferred to the Villages of Plover and Whiting.

All project Phases 1-4, will remain marked as Bus 51 during construction and after final completion of Phase 4 in 2020, at which time the local jurisdictions will review recommendations for signage of the route.

6. Describe selected alternative:

- Selected alternative is the same as that described on form DT2094, Environmental Evaluation of Facilities Development Actions.
- Selected alternative is different from that described on form DT2094, Environmental Evaluation of Facilities Development Actions. Explain changes and why another alternative was selected.



THE RIGHTS OF LANDOWNERS
Under Wisconsin
Eminent Domain Law

Procedures Under
sec. 32.05
Wisconsin Statutes

Highways, Streets, Storm & Sanitary Sewers,
Watercourses, Alleys, Airports, and Mass Transit Facilities

Revised February, 2012

FOREWORD

This pamphlet is published by the Wisconsin Department of Administration in cooperation with the Attorney General, pursuant to sec. 32.26 (6), of Wisconsin statutes. The pamphlet is to be given to property owners or their representatives by the acquiring authority prior to initiation of negotiations for property being acquired for a public project.

The material in this pamphlet provides information on how the condemnation process works in Wisconsin. It should serve as a reference for you, but it is not intended to cover every possible eventuality or every right you may have in individual cases. A further source of information is Chapter 32 of the Wisconsin statutes which contains the law that is summarized in this pamphlet.

Direct questions about this pamphlet to:
Relocation Unit
State Energy Office
Wisconsin Department of Administration
P.O. Box 7868, Madison, WI 53707
(608) 267-0317

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INTRODUCTION

Community growth sometimes necessitates the public's need to own certain properties and right-of-ways for the greater public good. This need may conflict with private ownership. Consequently, government has had to resort to its right to acquire private land for public uses even without the consent of private owners—the eminent domain power.

This power derives from the Wisconsin Constitution, Art. IX, sec. 3. The Legislature has

FEDERAL LAW

When a project is receiving federal financial assistance, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) may provide additional or different protections than those outlined in this pamphlet. You should receive supplemental information from the acquiring authority if federal law applies.

delegated this power by statute to numerous authorities and has specified the purposes for which such power can be used. Generally, departments, municipalities, boards, commissions, public officers, and various public and quasi-public corporations are delegated this power. Some of the purposes for which the Legislature has specified that condemnation can be used are highway construction or improvement, reservoirs, dams, public utility sites, waste treatment facilities, city redevelopment and energy lines.

Wisconsin has long had statutes regulating the exercise of eminent domain power. This pamphlet is intended to give citizens information about Wisconsin's eminent domain procedure, the workings of the condemnation process, and the rights of property owners in this process. It is, by necessity, of a general nature and is not a substitute for legal advice in individual cases, since many aspects of Wisconsin law cannot be covered in general terms. Another source of information for citizens is the particular authority which is acquiring the property.

The goal is to achieve equality of information for both parties during the negotiation process and to reach satisfactory settlements, equitable to both the property owner and the public.

THE LANGUAGE OF EMINENT DOMAIN

(This glossary defines terms used in the pamphlet)

Acquiring Authority

A public or quasi-public entity vested with the constitutional or statutory power to acquire private property for a public use.

Additional Items Payable

Persons displaced by the public project are to be fairly compensated by the payment of relocation assistance and assistance in the acquisition of replacement housing.

Appraisal

A written report, by a professional and disinterested person skilled in valuation, describing the property that is to be acquired and reaching a documented conclusion as to the fair market value of such property.

Award of Compensation

A document which is served upon a property owner after a refusal of a jurisdictional offer, stating the amount of just compensation. It names all persons with a record interest in the property, describes the property acquired, and includes the date of occupancy by the acquiring authority. The recording of this document passes title in the property to the acquiring authority. This term also describes the payment made to the property owner for the property. For negotiated sales, the amount of compensation is stated in the conveyance.

Condemnation Commission

A group of local residents, appointed by the circuit court of a county for fixed terms, who have the authority to determine just compensation for the property being acquired.

Date of Acquisition and Date of Evaluation

The day on which the award of compensation is recorded in the office of the register of deeds in the county where the land is located. The fair market value of the property on this day is just compensation to the property owner for the acquisition. For negotiated sales, the date of acquisition and the date of evaluation is the date the conveyance is recorded with the register of deeds.

Easement

An interest in real property which gives the acquiring authority the legal right to use the property for a specific purpose or to restrict the property owner's use of the land. Ownership and title to the property remain with the property owner.

Eminent Domain

The power of the state to acquire private property for a public use.

Fair Market Value

The amount for which property could be sold in the open market between a willing buyer and a willing seller.

Full Narrative Appraisal

A detailed and comprehensive description of the process an appraiser uses to reach a documented conclusion of a property's fair market value. The report must contain the appraiser's rationale for determining value and be documented by market data which supports the appraiser's rationale.

Incidental Expenses

Reasonable and necessary amounts, defined by statute, payable to the owner of real property acquired for a public use. Generally, incidental expenses compensate for expenses you may incur in transfer of your property to the acquiring authority. They include recording fees, mortgage prepayment penalties and other items.

Jurisdictional Offer

A written notice given by the acquiring authority to the owner of property and any mortgagee of record which informs the recipients of the proposed public use, what property is being acquired, and the amount of compensation to be paid.

Kline Law

A special condemnation procedure provided by the Legislature for condemnations by the City of Milwaukee.

Lis Pendens

A notice filed with the register of deeds within 14 days of the jurisdictional offer to notify all interested parties that the property described is in the process of being acquired for a public use.

Litigation Expenses

The sum of the costs, disbursements and expenses including reasonable attorney, appraisal and engineering fees necessary to prepare for, or participate in, actual or anticipated proceedings before a condemnation commission or any court.

Relocation Order

An order issued by the acquiring authority describing the proposed public project. It describes the old and new locations and includes all property needed for the project. Within 20 days after its issuance it must be filed with the county clerk in the county in which the lands are located.

Severance Damages

Damages which may result when only part of a person's property is condemned. Generally, these items of damage compensate for any loss in value of the remaining property due to the acquisition.

Uneconomic Remnant

Any portion of the property remaining after a partial acquisition which is of little value or substantially impaired economic viability due to its size, shape or condition.

PART ONE BEFORE NEGOTIATIONS TO ACQUIRE PROPERTY BEGINS

After you have been contacted by the acquiring authority, you have the right to a full narrative appraisal of the property sought to be acquired. This appraisal is done by an appraiser hired or employed by the agency, and the law requires the appraiser to confer with the owner or the owner's representative, if reasonably possible, when making the appraisal. Any and all appraisals made by the acquiring authority must be provided to you.

You have the right to have your own full narrative appraisal of the property made by a qualified appraiser. The reasonable cost of this appraisal may be submitted to the acquiring authority for payment, if the appraisal meets the standards set forth in sec. 32.09 of Wisconsin statutes, but, if you have such an appraisal made and wish to be paid for its cost, it must be submitted to the authority within 60 days after you receive the authority's full narrative appraisal. Your appraisal will be considered during negotiations.

The acquiring authority is required to file a relocation order with the county clerk of the county in which your property is located, unless the appraisal estimates that compensation will be less than \$1,000 in the aggregate. This order describes the layout of the project, old and new locations, and the property interests sought to be acquired. It must be filed within 20 days after its issuance by the agency, and is available for public inspection.

If a public project, other than a town highway, involves the acquisition of any interest in any farm operation of more than five acres, the Department of Agriculture, Trade and Consumer Protection (DATCP) may be required to prepare an agricultural impact statement prior to the acquisition of any land. Even if the acquisition is less than five acres, DATCP may prepare a statement if the acquisition will have a significant effect on the farm operation.

If an environmental impact statement is required by another statute, the requirements of the agricultural impact statement may be met by the environmental impact statement. Also, if an

easement for an electric transmission line, excluding a high voltage line, is being acquired over a farm operation, an agricultural impact statement is not required.

A “farm operation” is defined by law as an activity conducted primarily for the production of commodities for sale or home use in such quantity that the commodities contribute materially to the support of the farm operator. The acquiring authority may gather the necessary information for the impact statement. DATCP must prepare the statement within 60 days after receiving the information from the acquiring authority. After preparation, the statement must be published by DATCP. For a 30 day period after publication, the acquiring authority is precluded from negotiating with the property owner or making a jurisdictional offer.

The law also requires that the agricultural impact statement be distributed by DATCP to various offices and individuals. You can obtain a copy from your local library or from any local unit of government in the area affected. You may also request a copy directly from DATCP.

PART TWO THE NEGOTIATION PERIOD

After a relocation order has been filed and appraisals are completed, the acquiring authority must attempt to negotiate with the owner or the owner’s representative for purchase of the needed property. The statutes require that you be provided an informational pamphlet on eminent domain procedure before negotiation begins. If you are also displaced as a result of the acquisition, the law requires that you receive a pamphlet on relocation benefits. The owner’s full narrative appraisal must be considered as a part of the negotiation. Also, any rights you may have for additional items payable (relocation benefits) can be included in the negotiations.

During negotiations, the acquiring authority must provide a map showing all property affected by the proposed project. Along with this map you must be given the names of at least 10 neighboring landowners to whom offers are being made. The names of all offerees if less than 10 owners are affected must be given. Any maps in the possession of the authority showing the property affected can be inspected, and copies will be made available at reasonable cost. At this point, condemnation is not involved, only negotiations for purchase.

If you agree to a negotiated purchase, the acquiring authority must record the conveyance with the register of deeds in the county where the land is located. Also, all owners of record should receive by certified mail the conveyance and a notice of their right to appeal within six months after the date of the recording of the conveyance. Such an appeal would challenge the amount of compensation received by the property owner. The procedure used for this appeal is described in Parts 6 and 7 of this pamphlet, except that an appeal from a negotiated price must be taken within six months. The date the conveyance is recorded is the date of acquisition.

PART THREE PARTIAL ACQUISITIONS AND EASEMENTS

If only a part of your property is acquired, other than for an easement, two different calculations may be made to determine the fair market value of the part acquired. In such partial acquisitions, fair market value is the greater amount of either the fair market value of the part acquired or the difference between the value of your property before the acquisition and its value after, giving effect to severance damages set forth in sec. 32.09 of Wisconsin Statutes.

If only part of your property is acquired and you are left with an uneconomic remnant, the acquiring authority must also offer to acquire the uneconomic remnant. You must consent to the acquisition in order for the remnant to be acquired.

When an easement over your property is acquired, the compensation required is the difference between the value of your property immediately before the date of evaluation and its value immediately after the date of evaluation. Severance damages may also be paid where such damages exist and are allowed by statute.

If your land is zoned or used for agricultural purposes and an easement is acquired for a high voltage transmission line or a fuel pipeline, you will be entitled to choose between a lump sum payment for the easement or an annual payment representing just compensation for the acquiring of the easement for one year. The acquiring authority should be able to answer any questions on your eligibility for this choice and the terms of each alternative. Sec. 32.09 (6r) (a), (b), and (c) of Wisconsin statutes details the law on lump sum versus annual payments.

PART FOUR THE JURISDICTIONAL OFFER TO PURCHASE

If negotiations do not lead to a purchase of the needed interest by the acquiring authority, a jurisdictional offer must be given to the owner and to any mortgagee of record. You will receive the notice by personal service or by certified mail.

This very important document will provide you with vital information on the acquisition of your property. Items that must be included are a statement of the nature of the project, a description of the property to be acquired, and a statement of the proposed date the acquiring authority will occupy the property. Included in the document is the amount of compensation to be paid for your property, including a statement that any additional items payable may be claimed for relocation assistance. An owner has 20 days from the receipt of this offer to accept or reject it.

Within fourteen days from the day you receive the jurisdictional offer, a lis pendens will be filed with the register of deeds in the county where the property is located. The lis pendens provides notice to any interested party of the possibility that the property may be acquired for a public use.

If you accept the jurisdictional offer, title will be transferred and you will be paid the amount specified in the offer within 60 days. This 60 day period can be extended by mutual written consent of the property owner and the acquiring authority. Incidental expenses for which you may be eligible under sec. 32.195 of the statutes relating to transfer of your property to the acquiring authority will also be paid. If the property owners of record reject the jurisdictional offer in writing, or do not act upon it within the 20 day period, the acquiring authority may make an award of compensation.

PART FIVE THE AWARD OF COMPENSATION

This procedure allows the acquiring authority, after the jurisdictional offer is rejected or not accepted, to make a written declaration stating the amount of compensation to be paid, the description of the property, the date of occupancy and other information. The amount of compensation offered must be equal to or more than the amount of the jurisdictional offer. You will receive a copy of the award by personal service or certified mail.

You will then receive payment for your property, by check, for the amount of compensation provided in the award less any outstanding tax liens and prorated taxes. The acquiring authority may mail the check to you or deposit it with the clerk of the circuit court for your benefit. After payment is made, the award will be recorded with the register of deeds in the county where the land is located. This action passes title to the property to the acquiring authority. This date becomes the "date of acquisition" and any questions as to the value of your property will be resolved based on the value on this date.

PART SIX HEARING BEFORE THE COUNTY CONDEMNATION COMMISSION

As of the date of acquisition, a property owner may appeal to the county condemnation commission from the amount of an award within two years, or from the amount of a conveyance within six months. This is accomplished by applying to the circuit court or county judge in the county where the land is located. Alternatively, this procedure may be waived and a property owner may appeal directly to circuit court. (See Part 7)

A county will have six to 12 commissioners, depending on the county population. They are local individuals, residents of the county or adjoining county, and are appointed by the circuit court. They serve staggered three year terms and generally sit in groups of three.

Within seven days after the chairperson of the commission is notified of the petition by the judge, three of the commissioners are selected to hear the case. The hearing date, time, and place are fixed by the chairperson, and will not be less than 20 days nor more than 30 days from the day the court assigned the petition to the chairperson. At least 10 days prior notice will be given to all parties. The commission proceedings are more informal than court proceedings, and are governed by statute. The amount of the jurisdictional offer or award of compensation cannot, by law, be disclosed to the commission. You have a right to appear and to present evidence. A majority of the members have the power to make all decisions. Within 10 days after the end of the hearing, a written award is made and filed with the clerk of circuit court. The clerk will notify the parties of the award.

Should the commission's award exceed the amount paid by the acquiring authority, and if neither party appeals from the award of the commission to the circuit court, interest is paid on the amount of the increase for the period from the date of acquisition until the date of the commission award, if the amount of the increase is paid within 14 days of the commission award.

If you or the acquiring authority are dissatisfied with the award of the condemnation commission, either can appeal to the circuit court of the county where the property is located. This must be done within 60 days of the filing of the condemnation commission's award. In case of such appeal by you or the acquiring authority, the amount of compensation awarded by the commission is not paid pending outcome of the appeal.

PART SEVEN APPEAL OF JUST COMPENSATION TO CIRCUIT COURT

As of the date of acquisition, a property owner has two years to appeal from the amount of an award of damages, or six months to appeal from the amount of a conveyance. An owner may choose to go first to the condemnation commission (see Part 6), or go directly to circuit court.

The statutes require certain notices and papers to be filed to accomplish an appeal. It would be advisable to secure legal counsel to aid you in your appeal. The procedure may be found in sec. 32.05 (9) of Wisconsin statutes.

You have a right to a jury trial on the issue of just compensation. The measure of just compensation is the fair market value of the property acquired from you as of the date of acquisition, as calculated under sec. 32.09, stats.

You have the right to appeal from the judgment of the circuit court to the court of appeals within six months of the notice of the entry of judgment of the circuit court.

PART EIGHT ACTION TO CONTEST THE RIGHT OF CONDEMNATION

This action challenges the right of the authority to condemn the property described in the jurisdictional offer. This action must be commenced in circuit court within 40 days from the postmark of the certified letter containing notice of the jurisdictional offer.

If you do not challenge the acquiring authority's right to acquire your property within this 40 day period, you will lose your right to do so.

In addition, if you accept and retain any money awarded for your property, you may not challenge the acquiring authority's right to acquire.

In this proceeding, you may challenge any defects in the procedure the authority has used and the "public" nature and necessity of the proposed use.

PART NINE LITIGATION EXPENSES AND COSTS

The law provides for the payment of litigation expenses by the acquiring authority under any one of the following circumstances:

- if it is determined by a court that the acquiring authority does not have the right to condemn;
- if the award of the condemnation commission is greater than the jurisdictional offer, or the highest written offer prior to the jurisdictional offer, by at least \$700. and 15%, and the award is not appealed;
- if the jury verdict approved by the court exceeds the jurisdictional offer or the highest written offer prior to the jurisdictional offer, by at least \$700. and 15%.
- if the property owner appeals an award of the condemnation commission which exceeds the jurisdictional offer or the highest written offer prior to the jurisdictional offer, by at least \$700. and 15%, and the court-approved jury verdict exceeds the award of the condemnation commission by at least \$700. and 15%;
- if the acquiring authority appeals an award of the condemnation commission, and the court-approved jury verdict is \$700. and 15% greater than the jurisdictional offer or the highest written offer prior to the jurisdictional offer;
- if the property owner appeals an award of the condemnation commission which is not 15% greater than the jurisdictional offer or the highest written offer prior to the jurisdictional offer, and court-approved jury verdict is at least \$700 and 15% higher than the jurisdictional offer or highest written offer prior to the jurisdictional offer.

Unless you come under one of these specific categories, you will not be able to recover litigation expenses from the acquiring authority.

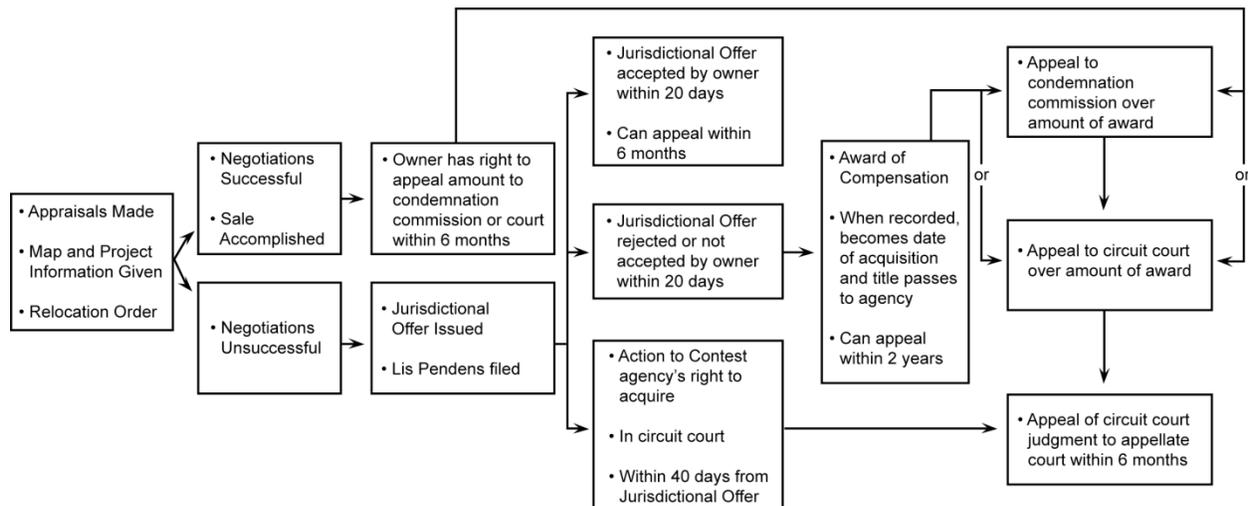
The Legislature has provided "costs" (statutorily determined payments to successful parties in proceedings challenging just compensation) to litigants who are successful but who do not fit into any of the categories mentioned above. If the just compensation awarded by the court or condemnation commission exceeds the jurisdictional offer or the highest written offer prior to the jurisdictional offer, the property owner will be deemed the "successful" party. You may be

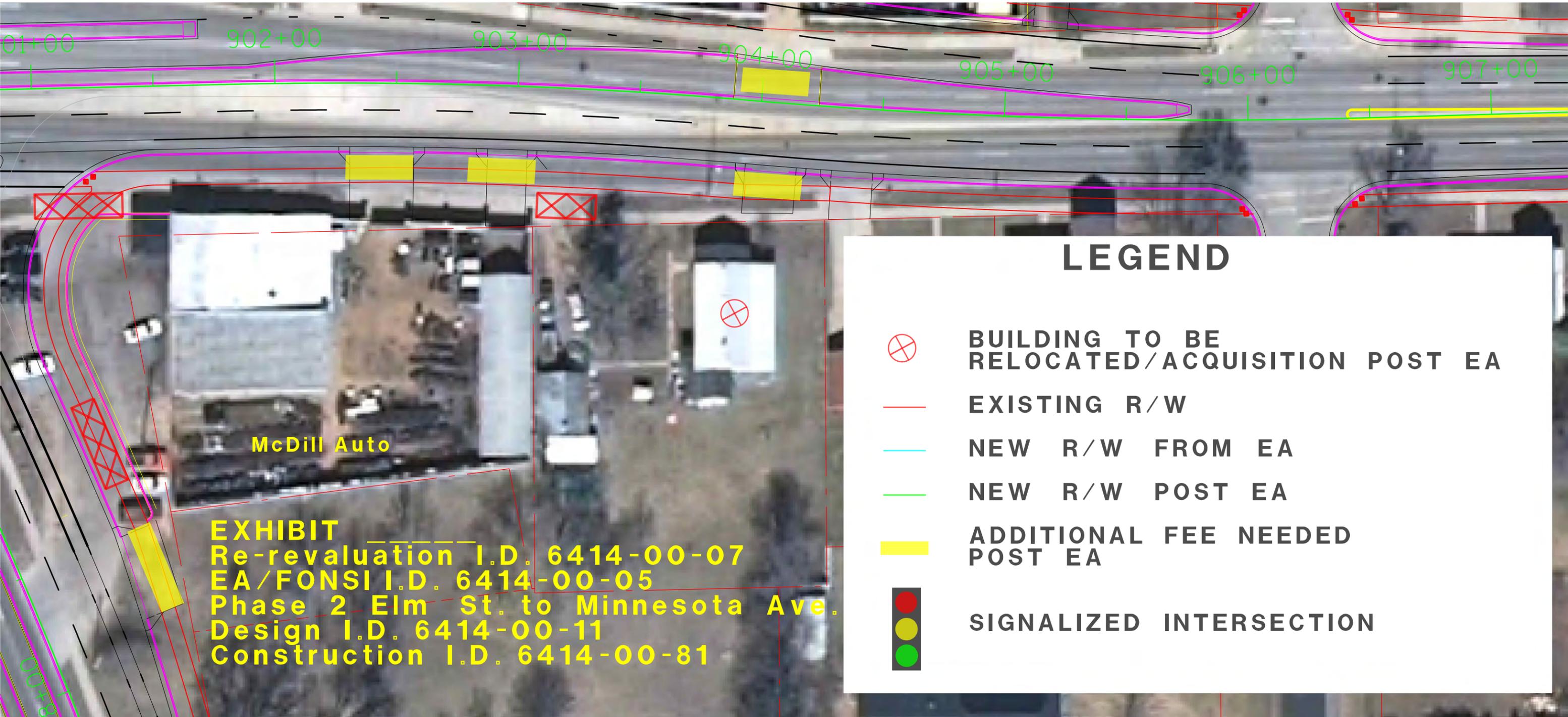
required to pay “costs” to the acquiring authority if you are unsuccessful in challenging the compensation you have received or the acquiring authority’s right to acquire the property. “Costs” are defined in Ch. 814 of Wisconsin statutes.

PART TEN OCCUPANCY

No occupant may be required to move from a dwelling or move a business or farm without at least 90 days’ written notice from the acquiring authority. An occupant shall have rent free use of the property for 30 days beginning with the 1st or 15th day of the month after title vests in an agency, whichever is sooner. Rent charged for use of a property between the date of acquisition and the date of displacement may not exceed the economic rent, the rent paid by a tenant to the former owner or the occupant’s financial means if a dwelling, whichever is less.

The acquiring authority may not require the persons who occupied the premises on the date title vested in the acquiring authority to vacate until a comparable replacement property is made available. If you damage or destroy any acquired property after the date that title vests in the acquiring authority, you may be liable for the damage.

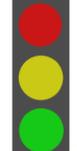




McDill Auto

EXHIBIT
Re-valuation I.D. 6414-00-07
EA/FONSI I.D. 6414-00-05
Phase 2 Elm St. to Minnesota Ave.
Design I.D. 6414-00-11
Construction I.D. 6414-00-81

LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

Environmental Assessment Re-evaluation

***Business 51 (Post Road) WIS 54/County B to
Minnesota Avenue***

Villages of Plover and Whiting, Portage County

WisDOT Project I.D.: 6414-00-07

(This is an EA Re-Evaluation of the EA/FONSI for Project
I.D. 6414-00-05)

April 2014

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- Exhibit 2 – Project Phase Map
- Exhibit 3 – EA/FONSI Preferred Alternative
- Exhibit 4 – Re-evaluation Preferred Alternative
- Exhibit 5 – Bus Route Map

Appendices

- Appendix A -EA/FONSI Signature Page
- Appendix B - Process Initiation Letter
- Appendix C - Public Involvement Meeting Summaries
- Appendix D - Conceptual Stage Relocation Plan (CSRP)
- Appendix E - Environmental Justice Analysis
- Appendix F -Programmatic Section 4(f) – Veterans Memorial Park
- Appendix G -TSS Removal BMP Design Report
- Appendix H - Section 106
- Appendix I - Indirect and Cummulative Effects Analysis
- Appendix J - OCR Order for RR near Minnesota Avenue
- Appendix I - Section 4(f) Documents Updates - Springville Pond & Green Circle Trail

Environmental Assessment Re-evaluation

Business 51 (Post Road) WIS 54/County B to Minnesota Avenue

Prepared for Wisconsin Department of Transportation North Central Region

1.0 Purpose

This Environmental Assessment Re-evaluation (Re-evaluation) has been prepared in accordance with the requirements of the Council on Environmental Quality (CEQ) rules for the implementation of the National Environmental Policy Act (NEPA); United States Department of Transportation (U.S. DOT) Order 5610.1C; Title VI of the Civil Rights Act and Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations; Federal Highway Administration (FHWA) Rules and Regulations set forth in 23 CFR 771.129(a); the Wisconsin Environmental Policy Act (WEPA); and the policy of the Wisconsin Department of Transportation (WisDOT) to evaluate the status of the project's environmental documentation prior to authorization of each major project development step.

The Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Business 51 (Post Road) Reconstruction Project was approved by FHWA on August 2, 2009 (Appendix A). The WisDOT project I.D. for the EA/FONSI is 6414-00-05. The EA/FONSI can be found in the WisDOT North Central Region office at 1681 Second Avenue South, Wisconsin Rapids, WI 54495-4768. Current design for Business 51 was initiated in 2011 under project I.D. 6414-00-07. The project limits and overall scope of the project have remained the same for both projects. For the balance of this document, the following terms will be used:

- EA/FONSI – Refers to project I.D. 6414-00-05
- Re-evaluation – Refers to project I.D. 6414-00-07

The EA/FONSI process and documentation started in the early 2000s. Since the EA/FONSI, there have been new requirements and changes regarding previous requirements. Additionally, there have been updates and refinements to the plans resulting in additional effects. Therefore, the EA/FONSI has been reviewed in detail along with the applicability of current requirements to determine whether supplemental environmental documentation would need to be prepared and circulated for review and comment. Elements considered in the Re-evaluation include:

- Whether the consideration of alternatives, impacts, existing environmental, and mitigation measures as set forth in the EA/FONSI remain applicable, accurate, and valid;
- Whether there have been any significant changes in these factors or the regulations associated with them; and

-
- Whether design refinements might result in identification of new impacts or require further study of environmental factors prior to construction authorization.

A Process Initiation Letter (PIL) was completed for the Re-evaluation on October 8, 2013 and is included in Appendix B.

2.0 Specific Re-evaluation Issues

2.1 Project Concept

WisDOT proposes to reconstruct 3.5 miles of Business 51 (Post Road) from WIS 54/County B to Minnesota Avenue in villages of Plover and Whiting from 4-lane undivided urban arterial to a 4-lane divided arterial with a raised median and bicycle accommodations. See Exhibit 1 – Project Location Map.

2.1.1 Corridor Importance

Business 51 runs parallel with Interstate 39/US 51 along its course through the Stevens Point urbanized area (see Exhibit 1). It experiences some of the highest traffic volumes of all north/south corridors through this region of Wisconsin. As a National Highway System (NHS) route, Business 51 (formally US 51) is of importance regarding national system linkage and as its role as the I-39 alternate route for use during crashes and other emergencies that may cause major delays or closures on the Interstate Highway near Stevens Point.

Additionally, it plays an important role as an economic corridor for the Stevens Point urbanized area which includes the city of Stevens Point, village of Plover and village of Whiting in north-central Wisconsin.

This corridor, through north central Wisconsin, functions as an important connecting link for tourism, commerce and defense between Illinois, Iowa and Indiana and the Upper Peninsula of Michigan and northeast Minnesota. This highway corridor also serves as a connecting route to several major east-west corridors, (US 10, WIS 29, US 8, and US 2) all of which are part of the NHS and are also essential to the nation's economy, defense, and mobility. Business 51 is vitally important to local, regional and national economies because of these many positive attributes.

2.1.2 Termini

The project termini have not changed from the original EA/FONSI and the proposed action is still predominately a safety improvement project. However the construction limits of individual construction projects within the overall project limits have changed slightly and are discussed below.

In 2008/2009, under the umbrella of the original EA/FONSI, WisDOT completed an improvement project for the WIS 54/County B and Business 51 intersection that addressed safety and operational issues (design I.D. 6998-02-05 and construction I.D. 6998-00-75/78). A second project included improvements slightly north of Minnesota Avenue. These improvements included safety improvements to the railroad crossing and the associated roadway. This work was completed in 2009/2010 under separate construction projects (ID 6998-02-75/78). All projects were completed under the umbrella of the original EA/FONSI and addressed safety and operational issues.

WIS 54/County B is the southern logical terminus as it begins the transition from two to four lanes within this study corridor. WIS 54/County B and Business 51 intersection was recently improved to address safety issues, the proposed construction would now start at Green Drive, just north of the WIS 54/County B and Business 51 intersection, and would tie-in to the recent improvements at this intersection. See Exhibit 2 – Project Phase Map.

Minnesota Avenue is the northern logical terminus because it is the municipal boundary between the village of Whiting and the city of Stevens Point. This is important because after improvements are made, the corridor would be jurisdictionally transferred to the villages of Plover and Whiting. Recent improvements were completed at the Business 51/Minnesota Avenue intersection in 2010 which were covered in the original EA/FONSI.

2.1.3 Preferred Alternative

The EA/FONSI identified Alternative 3 as the Preferred Alternative for Business 51 (see Exhibit 3 – EA/FONSI Preferred Alternative), which proposed to reconstruct Business 51 with two traffic lanes in each direction, a raised median wide enough to provide dedicated left-turn lanes and U-turns, sidewalks and on-street bike lanes along both sides of the street. As stated in the EA/FONSI, the proposed improvements would reduce turning conflicts at driveways and cross streets, and would improve access for vehicles, bicyclists, and pedestrians. It would allow for the construction of dedicated left-turn lanes and provide a safe pedestrian refuge in the center of the roadway at signalized and non-signalized intersections.

The EA/FONSI Preferred Alternative has remained the same in the Re-evaluation however; design refinements have resulted in some changes. Improvements in the Re-evaluation still include two 12-foot lanes in each direction, a raised median with dedicated left-turn lanes, and bicycle and pedestrian accommodations. See Exhibit 4 – Re-evaluation Preferred Alternative.

The Re-evaluation will focus on design refinements/changes from the EA/FONSI. These refinements/changes are summarized as follows:

- Limits: The proposed project study area is Business 51 from WIS 54/County B to Minnesota Avenue. The logical termini have not changed from the original EA. However, as described above, construction/improvements will occur from Green Drive north to Minnesota Avenue.
- The project has been the subject of design refinements induced by the public involvement process, alternative analysis and stakeholders input since the signing of the EA/FONSI. Because of these design refinements, several changes have occurred related to the following:
 - Changes to property access have been made to improve safety and further reduce the number of access points along the corridor.
 - An additional 7.31 acres of right-of-way are required for the project. Approximately 1.49 acres is needed for vision triangles, 3.44 acres for stormwater management ponds and 2.38 acres for roadway design refinements (see Section 2.2.5).
 - Seven additional property relocations/acquisitions are now included in the project due to design refinements and vision triangles.

- As a Department action, the project is subject to Chapter Trans 401, Wis. Adm. Code, Construction Site Erosion Control and Stormwater Management Procedures for Department Actions. Additionally, the area surrounding the project is subject to Wisconsin Pollution Discharge Elimination System (WPDES) Municipal Stormwater Discharge permits under Wisconsin Administrative Code, NR 216.
- These State regulations relate to both stormwater runoff quantity and quality and specifically Chapter Trans 401, Wis. Adm. Code requires the WisDOT to address stormwater quality on projects WisDOT administers. Due to the applicable stormwater runoff quality regulations, changes to the initial design were necessary. These changes required the incorporation of four new stormwater management ponds into the project design.

2.1.4 Jurisdictional Transfer

Upon project completion, the ownership of the stormwater facilities along with the roadway itself will be a Jurisdictional Transfer (JT) from WisDOT to the villages of Plover and Whiting. Section 84.02(8) of the Wisconsin Statutes enables the State to enter into JT agreements with local units of government. Because of the roadway JT, the stormwater facilities are necessary to keep both villages in compliance with their WPDES Municipal Stormwater Discharge permits.

2.1.5 Adjacent Study

A separate Business 51 Corridor Study is currently being completed through the city of Stevens Point (WisDOT I.D. 6998-13-00). The limits of the study are from the village of Whiting/city of Stevens Point limits (Minnesota Avenue) to I-39. The proposed project has independent utility and logical termini, and does not foreclose future improvements or projects with respect to future abutting roadway facilities.

2.1.6 Project Phases

The Business 51 corridor will be divided into four separate phases for final design and construction purposes. Each phase has a unique final design I.D. and construction I.D.; however, many elements of each project were designed at once for a consistent outcome throughout the corridor. Preliminary design for all projects within the subject corridor is being completed under the preliminary design I.D. 6414-00-07. Each phase, along with its corresponding design/construction I.D. is listed in Table 1 in order of proposed construction. See also Exhibit 2 – Project Phase Map.

Table 1 Business 51 Phases

Phase	Limits	Preliminary Design ID	Design/Construction ID
Phase 1	Green Drive to Springville Drive	6414-00-07	6414-00-08/78
Phase 2	Elm Street to Minnesota Avenue	6414-00-07	6414-00-11/81
Phase 3	Tommy's Turnpike to Elm Street	6414-00-07	6414-00-10/80
Phase 4	Springville Drive to Tommy's Turnpike	6414-00-07	6414-00-09/79

2.1.7 Purpose/Need

As described and demonstrated in the 2009 EA/FONSI, the purpose for the project is to:

- Improve safety
- Reduce congestion
- Provide bicycle and pedestrian accommodations

The need of the project remains largely unchanged from the EA/FONSI. This corridor was originally built as a National Highway System route and through route. It is now designated as a business route and overtime has become a more urban corridor with numerous businesses and residential establishments. The corridor continues to experience safety issues, lacks comprehensive bicycle and pedestrian accommodations, and has deteriorating pavement. Traffic/congestion and crash/safety issues are also still a concern and are summarized in more detail below.

While congestion still is a concern, traffic counts and forecasts have decreased since the EA/FONSI was completed. For example:

- For design year 2035 in the EA/FONSI, projected traffic volumes ranged from 37,100 Average Daily Traffic (ADT) to 11,500 ADT.
- For the current design, traffic volumes for design year 2036 range from 17,900 ADT to 13,300 ADT.

Even given the decrease in traffic volumes, many congestion-related concerns still remain. Several intersections warrant dedicated left-turn lanes as a result of queuing. Based on the updated traffic data, some modifications to the Proposed Action were made and are described in this document.

Safety continues to be a concern on the Business 51 corridor. Updated crash data was collected for this Re-evaluation and was compared to the EA/FONSI crash data. A comparison of the results indicates that crash rates have increased. For example:

- The crash rate above the statewide average increased from 29 percent in the EA/FONSI to 40 percent in the Re-evaluation
- Crashes involving bicyclists increased from one in the EA/FONSI to four in the Re-evaluation
- Crashes at intersections increased from 52 percent in the EA/FONSI to 64 percent in the Re-evaluation

Traffic and Roadway Capacity

Traffic volumes along the corridor have decreased since the EA/FONSI, however safety continues to be a concern along the corridor.

As shown in Table 2, the EA/FONSI indicated that for design year 2035, traffic is projected to increase by 70 to 99 percent, ranging between an ADT of 32,200 south of Plover Springs Drive and an ADT of 37,100 south of McDill Avenue (County HH).

**Table 2
EA/FONSI Existing and Forecasted ADT**

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

Updated traffic counts and forecasts were obtained through WisDOT Central Office and are shown in Table 3. Actual counts are from 2011 and forecasts were conducted for 2016 (construction year), 2026, and 2036. The 2011 counts range from 11,450 ADT near Green Drive to 17,900 south of County HH. Note that the 2011 counts and forecasts did not include counts north of County HH or south of County B, which are outside the project limits.

**Table 3
Re-evaluation Existing and Forecasted ADT**

Location	2011 ADT	2016 ADT	2026 ADT	2036 ADT
Phase 1 (ID 6414-00-08/78)				
North of County B (Green Drive)	11,450	11,800	12,550	13,300
South of Plover Springs Drive (Bea Jay Lane)	12,600	13,300	14,300	15,300
Phase 4 (ID 6414-00-09/79)				
North of Plover Springs Drive (Patton Drive)	12,200	12,800	13,900	15,000
Mac Arthur Way/Hickory Drive	12,200	13,300	14,100	15,200
Phase 3 (ID 6414-00-10/80)				
North of Porter Road	12,800	13,950	15,550	17,100
Phase 2 (ID 6414-00-11/81)				
South of County HH	13,600	14,500	16,200	17,900

The decrease in traffic along the corridor may be due to the slow economic decline of the corridor. Many businesses have closed and commercial buildings remain vacant. It may also be due to improvements in other facilities in the area. For example, improvements to I-39, which is a parallel north/south route to the east of Business 51, has made the Interstate an attractive option for travelers in the region.

Due to the decrease in traffic volume, the number of left turn lanes at the Business 51/County HH (McDill Avenue) intersection was revised from dual left-turn lanes to a single left-turn lane on County HH (McDill Avenue) westbound onto Business 51.

Safety

Updated crash data was collected for this Re-evaluation and was compared to the EA/FONSI crash data. A comparison of the results indicates that safety remains a concern along the Business 51 corridor and in some cases has become more of an issue on the corridor, as demonstrated below:

- Crash rate above the statewide average increased from 29 percent in the EA/FONSI to 40 percent in the Re-evaluation
- Crashes involving bicyclists increased from zero in the EA/FONSI to four in the Re-evaluation
- Crashes at intersections increased from 52 percent in the EA/FONSI to 64 percent in the Re-evaluation

Updated crash data was collected for the three-year period from 2010 to 2012 (Table 4 below). Of the 127 reported crashes, one crash involved a pedestrian and four crashes involved bicyclists. The data also reported that 64 percent of the crashes occurred at intersections.

**Table 4
Re-evaluation Vehicle Crashes, 2010 to 2012**

Year	Number	Number resulting in injuries	Number resulting in fatalities	Crash rate* (per 100 million vehicle miles)	Statewide average crash rate (per 100 million vehicle miles)	Percent higher than statewide average crash rate
2010	40	26	0	278	232	19 %
2011	40	10	0	278	233	19 %
2012	47	18	0	327	233**	40 %
Total	127	55	0			

*Crash rate = Number of crashes X (100 million / (ADT x365 x 3.15 miles). An ADT of 12,500 was used based on the average counts taken along the corridor in 2011.

** 2011 crash rate was used because rate 2012 was not released at the time of analysis.

The EA/FONSI used the three-year period of 2004 to 2006 to analyze crashes (see Table 5 below). Of the 146 reported crashes, two crashes involved pedestrians and zero crashes involved bicyclists. The data also reported that 52 percent of the crashes occurred at intersections.

**Table 5
EA/FONSI Vehicle Crashes, 2004 to 2006**

Year	Number	Number resulting in injuries	Number resulting in fatalities	Crash rate* (per 100 million vehicle miles)	Statewide average crash rate (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 x365 x 3.15 miles). An ADT of 14,200 was used based on the average counts taken along the corridor in 2005

Crashes at Intersections and Involving Left Turns

An updated analysis of crashes involving left-turning vehicles found that these types of crashes account for 26 percent of intersection related crashes. Table 6 below depicts crashes at intersections involving left turns.

**Table 6
Re-evaluation Crashes Involving Left Turns**

	Total crashes	Percent of crashes involving left-turning vehicles
At intersection	81 (64%)	21 %
Not at intersection	46 (36%)	5 %
Total	127	26 %

In the EA/FONSI, the analysis of crashes involving left-turning vehicles found that they account for 45 percent of the intersection related crashes. Table 7 below depicts crashes at intersections involving left-turns.

**Table 7
EA/FONSI Crashes Involving Left Turns**

	Total crashes	Percent of crashes involving left-turning vehicles
At intersection	76 (52%)	34 %
Not at intersection	70 (48%)	11 %
Total	146	45 %

2.1.8 Work Completed to Date

Public Involvement Activities

A substantial amount of public involvement has taken place during this design phase since the completion of the EA/FONSI. Table 8 below provides a list of public involvement activities to date. The public involvement activities included the following:

- Local Officials Meetings (LOM) – Meeting for village, county, state and other staff and elected officials.
- Public Involvement Meetings (PIM) – Meetings for property owners and businesses along the corridor and the general public.
- Business Owner Meetings (BOM) – Meetings specifically for business owners along the corridor.
- Local Office Hours (LOH) – Designated times during the day for anyone who wanted to ‘drop-in’ and discuss the project on a one-on-one bases with project staff.

Except where noted, all public involvement activities encompassed the entire project corridor (all phases). Exhibits were on display at each of the meetings. The exhibits displayed the most up-to-date design elements at that time, including, but not limited to, existing and proposed right-of-way, driveway access, and parcels identified for acquisition.

Table 8
Public Involvement Activities after EA/FONSI

Meeting	Date	Approx. Attendance
LOM 1	1/19/2011	22
PIM 1	1/26/2011	100
BOM 1	2/2/2011	24
LOH 1	2/9/2011	25
LOM 2	10/5/2011	13
PIM 2	10/19/2011	72
BOM 2	10/26/2011	12
LOH 2	10/26/2011	8
LOM 3	6/12/2012 (Covered Phase 1 only)	12

Below is a summary of the public involvement activities. A summary of the minutes from the public involvement meetings are included in Appendix C.

Public Involvement Meetings

Each of the PIMs included a presentation by WisDOT that described the purpose and need, schedule, and updated design plans for the project. The PIMs also included a discussion and exhibits that depicted the design refinements and updates, including impacts to Veteran’s

Memorial Park, a Section 4(f) resource. After the presentation, project staff met individually with property owners at the exhibits to further explain the design and answer questions. In general, the public had questions regarding the real estate process, disruptions during construction, property access, opportunities for shared access, and median locations.

The PIMs also included a unique engagement tool to gather public input. Attendees were given colored/numbered ‘dots’ to place directly on an exhibit where they had a specific question or comment. They then wrote their question/comment on a comment sheet that corresponded with their number. Over 230 individual ‘dot’ comments were received at these meetings. The comments were then reviewed one-by-one by the project team. In many cases, follow-up contact with individuals was made as a result of a comment. The issues were addressed, and in some cases, the design was revisited or changed to accommodate the public’s needs.

Many of the access-related design changes were due to input from the public (property owner meetings, public official meetings, and PIM comments). In response to consultation with property owners at these meetings, the design was adjusted to meet the public’s needs. Major access-specific changes are described in more detail in Section 2.3.1.

Business Owner Meetings

Business and commercial property owners along the corridor have been actively participating in public involvement activities. To date, WisDOT has conducted three separate Business Owner Meetings (BOMs) to specifically engage and solicit feedback from the business community. Both business and property owners note the decline in the corridor over the last several decades. The BOMs have consistently shown that business and property owners support improvements along the corridor.

Local Official Meetings

Local officials from the villages of Plover and Whiting have also been actively involved in the design process and are eager to see corridor improvements made. The local officials consistently point to the need for improvements they believe would assist with business development and retention along Business 51. Local officials and the design team have been working through a number of issues including, but not limited to, aesthetic treatments, utility location, and property access. Additionally, the staff team has been working with both Villages to work through the jurisdictional transfer process.

Other Activities

Design

Preliminary (60 %) design has been completed for all four phases. The Design Study Report (DSR) for the preliminary design of the entire corridor design was approved on August 8, 2012. Final design (90 %) is in progress for Phase 1. A separate, updated DSR reflecting final design elements for Phase 1 was submitted on April 26, 2013. Separate, updated DSRs would be completed for the remaining phases during final design of each Phase. See Table 9, *Business 51 Milestones*.

An abbreviated roundabout analysis was completed May 1, 2012 for the intersection of Business 51 and McDill Avenue/County HH, to satisfy the recommendations of the

EA/FONSI. Two roundabout scenarios were developed and analyzed for this intersection. The analysis indicated that the roundabouts scenarios would fit within the proposed right of way limits and the construction and operational costs would be similar to a standard signalized intersection. During final design a detailed intersection control evaluation for this intersection will be completed.

Real Estate

A Conceptual Stage Relocation Plan (CSRP) was prepared for the EA/FONSI in 2009. A supplemental CSRP has been completed for the Re-evaluation for seven additional properties that were identified as relocations after the EA/FONSI (see Appendix D).

The real estate team has been working on early acquisition/relocations for the entire corridor. However, detailed real estate work such as appraisals, etc. is being completed for Phase 1, from Green Drive to Springville Drive, the first Phase scheduled for construction.

Real estate team members have attended each of the PIMs and have fielded questions regarding the real estate process from property owners along the corridor. There have been numerous requests for early acquisition for those parcels identified in the EA/FONSI as relocations. The majority of the real estate team's effort in this design phase has been working with property owners through the early acquisition process.

Railroad

There is a public railroad crossing of Business 51 between Willow Drive and Chestnut Drive in the village of Plover (labeled on Exhibit 4, Sheet 2). The Wisconsin Central Ltd. (WCL) crossing will be reconstructed to improve the safety of the crossing and railroad signals and gates will be added under administrative ID 6414-00-57/58. An Office of the Commissioner of Railroads (OCR) hearing was held on May 31, 2013. A final OCR order is expected to be issued prior to letting for this section (Phase I: Green Dr. to Springville Dr.) which is expected in 2015.

A second public railroad crossing of Business 51 just north of Minnesota Avenue was previously reconstructed to improve the safety of the crossing signals. The work was completed in 2009/2010 under a separate construction project (ID 6998-02-75/78). As noted above, this project was completed under the umbrella of the original EA/FONSI. The railroad portion of the project is under administrative ID 6998-02-55/56. The final OCR order is included as Appendix J.

2.1.9 Current Section to be Let to Contract

Phase 1, the first phase scheduled for construction, is currently in final design and is scheduled for construction in 2016. It is currently scheduled for let in 2015. Construction for Phases 2 & 3 are scheduled for 2017/2018 and construction for Phase 4 is scheduled for 2020. Table 9 provides a summary of the design-related activities and proposed construction and letting schedules for all four phases.

**Table 9
Business 51 Milestones**

	Preliminary Design - Entire Corridor (All Phases)	Phase #			
		Phase 1	Phase 2	Phase 3	Phase 4
WisDOT Phase ID	6414-00-07	6414-00-78 (6414-00-57/58)*	6414-00-81	6414-00-80	6414-00-79
Limits	County B to Minnesota Ave.	Green Dr. to Springville Dr.	Elm St. to Minnesota Ave.	Tommy's Turnpike to Elm St.	Springville Dr. to Tommy's Turnpike
Construction Year	See Phases	2016	2017/2018	2017/2018	2020
Design Completed	Preliminary	Preliminary*	Preliminary	Preliminary	Preliminary
Lettings	N/A	2015	2017	2017	2019
Design Study Report (DSR)	Completed 6/26/2012	Submitted 4/26/2013	Would be completed during final design	Would be completed during final design	Would be completed during final design
*These IDs are for the railroad safety improvements for crossings and signal improvements.					
**Some final design was completed for this Phase after the initial 2009 EA/FONSI was approved.					

2.1.10 Changes in Environmental Documentation

MAP-21

The new surface transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law by President Obama on July 6, 2012. MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Final guidance on many areas of MAP-21 is still being developed. There have been some MAP-21 updates related to NEPA, including guidance on accelerated environmental decision making and categorical exclusions (CEs). These updates, based on an initial review, do not apply to the Business 51 project. It is not anticipated that forthcoming MAP-21/NEPA guidance would substantially affect this project. However, if and when further information is issued, WisDOT would review the revised guidelines and determine if and how new rules would affect the Business 51 project.

