

**City of Portage
Ad Hoc Canal Committee Meeting
Monday, March 9, 2015, 4:30 p.m.
Municipal Building, Conference Room One**

Members present: Fred Galley, Chairperson; Ron Dorn, Marianne Hanson, Doug Klapper, Bob Redelings and Jesse Spankowski (citizen member).

Members excused: Chris Arnold and Jerry Foellmi

Others present: Karen Richardson, Scott Inman (DNR), Vern Gove, Kirk Konkell, Richard Lynn, Kory Anderson, Bill Welsh and Lynn Jerde

1. Roll Call

2. Discussion and possible action on minutes from 7/14/14 meeting.

Galley indicated the minutes didn't contain the attachments from Ms. Fehrman and Administrator Murphy referenced in items 4 and 5 respectfully. Motion by Galley, second by Klapper to amend the minutes by including the noted attachments. Motion passed 6 to 0.

Motion by Dorn, second by Klapper to approve the minutes as amended. Motion carried 6 to 0.

3. New committee member Jerry Foellmi.

Galley mentioned the Council appointed Jerry Foellmi to the Committee, replacing Destinee Udelhoven. Mr. Foellmi has been involved with various aspects of the canal in the past.

4. Discussion and possible action on Columbia County Building Project and coordination with WisDOT (US 51 Project) and WisDNR (Segment 2, Canal Project).

Galley mentioned there was a good meeting on February 27 with representatives from Columbia County, WisDOT, the WDNR and others regarding the upcoming projects that could impact segment 1 of the canal.

Mr. Gove provided a "Gateway" site plan for the County's building project (attached) and indicated the project should be an attractive addition to the City of Portage. He mentioned the County is in the process of purchasing properties.

Dorn suggested the proposed walkways over the canal needed to be sufficiently high to permit the use of watercraft on the canal and for pedestrians to utilize the existing pathway. It was mentioned that the bridges would be approximately 20' above the water surface.

Mr. Konkell indicated their architect, Potter Lawson, is currently developing stacking diagrams and will soon be providing a 3-D model. Their general contractor, Findorff is assisting with construction cost estimates. Bidding is anticipated around the end of this year and both buildings will be constructed simultaneously. Construction is expected to take about one year.

Klapper inquired if any of the green space would be available for public use. Konkell said that hasn't been discussed yet. Klapper inquired if any bathrooms would be available for public use. Konkell said that matter also has not been discussed.

Konkell mentioned that GEC is performing the environmental work and there has been a meeting with the WDNR. Many more meetings are anticipated with the City Planning Commission, SHPO and the USACOE.

Galley said the initial vision for the canal is coming to fruition with the "Gateway". Motion by Galley, second by Redelings to endorse the County's building project. Motion passed unanimously.

5. Discussion and possible action on contract progress with SEH.

Ms. Richardson (KJohnson Engineers, management consultant) provided a synopsis of events over the past several months regarding contract negotiations. SEH provided a draft agreement at a relatively high cost. The agreement was reviewed with City staff and it was apparent the agreement contained services above and beyond what was required for the initial phase. SEH was requested to reduce the scope of services and the associated costs. Ms. Richardson said a response from SEH was expected in about a week.

Galley said this process was started a year ago and it is very frustrating to not have an agreement by now. He produced an amended schedule (attached) showing the agreement approval process was only supposed to take 4 months. He inquired if a fixed fee contract would be better. Ms. Richardson said it's not recommended. It would likely be more costly and the project is well enough defined to be a lump sum contract.

Ms. Richardson apologized for delays in the process. Redelings mentioned that the consultant was involved on East Wisconsin Street alternative analysis and was slow in providing a draft contract initially.

6. Engineering firm selection process for DNR's portion of project.

Mr. Inman explained that there's an on-going solicitation for consultants to provide engineering for the sediment remediation. Two reports are required; a remediation investigation, having a goal of being completed, followed by a feasibility report. The feasibility report would likely take longer and doesn't have a defined timeline. Dorn suggested providing some schedule guidelines for the consultants and Inman agreed. Hanson and Galley both expressed concern of missing the 2017 State biennial budget if the feasibility study wasn't completed.

