Factor Sheet
ED850 1195

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BUREAU OF EQUITY AND ENVIRONMENTAL SERVICES

Wisconsin Department of Transportation

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Project I.D. 6996-05-06	**Funding Source** ☐ State Only ☒ Federal
Name of Project Portage Canal Rehabilitation, City of Portage **Project Termini** Wisconsin River to Fox River **Section** **County** Columbia	**Federal Number** _____ **Estimated Project Cost (Include R/W Acquisition)** $7,750,000

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)**
X _____ (Title) _____ (Date)	X [signature] (Title) Mead & Hunt, Inc. 7/2/04 (Date)
X _____ (Title) _____ (Date)	X Kirby A. Jim (Title) D-1 Management Unit 7-6-04 (Date)
X _____ (☐ District, ☐ Aero, ☐ Rails & Harbors) (Date)	X [signature] (☑ District, ☐ Aero, ☑ Rails & Harbors) 07 09 04 (Date)
X _____ (Director, Bureau of Equity and Environmental Services) (Date)	X [signature] (Director, Bureau of Equity and Environmental Services) 8/10/04 (Date)
X _____ (☐ FHWA ☐ FAA ☐ FTA ☐ FRA (Date)	X [signature] ☒ FHWA ☐ FAA ☐ FTA ☐ FRA 8/31/04 (Date)

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

Introduction

For planning purposes, the project is divided into four segments:

- Segment 1: Wisconsin River Lock to Adams Street
- Segment 2: Adams Street to Canadian-Pacific Railway Bridge
- Segment 3: Canadian-Pacific Railway Bridge to State Trunk Highway (STH) 33 Bridge
- Segment 4: STH 33 Bridge to Fox River

The proposed project (WisDOT I.D. 6996-05-06) will rehabilitate the Portage Canal and construct a bicycle/pedestrian trail adjacent to the canal. The project's purpose is to rehabilitate the canal by increasing water flow in the canal and maximizing use of the canal by making it accessible to many types of users, including pedestrians, bicyclists, canoeists, and kayakers. The project seeks to achieve this with minimal right-of-way acquisition and minimal filling of the canal. The canal is listed in the National Register of Historic Places (National Register). It begins at the Wisconsin River where the Wisconsin River Lock is located and runs northeast approximately 2.5 miles (4.02 kilometers) to its terminus at the Fox River, just north of the remnants of the Fort Winnebago Lock (Fox River Lock). A levee at the Wisconsin River and the remnants of the Fort Winnebago Lock separate the canal from these two

bodies of water. A project location map, project overview maps, and conceptual project plans for the preferred alternative are included in Exhibit Nos. 1 through 3.

Proposed Project Description

Preferred Alternative

In order to rehabilitate and maximize use of the canal, the proposed project will construct a pedestrian/bicycle trail adjacent to the canal and revetment walls along the length of the canal. Construction of the trail and revetment walls will require some grading and/or fill of the banks on each side of the canal and narrowing of the canal in certain areas. Rehabilitation will be completed for the Wisconsin River Lock. Canal rehabilitation work involves dredging canal sediments, increasing water flow into the canal from the Wisconsin River, and installing sediment traps to reduce sediment loading into the canal. The depth of the canal is expected to range from 3 feet (0.9 meters) to a maximum of 4 feet (1.2 meters) to permit for passage of small watercraft, further maximizing use of the canal. For the length of the canal, revetment walls will be constructed with approximately 2 feet (0.9 meters) exposed above the waterline, as described in the original canal specifications.

Increased water flow is proposed to improve the aesthetics of the Portage Canal. Investigations are underway to determine how to increase water flow. Options include modifications to the intake infiltration pipes under the Wisconsin River; removal of stop logs at the Adams Street culvert to lower tailwater levels downstream, thereby increasing gravity-fed flows through the intake system; and installation of a submersible, centrifugal pump into the collection manhole to supplement gravity flows into the intake during low Wisconsin River stage levels.

In Segment 1, an asphalt-surfaced trail is proposed to be constructed along both banks of the canal. From the Wisconsin River Lock to Wisconsin Street, the trail's paved surface will be 10 feet (3.1 meters) wide with a 2-foot (0.9-meter) gravel shoulder along the canal, and 2-foot (0.9-meter) outside turf shoulder (total width: 14 feet or 4.3 meters). On the south bank, the trail's paved surface will narrow to an 8-foot (2.4-meter) paved surface when it travels under the existing pedestrian bridge west of Wisconsin Street and as it nears Wisconsin Street due to building constraints. The section of the project from the Wisconsin River Lock to Wisconsin Street will require the acquisition of approximately 11 to 12 feet (3.4 to 3.7 meters) of fee simple strip right-of-way on each side of the canal to construct the trails. Some additional temporary interest acquisition will be required for slope grading. From Wisconsin Street to Adams Street, the trail's paved surface will be 8 feet (2.4 meters) wide with a 2-foot (0.9-meter) gravel shoulder along the canal, and 2-foot (0.9-meter) outside turf shoulder due to building constraints (total width: 12 feet or 3.7 meters). The section of the project from Wisconsin Street to Adams Street will require the acquisition of approximately 0 to 5 feet (1.5 meters) of fee simple strip right-of-way on each side of the canal to construct the trails. The trail continues on the south side of the canal only for the remaining length of the project.

In Segment 2, the trail will consist of a 10-foot (3.1-meter)-wide asphalt-surfaced, 2-foot (0.9-meter) gravel shoulder along the canal, and 2-foot (0.9-meter) outside turf shoulder (total width: 14 feet or 4.3 meters). Adjacent to the Samuel's Recycling building and under the Canadian-Pacific Railway Bridge, the paved surface narrows to 8 feet (2.4 meters) to minimize encroachment into the canal. Segment 2 will require the acquisition of 10 to 30 feet (3.1 to 9.1 meters) of fee simple strip right-of-way on the south side of the canal to construct the trail. Additionally, temporary interest acquisition will be required for slope grading and construction of the revetment wall on the north side. In Segment Nos. 3 and 4, a 10-foot (3.1-meter)-wide asphalt surface with 2-foot (0.9-meter) turf shoulders is proposed (total width: 14 feet or 4.3 meters). For these segments, the trail will follow its current alignment, approximately 10 to 15 feet (3.1 to 4.8 meters) from the canal in Segment 3, and 25 to 30 feet (7.6 to 9.1 meters) from the canal in Segment 4. Segment Nos. 3 and 4 will require the acquisition of 30 to 55 feet (9.1 to 16.8 meters) of fee simple right-of-way on the south side of the canal to construct the trail. Additionally, temporary interest acquisition will be required for slope grading and construction of the revetment wall on the north side. This project requires the acquisition of approximately 6.50 acres (2.630 hectares) of fee simple right-of-way and 0.55 acres (0.223 hectares) of temporary limited easements for construction to occur. The asphalt-surfaced trail allows for maximum usage of the canal.