Complete Streets (TRANS 75)

Complete Streets (TRANS 75), Wisconsin's pedestrian and bicycle accommodations law, was codified in 2009. Complete Streets are roadways designed and operated to enable safe, convenient, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists

and public transport users of all ages and abilities are able to safely and comfortably move along and across a Complete Street.

WisDOT's Facilities Development Manual (FDM) chapter 11-46 has also been updated and provides specific guidance to designers regarding bicycle and pedestrian facilities when constructing or reconstructing transportation facilities. As described in this report, bicycle and pedestrian accommodations would be included in this project, which has remained unchanged from the EA/FONSI. A "Complete Streets Checklist" has been submitted and approved for Phase 1, the first phase scheduled for construction. A checklist would be completed in the final design stage for each remaining phase to ensure compliance with TRANS 75.

State Highway Plans

Business 51 was not a designated or highlighted route in Corridors 2020, which was originally developed in 1988 as part of the Wisconsin State Highway Plan 2020. That plan was updated in 2009 and is now called Connections 2030. A review of connections 2030 indicates that the designation of Business 51 project remains unchanged from the EA/FONSI.

2.2 Changes in the Affected Environment

This section describes changes in the social and environmental conditions along the Business 51 corridor since the EA/FONSI approval in 2009.

2.2.1 Socioeconomic Characteristics

Socioeconomic changes include, but are not limited to, changes in population trends and demographics, changes in poverty level, and changes in land use and development.

Population/Demographics/Poverty Level

The EA/FONSI used 2000 Census data and American Community Survey (ACS) estimates to illustrate demographic profiles of the villages of Plover and Whiting. For the Re-evaluation, 2010 Census data and 2008-2012 ACS estimates were used. By and large, the demographic profile of each community has remained unchanged from the EA/FONSI.

Village of Plover

The village of Plover had a total population of 11,074 in 2004 in the EA/FONSI. For the Re-evaluation, the 2010 Census indicates that the total population of the village of Plover increased to 12,123.

In the EA/FONSI, approximately 97 percent of the population was White, while Black/African American, Native American, Asian, and other races each accounted for less than one percent of the population. For the Re-evaluation, except for the Asian population, which increased to 3.8 percent, the percent of minority populations remains unchanged from the EA/FONSI. The percent of householders over the age of 65 increased from five percent in the EA/FONSI to eight percent in the Re-evaluation. Individuals below the poverty level in the village of Plover increased from six percent in the EA/FONSI to nine percent in the Re-evaluation.

Village of Whiting

The village of Whiting had a total population of 1,724 in 2004 in the EA/FONSI, which remains unchanged in the Re-evaluation according to the 2010 Census.

In the EA/FONSI, approximately 95 percent of the population was White, three percent was Asian, and Black/African American, Native American, and other races each accounted for less than one percent of the population, which remains unchanged for the Re-evaluation. The EA/FONSI noted that nineteen percent of householders were over the age of 65, which also remains unchanged for the Re-evaluation. Individuals below the poverty level in the village of Whiting increased from five percent in the EA/FONSI to 8.5 percent in the Re-evaluation.

Land Use and Development

Land use along Business 51 has remained largely unchanged since the EA/FONSI. The corridor continues to be dominated by commercial land uses, with some residential and industrial parcels scattered throughout.

Similar to what was reported in the EA/FONSI, the corridor has continued to experience a decline in the number of businesses that line the roadway. A number of businesses along the corridor have ceased operation. During site visits it was noted that many commercial buildings remain vacant.

Although the corridor has experienced an overall decline in the number of operating businesses, there has been some new development along the corridor. For example, a new Kwik Trip gas station was recently constructed at the corner of Business 51 and Plover Springs Drive.

2.2.2 Environmental Setting

Air Quality

The EA/FONSI indicated that the project was exempt from permit requirements per Wisconsin Administrative Code Chapter NR 411 criteria.

According to the U.S. Environmental Protection Agency (EPA), Portage County is not located in a non-attainment area for any criteria pollutants and is therefore still exempt from permit requirements.

Noise

The criteria used to judge if noise abatement is required for a project, such as noise walls, has not changed since the EA/FONSI was completed. The noise levels for the re-evaluated project would not be increased. Therefore, abatement measures are not needed.

Wetlands, Floodplains, and Water Quality

The EA/FONSI identified three wetland sites along or near the corridor:

- Wetland Area A North of the Springville Dam, adjacent to Springville Pond,
- Wetland Area B Adjacent to the Little Plover River
- Wetland Area C Adjacent to McDill Pond

The EA/FONSI indicated an unavoidable wetland loss of 0.06 acres to Wetland Area A, which would be compensated via the WisDOT Wetland Mitigation Bank Site program and the WisDOT/WDNR Cooperative Agreement. The EA/FONSI indicated no other wetlands would be affected. This remains unchanged in the Re-evaluation.

Streams/Water bodies

No new streams or water bodies would be affected as a result of the updated design.

Threatened and Endangered Species

A review of state and federally listed species was conducted. No new species have been added to the list that would be affected in this area.

Hazardous Materials Sites

Several hazardous materials sites of concern were identified in the original Phase I Hazardous Materials Assessment (HMA) which was included in the EA/FONSI. In 2011, Phase 2/2.5 investigations (which further define the extent of potential contamination) were conducted based on recommendations in the original Phase I report.

For the Re-evaluation, a Phase I HMA Addendum was completed to identify any additional sites of concern which may be located within the study area and to examine areas of new right-of-way acquisition, with particular attention paid to the new stormwater management ponds that were not included in the EA/FONSI.

One additional site of concern was identified (2561 Post Road) and several recommendations for sites listed in the Phase I report were revised, including:

- 2710 Post Road – Special provisions recommended for potential contaminated soils.
- 2727 Post Road – Special provisions recommended for potential contaminated soils.
- 2581 Post Road – Special provisions not warranted. However, WDNR should be contacted if the impermeable cap in the area described in the deed restriction is disturbed.
- 1500 Post Road – No special provisions warranted.
- 2200 Post Road – No special provisions warranted.

2.2.3 Traffic, Travel, and Transportation

Traffic and Safety

As described in Section 2.1.7, traffic volumes along the corridor have decreased since the EA/FONSI, however safety continues to be a concern along the corridor.

The EA/FONSI indicated that for design year 2035, traffic is projected to increase by 70 to 99 percent, ranging between an ADT of 32,000 south of Plover Springs Drive and an ADT of 37,100 south of McDill Avenue (County HH).

Updated crash data was collected for this Re-evaluation and was compared to the EA/FONSI crash data. A comparison of the results indicates that safety remains a concern along the corridor as crashes have increased since the EA/FONSI was completed, as noted here:

- Crash rate above the statewide average increased from 29 percent in the EA/FONSI to 40 percent in the Re-evaluation
- Crashes involving bicyclists increased from zero in the EA/FONSI to four in the Re-evaluation
- Crashes at intersections increased from 52 percent in the EA/FONSI to 64 percent in the Re-evaluation

Travel Trends

Business 51 continues to serve the villages of Plover and Whiting and the surrounding communities, and provides access to the city of Stevens Point. This remains unchanged from then the EA/FONSI was completed.

Bicycle use and the development of new and improvement of existing bicycle facilities continues in the Villages of Plover and Whiting and surrounding areas. Portage County is currently developing a County-wide Bicycle Master Plan that would include recommendations for improved bicycle facilities throughout the region. As new and improved bicycle facilities develop, including proposed improvements on Business 51, bicycle use can be expected to increase.

Public Transportation

There are four fixed bus routes in the greater Stevens Point area. The four bus routes offer a safe, reliable, and affordable option for traveling throughout the greater Steven's Point community. All buses are wheelchair accessible and have easy-to-use bicycle racks mounted at the front.

One of the four routes, the Whiting/West Side bus route, provides service to the northern portion of the Business 51 corridor. In the Business 51 corridor, the route travels as far south as Tommy's Turnpike, before turning back north towards Stevens Point (see Exhibit 5 – Bus Route Map). There are several stops in the corridor area as shown on Figure 2 - Bus Route Map. The southern half of the project area is not served by a bus route. There are currently no plans for additional bus routes on the corridor.

Within the Business 51 corridor, the bus route is located in Phases 2 and 3 of the Business 51 project which are both scheduled for construction in 201/2018. Coordination would occur with the village of Whiting and the city of Stevens Point transit manager regarding the bus route during final design for these phases. It is anticipated that there may be some construction-related impacts to the route as a result of the Business 51 project, including temporary bus stops. However, there would not any long-term impacts on the route as a result of the Business 51 project. This remains unchanged from the EA/FONSI.

2.2.4 Parks, Recreational Lands, and Historic or Archaeological Properties

Parks and Recreational Lands

The EA/FONSI documented impacts to the Springville Pond Park and Green Circle Trail. This Re-evaluation confirms the impacts to both Springville Pond Park and Green Circle remain unchanged from the EA/FONSI. An updated Section 4(f) de minimis document and Unique Areas Factor Sheet are included as part of this Re-evaluation for both the Springville Pond Park and Green Circle Trail. See Appendix K.

The design refinements identified during the Re-evaluation include new impacts to Veterans Memorial Park, which is on the east side of Business 51 between School Drive and Roosevelt. A Programmatic Section 4(f) Determination and Approval for Minor Involvements of Public Parks was completed and is included as Appendix F.

Historic and Archeological Properties

An updated review of archaeological and architectural/history resources was conducted for the Re-evaluation in November 2013. The review focused on areas of new right-of-way acquisition and sites where four new stormwater management ponds would be located. The ponds were not included in the original EA/FONSI and were not subject to Section 106 review. For the Re-evaluation, approximately 17.3 acres of additional/new right of way were surveyed for archaeological resources.

No additional archaeological resources of concern were identified and no new historic properties were identified on the corridor. However, a Determination of No Adverse Effect (DNAE) was completed for three historic properties on the corridor (see Appendix H).

2.2.5 Socioeconomic Impacts

Additional Right-of-way Impacts

A total of 7.71 acres of additional/new right-of-way would be acquired for the entire project that was not identified in the EA/FONSI. Table 10 below indicates the amount of additional/"new" right-of-way needed. A net total (additional/"new" right-of-way less the amount of right-of-way identified in the EA/FONSI that is no longer needed) of 7.31 acres would be acquired for the entire project. Note that these estimates are based on current design and subject to change as design refinements are made. Phase 1 is the only phase currently in final design. All other phase estimates are based on preliminary design.

Additional right-of-way for the entire corridor is needed for:

- Vision triangles/corners: Vision triangle design standards have changed since the EA/FONSI was signed and required updates in the current design.
- Strip right-of-way: Relatively minor additional areas of strip right-of-way acquisition are needed due to refinements and adjustments in overall design.
- Four (4) new stormwater management ponds: Stormwater management design standards and WDNR Total Suspended Solids (TSS) policies/standards have changed since the EA/FONSI was signed and required updates in current design.

**Table 10
Additional Right-of-way Estimates for Re-evaluation**

	Entire Corridor (All Phases)	Phase #			
		Phase 1	Phase 2	Phase 3	Phase 4
WisDOT Phase ID	6414-00-07	6414-00-78	6414-00-81	6414-00-80	6414-00-79
Limits	County B to Minnesota Ave.	Green Dr. to Springville Dr.	Elm St. to Minnesota Ave.	Tommy's Turnpike. to Elm St.	Springville Dr. to Tommy's Turnpike
Additional/"New" R/W After EA/FONSI	7.71 acres	2.42	0.57	2.88	1.84
Less R/W After EA/FONSI	0.40 acres	0.14	0.09	0.14	0.03
Net total	7.31 acres	2.28	0.48	2.74	1.81

Displacement and Relocation

There would be an additional seven building relocations/acquisitions required. The EA/FONSI identified 32 relocations/acquisitions. This would bring the total to 39 relocations/acquisitions. A summary of the additional relocations by phase is provided in Table 11. A supplemental CSRP has been completed for these seven additional relocations and is included as Appendix D.

**Table 11
Additional Relocations**

	Entire Corridor (All Phases)	Phase #			
		Phase 1	Phase 2	Phase 3	Phase 4
WisDOT Phase ID	6414-00-07	6414-00-78	6414-00-81	6414-00-80	6414-00-79
Limits	County B to Minnesota Ave.	Green Dr. to Springville Dr.	Elm St. to Minnesota Ave.	Tommy's Turnpike. to Elm St.	Springville Dr. to Tommy's Turnpike
Additional Relocations/ Acquisitions not Identified in EA/FONSI	7	3	1	3	0

Phase 1 - Three additional relocations/acquisitions have been identified for this phase.

- An additional commercial property acquisition/relocation would be required due to safety/vision triangle needs. The building is located on the east side of Business 51 at the Green Drive intersection (see Exhibit 4, Sheet 1, Parcel 11). The building is an office building that formerly housed Allen Supply Company.
- An additional commercial property acquisition/relocation is required on the east side of Business 51, just north of Chestnut Drive (see Exhibit 4, Sheet 2, Parcel 28). The EA/FONSI design did not provide for safe egress from the commercial building. Therefore, the current design was shifted to allow more sidewalk space and safe access to the building. This resulted in the roadway alignment shifting closer to the building and the building needing to be acquired/relocated. The owner of this property was a willing seller. Once the building was determined to be acquired do to design refinements, the parcel was identified as a potential stormwater management site. The building has been identified as a laundromat.
- An additional commercial property acquisition/relocation would be required on the east side of Business 51 at the Springville Drive intersection (see Exhibit 4, Sheet 5, Parcel 89). The new acquisition is due safety/vision triangle needs and the Springville Drive re-configuration. As noted in Section 2.3.5, Springville Drive was reconfigured to avoid a historical site in northwest quadrant of the Springville Drive/Business 51 intersection and to avoid impacts to the public park land adjacent to water along Springville Drive.

Phase 2 - One additional relocation/acquisition has been identified for this phase.

- An additional residential property acquisition/relocation would be required on the east side of Business 51 near the McDill Avenue intersection (see Exhibit 4, Sheet 10, adjacent to Parcel 184). This property has been identified as part of the McDill Auto

property. The EA/FONSI identified the building/business on the corner for acquisition but it would no longer need to be acquired due to elimination of dual left turn lanes trucks/equipment through each parcel and across County HH/McDill Avenue.

Phase 3 - Three additional relocations/acquisitions have been identified for this phase.

- An additional commercial property acquisition/relocation would be required on the east side of Business 51 at the Porter Road intersection (see Exhibit 4, Sheet 8, Parcel 132). The EA/FONSI indicated the building directly on the corner would be acquired. Further design refinements indicated that the building to the south would also need to be removed.
- An additional commercial property acquisition/relocation would be required on the east side of Business 51 at the Rose Street intersection (see Exhibit 4, Sheet 9, Parcel 165). Design refinements resulted in the roadway being shifted to east, closer to this property. The new/proposed right-of-way would be too close to the building and resulted in an additional property acquisition/relocation due to the need of additional right-of-way.
- An additional residential property acquisition/relocation would be required on the east side of Business 51 at the Willow Street intersection (see Exhibit 4, Sheet 9, Parcel 166). The EA/FONSI proposed closing the Willow Street access to Business 51. During this design phase, the village of Whiting requested that Willow Street not be closed. Willow Street was re-configured/aligned to line-up with median opening on Willow Street opening on west side of Business 51. This resulted in an additional property acquisition/relocation due to reconfiguration of Willow Street.

Phase 4 - No additional relocations/acquisitions have been identified for this phase.

Community Disruption

Additional right-of-way is needed for several of the shared driveway areas that were included in the EA/FONSI. This additional right-of-way, highlighted in yellow on the maps (Exhibit 3), is needed to refine and blend the driveways into the roadway design.

- *Springville Drive* would be reconfigured and shifted to the south to minimize impacts to resources in the area, as described in Section 2.3.5. (See Exhibit 4, Sheet 5)
- *Patton Drive* would be reconfigured and shifted to the north to line up with the median opening. (See Exhibit 4, Sheet 7)
- *Willow Street* would be reconfigured. The EA/FONSI proposed closing the Willow Street access. During the design process and through LOMs, the village of Whiting requested that Willow Street not be closed in order to line up with the median opening. After reviewing the design, Willow Street has been reconfigured to line up with the median opening on Willow Street opening on the west side of Business 51. This resulted in additional property acquisition/relocation due to reconfiguration of v Street. (See Exhibit 4, Sheet 9)

Economic Development

Design revisions and modifications have resulted in some additional effects to businesses along Business 51 since the EA/FONSI was approved. Business and commercial property owners along the corridor have been actively participating in public involvement activities.

See Section 2.1.8 for a discussion of business outreach and public involvement activities since the EA/FONSI.

Parking

The EA/FONSI noted that 375 parking stalls would be removed.

Due to design refinements, additional parking stall impacts are required. Many of the additional parking stall impacts are largely due to the addition of vision triangles at some intersections and additional strip right-of-way acquisition. A review of the updated design plans and a field visit were conducted to determine the approximate number of parking stalls that would be impacted. A total of approximately 185 new parking stalls would be impacted.

The 185 additional parking stalls that would be impacted is a ‘worst case scenario’ estimate. For example, in areas where additional strip right-of-way acquisition would impact parking stalls, it may be possible for the business to shift the parking stalls away from the road and still have adequate space for vehicles to maneuver in the respective parking lots. For the purposes of this Re-evaluation, those stalls were included in the total parking stalls impacted.

Access

After consultation with property and business owners, the following access-related changes were made to commercial properties.

- **Commercial Property at Chestnut Drive**
New access would be created to line up with the median opening at Sumac Lane. This would provide access to the property in the northwest quadrant of Business 51 and Chestnut Drive.
- **Commercial Property at Cedar Street**
A change was made to access to this commercial property located on the west side of Business 51 between Cedar Street and Willow Street. The business includes a distribution-like feature resulting in many trucks entering and exiting this property. The property owner was concerned about ability for trucks to enter/exit efficiently and safely from Business 51. The property owner requested new access for trucks that use the facility. An access road was designed that would access property from the west, behind the property. This resulted in additional right-of-way required from adjacent parcels. (See Exhibit 4, Sheet 9)
- **Commercial Property at River Drive**
Right-of-way needs have been updated to reflect access to the commercial properties on the east side of Business 51, directly across the street from River Drive. The EA/FONSI showed this access and showed the building being removed but it did not show any right-of-way that was needed. The design has been updated to show right-of-way needs. (See Exhibit 4, Sheet 3)
- **Commercial Bank Property at Plover Springs Drive**
After consultation with property owners and businesses, additional right-of-way is required for a bank at the northeast quadrant of Business 51 and Plover Springs Drive. The bank would now have shared access through the parcel to the east. The additional

right-of-way is needed to maintain traffic flow and access to the bank. (See Exhibit 4, Sheet 5)

- **Commercial Property at McDill Avenue**

The McDill Auto property is located in the southeast quadrant of the Business 51 and County HH/McDill Avenue intersection. The EA/FONSI identified the building/business on the corner for acquisition but it would no longer need to be acquired due to elimination of dual left-turn lanes (See Exhibit 4, Sheet 10).

Land Use and Community Character

Future land use plans indicate that a majority of the land use along the corridor would eventually be commercial. As discussed in the EA/FONSI, the improvements to Business 51 would have a beneficial effect on the economy by better serving the commercial properties adjacent to the roadway with a functionally adequate and safer facility. The improvements would provide existing and new businesses with efficient and safe access which may promote consumer activity.

Energy Consumption

There would be no substantial changes in energy consumption for the proposed improvements as described in the EA/FONSI.

Agricultural Impacts

There were no agricultural lands along the corridor at the time of the EA/FONSI and this remains unchanged.

Environmental Justice

An Environmental Justice Analysis (EJA) was completed for the EA Re-evaluation. The EJA documents public/community outreach, Census demographics, and potential impacts to environmental justice businesses/organizations along the corridor (see Appendix E – Environmental Justice Analysis).

As part of the EJA, project staff conducted a site visit to the Business 51 project area to identify potential businesses and services/programs on the corridor that are minority owned or potentially serve environmental justice populations. Project staff met with several businesses/services identified during this site visit that would be affected by the project including St. Vincent de Paul, Interfaith Food Pantry, the Panda Market and La Pachanga Restaurant. The St. Vincent de Paul and Interfaith Food Pantry are scheduled to be relocated and WisDOT continues to work with these organizations to minimize potential effects, which is discussed further in Appendix E.

2.2.6 Physical and Natural Environment Impacts

Air Quality Effects

No anticipated changes.

Noise Levels

No anticipated changes.

Wetlands, Floodplains, and Water Quality

Wetlands

The EA/FONSI indicated unavoidable wetland loss of 0.06 acres to wetland area A, located north of the Springville Dam. This remains unchanged in the Re-evaluation.

Stormwater Management and Erosion Control

The project has been updated from the EA/FONSI to reflect changes in stormwater treatment regulations and changes in Best Management Practices (BMPs). Most notably, at the time of the EA, stormwater management ponds were not included in the project. Four stormwater management ponds have now been added to the project at the following locations and are discussed further below:

- East side of Business 51, just north of Chestnut Drive (See Exhibit 4, Sheet 2)
- West side of Business 51, just north of Patton Drive (See Exhibit 4, Sheet 7)
- East side of Business 51, just south of Cedar Street (not adjacent to Business 51) (See Exhibit 4, Sheet 9)
- East side of Business 51, between Beech Street and Elm Street (See Exhibit 4, Sheet 10)

The project falls under the WisDOT and Wisconsin Department of Natural Resources (WDNR) Cooperative Agreement for stormwater treatment. There are no peak flow requirements for the project, but the water quality goal is a 40 percent reduction in TSS, as compared to no controls.

Three different BMP types were used in combination to achieve the desired TSS removal. Infiltration ponds (stormwater management ponds), grit chambers, and a subsurface infiltration trench system were all designed and located to maximize their efficiencies and have achieved a TSS removal of 51 percent for the entire corridor to the outer watershed boundary.

A summary of the removals for each BMP is located in the Business 51 TSS Removal BMP Design Report, May 21, 2012 (Appendix G). The report provides a description of the development of the water quality design for the Business 51 project. A summary of the report is discussed further here.

BMP type and locations were selected in collaboration with WisDOT, officials from the villages of Plover and Whiting, and residents. Stormwater management ponds, grit chambers, and subsurface infiltration trenches are proposed in different locations throughout the project. The four stormwater management ponds were located in areas that would have the greatest water quality benefit and were sized to minimize the amount of developable land used. One subsurface infiltration trench system was selected for only one section of the corridor. Construction constraints and utility conflicts limit the locations possible for this type of BMP. Ten grit chambers of three differing sizes were used in areas where infiltration basins and subsurface infiltration trenches were not feasible.

A subsurface infiltration trench system was selected for one location along the corridor and is located in the village of Plover. The system begins just south of Bea Jay Lane and continues north to Springville Drive. This was the only location that was suitable for the subsurface

infiltration trench system. No other locations along the corridor met the need for a long, consistent grade in piping and roadway profiles. Land for infiltration ponds was not available through this section and grit chamber removal rates were too low to meet the overall project goals.

In addition, three different sizes of gravity grit chambers are used in ten different locations throughout the Business 51 corridor. The location of each gravity grit chamber is included in the TSS Removal BMP Design Report (Appendix G).

Rivers/streams

- The Springville Roller Mill Dam

The dam, located north of Springville Drive, is anticipated to require replacement due to the widening of Business 51. This structure is currently owned by the village of Plover and there would most likely be a cost-share to replace it. The final municipal agreement would reflect this. At this time, the scope of the work involving the repair and/or replacement of the dam has not been determined.

- McDill Pond

No additional changes are anticipated at the Mc Dill Pond from the EA/FONSI. The proposed improvements in this area consist of widening the existing roadway to accommodate a median to improve turning movements. Sidewalks and bicycle lanes will also be incorporated on both sides of the road.

2.2.7 Permits

No permits have been applied for at this time; however, Section 401 and Section 404 permits would be required closer to final design and construction.

2.2.8 Impacts on Traffic, Travel, or Transportation

Impacts on traffic, travel or transportation remain unchanged from what was described in the EA/FONSI.

2.2.9 Parks, Recreational Lands, and Historical or Archaeological Properties

Veterans Memorial Park

Current design includes new impacts to the Veterans Memorial Park, located between School Drive and Roosevelt Drive, which were not included in the EA/FONSI. A separate Programmatic Section 4(f) Determination and Approval for Minor Takes of Public Parks document is included as Appendix F.

The Business 51 improvement project would require 0.012 acres (530 square feet) of permanent right of way for sidewalk improvements adjacent to the park along Roosevelt Drive. The sidewalk improvements would provide safe accommodations for pedestrians and park users in this area. The FEE would impact the existing parking lot but would not remove any parking spaces. Efforts have been made to minimize harm to the park which includes shifting School Drive intersection approximately 10 feet to the south to reduce the need for permanent FEE and limit park impacts and efforts to avoid impacts park amenities, including park benches and signage.

Additionally, approximately 0.111 acres (4,844 square feet) of temporary limited easement (TLE) would be required along School Drive, Business 51, and Roosevelt Drive, during construction. TLE is required for grading and to tie in to existing conditions. The village of Plover would receive payment of fair market value for the proposed purchase of 0.012 acres of permanent right of way.

These improvements will address safety and congestion issues along the corridor as well as provide safe accommodations and safety for pedestrians, bicyclists, and vehicles accessing the park.

Springville Pond Park and Green Circle Trail

There would be no additional impacts beyond what was described in the original EA/FONSI for either resource. Springville Drive was reconfigured to the south to avoid further impacts to the Springville Pond Park and a historic site in the NW quadrant of Springville Drive and Business 51.

Historic Properties

Three historic resources are located within the project area and are described below. A Determination of No Adverse Effect (DNAE) has been completed that addresses these properties. See Appendix H – Section 106.

- Oberweiser Residence

Construction activities will occur within existing right of way and outside of the historic boundary of the E.A. & Camille Oberweiser Residence. All of the proposed reconstruction will be conducted within the existing right-of-way along the west side of Business 51/Post Road and the eastern property limits. The proposed widening of the roadway will move the road 2 to 9 feet east, away from the two historic properties on the west side of the road and 43 to 50 feet east on the east side of the road. The new 6-foot sidewalk in front of the Oberweiser property will be located within 1.3 feet of historic boundary to the north and 29 feet on the south. No project activities will occur within the historic boundary. Thus, the proposed project will not result in impacts to the E.A. & Camille Oberweiser Residence.

- Dr. Frank & Betty Iber Residence

All construction activities will occur within existing right-of-way and outside of the historic boundary of the Dr. Frank & Betty Iber Residence. All of the proposed reconstruction will be conducted within the existing right-of-way along the west side of Business 51/Post Road and the eastern property limits. The proposed widening of the roadway will move the road 5 to 9 feet east, away from the two historic properties on the west side of the road. The new 6-foot sidewalk in front of the property will be located within 29 feet of historic boundary to the north and 22 feet on the south.

In addition, currently Springville Drive, to the west of Business 51/Post Road, encroaches onto the Iber Property. The proposed improvements for Springville Drive will move the new Springville Drive connection 16 feet southerly, to lie completely

within the right-of-way and restore the existing roadway area on the Iber property to unimproved conditions.

No project activities will occur within the historic boundary. Therefore, the proposed project will not result in impacts to the Dr. Frank & Betty Iber Residence.

- Emil & Katherine Gyrion Residence

No project activities will occur within the historic boundary of the Emil & Katherine Gyrion Residence. All of the proposed reconstruction will be conducted within the existing right-of-way and outside the historic boundary along the west side of Business 51 and the eastern property limits. The proposed widening of the roadway will move the road west 4 to 6 feet on the west side of the highway, away from the Gyrion property line/historic boundary and 29 to 30 feet on the east side of the road.

2.2.10 Hazardous Materials

An Addendum to the original Phase I Hazardous Materials Assessment (HMA) included in the EA/FONSI was completed for this Re-evaluation. The Addendum identified one additional site of concerns and revised some recommendations from previous hazardous materials report. A summary of the recommendations from the Phase I Addendum are described below.

One additional hazardous materials site was identified on the project corridor:

- 2561 Post Road – There is groundwater contamination at the site. However, due to the depth of proposed construction activities, further investigation or special provisions are not warranted.

Several recommendations for hazardous materials sites identified in the original Phase I Hazardous Materials report have been revised and are summarized below. Please refer also to original Phase I report for all recommendations.

- 2710 Post Road – Special provisions recommended for potential contaminated soils.
- 2727 Post Road – Special provisions recommended for potential contaminated soils.
- 2581 Post Road – Special provisions not warranted. However, WDNR should be contacted if the impermeable cap in the area described in the deed restriction is disturbed.
- 1500 Post Road – No special provisions warranted.
- 2200 Post Road – No special provisions warranted.

2.2.11 Indirect and Cumulative Effects Analysis (ICEA)

The EA/FONSI did not include a discussion of indirect and cumulative effects. In 2007, WisDOT issued guidance for completing an ICEA. Following WisDOT guidance, pre-screening worksheets were completed for the Business 51 project and are included in Appendix I.

The ICEA indicates that the project would not cause substantial indirect or cumulative effects. Since the villages of Plover and Whiting have been active in trying to redevelop the corridor, it is clear that this corridor is viewed as a desirable area for redevelopment of existing properties and future commercial development, and this area will continue to grow, regardless of the implementation of the project. Further detailed evaluation of indirect and cumulative effects is not warranted.

2.2.12 Impacts During Construction

Maintenance of Traffic/Construction Staging

As discussed in the EA/FONSI, temporary, construction-related effects to businesses are anticipated. This remains unchanged from the EA/FONSI.

Effects on Air Quality, Noise Levels and Water Quality

As discussed in the EA/FONSI, temporary, construction-related effects related to air quality and noise levels from construction equipment are anticipated. This remains unchanged from the EA/FONSI.

2.2.13 Cost Impacts or Changes

The updated construction cost estimate for the entire corridor (all Phases) is approximately \$21 million. The EA/FONSI construction cost for the entire corridor was \$29 million.

2.3 Mitigation Measures

Many of the same commitments in the EA/FONSI remain unchanged for the Re-evaluation. The table on the next page lists the commitments from the EA/FONSI and any additions/changes for the Re-evaluation.

Commitments Table		
Topic	EA/FONSI Commitment	Re-evaluation Commitment
General Economics	No commitments needed	No change
Community & Residential	Commitment: Provide access during construction to the adjacent businesses. The construction engineer will monitor and ensure fulfillment of this commitment.	No change
Agriculture	No commitments needed	No change
Environmental Justice	No commitments needed	Commitment: Project staff would conduct additional outreach with environmental justice populations, including posting/distributing Public Hearing Notices in Hmong, Spanish and English to community organizations/businesses. Project staff will work with businesses identified in Environmental Justice Analysis (Appendix E) to mitigate effects, especially as it relates to the St. Vincent de Paul and Interfaith Food Pantry. The WisDOT, Business 51 project team will work to ensure that the Interfaith Food Pantry either remains onsite at its present location or the Department will assist in its relocation in the immediate area (Village of Plover). WisDOT has completed the real estate acquisition process of the existing building and will commit to continue working with the Interfaith Food Pantry, throughout the final design process of project Phase 1, to remain in their current location or find an acceptable solution to any relocation issues associated with the proposed action.
Wetlands	Commitment: Unavoidable wetland losses of 0.06 acres will be compensated for at a WisDOT Wetland bank Site in accordance with the WisDOT/WDNR Cooperative Agreement.	No change

Streams & Floodplains	Commitment: 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.	No change
Lakes & Other Open Water	<p>Commitment: Standard erosion control practices will be implemented during construction to minimize short-term adverse effects. Along the causeway at McDill Pond, the east shoulder of the road will have a 3:1 grassed slope. 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.</p> <p>Commitment: 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 to ensure fulfillment.</p>	No change
Erosion Control	<p>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 liaison person and coordinate with the WDNR prior to performing any construction activities.</p> <p>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 implement conform to both the contract's special provisions and the WisDOT's Standards 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.</p> <p>Construction site erosion and sediment control procedures will be followed as set forth in Trans 401 of the Wis. Administrative Code and the WisDOT/WDNR Cooperate Agreement. During design an 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</p>	No change

	Implementation Plan (ECIP). The ECIP will also complement 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. The construction engineer will monitor and ensure fulfillment of this commitment.	
Stormwater Management	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 stormwater 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 the 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 practices do not meet the village's needs, then WisDOT will discuss additional alternatives with them.	The project falls under the WisDOT and Wisconsin Department of Natural Resources (WDNR) Cooperative Agreement for stormwater treatment. There are no peak flow requirements for the project, but the water quality goal is a 40 percent reduction in TSS, as compared to no controls. Three different BMP types were used in combination to achieve the desired TSS removal. Infiltration ponds (stormwater management ponds), grit chambers, and a subsurface infiltration trench system were all designed and located to maximize their efficiencies and have achieved a TSS removal of 51 percent for the entire corridor to the outer watershed boundary.
Air Quality	No commitments needed (Project exempt from permit requirements per Wisconsin Administrative Code – Chapter NR 411).	No change
Construction Stage Sound Quality	Commitment: 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 PM and 6 AM 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.	No change
Traffic Noise	No commitments needed	No change

Section 4(f) and 6(f)	No commitments needed	No change
Historic Resources	No commitments needed	No change
Archeological Resources	The contractor shall contact the Archaeological Program Coordination at WisDOT Bureau of Equity and Environmental Services (BEES) to arrange for an archaeologist to monitor sites [see original EA for stationing]. WisDOT should be contacted a minimum of two weeks in advance of the beginning of work notice. The contact at WisDOT BEES is Lynn Cloud or Jim Becker. In accordance with state and federal laws, should archaeological materials be discovered during construction, activities will cease and the area and WisDOT and appropriate Native American groups will be contacted.	During SHPO's review of the updated Section 106 documents, the following commitment was re-iterated: WisDOT North Central Region would notify WisDOT Bureau of Technical Services, Cultural Resources (BTS/CR) when the project is within one year of construction starting. BTS/CR will then petition the Wisconsin Historical Society (WHS) to work within the boundaries of the burial sites.
Hazardous Substances or USTs	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.	Several recommendations for hazardous materials sites identified in the original Phase I Hazardous Materials report have been revised and are summarized here: <ul style="list-style-type: none"> • 2710 Post Road – Special provisions recommended for potential contaminated soils. • 2727 Post Road – Special provisions recommended for potential contaminated soils. • 2581 Post Road – Special provisions not warranted. However, WDNR should be contacted if the impermeable cap in the area described in the deed restriction is disturbed. • 1500 Post Road – No special provisions warranted. • 2200 Post Road – No special provisions warranted.
Aesthetics	No commitments needed	No change
Coastal Zone	No commitments needed	No change
Other	No commitments needed	During final design a detailed intersection control evaluation will be completed for the Business 51 and County HH (McDill Ave.). This is located in Phase 2. The property impacts and additional roadway design modifications at 2200 Post Road

		<p>(commercial property) will be evaluated during the real estate acquisition process and final project design. The potential roadway improvements at the location of this property are not scheduled to occur until construction of Phase Two (2) of the proposed action (2018).</p> <p>Under Phase Two (2) of the proposed action, two (2) of the 2200 Post Road property's four (4) existing commercial driveway access points and one (1) residential driveway access point will be removed as part of the proposed reconstruction of the Business 51 (Post Road) and County HH/McDill Road intersection. Two (2) new driveway access points will be added to the property to allow the property owner ingress and egress to both Business 51 (Post Road) and County HH/McDill Road. The County HH/McDill Road driveway access point will allow movement of vehicles from the business's main service buildings, located immediately south of County HH/McDill Road, to the business's storage yard located on the north side of County HH/McDill Road.</p> <p>Local officials from the Villages of Plover, Whiting, and the City of Stevens Point will discuss the future signing of the Business 51 route and how it will be consistently marked after construction is completed and the roadway is jurisdictionally transferred to the Villages of Plover and Whiting.</p> <p>All project Phases 1-4, will remain marked as Bus 51 during construction and after final completion of Phase 4 in 2020, at which time the local jurisdictions will review recommendations for signage of the route.</p>
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3.0 Findings/Conclusions

This Re-evaluation documents the design refinements/changes from the original EA/FONSI. The Re-evaluation still encompasses the overall design and intent of the original improvements presented in EA/FONSI. The overall scope, purpose and need, and proposed improvements of the project have remained the same for both the Re-evaluation and EA/FONSI.

The Re-evaluation also includes an Environmental Justice Analysis which documents the additional public outreach, coordination, and potential impacts to environmental justice populations and businesses/organizations on the corridor.

Exhibits

Exhibit 1 – Project Location Map

Exhibit 2 – Project Phase Map

Exhibit 3 – EA/FONSI Preferred Alternative

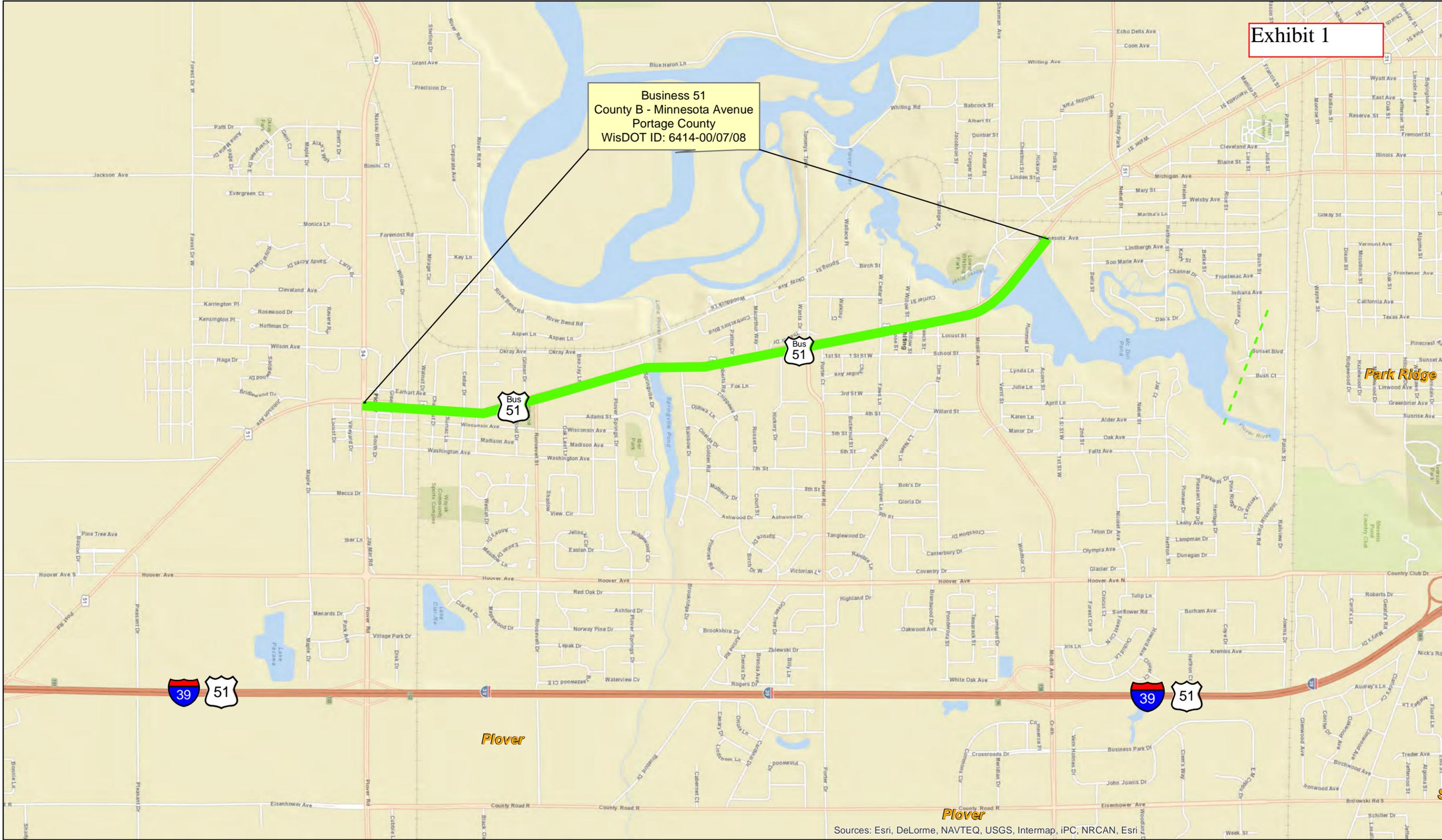
Exhibit 4 – Re-evaluation Preferred Alternative

Exhibit 5 – Bus Route Map

Exhibit 1

Project Location Map

Business 51
County B - Minnesota Avenue
Portage County
WisDOT ID: 6414-00/07/08

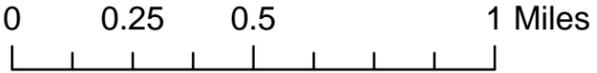


Park Ridge

Plover

Plover

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri



BUSINESS 51 (POST ROAD)
COUNTY B - MINNESOTA AVENUE
PORTAGE COUNTY
WisDOT ID: 6414-00/07/08

Exhibit 2

Project Phase Map

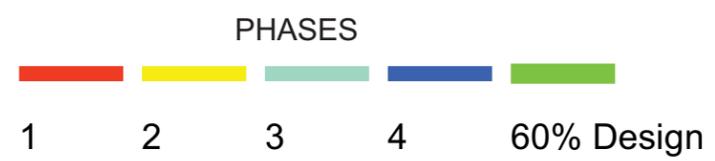
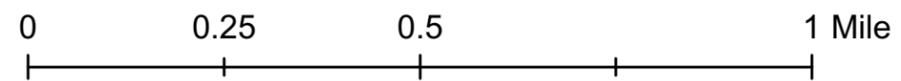
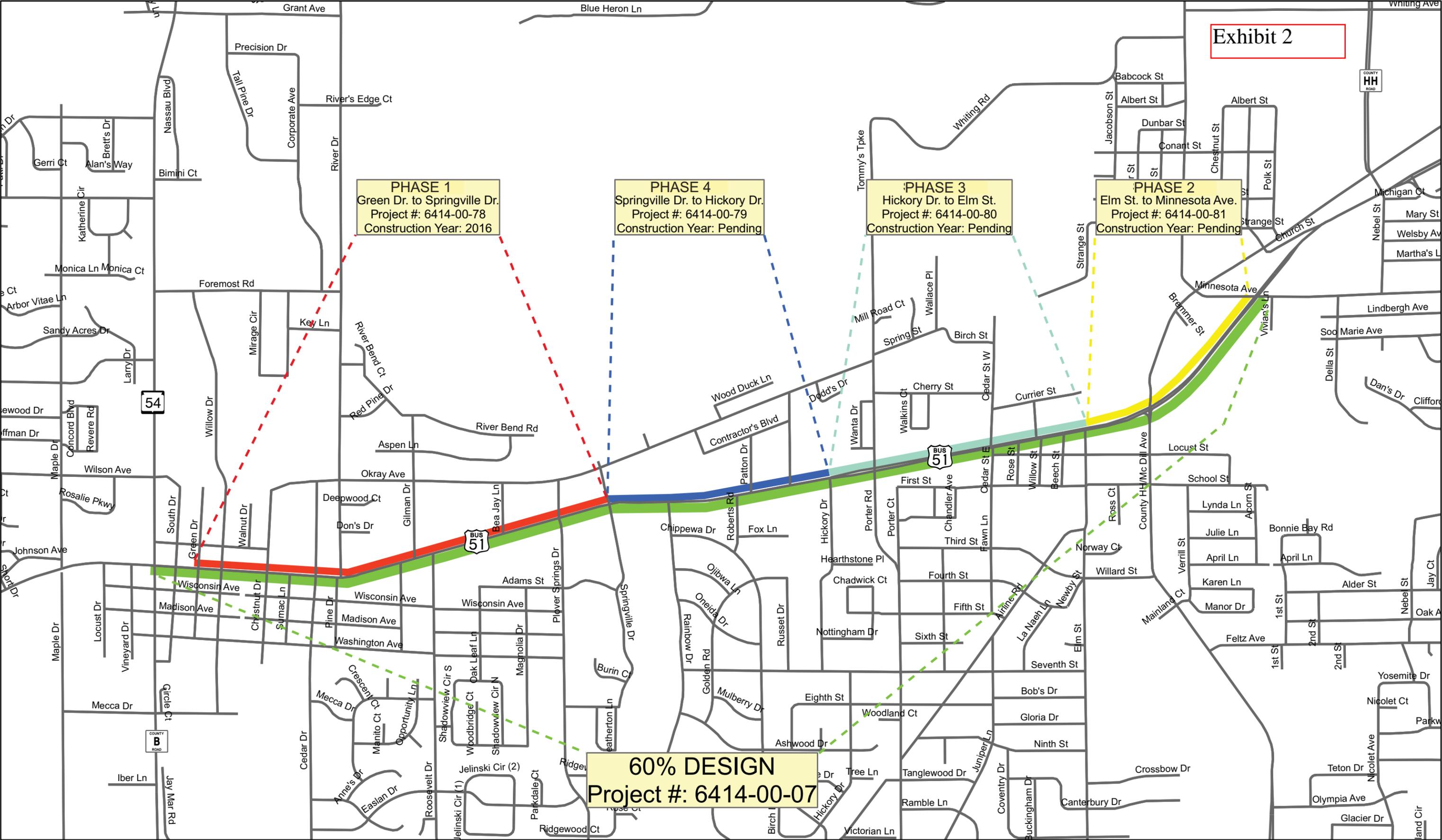
PHASE 1
Green Dr. to Springville Dr.
Project #: 6414-00-78
Construction Year: 2016

PHASE 4
Springville Dr. to Hickory Dr.
Project #: 6414-00-79
Construction Year: Pending

PHASE 3
Hickory Dr. to Elm St.
Project #: 6414-00-80
Construction Year: Pending

PHASE 2
Elm St. to Minnesota Ave.
Project #: 6414-00-81
Construction Year: Pending

60% DESIGN
Project #: 6414-00-07



BUSINESS 51 (POST ROAD)
COUNTY B - MINNESOTA AVENUE
PORTAGE COUNTY
WisDOT ID: 6414-00/07/08

Exhibit 3

EA/FONSI Preferred Alternative

INDEX MAP



1 - Map Number

Legend

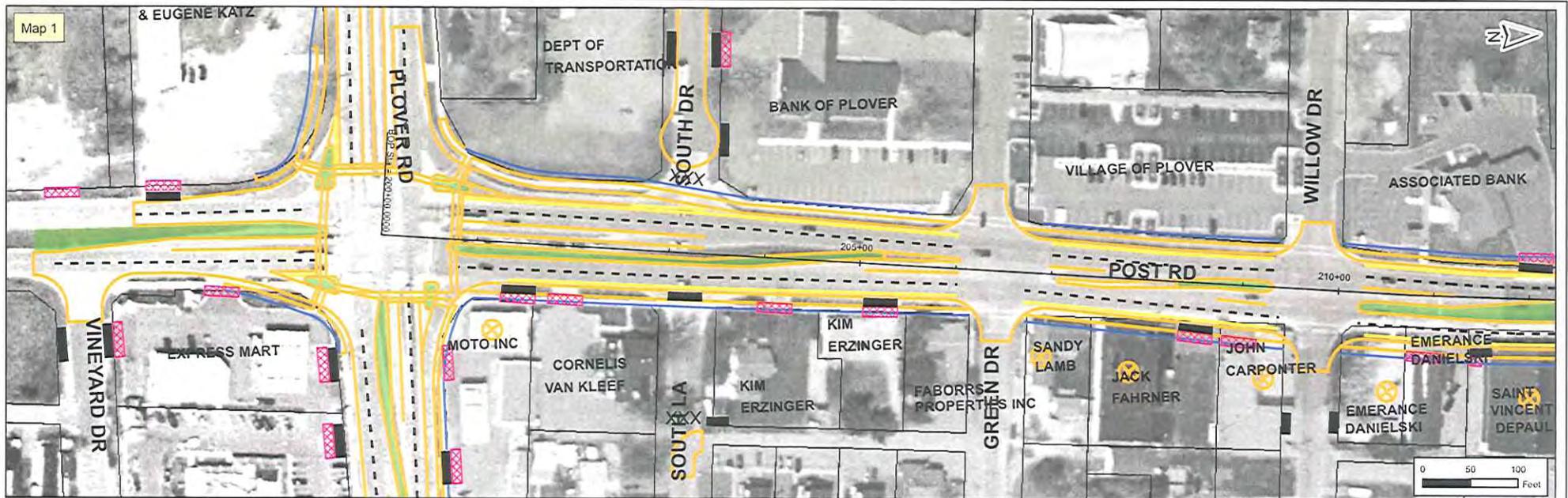
	Parcels		Right-of-way		Current Driveway Location
	Municipalities		Revised Alignment		Proposed Driveway Location
	Wetland		Traffic Lane		Proposed Building Relocation
	Water		Bike Lane		