Mr. Inman agreed that it would be beneficial for the City and State projects to coincide, but the State needed to move forward regardless of the City project. Ms. Richardson and Ms. Hanson expressed some concern for the lack of a schedule commitment and the need for the City's consultant to have this information. Mr. Inman stated there would be additional time required for the State's project. Once the feasibility study was completed, there'd be a solicitation for the design consultant followed by the project design, which may take a year, followed by construction which would take another year.

Mr. Inman stated that studies are costly and sources of funding will be explored as part of the feasibility study. Successful projects have resulted from City and State partnerships. Galley expressed his concern for how far the City could go without having DNR input. Ms. Richardson asked if the DNR had sufficient funding for their initial work and Mr. Inman thought there was, otherwise, they wouldn't proceed.

Aldersperson Lynn inquired as to who the DNR is accountable to. Mr. Inman said the DNR sets the schedule, but can only proceed if funds are available. He said the EPA may have enforcement oversight and Mr. Lynn asked him to investigate the matter.

7. Discussion and possible action on Consideration of alternate funding sources in coordination with state bi-annual budget cycle.

It was noted this item was discussed under item 6.

8. Set Next Meeting Date

Galley suggested April 13, 2015 at 4:30 p.m. The Committee agreed.

9. Adjournment

Motion by Klapper, second by Hanson to adjourn. Motion passed 6 to 0. The meeting concluded at 5:35 p.m.

Respectfully submitted, Robert G. Redelings, City Engineer

Bob Redelings

From: Jill Fehrman <jfehrman@sehinc.com>
Sent: Tuesday, July 01, 2014 11:37 AM
To: Bob Redelings; karenrichardson@kjohnsonengineers.com
Cc: Darren Fortney; Chris Blum; Tom Sear; Ryan Van Camp
Subject: Portage Canal - Contract Assumptions.
Attachments: Portage Canal SEH Assumptions.140630.docx

Hi Bob and Karen -

I rearranged our assumptions to follow the different segments of the contract. I attached a list of the assumptions in the pdf below. I added some explanations of why we are making these assumptions that we can discuss.

Our general concept for the overall project flow would be:

-
- Complete the Hydrologic/Hydraulic Evaluations of the canal. This will allow us to define the quantity of water that flows to the canal. The information will be useful during discussions concerning potential impacts of reducing the canal width.
- Develop with the City and the Committee two new typical sections for the canal and multi-use path. The two concepts could be generally defined as:
 - Concept One: Revetment walls (at reduced canal width), multi-use path, linear park, retaining walls as needed.
 - Concept Two: Sloped canal walls (at reduced canal width), multi-use path, linear park, retaining walls as needed.
 - We could show the concept of lighting, benches, sediment control measures on the plan view. However, we would not recommend preparing preliminary plans until a canal concept is chosen.
- Develop with the City and the Committee conceptual designs for the Lock bridge, crossing at Hamilton Ave and the RR underpass.
 - The locations of the abutments for the Lock bridge are not dependent on the canal width or the WDNR cleanup of the contaminated sediments. If the City felt they wanted to expedite the design of this structure it would be possible to complete the borings and develop a preliminary structure plan.
 - The locations of the abutment for the crossing at Hamilton Ave will be dependent on the width of the canal. Completing the necessary borings required to complete the preliminary plans would be difficult until the canal width is defined.
- Agency/Utility Coordination
- Public Information Meeting to present concepts to the public
- Work with the City and the Committed to address any comments received
- Additional Agency/Utility coordination
- Public information Meeting to present final concept
- Submit Environmental Report.

To keep the project moving forward we could begin the contract negotiation process to complete preliminary and final design for the project once the ER is submitted.

Please contact me if you need any additional information or have any questions.