Some narrowing of the canal is necessary to accommodate the trail given constraints imposed by existing buildings. From the Wisconsin River Lock to Wisconsin Street, the canal's width will remain at approximately 60 feet (18.3 meters). The canal will have a 49-foot (14.9-meter) width from Wisconsin Street to Adams Street. The canal's width from Adams Street to the Canadian-Pacific

Railway Bridge will be approximately 60 feet (18.3 meters). However, existing encroachments by the Samuel's Recycling building, located 700 feet (213.4 meters) downstream of Adams Street on the east bank of the canal, and the Canadian-Pacific Railway Bridge, limit the canal's width to approximately 55 feet (16.8 meters) at these locations. The canal's width from the Canadian-Pacific Railway Bridge to the Fox River will be maintained at approximately 75 to 80 feet (22.9 to 24.4 meters).

In Segment Nos. 1 and 2, railing is proposed between the trail's shoulder and water's edge to meet American Association of State Highway and Transportation Officials (AASHTO) safety standards. The railing design will be compatible with the historic period for the canal. In Segment 3, the trail will be 10 to 15 feet (3.1 to 4.6 meters) from the water's edge; in Segment 4, the trail will be 30 to 40 feet (9.1 to 12.2 meters) from the water's edge. Therefore, railing is not required for these segments.

Crossings for pedestrians and bicycles will be provided over the Wisconsin River Lock and at Hamilton Street to link the trail with commercial and residential areas of the city. The bridge over the lock will follow the design of the historic bridge that existed at this location from 1913 to 1945 and provided access to the curling club building that was located on the levee. The bridge at Hamilton Street will be similar to the pedestrian and snowmobile bridges that currently cross the canal.

This project will rehabilitate the 1926-28 Wisconsin River Lock and will include the following work: repairing the exposed concrete surfaces; sandblasting and repainting the lock gates; and refurbishing and reassembling the gate mechanisms, which are currently stored off-site. The lock chamber will also be cleaned out and filled with gravel to provide a maximum water depth of 4 feet (1.2 meters) to minimize the potential for accidental drowning. A 4-foot (1.2-meter) railing around the lock is proposed for safety.

Amenities to be provided along the canal and trail as funding becomes available include lighting, signage, landscaping, and seating. Interpretive signs make using the trail an educational experience and can increase visitors' appreciation of the canal as a historic resource. Styling of these features will be compatible with the historic period for the canal.

The design concept includes several construction items to be completed in the long-term (expected to be 10 to 30 years). A nonfunctional replica of the Fort Winnebago Lock is also proposed to be constructed at the original lock site. In the meantime, the remnants of the Fort Winnebago Lock will be left undisturbed. The canal's original opening to the Wisconsin River could also be interpreted through landscape demarcation of the canal entrance.

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

The purpose of the project is to rejuvenate the historical, recreational, and natural environment of the Portage Canal by dredging; restoration of water flow and navigation; rehabilitation of historic features; safety improvements at the Wisconsin River Lock; and construction of a multi-purpose, canal-side trail.

The finished project is intended to enhance many historic features of the canal, including replication of the look of the original timber revetment walls and the rehabilitation of the Wisconsin River Lock. This rehabilitation will allow the canal to impart a sense of time and place and become a recreational asset to the community. The project is needed because of the long-term deterioration of the canal, accumulation of sediments and debris, and the consequent lack of ecological and social values.

The need for the project must be understood in terms of the history of the canal and the city of Portage and the unique potential the canal offers for the enhancement of recreation, historical resources, and ecological values in an urban setting.

The Portage Canal dates from the mid-nineteenth century, a time when long-distance travel and commerce depended largely on rivers. Portage, positioned astride a historic portage route between the Wisconsin and Fox River systems, was pre-eminent among early Wisconsin settlements for the access it offered between the waterborne commerce of the Mississippi River and the waters of the Great Lakes. The city's historic importance as an early trade route is reflected in the character and variety of its historic resources, which include the Old Indian Agency House, the Portage Retail Historic District, the Surgeon's Quarters of the Fort Winnebago, and the Portage Industrial Historic District.

The Portage Canal was conceived and built in 1851 with federal support as part of a larger effort to improve commercial navigation on the Fox and Wisconsin Rivers. From 1851 to 1959, the canal was open to navigation and was an important part of the city's identity. In the canal's early years, steamboats of up to 300 tons (272.2 metric tons) carried freight such as lead ore, lumber, logs, coal, stone, lime, clay, and agricultural products. However, with the onset of more efficient railroads in the 1890, waterborne commerce diminished and recreational passages became the most common use after 1900. By 1922, the U.S. Army Corps of Engineers (USACE) recommended closure of the canal due to low commercial use, but local boosters encouraged continued federal support and maintenance of the canal until 1960, when the USACE finally abandoned the canal property and transferred it to state ownership.

Since that time, the historic integrity and the physical and ecological conditions of the Portage Canal have continued to deteriorate. Revetment walls have decayed, two culverts were built across the canal, locks were dismantled or modified, and a flood-control levee was constructed across the canal's junction with the Wisconsin River. With levee construction and lock de-activation, water flow was severely diminished and sediments accumulated, greatly reducing the depth and habitat value of the canal.

The project is needed to correct these conditions and restore the human and natural environment of the canal corridor. Dredging of the canal, along with enhanced water flows from the USACE intake structure in the Wisconsin River, are intended to improve the canal's aesthetics. Reconstruction of the canal revetment walls to a historic design and rehabilitation of the Wisconsin River Lock structure will significantly improve the historic setting and feeling of the canal. The proposed trail is located along the canal to maximize the recreational benefit to the community and allow users to experience the cultural heritage conveyed by the canal rehabilitation.

The *Conceptual Design Report (April 2003)* describes the community's long-term vision for the rehabilitation of the Portage Canal and the construction of a bicycle/pedestrian trail along its entire length, which evaluates long-term work options for the rehabilitation project. This project does not unduly foreclose future opportunities.

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

Project Alternatives

Project alternatives were defined by the need to balance increased use and enjoyment of the canal with concerns for preserving and enhancing its historic character. Primary criteria in the formulation of alternatives that would convey an accurate feeling of the original canal were the type of revetment structure and the canal width. The original revetment wall was built of timber, while the width of the canal varied from 60 to 80 feet (18.3 to 24.4 meters) at different historic periods. There was a desire from a historical perspective to adhere to these widths as much as possible during the examination of alternatives.

The trail must also be located next to the canal to maximize the recreational benefit to the community and allow users to experience the cultural heritage conveyed by the canal rehabilitation. Adequate capacity and safety of the trail was also an important consideration in light of the mixed bicycle/pedestrian traffic and the anticipated use in the urban areas (Segment 1).

All the build alternatives described here include dredging of the entire canal increasing water quantity in the canal, repair of storm water inlets, and installation of sediment traps.