Business 51
 WIS 54 to Minnesota Ave
 Portage County, WI

WisDOT
 Project ID 6414-00-05

PREFERRED ALTERNATIVE

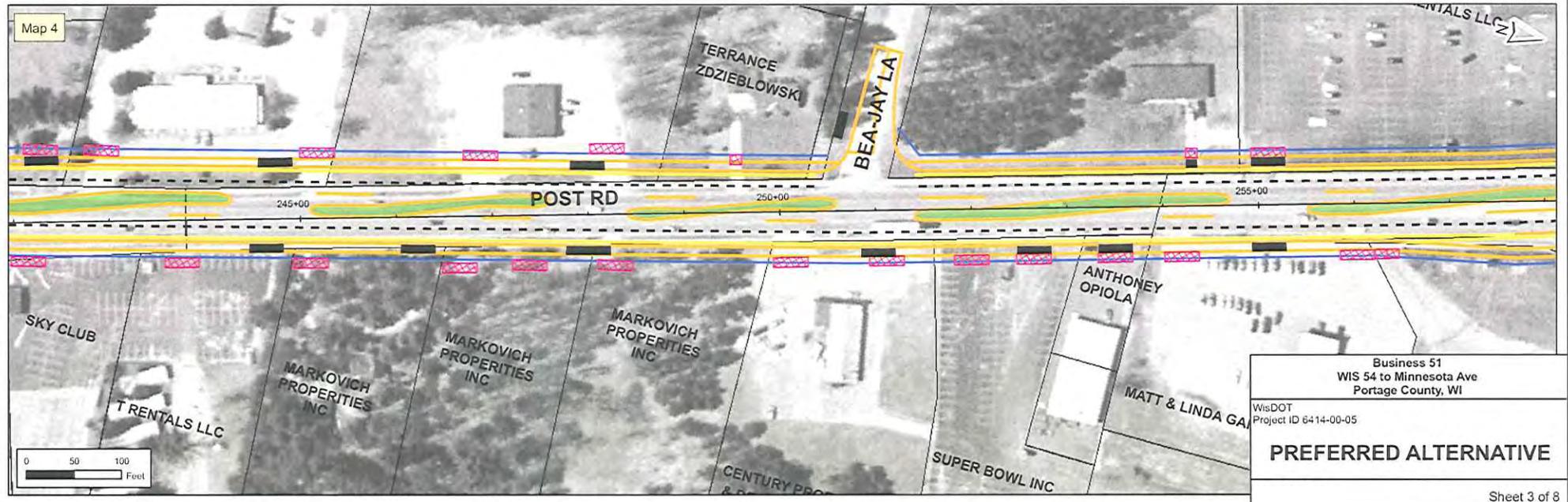
Sheet 1 of 8

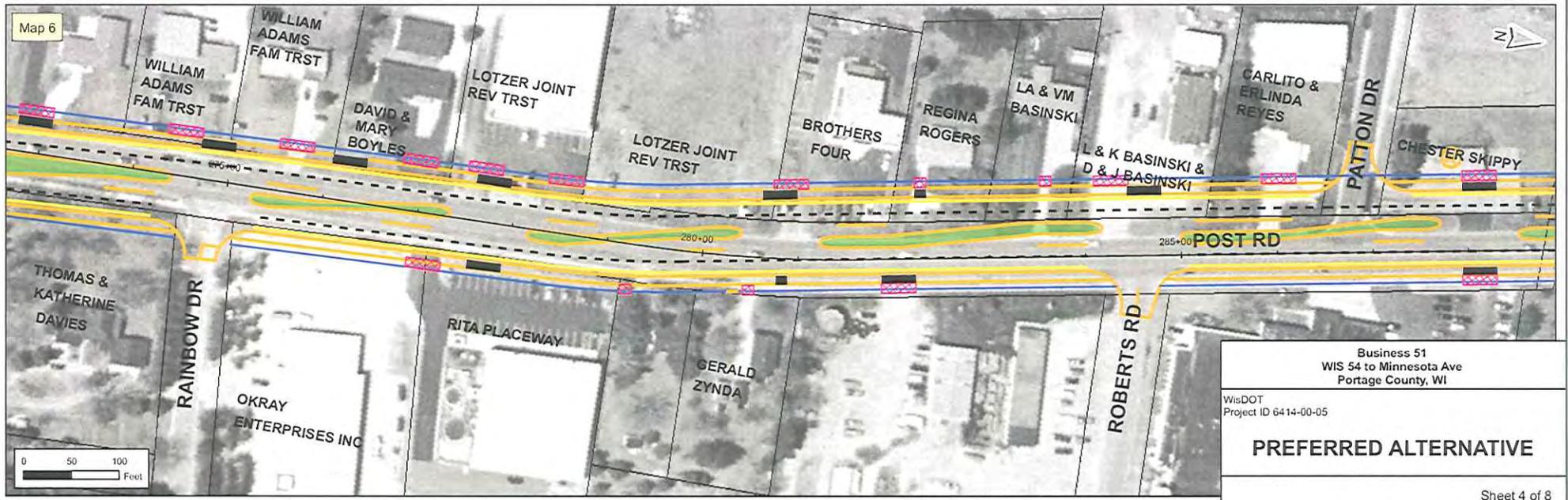
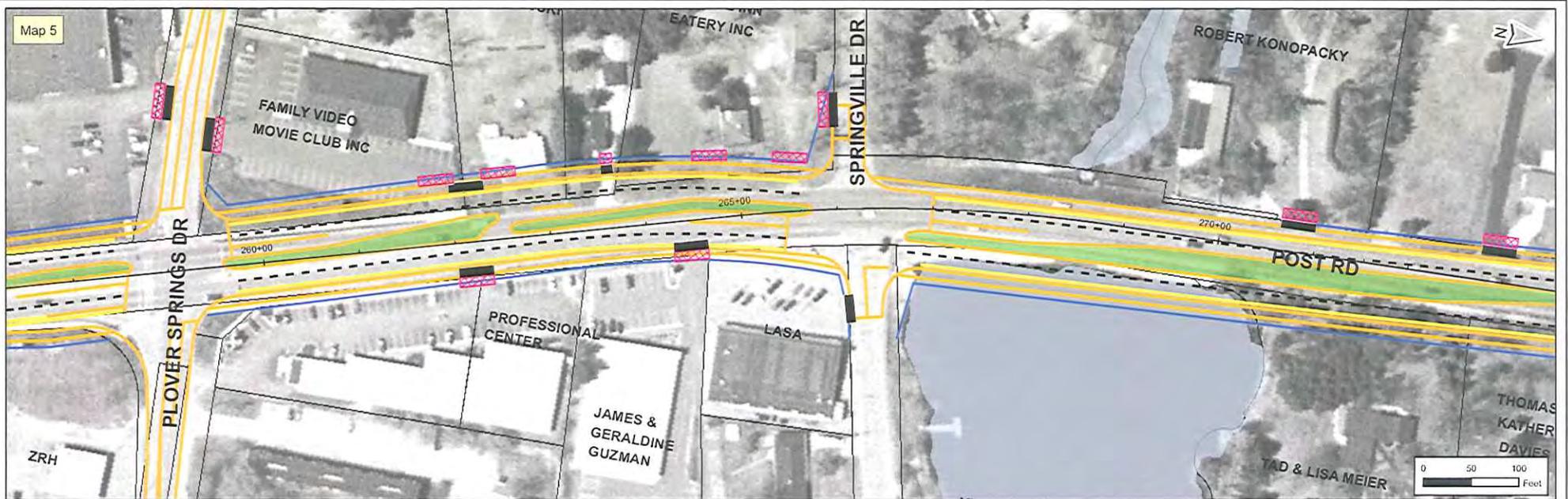


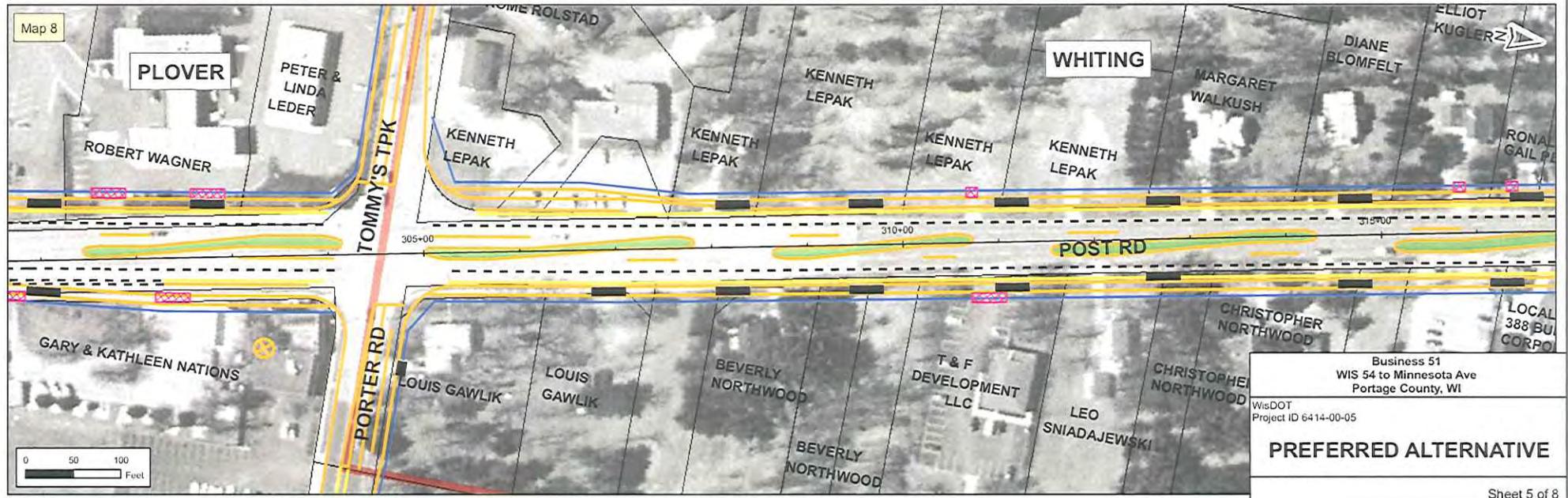
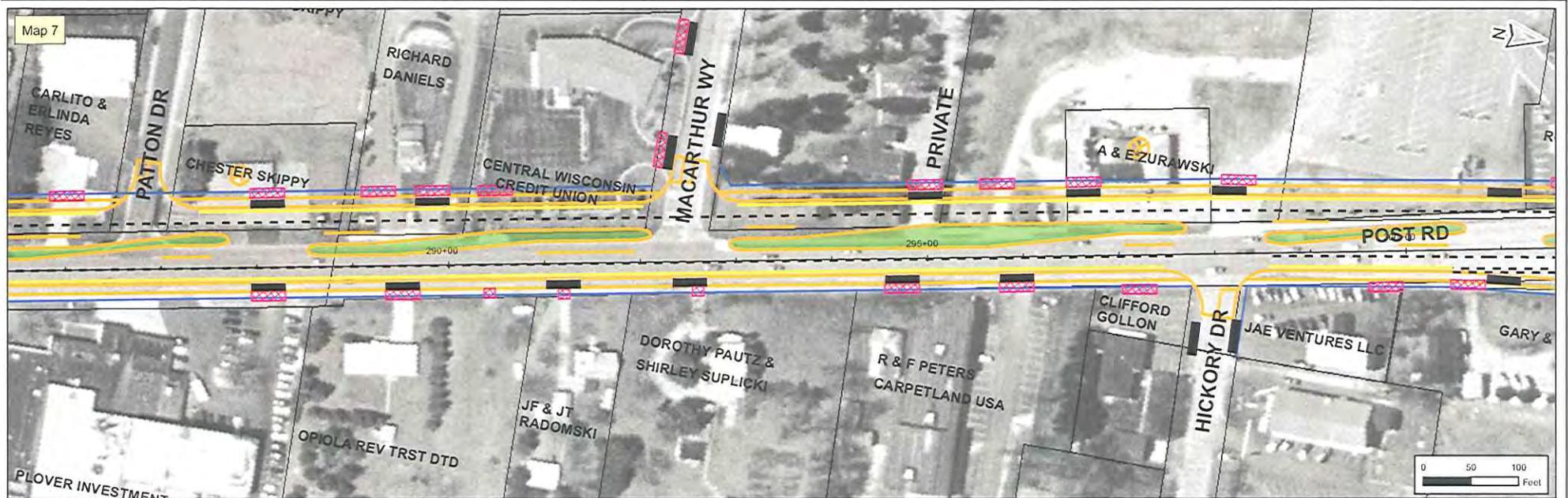
Business 51
 WIS 54 to Minnesota Ave
 Portage County, WI

WisDOT
 Project ID 6414-00-05

PREFERRED ALTERNATIVE



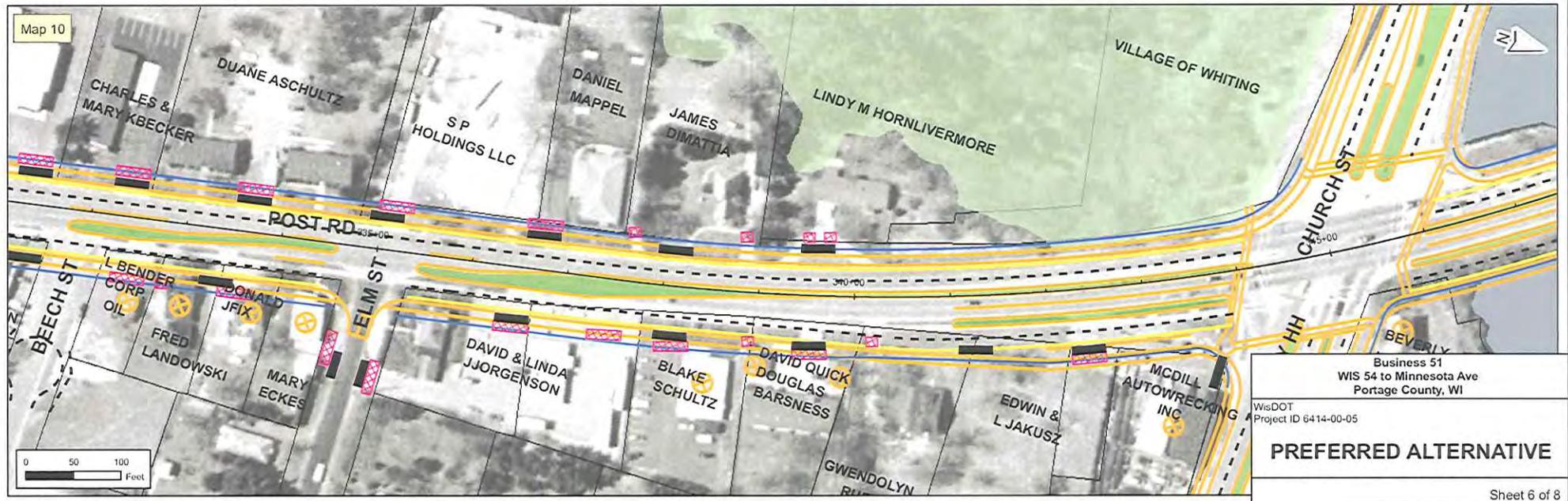
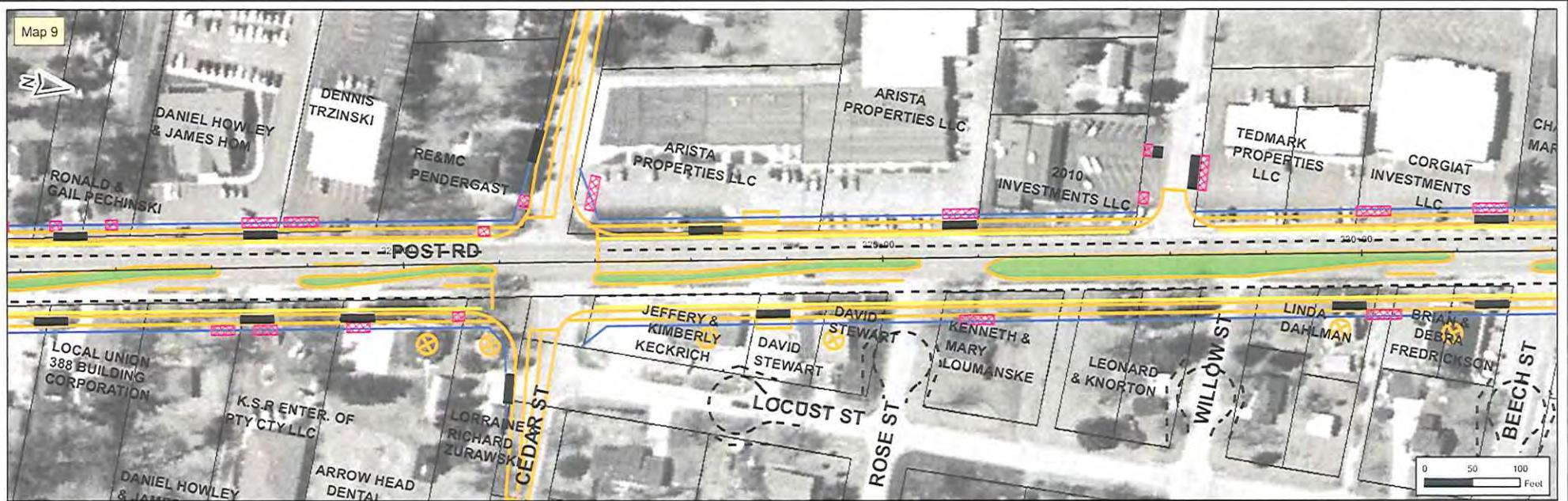




Business 51
 WIS 54 to Minnesota Ave
 Portage County, WI

WisDOT
 Project ID 6414-00-05

PREFERRED ALTERNATIVE



Business 51
 WIS 54 to Minnesota Ave
 Portage County, WI

WisDOT
 Project ID 6414-00-05

PREFERRED ALTERNATIVE

Sheet 6 of 8



Business 51
 WIS 54 to Minnesota Ave
 Portage County, WI

WisDOT
 Project ID 6414-00-05

PREFERRED ALTERNATIVE

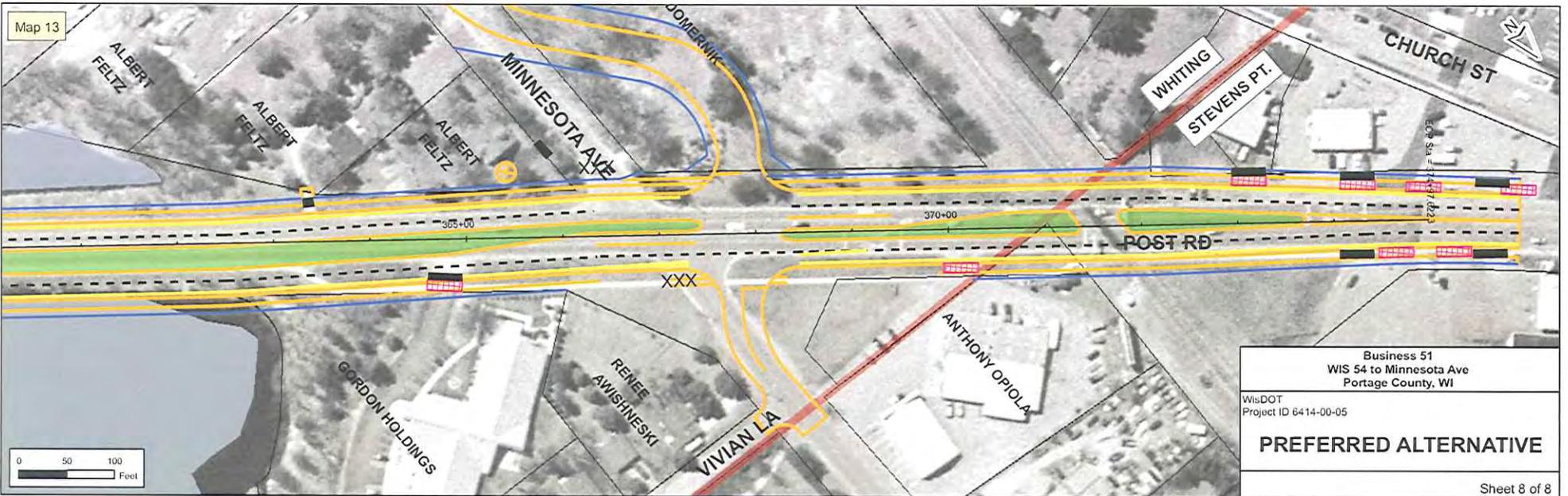


Exhibit 4

EA Re-evaluation Preferred Alternative

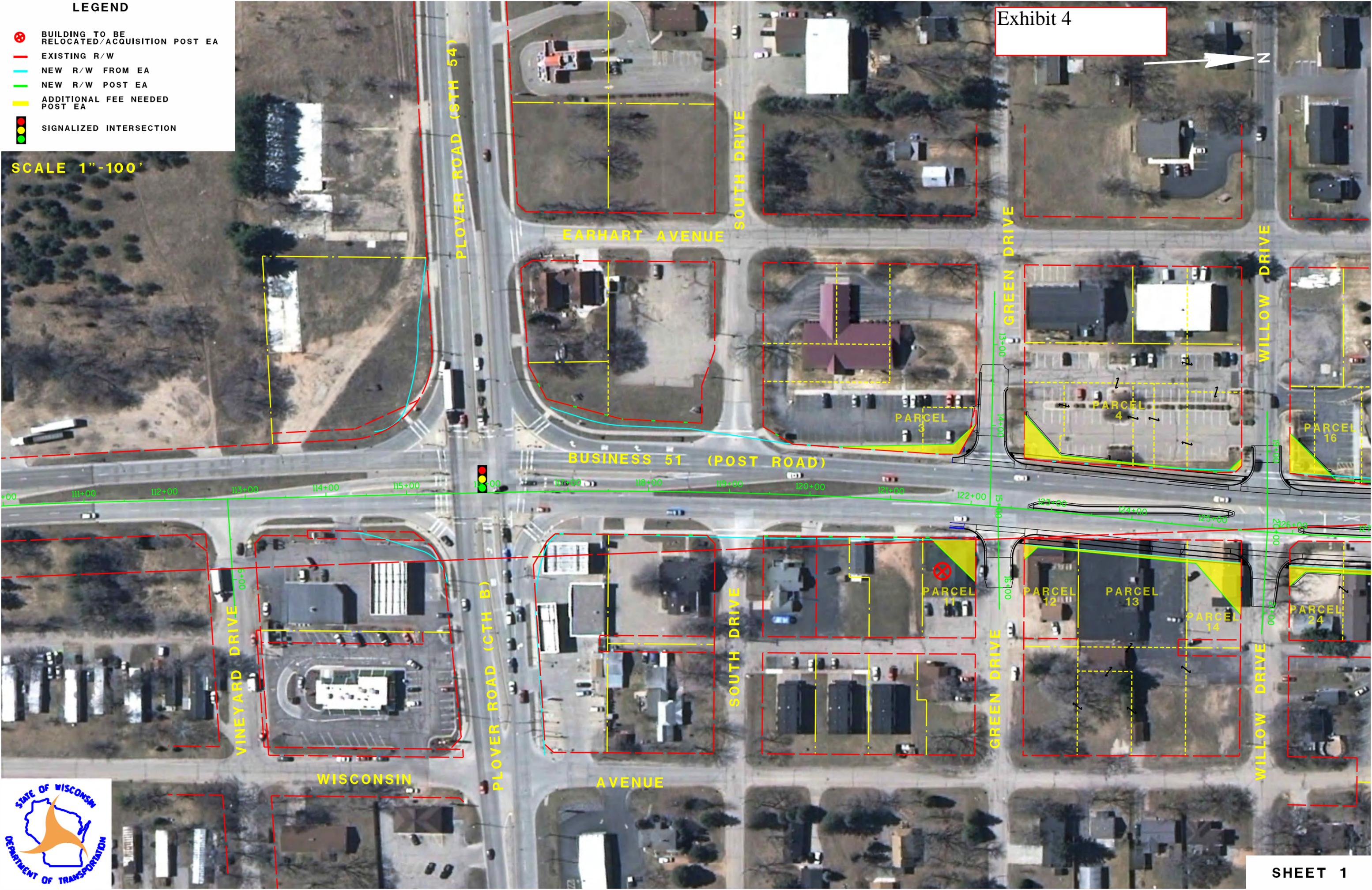
LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

Exhibit 4



SCALE 1"=100'

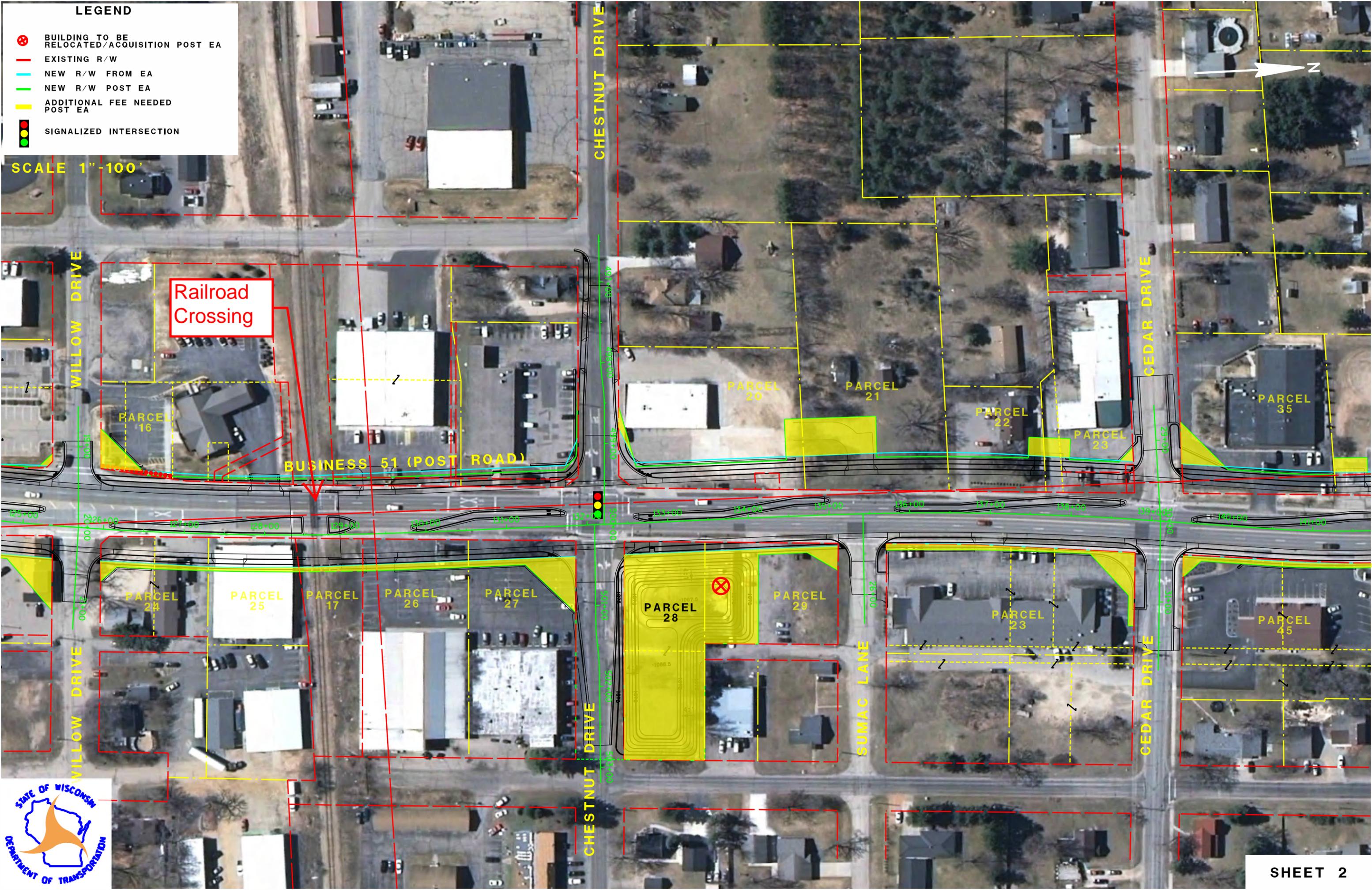


LEGEND

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- EXISTING R/W
- NEW R/W FROM EA
- NEW R/W POST EA
- ADDITIONAL FEE NEEDED POST EA
- SIGNALIZED INTERSECTION

SCALE 1" = 100'

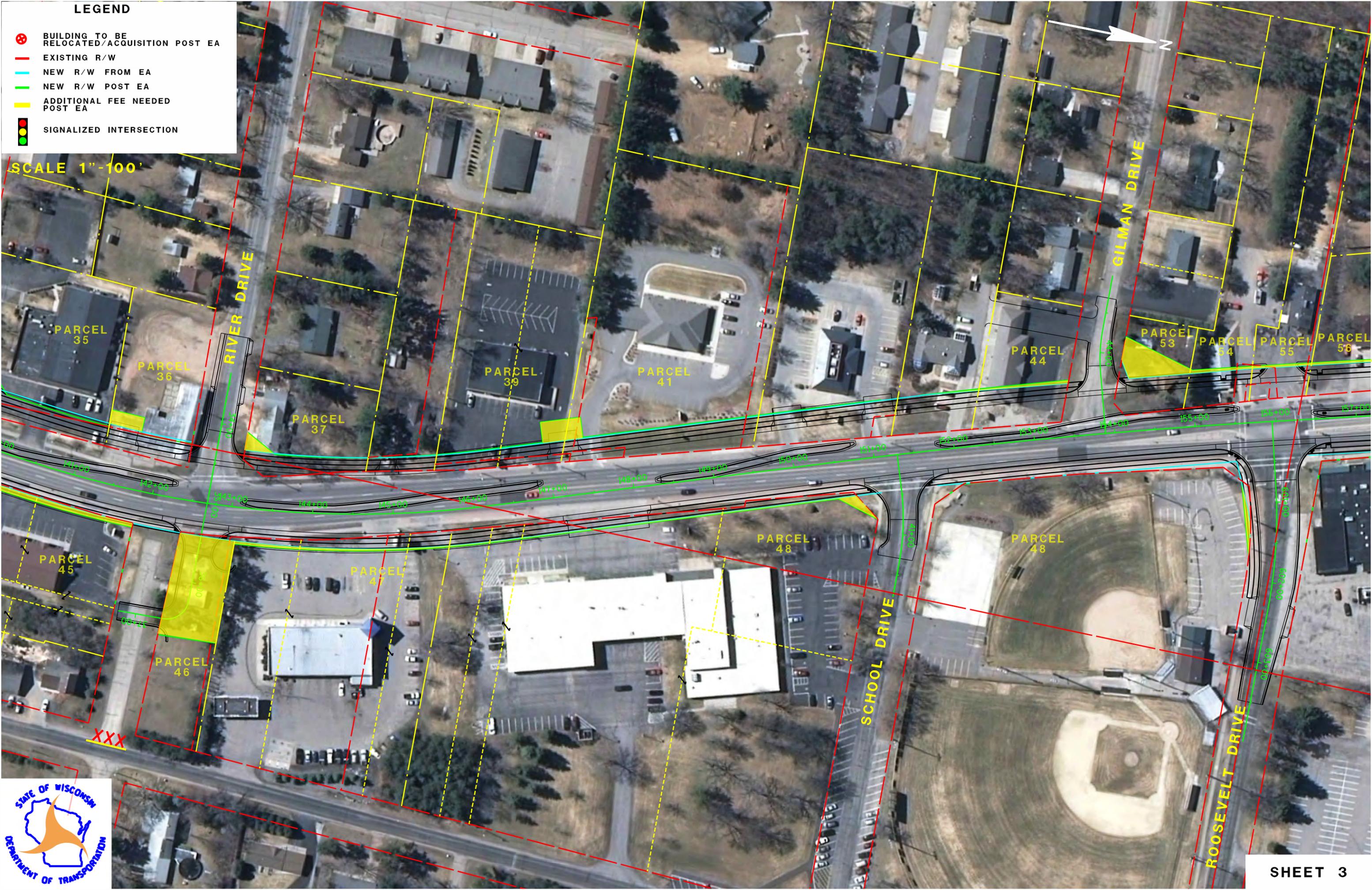
Railroad Crossing



LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

SCALE 1"=100'



LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

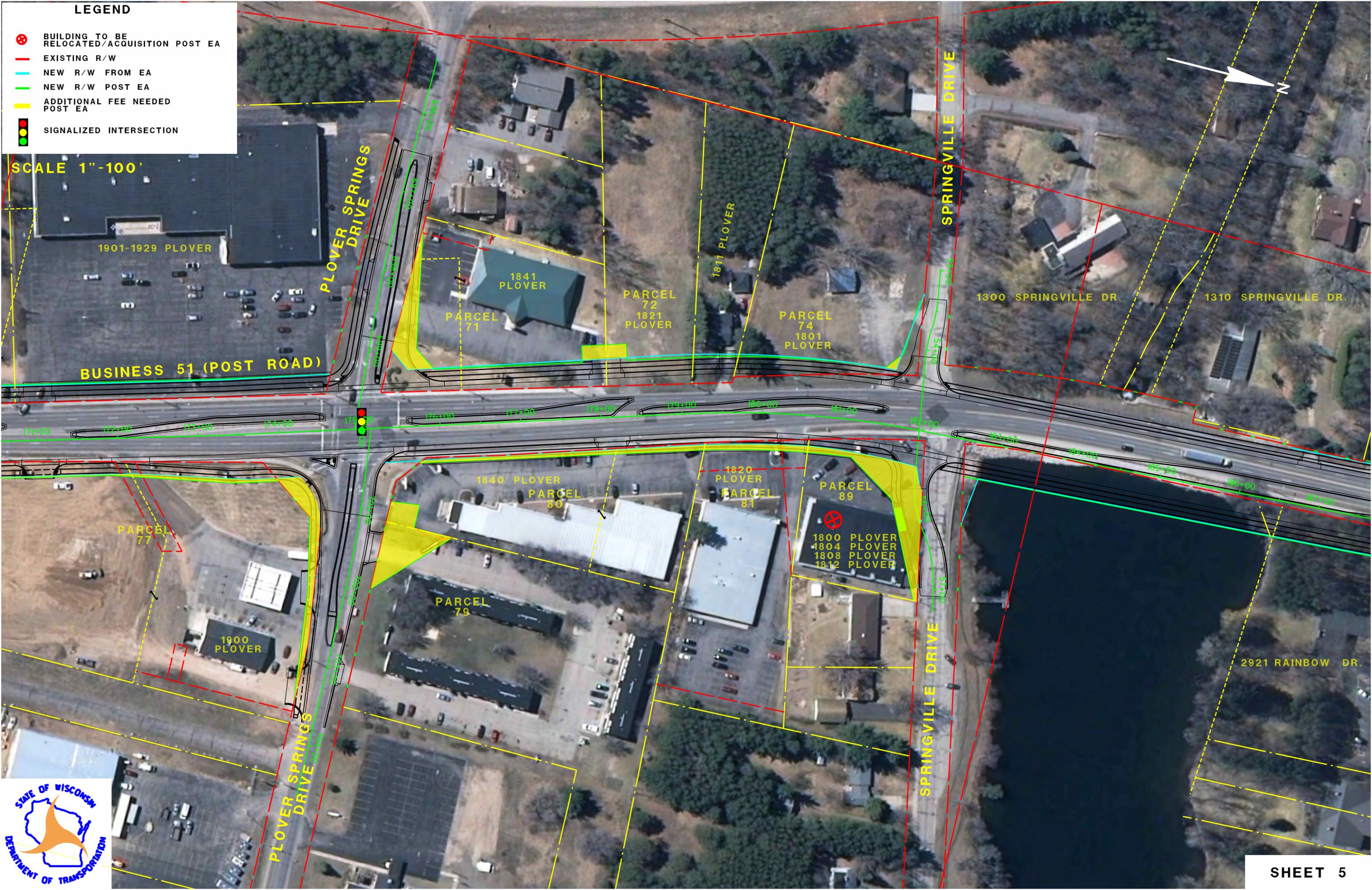
SCALE 1"=100'



LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

SCALE 1"=100'



LEGEND

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-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

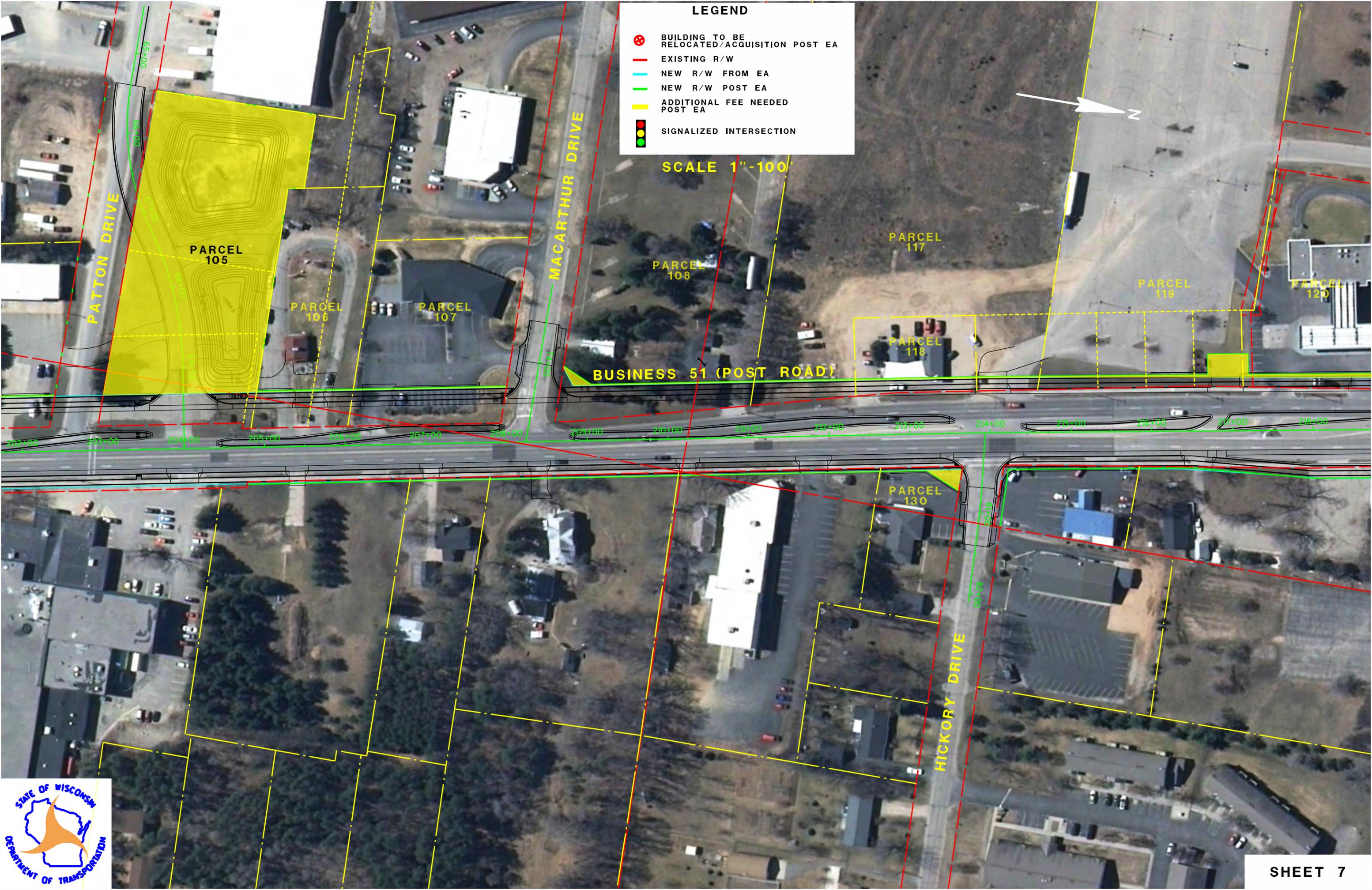
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LEGEND

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-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

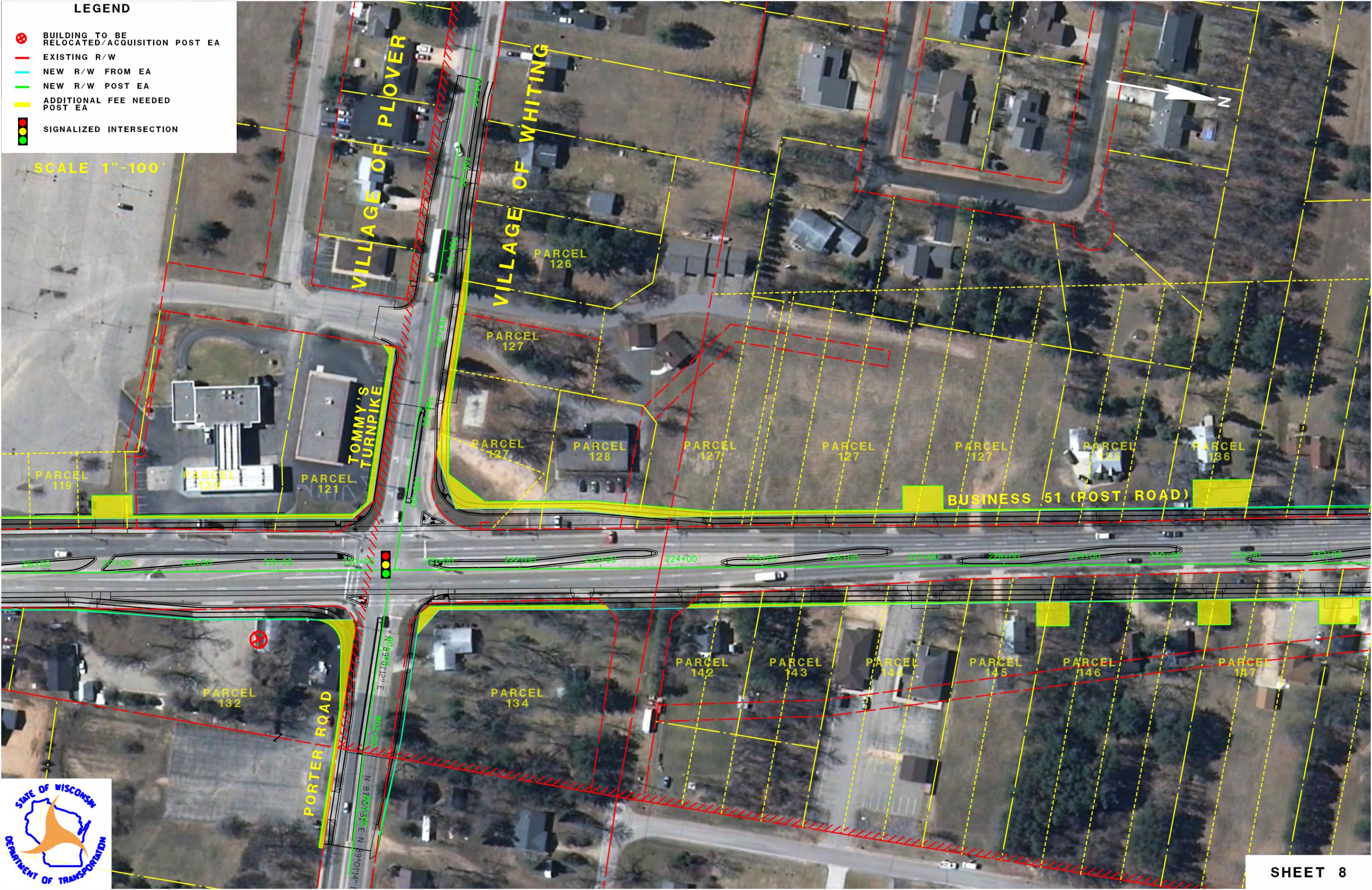
SCALE 1"=100'



LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

SCALE 1"=100'



LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

SCALE 1"=100'



LEGEND

- BUILDING TO BE RELOCATED/ACQUISITION POST EA
- EXISTING R/W
- NEW R/W FROM EA
- NEW R/W POST EA
- ADDITIONAL FEE NEEDED POST EA
- SIGNALIZED INTERSECTION

SCALE 1" = 100'



LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

SCALE 1"=100'

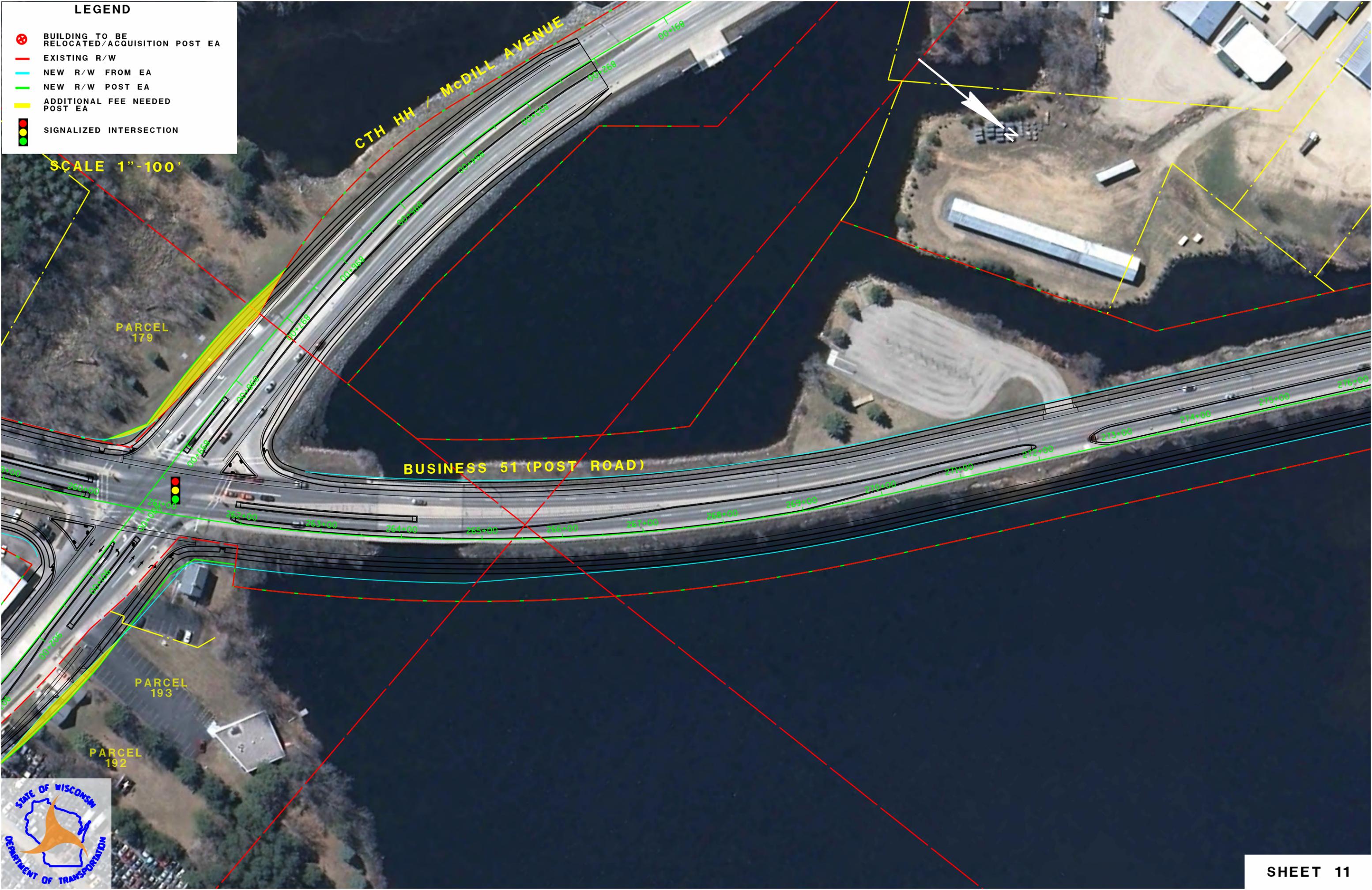
CTH HH / McDILL AVENUE

BUSINESS 51 (POST ROAD)

PARCEL 179

PARCEL 193

PARCEL 192



LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

SCALE 1"=100'

PROJECT 6998-02-75/78
BY OTHERS

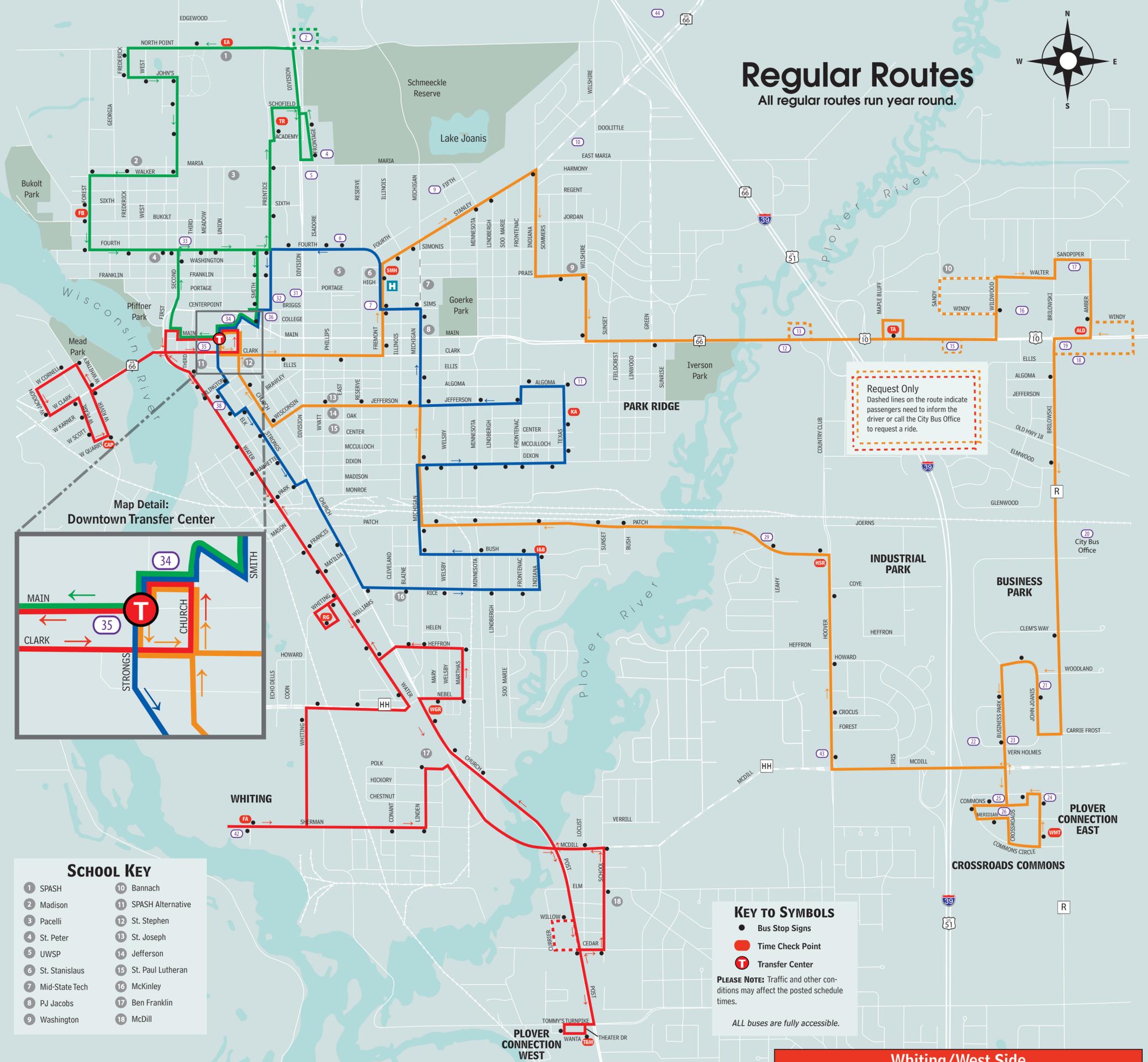


Exhibit 5

Bus Route Map

Regular Routes

All regular routes run year round.