Thanks,

Jill Fehrman, PE | Project Manager

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Short Elliott Hendrickson Inc. Assumptions

FOR

PROJECT ID 6996-05-27
City of Portage, Portage Canal
(Fox River to Wisconsin River)
Non Highway
Columbia County

SPECIAL PROVISIONS

- The municipality wants the team to develop to typical sections that modify the concept approved in the Environmental Document under Project ID 6996-05-06.
 - Typical section utilizing revetment walls, reducing the canal width, utilizing a linear park concept and maximizing the space between the channel and the path to minimize the need to place railing along the canal.
 - Typical section utilizing sloped canal walls, reducing the canal width, utilizing a linear park concept and minimizing the need to place railing along the canal.
- The contract includes conceptual design and approximately 40% preliminary design.
- Segment 1: Preparation of a conceptual design of a new shared use bridge over the Wisconsin River Lock to be discussed in the Environmental Report. No work on the revetment walls is anticipated in this segment of the project.
- Segment 2: To be discussed in the Environmental Report:
 - Preparation of two canal typical sections the minimize impacts while providing a sufficient canal to address water conducted to the canal. The designs will be developed to approximately 40% preliminary design.
 - 40% preliminary design of a new shared use path between Adams Street and the Railroad Trestle.
 - Conceptual design of a path designed to go underneath the railroad trestle.
 - Conceptual design of a new shared use bridge over the Portage Canal at Hamilton
 - Survey will be required in Segment 2.
 - Any discussion of the original concept selected in the Environmental Report approved under Project ID 6996-05-06. Will be taken from the original document and assumed to be correct.
- Segment 3 and 4:
 - The Municipality indicated they did not want to update these preferences based on the fact that the timeline to complete Segment 3 & Segment 4 are unknown.
 - Would there be any survey available to assess impacts and estimate preliminary quantities for costs.

Comment [JF1]: 40 % preliminary design indicates we would review the vertical profile to determine preliminary impacts to properties.

DESIGN REPORTS

- Pavement Report: None
 - Multi Path pavement from Segment 1 will be used for quantity estimates (3" asphalt over 8" base)
- Transportation Management Plan: None
- Encroachment Report: None
- Conceptual Design Report:
 - Segment 2 will be updated to include
 - previously preferred canal typical with revetment walls
 - typical including narrower canal with revetment walls, linear park and multi use path
 - typical including narrower canal with sloped walls, linear park and multi use path
 - Segment 3:
 - previously preferred canal typical with revetment walls
 - ?
 - Segment 4:
 - previously preferred canal typical with revetment walls
 - ?

ENVIRONMENTAL DOCUMENTATION

- Review the Environmental Report dated August 2004 and provide an Environmental Report for approval.
 - Historical and Archaeological Surveys:
 - The CONSULTANT will utilize the previously completed Memorandum of Agreement dated April 2004.
 - The CONSULTANT will conduct a new record search to determine if any additional sites have been identified.
 - Hazardous Materials/Contamination Assessments:
 - The CONSULTANT will coordinate with WDNR concerning Sites 31, 35, 36 and 37 dated August 2003.
 - No additional Phase 1 or Phase 2.5 investigations are anticipated by the CONSULTANT and would be considered extra services.
 - Wetland Investigations:
 - Wetland delineation in Segment 2 will be completed by the CONSULTANT.

Comment [JF2]: What other options do we want to consider? Modifying the cross section to slope from the top of the bank to the proposed bottom of canal. This would prevent the slope intercepts from changing. The primary impact would be the reduction of the proposed canal cross sectional area. It is likely that the Environmental Report will need to be updated a second time as part of the design of segment 3 & 4.

Comment [JF3]: Do we need to update the MOA and obtain signatures as part of this project? The current MOA expired 5/9/2009

- o Wetland delineation in Segments 3 & 4 – Will the CONSULTANT delineate the wetlands or is electronic files available from the previous Environmental Report.

Comment [JF4]: Can we assume that the wetland areas have not changed, or do they have to be re-delineated after 10 years?