No Build

Under the No-Action alternative, the trail would not be built, the canal would not be dredged, and no rehabilitation of historic features would occur. The city of Portage would not realize the recreational benefits of the project and an important historic resource would continue to be neglected. Navigation and deeper water would not be restored in the canal and it would continue to deteriorate due to uncontrolled sedimentation. No right-of-way would be acquired and riparian lands would remain under city zoning jurisdiction, with possible future development occurring through vacant sections of Segment Nos. 2 and 3. Future options for trail development or canal rehabilitation could also be foreclosed or made more difficult and expensive by further riparian development in these segments.

Alternative A (Preferred Alternative)
In Segment 1, an asphalt-surfaced trail is proposed to be constructed along both banks of the canal. From the Wisconsin River Lock to Wisconsin Street, the trail's paved surface will be 10 feet (3.1 meters) wide with a 2-foot (0.9-meter) gravel shoulder along the canal, and 2-foot (0.9-meter) outside turf shoulder (total width: 14 feet or 4.3 meters). On the south bank, the trail's paved surface will narrow to an 8-foot (2.4-meter) paved surface when it travels under the existing pedestrian bridge west of Wisconsin and as it nears Wisconsin Street due to building constraints. From Wisconsin Street to Adams Street, the trail's paved surface will be 8 feet (2.4 meter) wide with a 2-foot (0.9-meter) gravel shoulder along the canal, and 2-foot (0.9-meter) outside turf shoulder due to building constraints (total width: 12 feet or 3.7 meters).

In Segment 2, the trail will consist of a 10-foot (3.1-meter)-wide asphalt-surfaced, 2-foot (0.9-meter) gravel shoulder along the canal, and 2-foot (0.9-meter) outside turf shoulder (total width: 14 feet or 4.3 meters). Adjacent to the Samuel's Recycling building and under the Canadian-Pacific Railway Bridge, the paved surface narrows to 8 feet (2.4 meters) to minimize encroachment into the canal. In Segment Nos. 3 and 4, a 10-foot (3.1-meter)-wide asphalt surface with 2-foot (0.9-meter) turf shoulders is proposed (total width: 14 feet or 4.3 meters). For these segments, the trail will follow its current alignment, approximately 10 to 15 feet (3.1 to 4.8 meters) from the canal in Segment 3, and 25 to 30 feet (7.6 to 9.1 meters) from the canal in Segment 4. This alternative requires the acquisition of approximately 6.50 acres (2.630 hectares) of fee simple right-of-way and 0.55 acres (0.223 hectares) of temporary limited easement for construction. Typical cross sections and a layout plan for the entire trail route are in Exhibit 3.

Under this Preferred Alternative, finished canal widths will vary from about 49 feet (14.9 meters) up to 80 feet (24.4 meters). This alternative minimizes right-of-way acquisition, avoids any building demolition, and minimizes wetland (canal) fill to about 3.81 acres (1.541 hectares).

A two-way trail is needed on both sides of the urban section of the canal (Segment 1) for capacity and safety reasons. When the canal is rehabilitated, it will become a major recreational attraction for the city and its close association with the Portage Retail Historic District and other historic sites is expected to result in a high level of use.

Throughout the project, the shoreline will be altered by installation of new wooden bulkheads with the look of the original canal revetment walls. The area behind the bulkhead will be filled with stone, covered with topsoil and seeded or, in the trail areas, topped off with gravel sub-base over which the trail will be constructed.

The Wisconsin River Lock will be rehabilitated by cleaning out trash, leveling the submerged grade of the lock chamber to a uniform depth of 4 feet (1.2 meters) with clean gravel, reinstalling and refurbishing missing portions of the lock mechanisms, sandblasting and refinishing metal surfaces, and performing surface repairs of the concrete. The upstream lock gates will remain closed, but have their lower portions removed to allow water flow, while the downstream gates will be opened. Establishing a uniform depth of 4 feet (1.2 meters) in the lock chamber will reduce the chance for accidental drowning. A drowning occurred in the lock chamber in 1968 as a result of accumulated debris and water depths of up to 8 feet (2.4 meters).

Under this alternative, 3.81 acres (1.542 hectares) of the wetlands will be filled due to the construction of revetment walls and trails and 17.90 acres (7.244 hectares) of the canal will be dredged to restore navigation.

Alternative B
This alternative would consist of rehabilitating the canal to a historically correct width of 60 feet (18.3 meters) from Wisconsin Street to the Fort Winnebago Lock and building a single, two-way trail with a 10-foot (3.1-meter) paved surface and 2-foot (0.9 meter) shoulders (total width: 14 feet or 4.3 meters) on the south shore through the entire project. Revetment walls would have the same configuration as Alternative A (Preferred) and the canal would be dredged to the same depth, but over a slightly smaller total area due to the narrower canal width. The Wisconsin River Lock rehabilitation would also be done under this alternative.

While this alternative has the advantage of rehabilitating the canal to a historically correct width, it was rejected because it would require filling approximately 5.98 acres (2.420 hectares) of the canal, 2.17 acres (0.878 hectares) more than Alternative A (Preferred). It would require moving or demolishing at least seven buildings housing six businesses within the city and the reconstruction of the Canadian-Pacific Railway Bridge. It also does not provide the necessary urban trail capacity and safety in the

section between the Wisconsin River Lock and Adams Street. This alternative would require the acquisition of approximately 6.23 acres (2.521 hectares) of fee simple right-of-way and 0.64 acres (0.259 hectares) of temporary limited easement for construction.

The Wisconsin River Lock would be rehabilitated by cleaning out trash, leveling the submerged grade of the lock chamber to a uniform depth of 4 feet (1.2 meters) with clean gravel, reinstalling and refurbishing missing portions of the lock mechanisms, sandblasting and refinishing metal surfaces, and performing surface repairs of the concrete. The upstream lock gates would remain closed, but have their lower portions removed to allow water flow, while the downstream gates would be opened. Establishing a uniform depth of 4 feet (1.2 meters) in the lock chamber would reduce the chance for accidental drowning. A drowning occurred in the lock chamber in 1968 as a result of accumulated debris and water depths of up to 8 feet (2.4 meters).

Alternative C
This alternative would consist of avoiding canal fill using a set-back retaining bulkhead supporting a cantilevered platform with a false wooden revetment wall hung from the outer edge. The revetment wall would have a slightly submerged lower edge and appear as a solid bulkhead. Conceptually, water would be free to circulate behind the false revetment wall and the platform could possibly function as under-bank fish habitat.

This alternative was rejected due to concerns regarding high material and construction costs and complexity. An examination of the geometrics also showed that this alternative would only avoid very little, if any, canal fill. The dredging footprint and wetlands impacts would essentially be identical to Alternative A (Preferred). This alternative would require the acquisition of approximately 6.71 acres (2.715 hectares) of fee simple right-of-way and 0.55 acres (0.223 hectares) temporary limited easement for construction.