Request Only
Dashed lines on the route indicate passengers need to inform the driver or call the City Bus Office to request a ride.

- ### SCHOOL KEY
- 1 SPASH
 - 2 Madison
 - 3 Pacelli
 - 4 St. Peter
 - 5 UWSP
 - 6 St. Stanislaus
 - 7 Mid-State Tech
 - 8 PJ Jacobs
 - 9 Washington
 - 10 Bannach
 - 11 SPASH Alternative
 - 12 St. Stephen
 - 13 St. Joseph
 - 14 Jefferson
 - 15 St. Paul Lutheran
 - 16 McKinley
 - 17 Ben Franklin
 - 18 McDill

- ### KEY TO SYMBOLS
- Bus Stop Signs
 - Time Check Point
 - Transfer Center
- PLEASE NOTE:** Traffic and other conditions may affect the posted schedule times.
- All buses are fully accessible.

- ### POINTS OF INTEREST
- EA Evergreen Apts
 - TR Sentry Insurance
 - TR Trig's
 - 4 Big Kmart
 - 5 Starbucks
 - 6 UWSP HEC/Quandt/Berg Gym
 - 7 UWSP DUC
 - SMH St Michael's Hospital/Ministry Medical
 - 22 Biolife Plasma Services
 - 21 Kohl's
 - 23 Chili's
 - 24 TJ Maxx
 - WMT Walmart
 - HSR Herrschners
 - Figi's
 - KA Key Apts
 - YMCA
 - Salvation Army
 - SP Area Co-op
 - Shopko
 - Public Library
 - Post Office
 - CAP Services
 - Lincoln Center
 - Ruth Giltry
 - Walgreens
 - FA Fireside Apts
 - 42 St. Pt. Care Center
 - 41 Ministry Medical Center
 - 41 Marshfield Clinic
 - Village Apts
 - Medical Arts Plaza
 - Copps Market
 - Hilltop Pub & Grill
 - BP Gas Station
 - Target
 - Goodwill
 - Fleet Farm
 - Oakridge Apts
 - Dunham's Sports
 - Applebee's
 - City Bus Office
 - Adventure 212
 - Aspirus Clinic

Rice / Dixon Monday - Friday

Departs	Indiana & Bush	Key Apts	St Michael's Hospital	Arrives
6:45am	6:52	6:58	7:05	7:10
7:15	7:22	7:28	7:35	7:40
7:45	7:52	7:58	8:05	8:10
8:15	8:22	8:28	8:35	8:40
8:45	8:52	8:58	9:05	9:10
9:15	9:22	9:28	9:35	9:40
9:45	9:52	9:58	10:05	10:10
10:15	10:22	10:28	10:35	10:40
10:45	10:52	10:58	11:05	11:10
11:15	11:22	11:28	11:35	11:40
11:45	11:52	11:58	12:05pm	12:10
12:15	12:22	12:28	12:35	12:40
12:45	12:52	12:58	1:05	1:10
1:15	1:22	1:28	1:35	1:40
1:45	1:52	1:58	2:05	2:10
2:15	2:22	2:28	2:35	2:40
2:45	2:52	2:58	3:05	3:10
3:15	3:22	3:28	3:35	3:40
3:45	3:52	3:58	4:05	4:10
4:15	4:22	4:28	4:35	4:40
4:45	4:52	4:58	5:05	5:10
5:15	5:22	5:28	5:35	5:40
5:45	5:52	5:58	6:05	6:10

North Point Monday - Friday

Departs	Trig's	Evergreen Apts	Forest & Bukolt	Arrives
6:45am	6:51	6:58	7:03	7:10
7:15	7:21	7:28	7:33	7:40
7:45	7:51	7:58	8:03	8:10
8:15	8:21	8:28	8:33	8:40
8:45	8:51	8:58	9:03	9:10
9:15	9:21	9:28	9:33	9:40
9:45	9:51	9:58	10:03	10:10
10:15	10:21	10:28	10:33	10:40
10:45	10:51	10:58	11:03	11:10
11:15	11:21	11:28	11:33	11:40
11:45	11:51	11:58	12:03pm	12:10
12:15	12:21	12:28	12:33	12:40
12:45	12:51	12:58	1:03	1:10
1:15	1:21	1:28	1:33	1:40
1:45	1:51	1:58	2:03	2:10
2:15	2:21	2:28	2:33	2:40
2:45	2:51	2:58	3:03	3:10
3:15	3:21	3:28	3:33	3:40
3:45	3:51	3:58	4:03	4:10
4:15	4:21	4:28	4:33	4:40
4:45	4:51	4:58	5:03	5:10
5:15	5:21	5:28	5:33	5:40
5:45	5:51	5:58	6:03	6:10

Whiting/West Side Monday - Friday

Departs	Ruth Giltry	Fireside Apts	Theater & Wanta	Walgreens	CAP Services	Arrives
7:45	7:53	8:04	8:13	8:19	8:35	8:40
8:45	8:53	9:04	9:13	9:19	9:35	9:40
9:45	9:53	10:04	10:13	10:19	10:35	10:40
10:45	10:53	11:04	11:13	11:19	11:35	11:40
11:45	11:53	12:04pm	12:13	12:19	12:35	12:40
12:45	12:53	1:04	1:13	1:19	1:35	1:40
1:45	1:53	2:04	2:13	2:19	2:35	2:40
2:45	2:53	3:04	3:13	3:19	3:35	3:40
3:45	3:53	4:04	4:13	4:19	4:35	4:40
4:45	4:53	5:04	5:13	5:19	5:35	5:40

East Side/Crossroads Monday - Friday

Departs	St Michael's Hospital	Target	Aldi	Walmart	Herrschners	Arrives
6:45am	6:50	7:03	7:08	7:21	7:30	7:40
7:45	7:50	8:03	8:08	8:21	8:30	8:40
8:45	8:50	9:03	9:08	9:21	9:30	9:40
9:45	9:50	10:03	10:08	10:21	10:30	10:40
10:45	10:50	11:03	11:08	11:21	11:30	11:40
11:45	11:50	12:03pm	12:08	12:21	12:30	12:40
12:45	12:50	1:03	1:08	1:21	1:30	1:40
1:45	1:50	2:03	2:08	2:21	2:30	2:40
2:45	2:50	3:03	3:08	3:21	3:30	3:40
3:45	3:50	4:03	4:08	4:21	4:30	4:40
4:45	4:50	5:03	5:08	5:21	5:30	5:40

Appendix A

EA/FONSI Signature Page

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)
Randall L. Zuck 7/14/09
(Signature) _____ (Date)

(Title)
Randall L. Zuck 3/23/09
(Signature) _____ (Date)

Project Manager (AECOM)
(Title)
Will Vincent 7/16/09
(Signature) _____ (Date)

Project Manager (AECOM)
(Title)
Carl Rosmus 3-25-09
(Signature) _____ (Date)

District, Aeronautics, Rails & Harbors
[Signature]
(Director, Bureau of Equity & Environmental Services) _____ (Date)

District, Aeronautics, Rails & Harbors
[Signature] 3/27/09
(Director, Bureau of Equity & Environmental Services) _____ (Date)

FHWA, FAA, FTA, FRA
[Signature] 8/2/09
(Date)

FHWA, FAA, FTA, FRA
[Signature] 4/22/09
(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.

Appendix B

Process Initiation Letter



Division of Transportation Systems Development
Bureau of Technical Services
P.O. Box 7965, Rm. 451
Madison, WI 53707-7965

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

Telephone: 608-267-9806
Facsimile (FAX): 608-264-6667

E-mail: frederick.wisner@dot.wi.gov

October 08, 2013

Mr. Pete Garcia, PE
FHWA Wisconsin Division Office
City Center West
525 Junction Road, Suite 8000
Madison, WI 53717

Dear Mr. Garcia:

The Wisconsin Department of Transportation proposes to initiate the environmental review process for the Environmental Assessment Re-evaluation for project listed below.

Project ID: 6414-00-07

Route: Business 51 (Post Road)

Route is on the National Highway System (NHS) Yes No

Length: 3.5 miles

Counties: Portage County

Project Description, Location, and Study Termini:

Business 51 runs parallel with Interstate 39/US 51 along its course through the Stevens Point urbanized area (see Exhibit 1). It experiences some of the highest traffic volumes of all north/south corridors through this region of Wisconsin. As a National Highway System (NHS) route, Business 51 (formally US 51) is of importance regarding national system linkage and as its role as the I-39 alternate route for use during crashes and other emergencies that may cause major delays or closures on the Interstate Highway near Stevens Point.

Additionally, it plays a vastly important role as an economic corridor for the Stevens Point urbanized area which includes the city of Stevens Point, village of Plover and village of Whiting in north-central Wisconsin.

This corridor, through north central Wisconsin, functions as an important connecting link for tourism, commerce and defense between Illinois, Iowa and Indiana and the Upper Peninsula of Michigan and northeast Minnesota. This highway corridor also serves as a connecting route to several major east-west corridors, (US 10, WIS 29, US 8, and US 2) all of which are part of the NHS and are also essential to the nation's economy, defense, and mobility. Business 51 is vitally important to local, regional and national economies because of these many positive attributes.

The proposed action involves reconstructing the existing urban, undivided four-lane Business 51 in the villages of Plover and Whiting to a four-lane, divided urban roadway. The logical termini are from WIS 54/County B to Minnesota Avenue. The logical termini have not changed from the original EA/FONSI.

WIS 54/County B is a logical terminus because it is the start of transition from two to four lanes on this corridor. In 2008/2009, WisDOT completed an improvement project for the WIS 54/County B and Business 51 intersection that addressed safety and operational issues. As described later in this letter (see project phases on page 3), proposed construction would now start at Green Drive, just north of the WIS 54/County B and Business 51 intersection, to tie-in to the recent improvements at this intersection.

Minnesota Avenue is a logical terminus because this is the municipal boundary between the village of Whiting and the city of Stevens Point. This is important because after improvements are made, the corridor would be jurisdictionally transferred to the villages of Plover and Whiting. Recent improvements were completed at the Business 51/Minnesota Avenue intersection in 2010 which were covered in the original EA/FONSI.

It should be noted that a separate Business 51 corridor study and EA/FONSI is currently being completed through the city of Stevens Point (WisDOT I.D. 6998-13-00). The limits of the study are from the village of Whiting/city of Stevens Point limits (Minnesota Avenue) to I-39.

Improvements will include constructing wider travel lanes, dedicated turn lanes, bike lanes, sidewalks, and a raised center median. These improvements will address safety and congestion issues along the corridor as well as provide new and improved facilities for pedestrians and bicyclists. The first phase planned for final design and construction, currently scheduled for 2016, will be from Green Drive to Springville Drive.

Upon project completion, the ownership of the facility will be jurisdictionally transferred from WisDOT to the villages of Plover and Whiting. The roadway will then become a local street under local control.

An Environmental Assessment (EA), signed by FHWA on April 22, 2009, and a Finding of No Adverse Effect (FONSI), signed by FHWA on August 2, 2009, were completed for this project. WisDOT now proposes to conduct a Re-evaluation to document and analyze the potential environmental impacts to the physical, natural, and human environment. It should be noted that the purpose and need of the project has not changed since the 2009 EA/FONSI.

The Re-evaluation will focus on design refinements/changes from the 2009 EA/FONSI to today's proposed current design, as summarized below:

- Limits: The proposed project study area is Business 51 from WIS 54/County B to Minnesota Avenue. The logical termini have not changed from the original EA. However, construction/improvements will occur from Green Drive to Minnesota Avenue.
- The project has been the subject of design refinements induced by the public involvement process, alternative analysis and stakeholders input since the signing of the EA/FONSI. Because of these design refinements, several changes have occurred related to the following:
 - Changes to property access have been made.
 - An additional 7.02 acres of right-of-way are required for the project, due primarily to inclusion of vision triangles and stormwater management ponds.
 - Seven additional property relocations/acquisitions are now included in the project.

- As a Department action, the project is subject to Chapter Trans 401, Wis. Adm. Code, Construction Site Erosion Control and Storm Water Management Procedures for Department Actions. Additionally, the area surrounding the project is subject to Wisconsin Pollution Discharge Elimination System (WPDES) Municipal Storm Water Discharge permits under Wisconsin Administrative Code, NR 216.

These State regulations relate to both storm water runoff quantity and quality and specifically Chapter Trans 401, Wis. Adm. Code requires the Department to address storm water quality on projects we administer. Due to the applicable storm water runoff quality regulations, changes to the initial design were necessary. These changes required the incorporation of four new storm water management ponds into the project design.

Upon project completion, the ownership of the storm water facilities along with the roadway itself will be a Jurisdictional Transfer (JT) from WisDOT to the villages of Plover and Whiting. Because of the roadway JT, the storm water facilities are necessary to keep both villages in compliance with their WPDES Municipal Storm Water Discharge permits.

The project has been divided into four separate phases. The I.D. and limits for each phase are shown below in order of proposed construction. Phase I is the first phase scheduled for construction in 2016. Construction for all other phases has not been scheduled at this time. See Exhibit 2.

- Phase 1 Green Drive to Springville Drive 6414-00-08/78
- Phase 2 Elm Street to Minnesota Avenue 6414-00-11/81
- Phase 3 Hickory Drive to Elm Street 6414-00-10/80
- Phase 4 Springville Drive to Hickory Drive 6414-00-09/79

Anticipated Timeframe to Initiate Environmental Review Process:

Preparation of the EA\FONSI Re-evaluation will occur through fall 2013. The Re-evaluation is anticipated to be submitted for FHWA approval in winter 2013.

Proposed Environmental Document Type: It is proposed that the 2009 documents along with this Re-evaluation will serve as the environmental documentation the proposed project. A Coordination Plan and Impact Assessment Methodologies document as identified in 23 USC 139 will not be part of the process used in preparing the environmental document for this project.

Anticipated federal approvals necessary if a Build Alternative is selected:

U.S. ACOE, Section 404 permit (including associated 401 Water Quality Certification)

Approvals and coordination related to Section 106 of the National Historic Preservation Act

Approvals and coordination related to Section 4(f) of 23 CFR Part 774

Please provide confirmation of your receipt of this letter and supporting documentation. If you have questions, please call Fred Wisner, TSS-EP&D Regional Environmental Liaison at 715.499.5204.

Sincerely,



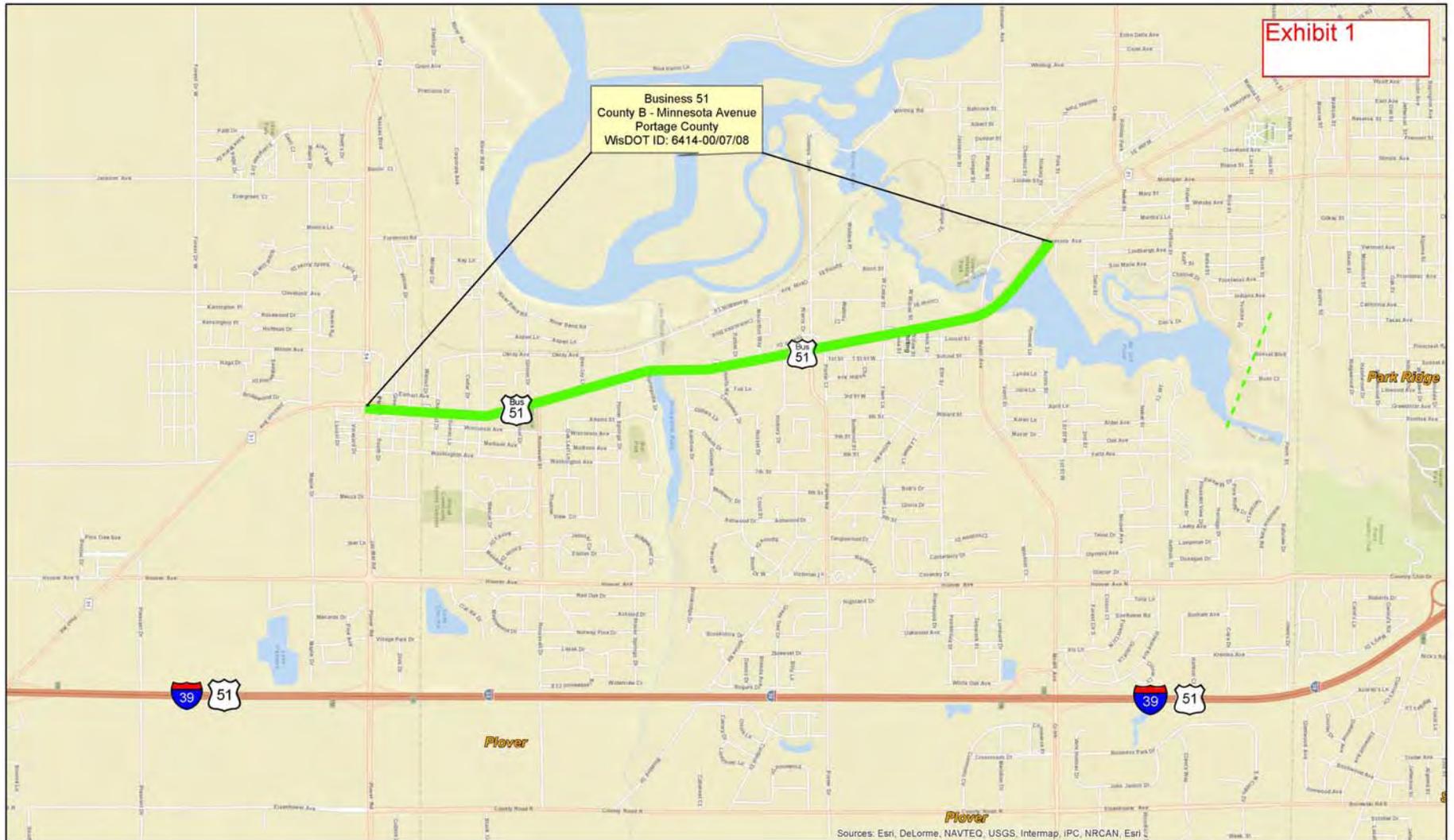
Rebecca Burkel, Director
WisDOT Bureau of Technical Services

cc: George Poirier, PE, Division Administrator, FHWA-WI
Tracy Blankenship, Major Projects Manager, FHWA-WI
Bethaney Bacher-Gresock, Projects Environmental Specialist, FHWA-WI
Fred Wisner, PE, RLS, Environmental Engineer-WisDOT TSS-EP&D C.O.
Rosie Meer, Regional Environmental Coordinator – WisDOT NC Region
Jeff Hess, PE, PDS Chief – WisDOT NC Region
Brian Gaber, PE, Planning Chief – WisDOT NC Region
Mike Kretschmer, PE, PDS Supervisor – WisDOT NC Region
Kevin Garrigan, PE, Project Manager – WisDOT NC Region
Debra Webb-Franseen, Project Leader – WisDOT NC Region

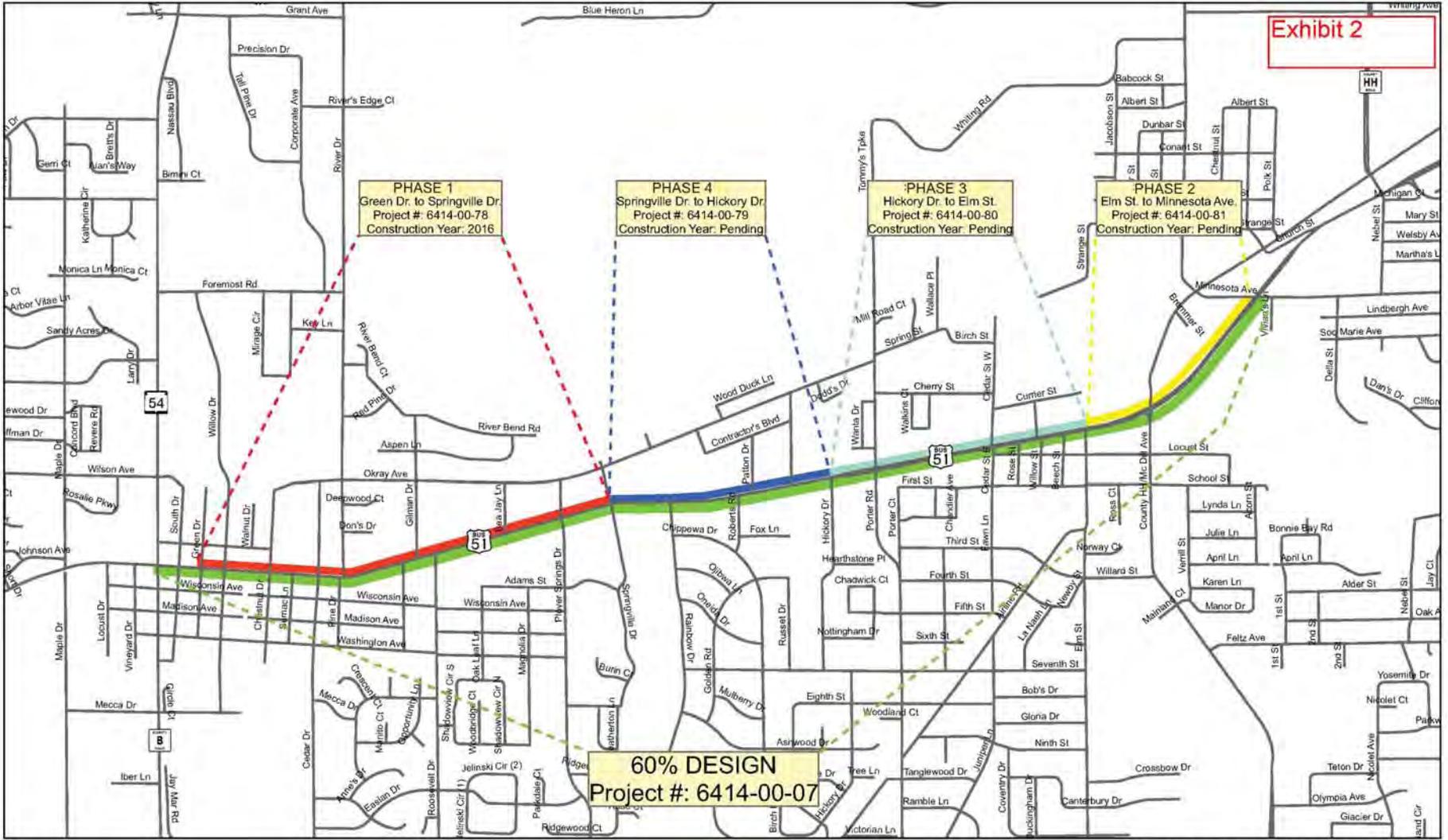
Enclosure: Exhibit 1 - Project Location Map
Exhibit 2 – Detailed Location Map

Exhibit 1

Business 51
County B - Minnesota Avenue
Portage County
WisDOT ID: 6414-00/07/08



BUSINESS 51 (POST ROAD)
COUNTY B - MINNESOTA AVENUE
PORTAGE COUNTY
WisDOT ID: 6414-00/07/08



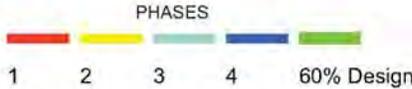
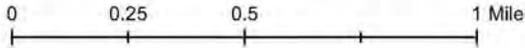
PHASE 1
Green Dr. to Springville Dr.
Project #: 6414-00-78
Construction Year: 2016

PHASE 4
Springville Dr. to Hickory Dr.
Project #: 6414-00-79
Construction Year: Pending

PHASE 3
Hickory Dr. to Elm St.
Project #: 6414-00-80
Construction Year: Pending

PHASE 2
Elm St. to Minnesota Ave.
Project #: 6414-00-81
Construction Year: Pending

60% DESIGN
Project #: 6414-00-07



BUSINESS 51 (POST ROAD)
COUNTY B - MINNESOTA AVENUE
PORTAGE COUNTY
WisDOT ID: 6414-00/07/08

Appendix C

Public Involvement Meeting Summaries

Business 51 (Post Road) Public Involvement Activities Summary

The following are summaries from the public involvement activities held to date for the Business 51 (Post Road) project.

Public Involvement Meetings (PIM):

PIM 1

A PIM was held on January 6, 2011, with 101 people in attendance. Topics of concern from the public included project costs, access modifications, jurisdictional transfer of roadway, and potential effects to businesses. Project staff explained the total construction and real estate costs of the project were estimated at \$36 million. Eighty percent would be covered by the federal government and 20 percent would be covered by the state. Since this is a jurisdictional transfer project (when the project is complete, it will be maintained and owned by Village of Plover), any additional community sensitive design elements or other enhancements would be covered by the village. Regarding access modifications and business effects, project staff reiterated the need to create a safe corridor and that using raised median will be safer than other alternatives, such as a two way left turn lane. Staff also explained that U-Turns throughout the corridor will be allowed.

Project staff also met individually with property owners at exhibits that were displayed throughout the room to address individual property owner concerns.

PIM 2

A second PIM was held on October 19, 2011, with 72 in attendance. General questions from the public included project schedule, utility relocations, and bicycle accommodations.

Project staff explained that the section from Green Drive to Bea Jay Lane is scheduled for construction in 2016. The remaining section from Bea Jay Lane to Minnesota Avenue is programmed but not scheduled. The scheduling of projects is dependent on funding. WisDOT indicated it will continue to review and assess project funding needs and keep the public informed when any decisions are made on the section from Bea Jay Lane to Minnesota Avenue.

There was also a question about if utilities will be buried underground. Project staff indicated that the Villages of Whiting and Plover were in contact with the utility companies, but nothing has been decided. There was a question about the inclusion of a median and bicycle lanes into the project. The project staff indicated that plans for medians and bicycle lanes were included in the Environmental Assessment (EA) in 2009.

Project staff also met individually with property owners at exhibits that were displayed throughout the room to address individual property owner concerns.

Local Officials Meetings (LOM):

LOM 1

The first LOM was held January 19, 2011, with 22 people in attendance.

From the LOM 1 Minutes, The Fire Chief wanted the driveway from the Fire Station to be flattened so that vehicles would not bottom out when using the entrance. The Fire Department also had concerns about access across Business 51 during construction. The department like the access to Plover Springs Drive throughout the construction and asked for permanent traffic control system in front of their building.

Another point of interest was the schedule, it was brought up that the schedule be move forward as much as possible. It was also noted that some driveways were not shown in the plans. Rail Crossings were brought up as to cause issues as they may cause back-ups in traffic.

It was mentioned that dredged material from Springville Pond be used as a source for widening the causeway, with a response that the material would have to be tested for contamination. The Springville Pond improvements were also questions regarding how they will affect the shopping center between Springville Dr. and Plover Spring Dr.

A member stated that U-turns would be a good option for crossing medians. There were questions about the possible bicycle and pedestrian pathways.

Attendee asked about a multi use trail instead of a bicycle in the street option. The reply was that there are complex shared uses with a multi use trail that are not present in a shared street version. It was said that bicyclists and pedestrian facilities could not be combined.

The topic of lighting was brought up with the suggestion of removing decorative lights and use dual cobra head light in the median.

LOM 2

The second LOM meeting was held October 5, 2011, with 13 people in attendance. General questions from local officials included sidewalk widths, McDill Dam, and future public information meetings.

The Village of Plover requested the sidewalk width be increased from five to six feet. The extra foot of sidewalk was to be taken from the boulevard so would not increase the right of way. The Village of Whiting would like the sidewalk to be consistent with the Village of Plover.

Coordination between the project and the McDill Dam was brought up. It was suggested that fill from the McDill Dam project be used for the Business 51 project. Project staff indicated that the soil would have to be the right qualities and coordination between the Wisconsin Department of Natural Resources could take additional time that could delay the project. The Village of Plover requested the utilities to be buried underground; it was stated that transportation funds could not be used.

It was suggested that WisDOT post information about upcoming public information opportunities on the Village website, coordination with the Village GIS/Web administrator was also suggested.

LOM 3

The third LOM was held on June 12, 2012 with 12 attendees. This LOM covered Green Drive to Springville Drive, the first phase scheduled for construction

There were some questions regarding the real estate acquisition process. WisDOT noted that acquisition process would coincide with the final design for each segment. The process to acquire buildings would be accomplished to fit the 'advanceable project' schedule. WisDOT indicated it would check on the maintenance process/agreement after a building has been acquired. This would include snow removal and lawn mowing.

It was also brought up that the medians needed to accommodate turn lanes. WisDOT had SEH indicate these on plan view maps. SEH will also show driveway access points.

The possibility of roundabouts as being included in the projects was brought up, and a decision was made to bring up the topic at the next public meeting.

Topics for the future meetings were also discussed and included: signed jurisdictional transfer, estimate of construction year for each project segment, a decision on the dam replacement including preliminary structure plan, and underground utility requirements.

The Village of Plover requested a guidance document regarding maintenance of a storm sewer, as separate document from the jurisdictional transfer document. It was requested that the Villages of Whiting and Plover keep WisDOT updated on coordination with utility companies.

Business Owner Meetings (BOM):

BOM 1

The first BOM was held February 9, 2011, with 24 people in attendance.

In general, comments from business owners included access to businesses, access during construction, bike lanes and sidewalks, medians and U-Turns, cut-outs for business entrances, and early buyout options for relocated businesses.

Project staff met individually with business owners at exhibits to address individual property owner concerns.

BOM 2

The second Business Owner Meeting was held October, 26th 2011 with 12 attendees.

In general, comments from business owners included access to businesses, real estate process and relocations, construction-related concerns, and bike lanes and sidewalks.

Project staff met individually with business owners at exhibits to address individual property owner concerns.

Local Office Hours (LOH):

(Note: Local Office Hours are “drop-in” times when project staff are available to answers questions and discuss the project one-one-one with the public/property owners.)

LOH 1

The first LOM was held February 9th 2011, with 25 people in attendance. Project staff met individually with property owners at exhibits to address individual property owner concerns.

LOH 2

The second Local Office Hours was held October, 26th 2011 with 8 attendees. Project staff met individually with property owners at exhibits to address individual property owner concerns.

LOH 3

The third Local Office Hours was held June 12th 2012 with 12 attendees. Project staff met individually with property owners at exhibits there were to address individual property owner concerns.

Appendix D

CSRP

Supplemental Conceptual Stage Relocation Plan

Business 51 (Post Road)

WIS 54/County B to Minnesota Avenue

Villages of Plover and Whiting, Portage County

WisDOT Project I.D.: 6414-00-07

(This is a Supplemental CSRP of the original CSRP that was part of the
EA/FONSI for Project I.D. 6414-00-05)

Prepared for:
Wisconsin Department of Transportation
North Central Region

Prepared by:
Short Elliott Hendrickson Inc.
April 2014

Section 1: Introduction

1.1 Purpose

The Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Business 51 (Post Road) Reconstruction Project was approved by FHWA on August 2, 2009 (Appendix A). The WisDOT project I.D. for the EA/FONSI is 6414-00-05. Current design for Business 51 was initiated in 2011 under project I.D. 6414-00-07. The project limits and overall scope of the project have remained the same for both projects. For the balance of this document, the following terms will be used:

- EA/FONSI – Refers to project I.D. 6414-00-05
- Re-evaluation – Refers to project I.D. 6414-00-07

The EA/FONSI process and documentation started in the early 2000s. Since the EA/FONSI, there have been new requirements and changes regarding previous requirements. Additionally, there have been updates and refinements to the plans resulting in additional effects. Therefore, a Re-evaluation is being completed to document changes and additional impacts since the EA/FONSI was completed.

A Conceptual Stage Relocation Plan (CSRP) was conducted for the EA/FONSI which identified 32 relocations. This Supplemental CSRP was produced to document potential impacts of seven (7) additional relocations that were not included in the original CSRP which was part of the EA/FONSI. Relocation estimates used in this Supplemental CSRP use current (2014) dollars.

This Supplemental CSRP presents:

1. The approximate number of households and businesses that may be relocated by the project after the EA/FONSI was completed.
2. The probable availability of decent, safe, and sanitary replacement housing and comparable commercial facilities within the financial means of the households and businesses that may be affected by the project.
3. An estimate of the possible total relocation assistance costs.

This report 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 – Division of Highways and Transportation Services *Relocation Assistance Manual*.

1.2 Project Description

1.1 Alternatives

A range of alternatives was developed and analyzed for the original EA/FONSI. The alternatives included the following:

- Alternative 1 - No Build Alternative
- 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

After careful consideration and evaluation, the Alternative 3 was selected as the Preferred Alternative.

Description of Proposed Action

WisDOT proposes to reconstruct 3.5 miles of Business 51 (Post Road) from WIS 54/County B to Minnesota Avenue in villages of Plover and Whiting from 4-lane undivided urban arterial to a 4-lane divided arterial with a raised median and bicycle accommodations. See Exhibit 1 – Project Location Map.

The Business 51 corridor will be divided into four separate phases for final design and construction purposes. Each phase has a unique final design I.D. and construction I.D.; however, many elements of each project were designed at once for a consistent outcome throughout the corridor. Preliminary design for all projects within the subject corridor is being completed under the preliminary design I.D. 6414-00-07. Each phase, along with its corresponding design/construction I.D. is listed in Table 1 in order of proposed construction. See also Exhibit 2 – Project Phase Map.

There would be an additional seven building relocations/acquisitions required. The EA/FONSI identified 32 relocations/acquisitions. This would bring the total to 39 relocations/acquisitions. A summary of the additional relocations by phase is provided in Table 1.

Table 1 - Business 51 Phases

Phase	Limits	Preliminary Design ID	Design/Construction ID	Additional Relocations (Post EA/FONSI)
Phase 1	Green Drive to Springville Drive	6414-00-07	6414-00-08/78	3
Phase 2	Elm Street to Minnesota Avenue	6414-00-07	6414-00-11/81	1
Phase 3	Tommy's Turnpike to Elm Street	6414-00-07	6414-00-10/80	3
Phase 4	Springville Drive to Tommy's Turnpike	6414-00-07	6414-00-09/79	0

Section 2: Summary of Impacts

2.1 Neighborhood and Area Characteristics

The relocations described in this document are located in the villages of Plover and Whiting in Portage County. Demographics from the 2010 Census for each community is provided in Tables 2 and 3.

Table 2 - Village of Plover Population Profile (2010 Census)		
Subject	Number	Percent
Total population	12,123	100.0
Race		
White	11,247	92.8
Black or African American	65	0.5
American Indian and Alaska Native	48	0.4
Asian	456	3.8
Native Hawaiian and Other Pacific Islander	3	0.0
Some other race	124	1.0
Two or more races	180	1.5
Hispanic or Latino (of any race)	393	3.2
Age		
Householder over 65 years	n/a	8.0
Source: US Census Bureau, 2010 Census		

Table 3 - Village of Whiting Population Profile (2010 Census)		
Subject	Number	Percent
Total Population	1,724	100.0
Race		
White	1,647	95.5
Black or African American	4	0.2
American Indian and Alaska Native	2	0.1
Asian	35	2.0
Native Hawaiian and Other Pacific Islander	0	0.0
Some other race	23	1.3
Two or more races	13	0.8
Hispanic or Latino (of any race)	45	2.6
Age		
Percent householder over 65 years	n/a	19.4
Source: US Census Bureau, 2010 Census		

2.2 Neighborhood and Area Impacts

The seven additional relocations are not expected to have effects to the neighborhood or area as a result of the relocations. The relocations would not have any substantial impacts on nearby communities.

2.3 Divisive or Disruptive Effects

There would be no anticipated divisive or disruptive effects related to the two residential acquisitions and relocations. Any disruptions would be short-term since most would likely be relocated close by or in surrounding communities.

There are four business relocations associated with the Proposed Action. Some of the businesses have already been relocated (see Table 6) and the remaining could potentially be relocated on Business 51 or nearby.

Community members and customers may experience some short-term inconvenience as they would have to become acquainted with a new location. Customers may experience some short-term inconvenience as they would have to become acquainted with new locations of the businesses, should the businesses decide to relocate.

During construction there would be disruptive effects as with any highway project. Construction staging would be used to minimize effects to residents and customers.

2.4 Environmental Justice

Executive Order 12898 on Environmental Justice requires agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects (including interrelated social and economic effects) on minority, low-income, disabled and elderly populations.

Based on real estate coordination that has already taken place, none of the four additional business relocations neither are minority-owned nor serve predominantly minority communities. Based on real estate staff contact, the two additional residential relocations are not minority occupied residences.

2.5 Relocation Assistance Information

The acquisition and relocation procedures WisDOT must follow are established by the Uniform Relocation Act of 1970. These statutes are in place to ensure landowners and tenants are treated fairly when the public interest requires the purchase and relocation of homes, farms, and businesses.

The Uniform Act requires 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 payments, closing costs, and other certain costs. No person will be required to move unless a comparable replacement dwelling, farm, or business location has been made available.

WisDOT has followed standard relocation assistance protocol for the businesses that have already been relocated. For the remaining relocations, members of the WisDOT Real Estate Section will provide written information to property owners and tenants which explains the details of the acquisition and relocation 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 that may be encountered as a result of the potential relocation. One or more professional appraisers will inspect any property acquired. Property owners shall be offered the opportunity to accompany the appraiser during the inspection. Provisions for independent property owner appraisals are also provided. Based on the appraisal(s), the value of the property would be determined and that amount offered to the owner. Just compensation will be determined by WisDOT based on market value.

2.6 Actions to Remedy Insufficient Relocation

Some of the businesses have already been relocated, as noted in Table 3 and either sufficient relocation units have been found or the business decided to close the business and not relocate.

For the remaining relocations, there is no indication that any unusual relocation problems exist on this project which would require special relocation advisory services as it relates to seven additional residential and business relocations.

2.7 Relocation Services for Displacements

Residential Relocation Services

The relocation staff will offer and provide the following assistance to all residential displacees:

1. Assist in making moving arrangements, including transfer of utility services.
2. Assure that each relocatee will not have to vacate until a comparable replacement property is made available.
3. Counsel each individual and family regarding replacement housing that is decent, safe and sanitary, adequate to their needs, suitably located, and within their financial means.
4. Ensure that all persons to be displaced will be assisted in a manner to ensure against discriminatory practices and assure equal treatment in the purchase and rental of residential units on the basis of sex, race, color, handicap, religion, national origin, marital status of person maintaining household, legal sources of income, age, ancestry, sexual orientation or other applicable federal, state or local fair housing laws.
5. Gather data commensurate with relocatees' needs and advise accordingly.
6. If necessary, assist relocatees in obtaining mortgage financing and in preparation of offers to purchase and related documents relative to closing of purchase.
7. Make personal contacts with each displacee on a regular basis for purpose of discussing all aspects of relocation. Such appointments shall be geared to complexity and specific needs of relocatees.

8. Provide all required written notices, delivered by personal contact whenever feasible, to insure full understanding of eligibility requirement, payment options, project information and other notices required by law, regulations, or as otherwise appropriate.
9. Provide assistance in completing claims for relocation payments.
10. Provide current information on availability and prices of comparable sales housing.
11. Provide current information on units available to rent and advise relocatees on lease arrangements, tenant/landlord responsibilities, security deposit practices, rental ranges, etc.
12. Displacees will be offered assistance (providing travel means if they have none, etc.), to inspect comparable housing.
13. Displacees will be eligible for 30 days of free rent, then market value thereafter.
14. Provide information on school district boundaries and public transportation.
15. Provide information regarding grievance procedures, arrangements and agencies involved.
16. Provide referrals to local housing and social service assistance agencies, as needed.

Business Relocation Services

The commercial properties affected by this project will be assisted with relocation in the following manner:

1. Maintaining listings of available commercial properties.
2. Maintaining close contact with local real estate agencies and brokers dealing in commercial space.
3. Informing business of the Small Business Administration entitlements when federal aid is involved.
4. Contact local development corporations and other similar organizations to make all possible assistance available.
5. Assist in obtaining or transferring business permits and licenses.
6. Assist in making and securing moving arrangements.
7. Joint development of personal property, inventory list, to be moved.
8. Advise businesses in site management procedures and occupancy terms and conditions.
9. Advise business of their relocation claim entitlements and assist them in filing the claim with documentation.
10. Contact with each commercial displacee will be made at regular intervals during which various leads or referrals will be offered. Visitations will depend on the complexity and specific needs of each business. Information on available replacement properties will be given until the relocation agent's responsibilities are completed in full compliance with the spirit and intent of the program.

2.8 Special Relocation Advisory Services

There are no known unusual circumstances with respect to race, income level, age, disability, or other factors that would require special relocation advisory services for owners or occupants of displaced homes or businesses.

Section 3: Residential Relocations

3.1 Estimate of Displaced Residential Households

The Proposed Action would require the acquisition of two (2) residential properties, as summarized in the table below and are shown on Exhibit 3 - Relocations.

Table 2, Summary of Residential Relocations			
Parcel #	Phase	Reason for Relocation	Occupant
184	2	A newly re-aligned commercial access was needed. Residential home was impacted as a result.	Tenant occupied residential home
166	3	Village of Whiting requested Willow Street not be closed. Willow Street was re-configured/aligned to line-up with median opening on Willow Street. The new configures will improve safety. Residential home was impacted as a result.	Owner occupied residential home

Parcel 184 is located in Phase 2 and Parcel 166 is located in Phase 3. Phases 2 and 3 are scheduled for construction in 2017/2018. The real estate acquisition process has not started for either of these Phases.

3.2 Cost Estimate of Residential Relocations

In addition to fair market value for the displaced residences, displaces are eligible for relocation costs. The relocations costs are based on guidance from the WisDOT Real Estate Program Manual and recent updates to relocation costs as noted in a WisDOT Relocation User Group memo dated February 6/7, 2013. The updates reflect the recent federal transportation policy reauthorization, MAP-21 (Moving Ahead for Progress in the 21st Century) which includes revisions to relocation benefit amounts (more information can be found here: <http://www.fhwa.dot.gov/map21/qandas/gauniformact.cfm>). These updated costs were used for relocations.

The relocation benefits would include the following:

- A replacement housing payment of up to \$31,000 for owner-occupants and \$8,000 for tenants. In the event housing of last resort is required, these payment limits may be exceeded.
- A mortgage interest differential payment and closing cost payment for owner-occupants. These costs can be widely variable. For purposes of this plan, an estimate payment of up to \$5,000 for owner-occupants.

- A moving expense payment for those who move personal property as a result of being displaced. These payments can vary widely. For purposes of this plan, it is estimated that the owner occupied and tenant occupied will receive a move payment up to \$2,500.

Estimates of the residential relocation costs are provided in the Table 3 (based on 2014 dollars).

Property	Estimated Acquisition Costs*	Replacement Housing	Interest and Closing	Moving	Total
Parcel 184 (Owner)	\$80,250	N/A	\$5,000	N/A	\$85,250
Parcel 184 (Tenant)	N/A	\$8,000	N/A	\$2,500	\$10,500
Parcel 166	\$148,875	\$31,000	\$5,000	\$2,500	\$187,375
Total					\$283,125

*Note: Estimated acquisition costs calculated at 1.25 times the 2013 assessed value (land and improvements) of the property.

3.3 Residential Market Availability Analysis

A search of available residential properties was conducted on March 11, 2014 using information from the real estate website www.trulia.com. Two separate searches were conducted: one for rental units (Table 4) and one for houses for sale (Table 5). Search results indicate that adequate replacement housing is available for the residential relocations. T

Price Range	# Available	# Bedrooms	Location
\$ 500 - \$700/month	2	1-2	Plover/Whiting, WI
\$700 - \$800/month	2	2	Plover/Whiting,, WI
\$800 - \$900/month	2	2-3	Plover/Whiting,, WI

Source: www.trulia.com (March 11, 2014)

Price Range	# Available	# Bedrooms	Location
\$50,000 - \$100,000	24	1-3	Plover/Whiting, WI
\$100,000 - \$150,000	17	1-3	Plover/Whiting, WI

Source: www.trulia.com (March 11, 2014)

Section 4: Business Relocations

4.1 Estimate of Business Relocations

There would be five (5) business relocations as summarized in Table 6.

Table 6, Summary of Business Relocations				
Parcel #	Phase	Reason for Relocation	Occupant	Relocation/Real Estate Status
11	1	Safety/vision triangles needs	Vacant; formerly housed Allen Supply Company	Parcel has been acquired and business has been relocated. Business had warehouse facility two miles south of office site. Business built office on same site as warehouse facility.
28	1	Design was shifted to allow more sidewalk space	Vacant; formerly housed a Laundromat	Parcel is a two unit complex. Front unit was occupied by Suds City Laundry and rear unit was occupied by Estates Wines. Property has been acquired and businesses have vacated site. Suds City Laundry discontinued operations and Estates Wines re-established its business in downtown Stevens Point.
89	1	Safety/vision triangle needs and the Springville Drive re-configuration	Strip retail with 4 units (3 vacant and 1 occupied)	Parcel has been acquired. Three of the units were vacant and one unit is occupied. The business that occupies this unit is Springville Wharf. They plan to re-establish their restaurant in the Plover area.
132	3	Additional right of way needed	Vacant (parcel had three buildings); formerly housed Splendinis Restaurant; a retail store, and the third building was vacant.	Property acquired as an early buyout. At request of owners, WisDOT purchased entire property. The restaurant did not re-establish their business. The retail shop re-established its operation to another location in Plover.
165	3	Design refinements resulted in the roadway being shifted closer to the property	Currently occupied by a book store.	To begin once Phase 3 of project has started.

4.2 Cost Estimate of Business Relocations

In addition to fair market value for the displaced businesses, displaced are eligible for relocation costs. The relocation costs are based on guidance from the WisDOT Real Estate Program Manual and recent updates to relocation costs as noted in a WisDOT Relocation User Group memo dated February 6/7, 2013. The updates reflect the recent federal transportation policy reauthorization, MAP-21 (Moving Ahead for Progress in the 21st Century) which includes revisions to relocation benefit amounts (more information can be found here: <http://www.fhwa.dot.gov/map21/qandas/gauniformact.cfm>). These updated costs were used for relocations.