- Section 4(f) Evaluation:
 - o Individual 4(f) Evaluation for the Portage Canal.
 - o Programmatic 4(f) Evaluation for the Ice Age Trail.
- Section 6(f) Evaluation: None

AGENCY COORDINATION

- The consultant will coordinate with WDNR concerning the Section 401 water quality certification. Certification will be obtained during following design contract.
- The consultant shall coordinate with ACOE concerning the Section 404 Permits. Permit will be acquired during following design project.
- Recreational and Boating Facilities Program Permits
 - o Not included. Would be considered extra services

UTILITY INVOLVEMENTS

- The CONSULTANT shall follow the procedures of the WisDOT Guide to Utility Coordination for non-TRANS 220 projects.
- Railroad coordination to provide a multi use path under the railroad overpass.

A. PUBLIC INVOLVEMENT

- Two Public Involvement Meetings:
 - o One meeting to present the additional concepts being reviewed.
 - o One meeting to present the selected alternative prior to the submittal of the environmental document.
 - o The MUNICIPALITY will supply a mailing list for the adjacent property owners, local officials, and concerned citizen groups for the CONSULTANT to provide mailing information for the PIM's.

SURVEYS

- Limits of survey will be from centerline of Adams Street to 150 ft northeast of the centerline of the RR structure. Topographic and cross sectional information will be extend 100' right and left of the canal centerline.
- The surveys shall provide information necessary for the preparation of plats and acquisition of right of way and property.
- The survey will locate the first storm manholes upgradient from each outfall to the Canal including invert information.

Comment [JF5]: Do we want to use GIS property information to calculate impacts? The information for a plat can be obtained with the design contract once a preferred alternative is selected.

SOILS AND SUBSURFACE INVESTIGATIONS

- No Soil Borings until preferred alternative is chosen.

ROAD PLANS

- The consultant will develop a conceptual layout that will be shown to the public at the first PIM.
- The consultant will develop a 40% preliminary plan to assess impacts to the properties for the Environmental Report.
- It is anticipated that the PROJECT length will not exceed 3,600 feet for the Canal reconstruction work in Segment 2.
- It is anticipated that the PROJECT length will not exceed 200 feet for the connections to the bridge over the Wisconsin River Lock in Segment 1.
- Connections between the pedestrian bridge and the trail over the Canal at Hamilton Street in Segment 2 on the south side will not exceed 300 ft.
- Connection between the bridge over the Canal at Hamilton Street and East Edgewater Road will not exceed 150 ft.
- Conceptual Canal Plans shall be prepared for Segments 2 through 4.
- Consider WDNR method to remove contaminated soils from the Canal and evaluate the potential for incorporating the material into fill areas.
- New water supplies for to the canal will not be evaluated. Improving flow in the canal will be evaluated based on possible changes to the cross sectional are of the canal.
- Analyze canal width/bank stabilization options. The following alternatives shall be reviewed:
 - Revetment walls similar to Segment 1. Current preferred alternative.
 - Revetment/retaining walls provided on both sides. Reducing the canal to allow enough separation between the canal and the path to reduce or eliminate the need for railing.

- No walls provided; construct mowable slopes on both sides of the canal; path to be constructed such that railing is not necessary; retaining wall may be required on the outside of the path.
- No lighting;
- Conceptual landscaping and other amenities;
- Small watercraft access at Adams Street, Hamilton Avenue, both sides of the Fort Winnebago Lock, and STH 33;
- Provide pedestrian and bicycle trail design adjacent to the canal with access connections; and allow for a segmented approach to the entire PROJECT
- Conceptual design a passage of the path underneath the railroad structure.

Comment [JF6]: Recommend evaluating addition access points when designing Segments 3 & 4

Comment [JF7]: Recommend evaluating construction staging in the design phase. Contingent on available funding two options could be evaluated. Removing specific items to construct the entire trail or splitting the project approximately in half at the Hamilton pedestrian overpass structure. This may be impacted by the costs of the preferred alternative.