The Wisconsin River Lock would be rehabilitated by cleaning out trash, leveling the submerged grade of the lock chamber to a uniform depth of 4 feet (1.2 meters) with clean gravel, reinstalling and refurbishing missing portions of the lock mechanisms, sandblasting and refinishing metal surfaces, and performing surface repairs of the concrete. The upstream lock gates would remain closed, but have their lower portions removed to allow water flow, while the downstream gates would be opened. Establishing a uniform depth of 4 feet (1.2 meters) in the lock chamber would reduce the chance for accidental drowning. A drowning occurred in the lock chamber in 1968 as a result of accumulated debris and water depths of up to 8 feet (2.4 meters).

Alternative D
This alternative would consist of canal rehabilitation using a historically correct 75-foot (22.9-meter) canal width. This width would require moving or demolishing at least seven buildings housing six businesses within the city and the reconstruction of the Canadian-Pacific Railway Bridge, as well as many expensive right-of-way acquisitions through Segment Nos. 1 and 2. The dredging footprint and wetlands impacts would essentially be identical to Alternative A (Preferred). This alternative was dropped from further consideration because of these socioeconomic impacts and associated costs. This alternative would require the acquisition of approximately 8.33 acres (3.371 hectares) of fee simple right-of-way and 0.51 acres (0.206 hectares) temporary limited easement for construction.

The Wisconsin River Lock would be rehabilitated by cleaning out trash, leveling the submerged grade of the lock chamber to a uniform depth of 4 feet (1.2 meters) with clean gravel, reinstalling and refurbishing missing portions of the lock mechanisms, sandblasting and refinishing metal surfaces, and performing surface repairs of the concrete. The upstream lock gates would remain closed, but have their lower portions removed to allow water flow, while the downstream gates would be opened. Establishing a uniform depth of 4 feet (1.2 meters) in the lock chamber would reduce the chance for accidental drowning. A drowning occurred in the lock chamber in 1968 as a result of accumulated debris and water depths of up to 8 feet (2.4 meters).

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

Construction energy requirements for the proposed project will consist primarily of fuel consumption by construction equipment and energy expended in producing materials needed to construct the new facility. Operational energy savings may be realized due to this project providing pedestrian modes of transportation to access the downtown section of Portage. Over the life of the facility, the operational savings will outweigh the energy requirements to construct the new facility.

5) **Describe existing land use (attach land use maps if available)**

a. Land use in immediate area.

Land use adjacent to the canal is residential, commercial, and recreational.

b. Land use in area surrounding project area.

Land use in the surrounding area is consistent with that along the project route.

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

The proposed action is consistent with local land use and zoning practices for the city of Portage. In 2003 the city of Portage was selected to participate in the Main Street Program in order to revitalize the downtown area, which includes the Portage Canal. The proposed project is consistent with the objectives of the Fox-Wisconsin National Heritage Waterway Corridor, which is part of the Wisconsin Heritage Tourism Program.

7) **Early Coordination with Agencies.**

a. Intra-Agency Coordination

i) Bureau of Aeronautics

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

☒ **Yes – Coordination has been completed and project effects have been addressed. Explain:**

A response received from the Bureau of Aeronautics dated January 6, 2003, stated that they have no concerns about the completed project's effect on air navigation from the existing Portage Municipal Airport. A new airport is currently in the design stages and is planned to be located approximately 1,000 feet (304.8 meters) from the canal at the closest point. The Bureau does not have concerns with canal rehabilitation provided no tall structures or bridges are part of the project. It was agreed that contractors using any construction equipment higher than 35 feet (10.7 meters) above ground level will submit Form 7460-1, *Notice of Proposed Construction or Alteration*, to the Federal Aviation Administration. Construction activities are expected to be completed prior to the construction of the new airport. The Federal Aviation Administration was also notified. See Exhibit 4.

ii) District Office Real Estate Section

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

☐ **Yes – Coordination has been completed. Project effects and relocation assistance have been addressed. Conceptual Stage Relocation Plan attached as Exhibit __.**

b. Interagency Coordination

STATE AGENCY	COORDINATION Attached? Y-Yes N-No	COMMENTS Explain or give results. If no correspondence is attached to this document, indicate when coordination with the agency was initiated and, if available, when coordination was completed
Agriculture DATCP	N	The proposed project does not require coordination with DATCP as no agricultural land will be acquired.
Natural Resources WDNR	Y	The WDNR administers the canal for the state and has been an active participant in the design process. The WDNR is represented on the Portage Canal Ad Hoc Committee and has been invited to project meetings. Correspondence is attached as Exhibit 10.
State Historical Society SHS	Y	The State Historic Preservation Officer approved the Section 106 Review Form on February 14, 2003. A Memorandum of Agreement (MOA) was executed on April 26, 2004. See Exhibit 5.
Others:		
FEDERAL AGENCY		
Advisory Council on Historic Preservation ACHP	Y	The ACHP concluded its participation in consultation to resolve adverse effects is not needed. Correspondence is attached as Exhibit 6.
Corps of Engineers USACE	Y	The USACE determined a 404 permit is required based on the impact to wetlands and/or waterways. The 404 Permit is pending. See Wetlands Impact Evaluation Sheet and Exhibit 7.
Environmental Protection Agency EPA	N	The proposed project does not require coordination with the EPA.
National Park Service NPS	Y	The proposed project requires coordination with the Ice Age National Scenic Trail, which is affiliated with the NPS as part of the Section 106 process. The NPS concurred with the MOA.
Natural Resource Conservation Service NRCS	N	The proposed project does not require coordination with the NRCS.
US Coast Guard USCG	N	The proposed project does not require coordination with the USCG.
US Fish & Wildlife Service FWS	Y	The FWS has concluded that federally listed and proposed threatened or endangered species known to exist in Columbia County will not be affected by this project. Correspondence is attached as Exhibit 8.
Other (Identify)		