Eligible relocation costs would include:

- A relocation/replacement payment of up to \$50,000 for owner-occupied and \$30,000 for tenant occupied. The relocation payment is based on the difference, if any, between the acquisition price and the reasonable cost to purchase a comparable replacement building/unit or the actual cost of the replacement building/unit, whichever is less.
- A reestablishment payment of up to \$25,000 for necessary improvements and changes to the replacement property.
- A searching payment of up to \$2,500 for time and mileage in looking at replacement sites.
- A moving payment expense of up to \$60,000 payment for actual costs incurred in moving the business.

Estimates of the business relocation costs are included in Table 7 (based on 2014 dollars).

Table 7: Cost Estimate - Business Relocations						
Parcel	Estimated Building Acquisition Cost*	Replacement Business Payment	Reestablishment Costs	Searching Payment	Moving Payment	Total
11 (owner occupied)	\$196,000	\$50,000	\$25,000	\$2,500	\$60,000	\$333,500
28 (owner)	\$367,000	N/A	N/A	N/A	N/A	\$367,000
28 (tenant)	N/A	\$30,000	\$25,000	\$2,500	\$60,000	\$117,500
89 (owner)	\$457,000	N/A	N/A	N/A	N/A	\$457,000
89 (tenant)	N/A	\$30,000	\$25,000	\$2,500	\$60,000	\$117,500
132 (owner)	\$840,000	N/A	N/A	N/A	N/A	\$840,000
132 (tenant 1)	N/A	\$30,000	\$25,000	\$2,500	\$60,000	\$117,500
132 (tenant 2)	N/A	\$30,000	\$25,000	\$2,500	\$60,000	\$117,500
165 (owner occupied)	\$180,000	\$50,000	\$25,000	\$2,500	\$60,000	\$317,500
Total						\$2,785,000
*Parcel 89 is a multi-tenant building but was only occupied by one tenant at time of acquisition.						

4.3 Commercial Market Availability Analysis

A search for available commercial properties was conducted for all commercial units. The search was conducted using the commercial real estate website www.loopnet.com. Search results conducted at the time of this report production indicated there were commercial properties available for purchase (see Table 9) commercial rental properties available for the tenants (see Table 10) in the Plover/Whiting area.

Table 9, Available Commercial Properties (For Sale)				
Address	Approx. Size	Building Type	Detail	Price
Plover Road, near Business 51	0.89 acres	Vacant Commercial Land	Excellent visibility and access	\$349,000
Plover Road, near Business 51	820 sq. ft.	Commercial retail/restaurant	Good visibility/access, good fit for restaurant, fixtures/equipment included	\$336,600
Post Road	3,000 sq. ft.	Commercial building	Spacious, flexible	\$264,900

Source: www.loopnet.com (March 26, 2014)

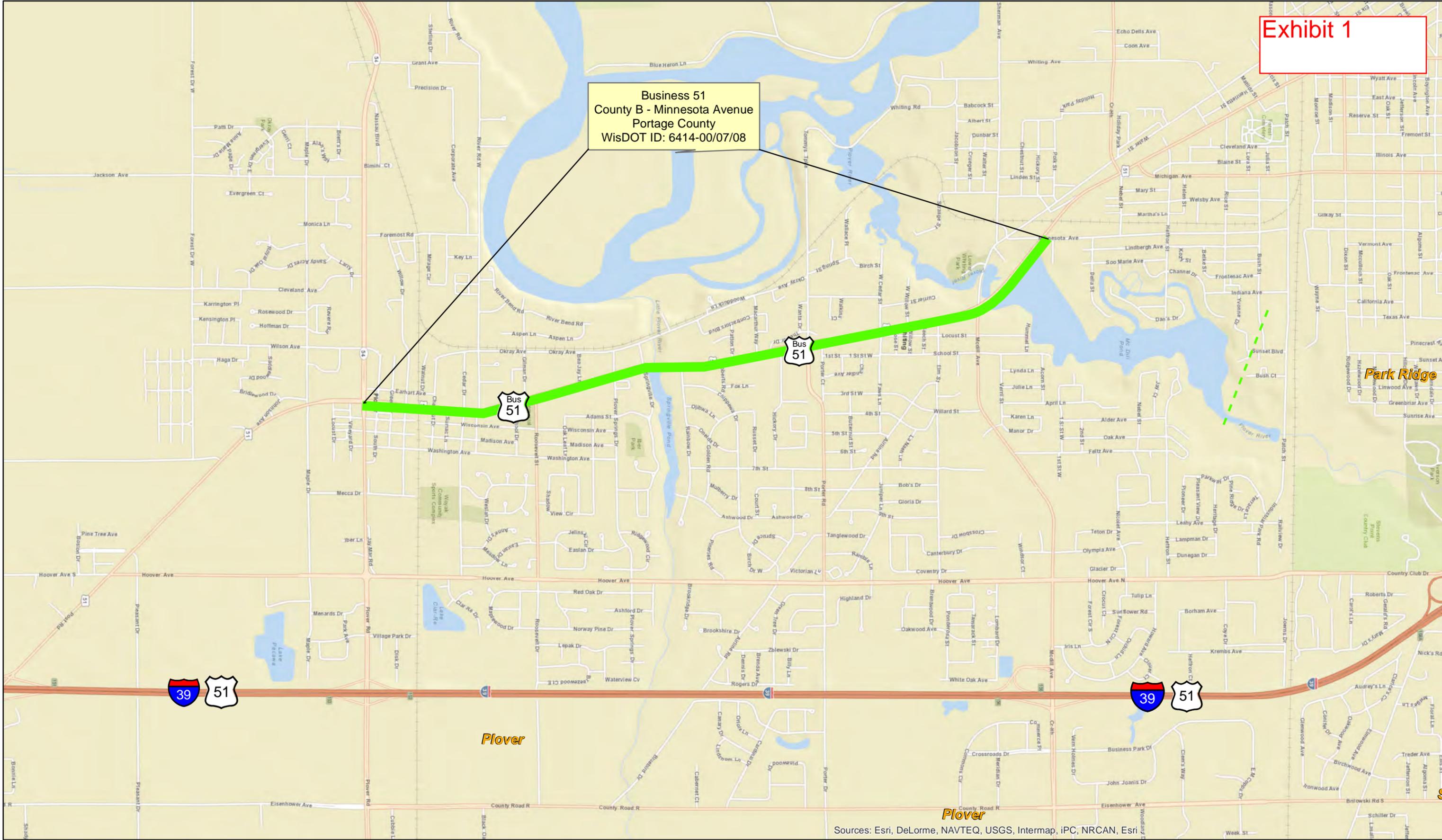
Table 10, Available Commercial Rental Properties (For Rent)				
Address	Approx. sq. ft.	Building Type	Detail	Price
Business 51/Post Road	1,592 sq. ft.	Retail/Office Building	Multi-tenant building, parking	\$ 7.54 / sq. ft.
Business 51/Post Road and Plover Springs Dr.	1,688 sq. ft.	Retail/Office Building	Professional building, parking	\$ 9 / sq. ft.
Business 51/Post Road	1,800 sq. ft.	Retail/Office Building	Strip center, highway exposure	\$ 12 / sq. ft.
Plover/Crossroads Commons	1,200 – 3,600 sq. ft.	Multi-tenant Retail	New Regional Center/Mall	\$ 16 / sq. ft.

Source: www.loopnet.com (March 26, 2014)

Section 5: Summary

The seven (7) additional relocations that have been identified after the EA/FONSI was completed are documented in this Supplemental CSR which will be included in the EA Re-evaluation. The total cost of the residential displacements is estimated to be **\$ 283,125**. The total cost of the business displacements is estimated to be **\$ 2,785,000**. The total cost for all displacements (residential and business) is estimated to be **\$ 3,068,125**.

Business 51
County B - Minnesota Avenue
Portage County
WisDOT ID: 6414-00/07/08

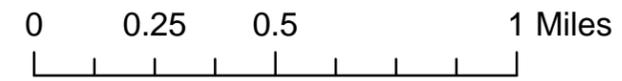


Plover

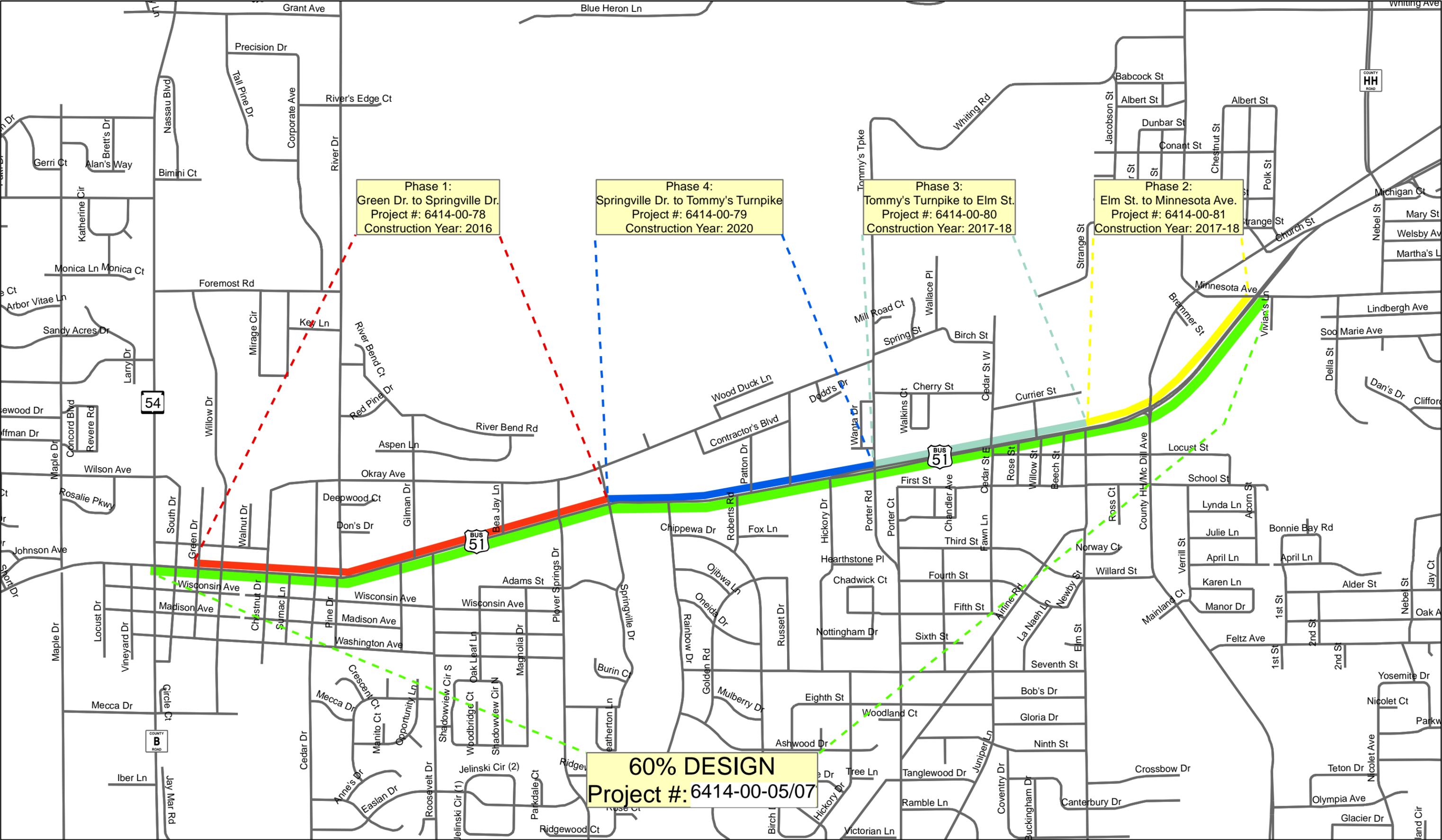
Plover

Park Ridge

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri



BUSINESS 51 (POST ROAD)
COUNTY B - MINNESOTA AVENUE
PORTAGE COUNTY
WisDOT ID: 6414-00/07/08



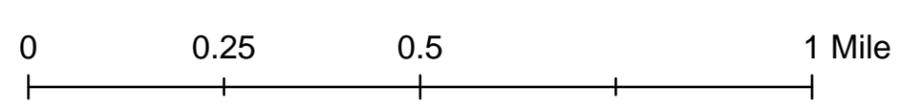
Phase 1:
Green Dr. to Springville Dr.
Project #: 6414-00-78
Construction Year: 2016

Phase 4:
Springville Dr. to Tommy's Turnpike
Project #: 6414-00-79
Construction Year: 2020

Phase 3:
Tommy's Turnpike to Elm St.
Project #: 6414-00-80
Construction Year: 2017-18

Phase 2:
Elm St. to Minnesota Ave.
Project #: 6414-00-81
Construction Year: 2017-18

60% DESIGN
Project #: 6414-00-05/07



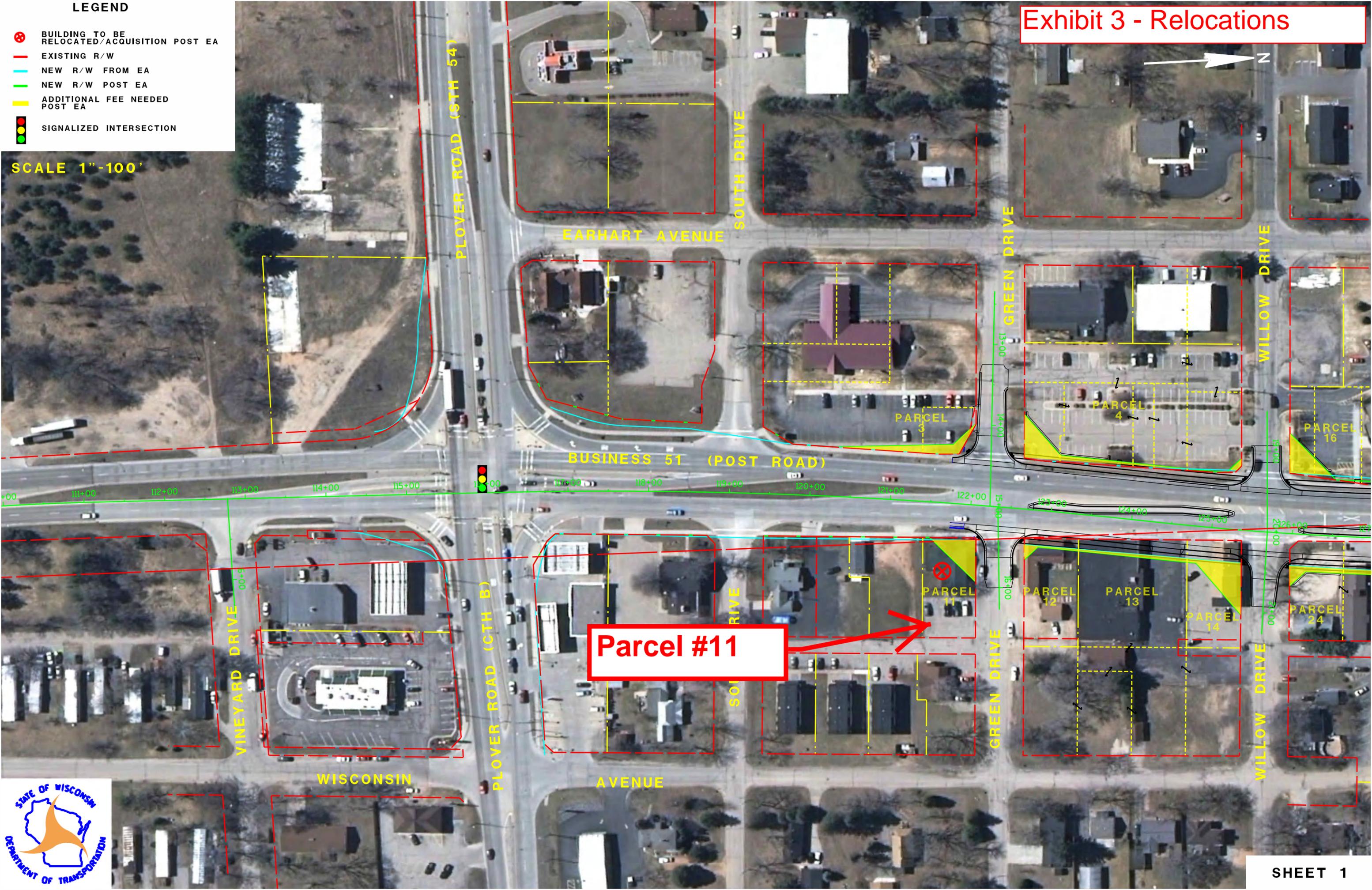
BUSINESS 51 (POST ROAD)
COUNTY B - MINNESOTA AVENUE
PORTAGE COUNTY
WisDOT ID: 6414-00-05/07

Exhibit 3 - Relocations



- LEGEND**
- BUILDING TO BE RELOCATED/ACQUISITION POST EA
 - EXISTING R/W
 - NEW R/W FROM EA
 - NEW R/W POST EA
 - ADDITIONAL FEE NEEDED POST EA
 - SIGNALIZED INTERSECTION

SCALE 1"=100'



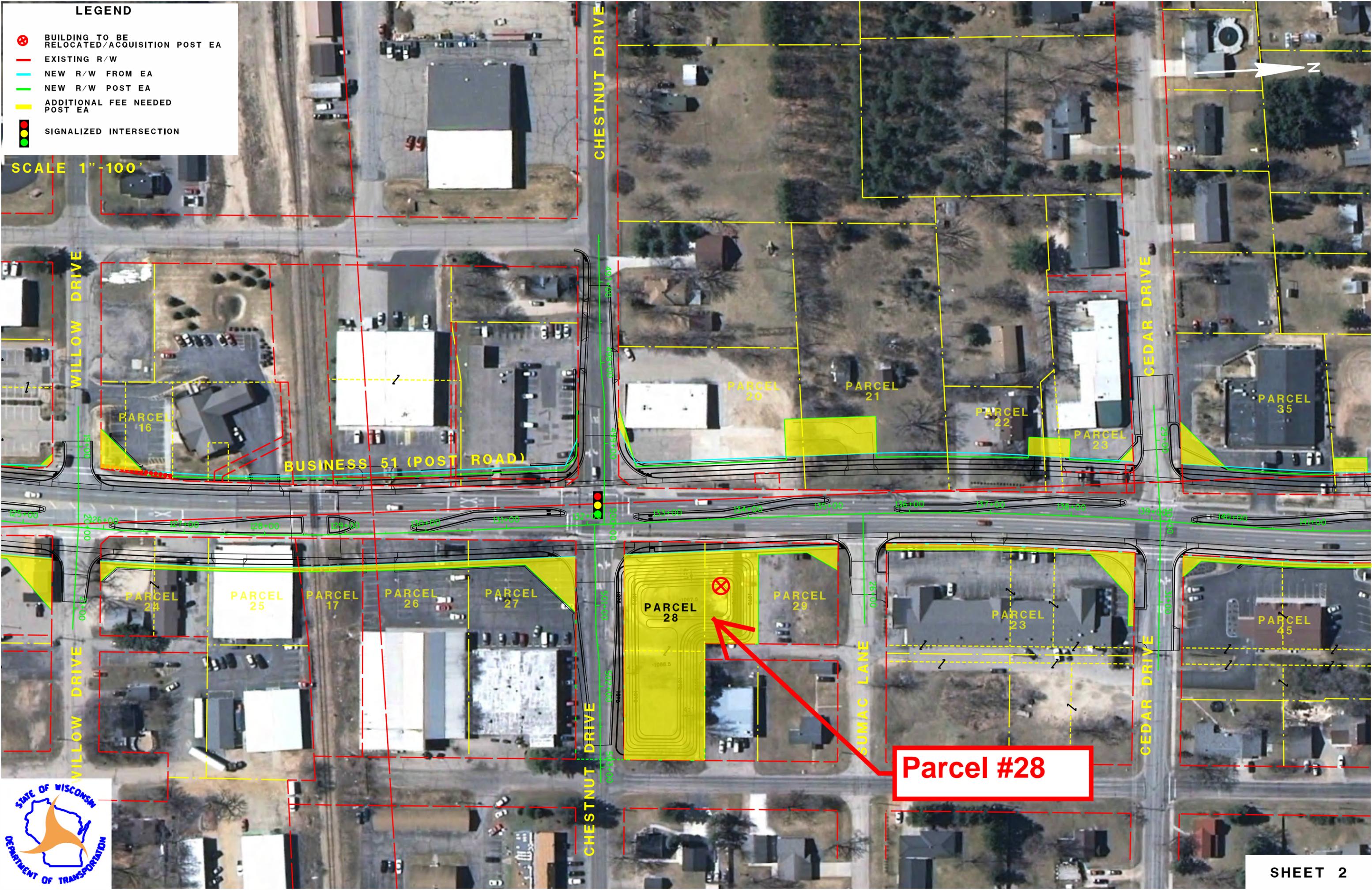
Parcel #11



LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

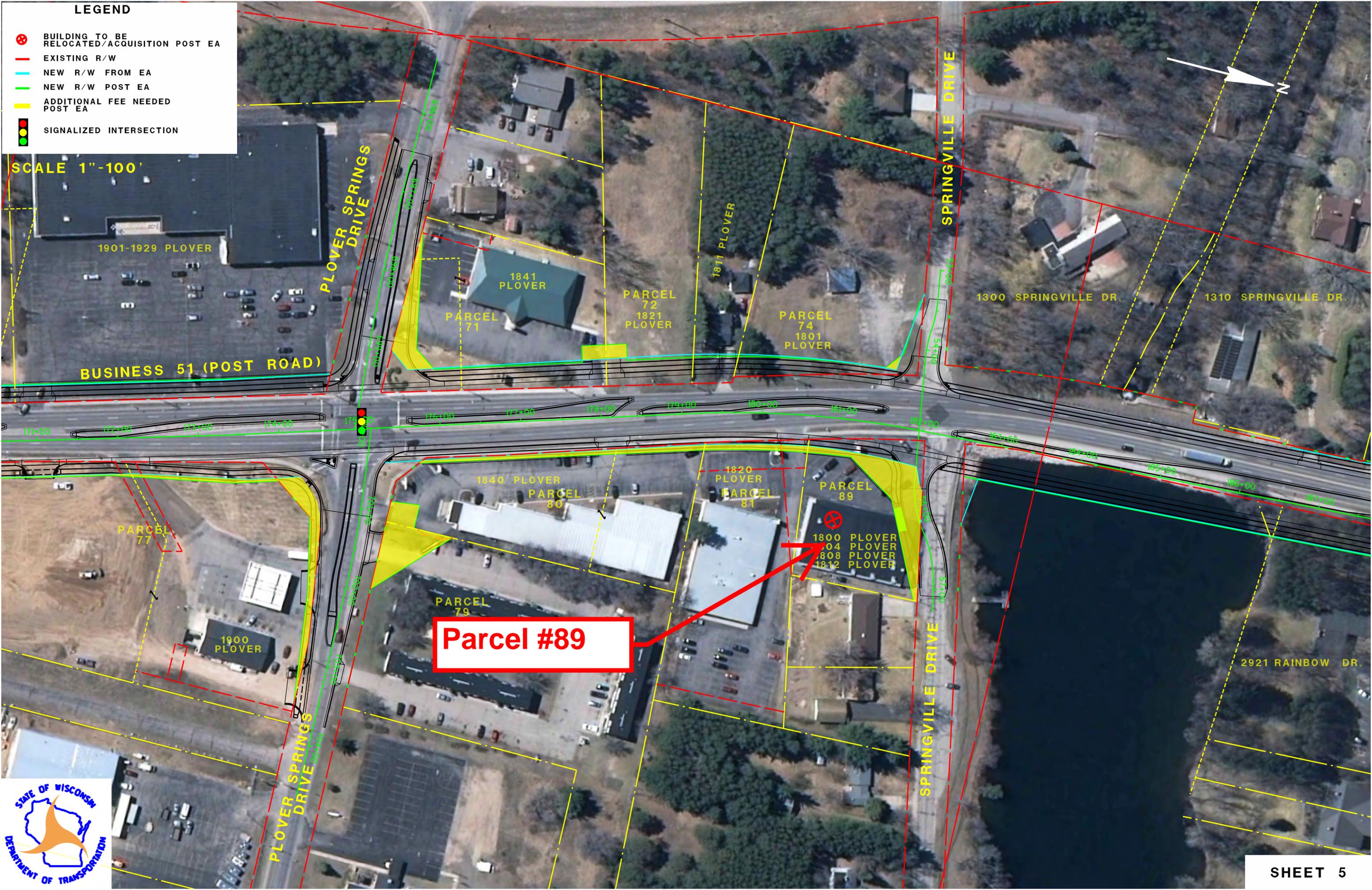
SCALE 1" = 100'



LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

SCALE 1"=100'



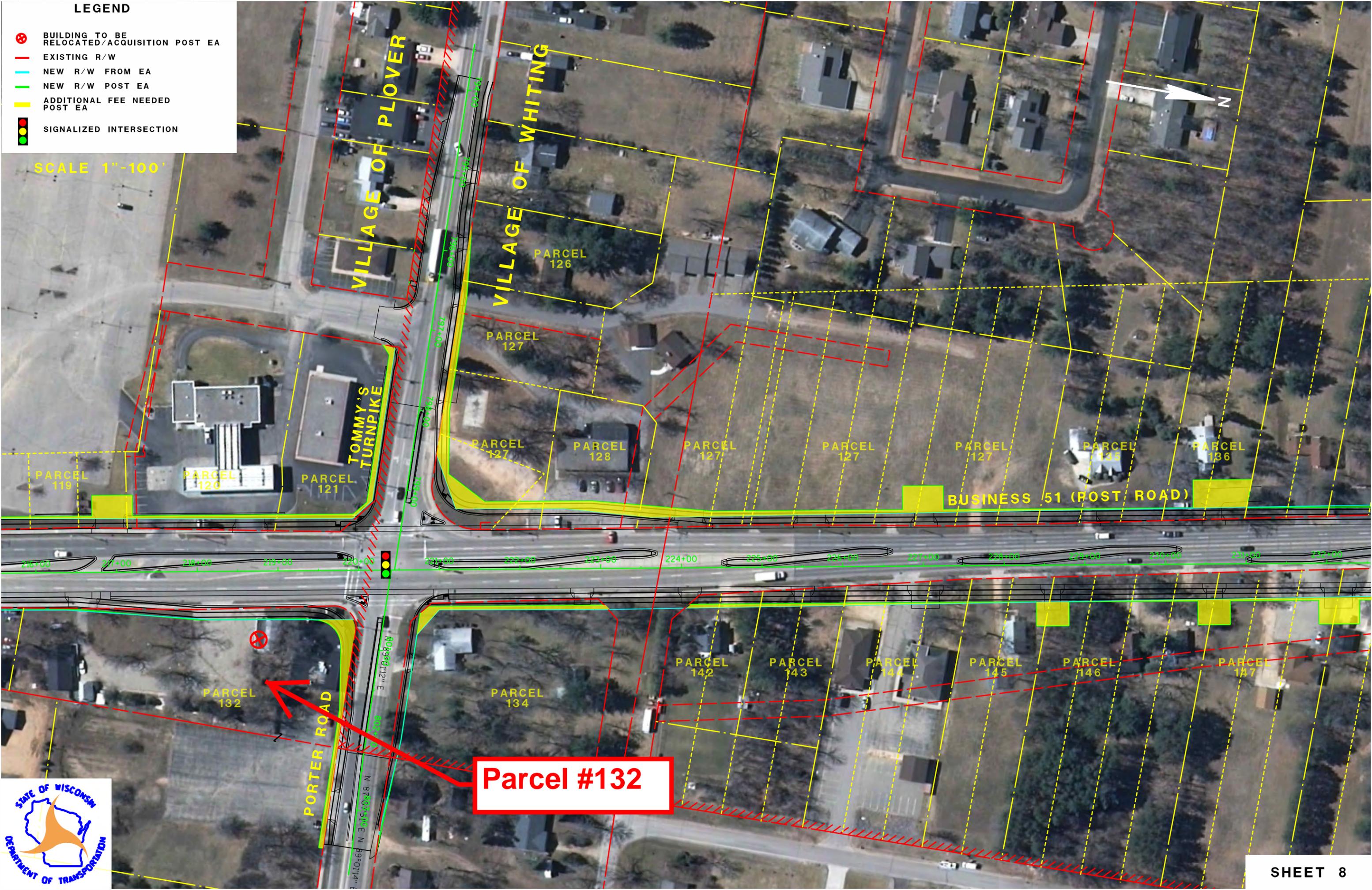
Parcel #89



LEGEND

- BUILDING TO BE RELOCATED/ACQUISITION POST EA
- EXISTING R/W
- NEW R/W FROM EA
- NEW R/W POST EA
- ADDITIONAL FEE NEEDED POST EA
- SIGNALIZED INTERSECTION

SCALE 1"=100'



Parcel #132

LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

SCALE 1"=100'



Parcel #165

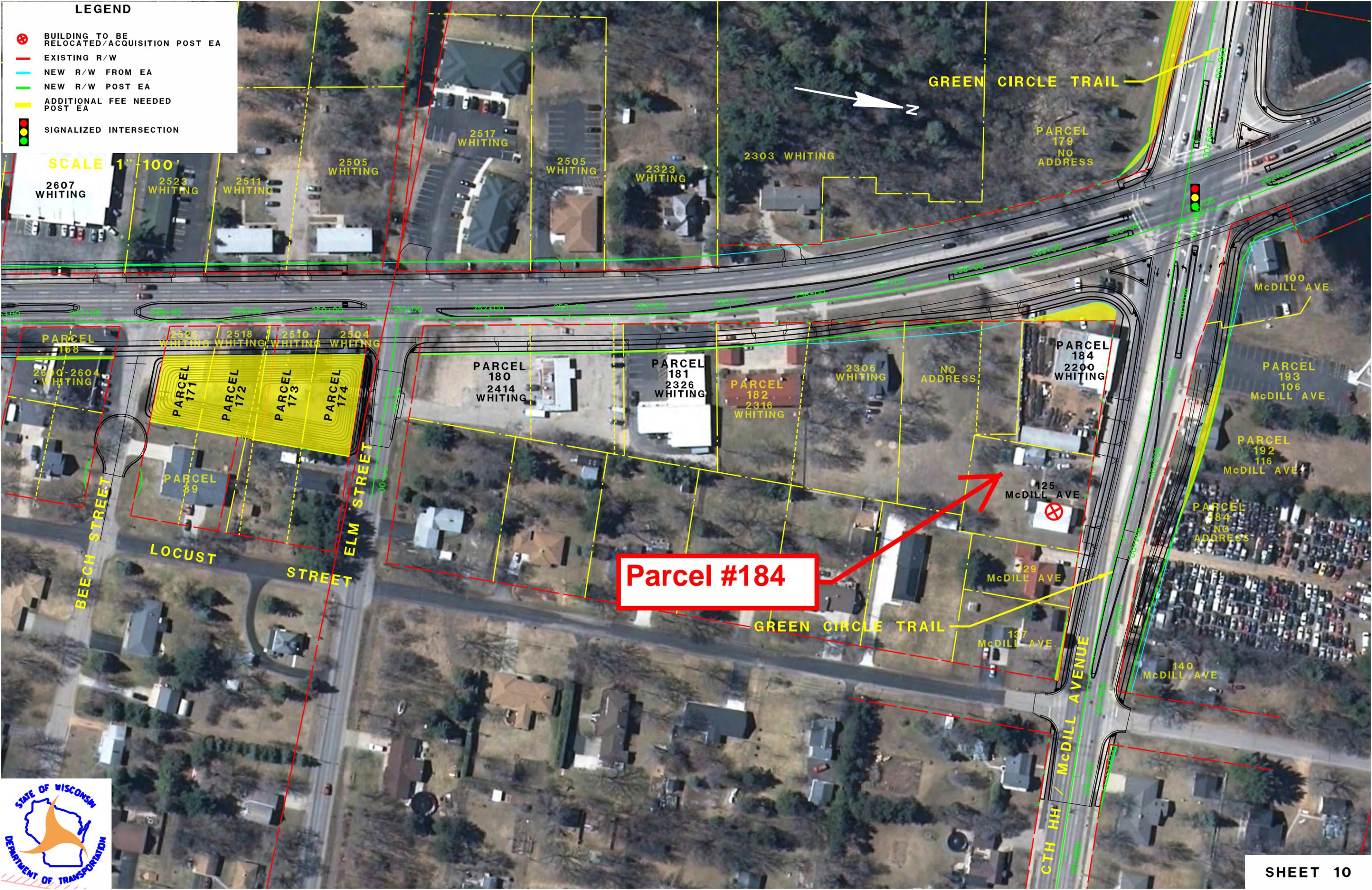
Parcel #166



LEGEND

- BUILDING TO BE RELOCATED/ACQUISITION POST EA
- EXISTING R/W
- NEW R/W FROM EA
- NEW R/W POST EA
- ADDITIONAL FEE NEEDED POST EA
- SIGNALIZED INTERSECTION

SCALE 1" = 100'



Parcel #184



Appendix E

Environmental Justice Analysis

Environmental Justice Analysis

Business 51 (Post Road)

WIS 54/County B to Minnesota Avenue

Villages of Plover and Whiting, Portage County

WisDOT Project I.D.: 6414-00-07

Prepared for:
Wisconsin Department of Transportation – North Central Region

Prepared by:
Short Elliott Hendrickson Inc.
April 2014

Section 1: Introduction and Background

1.1 Environmental Documentation

The Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Business 51 (Post Road) Reconstruction Project was approved by FHWA on August 2, 2009 (Appendix A). The WisDOT project I.D. for the EA/FONSI is 6414-00-05. The EA/FONSI can be found in the WisDOT North Central Region office at 1681 Second Avenue South, Wisconsin Rapids, WI 54495-4768. Current design for Business 51 was initiated in 2011 under project I.D. 6414-00-07. The project limits and overall scope of the project have remained the same for both projects. For the balance of this document, the following terms will be used:

- EA/FONSI – Refers to project I.D. 6414-00-05
- Re-evaluation – Refers to project I.D. 6414-00-07

The EA/FONSI process and documentation started in the early 2000s. Since the EA/FONSI, there have been new requirements and changes regarding previous requirements. Additionally, there have been updates and refinements to the plans resulting in additional effects, described further below. Therefore, the EA/FONSI has been reviewed in detail along with the applicability of current requirements to determine whether supplemental environmental documentation would need to be prepared and circulated for review and comment.

The project has been the subject of design refinements induced by the public involvement process, alternative analysis and stakeholders input since the signing of the EA/FONSI. Because of these design refinements, several changes have occurred which are document in the EA-Revaluation. These include:

- Changes to property access have been made to improve safety and further reduce the number of access points along the corridor.
- An additional 7.31 acres of right-of-way are required for the project. Approximately 1.49 acres is needed for vision triangles, 3.44 acres for stormwater management ponds and 2.38 acres for roadway design refinements .
- Seven additional property relocations/acquisitions are now included in the project due to design refinements and vision triangles.
- As a Department action, the project is subject to Chapter Trans 401, Wis. Adm. Code, Construction Site Erosion Control and Stormwater Management Procedures for Department Actions. Additionally, the area surrounding the project is subject to Wisconsin Pollution Discharge Elimination System (WPDES) Municipal Stormwater Discharge permits under Wisconsin Administrative Code, NR 216.
- These State regulations relate to both stormwater runoff quantity and quality and specifically Chapter Trans 401, Wis. Adm. Code requires the WisDOT to address stormwater quality on projects WisDOT administers. Due to the applicable stormwater runoff quality regulations, changes to the initial design were necessary. These changes required the incorporation of four new stormwater management ponds into the project design

An Environmental Justice Analysis (EJA) was not included as part of the EA/FONSI. An EJA is now being completed as part of the EA Re-evaluation.

1.2 Project Summary

WisDOT proposes to reconstruct 3.5 miles of Business 51 (Post Road) from WIS 54/County B to Minnesota Avenue in villages of Plover and Whiting from 4-lane undivided urban arterial to a 4-lane divided arterial with a raised median and bicycle accommodations. See Exhibit 1 – Project Location Map.

The Business 51 corridor will be divided into four separate phases for final design and construction purposes. Each phase has a unique final design I.D. and construction I.D.; however, many elements of each project were designed at once for a consistent outcome throughout the corridor. Preliminary design for all projects within the subject corridor is being completed under the preliminary design I.D. 6414-00-07. Each phase, along with its corresponding design/construction I.D. is listed in Table 1 in order of proposed construction. See also Exhibit 2 – Project Phase Map.

**Table 1
Business 51 Project Phases**

Phase	Limits	Preliminary Design ID	Design/ Construction ID
Phase 1	Green Drive to Springville Drive	6414-00-07	6414-00-08/78
Phase 2	Elm Street to Minnesota Avenue	6414-00-07	6414-00-11/81
Phase 3	Tommy's Turnpike to Elm Street	6414-00-07	6414-00-10/80
Phase 4	Springville Drive to Tommy's Turnpike	6414-00-07	6414-00-09/79

1.3 Public Meeting/Outreach

Additional public involvement has taken place since the completion of the EA/FONSI. Table 2 provides a list of public involvement activities to date.

The project team used several tools to engage property owners, business owners, the general public and other interested and affected stakeholders regarding the Business 51 project. These efforts were done in order to reach those potentially affected along the corridor, including potential environmental justice populations. These tools included:

- Developed project mailing list of over 300 property owners and stakeholders within ¼ mile radius of project area from county tax records.
- Conducted a site visit to collect addresses and names of business (both owners and tenants) on the corridor to add to the project mailing list. This was done to ensure that businesses that lease space along the corridor were also included on the mailing list.
- Added individuals to the mailing list who requested it via project website, by contacting staff, or by adding their contact information to the sign-in sheets at the public meetings.

- Over 300 notifications of all the meetings were mailed to the project mailing list which included property owners and businesses along the corridor.
- Media releases were sent to local media to publicize the public involvement meetings.
- Maintained project website to keep public informed of project updates and developments.
- Conducted site visit to identify potential businesses and services/programs on the corridor that are minority owned or potentially serve environmental justice populations. (discussed in more detail in Section 3).

The public involvement meetings included the following:

- Local Officials Meetings (LOM) – Meeting for village, county, state and other staff and elected officials.
- Public Involvement Meetings (PIM) – Meetings for property owners and businesses along the corridor and the general public.
- Business Owner Meetings (BOM) – Meetings specifically for business owners along the corridor.
- Local Office Hours (LOH) – Designated times during the day for anyone who wanted to ‘drop-in’ and discuss the project on a one-on-one bases with project staff.

Except where noted, all public involvement activities encompassed the entire project corridor (all phases). Exhibits were on display at each of the meetings. The exhibits displayed the most up-to-date design elements at that time, including, but not limited to, existing and proposed right-of-way, driveway access, and parcels identified for acquisition.

The feedback, comments and suggestions received throughout the project timeline, including at the public meetings, were reviewed and analyzed throughout the study process and incorporated in the design where appropriate. None of the comments reflected concerns of potential impacts on minority/environmental justice populations.

**Table 2
Public Involvement Activities**

Meeting	Date	Approx. Attendance
LOM 1	1/19/2011	22
PIM 1	1/26/2011	100
BOM 1	2/2/2011	24
LOH 1	2/9/2011	25
LOM 2	10/5/2011	13
PIM 2	10/19/2011	72
BOM 2	10/26/2011	12
LOH 2	10/26/2011	8
LOM 3	6/12/2012 (Covered Phase 1 only)	12

Updated coordination with businesses was completed project-wide and is summarized in Section 2.1.8 of the reevaluation. Table 3 summarizes coordination specific to businesses and organizations that serve environmental justice populations.

**Table 3
Business/Community Organization Outreach**

Organization	Services Provided	Project Outreach
Businesses/Organizations on Business 51 Corridor		
St. Vincent de Paul	Operate thrift store and food pantry	<ul style="list-style-type: none"> • Staff will deliver and post copies of the Public Hearing Notice prior to the hearing to St. Vincent for distribution to their thrift store customers and food pantry patrons. Notices will be in Hmong, Spanish, and English. • Staff conducted outreach with organization and met with Director on Friday, March 14, 2014 to discuss their operations, client demographics, service area, etc. • Mailed invite for 2 Public Information Meetings • Mailed invite for 2 Local Office Hours • Mailed invite for 2 Business Owner Meetings
Interfaith Food Pantry	Operate food pantry	<ul style="list-style-type: none"> • Staff will deliver and post copies of the Public Hearing Notice prior to the hearing to Interfaith Food Pantry for distribution to their food pantry patrons. Notices will be in Hmong, Spanish, and English. • Staff conducted outreach with organization and met with three board members who help run the pantry on Friday, March 14, 2014 to discuss their operations, client demographics, service area, etc. • Mailed invite to property owner for 2 Public Information Meetings • Mailed invite to property owner for 2 Local Office Hours • Mailed invite to property owner for 2 Business Owner Meetings
La Pachanga Restaurant	Restaurant serving Hispanic/Latino food	<ul style="list-style-type: none"> • Staff will deliver and post copies of the Public Hearing Notice prior to the hearing to La Pachanga for distribution to their customers. Notices will be in Spanish and English. • Staff conducted outreach with organization and met with restaurant owner on Friday, March 14, 2014 to discuss their operations, client demographics, employee demographics, service area, etc. • Mailed invite for 2 Public Information Meetings • Mailed invite for 2 Local Office Hours • Mailed invite for 2 Business Owner Meetings
Panda Market	Asian grocery store and retail store	<ul style="list-style-type: none"> • Staff will deliver and post copies of the Public Hearing Notice prior to the hearing to the Panda Market for distribution to their customers. Notices will be in Hmong and English.

		<ul style="list-style-type: none"> • Staff conducted outreach with organization and meet with market owners on Friday, March 14, 2014 to discuss their operations, client demographics, service area, etc. • Mailed invite for 2 Public Information Meetings • Mailed invite for 2 Local Office Hours • Mailed invite for 2 Business Owner Meetings
Wellington Place Senior Center	Senior/assisted living facility	<ul style="list-style-type: none"> • Staff will mail a copy of the Public Hearing Notice prior to the hearing to Wellington Place Senior Center. Notice will be in Hmong, Spanish, and English. • Mailed invite for 2 Public Information Meetings • Mailed invite for 2 Local Office Hours • Mailed invite for 2 Business Owner Meetings
Aurora Vocational Services	Job development, placement and coaching for persons with disabilities	<ul style="list-style-type: none"> • Staff will mail a copy of the Public Hearing Notice prior to the hearing to Aurora Vocational Services. Notice will be in Hmong, Spanish, and English. • Mailed invite for 2 Public Information Meetings • Mailed invite for 2 Local Office Hours • Mailed invite for 2 Business Owner Meetings
QPS Employment Group	Employment placement service	<ul style="list-style-type: none"> • Staff will mail a copy of the Public Hearing Notice prior to the hearing to QPS Employment Group. Notice will be in Hmong, Spanish, and English. • Mailed invite for 2 Public Information Meetings • Mailed invite for 2 Local Office Hours • Mailed invite for 2 Business Owner Meetings
Employee Assistance Center	Employment placement service	<ul style="list-style-type: none"> • Staff will mail a copy of the Public Hearing Notice prior to the hearing to the Employee Assistance Center. Notice will be in Hmong, Spanish, and English. • Mailed invite for 2 Public Information Meetings • Mailed invite for 2 Local Office Hours • Mailed invite for 2 Business Owner Meetings
Community Organizations		
Hmong American Association of Portage County, Inc.	Assistance and support for Hmong in Portage County	<ul style="list-style-type: none"> • Project staff contacted organization with courtesy notice of the hearing and project and will send copies of Public Hearing Notice in Hmong and English prior to the hearing so they can post it in their office and distribute to their members.
Cap Services – Stevens Point	Variety of social services for community, including Hmong and Hispanic/Latino	<ul style="list-style-type: none"> • Project staff contacted organization with courtesy notice of the hearing and project and will send Public Hearing Notice in Hmong, Spanish and English prior to the hearing so they can post in their office and for distribution to their clients.
UW Stevens Point Multicultural	Conducts activities, outreach &	<ul style="list-style-type: none"> • Project staff contacted organization with courtesy notice of the hearing and project. Staff will email a copy of the Public Hearing Notice prior to the hearing which will be

Resource Center	support for multicultural students and community	in Hmong, Spanish and English. The Center will then distribute the notices to their email list serve which includes the Hmong and Southeast Asian American Club and the Latino Student Alliance.
Wis. Dept. of Safety and Professional Services	State office located on corridor that manages professional licensing	<ul style="list-style-type: none"> Project staff contacted organization with courtesy notice of the hearing and project and will send Public Hearing Notice in Hmong, Spanish and English prior to the hearing so Dept. of Safety and Professional Services can post the information in their office.
Plover Municipal Center	Government offices/center	<ul style="list-style-type: none"> Project staff contacted organization and will send copies of Public Hearing Notice in Hmong, Spanish and English prior to the hearing so they can post it in the center.
Whiting Municipal Center	Government offices/center	<ul style="list-style-type: none"> Project staff contacted organization and will send copies of Public Hearing Notice in Hmong, Spanish, and English prior to the hearing so they can post it in the center.
Village of Plover Library	Public library located just off of Business 51 corridor	<ul style="list-style-type: none"> Project staff contacted organization and will send copies of Public Hearing Notice in Hmong, Spanish and English prior to the hearing so they can post it in the library.

1.4 Environmental Justice

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (EO 12898), was issued on February 11, 1994. EO 12898 requires Federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health or environmental effects, including the interrelated social and economic effects of their programs, policies, and activities on minority populations and low-income populations in the United States. For this EJA, a demographic analysis of people over the age of 65 was also included.

The purpose of the EJA is to identify minority, low-income, and senior (over age 65) populations in the study area. The purpose is also to assess potential impacts on these populations and determine whether or not they are disproportionately high and adverse. This is accomplished through analysis of U.S. Census data from 2010 as well as outreach and interviews with potential minority-owned businesses and businesses/services that may serve environmental justice populations along the corridor.

Environmental justice populations include:

- Black
- Hispanic or Latino
- Asian American
- American Indian and Alaskan Native
- Native Hawaiian/Other Pacific Islander
- Low-income

For this EJA, the following was completed and is documented in this report:

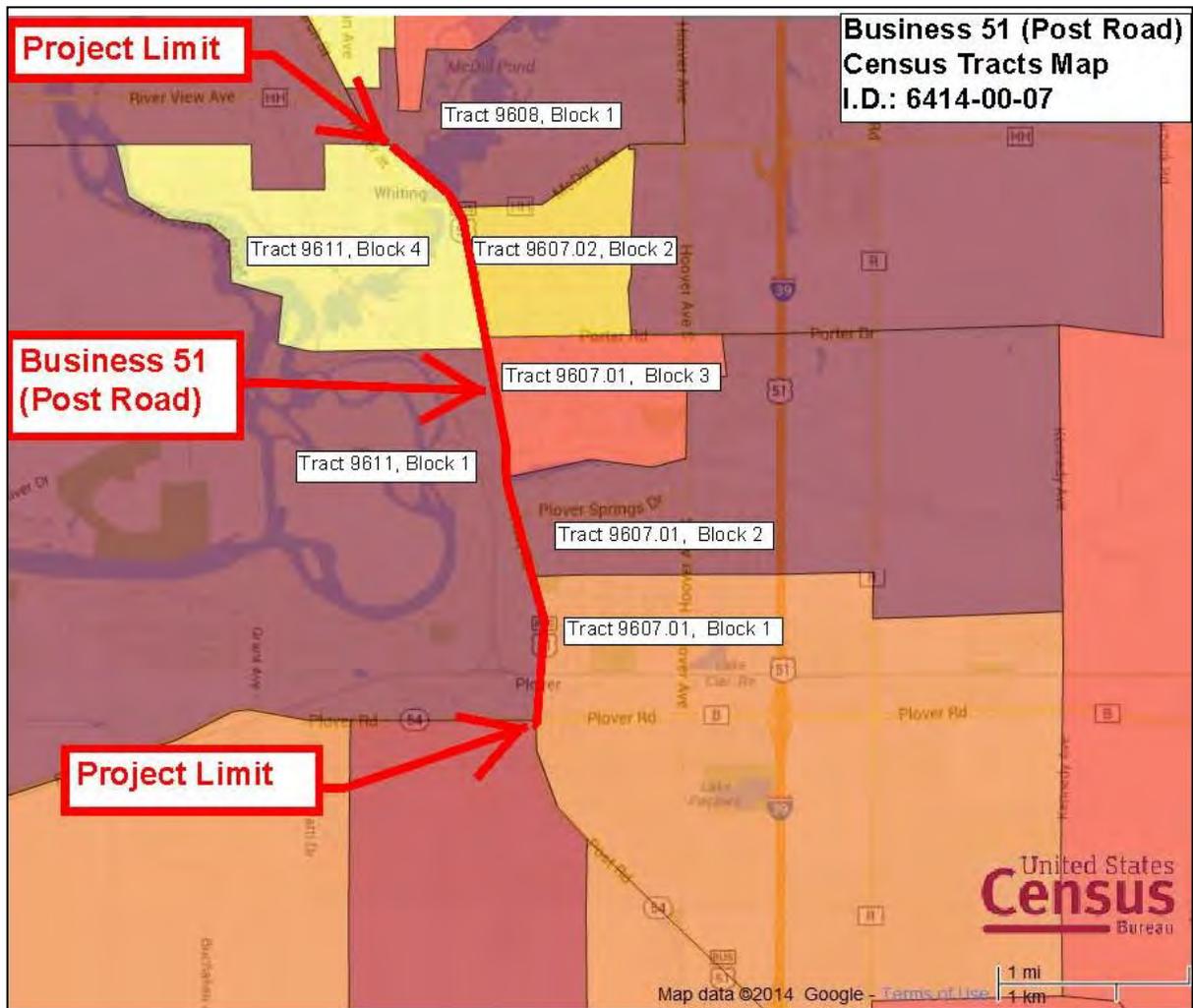
- Corridor wide analysis using 2010 Census Block Group data
- Site visit to identify potential minority-owned businesses/services and businesses/services tailored to minority and low-income communities
- Interviews with representatives from minority-owned businesses/services and representatives from businesses/services that serve minority communities and low-income communities

Section 2: Corridor Environmental Justice Analysis

2.1 Corridor Analysis

An analysis using Census 2010 data was used to determine if environmental justice populations exist on the corridor. The villages of Plover and Whiting have Census demographics that generally mirror Portage County's. Therefore, Portage County Census data was used as a baseline for comparison purposes. The project area includes seven Census Block Groups (Figure 1), which were compared to the County's data to help determine if environmental justice populations exist on the corridor and if there would be a potential that a community would be disproportionately or negatively impacted by improvements. Such an analysis can also identify populations that may benefit from certain kinds of improvements.