The Conceptual Canal Plans are expected to consist of the following:

- Project Overview – Single Sheet Schematic Drawing
- Typical Sections for existing and for all alternatives
- Cross Sections at critical locations for all alternatives
- Plan and Profile Sheets on aerial mapping for all alternatives
- Existing Right of Way shown on plan and profile sheets
- Design Details as necessary to depict alternatives
- The Plan and Profile sheets for the 40% Preliminary Canal Plans will be developed to a 1"=40' scale on 11" X17" sheets. Preliminary cross sections for the Canal Plans will be at every 50 feet.
- Section II.I.(2) of the STANDARD PROVISIONS is amended to include the following plans:
 - 40 % Preliminary Canal Repair and Restoration Plans
 - 40 % Preliminary pedestrian and Bicycle Facility Plans
 - Conceptual Storm Sewer to be shown on plan view
 - Conceptual Sedimentation Reduction Plans to be shown on plan view
 - No Landscaping and Amenities Plans(include with preliminary and final design)
 - No Lighting Plans (include with preliminary and final design)
 - Project Overview - Single Sheet Schematic Drawing
- Water Management – Hydorlogic / Hydrolic Evaluations
 - Assumptions
 - Historic Canal Water Surface Elevations: The range of historic water surface elevations in the Portage Canal (Segment 2) is well defined, given past City observations and recordings. At a minimum, this information will be provided at the downstream end of Segment 2.
 - Shallow Groundwater Elevations: Shallow groundwater elevations in the vicinity of Portage Canal (Segment 2) can be well defined using existing information provided by the City.

- Existing Canal (Segment 1 and 2) Cross-Sections: Existing canal cross-sections (extending into the overbank area and spaced about every 100 feet) can be provided by the City, as related to the development of a HEC-RAS (hydraulic) model of existing conditions.
- Sub-Watershed E1 and E2 Hydrologic / Hydraulic Data: Hydrologic / hydraulic data for Sub-Watersheds E1 and E2, as defined in the City of Portage Stormwater Management Plan, completed by General Engineering in 2008, is available. Information to be provided includes: (1) drainage areas; (2) land use types; (3) hydrologic soil types; (4) ground topography and critical structure elevations; (5) storm sewer pipeline data, including pipe length, diameter, invert elevations, and material; and (6) location and extent of historic flooding.
- Proposed Scope
 - Hydrologic Evaluations – Existing Conditions: Develop existing condition hydrologic models of Sub-Watersheds E1 and E2, given the background information described above and provided by the City; and simulate the 2-, 5-, 10-, 25-, 50- and 100-year design events in order to determine the design peak discharges entering Portage Canal – Segments 1 and 2. It is assumed that individual pipeline / swale discharges within Sub-Watersheds E1 and E2 are not required, and will not be developed.
 - Hydraulic Evaluations – Existing Conditions: Develop a HEC-RAS (hydraulic model) of the Portage Canal Segments 1 and 2 (existing condition), and develop simulated water surface profiles for the design events referenced above. It is assumed that the starting (downstream) water surface elevation will be an observed seasonal high water surface elevation provided by the City.
 - Hydraulic Evaluations – Alternative Conditions: Develop three alternative Portage Canal Segment No. 2 cross-sections, and incorporate into an alternative conditions HEC-RAS model. Modify the proposed cross-sections as needed to develop appropriate water surface elevations along Portage Canal Reach 1 and 2, given the range of design event discharges.
 - Recommend Proposed Canal Cross-Section: Given the above results, recommend a proposed Portage Canal Reach 2 cross section that best meets the needs of the project.
- If authorized Scope of Services
 - Sub-Watershed E1 Drainage Design: Given historic drainage problems in Sub-Watershed E1, as identified by the City, develop three alternative storm sewer pipeline designs that improve local drainage conditions, and develop related opinions of probable cost.
 - Sub-Watershed E1 Stormwater BMP Design: Conduct preliminary evaluation of new stormwater Best Management Practices for Sub-Watersheds E1 and E2 that can treat stormwater runoff, removing TSS and trash prior to discharging to the River Portage, Canal, Segments 1 and 2.