ENVIRONMENTAL FACTORS	EFFECTS Adverse	Benefit	None	NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns.	COMMENTS
SOCIO-ECONOMIC FACTORS					
A. General Economics	☒	☒	☐		The project is expected to enhance business, tourism, and recreational opportunities in the city of Portage. The expenditure of public funds on this project means that they are not available elsewhere. See General Economics Impact Evaluation Sheet.
B. Community and Residential	☒	☒	☐	☐	Approximately 6.50 acres (2.630 hectares) of right-of-way will need to be acquired from properties adjacent to the canal. No buildings or structures will be acquired. The cleanup of hazardous materials, increased water flow, and creation of recreational opportunities are expected to benefit residences along the canal. See Community and Residential Impact Evaluation Sheet.
C. Economic Development and Business	☒	☒	☐	☐	Access to businesses will not be affected; however, there will be inconveniences during construction activities. The project is expected to enhance economic development along the canal and in the nearby downtown area. Development of underutilized buildings along the canal is anticipated. No businesses will be relocated due to project construction. See Commercial and Industrial Impact Evaluation Sheet.
D. Agriculture	☐	☐	☐	☒	No agricultural properties are adjacent to the canal.
E. Environmental Justice	☒	☒	☐	☐	Approximately 68 single-family residences and one apartment complex for the elderly, the Riverwood Apartments, are adjacent to the canal. Other than the residents of the Riverwood Apartments, the project area does not include minority, disabled, or low-income groups. Recreational opportunities and the crossing over the Wisconsin River Lock will benefit the residents of the Riverwood Apartments. Construction noise and vibrations will be localized and intermittent during construction. The project will not have a disproportionately high and adverse impact on minority or low-income populations. See Community or Residential Impact Evaluation Sheet.
NATURAL ENVIRONMENT FACTORS					
F. Wetlands	☒	☐	☐	☐	Revetment walls will be installed the entire length of the canal. The canal will be dredged to a depth of 4 feet (1.2 meters) in the center and 3 feet (0.9 meters) near the revetment walls. See Wetlands Impact Evaluation Sheet.
G. Streams & Floodplains	☒	☒	☐	☐	Rehabilitation of the canal will occur at normal pool level. Construction of the revetment walls and dredging will occur sequentially and short portions of the canal will be closed off by turbidity barriers, limiting the potential impact to water quality and aquatic life. Water flow will be increased at the time of project completion. See Streams and Floodplains Impact Evaluation Sheet.
H. Lakes or Other Open Water	☐	☐	☐	☒	Not applicable.
I. Upland Habitat	☐	☐	☐	☒	The upland habitat will not be impacted by this project.

ENVIRONMENTAL FACTORS	EFFECTS Adverse	Benefit	None	NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns.	COMMENTS
J. Erosion Control	☒	☒	☐	☐	Construction activities will occur within the canal and along its banks. Some sediments will enter the canal and reduce water quality on a temporary basis. An erosion control plan will be enacted to minimize impacts from erosion. New revetment walls will prevent run-off of induced erosion. See Erosion Control/Storm Water Management Sheet.
K. Storm Water Management	☐	☒	☐	☐	This project will replace broken storm sewer outfalls and implement a sediment collection system to prevent future sediment buildup in the canal. See Erosion Control/Storm Water Management Sheet.
PHYSICAL ENVIRONMENT FACTORS					
L. Air Quality	☐	☐	☒		The project is exempt from permit requirements under Wisconsin Administrative Code-Chapter NR 411. No substantial impacts to air quality are anticipated.
M. Construction Stage Sound Quality	☒	☐	☐		The Special Provisions will contain measures to minimize construction stage sound impacts. See Construction Stage Sound Quality Impact Evaluation Sheet.
N. Traffic Noise	☐	☐	☒		A noise analysis was not required for this project.
CULTURAL ENVIRONMENTAL FACTORS					
O. Section 4(f) and 6(f).)	☒	☒	☐	☐	A Programmatic Section 4(f) evaluation is required for this project (see Exhibit 11). See Unique Area Impact Evaluation Sheet.
P. Historic Resources	☒	☒	☐	☐	The project was determined to constitute an adverse effect under Section 106. Documentation for Consultation was prepared in September 2003. An MOA between the Federal Highway Administration (FHWA), USACE, SHPO, WisDOT, WDNR, National Park Service-Ice Age National Scenic Trail, and city of Portage was executed on April 26, 2004 (see Exhibit 5). See Unique Area Impact Evaluation Sheet.
Q. Archaeological Resources	☐	☐	☒	☐	No archaeological sites were identified as part of the proposed project.
R. Hazardous Substances or UST's	☒	☒	☐	☐	Nine sites, including the canal, were identified as potentially contaminated during the Phase 1 Hazardous Materials Assessment and warranted a Phase 2 investigation. Eight Phase 2 Subsurface Investigations were performed and seven of the eight sites do not warrant additional work; one site in Segment 2 does warrant additional work and has been recommended for a Phase 2½ investigation. The WDNR will collect additional sediment samples for the canal. Further investigations will be done prior to construction. See Hazardous Substances or Underground Storage Tanks (USTs) Sheet.
S. Aesthetics	☐	☒	☐		The project will enhance the aesthetics of the Portage Canal by increasing the water flow in the canal, constructing revetment walls, removing hazardous materials, and maximizing use of the canal with the construction of a pedestrian/bicycle trail. See Aesthetics Sheet.
T. Coastal Zone	☐	☐	☐	☒	The project is not located in a coastal zone.
U. Other	☐	☐	☐	☒	

ENVIRONMENTAL COST MATRIX Transportation Improvements							
Environmental Issue	Unit Measure	Alternatives/Sections					
		No Build	A	B	C	D	
Project Length	Mi (Km)	2.5 mi (4.02 km)	2.5 mi (4.02) km	2.5 mi (4.02 km)	2.5 mi (4.02 km)	2.5 mi (4.02 km)	
Cost $							
Construction	Million $	0	7.65	8.5	7.95	8.0	
Real estate	Million $	0	0.1	0.9	0.1	1.0	
Total	Million $	0	7.75	9.4	8.05	9.0	
Land Conversions							
Total area converted to R/W	Acres (hectares)	0	6.50 acres (2.630 ha)	6.23 acres (2.521 ha)	6.71 acres (2.715 ha)	8.33 acres (3.371 ha)	
Wetland area converted to R/W	Acres (hectares)	0	2.13 acres (0.862 ha)	1.97 acres (0.797 ha)	2.13 acres (0.862 ha)	2.13 acres (0.862 ha)	
Upland area converted to R/W	Acres (hectares)	0	4.37 acres (1.768 ha)	4.26 acres (1.724 ha)	4.58 acres (1.853 ha)	6.20 acres (2.509 ha)	
Other area converted to R/W	Acres (hectares)	0	N/A	N/A	N/A	N/A	
Real Estate							
Number of farms affected	Number	0	0	0	0	0	
Total area from farm operations required	Acres (hectares)	0	0	0	0	0	
AIS required?	Yes/No	No	No	No	No	No	
Farmland rating	Score	N/A	N/A	N/A	N/A	N/A	
Total buildings required	Number	0	0	7	0	7	
Housing units required	Number	0	0	0	0	0	
Commercial units required	Number	0	0	7	0	7	
Other buildings or structures required	Number (type)	0	0	0	0	0	
Environmental Issues							
Floodplain	Yes/No	Yes	Yes	Yes	Yes	Yes	
Stream crossings	Number	0	2	2	2	2	
Endangered species	Yes/No	No	No	No	No	No	
Historic properties	Number	0	3	3	3	3	
Archaeological sites	Number	0	0	0	0	0	
106 MOA required?	Yes/No	No	Yes	Yes	Yes	Yes	
4(f) Evaluation required?	Yes/No	No	Yes	Yes	Yes	Yes	
Environ justice at issue?	Yes/No	No	No	No	No	No	
Air quality permit?	Yes/No	No	No	No	No	No	