Figure 1 – Census Block Groups



2.1.1 Race/Ethnicity

Table 4, below, indicates the racial/ethnic demographics of the corridor. The highlighted cells indicate Census Block Group with racial/ethnic population percentages that are higher than the county's.

**Table 4
Race/Ethnicity**

County, Village, Census Block Group	Total Pop.	White	Afr. Amer	Asian	Amer. Indian/ Alaskan Native	Native Hawaiian / Pacific Islander	Some other race	Two or more races	Hisp./ Latino (of any race)
County									
Portage County	70,019	94.2%	0.5%	2.8%	0.4%	0%	0.8%	1.2%	2.6%
Census Block Group									
Tract 9611, Block 4	870	97.0%	0.2%	0.6%	0.2%	0%	0.6%	1.4%	2.1%
Tract 9608, Block 1	2,217	95.0%	0.6%	2.8%	0.0%	0%	0.6%	0.9%	2.0%
Tract 9607.02, Block 2	1,099	94.5%	0.4%	3.4%	0.0%	0%	1.2%	0.5%	1.6%
Tract 9607.01, Block 3	1465	94.3%	0.3%	2.7%	0.5%	0%	0.6%	1.6%	2.3%
Tract 9611, Block 1	2429	93.0%	0.5%	3.9%	0.2%	0%	0.8%	1.5%	2.6%
Tract 9607.01, Block 2	2629	95.4%	0.3%	2.8%	0.4%	0%	0.1%	1.1%	1.4%
Tract 9607.01, Block 1	1291	90.0%	0.5%	4.2%	0.3%	0.1%	3.2%	1.8%	6.0%

With respect to race/ethnicity, the Census data shows that the percentages of a majority of the racial/ethnic groups at the Census Block Group level are at or below the county. Table 4 highlights those instances where the Census Block Group percentage is higher than Portage County. In many instances, the higher percentages are marginal. However, several percentages are notably higher (a half a percentage point or more) than the county's, including:

Asian:

- Tract 9607.02, Block 2 – 3.4% compared to 2.8%
- Tract 9611, Block 1 – 3.9% compared to 2.8%
- Tract 9607.01, Block 1 – 4.2% compared to 2.8%

Some other race:

- Tract 9607.01, Block 1 – 3.2% compared to 0.8%

Hispanic/Latino:

- Tract 9607.01, Block 1 – 6.0% compared to 2.6%

Real estate staff has been working with affected relocatees along the corridor. In working with nearly 40 individuals/families so far, including home/business owners and tenants, real estate staff reported that they have worked with one minority individual who identified as Asian American. The individual spoke English and was aware of the project.

The Business 51 improvements would have impacts on both the east and west sides of Business 51 for the length of the project (from County B to Minnesota Avenue). Furthermore, the benefits expected from the improvements to the corridor, including the addition of bicycle and pedestrian accommodations which will enhance transportation options for individuals throughout the corridor, will be implemented throughout the length of the corridor and will be experienced by all corridor users and residents.

2.1.2 Low-Income/Poverty Level

Poverty data is not available at the Census Block Group level. Therefore, the poverty level for the villages of Plover and Whiting and Portage County were used and are shown in the Table 5. The poverty levels for the village of Whiting and Plover are below the poverty level of Portage County.

**Table 5
Poverty Level**

County/Village	Individuals Below Poverty Level
Portage County	13.5%
Village of Whiting	8.5%
Village of Plover	6.5%

Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates

The Census data does not indicate a notable presence of individuals below the poverty level in Plover or Whiting as compared to Portage County.

As described in Section 3 of this report, some low-income individuals and families and minority individuals and families do utilize two existing food pantries located on the corridor, the St.

Vincent de Paul Food Pantry and the Interfaith Food Pantry. Both of these pantries are scheduled for relocation as their buildings would be impacted by right of way needs for the project. Effects to these businesses and the individuals/families they serve are discussed further in Section 3.

In general, there would be some benefits to low-income residents who live on the corridor and who use the corridor. It is anticipated that the addition of bicycle and pedestrian accommodations along the project corridor would be a benefit to low-income communities who do not have access to a vehicle. The addition of and enhancement of sidewalks along the corridor would make walking to/from destinations on the corridor more feasible. Similarly, bicycle lanes along the corridor will make using a bicycle for transportation a safe and less expensive option than a vehicle. In general, the benefits of improvements to bicyclist and pedestrian facilities could have a more positive effect on low-income populations more than the larger population.

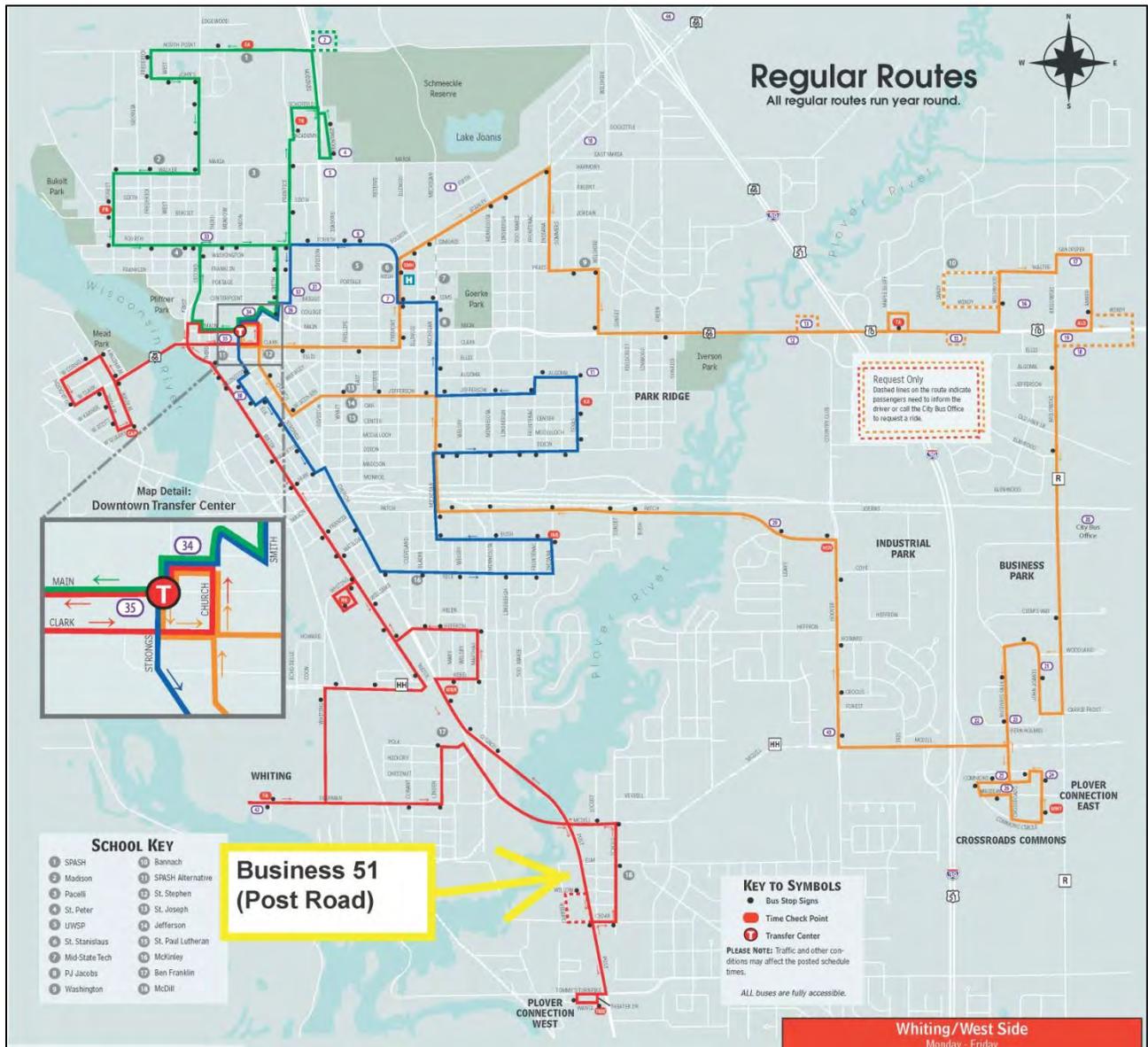
There are four fixed bus routes in the greater Stevens Point area. The four bus routes offer a safe, reliable, and affordable option for traveling throughout the greater Steven's Point community. All buses are wheelchair accessible and have easy-to-use bicycle racks mounted at the front.

One of the four routes, the Whiting/West Side bus route, provides service to the northern portion of the Business 51 corridor. In the Business 51 corridor, the route travels as far south as Tommy's Turnpike, before turning back north towards Stevens Point (see Figure 2 - Bus Route Map on next page). There are several stops in the corridor area as shown on Figure 2 - Bus Route Map. The southern half of the project area is not served by a bus route. There are currently no plans for additional bus routes on the corridor.

Within the Business 51 corridor, the bus route is located in Phases 2 and 3 of the Business 51 project which are both scheduled for construction in 201/2018 (see Exhibit 2 – Project Phase Map). Coordination would occur with the Village of Whiting and the City of Steven's Point transit manager regarding the bus route during final design for these phases. It is anticipated that there may be some construction-related impacts to the route as a result of the Business 51 project, including temporary bus stops. However, there would not any long-term impacts on the route as a result of the Business 51 project.

Offering a variety of transportation options along the corridor can be seen as a benefit for low-income populations who may not have access to a vehicle.

Figure 2 - Bus Route Map



Section 3: Business/Services Environmental Justice Analysis

3.1 Identifying Sites

A site visit was conducted to the Business 51 project area on March 14, 2014 to identify potential businesses and services/programs on the corridor that are minority owned or potentially serve environmental justice populations. Businesses/services identified during this site visit are listed in the Table 6. The table includes information about who the business/service serves, potential impacts, and mitigation, if appropriate. The sites are also identified on Exhibit 3.

Table 6 – Potential Affected Business/Services Which Employee or Serve Environmental Justice Populations

Name & Address	Phase	Parcel No.	Service Area	Activity/ Service Provided	Employee Demographic	Demographic Served	Relocation	Real Estate Status	Potential Impacts	Proposed Impact Mitigation or Avoidance Measures
Interfaith Food Pantry of Portage County Inc. 2820 Post Road Plover, WI 54467	1	13	Portage Co., Stevens Point, Plover, Whiting	Food pantry	Nine people on the payroll, some who are low-income. Most employees travel to/from work by car.	Low-income, seniors, Asian/Hmong	Yes, in-process (Identified in EA/FONSI as relocation)	Site purchased by WisDOT in December 2013.	WisDOT purchased the building, which would be impacted as a result of the project. The Food Pantry is renting the space from WisDOT while relocation issues are being coordinated. There are two options: relocate pantry to a different location or remodel/retrofit existing back-half of the building so that pantry could remain at this site (the front half of the building would be impacted by the project). If pantry is moved from site, there is potential for loss of customers in and around the food pantry. Due to St. Vincent Food Pantry moving five miles north on the corridor, moving the Interfaith Pantry could impact residents in the area who depend on both pantries.	Food Pantry is renting current site from WisDOT for \$0/month rent. WisDOT-Real Estate is in the process of helping Food Pantry find alternatives for replacement sites and investigating the potential to renovate the existing building so the food pantry can remain at this site.
St Vincent de Paul Community Center of Portage County, Inc. 2700 Post Road Plover, WI 54467	1	25	Portage Co., Stevens Point, Plover, Whiting	Thrift store and food pantry	Non-minority; (mostly retired volunteers)	Low-income, elderly, Hispanic/Latino migrant farm workers	Yes, in-process (Identified in EA/FONSI as relocation)	Property was acquired by WisDOT on December 11, 2013, including thrift store and food pantry. St. Vincent purchased another building along Post Road, approximately five miles north of their existing facility. They are in the process of renovating the new property to suit their needs and will move the entire business operation (store and food pantry) to the new site, likely in spring/summer 2014.	Potential for loss of customers in and around their current site. Some customers may have to find transportation to travel to the new site.	WisDOT worked with St. Vincent to relocate to site on the corridor. WisDOT reduced rent at current location while build-out is happening at new location. New site is on bus route and St. Vincent notes there is potential to serve more residents in Stevens Point and Whiting at new location as it will be located in Whiting and closer to Stevens Point.
La Pachanga Mexican Restaurant 2529 Post Road Plover, WI 54467	1	35	Plover, Whiting, some Stevens Point customers	Mexican restaurant (leases spaces)	Hispanic/Latino	Minority-owned business (leases space). Owner noted that a majority of customers are non-minority.	Potential	Building not located in new right of way, but impacts to parking may result in relocation of businesses at this site.	The restaurant is located in a multi-unit retail center that is occupied by 4 additional businesses. The project would impact approximately 12 parking spaces out of an estimated total of 35-40 (some of the existing parking in the back is not marked/delineated).	The adjacent parcel 36 is vacant land and could be converted to parking for Parcel 35. An alternate offer would be made to the owner of parcel 36 to purchase the entire property. If the owner of Parcel 36 sells the entire property to WisDOT it would be possible for WisDOT to mitigate damages to parcel 35 by selling the remnant for use as replacement parking. Additionally, an existing turf/grass area in behind the building on Parcel 35 could be converted to parking and provide spaces for business on this parcel.

Table 6 – Continued

Name & Address	Phase	Parcel No.	Service Area	Activity/ Service Provided	Employee Demographic	Demographic. Served	Relocation	Real Estate Status	Potential Impacts	Proposed Impact Mitigation or Avoidance Measures
Panda Market 1970 Post Road Plover, WI 54467	1	65	Portage Co., Stevens Point, Plover, Whiting, Wisconsin Rapids	Asian grocery store and retail store (leases space)	Asian/Hmong	Minority-owned business serving Asian/Hmong community (leases space)	No	WisDOT completed the acquisition of new right of way needed for the project on December 11, 2013.	Right of way would affect a small portion of parking lot. Approximately two spaces would be impacted out of an estimated 40-50 total spaces (the existing parking in the back is not marked/delineated). The building would not be affected.	Ample parking and room on the current lot would allow for enough parking for business.
Wellington Place Senior Facility 1902 Post Road Stevens Point, WI	2	194	Portage Co., Stevens Point, Plover, Whiting	Privately owned assisted living senior home	Undetermined	Seniors (no income requirements)	No	Parcel is located in Phase 2 of the project; real estate acquisition process has not started for Phase 2.	Project will acquire a narrow strip of land along Post Road. The building is not affected.	The building sign may be impacted and would be replaced.
Aurora Vocational Services 1840 Post Road, Stevens Point, WI	1	80	Portage County	Privately owned vocational services organization	Undetermined	Job development, placement and coaching for persons with disabilities	No	WisDOT is in process of completing the acquisition of right of way	Project will acquire a narrow strip of land along Post Road. Approximately four parking spaces out of an estimated total of 30 would be impacted. The building is not affected.	Some parking may be affected but ample parking would be available on the parcel.
QPS Employment Group 2413 Post Road, Plover, WI	1	39	Portage County	Privately owned employment placement service	Undetermined	Potential low-income individuals seeking employment	No	Parcel is located in Phase 3 of the project; real estate acquisition process has not started for Phase 3.	Project will acquire a strip of land along Post Road. Approximately three parking spaces out of an estimated total of 46 would be impacted. The building is not affected.	Some parking will be affected but ample parking would be available on the parcel, including behind the building.
Employee Assistance Center 1820 Post Road, Stevens Point WI	1	81	Portage County	Privately owned employment placement service	Undetermined	Potential low-income individuals seeking employment	No	WisDOT is in process of completing the acquisition of right of way	Project will acquire a narrow strip of land along Post Road. Approximately three parking spaces out of an estimated total of 57 would be impacted. The building is not affected.	Some parking will be affected but ample parking would be available on the parcel, including behind the building.

3.2 Interviews

During the site visit, interviews were conducted with the Interfaith Food Pantry, St. Vincent de Paul Thrift Store and Food Pantry, Panda Market and La Pachanga Restaurant, which are discussed in more detail below. No other sites identified warranted a site visit or interview due to low impacts to EJ populations.

3.2.1 St. Vincent de Paul

An interview was conducted with the director of the St. Vincent de Paul in Plover. Project staff inquired about their operations, client demographics, service area, etc. The concerns of the food pantry and its patrons were discussed.

St. Vincent de Paul runs a thrift store which is open from 10 a.m. to 5 p.m. Monday through Saturday. They also operate a food pantry which is open on Tuesdays from 10:30 a.m. to 2:30 p.m. Food is provided by the US Department of Agriculture (USDA) and other local donors and organizations in the Portage County community.

The director shared the following information about who the pantry serves:

- 400-550 families per month, depending on weather/time of year.
- Families/individuals must be at or below 185% of federal poverty guidelines.
- Most people drive to the pantry or receive a ride from someone.
- A small percentage of customers ride their bike or walk.
- Many of the customers are seniors.
- Many seniors live alone or with family/friends in scattered apartments or houses throughout the project area.
- Pantry serves Hispanic migrant farm workers during certain times of year.
- Pantry has nine people on the payroll, most of who travel to/from work by car.
- Many people who use the thrift store walk there from their homes in nearby neighborhoods.
- Some low-income customers come from mobile home developments in the general project area which are located to the east of the project area near Cedar Drive, and off of WIS 54, south of the project area.
- Some low-income customers also live nearby in Section 8 apartments (low-income) a few blocks east of the Business 51 corridor, near Chestnut Drive.

The director also offered comments regarding their move to a new location, tentatively scheduled for late spring 2014:

- Concern about new location which is approximately five miles north of current site and how some customers in the current neighborhood/area will get to the new site.
- A benefit will be being located on a bus line and the potential to serve more customers in new neighborhood/area and Stevens Point.
- Possibility to explore delivery service, mobile (traveling) pantry, and ride share service.
- Concern regarding build-out costs.
- Concern regarding increased monthly utility bills at new location.

- Concern regarding current rent amount, which the director noted has been reduced and that St. Vincent is thankful for the reduction. (WisDOT owns the current building and is leasing it back to St. Vincent de Paul until they move to their new location).

3.2.2 Interfaith Food Pantry

An interview was conducted with three board members of the Interfaith Food Pantry of Plover. These members also help operate the pantry. Project staff inquired about their operations, client demographics, service area, etc. The concerns of the food pantry and its patrons were discussed.

The board members submitted demographic information from 2013 regarding their customers which is summarized in the Table 7. This demographic information references the customers who have received food from the pantry in 2013 which the Interfaith Food Pantry collects for reporting purposes.

**Table 7
Customer Demographics - Interfaith Food Pantry (2013)**

	Total People Served	Seniors	American Indian	Hispanic	African American	White	Other*
Quarter 1	2,593	241	0	43	19	1,440	1,091
Quarter 2	2,958	255	1	57	25	1,809	1,066
Quarter 3	3,406	297	18	52	35	2,011	1,290
Quarter 4	2,766	240	25	29	40	1,689	983
Total	11723	1,033	44	181	119	6,949	4,430
Percent	-	9 %	0 %	2 %	1 %	59 %	38 %
*Interfaith noted that a majority of the customers who marked 'other' are Hmong. Source: Interfaith Food Pantry							

The board members shared the following additional information about who the pantry serves:

- Most customers drive to the pantry or receive a ride from a family member, friend or social worker; the pantry does not offer delivery service.
- A relatively small number of customers travel to/from pantry by bicycle.
- The majority of their customers come from Plover, Whiting and Stevens Point; a smaller number come from other communities throughout Portage County.
- The fastest growing demographic they serve are the working poor and elderly that live in the nearby community.

The members of the board offered several comments about their current and potential new locations:

- They believe the best outcome for their customers would be to remain at the present site.
- They would like to explore the possibility of removing and replacing of the front part of the existing building and renovating the building to accommodate the pantry, however, they are amenable to rent-free relocation to a new site

- New site requirements include at least 50 parking spots, two entrances, and adequate site circulation for vehicles.

3.3.3 La Pachanga Restaurant

An interview was conducted with the owner of the La Pachanga Restaurant in Plover. La Pachanga is a Mexican restaurant and the owner is Hispanic/Latino. The restaurant owner leases the space from the building owner. Project staff explained to the restaurant owner that the parking lot would be impacted but that it could be mitigated by converting the adjacent Parcel 36 to parking or converting the existing turf/grass area behind the building into additional parking.

The restaurant owner shared the following information regarding his restaurant and the Business 51 project:

- A vast majority of his customers are non-minority and come from the general area in Plover and Whiting.
- The restaurant opened at this location in 2012 and the owner was aware of the project when he leased this space and the potential impacts.
- The restaurant is two years into a three-year lease and would need to know the impacts before he enters into a new lease at this location.
- The restaurant owner would like to remain at this location if possible.
- The restaurant owner did not share any specific information or concerns regarding restaurant employees.
- The restaurant owner mentioned that it is possible that additional parking could be developed in the back of the building where there is currently grass which is directly adjacent to the existing lot or on the adjacent lot to the north (Parcel 36).

3.3.4 Panda Market

An interview was conducted with the owner of the Panda Market in Plover. The Panda Market is an Asian/Hmong grocery market and retail store that serves a variety of Asian foods and gifts. The owner of the store is Asian/Hmong and the store is targeted to the Asian/Hmong population. The store is open from 9 a.m. to 7 p.m. seven days a week. The owner of the store leases the space.

The owner of the store shared the following information regarding its business and the Business 51 project:

- Store serves mostly Asian and Hmong customers.
- The store owner did not share any specific information or concerns regarding store employees.
- Customers come from Plover, Whiting, Stevens Point, and Wisconsin Rapids
- The owner stated that they like being located directly on Business 51 because it is valuable exposure and easy for customers to locate.
- The owner said she was aware of the Business 51 project and has received information about it in the mail but has been unable to attend the meetings.
- The owner said that she was aware that some of the parking spaces in front could be impacted and that project staff has come out to mark how far the construction would encroach on the parking lot.

- She said the parcel is large enough to accommodate additional parking spots if needed.

Section 4: Conclusion

A summary and discussion of potential impacts and mitigation efforts are discussed below for the La Pachanga Restaurant, Panda Market, Interfaith Food Pantry and St. Vincent de Paul Food Pantry. Mitigation will be finalized after the public hearing scheduled for May 14, 2014, and prior to WisDOT's and FHWA's final approval of the EA Re-evaluation.

4.1 La Pachanga Restaurant and Panda Market

La Pachanga Restaurant

Although parking would be impacted on the parcel at the La Pachanga Restaurant, there are options to mitigate the loss of parking by expanding the parking lot in the back of the building. In addition, WisDOT real estate staff is exploring the possibility of acquiring the adjacent parcel to the north (Parcel 36) which could then be converted to parking for the restaurant and other businesses located on Parcel 35. The restaurant owner did not share any specific information or concerns regarding restaurant employees.

Panda Market

There is ample parking on the existing parcel so the potential loss of several parking spots along Business 51 is not likely to impact the business. The store owner said that she was aware that some of the parking spaces in front could be impacted and that project staff has come out to mark how far the construction would encroach on the parking lot and she is not concerned because there is ample room on the lot for additional parking spaces.

4.2 St. Vincent de Paul and Interfaith Food Pantry

Effects have the potential to be disproportionately high for the Interfaith Food Pantry based on the potential relocation of the organization and the demographics it serves. In addition, effects have the potential to be disproportionately high for St. Vincent de Paul based on the relocation, their employee demographics and the demographics they serve.

A specific avoidance alternative was not feasible/prudent for these two organizations. During the inception of the EA/FONSI it became evident that there was no other corridor on which to route Business 51. There are no parallel routes at all because the roadway is constrained by the railroad, three rivers (Wisconsin River on the west and crossings of the Plover and Little Plover rivers) as well as being a commercial corridor surrounded by mostly business, residential and park land uses. Shifting the roadway away from the vicinity of both Saint Vincent DePaul and the Interfaith Food Pantry would result in additional negative impacts to other businesses/residences and could potentially impact other environmental resources.

St. Vincent de Paul

The St. Vincent de Paul property was acquired by WisDOT on December 11, 2013 and St. Vincent has purchased another building to relocate to. The new building is located at 2124 Rice Street, Stevens Point, WI (at the corner of Rice Street and Cleveland

Avenue). The new building is located just off of Business 51 and is not anticipated to be impacted by future construction projects in this area of Business 51.

While St. Vincent is in the process of renovating their new property, WisDOT has negotiated a reduced rent at their current site to help mitigate the costs St. Vincent is paying for managing both sites at the same time. And, although there is a potential for loss of customers in and around their current site, the new site will be located on the northern end of the corridor which is served by a bus route. This will allow St. Vincent to serve some individuals further north in Stevens Point who can access bus routes.

Interfaith Food Pantry

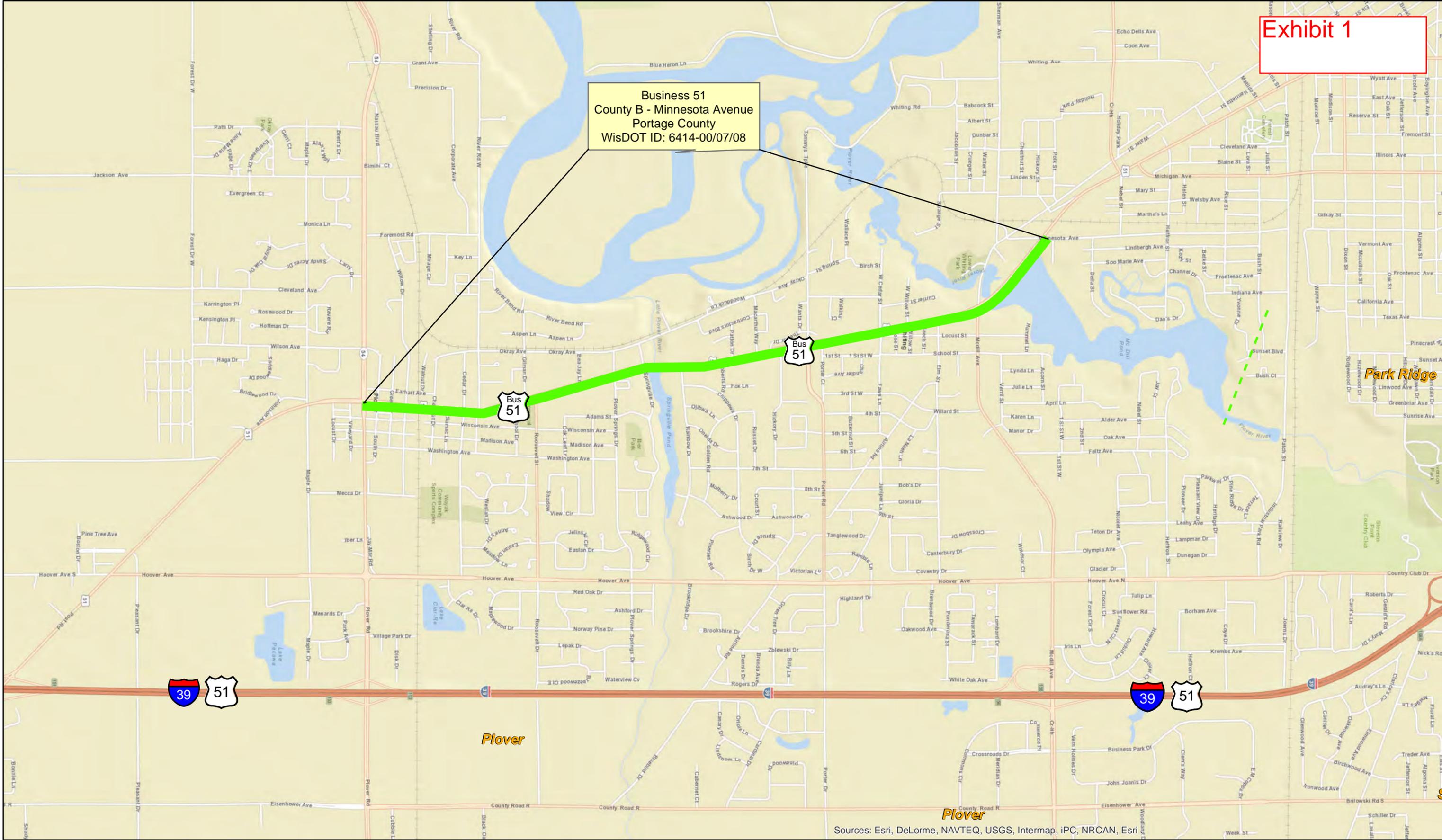
WisDOT is also working with the Interfaith Food Pantry to explore options for potential relocation to a new site in the project area or to potentially renovate the current building. The Interfaith Food Pantry is concerned that if the pantry is moved from site there would be potential for loss of customers in and around the food pantry. This is especially a concern due to St. Vincent de Paul moving five miles north on the corridor. Both pantries are currently located within a block of each other. If both pantries move there would be a potential disproportionate affect on low-income individuals/families, minority individuals/families and seniors who currently use either or both food pantries.

In order to mitigate this, WisDOT is exploring options to renovate the existing building to fit the Interfaith Food Pantry's needs. This would include removing the front portion of the building that would be impacted by the Business 51 project, and renovating the remaining structure to accommodate the Interfaith Food Pantry. The Interfaith Food Pantry currently only occupies the back portion of the building.

While WisDOT is exploring options, it has continued to rent the current site to Interfaith for \$0/month rent. This is consistent with the Interfaith Food Pantry's previous arrangement with the previous property owner. WisDOT-Real Estate is in the process of helping Interfaith Food Pantry find alternatives for replacement sites and investigating the potential to renovate the existing building so the food pantry can remain at this site.

WisDOT will continue to work closely with both St. Vincent de Paul and Interfaith Food Pantry in order to mitigate potential impacts.

Business 51
County B - Minnesota Avenue
Portage County
WisDOT ID: 6414-00/07/08

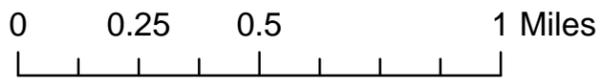


Plover

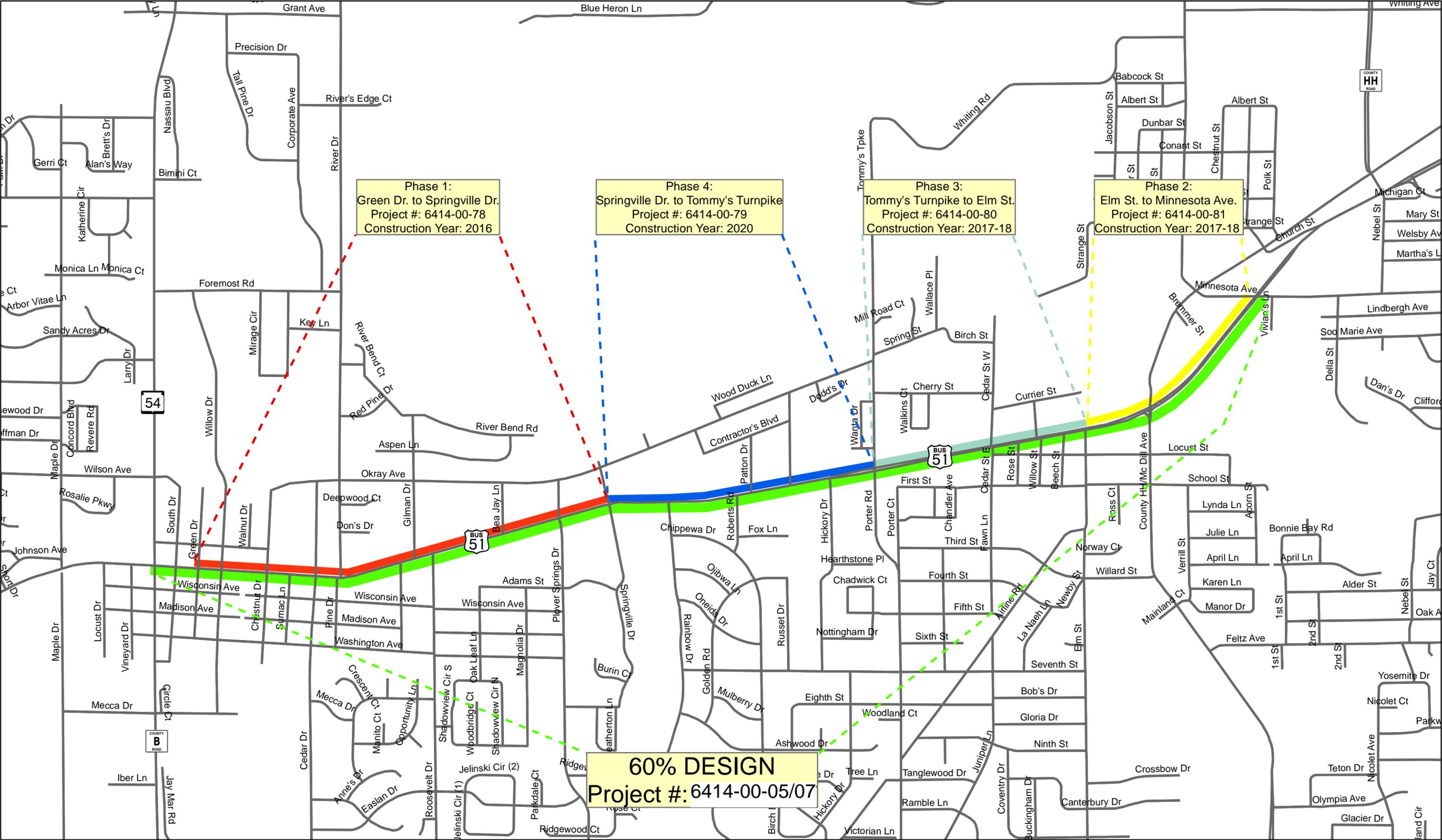
Plover

Park Ridge

Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri



BUSINESS 51 (POST ROAD)
COUNTY B - MINNESOTA AVENUE
PORTAGE COUNTY
WisDOT ID: 6414-00/07/08



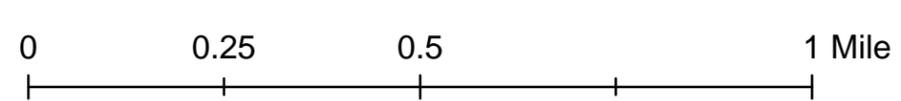
Phase 1:
Green Dr. to Springville Dr.
Project #: 6414-00-78
Construction Year: 2016

Phase 4:
Springville Dr. to Tommy's Turnpike
Project #: 6414-00-79
Construction Year: 2020

Phase 3:
Tommy's Turnpike to Elm St.
Project #: 6414-00-80
Construction Year: 2017-18

Phase 2:
Elm St. to Minnesota Ave.
Project #: 6414-00-81
Construction Year: 2017-18

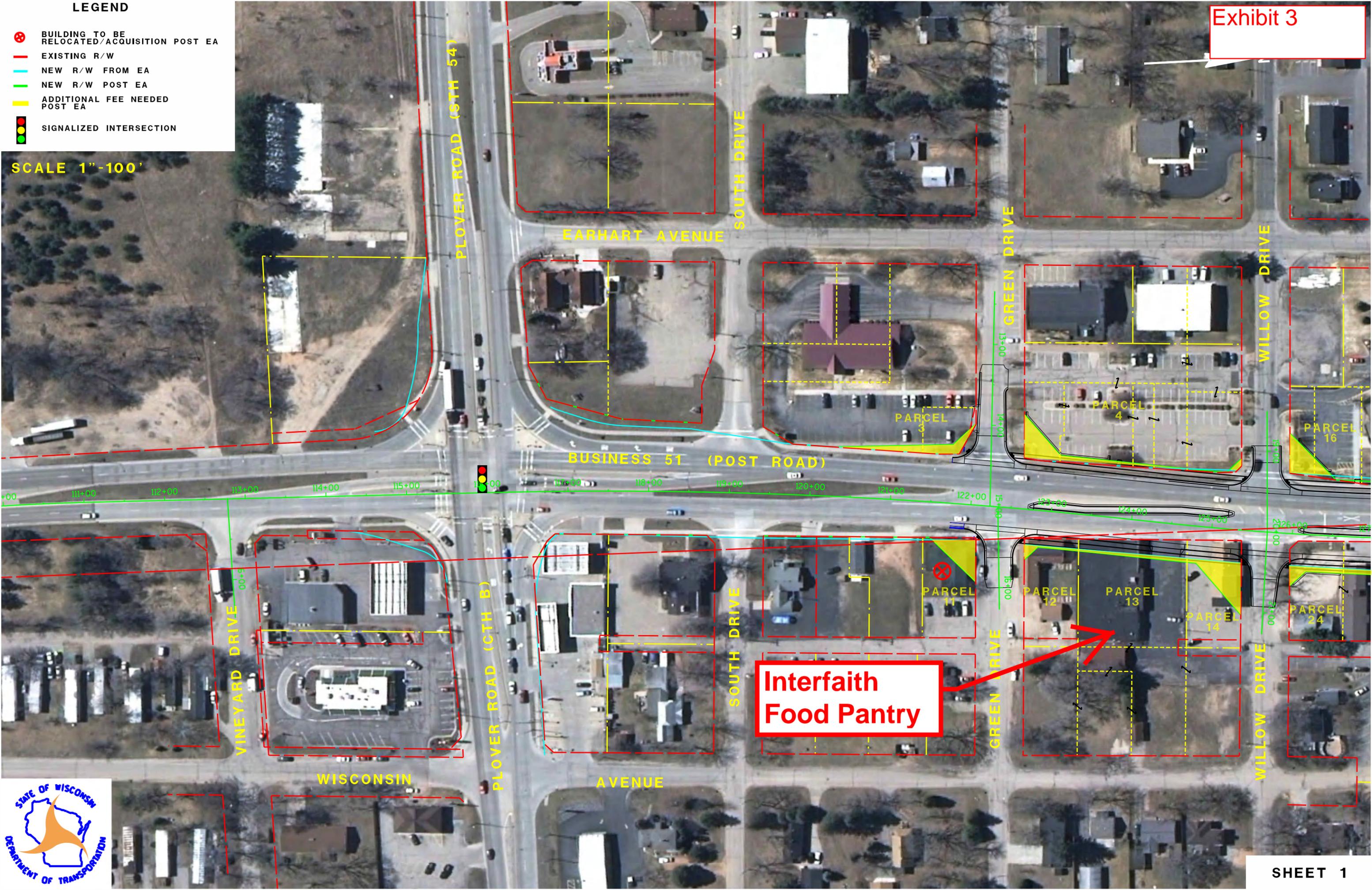
60% DESIGN
Project #: 6414-00-05/07



BUSINESS 51 (POST ROAD)
COUNTY B - MINNESOTA AVENUE
PORTAGE COUNTY
WisDOT ID: 6414-00-05/07

- LEGEND**
-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
 -  EXISTING R/W
 -  NEW R/W FROM EA
 -  NEW R/W POST EA
 -  ADDITIONAL FEE NEEDED POST EA
 -  SIGNALIZED INTERSECTION

SCALE 1"=100'



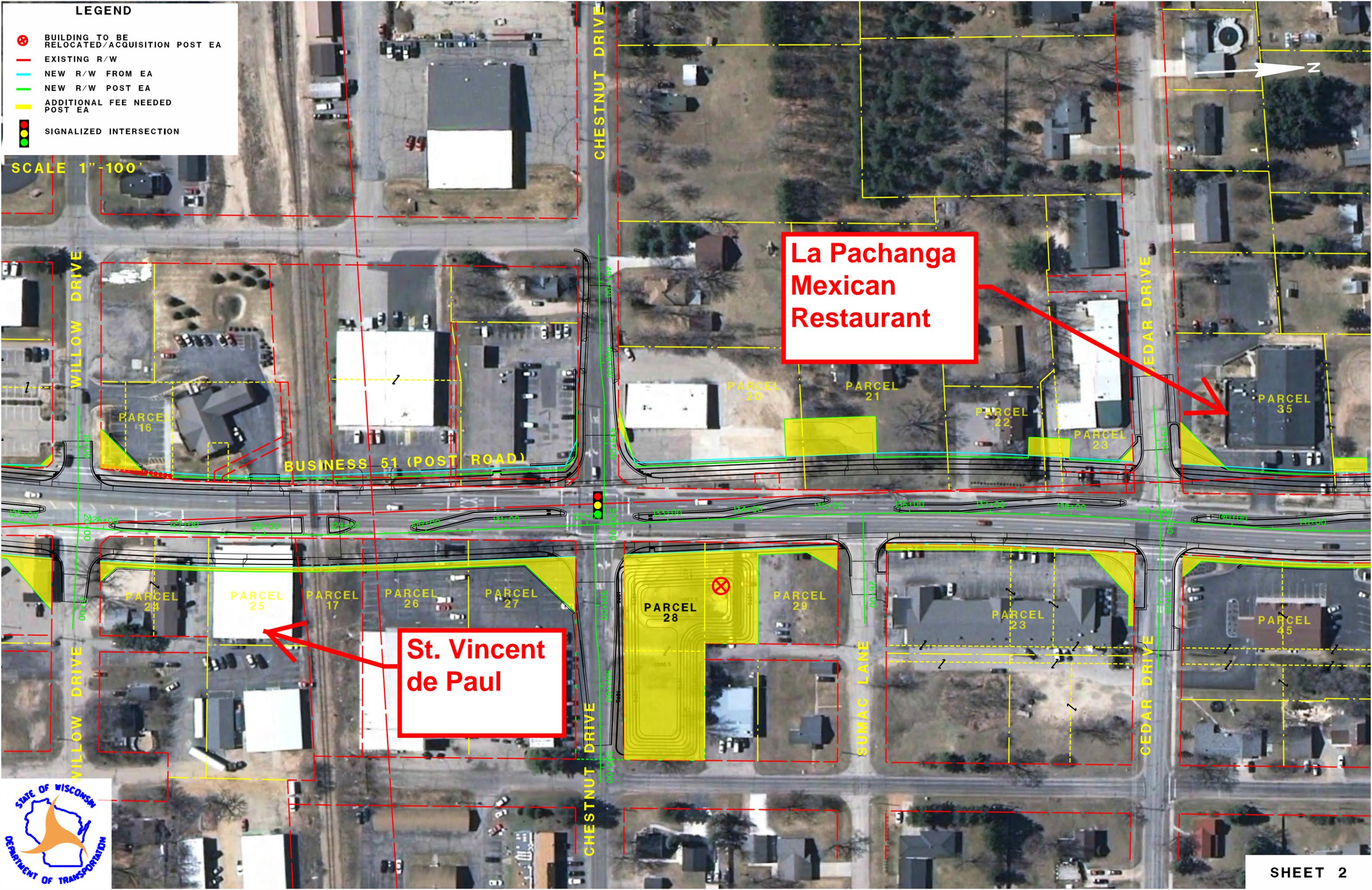
Interfaith Food Pantry



LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

SCALE 1" = 100'



La Pachanga Mexican Restaurant

St. Vincent de Paul

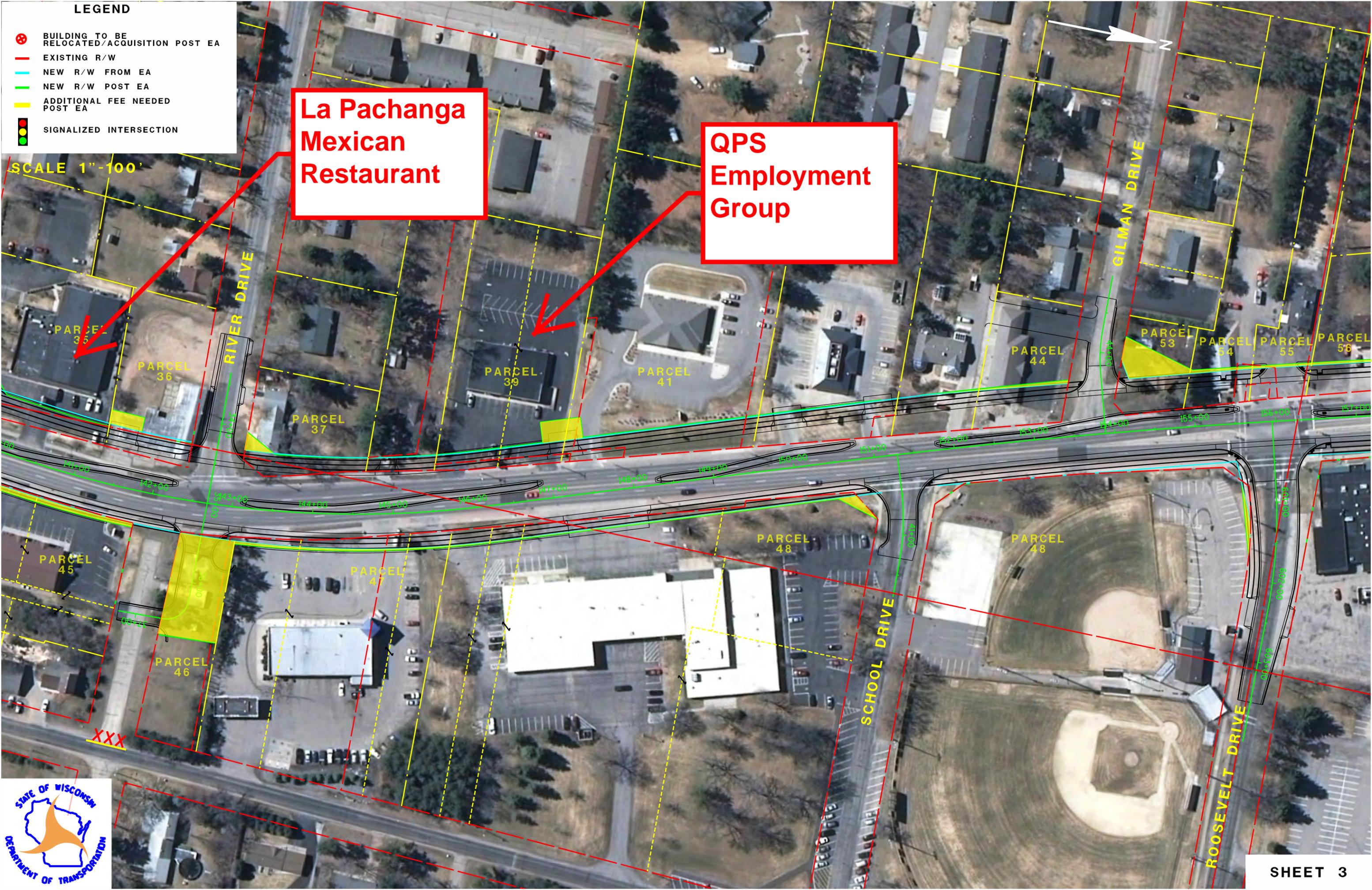


LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

La Pachanga Mexican Restaurant

QPS Employment Group



LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

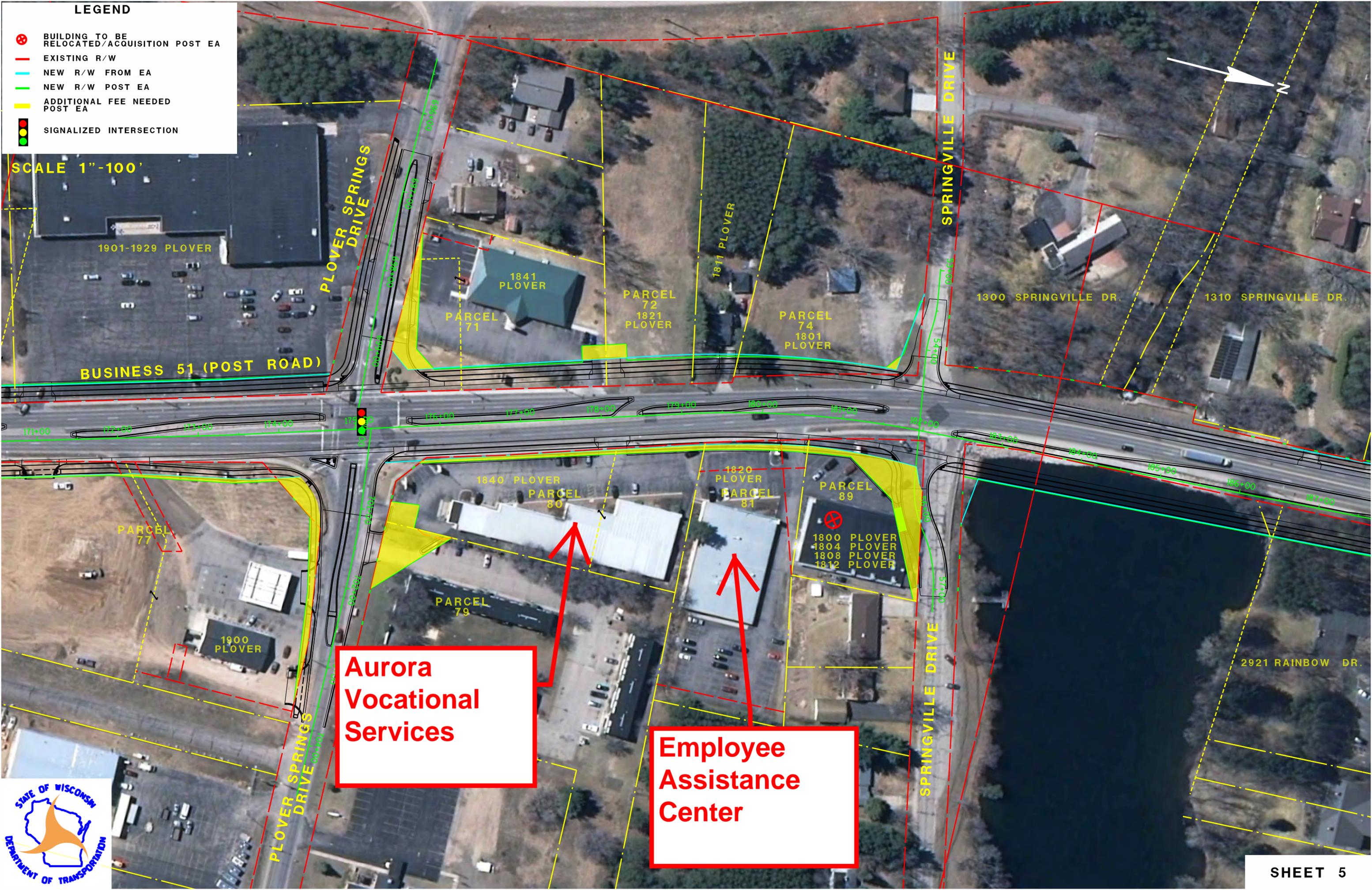
SCALE 1"=100'



LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

SCALE 1"=100'



Aurora Vocational Services

Employee Assistance Center



LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

SCALE 1"=100'

PROJECT 6998-02-75/78
BY OTHERS

**Wellington
Place Senior
Facility**



Appendix F

Programmatic Section 4(f)

WISCONSIN
 FEDERAL HIGHWAY ADMINISTRATION
PROGRAMMATIC SECTION 4(f) DETERMINATION AND APPROVAL
 UNDER THE NATIONWIDE 4(f) EVALUATION FOR
MINOR INVOLVEMENTS WITH PUBLIC PARKS,
 RECREATION LANDS AND WILDLIFE AND WATERFOWL REFUGES
 (DECEMBER 23, 1986)

Description/Location of Project:

WISDOT ID: 6414-00-07 (Preliminary Design – Entire Corridor); Section 4(f) resource is located in Phase I, WISDOT ID 6414-00-78.