Comment [JF8]: Recommend identifying the volume of water that currently flows to the canal or has the potential to flow to the canal. This will help define potential impacts if any as a result of reducing the canal width.

- The CONSULTANT shall prepare 40 % preliminary Canal Repair and Restoration Plans for Segment 2.
- The CONSULTANT shall prepare 40 % preliminary Pedestrian and Bicycle Facility Plans for Segment 2. Consideration for access to adjacent public areas shall be given.
- The CONSULTANT shall prepare conceptual Storm Sewer Plans for facilities in conflict with the Canal Plans for Segment 2. This also includes accommodations for private drainage. The CONSULTANT shall determine the design flow rates and outfall locations. Best management practices as identified in the Conceptual Design Report will be included. Stormwater calculations shall be prepared in accordance to the MANUAL.
- The CONSULTANT shall prepare conceptual Sediment Reduction Plans for Segment 2.
- The CONSULTANT shall prepare conceptual Landscaping and Amenities Plans for Segment 2. Special consideration shall be given to low maintenance items.
- The CONSULTANT shall prepare conceptual Lighting Plans for Segment 2. The Plans will indicate that the contractor will be responsible for the underground work and bases, while the MUNICIPALITY will be responsible for the remaining work.
- No plans for minor retaining walls included (complete during design phase)

Comment [JF9]: These concepts could be shown on the plan view pages for the purposes of the Environmental Report. Complete plans as part of the design phase of the contract.

STRUCTURE PLANS

- SEH will provide a conceptual bridge layout/configuration which shows location, plan view and elevation view. Bridge length to be approximate based on canal width.
- SEH will provide DNR/USACOE/ Railroad coordination as well as coordination with client and WisDOT.
- SEH will assist in the selection of a bridge type as well as options for passage under the railroad bridge.
- SEH will not provide detailed plans of bridge or walkway under the railroad bridge. The preparation of preliminary plans compliant with WisDOT procedures is not included.
- SEH borings for any structural design will not be performed.
- SEH will not perform any structural design during this phase.
- SEH will not provide Structure Survey Report during this phase
- Costs for Retevment walls will be based on the design and unit price for the revetment walls constructed in Segment 1.

Comment [JF10]: The canal width of the preferred alternative needs to be identified to determine the abutment locations at Hamilton. Preliminary structural plans cannot be submitted until the abutments are located and soil borings are completed.

PLATS: None

MEETINGS

- Operational Planning meeting
- Progress meetings (eight)
- Portage Common Council - two (2) meetings are anticipated.

PLANS, SPECIFICATIONS & ESTIMATES (P.S.&E.): not included

SERVICES PROVIDED BY THE MUNICIPALITY OR DEPARTMENT

- Add mailing list for property owners, local officials, and concerned citizens groups.

PROSECUTION AND PROGRESS

- The CONSULTANT proposes to sublet these services to:
 - Survey
 - Subsurface Investigations to Midwest Engineering Services.
 - No title searches required with this phase
 - Historical Investigations to Commonwealth Cultural Resources Group, Inc.
- Complete Environmental Report by
- The following items shall be completed and submitted to the DEPARTMENT by the indicated dates, if CONSULTANT has received the Notice to Proceed by _____

DATE

- Conceptual Canal Plans and Report
- Section 106 Form
- 40 % Preliminary Plans
- Environmental Document

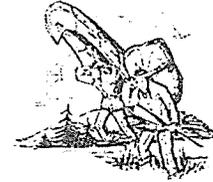
BASIS OF PAYMENT

- (1) The CONSULTANT will be compensated by the DEPARTMENT for services provided under this CONTRACT on the following basis:
 - (a) For Canal Plans and Structure Plans performed by CONSULTANT, a lump sum [or actual cost] of \$_____.