Design year noise sensitive receptors		N/A	N/A	N/A	N/A	N/A	
No impact	Number						
Impacted	Number						
Exceed dBA levels	Number						
Contaminated sites	Number	0	2	2	2	2	

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

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

☒ Windshield survey ☐ Survey questionnaire ☐ Door to door

☐ WisDOT real estate ☒ US census data

☐ Real estate company
Identify real estate company

☐ Human resource agency
Identify agency

☐ Official plan
Identify plan, approval authority, and date of approval

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

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

☒ No minority population in project's area of influence

☐ No low-income population in project's area of influence

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

☐ Yes, a minority population is within the project's area of influence

☒ Yes, a low-income population is within project's area of influence

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

☐ Advertising ☐ Brochures ☐ Newsletter ☒ Notices ☐ Utility bill stuffers

☐ E-mail ☐ Public service announcements ☒ Direct mailings ☐ Key person

☒ Other (identify) Public information meetings

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

☐ **Mailed survey** ☐ **Door-to-door interview** ☐ **Focus group research** ☒ **Public meeting**
☐ **Public hearing**

☒ **Key person interview** - Building Manager for Riverwood Apartments ☐ **Targeted small group Informational meeting**

☐ **Targeted workshop/conference** ☐ **Other (identify)**

e) **Indicate any special provisions made to encourage participation from the minority population and/or low-income population(s)**

☐ **Interpreter** ☐ **Listening aids** ☒ **Accessibility for elderly and disabled**
☐ **Transportation provided**

☐ **Child care provided** ☒ **Sign language** ☐ **Other (identify)**

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

The public involvement process was inclusive of all residents and population groups in the project area. The public was adequately informed of the public informational meetings through notification in the Daily Register, the local newspaper, and mailings to all known adjacent property owners. This process also included mailings to Native-American tribes, and other interested parties such as the Portage Canal Society, Canal Ad Hoc Committee, National Society of Colonial Dames of America, and the Ice Age Park & Trail Foundation.

A public informational meeting was held on December 3, 2002, to solicit public input on the preliminary design for the rehabilitation. A second public informational meeting was held on April 24, 2003, to solicit public input on the *Conceptual Design Report*. The meetings were held in the Portage City Hall building, which is handicap accessible.

The city of Portage has established a Portage Canal Ad-Hoc Committee to represent diverse local interests in the canal. Meetings were held on a monthly basis. Several state and federal agencies have also been invited to participate in monthly Ad-Hoc meetings and the public meetings.

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

The Riverwood Apartment complex, located adjacent to the canal at 215 West Mullett Street, is home to elderly residents, some of whom receive federal assistance. Members of the public, including those living at the complex, were invited to public meetings. Meetings were held in handicap-accessible locations and interpreters were available for the hearing impaired.

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

No issues relating to the project were identified.

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

Not applicable.

10) Briefly describe the results of coordination with local units of government.

a) Identify local units of government contacted and provide the date coordination was initiated.

Government	Date of Coordination
City of Portage	Initiated contact March 28, 2002
Columbia County	November 13, 2002

b) Describe, briefly, the issues, if any, identified by local units of government during the public involvement process.

Prior to project development, the concept of the rehabilitation of the Portage Canal had been discussed for many years by the city. The city of Portage is the sponsor of this project and has been involved throughout the entire design process. Issues of concern to the city include increased water flow, restoration of navigation, rehabilitation of historic features, provision of access to the canal, when the project will be constructed, and how it will be funded.

The public has been actively involved with the preservation of the Portage Canal since the 1970s. Residents have generally been supportive of the proposed project. Some individuals have expressed concerns about trail location and lighting in relation to residential property and access to the canal. The type of construction materials used for the revetment walls is another concern.

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

Issues brought up by the city and Ad Hoc Committee have been addressed throughout design development. As project sponsor, the city will approve all plans.

TRAFFIC SUMMARY

	ALTERNATE	All*			
	SEGMENT TERMINI	N/A			
TRAFFIC VOLUMES Existing	ADT Yr. N/A	N/A			
Const. Year	ADT Yr. N/A	N/A			
Const. Plus 10 Years	ADT Yr. N/A	N/A			
Design Year	ADT Yr. N/A	N/A			
	DHV Yr. N/A	N/A			
TRAFFIC FACTORS	K ($_{100/200}$ or %)	N/A			
	D (%)	N/A			
Design Year	T (% of ADT)	N/A			
	T (% of DHV)	N/A			
	Level of Service	N/A			
SPEEDS Existing	Posted	N/A			
	Posted	N/A			
Design Year	Project Design Speed	N/A			
OTHER (specify)	P (% of ADT)	N/A			
	K (% OF ADT)	N/A			

ADT = Average Daily Traffic **DHV = Design Hourly Volume**

$K_{100/200}$ or % = K_{100} = Rural, K_{200} = Urban, % = ADT in DHV D = % DHV in predominate direction of travel

T = Trucks **P = % ADT in Peak hour**

K_8 = % ADT occurring in the average of the 8 highest consecutive hours of traffic on an average day. (Only required when a carbon monoxide analysis must be performed per Wisconsin Administrative Code - Chapter NR 411.)

* Neither the canal nor trail are a vehicular facility that would have these attributes.

ENVIRONMENTAL ISSUES

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

1) Stimulation of secondary environmental effects.

☒ No - Substantial secondary environmental effects will not be stimulated.

☐ Yes - Stimulation of substantial secondary environmental effects will occur. Explain or indicate where addressed.

2) Creation of a new environmental effect.

☒ No - A new environmental effect will not be created.

☐ Yes - The project will create a new environmental effect. Explain or indicate where addressed.

3) Impacts on geographically scarce resources.

☒ No - Geographically scarce resources will not be impacted.

☐ Yes - Impacts on geographically scarce resources will occur. Explain or indicate where addressed.

4) Precedent-setting nature of the proposed action.

☒ No - The proposed project does not have a precedent-setting nature.

☐ Yes - The proposed project has a precedent-setting nature. Explain or indicate where addressed.

5) The degree of controversy associated with the proposed action.

☒ No - The proposed action is not controversial or the level of controversy is low.

☐ Yes - The project has a high degree of controversy. Explain or indicate where addressed.

6) Conflicts with official agency plans or local, state, or national policies, including conflicts resulting from potential effects of transportation on land use and land use on transportation demand.

☒ No - No conflicts with any plans, policies, or land uses will result.

☐ Yes - Conflicts with plans, policies or land uses will result. Explain or indicate where addressed.

7) Cumulative environmental impacts of repeated actions of the type proposed.

☒ No - The proposed action will not contribute to cumulative environmental impacts of repeated actions.

☐ Yes - Cumulative environmental impacts will result from repeated actions of the type proposed. Explain or indicate where addressed.