Route: Business 51 (Post Road)

Termini: WIS 54/County B to Minnesota Avenue

County: Portage County

Name of Resource: Veteran’s Memorial Park (Village of Plover, WI)

Consult the Nationwide 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 EA, FONSI or Categorical Exclusion.

Eligibility Criteria	YES	NO
1. Is the 4(f) site adjacent to the existing highway? Veteran’s Memorial Park is located in Phase I, the first phase to be constructed (see Exhibit 1). The park is directly adjacent to Business 51, between School Drive and Roosevelt Drive (see Exhibit 2).	X	
2. Does the amount and location of the land to be used impair the use of the remaining Section 4(f) lands, in whole or in part, for its intended purpose? No, the affects to the park would not impair the use of the park in any way (see Exhibits 3 and 4).		X
3. a. If the total 4(f) site is less than 4.05 ha (10 acres), is the land to be acquired/used less than 10% of the total area? The park is approximately 5.5 acres. Approximately 0.012 acres (or 0.003%) of permanent right of way is required from the site. Additionally, approximately 0.111 acres (or 0.022%) of temporary limited easement (TLE) is required for grading and to tie-in to existing conditions. b. If the total 4(f) site is from 4.05 - 40.5 ha (10-100 acres), is land to be acquired/used less than .405 ha (1 acre)? c. If the total 4(f) site is greater than 40.5 ha (100 acres), is the land to be acquired/used less than 1% of the site?	X	
4. Are there any proximity impacts which would impair the use of the 4(f) lands for their intended purpose?		X

No proximity impacts are proposed as part of the project that would impair the use of the 4(f) lands for their intended purpose.		
5. Have the officials with jurisdiction over the Section 4(f) lands agreed in writing with the assessment of impacts of the proposed project on, and the proposed mitigation for the Section 4(f) lands? The village of Plover submitted a letter indicating they have reviewed the impacts to the park and that it will not have a negative impact or impair the recreational use of the park. See Exhibit 4.	X	
6. Have Federal funds been used in the acquisition or improvements of the 4(f) site? If yes, has the land conversion/transfer been coordinated with the appropriate Federal agency, and are they in agreement with the land conversion or transfer? The Wisconsin Department of Natural Resources (WDNR) indicated that no Land and Water Conservation Funds (LAWCON) have been used on the park (see Exhibit 5). The village of Plover indicated that no federal funds have been used on the park (see Exhibit 4).		X
7. Does the project require the preparation of an EIS?		X
8. Is the project on a new location?		X
9. The scope of the project is one of the following: (indicate one in Yes-box) a. Improved Traffic Operations b. Safety Improvements c. 4R d. Bridge Replacement on Essentially the Same Alignment e. Addition of Lanes Project summary: The proposed improvements involve reconstructing Business 51 from Green Drive to Minnesota Avenue to a four-lane, divided urban roadway. Improvements also include constructing wider travel lanes, dedicated turn lanes, bike lanes, sidewalks, and a raised center median. These improvements will address safety and congestion issues along the corridor as well as provide increased accommodations for pedestrians and bicyclists.	X X	

Alternatives Considered	YES	NO
1. The "Do Nothing" alternative has been evaluated and is considered not to be feasible and prudent? The "Do Nothing" or "No Build" alternative was evaluated and dismissed in the original EA/FONSI (2009) because it did not meet the purpose and need.	X	
2. An alternative has been evaluated which improves the highway without	X	

<p>the use of the adjacent 4(f) land and it is considered not to be feasible and prudent?</p> <p>An alternative was evaluated that would have avoided impacts to the park but was dismissed because it did not meet one aspect of the overall purpose/need of creating a safe accommodations for pedestrians/bicyclists. The impact to the park is necessary to create an improved and safe sidewalk for pedestrians and park users along Roosevelt Drive which currently does not exist.</p>		
<p>3. An alternative on new location avoiding the use of the 4(f) land has been evaluated and is considered not to be feasible and prudent?</p> <p>An alternative on a new location would avoid this 4(f) resources but would require additional right of way and impact additional environmental resources.</p>	X	

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*)	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
<p>*School Drive intersection was shifted approximately 10 feet to the south to reduce the need for permanent FEE and limit impacts.</p> <p>**The village of Plover would receive payment of fair market value for the proposed purchase of 0.012 acres of permanent FEE.</p> <p>In general, efforts were made to avoid impacts park amenities, including park benches and signage.</p>		

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?	X	

See village of Plover letter (Exhibit 4).		
<p>2. In the case of non-Federal 4(f) lands, the official jurisdiction has been asked to identify any Federal encumbrances and there are none?</p> <p>The village of Plover indicated that there are no Federal encumbrances. See village of Plover letter (Exhibit 4).</p>	X	
3. For bridge projects coordination with the U.S. Coast Guard has been completed (if applicable)?	N/A	

Determination and Approval:

Description/Location of Project:

WISDOT ID: 6414-00-07 (Preliminary Design – Entire Corridor); Section 4(f) resource is located in Phase I, WISDOT ID 6414-00-78.

Route: Business 51 (Post Road)

Termini: WIS 54/County B to Minnesota Avenue

County: Portage County

Name of Resource: Veteran's Memorial Park (Village of Plover, WI)

Based on the environmental documentation, the results of public and agency consultation and coordination as evidenced by the attachments to the Wisconsin Department of Transportation's attached letter, the FHWA has determined that:

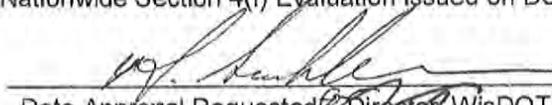
The project meets all applicable criteria in the Nationwide Section 4(F) Evaluation and Approval for Federally-Aided Highway Projects with Minor Involvements with Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges approved December 23, 1986.

That alternatives set forth in the Findings section of the above Nationwide Section 4(f) Evaluation have been fully evaluated and are clearly applicable to this project. Based on those Findings, it is determined there is no feasible and prudent alternatives to the use of lands from the subject resource.

The project complies with the Measures to Minimize Harm Section of the above Nationwide Section 4(f) Evaluation and there are assurances that the measures to minimize harm will be incorporated in the project.

The coordination called for in the above Nationwide Section 4(f) Evaluation has been successfully completed.

Accordingly, the FHWA approves the proposed use of the subject lands under the above Nationwide Section 4(f) Evaluation issued on December 23, 1986.

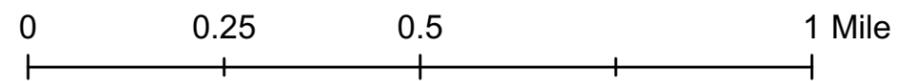
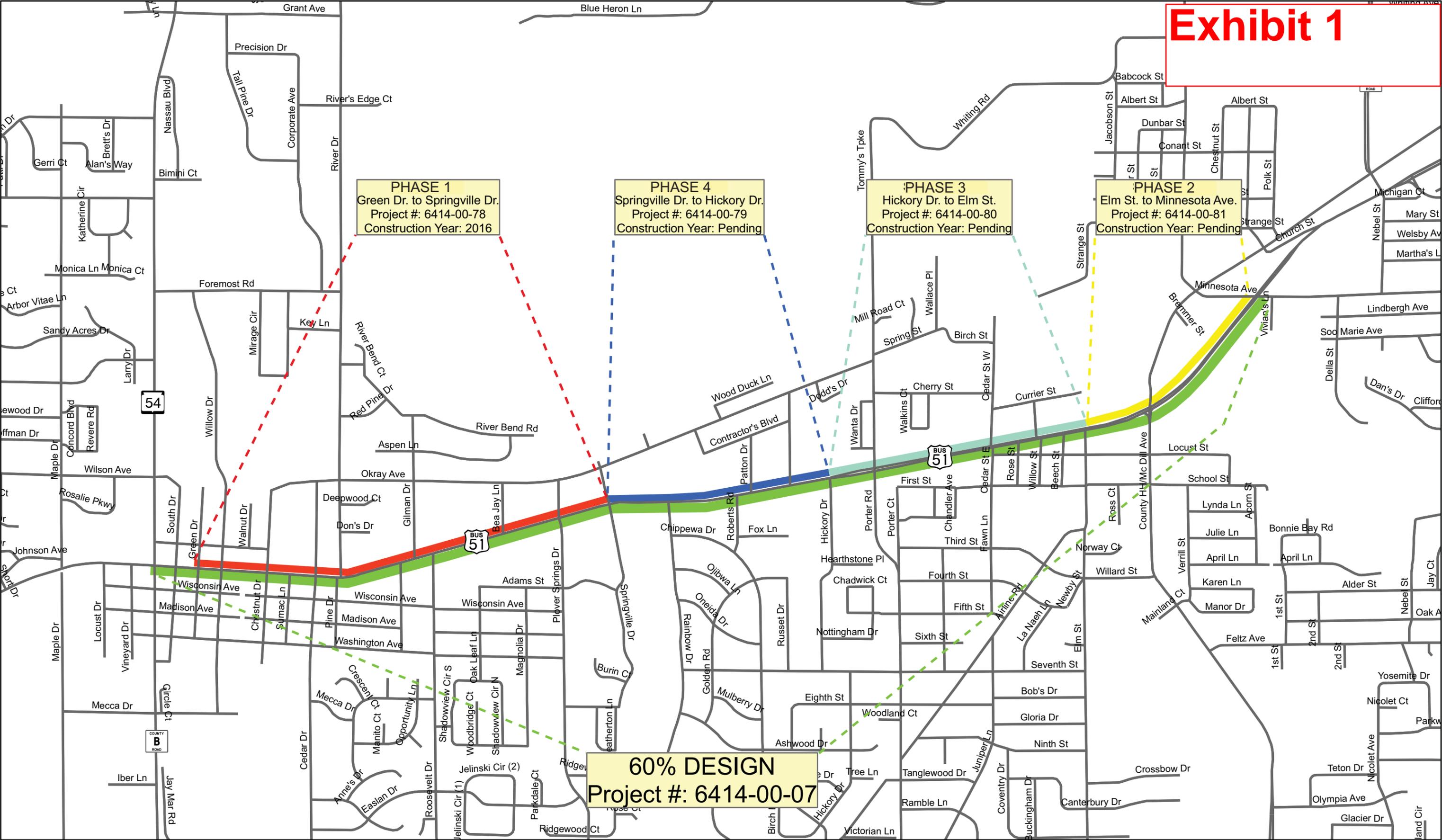

Date Approval Requested: 4/15/14 Director, WisDOT Bureau of Technical Services


Date Approved – Federal Highway Administration - WI

cc:

Fred Wisner, WisDOT BTSD-EPDS
Rosanne Meer, WisDOT NC Region
Kevin Garrigan, WisDOT NC Region
Deb Webb-Franseen, WisDOT NC Region

Exhibit 1



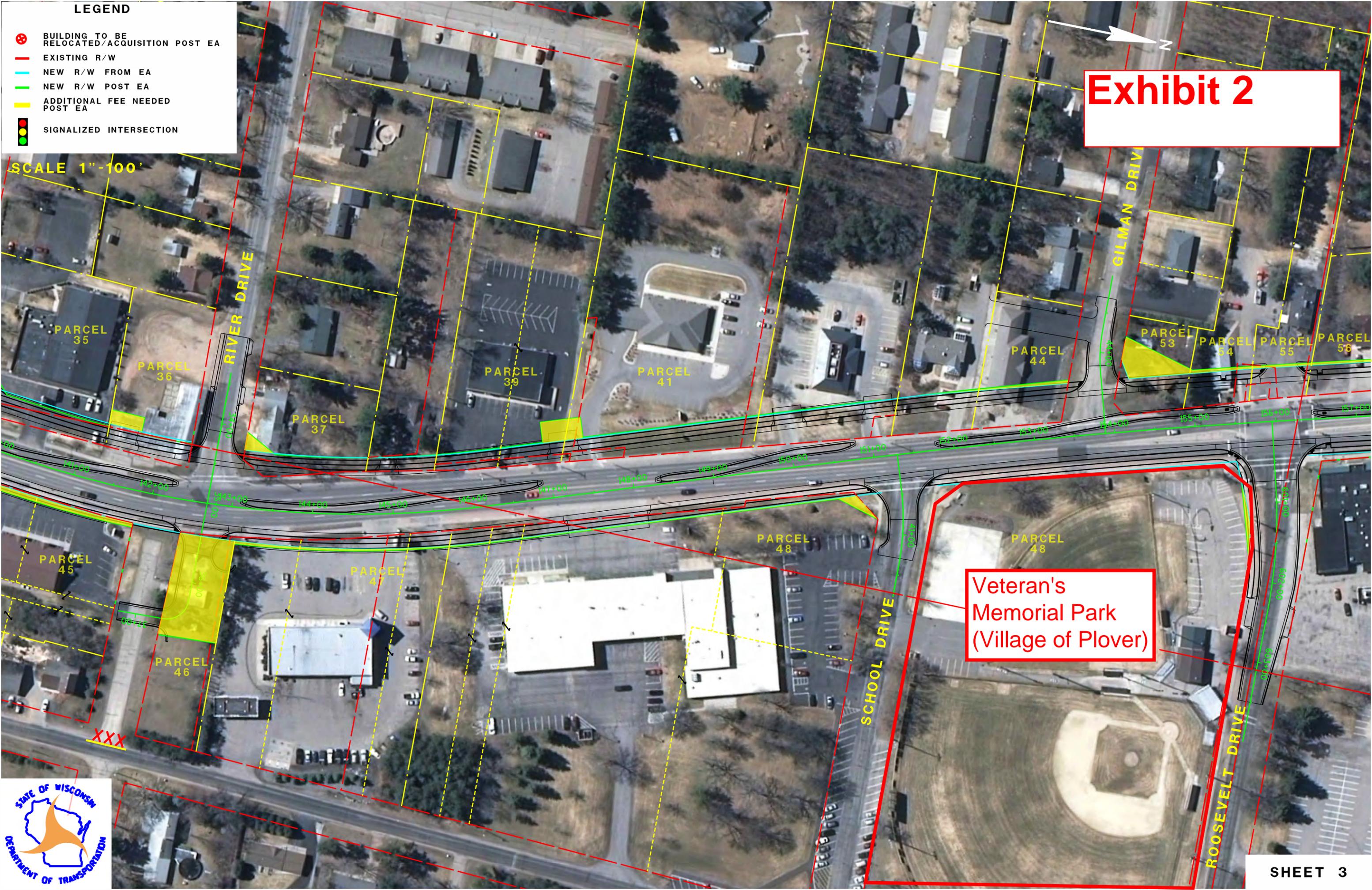
BUSINESS 51 (POST ROAD)
COUNTY B - MINNESOTA AVENUE
PORTAGE COUNTY
WisDOT ID: 6414-00/07.

LEGEND

-  BUILDING TO BE RELOCATED/ACQUISITION POST EA
-  EXISTING R/W
-  NEW R/W FROM EA
-  NEW R/W POST EA
-  ADDITIONAL FEE NEEDED POST EA
-  SIGNALIZED INTERSECTION

Exhibit 2

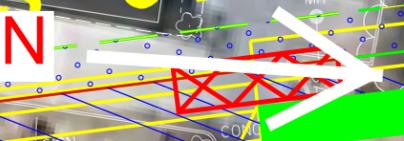
SCALE 1"=100'



Veteran's Memorial Park (Village of Plover)



Exhibit 3



Green line = TLE line. 0.111 acres of temporary limited easement (TLE) required

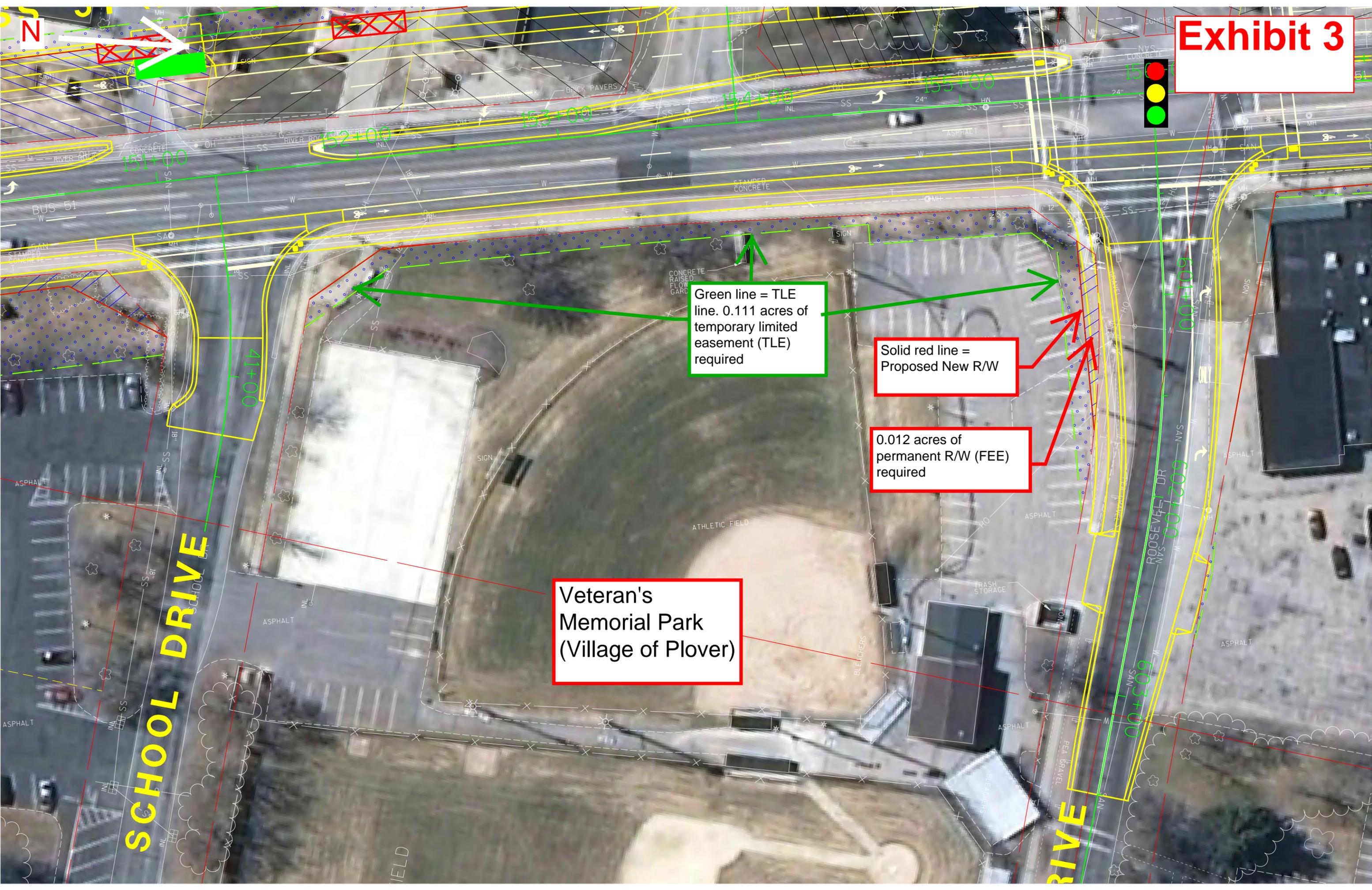
Solid red line = Proposed New R/W

0.012 acres of permanent R/W (FEE) required

Veteran's Memorial Park (Village of Plover)

SCHOOL DRIVE

RIVE



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

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



VILLAGE OF PLOVER
PO BOX 37, 2400 POST ROAD
PLOVER, WISCONSIN 54467
www.ploverwi.gov

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

December 3, 2013

Deb Webb-Franseen,
WisDOT Division of Transportation System Development
North Central Region
1681 Second Avenue South
Wisconsin Rapids, WI 54495

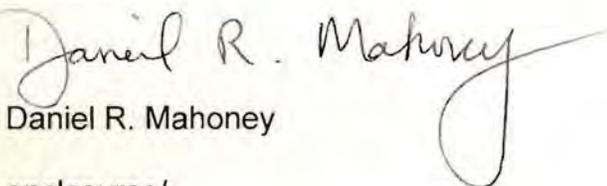
Re: WisDOT, Business 51 (Post Road) Roadway Project, Portage County

Dear Deb:

The Plover Village Board has reviewed the proposed improvement plans for the Business 51 Roadway Project as it relates to Veteran's Memorial Park (a copy of the design plan that was reviewed by the Village Board is attached). The Village Board has determined that the proposed improvements to Business 51 (Post Road) will not have a negative impact on the current use of Memorial Park nor will they impair recreational uses in any way. In addition, the Village Board has determined that the proposed design minimizes impacts to Memorial Park. The proposed design includes shifting the School Drive intersection approximately 10 feet to the south, which reduces the need for permanent FEE. The Village Board was pleased that the proposed design avoids impacts to existing park facilities, including park benches and signage.

Village staff researched Village records and could not find any documentation that federal funds were ever used at Memorial Park.

Sincerely,


Daniel R. Mahoney

enclosures/



**Division of Transportation
System Development**
North Central Region
1681 Second Avenue South
Wisconsin Rapids, WI 54495-4768

**Scott Walker, Governor
Mark Gottlieb, P.E., Secretary**
Internet: www.dot.wisconsin.gov
Telephone: (715) 421.8301
Facsimile (FAX): (715) 423-0334
E-mail: ncr.dtsd@dot.wi.gov

November 04, 2013

Dan Mahoney
Village Administrator, Village of Plover
P.O. Box 37
Plover, WI 54467

Subject: Project ID: 6414-00-07
Plover - Whiting
(Portage County B – Minnesota Ave)
Business 51
Portage County

Dear Mr. Mahoney:

As you are aware, the Wisconsin Department of Transportation North Central Region (WisDOT) is working on the Business 51 (Post Road) reconstruction project between Portage County B and Minnesota Avenue in the villages of Plover and Whiting.

The proposed improvements, which involve reconstructing Business 51 from Portage County B to Minnesota Avenue to a four-lane, divided urban roadway, would affect Veteran's Memorial Park located at 2725 Roosevelt Drive. The park is considered a Section 4(f) resource as defined by Federal Highway Administration (FHWA) and WisDOT is required to document effects to the park as part of the reconstruction project.

The improvement project would require 0.012 acres (530 square feet) of permanent right of way (FEE) for sidewalk improvements adjacent to the park along Roosevelt Drive. The sidewalk improvements would provide safe accommodations for pedestrians and park users in this area. The FEE would impact the existing parking lot but would not remove any parking spaces. Efforts have been made to minimize harm to the park which include shifting School Drive intersection approximately 10 feet to the south to reduce the need for permanent FEE and limit park impacts and efforts to avoid impacts park amenities, including park benches and signage.

Additionally, approximately 0.111 acres (4,844 square feet) of temporary limited easement (TLE) would be required along School Drive, Business 51, and Roosevelt Drive, during construction. TLE is required for grading and to tie in to existing conditions. The village of Plover would receive payment of fair market value for the proposed purchase of 0.012 acres of permanent FEE.

These improvements will address safety and congestion issues along the corridor as well as provide safe accommodations and safety for pedestrians, bicyclists, and vehicles accessing the park.

To complete the Section 4(f) documentation, WisDOT is requesting a letter from the village of Plover noting that effects to the park will not have a negative impact on the use of the park or impair its recreational use in any way. Furthermore, the village is asked to confirm that no federal funds have been used to improve the park. The Wisconsin Department of Natural Resources (WDNR) indicated that no Land and Water Conservation Funds (LAWCON) have been used on the park. I have attached a sample letter the Village may wish to use. If you have any questions, please contact me at (715) 421-8026 or by e-mail at debra.webb@dot.wi.gov.

Sincerely,

Debra L. Webb-Franseen

Debra Webb-Franseen, WisDOT Project Leader



RIVE

ROOSEVELT DR

SCHOOL DRIVE

FIELD

152+0 FT

153+0 FT

Village Board Meeting

Wednesday, November 20, 2013

6:00 p.m.

Members Present: Dan Schlutter, Orv Damrau, Steve Fritz, Fred La Rosa, Tom Davies, Al Tessmann, Joe Radomski

Others Present: Dan Mahoney, Debbie Sniadajewski, Rich Boden

1. Mr. Schlutter called the meeting to order at 6:00 p.m. Pledge of Allegiance.
2. MINUTES
 ✓ **Mr. La Rosa moved to approve the minutes of the meeting of November 6, 2013 as printed. Mr. Damrau seconded and the motion carried.**
3. PERSONS WISHING TO ADDRESS THE BOARD
 Justin and Brock Davis were present with their father working on their Communication merit badge for Troop 292 in Stevens Point.
4. CORRESPONDENCE
 None.
5. VOUCHERS
 ✓ **Mr. Damrau moved to approve the vouchers as listed. Mr. Davies seconded and the motion carried.**
6. BARTENDER LICENSES
 The Board reviewed the Clerk's memo listing applicants for bartender licenses, copy attached.
 ✓ **Mr. Damrau moved to approve bartender licenses for the applicants listed in the Clerk's memo. Mr. Davies seconded and the motion carried.**
7. JOINING THE WISCONSIN RIVER DISCHARGER GROUP
 Mr. Boden was present to explain the Wisconsin River Discharger Group. He discussed the new rules implemented by the DNR that lower the discharge limits of phosphorus and the significant impacts it will have on municipalities. He stated that forming a coalition will allow the municipalities to have a "seat at the table" during the Wisconsin River TMDL study process. The discharger group will hire a consultant to monitor the Wisconsin River TMDL development and advise the Discharger group. He stated the cost for the Village of Plover to join the group would be \$5,000 and pointed out that a municipality couldn't hire an engineer for that cost, but a coalition could. Mr. Boden discussed a DNR study whereby 70 – 80 percent of phosphorus discharge is from nonpoint sources, i.e. rural and agricultural runoff and 20 – 30 percent is from municipal and industrial wastewater treatment facilities. He went on to explain that, if the DNR doesn't target the nonpoint sources to lower phosphorus discharge, any efforts municipalities do make won't have much of an impact on the water quality.
 Mr. Davies questioned how many municipalities are involved with the group. Mr. Boden stated that there are 40 communities with treatment facilities along the Wisconsin River and it's expected that 15 to 20 would be involved with the Discharger group. Seven have approved the agreement thus far.
 Mr. Boden explained the 3 tier fee structure and the group's goal of a \$50,000 budget. If there are not enough communities interested in joining to raise that amount, the group would have to cut back on the scope of their objectives or not form a group at all. Mr. Boden felt that it is important to be part of the effort. The group would have more of a voice than an individual municipality, i.e. more municipalities are able to reach out to more legislatures. The Village's \$5,000 would come from the Wastewater Utility budget.

Al Haga, Jr. suggested contacting the Portage County Land Conservation Committee for ideas and possible grant money. Mr. Boden stated that once the group is formed, they will be making contact.

- ✓ **Mr. Davies moved to approve the Village of Plover joining the Wisconsin River Discharger Group. Mr. Damrau seconded and the motion carried.**

Mr. Mahoney recognized Mr. Boden for his efforts in initiating the coalition. The board concurred. Mr. Boden thanked Mr. Schlutter and Mr. Mahoney for their support in allowing him to form the group.

At this time Spencer and Clark Thompson arrived with their father working on their Communication merit badge for Troop 292 in Stevens Point.

8. BUSINESS 51 RECONSTRUCTION DESIGN IMPACTS ON VETERANS MEMORIAL PARK

Mr. Mahoney explained the Parks Development Committee's recommendation for the Village to send a letter to the WI DOT supporting their Business 51 Reconstruction design impacts.

- ✓ **Mr. Damrau moved to accept the recommendation from the Parks Development Committee and approve the Village sending a letter to the WI DOT supporting their Business 51 Reconstruction design impacts. Mr. Fritz seconded and the motion carried.**

9. DNR REQUEST FOR FUNDING ASSISTANCE FOR THE DEVELOPMENT OF A FLOW MODEL FOR THE LITTLE PLOVER RIVER

Mr. Mahoney referred to the DNR's request, copy attached. He explained that the DNR will be spending \$250,000 on a Groundwater Modeling study for the Little Plover River. A static model is needed and they will be able to conduct computer modeling of one well or a group of wells. The DNR is asking for a "buy in" from groundwater user groups. Mr. Mahoney stated that staff recommends the Village of Plover contribute \$5,000, which would come from the Water Utility budget.

- ✓ **Mr. La Rosa moved to approve the Village of Plover contributing \$5,000 assistance toward funding the DNR's development of a flow model for the Little Plover River. Mr. Radomski seconded and the motion carried 5 – 2 (Damrau, Fritz).**

10. ADMINISTRATOR'S UPDATE

Mr. Mahoney reported on the following:

1. The outside exit door in the Activities room will be replaced at a cost of \$1,426, which includes the door frame.
2. The HVAC service contract extension increased \$280 to \$5,627, which includes the entire Municipal building, the Public Works garage and the Pacawa house.

11. Mr. La Rosa moved to adjourn at 6:20 p.m. Mr. Damrau seconded and the motion carried.

Karen Swanson, Village Clerk

VILLAGE OF PLOVER
Parks Development Committee
Wednesday, November 20, 2013
5:45 p.m.

Members Present: Steve Fritz, Fred LaRosa, Gary Portzen, Mike McGinley, Kraig Brooks,
Jerry Krueger

Others Present: Roy Hopfensperger, Dan Mahoney, Dan Schlutter

1. Mr. Fritz called the meeting to order at 5:45pm.
2. Mr. LaRosa moved, Mr. Krueger seconded, to approve the September 18, 2013 minutes as printed.
Motion carried.
3. Persons wishing to address the Committee.
None.

Discussion with possible action on the following:

4. **Business 51 Reconstruction Design Impacts on Veterans Memorial Park.** Mr. Mahoney went over the Business 51 Reconstruction that is part of the 2016 DOT project and its effect on Veterans Memorial Park. The improvement project will require 530 sq. ft. of permanent right of way for sidewalk improvements that will run adjacent to the park along Roosevelt Drive and will impact the existing parking lot but will not remove any parking spaces. In addition 4,844 sq. ft. of temporary limited easement would be required along School Drive, Business 51 and Roosevelt during construction. The shifting of School Drive intersection approximately 10' to the south will reduce the need for permanent right-of-way and limit park impacts. Mr. Mahoney drafted a letter to the DOT and asked the committee to approve such letter stating that the Village of Plover and the Village Board has determined that the proposed improvements to Business 51 will not have a negative impact on the current use of Memorial Park nor will they impair recreational uses of the park.

Mr. LaRosa moved to approve the DOT letter for mailing. Mr. Krueger seconded and the motion carried.

Mr. Mahoney stated that the Lake Pacawa Master Plan is available and would like to present to the committee on January 15, 2014. Both plans will be presented to the public hearing and user groups will be called in i.e., PWYA, Lions Club, etc. to see if the concepts will work well for them. **Please call Dan Mahoney if date doesn't work out (715-345-5250).** Mr. Schlutter requested that the plans go out with the minutes. Meeting will be scheduled at 4:30 or 5:00pm prior to the Board meeting.

5. Mr. LaRosa moved to adjourn the meeting at 5:54pm. Mr. Brooks seconded and the motion carried.

Submitted by Bonnie Wiczek

WDNR EMAIL CORRESPONDENCE
RE: 6(F)/LAND AND WATER CONSERVATION FUNDS (LWCN)

From: "Hessler, Lavane J - DNR" <Lavane.Hessler@wisconsin.gov>
To: Colin Fleming <cfleming@sehinc.com>,
Cc: Darren Fortney <dfortney@sehinc.com>
Date: 10/02/2013 01:13 PM
Subject: RE: Land and Water Conservation Fund Question

The Village has two LWCF projects. One is on Lake Pacawa and the other is Little Plover River Park.

Lavane Hessler
Stewardship & LWCF Grant Manager
Bureau of Facilities and Lands
Wisconsin Department of Natural Resources
(() phone: (608) 267-0497 or (715) 839-3709
(+) e-mail: lavane.hessler@wisconsin.gov

From: Colin Fleming [mailto:cfleming@sehinc.com]
Sent: Wednesday, October 02, 2013 12:38 PM
To: Hessler, Lavane J - DNR
Cc: Darren Fortney
Subject: Land and Water Conservation Fund Question

Hello Lavane - I just left you voicemail about this but thought it would be good to follow-up with an email.

We are working with WisDOT on a project in the Village of Plover, Portage County. There are two parks along the project corridor. I am wondering if LAWCON funds were used at all for the parks. Is there a database listing of these?

The parks are:

Veterans Memorial Park, 2725 Roosevelt Drive, Village of Plover
Springville Pond Park, 2800 Springville Drive, Village of Plover

Thanks for your help!

Colin Fleming, AICP | Transportation Planner
SEH | 6808 Odana Road, Ste 200 | Madison, WI 53719
608.620.6182 direct | 888.908.8166 fax

Appendix G

TSS Removal BMP Design Report

TSS Removal BMP Design Report

***BUS 51, Project ID 6414-00-07 Post Road
Green Drive - Minnesota Avenue***

Villages of Plover & Whiting, Wisconsin

SEH No. WITNC 112424

May 21, 2012

TSS Removal BMP Design Report

BUS 51, Project ID 6414-00-07 Post Road
Green Drive – Minnesota Avenue

Prepared for:

Wisconsin Department of Transportation
NC Region – Wisconsin Rapids

Prepared by:

Short Elliott Hendrickson Inc.
1701 W. Knapp Street, Suite B
Rice Lake, WI 54868-1350

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TSS Removal BMP Design Report

BUS 51 Reconstruction

Prepared for Wisconsin Department of Transportation
NC Region – Wisconsin Rapids

1.0 Introduction

The intent of this report is to provide a summary of the development of the water quality design for the Bus 51 project. Items discussed include design of the selected suite of different best management practices (BMPs) to treat stormwater runoff from the Business 51 reconstruction project. The BMPs being utilized are infiltration ponds, grit chambers, and underground infiltration trenches. The report also includes locations and TSS removal efficiency for each BMP and a summary of the city wide issues related to water quality.

2.0 Project Description

The proposed project is a 3.2 mile commercial district reconstruction of BUS 51 through the communities of Plover and Whiting. The landscape topography is relatively flat with hydrologic group Type A soils. The density of development varies throughout the project from high density commercial with parking lots draining directly to the project, to low density commercial/residential with disconnected impervious areas. Additionally there is a 2,000 foot long causeway that crosses McDill Pond and a 400 foot long dam across the Little Plover River. This mixture of development does not lend itself to a “one size fits all” approach to stormwater treatment. The suite of BMPs necessary to treat this landscape needs to be a variable application of water quality treatments.

In addition to the varying landscape there are five major stormwater discharge points along the corridor. One discharges into McDill Pond, another to the Little Plover River. The remaining three discharge points are piped to three different locations along Wisconsin and Plover Rivers. Most of these major outfalls are located such that no end treatment BMP options are feasible, resulting in the need for creative design and proper selection of a suite of BMPs that can treat the runoff before entering these final discharge outfalls.

The project falls under the WisDOT and Wisconsin Department of Natural Resources (WDNR) cooperative agreement for stormwater treatment. There are no peak flow requirements for the project, but the water quality goal is a 50 percent reduction in TSS as compared to no controls.

3.0 Watersheds

Multiple watersheds and sub watersheds were established for this project. Major watersheds were established for peak flow calculations and water quality calculations. Sub watersheds were established for BMP specific areas and inlet specific areas.

3.1 Peak Flow and TSS Boundaries

Two watershed boundaries were developed for the Hwy 51 corridor, an inner and outer boundary. These boundaries represent the edge of the watershed furthest away from the corridor. The inner boundary represents the actual conditions that will be in existence after reconstruction of the corridor based on contours. The outer boundary represents the potential maximum size likely of the watershed if the corridor were to achieve full development and runoff were diverted towards the street. The area between inner and outer boundaries would require peak flow buffering onsite before entering the system, or would convey runoff to infiltration ponds via an alternate route.

The inner boundary was used for the stormwater conveyance system design. Inlet spacing and pipe sizing calculations were based on this inner boundary. BMP sizing and design was based on the outer boundary. The resulting system will be able to convey the peak flows from the inner boundary and provide water quality treatment for a fully developed corridor. This approach was done to maintain existing outfall pipe sizes resulting in large costs savings by not upsizing long outfall pipes and reconstructing the associated streets. Even though TSS is accounted for any lots along the corridor wish to expand to full development will need to maintain peak flows that are currently entering the system, or they could circumvent the storm sewer network and discharge directly into the appropriate BMP.

3.2 Sub-Watersheds by BMP and TSS Removal

The sub-watersheds are divided by BMPs. Each BMP has its own sub watershed. These watersheds are based on the outer watershed boundary and are divided along the corridor by which storm sewer inlets collect the water and convey it to the appropriate BMP.

3.3 Standard Land Use Files (SLU)

Standard Land Use Files (SLU) are WinSLAMM .dat files that can be use to estimate the amount of impervious and pervious source areas for a specific area given a specific land use without having to digitize every bit of impervious area from aerial photographs or survey. The Wisconsin Department of Natural Resources (WDNR) accepts these source area distributions for doing water quality modeling. The files can be downloaded at <http://wi.water.usgs.gov/slamm/>. The SLU file selected, which best represents the Hwy 51 corridor, is the Commercial Downtown Sand.dat file. The following figure illustrates the standard break down of runoff source areas in the Commercial Downtown Sand SLU file.

WinSLAMM Standard Land Use File Parameters for Commercial Downtown Sand			
Source Area	Percent of Area	Directly Connected	Notes:
Roofs 1	40.83%	YES	
Paved Parking/Storage 1	22.71%	YES	
Driveways 1	1.58%	YES	
Sidewalks/Walks 1	8.44%	YES	
Street Area 1	19.97%	YES	60.8' width smooth
Street Area 2	2.21%	YES	58.8' width intermediate
Small Landscaped Area 1	3.56%	YES	
Other Pervious Area	0.62%	YES	
Other Part Cncted Imp Area	0.08%	NO	

Each sub watershed had the area calculated, was assigned a number and given a street location descriptor, and was entered into a spreadsheet to calculate the source areas. After the source areas were calculated a new WinSLAMM model was created for each sub watershed and source areas entered. The appropriate BMP was applied, the model was ran, and the resulting pounds of TSS generated, delivered, and removed were tracked in the same spreadsheet. The results of this spreadsheet are located in Appendix E, TSS removal summary.

The above distribution of areas was used for every sub watershed tributary to a BMP.

4.0 BMP Location, Maintenance, and Design

BMP type and locations were selected by a group collaboration of WisDOT Project Managers, SEH Designers, Officials from the Villages of Plover and Whiting, and by input from residents. Infiltration basins, grit chambers, and subsurface infiltration trenches are proposed in different locations throughout the project. Four different infiltration basins were located in areas that would have the greatest water quality benefit and were sized to minimize the amount of developable land used. One subsurface infiltration trench system was selected for only one section of the corridor. Construction constraints and utility conflicts limit the locations possible for this type of BMP. Ten grit chambers of three differing sizes were used in areas where infiltration basins and subsurface infiltration trenches were not feasible.

Plan sheets with BMP locations are contained within Appendix A.

4.1 Infiltration Basin

Infiltration basins are depressions with vegetated bottoms (usually turf) that are highly permeable, allowing them to infiltrate runoff into the ground. The basins provide high TSS removals of the runoff they treat. Infiltration basins used on the Hwy 51 corridor are nine to ten feet deep with varying side slopes.

The infiltration basins remove TSS and other pollutants by filtering runoff through underlying soils. Through design of the basin size and outlet structure the infiltration basins

also serve as peak flow attenuators and allowed us to reduce or maintain the size of the stormwater trunk lines even with the increases in impervious areas and peak flows.

4.1.1 Locations

Infiltration basins are very well suited for a large portion of the project. The project area's sandy soils are very conducive to infiltration. Four infiltration basins were used on the Hwy 51 corridor. They are located at the northeast corner of Chestnut Drive and Hwy 51 in Plover. In Whiting infiltration basins are located in the northwest corner of Patton Drive and Hwy 51, in the back of the lot in the southeast corner of Cedar Street and Hwy 51, and in the southeast corner of Elm Street and Hwy 51.

4.1.2 Maintenance

Infiltration basins have medium to high maintenance requirements. Regular mowing and removal of litter extend the life of the BMP. Semiannually infiltration basins need to have dead vegetation and sand and salt buildups removed. Damaged areas need to be reseeded. If the infiltration basin does not draw down within 24 hours after a rain event, the surface soil will need to be roto-tilled and reseeded.

4.1.3 TSS Removal Calculations

A WinSLAMM Version 9.4 water quality model was used for estimating the TSS removal of the infiltration ponds. A sub watershed area was calculated for each infiltration basin and percentages of source areas found in the SLU were applied. Infiltration ponds were modeling in WinSLAMM using the biofiltration BMP inputs. Input criteria such as pond surface areas for top and bottom, outlet configuration, and infiltration rates are applied to the BMP. The model uses these inputs to calculate how much water enters the pond, how much is infiltrated, and how much overflows and exits the BMP.

Detailed WinSLAMM model input and outputs are contained within Appendix B.

4.2 Grit Chambers

Three different sizes of gravity grit chambers are used in ten different locations throughout the Hwy 51 corridor. Type A grit chambers used for smaller areas and for pre-treatment are typically 6'W x 4'H x 20'L. The type B and C grit chambers are both eight feet wide by six feet tall. The type B are 30 feet long and type C is 40 feet long. The heights given for the grit chambers are an effective height, or the required water depth in the chamber. Total build heights may differ by location and depth of bury.

While proprietary hydrodynamic separators were considered as an option for this project none were selected.

4.2.1 Locations

Grit chambers can be installed almost anywhere and are a good BMP for high density areas where little green space is available. Grit chambers can be installed as an "end of line" BMP maximizing the tributary area being treated into a single source treatment, which in turns minimizes the annual maintenance costs.

Grit chambers are proposed in ten different locations throughout the corridor. See the plan sheets in Appendix A for locations.

4.2.2 Maintenance

Grit chambers require frequent, but easy, maintenance. At a minimum of semiannually grit chambers need to have sediment removed by a vac-truck or similar means. This removal schedule shall be followed for two years, at which time the villages may elect to increase or decrease the frequency of cleaning depending on the amount of sediment removed.

4.2.3 TSS Removal Calculations

TSS removal was calculated based on Stokes' law. Stokes' law is a method of calculating the terminal settling velocity of particles of a given size. The particle sizes used are from the Nationwide Urban Runoff Program known as the NURP distribution. The methodology for determining the settling velocity using Stokes' law was obtained from Tchobanoglous, George, and Edward D. Schroeder Water Quality. Reading: MA, Addison-Wesley 1985.

The determination of terminal settling velocity is a six step **reiterative process**.

1. Determine settling velocity using Stokes' Law

$$v_s = \frac{g(\rho_p - \rho_w)D_p^2}{18\mu}$$

Where v_s is terminal settling velocity.

g is acceleration of gravity 98.1 m/s^2

ρ_w is density of water 998.2 kg/m^3

ρ_p is density of particle assumed 2600 kg/m^3

D_p is diameter of particle

μ liquid viscosity water is $.001002 \text{ kg/(m}\cdot\text{s)}$ at 20°C

2. Check Reynolds Number

$$N_r = \frac{\phi V_s D_p \rho_w}{\mu}$$

Where N_r is Reynolds Number.

Where ϕ is a shape factor to account for irregularities. Assumed 0.85.

If $N_r > 0.3$ then continue to step three. If $N_r \leq 0.3$ then v_s calculated in step one is valid.

3. Calculate Coefficient of Drag C_d

$$C_d = \frac{24}{N_r} + \frac{3}{\sqrt{N_r}} + 0.34$$

4. Calculate new Settling Velocity Using Coefficient of Drag

$$v_s = \sqrt{\frac{4g(\rho_p - \rho_w)D_p}{3C_d\rho_w}}$$

5. Repeat Steps 2 and 3 using v_s from step 4.

6. Repeat Steps 2 and 3 again using new v_s until v_s calculated is sufficiently accurate.

The accuracy of v_s is indicated by the convergence of the velocities calculated. As the change in velocities calculated becomes smaller the accuracy increases.

Spreadsheet calculations for TSS removals by grit chambers are located within Appendix C. The calculations within the spreadsheets calculate a target or cutoff particle settling velocity V_0 . This target velocity is determined in three steps of calculations.

1. The first step requires calculating an overflow rate for the grit chamber based on an assumed inflow rate, typically 1cfs. The assumed inflow rate is then divided by the cross sectional area of the water within the grit chamber. For example a type C grit chamber that is eight feet wide and six feet high with an inflow of 1cfs will have an overflow rate of $1/48 = 0.02083 \text{ ft/sec}$.