- (b) If Authorized by Written Notice from the MUNICIPALITY, for Water Management Plans performed by CONSULTANT, a lump sum [or actual cost] of \$_____.
- (c) If Authorized by Written Notice from the MUNICIPALITY, for Retaining Wall Plans performed by CONSULTANT, a lump sum [or actual cost] of \$_____.
- (d) For Subsurface Investigations sublet to _____, the CONSULTANT'S actual cost not to exceed \$_____, based on the subconsultant's estimated cost proposal.
- (e) For Title Searches sublet to _____, the CONSULTANT'S actual cost not to exceed \$_____, based on the subconsultant's estimated cost proposal.
- (f) For Historical Investigations sublet to _____, the CONSULTANT'S actual cost not to exceed \$_____, based on the subconsultant's estimated cost proposal.
- (g) For the CONSULTANT'S total costs, not to exceed \$_____.

CITY OF PORTAGE

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



'Where the North Begins'

MEMORANDUM

TO: Mayor Tierney and Common Council
From: Shawn Murphy, City Administrator
Re: DOT Project Funding
Date: 6/11/2014

Last week, the City received the attached letter from the DOT dated 5/30/2014 informing the City that, pursuant to requirement of Act 20 previously awarded project funds must be commenced on or before 10/27/2014 or lose them. For your reference the funding impacted are as follows:

<u>Project ID</u>	<u>Source</u>	<u>Project Description</u>	<u>Amount</u>
6996-05-13	TE	Welcome Center	\$258,488
6996-05-33	TE	Canal-Construction	\$405,960
6996-05-35	BFPF	Canal-Bridges	\$181,440
		TOTAL	\$845,888

In addition, the City received 2 Congressional earmark appropriations which are not affected by Act 20 spending deadlines.

6996-05-27	HPP	Canal-Design	\$320,000*
6996-05-28	HPP	Canal-Construction	\$659,353*
			\$979,353

Essentially, Act 20 (Wisconsin Bi-annual budget) was signed into law on July 1, 2013 states, "If a project for which a grant was awarded (...) is not commenced within 4 years after the date the grant was awarded or 1 year after the date after the effective date of this Act (sic), whichever is later, the project may not proceed as provided and the grant award is rescinded." The Act further defines that commencement of a construction project is when the construction is formally advertised for bids.

At this date, the Ad Hoc Canal Committee is negotiating a scope of services for a design agreement with the selected engineer consultant, Short Elliot & Hendrickson (SEH). Such agreement will need to be recommended by the Ad Hoc Committee, approved by Council and the DOT. At that point the design process would start, which is expected to be completed in late 2015/early 2016. The recommended design also needs Council and DOT approval, upon which bid advertisement may begin. This would not be completed by the October 27, 2014 deadline.

CITY OF PORTAGE

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'Where the North Begins'

The Welcome Center project opened bids on May 15, 2014 and Finance has recommended award to Advance Building Corporation. However, the recommended construction bid of \$467,000 is approximately \$180,000 over budget at present, requiring a reallocation of borrowed funds if approved.

After speaking with Ms. Brown-Martin, communities adversely impacted by the spending deadline imposed by Act 20 will receive priority if they re-apply for project funding which was previously rescinded. Since the design grant award for the canal is an earmark and protected from the deadline of October, 2014, the design process may continue at the Ad Hoc Committee level since that funding will be available until 2022. Additionally, since the DNR is responsible for the contamination clean up in Segment 2 of the canal and has yet to obtain funding for this (and is not likely to obtain funding in the next bi-annual state budget).

While there is no guarantee of obtaining the grant funding, the City will receive additional consideration when re-applying for the Transportation Enhancement (TE-Canal-Construction) and Bicycle Pedestrian Facilities (BFPF-Bridges) program funding when we are in a position to proceed with construction of the canal

Cc: F. Galley, Ad Hoc Canal Committee Chair
M. Moe, City Clerk
J. Mohr, Finance Director
B. Redelings, City Engineer