ENVIRONMENTAL COMMITMENTS

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

A. General Economics – Not applicable.

B. Community & Residential – Not applicable.

C. Commercial & Industrial – Not applicable.

D. Agriculture – Not applicable.

E. Environmental Justice – Not applicable.

F. Wetlands – The canal itself, its banks, and several over bank areas have been designated as jurisdictional wetlands. Up to 3.81 acres (1.541 hectares) of wetlands will be filled and up to 17.90 acres (7.244 hectares) of wetlands will be dredged. For Segment 1, 2.10 acres (0.850 hectares) of wetlands will be mitigated at a statewide wetland bank at an appropriate ratio. Wetland mitigation for future segments will be identified during design development. For Segment 1, the WisDOT District 1 Environmental Coordinator and the Construction Supervisor will fulfill this commitment. For Segments 2, 3, and 4, the city of Portage and the project designer will fulfill this commitment.

G. Streams & Floodplains – Construction activity, especially dredging, will be staged to ensure that any herptile species will not be impacted during construction. Drawdown or dewatering activity will take place before October 1 of the calendar year to discourage herptile species from burrowing into soft sediment. The Construction Supervisor will fulfill this commitment.

H. Lakes or Other Open Water – Not applicable.

I. Upland Habitat –Seed mixtures and seeding practices will conform to the standards in the section on seeding in the manual entitled, "Standard Specifications for Highway and Structure Construction" (WisDOT publication). Native seeding mix No. 70 or 70A will be specified where appropriate. Protective measures will be taken to prevent the spread of exotic species, including purple loosestrife, by construction equipment. The Contractor will ensure that all equipment used for the project has been adequately cleaned before being used in the Portage Canal and is cleaned after use on the project. The Construction Supervisor will fulfill this commitment.

J. Erosion Control – Erosion control will be implemented in accordance with standard erosion control practices and the cooperative agreement between WisDOT and the WDNR. If erosion matting is used, it will be biodegradable and non-netted or loosely netted. Waste and demolition materials will be disposed of properly. Disposal in wetlands is not permitted. The Contractor, prior to the pre-construction meeting, will submit an Erosion Control Implementation Plan. The Construction Supervisor will fulfill this commitment.

K. Storm Water Management – Sediment traps will be evaluated as a means to prevent future sediment buildup in the canal. The project designer will fulfill this commitment.

L. Air Quality – The project is exempt from permit requirements per Wisconsin Administrative Code – Chapter NR 411 criteria.

M. Construction Stage Sound Quality – To reduce the potential impact of construction noise, the special provisions for this project will require that motorized equipment be operated in compliance with 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 7:00 p.m. and 7:00 a.m. without prior written approval of the project engineer. 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. The Construction Supervisor will fulfill this commitment.

N. Traffic Noise – Not applicable.

O. Section, 4(f) and 6(f) – An MOA has been developed in consultation with the SHPO, and other interested parties such as the city of Portage, WisDOT, the WDNR, USACE, and Portage Ad Hoc Committee. The MOA was executed on April 26, 2004. The implementation of the *Concept Definition Report* will minimize the adverse effects to the Portage Canal. The WisDOT Bureau of Environmental and Equity Services will fulfill the commitments stipulated in the MOA.

P. Historic Resources – A finding of adverse effect under Section 106 was determined for this project. An MOA was executed on April 26, 2004. The implementation of the *Concept Definition Report* will minimize the adverse effects to the Portage Canal. The WisDOT Bureau of Environmental and Equity Services will fulfill the commitments stipulated in the MOA.

Q. Archaeological Resources – Not applicable.

R. Hazardous Substances or UST's – Phase 2 Environmental Subsurface Evaluations were completed for nine sites, including the canal. The Phase 2 Subsurface Investigations determined seven sites do not warrant additional survey work and one site has been recommended for a Phase 2-1/2 investigation. Although seven sites do not require additional work, they will be monitored during construction to avoid contamination. Soil excavated from these sites will be field-screened and any contaminated soil will be disposed of according to state regulations. The results of the environmental site investigations at Site Nos. 8, 15, 23, 31, 35, 36, 37, and 39 are documented in *Addendum B.* Contamination encountered in the canal will be remediated. The WDNR has committed to determine the extent of contaminated sediments in Segments 2, 3, and 4 of the Portage Canal and will collect additional sediment samples from the canal. Any future dredge spoils will be disposed of appropriately based on the degree of contamination. For any WisDOT-let construction project, the Construction Supervisor will fulfill this commitment.

S. Aesthetics – Not applicable.

T. Coastal Zone – Not applicable.

U. Other – None.

Wisconsin Department of Transportation

COMMUNITY OR RESIDENTIAL IMPACT EVALUATION

Alternative: Portage Canal Rehabilitation Preferred? ☒ Yes ☐ No	Length of Center line and termini this sheet is evaluating (if different from Sheet 1)

1) **Give a brief description of the community affected by the proposed action. Include the community's name, population, and the pertinent demographic characteristics which contribute to an understanding of the community, for example, the elderly, minorities, disabled, low income, etc.**

The city of Portage is located in Columbia County. According to the 2000 Federal Census, it has a population of 9,728. Data from the 2000 Federal Census indicates that 9,024 (92.8 percent) are white or Caucasian, 379 (3.9 percent) are black or African American, 50 (0.5 percent) are Mexican Indian or Alaskan Natives, 69 (0.7 percent) are Asian, 5 (0.1 percent) are Native Hawaiian and other Pacific Islander, 83 (0.9 percent) indicated some other race, 118 (1.2 percent) indicated two or more races, and 330 (3.4 percent) are Hispanic or Latino (of any race). There are approximately 1,480 (15.2 percent) residents over 65 years of age in the city.

2) **Give a brief description of the neighborhood affected by the proposed action. Include the demographic characteristics of those who would be most directly affected by the proposal, with emphasis on the elderly, minorities, disabled, low income, etc. Describe how this project complies with Executive Order 12898 on Environmental Justice.**

The U.S. Department of Transportation has issued an order to comply with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations," dated February 11, 1994. Executive Order 12898 requires each federal department to identify, address, and avoid disproportionately high and adverse human health or environmental effects on minority and low-income populations.

The neighborhood areas affected by the project consist of single-family residences and one 60-unit apartment complex for the elderly, the Riverwood Apartments. Approximately 68 single-family residences are adjacent to the canal. Except for the group of elderly residents at the Riverwood Apartment building, the neighborhood areas affected by the project do not contain minority, disabled, or low-income groups.

The Riverwood Apartment building, located at 215 West Mullett Street, is home to elderly residents some of whom receive federal assistance. The residents of the Riverwood Apartment building were notified of project-related activities and were invited to participate in public informational meetings. The footbridge across the canal that provides access for these residents to the downtown area of Portage will be maintained. In addition, a bicycle/pedestrian bridge will be constructed over the Wisconsin River Lock near the Riverwood Apartment building, providing another access point for residents. Residents will also be able to enjoy recreational opportunities created by the bicycle/pedestrian path along the canal. However, inconveniences during construction due to traffic and noise may affect residents.