2. The second step is to calculate a detention time by dividing the length of the grit chamber by the overflow rate. For example a type C grit chamber is 40 feet long therefore the detention time is $40\text{ft}/0.02083\text{ft}/\text{sec} = 1920$ seconds.
3. The third and final step for determining V_0 is to find the particle sized that has $3\text{ft}/v_s$ that is equal to or less than 1920 seconds. For example a 25 micron particle has a $v_s = 0.5445$ mm/sec = 0.001786 ft/sec. The time required for a 25 micron particle to settle three feet is $3\text{ft}/0.001786\text{ft}/\text{sec} = 1679$ seconds. A 20 micron particle is 2624 seconds, therefore the target particle is the 25 micron particle with a $v_s = 0.5445$ mm/sec $\rightarrow V_0 = 0.5445\text{mm}/\text{sec}$. With the use of mechanical aids, such as baffles, within the grit chambers a three foot settling height, or one half of the water column height is assumed sufficient to achieve the desired results.

Particles that have a settling velocity greater than or equal to the cutoff particle are assumed to completely settle out of the solution. Only a fraction of the remaining particles will settle out of the solution. This fraction is inversely proportional to V_0 . For example V_0 of a 25 micron particle is $= 0.5445\text{mm}/\text{sec}$ and a 13 micron particle has a $v_s = 0.147$ mm/sec the fraction removed of the 13 micron particle is $0.147/0.5445 = 0.27$ or 27% removal. The fractional removals are summed up to give an overall removal rate for the grit chamber by the following equations.

$$\boxed{= (1 - X_s) + \frac{1}{V_0} \int_0^{X_s} v dx} \quad \rightarrow \quad \boxed{= (1 - X_s) + \frac{1}{V_0} \sum \Delta X(V)}$$

Where X_s is the fraction of particles with v_s less than V_0 . This is obtained from the NURP distribution.

Runoff flows were estimated using WinSLAMM and the average annual rainfall file for Green Bay WI. A one hour hydrograph in spreadsheet format can be exported from WinSLAMM and with this hydrograph is also the particulate solids concentration (TSS) in (mg/L). An excel spreadsheet was developed that calculated the total pounds of TSS and the pounds of TSS that was allowed to bypass the grit chamber. Any flows over 1cfs were assumed to bypass the grit chamber. From this spreadsheet the percent of TSS being treated is calculated and then the removal efficiency of the grit chamber is applied. For example if the grit chamber removal efficiency is 29.3% and 61.7% of the runoff/TSS is routed through the grit chamber the overall removal rate of TSS for the watershed is $.293 \times .617 = 18.1\%$

To illustrate the calculations an abbreviated printout containing the first, last, and a random sheet in between is included in Appendix C. The full printouts were not included in this hard copy as each hydrograph is approximately 122 pages long. The full printouts are included in the attached CD.

4.3 Subsurface Infiltration Trench

A subsurface infiltration trench is a new application of an existing successful concept being introduced for this project. Traditional infiltration trenches are located on the surface and intercept runoff. The subsurface infiltration trench is proposed to be installed approximately four to five feet below the sidewalk surface and will be approximately four feet deep. The infiltration trenches will work like conventional roadway drain tile, but in reverse. Instead of drawing water from the soil the infiltration trench will be supplied with road runoff that has been pretreated by a grit chamber. The trench will have sufficient capacity to hold and infiltrate the desired runoff volume. Any excess water will be discharged back into the storm sewer network.

4.3.1 Location

A subsurface infiltration trench system was selected for one location only on the corridor and is located in the Village of Plover. The system begins just south of Bea Jay Lane and continues north to Springville Drive. This was the only location that was suitable for the subsurface infiltration trench system. No other locations along the corridor met the need for a long consistent grade in piping and roadway profiles. Land for infiltration ponds was not available through this section and grit chamber removal rates were too low to meet the overall project goals.

4.3.2 Maintenance

Initial maintenance will consist of the semiannual or more frequent cleaning of grit chambers and the annual jetting of infiltration trench piping. With time the maintenance schedules should be adjusted to fit actual sediment loadings. The subsurface infiltration trenches will be designed to have enough sediment storage volume to remain functional for the 50-year life cycle of the roadway.

After initial completion of construction the trench delivery pipes will be capped off until final stabilization of the site has occurred. The initial sediment loading from an unstabilized construction site could easily inundate the system with sediment. After the site has reached 70% re-vegetation, the caps can be removed from the trench delivery pipes. Until the site has reached 70% re-vegetation the stormwater runoff will be treated by the grit chambers only. It is suggested that the caps remain in place for one full year after project completion and uncapped in the month of July after grit chamber maintenance in June.

4.3.3 TSS Removal Calculations

Infiltration BMPs remove 100% of the TSS from the runoff they infiltrate. If no water is discharged from an infiltration BMP during a storm event then 100% of the TSS that was delivered to the BMP has been removed. Construction of the subsurface infiltration trenches are expensive, therefore careful consideration during design was given the sizing the trench. The trench will be constructed of an open graded aggregate found within the region. The approximate void space for this aggregate when placed is 30%. The trenches were sized to have sufficient volume to hold the runoff generated by a 1.5" rainfall event. A major design obstacle is to get the runoff into the trenches. Discharge from each of the three grit chambers to the infiltration trenches must be 2.2cfs minimum for a total of 6.6cfs for the system, which will allow about 97.6% of the runoff (based on average annual rainfall) to enter the infiltration trenches, which will result in a 97.6% reduction in TSS. To accomplish this flow rate the grit chambers will have four 6-in outlets that run to the infiltration trenches. The outlet configuration within the grit chambers will allow one foot of head to build on the 6-in outlets before water is allowed to exit the grit chamber and flow back into the main storm sewer network. Where the 6-in piping enters the infiltration trench a clean out will be installed.

Sub surface infiltration trench flow capture calculations based on WinSLAMM average annual rainfalls were calculated in a spreadsheet same as was done for grit chamber calculations, except the bypass flow rate is 6.6cfs. The spreadsheet is in Appendix D.

- 5.0 City Wide Issues**
- 5.1 Future MS4/DNR Permitting**
- 5.2 Hwy 51 Corridor**
- 5.3 Regional Treatment Boundaries**

6.0 Conclusion

Three different BMP types were used in combination to achieve the desired TSS removal. Infiltration ponds, grit chambers, and a sub surface infiltration trench system were all designed and located to maximize their efficiencies and were able to reach a TSS removal for the entire corridor to the outer watershed boundary of 51%. A summary of the removals for each sub watershed and BMP is located in Appendix E.

13 STA 279+75 to End of Project NO TREATMENT 0.3acres

Source Area	Percent of Area	Area	Notes:
Sidewalks/Walks 1	6.25%	0.02	
Street Area 1	75.00%	0.23	84' width smooth
Small Landscaped Area 1	18.75%	0.06	

0.30

TSS from WinSLAMM = 154

Delivered = 154

Removed = 0

Percent Reduction = 0

PROJECT TOTALS

Total Area =	160.49 acres
Total TSS Generated =	57834 lbs
Total TSS Delivered =	24188 lbs
Total TSS Removed =	29319 lbs
Total Percent Reduction =	50.70%

See full TSS Report for Appendices

Appendix H

Section 106

07-0824/PT


SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

 Wisconsin Department of Transportation
 DT1635 9/2013

 RECEIVED **SHPO**

MAR 28 2014

For instructions, see FDM Chapter 26.

I. PROJECT INFORMATION

Project ID 6414-00-05/07	Highway – Street Business 51 (Post Road)	County Portage
Project Termini WIS 54/County B to Minnesota Avenue	Region – Office Northcentral	
Regional Project Engineer – Project Manager Kevin Garrigan	(Area Code) Telephone Number 715-421-8386	
Consultant Project Engineer – Project Manager Dan Penzkover	(Area Code) Telephone Number 715-861-4926	
Archaeological Consultant Katie Egan-Bruhy/CCRG	(Area Code) Telephone Number 414-446-4121	
Architecture/History Consultant Shelley Greene/CCRG	(Area Code) Telephone Number 414-446-4121	
Date of Need	SHSW Number 07-0824/PT	
Return a Signed Copy of This Form to Kevin Garrigan		

II. PROJECT DESCRIPTION

Project Length 3.5 miles	Land to be Acquired: Fee Simple 7.71 acres	Land to be Acquired: Easement TBD acres
-----------------------------	---	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width LT & RT	33-100 ft.	45.5-100 ft.	Terrace Width	NONE	6 ft.
Shoulder	NONE	NONE	Sidewalk Width	4-6 ft.	6 ft.
Slope Intercept LT & RT		43-130 ft.	Number of Lanes	4	4
Edge of Pavement LT & RT	20-32 ft.	28-66 ft.	Grade Separated Crossing	NONE	NONE
Back of Curb Line LT & RT	22.5-34.5 ft.	44.5-68.5 ft.	Vision Triangle 1.15 acres	NO	YES
Realignment	NONE	0-30 ft.	Temporary Bypass acres	NONE	NONE
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 Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Business 51 (Post Road) Reconstruction Project was approved by FHWA on August 2, 2009. The WisDOT project I.D. for the EA/FONSI is 6414-00-05. The EA/FONSI can be found in the WisDOT North Central Region files. Current design for Business 51 was initiated in 2011 under project I.D. 6414-00-07. An EA Re-evaluation is being completed for the current design.

For the balance of this document, the following terms will be used:

- EA/FONSI – Refers to project I.D. 6414-00-05
- Re-evaluation – Refers to project I.D. 6414-00-07

The proposed action involves reconstructing the existing urban, undivided four-lane Business 51 in the villages of Plover and Whiting to a four-lane, divided urban roadway. The logical termini are from WIS 54/County B to Minnesota Avenue. The logical termini have not changed from the original EA/FONSI.

Improvements will include constructing wider travel lanes, dedicated turn lanes, bike lanes, sidewalks, and a raised center median. These improvements will address safety and congestion issues along the corridor as well as provide new and improved facilities for pedestrians and bicyclists. The first phase planned for final design and construction, currently scheduled for 2016, will be from Green Drive to Springville Drive.

The Re-evaluation will focus on design refinements/changes from the EA/FONSI. These refinements/changes are summarized as follows:

Limits: The proposed project study area is Business 51 from WIS 54/County B to Minnesota Avenue. The logical termini have not changed from the original EA. However, as described above, construction/improvements will occur from Green Drive north to Minnesota Avenue.

The project has been the subject of design refinements induced by the public involvement process, alternative analysis and stakeholders input since the signing of the EA/FONSI. Because of these design refinements, several changes have occurred related to the following:

- Changes to property access have been made.
- An additional 7.31 acres of right-of-way are required for the project, due primarily to inclusion of vision triangles and stormwater management ponds.
- Seven additional property relocations/acquisitions are now included in the project.
- As a Department action, the project is subject to Chapter Trans 401, Wis. Adm. Code, Construction Site Erosion Control and Storm Water Management Procedures for Department Actions. Additionally, the area surrounding the project is subject to Wisconsin Pollution Discharge Elimination System (WPDES) Municipal Storm Water Discharge permits under Wisconsin Administrative Code, NR 216.
- These State regulations relate to both storm water runoff quantity and quality and specifically Chapter Trans 401, Wis. Adm. Code requires the WisDOT to address storm water quality on projects WisDOT administers. Due to the applicable storm water runoff quality regulations, changes to the initial design were necessary. These changes required the incorporation of four new storm water management ponds into the project design.

Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

- Property Owners
 - Public Information Meeting Notice
 - Letter - Required for Archaeology
 - Telephone Call
 - Other:

- Historical Societies/Organizations
 - Public Information Meeting Notice
 - Letter
 - Telephone Call
 - Other:

- Native American Tribes
 - Public Info. Mtg. Notice
 - Letter
 - Telephone Call
 - 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.

APE includes all buildings/structures immediately adjacent to the proposed reconstruction.

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

- ARCHAEOLOGY**
- Archaeological survey is needed
 - Archaeological survey is not needed - Provide justification
 - Screening list (date).

- HISTORY**
- Architecture/History survey is needed
 - Architecture/History survey is not needed
 - No structures or buildings of any kind within APE
 - Screening list (date).

VI. SURVEY COMPLETED

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

- HISTORY**
- NO buildings/structures identified - A/HSF attached
 - Potentially eligible buildings/structures identified in the APE - A/HSF attached
 - Potentially eligible buildings/structures avoided - documentation attached
- 3 eligible properties in APE*

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

- No arch site(s) eligible for NRHP - Phase II Report attached
- Arch site(s) eligible for NRHP - Phase II Report attached
- Site(s) eligible for NRHP - DOE attached

- No buildings/structure(s) eligible for NRHP - DOE attached
- Building/structure(s) eligible for NRHP - DOE attached

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

Obtain burial authorization per Wis. St. 157.70 for BPT0100 and BPT009, one year prior to construction

IX. PROJECT DECISION

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

X. SIGNATURES

X [Signature]
 (Regional Project Manager Signature)
 02-17-2014
 (Date - m/d/yyyy)

X [Signature]
 (WisDOT Historic Preservation Officer Signature)
 3/20/2014
 (Date - m/d/yyyy)

[Signature]
 (State Preservation Officer Signature)
 April 3 2014
 (Date - m/d/yyyy)

X [Signature] (SEA)
 (Consultant Project Manager Signature)
 2-16-14
 (Date - m/d/yyyy)

Appendix I

Indirect and Cumulative Effects Analysis (ICEA)

Pre-Screening for Indirect and Cumulative Effects

Business 51 (Post Road)

WIS 54/County B to Minnesota Avenue

Portage County

WisDOT Project I.D. 6414-00-07

Pre-Screening for Indirect and Cumulative Effects

Introduction

In November of 2007, WisDOT issued two new publications: *Guidance for Conducting an Indirect Effects Analysis* and *Guidance for Conducting a Cumulative Effects Analysis*. The new documents provide guidance for analyzing potential indirect and cumulative effects of proposed transportation projects, as required by the National Environmental Policy Act (NEPA).

The Council on Environmental Quality (CEQ) has defined indirect effects as “caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable.” (40 CFR §1508.8)

A cumulative effect/impact is defined as “The impact on the environment which results from the incremental impact of the action when added to other past, present and reasonable foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” (40 CFR §1508.7)

The purpose of this pre-screening effort is to identify the level of indirect and cumulative effects which might be expected from the Proposed Action on Business 51 (Post Road). This analysis examines each of the factors to be considered when determining if this project would have indirect and cumulative effects.

Project Background

The Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Business 51 (Post Road) Reconstruction Project was approved by FHWA on August 2, 2009 (I.D. 6414-00-05). The EA/FONSI process and documentation started in the early 2000’s. Since the EA/FONSI, there have been new requirements and changes in emphases regarding previous requirements, including guidance regarding indirect and cumulative effects analysis referenced above.

Due to new requirements and design refinements resulting in additional potential environmental effects, an EA Re-evaluation has been prepared for this project (I.D. 6141-00-07). Therefore, the EA/FONSI has been reviewed in detail along with the applicability of current requirements to determine whether supplemental environmental documentation would need to be prepared and circulated for review and comment.

This Pre-Screening for Indirect and Cumulative Effects document will be included in the EA Re-evaluation document.

Factor 1: Project Purpose and Need

The Proposed Action (I.D. 6414-00-07) is located in the villages of Plover and Whiting in Portage County, Wisconsin. WisDOT proposes to reconstruct 3.5 miles of Business 51 (Post Road) from WIS 54/County B to Minnesota Avenue from 4-lane undivided urban arterial to a 4-lane divided arterial with a raised median and bicycle accommodations.

Business 51 runs parallel with Interstate 39/US 51 along its course through the Stevens Point urbanized area (see Exhibit 1). It experiences some of the highest traffic volumes of all north/south corridors through this region of Wisconsin. As a National Highway System (NHS) route, Business 51 (formally US 51) is of importance regarding national system linkage and as its role as the I-39 alternate route for use during crashes and other emergencies that may cause major delays or closures on the Interstate Highway near Stevens Point.

Additionally, it plays a vastly important role as an economic corridor for the Stevens Point urbanized area which includes the city of Stevens Point, village of Plover and village of Whiting in north-central Wisconsin.

This corridor, through north central Wisconsin, functions as an important connecting link for tourism, commerce and defense between Illinois, Iowa and Indiana and the Upper Peninsula of Michigan and northeast Minnesota. This highway corridor also serves as a connecting route to several major east-west corridors, (US 10, WIS 29, US 8, and US 2) all of which are part of the NHS and are also essential to the nation's economy, defense, and mobility. Business 51 is vitally important to local, regional and national economies because of these many positive attributes.

The need for the project, as described in the EA/FONSI, is to address issues of safety and congestion. Furthermore, the EA/FONSI states that the existing facility has a higher than average crash rate that is expected to worsen with increasing traffic in the coming years. The facility is reaching the end of its useful life and has deteriorating pavement. The facility lacks comprehensive bicycle and pedestrian accommodations. There are no bicycle lanes along the corridor in either direction. Sidewalks are intermittent and there is a lack of a safe pedestrian refuge or median for pedestrians crossing the facility.

The need of the project remains largely unchanged from the EA/FONI. The corridor continues to experience safety issues, lacks comprehensive bicycle and pedestrian accommodations, and has deteriorating pavement. Traffic/congestion and crash/safety issues are also still a concern and are summarized in more detail below.

While congestion still is a concern, traffic counts and forecasts have decreased since the EA/FONSI was completed. For example, for design year 2035 in the EA/FONSI, projected traffic volumes ranged from 11,500 Average Daily Vehicles (ADT) to 37,100 ADT. For the current design, traffic volumes for design year 2036 range from 13,300 ADT to 17,900 ADT. Even given the decrease in traffic volumes, many congestion-related concerns still remain. Several intersections warrant dedicated left-turn lanes as a result of queuing. Based on the updated traffic data, some modifications to the Proposed Action were made and are described in this document.

Safety continues to be a concern on the Business 51 corridor. Updated crash data was collected for this Re-evaluation and was compared to the EA/FONSI crash data. A comparison of the results indicates that in some cases safety has further diminished. For example, the crash rate above the statewide average increased from 29 percent in the EA/FONSI to 40 percent in

the Re-evaluation, crashes involving bicyclists increased from one in the EA/FONSI to four in the Re-evaluation, and crashes at intersections increased from 52 percent in the EA/FONSI to 64 percent in the Re-evaluation.

The purpose of the project, as described in the EA/FONSI, is to provide a facility that addresses the project needs. Wider lanes, bike lanes, dedicated turn lanes at major intersections, a continuous sidewalk, and a raised median will help improve safety and reduce congestion.

The purpose of the project remains unchanged for the EA/FONSI. The project will continue to include wider lanes, bike lanes, dedicated turn lanes, raised median and continuous sidewalks.

Factor 2: Project Design Concepts and Scope

The proposed action involves reconstructing the existing urban, undivided four-lane Business 51 in the villages of Plover and Whiting to a four-lane, divided urban roadway. The logical termini are from WIS 54/County B to Minnesota Avenue. The logical termini have not changed from the original EA/FONSI.

WIS 54/County B is a logical terminus because it is the start of transition from two to four lanes on this corridor. In 2008/2009, WisDOT completed an improvement project for the WIS 54/County B and Business 51 intersection that addressed safety and operational issues. As shown in Table 1 – Business 51 Phases, proposed construction would now start at Green Drive, just north of the WIS 54/County B and Business 51 intersection, to tie-in to the recent improvements at this intersection.

Minnesota Avenue is a logical terminus because this is the municipal boundary between the village of Whiting and the city of Stevens Point. This is important because after improvements are made, the corridor would be jurisdictionally transferred to the villages of Plover and Whiting. Recent improvements were completed at the Business 51/Minnesota Avenue intersection in 2010 which were covered in the original EA\FONSI.

Improvements will include constructing wider travel lanes, dedicated turn lanes, bike lanes, sidewalks, and a raised center median. These improvements will address safety and congestion issues along the corridor as well as provide new and improved facilities for pedestrians and bicyclists. The first phase planned for final design and construction, currently scheduled for 2016, will be from Green Drive to Springville Drive.

Although some slight modifications to the Proposed Action have been made, the overall Proposed Action has remained unchanged from the EA/FONSI. The project still proposes to reconstruct Business 51 to include two 12-foot travel lanes in each direction, dedicated turn lanes at major intersections, raised median, continuous sidewalks on both sides, and bicycle lanes in each direction.

It is important to note that the project does not include any capacity expansion on Business 51.

Through consultation with the villages of Plover and Whiting, Business 51 will be jurisdictionally transferred to the local units of government following completion of the proposed project. This agreement was referenced in the EA/FONSI.

The Business 51 corridor will be divided into four separate phases for final design and construction purposes. Each phase has a unique design ID and construction ID; however, many elements of each project were designed at once for a consistent outcome throughout the corridor. Preliminary design for all projects within the subject corridor is being completed under the preliminary 60% design ID 6414-00-07. Each phase, along with its corresponding design/construction ID, is listed in the below, in order of proposed construction.

**Table 1
Business 51 Phases**

Phase	Limits	ID
Phase 1	Green Drive to Springville Drive	6414-00-08/78
Phase 2	Elm Street to Minnesota Avenue	6414-00-11/81
Phase 3	Hickory Drive to Elm Street	6414-00-10/80
Phase 4	Springville Drive to Hickory Drive	6414-00-09/79

Factor 3: Project Type

The project documentation for this project is an Environmental Assessment (EA) Re-evaluation.

Factor 4: Facility Function

Business 51 is classified as an urban principal arterial.

Factor 5: Project Location

The project is located in the villages of Plover and Whiting, in Portage County. The project is in a mostly urban area south of the city of Stevens Point.

See Attachment 1 for a Project Location Map. See Attachment 2 for the Construction Phase Map.

Factor 6: Improved travel times to an area or region

Transportation is one of many factors that influence growth that occurs in a region. In this region, transportation has developed and expanded over time, improving travel times and travel options for residents in the area. Improved travel times can make an area more attractive for development.

In addition to the development of state highways and local road networks, the development of the Interstate System has led to improved travel options and times in the project area. The Interstate provides direct access to the city of Stevens Point, and the village of Plover and Whiting, and the region as a whole. This accessibility makes the general area attractive to developers. Today, this area in Portage County has excellent accessibility due to the existence of a fairly complete street grid and location of I-90 to the east of Business 51.

Along the Business 51 corridor there are many destination-oriented businesses. These businesses are those in which patrons know prior to their trip that they will be traveling to that business at that location. Destination-oriented businesses also include those which have developed a loyal clientele more interested in the particular product or service than its location. Professional offices, such as those for doctors or attorneys, and unique specialty commercial or service outlets are examples of these types of businesses.

The Business 51 proposed improvements would provide a safer and more efficient corridor for customers to access these destination-oriented businesses and could improve travel times along the immediate corridor. As mentioned earlier, other improvements, such as the Interstate and local road networks, all create a transportation system that improves travel times across the region.

Factor 7: Land Use and Planning

2003 Business 51 Corridor Study

WisDOT prepared a corridor study of Business 51 in cooperation with the village of Whiting and the village of Plover in 2003.

The communities jointly worked on the study with WisDOT to guide proposed improvements that would lead to a safer and more economically viable corridor. The plan reflects each community's desire to see the corridor improved and for the redevelopment of commercial sites along the route.

One of the drivers for the study was concerns about safety of the highway. The study included issues about vehicles merging onto the highway, lack of bicycle lanes and lack of sidewalks. Leaders from Whiting and Plover, along with citizens and business owners examined the area as part of the study. Five different alternatives were developed based on public, business owner, and local official's input. The Preferred Alternative discussed in the report is the same Preferred Alternative that was included in the EA/FONSI and that is being examined as part of the EA-Revaluation. The Preferred Alternative includes a four-lane divided roadway with bicycle and pedestrian sidewalks as well as a raised median with turn-lanes and U-turns.

Village of Whiting

Business 51 is the village of Whiting's only principal arterial, making it an important and widely used corridor in the village. Existing land use along the corridor is a predominantly a mix of destination-oriented and highway-dependent commercial developments. The 2004 Village of

Whiting Comprehensive Plan indicates plans to maintain and redevelop the area which would include plans to develop businesses at important nodes throughout the corridor. The Plan suggested that the redevelopment of Business 51 would strengthen the Village. The village of Whiting acknowledges that the highway is in poor condition and in need of redevelopment.

Existing land use along Business 51 in the village of Whiting is predominantly commercial. There are some residential and vacant commercial properties located at the south portion of the corridor within the village of Whiting. See Attachment 3 - Whiting Existing Land Use Plan.

The village of Whiting's future land use plan indicates the village's goal to transition the Business 51 corridor into strictly commercial uses. According to the future land use map, the plan intends to convert existing residential land to commercial land. There would only be a small section of multi-family residences along the corridor at the north east section of the corridor near McDill Pond. See Attachment 4 – Whiting Future Land Use Plan.

Village of Plover

As a principal arterial, the Business 51 corridor is home to a concentration of destination-oriented and highway-dependent commercial development in the village of Plover. The highway also provides route for a large amount of commuter traffic, primarily from Stevens Point, Plover and Wisconsin Rapids. Business 51 redevelopment would align with Plovers' concern of carrying capacity and overall safety of the arterial. With Business 51 reaching near upper limits of its average daily traffic, redevelopment to account for high traffic volume is encouraged by the Village.

The village of Plover's existing land use on the Business 51 corridor is predominantly comprised of commercial uses, with some institutional, industry and residential uses. There are two large residential neighborhoods located to the east of Post Road, which contain single family residences. See Attachment 5 – Plover Existing Land Use Plan

The village of Plover's future land use map does indicate the corridor would remain a mixture of mainly commercial with some institutional, industry and residential. The future land use map does indicate some areas where vacant property and other property would become commercial land. See Attachment 6 – Plover Future Land Use Plan.

The future land use plans for the corridor will likely increase the number of daily trips to the area. Local goals and plans to redevelop the corridor to increase the amount of commercial land and reduce the number of commercial vacancies, along with transportation improvements, could increase traffic in the area.

Factor 8: Population/Demographic Changes

Census data indicates that the area has seen a modest growth in population over the last several decades. As shown in the tables below, the village of Plover continues to grow, while the village of Whiting has seen a modest decline in population.

The population of Plover was 10,520 in 2000. In 2010 the population grew to 12,123. According to the Wisconsin Department of Administration the population is estimated to grow in 2013 to 12,420, as noted in the table below.

**Table 2
Historic and Project Population – Village of Plover**

2013 (estimate)	2010	2000	1990
12,420	12,123	10,520	8,176
Source: UW-Extension Applied Population Laboratory; State of Wisconsin – Dept. of Administration			

The population of Whiting was 1,760 in 2000 and in 2010 it was 1,724. According to the State of Wisconsin Department of Administration the estimation indicates the population will be 1,698 in 2013, as noted in the table below.

**Table 3
Historic and Projected Population – Village of Whiting**

2013 (estimate)	2010	2000	1990
1,698	1,724	1,760	1,838
Source: UW-Extension Applied Population Laboratory; State of Wisconsin – Dept. of Administration			

Factor 9: Rate of Urbanization

Land use along Business 51 has remained largely unchanged over the past several decades. The corridor continues to be dominated by commercial land uses, with some residential and industrial parcels scattered throughout.

The corridor has continued to experience a decline in the number of businesses that line the roadway, similar to what was reported in the EA/FONSI. A number of businesses along the

corridor have ceased operations. During site visits it was noted that many commercial buildings remain vacant to this day.

Although the corridor has experienced an overall decline in the number of operating businesses, there has been some new development along the corridor. For example, a new Kwik Trip gas station was recently constructed at the corner of Business 51 and Plover Springs Drive.

Local officials from the villages of Plover and Whiting have been actively involved in the design process and are eager to see corridor improvements made. The local officials consistently point to the need for improvements they believe would assist with business development and retention along Business 51.

Factor 10 – Public, State and/or Federal Agency Concerns

The villages of Plover and Whiting have been working with WisDOT for a number of years to develop improvements for the Business 51 corridor. During 2002 and 2003, WisDOT officials and Plover and Whiting village leaders conducted the Business 51 Corridor Study. That study included a number of meetings with village staff and elected officials, as well as the general public. The result of the study was a recommendation to implement the proposed improvement plan that is being carried forward today.

Local officials from the villages of Plover and Whiting have also been actively involved in the current design process and have consistently pointed to the need for improvements along Business 51. Additionally, the staff team has been working with both Villages to work through the jurisdictional transfer process. For the current design period, there have been three separate local officials meetings, in addition to smaller coordination meetings with village representatives. In summary, the villages of Plover and Whiting are supportive of the improvements and have championed the effort to see the improvements come to fruition.

Through the current design process, coordination has taken place with state and federal agencies including, but not limited to, U.S. Army Corps of Engineers, Wisconsin Department of Natural Resources, and the State Historic Preservation Office. Coordination is ongoing with these agencies. None of the agencies have expressed concerns regarding the project.

Summary

The information presented above suggests that the Proposed Action would not cause substantial indirect or cumulative effects. Since the villages of Plover and Whiting have been active in trying to redevelop the corridor, it is clear that this corridor is viewed as a desirable area for redevelopment of existing properties and future commercial development, and this area will continue to grow, regardless of the implementation of the Proposed Action.

The proposed improvements would provide a safer and more efficient transportation corridor – but is not likely to be the only driver of development in this area. The villages of Plover and Whiting also have future land use plans to create commercial development along the corridor.

It is important to note that the project does not include any capacity expansion on Business 51.

Through this screening analysis using WisDOT's pre-screening for indirect effects procedure and FDM guidance on indirect and cumulative effects, it is concluded that the factors of the project, its location and other conditions do not warrant further detailed analysis of the potential for indirect effects.

The project would not have the likelihood to result in *significant* indirect or cumulative effects as defined by the National Environmental Policy Act. This conclusion was based on the evaluation for 10 pre-screening factors including: project design concepts and scope; project purpose and need; project type; facility function (current and planned); project location; improved travel times to an area; local land use and planning considerations; population and demographic considerations; rate of urbanization; and public/agency concerns. The data and evaluation supporting this conclusion are presented above. Therefore, further detailed evaluation of indirect and cumulative effects in a detailed analysis is not warranted. If changes are made to the project design or alternatives, this screening will be re-examined for sufficiency.

Appendix J

OCR Order – RR Near Minnesota Avenue

BEFORE THE OFFICE OF THE COMMISSIONER OF RAILROADS

STATE OF WISCONSIN

In the Matter of the:

Petition of the Wisconsin Department of Transportation for the Alteration of a Public Crossing of the Wisconsin Central Ltd. Tracks with Post Road (Business US 51) in the City of Stevens Point, Portage County

9164-RX-750

FINAL DECISION

By letter dated July 1, 2010, Wisconsin Department of Transportation (DOT) petitioned the Office of the Commissioner of Railroads (OCR) for the alteration of a public crossing of the Wisconsin Central Ltd. (WCL) tracks with Post Road (Business US 51) in the City of Stevens Point, Portage County (crossing no. 692 750U MP 1.18).

Jurisdiction: Secs. 195.28 and 195.29, Stats.

At the time DOT filed the petition, it believed the crossing was in the Village of Whiting. At the time of the hearing, the OCR learned that it had been determined that the crossing, while very close to the Village of Whiting is actually located in the City of Stevens Point. The hearing examiner contacted the City of Stevens Point and offered the opportunity to submit comments or to request further hearing. The City indicated it would submit comments, but has not done so yet. The City can file comments on this proposed decision (as can other interested persons).

Pursuant to due notice, a public hearing was held in this matter on August 4, 2010 in Whiting, Wisconsin with hearing examiner Douglas S. Wood presiding.

On September 14, 2010, the hearing examiner issued a proposed decision. The OCR received no comments responding to the proposed decision.

The Commissioner adopts the proposed decision as final without change.

Appearances:

Parties

Wisconsin Department of Transportation, Petitioner
by
Mark Morrison, PE
Grade Crossing Safety Engineer
PO Box 7914
Madison, WI 53707-7914

As Interest May Appear:

Wisconsin Central Ltd.
by
Jackie Macewicz
Manager Public Works
1625 Depot Street
Stevens Point, WI 54481

Village of Whiting
by
Jerry Walters
Village President
3600 Water Street
Stevens Point, WI 54481

Findings of Fact

THE COMMISSIONER FINDS:

The DOT and the Village of Whiting plan to reconstruct a 3.5 mile section of Post Road (Business US 51) between Minnesota Avenue and STH 54. As part of that project, during the 2011 construction season, the DOT and Village plan to improve Post Road (Business US 51) between McDill Pond and Church Street, a distance of approximately 1,350'. The project will widen Post Road (Business US 51) from a 44' wide undivided four-lane roadway to a four-lane divided roadway with bike lanes and sidewalks.

The 2011 project includes the improvement of the intersection of Post Road (Business US 51) and Minnesota Avenue. The intersection has a high rate of crashes due in part to its skewed angle and the lack of separate turning areas. The crossing of the WCL's Plover Subdivision is located about 500' to the northwest of the Minnesota Avenue intersection.

Post Road (Business US 51) is a 4-lane undivided roadway consisting of four 11'-wide lanes plus 2.5' curb and gutter. There is a 5'-wide sidewalk located behind the curb on the east side. Post Road (Business US 51) intersects the tracks at an angle of 45° (right-hand forward). The roadway approaches to the crossing ascend to the track at about 0.5% on each approach. The crossing consists of one mainline track.

Reconstructed Post Road (Business US 51) will include two 12'-wide lanes and a 4'-wide bicycle lane in each direction with a 21'-wide raised grass median in the vicinity of the crossing. There will be 6'-wide sidewalks located about 8' behind the curb on each side.

Post Road (Business US 51) carries 15,600 ADT (average daily traffic). The DOT projects Post Road (Business US 51) will carry 18,000 ADT in the design year of 2031. The speed limit is 35 mph.

The railroad currently operates 2 through train movements per day over the crossing at a maximum timetable speed of 25 mph, but typical actual speeds are 5 to 10 mph.

A driver traveling at 35 mph needs a distance of 281' to stop safely. The crossing warning devices are visible from more than 281' in each direction. The approach sight distance is adequate.

Assuming a train speed of 25 mph, a driver traveling at 35 mph needs to see a train when it is 250' from the crossing from a point 281' down the highway. The sight distance available in each quadrant from the safe stopping distance is as follows: 50' in the northwest quadrant, 144' in the northeast quadrant, 120' in the southwest quadrant and 45' in the southeast quadrant. The corner sight distance is inadequate in all quadrants.

At all crossings, except those with gates, a driver stopped 15' short of the near rail must be able to see far enough down the track, in both directions, to determine if sufficient time exists for moving their vehicle safely across the tracks to a point 15' past the far rail, prior to the arrival of a train. Required clearing sight distance along both directions of the track, from the stopped position of the vehicle, is dependent upon the maximum train speed and the acceleration characteristics of the "design" vehicle. The necessary clearing sight distance at the Post Road (Business US 51) crossing is 560'. The available clearing sight distance is greater than 1200' in all quadrants. The clearing sight distance is adequate in all quadrants. The skewed angle of the crossing may restrict the view down the tracks in two of the quadrants for some drivers.

The exposure factor at this crossing is 31,000. The exposure factor at this crossing will be about 36,000 in the design year of 2031 assuming 2 train movements per day. The exposure factor equals the product of the number of trains per day and the number of highway vehicles per day, which yields a numerical value for the potential conflicts each day at the crossing.

One train-vehicle accident has occurred at this crossing since 1973. The crash occurred in 1983.

The crossing presently has cantilevered 12" LED automatic flashing lights with motion detection for warning devices (installed in 1984). The DOT proposes to upgrade the warning devices as part of the project. DOT proposes to reuse the existing cantilevered signals with a new gate behind the outside curbs and new mast-mounted 12" LED automatic flashing lights with a gate in the median on each approach. The existing warning devices will be adequate until such time as the new warning devices are installed. DOT's proposed upgrade will adequately protect public safety.

The existing crossing is in poor condition and in need of repair. The WCL proposes to install a composite plastic crossing with a skid resistant surface. The DOT agreed that either this composite material or concrete panels would be acceptable. The WCL has installed this crossing material at many crossings over the past 11 years, including in 2009 at the Memorial Drive / College Avenue crossing in Appleton. The skid resistant surface addresses the reservations expressed by Village President Jerry Walters.

In summary, the alteration of the crossing at-grade of the Wisconsin Central Ltd. tracks with Post Road (Business US 51) will promote public safety and convenience by separating northbound and southbound traffic with a median and by upgrading the warning devices. The median combined with the gates will deter all but the most aggressive drivers from attempting to cross the tracks while the gates are in operation.

Source of funding: The highway project will pay for the signal materials and installation.

Under s. 86.12 Stats., the railroad has the responsibility to maintain the crossing. When a highway project requires the widening of a crossing, the OCR prorates the cost for the crossing reconstruction between the highway authority and the railroad based on the ratio of existing and proposed lengths of the crossing. The railroad bears responsibility for the existing length and the highway authority pays for the added length.

The existing crossing is 78' measured along the railroad. The new crossing surface will be 155' long. The railroad is responsible for 50% of the crossing reconstruction work. The project will fund the remaining 50%.

At the time of the petition, DOT believed the crossing was eligible for 85% funding of the existing crossing surface length under s. 86.13 (5) Stats. The testimony established that this section of Post Road (Business US 51) has been jurisdictionally transferred to the City of Stevens Point and is no longer a connecting highway and is now a city street. Section 86.13 (5) only applies to state trunk highways. Thus, the crossing work is ineligible for funding under that section.

CONSTRUCTION STAGING AND COORDINATION

The reconstruction will be completed in two stages. Stage 1 will require all traffic to use the existing northbound lanes by May 2, 2011. This change will necessitate removing the existing cantilevered signal for the southbound lanes and installing a temporary side-of-road signal 4'-3" behind the west edge of the northbound lanes to cover southbound traffic using the westerly lane of the northbound lanes. Stage 2 will require all traffic to use the new southbound lanes by June 24, 2011.

During Stage 1B, the project contractor will remove the approach crossing pavement in the southbound lanes by June 13, 2011. This will allow the railroad to install the new crossing for the southbound lanes between June 13, 2011 and June 17, 2011.

During Stage 1C, Post Road (Business US 51) will be detoured between June 20, 2011 and June 24, 2011. On June 20, 2011, the project contractor will remove the approach crossing pavement in the northbound lanes. This will allow the railroad to install the new crossing for the northbound lanes between June 20, 2011 and June 24, 2011.

During this same time period, the existing cantilevered signal for the northbound lanes will need to be removed and a temporary side-of-road signal installed 4'-3" behind the easterly curb line of the new southbound roadway for northbound traffic and the cantilevered signal for the southbound lanes be reinstalled at a position 4'-3" behind the new westerly curb line. All railroad work will need to be completed by June 24, 2011, to allow for the reopening of Business 51 to the new southbound lanes.

Stage 2 will complete the construction of the new northbound lanes. The railroad will need to reinstall the cantilevered signal for the northbound lanes at a position 4'-3" behind the new curb

line, and install crossing gates as may be ordered by the Commissioner in time for the reopening of Post Road on August 12, 2011.

Ultimate Conclusions on the Issues

THE COMMISSIONER CONCLUDES:

1. That the alteration of the crossing at-grade of Post Road (Business US 51) with the Wisconsin Central Ltd. tracks in accordance with the design plans of the Wisconsin Department of Transportation in the City of Stevens Point, Portage County will promote public safety and convenience.

2. That in order to adequately protect and promote public safety, it is necessary to install and maintain cantilevered 12" LED automatic flashing lights with gates.

3. That it is reasonable that the Wisconsin Central Ltd. bear 50% of the cost for the crossing construction.

Conclusion of Law

THE COMMISSIONER CONCLUDES:

That the jurisdiction of the Office of the Commissioner of Railroads under §§195.28 and 195.29, Stats., extends to this matter. Accordingly, the Office enters an order consistent with the findings of fact.

Order

THE COMMISSIONER ORDERS:

1. That the **Wisconsin Central Ltd.** shall install and maintain a crossing at-grade of **Post Road (Business US 51)** with its tracks in accordance with the design plans of the Wisconsin Department of Transportation in the City of Stevens Point, Portage County. The **crossing work shall be completed in conformity with the staging schedule** set forth in the findings of fact. (crossing no. 692 750U MP 1.18).

2. That the **Wisconsin Central Ltd.** shall install and maintain two mast-mounted and two cantilevered 12" LED automatic flashing lights with gates and other appropriate appurtenances in accordance with such plans as are filed with and approved by the Office of the Commissioner of Railroads at the crossing of its tracks with **Post Road (Business US 51)** at-grade in the City of Stevens Point, Portage County. The **warning devices shall be installed in conformity with the staging schedule** set forth in the findings of fact (crossing no. 692 750U MP 1.18).

3. That the **Wisconsin Central Ltd.** shall submit to the Office of the Commissioner of Railroads signal and circuit plans with the cost estimate of its proposed installation and upon completion of the signal project, a detailed statement of the actual cost to the Office and to the Wisconsin Department of Transportation.

4. That the **Wisconsin Central Ltd.** shall also install and maintain temporary crossing signals as needed to accommodate **the staging schedule** set forth in the findings of fact.

5. That the signal installation work herein ordered shall not begin until the regional office of the Wisconsin Department of Transportation informs the railroad that they may start such work and such start notice will not be issued until appropriate federal aid or other funding arrangements have been assured. The cost of the new project initiated before the start notice will not be reimbursed with public funds and shall be the responsibility of the railroad.

6. That the **Wisconsin Central Ltd.** shall notify the Office of the Commissioner of Railroads upon completion of the signal project.

7. That to the extent feasible the **Wisconsin Central Ltd.** shall re-use the existing signal equipment.

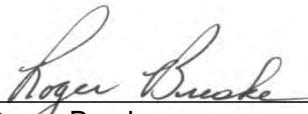
8. That the **Wisconsin Central Ltd.** shall bear no part of the cost of the crossing signal materials or installation, except for any cost assessed to the railroad pursuant to §195.60, Stats., for the investigation of this matter by the Office. The railroad shall not pass on those assessment costs either directly or indirectly.

9. That the **Wisconsin Central Ltd.** shall bear 50% of the cost of the crossing reconstruction. The public highway project funds shall bear the remaining costs, except for any cost assessed to the railroad pursuant to §195.60, Stats., for the investigation of this matter by the Office. The railroad shall not pass on those assessment costs either directly or indirectly.

10. That jurisdiction is retained.

Dated at Madison, Wisconsin, [October 6, 2010].

By the Office of the Commissioner of Railroads.



Roger Breske
Commissioner of Railroads

Appendix K

Section 4(f) Document Updates – Springville Pond & Green Circle Trail

**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.)		
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.)		X
e. Payment of the fair market value of the land and improvements taken.		
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	

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.

4/24/14

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 type="checkbox"/> Waterfowl Refuge <input type="checkbox"/> Historic Site		
<input checked="" type="checkbox"/> Other - Identify Recreational Trail		

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

These were inadvertently checked and should be disregarded.

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

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

Yes - ^{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 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:

THE BOARD:

- John Buzza
- Scott Cole
- Jerry Ernst
- Tom Jensen
- John Jury
- Bev Laska
- Carl Lemke
- Jen McGinley
- Roy Menzel
- John Noel
- Ferry Rothmann
- Tom Schrader
- Nick Schultz
- Gary Speckmann
- Ward Wolff
- Ron Zimmerman

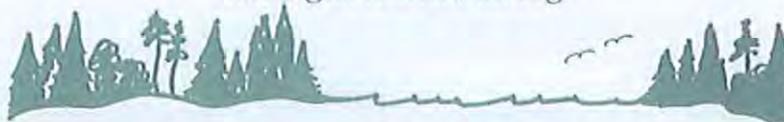
I am writing to you in regards to the proposed widening of Business 51 (Post Road) within the Village of Plover and Village of Whiting. I understand the proposed action includes improvements to accommodate four lanes of traffic, a median, and bike lanes. All of the intersections along this corridor are 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



EMERITUS:

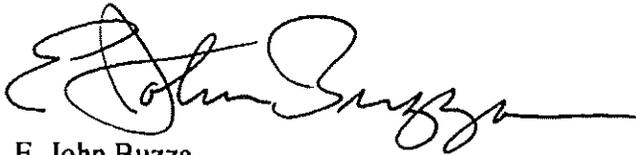
- Rose Jirous
- George Rogers
- Dan Trainer

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 & archeological 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.

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: 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.

9/24/14

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 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.

^{YES} ~~No~~ - Other - Explain: de Minimis 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.

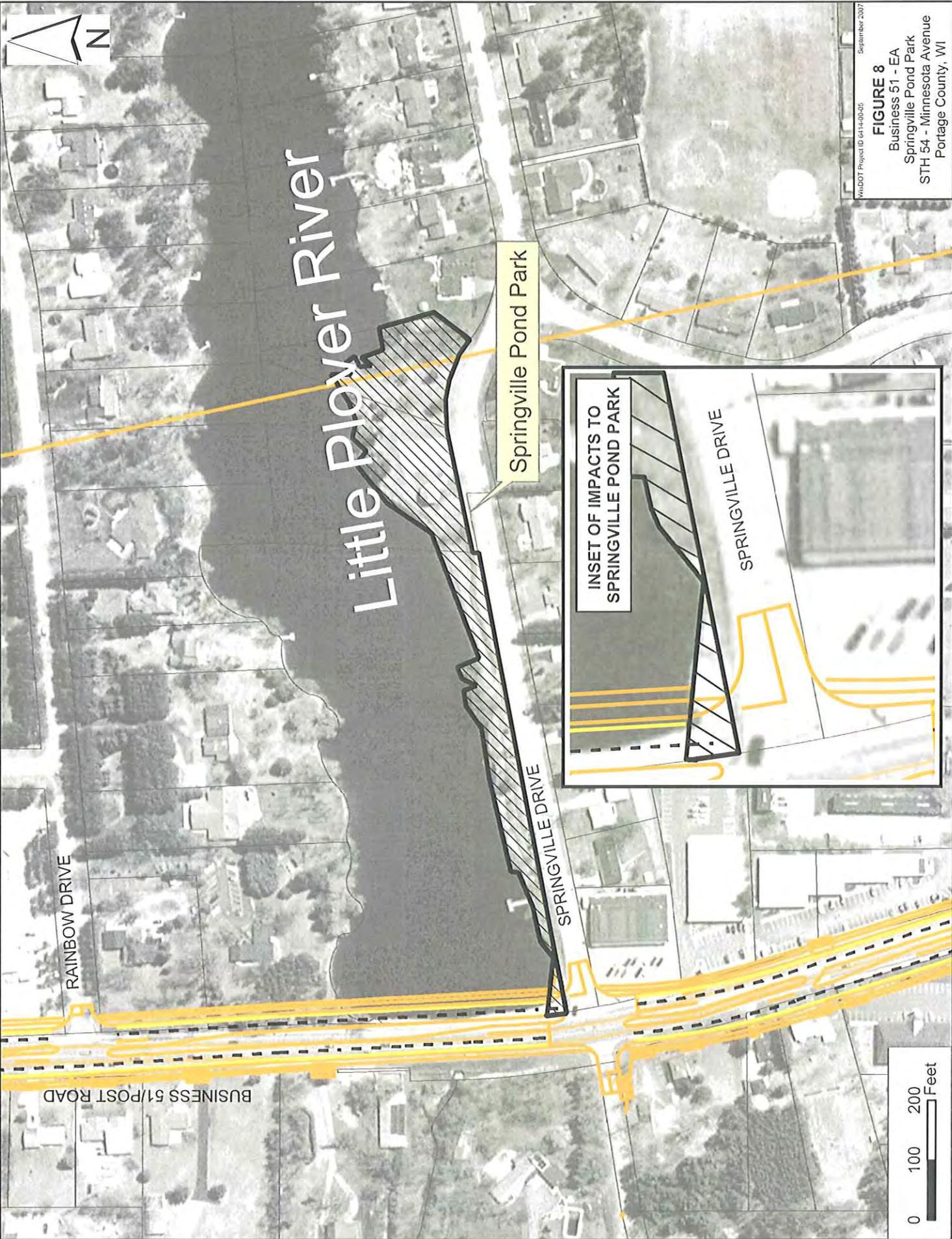
- Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- Restoration and landscaping of disturbed areas.
- Incorporation 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.



Little Plover River

Springville Pond Park

RAINBOW DRIVE

SPRINGVILLE DRIVE

BUSINESS 51/POST ROAD

INSET OF IMPACTS TO
SPRINGVILLE POND PARK

SPRINGVILLE DRIVE

0 100 200 Feet

September 2007
 WADOT Project ID 6414-00-05
FIGURE 8
 Business 51 - EA
 Springville Pond Park
 STH 54 - Minnesota Avenue
 Portage County, WI

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.

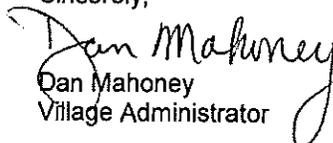
Springville Pond Park is a 4-acre park on Springville Pond. It is fully developed along its east side and offers picnic areas, walkways, a handicapped accessible pier and paved parking. The acquired land is on the far west side of the park, and would have a minimal impact to the integrity of the park.

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.