Based upon the information provided above, it is concluded that the proposed project will not have a disproportionately high and adverse impact on minority or low-income populations. This document is therefore in compliance with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations."

3) **Discuss the existing type and volume of traffic within the community or neighborhood and address the probable changes in traffic which would result from the proposed action.**

Water traffic along the canal has been limited to canoes and other small craft since 1951. The project will likely result in the increased use of the canal by canoes and other small watercraft. The current volume of pedestrian and bicycle traffic along the canal is low. A portion of the canal between the Wisconsin River Lock and Wisconsin Street is flanked by a poorly maintained trail on the north side, which currently gets minimal use. The volume of existing pedestrian and bicycle traffic is expected to increase significantly with the proposed construction of a new trail along the canal. The proposed trail, with improved access and a paved surface located along the canal, will maximize the recreational benefit to the community and allow users to experience the cultural heritage conveyed by the canal rehabilitation.

Wisconsin Department of Transportation

GENERAL ECONOMICS IMPACT EVALUATION

Alternative: Portage Canal Rehabilitation Preferred? ☒ Yes ☐ No	Length of Center line and termini this sheet is evaluating (if different from Sheet 1)

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

The Portage Canal Rehabilitation Project is located in the city of Portage. There are a number of businesses adjacent to the canal, including Carrier Heating & Cooling, Bill & Jack's Garage, US Bank, a service station, B & H Lumber, two office buildings, Gruber Automotive, Portage Cleaners, Canal Feed & Seed, Samuel's Recycling Company, Crawford Oil Company, and Meigs Asphalt. In addition, Portage's downtown is about two blocks north and east of the canal. Approximately 183 businesses are located in the 30-block downtown core of the city. Businesses in the downtown core offer a full range of goods and services.

Portage also has a strong manufacturing and industrial base, including a full-service industrial park. The largest employers in Portage include Divine Savior Hospital and Nursing Home, Associated Milk Producers, Inc., Penda Corporation, Tri-Enda Corporation, Portage Public Schools, Cardinal FG, Columbia Correctional Institute, Saint Gobain (Mox Med), Spartech Plastics, Rayovac Corporation, and Columbia Generating.

The Portage area offers many historic sites, places of interest, and recreational opportunities. Historic sites and places of interest include the Portage Retail Historic District, Indian Agency House and Surgeon's Quarters, Ice Age National Scenic Trail, Museum at Portage, Zona Gale House and Center, Henry Merrell House, Society Hill Historic District, and Portage Industrial Waterfront Historic District. In addition, the Columbia County Fair, Canal Days Celebration, Farmer's Market, Arbor Day Celebration, Friendship Village Celebrates Zona Gale, Taste of Portage, and outdoor concerts draw residents and tourists to the area around the Portage Canal.

The canal corridor provides a valuable link to existing recreational trails, areas, and facilities, as well as to Portage's 18 city parks. Canoeing, boating, biking, bird-watching, hiking, snowshoeing, cross-country skiing, ice skating, snowmobiling, swimming, and fishing are just some of the recreational opportunities available to Portage area residents and visitors in and around the canal.

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

The project is expected to enhance business, tourism, and recreational opportunities in the city. The project will not limit access to businesses along the canal. Opening of the canal corridor is expected to encourage development of underutilized buildings along the canal and the creation of new businesses, both along the canal and in the downtown area. Also, residents, visitors, and tourists using the canal corridor will have greater access to the downtown area of the city. The canal corridor will also provide a link in a transportation network connecting recreational paths, trails, and facilities in the area and drawing patrons to other historic and cultural resources in the area. The main economic disadvantage of the proposed improvements is that it will use public funds, meaning that they are not available elsewhere.

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

The project is expected to increase the potential for economic development in the area influenced by the project. The proposed action is expected to encourage development of properties and buildings along the canal, thereby boosting the local economy and increasing the tax base. Private investment along the canal can create permanent jobs and development can lead to an increase in retail sales in the downtown area.

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

The proposed action is consistent with local land use and zoning practices for the city of Portage. In 2003 the city of Portage was selected to participate in the Main Street Program in order to revitalize the downtown area, which includes the Portage Canal. The proposed project is consistent with the objectives of the Fox-Wisconsin National Heritage Waterway Corridor, which is part of the Wisconsin Heritage Tourism Program.

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

During construction, the ingress and egress of construction equipment may occasionally interfere with local traffic, mass transit, emergency services, or similar public services. Once construction has been completed, there will be no future impacts.

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

In order to rehabilitate the canal and construct the adjacent bicycle/pedestrian trail, a varying width right-of-way corridor will need to be established. This width will be as follows: Wisconsin River Lock to Pedestrian Bridge – 97 feet (29.6 meters); Pedestrian Bridge to Wisconsin Street – 99 feet (30.2 meters); Wisconsin Street to Adams Street – 75 to 80 feet (22.9 to 24.4 meters); Adams Street to Railway Bridge – 85 feet to 105 feet (22.9 to 32 meters) with the 105 feet (32 meters) at the proposed Hamilton Street Bridge location; Railway Bridge to STH 33 – up to 120 feet (36.6 meters); STH 33 to Fort Winnebago Lock – up to 135 feet (41.2 meters).

These widths contain the permanent elements of the canal and trail. A railing will be constructed separating the canal and trail in Segments 1 and 2. Additional temporary easements will also need to be acquired for grading to match into adjacent properties. Any property beyond the existing 75-foot (22.9-meter) canal right-of-way corridor that is required to construct the project will need to be acquired in fee or easement. It is recommended that any permanent structures be constructed on property acquired in fee. Areas that are graded to match-into adjacent property can be temporarily acquired in easement. Trees, primarily river birch and silver maple, will be removed, as needed, during the construction of the pedestrian/bicycle trail. The trail will be constructed at a 2-percent slope toward the canal. The addition of revetment walls will stabilize the shoreline. Construction of the trail will increase bicycle/pedestrian traffic along residential lot frontages. There will be no significant changes to the slopes of adjacent properties due to the use of retaining walls on the exterior side of the trails. Railing will be installed above these retaining walls where appropriate. The use of the retaining walls eliminates the need to grade deep into adjacent properties to achieve acceptable slopes to the lower trails.

7) Indicate whether a community facility would be affected by the proposed action and indicate what effect(s) this would have on the overall community.

The Portage Public Library is located at 253 West Edgewater Street, approximately one block from the canal. Noise levels from construction machinery will be temporary and are not expected to affect library patrons and staff. Access to the library will not be limited from rehabilitating the canal or construction of the pedestrian/bicycle path.

8) Identify any neighborhood, ethnic, religious, or other groups and their facilities which would be affected by the proposed action.

Groups that would be affected by this project include the National Society of the Colonial Dames of America, who own and operate the Indian Agency House and the Fort Winnebago Surgeon's Quarters. The Portage Canal Preservation Society owns parcels adjacent to the canal. The Ridge Runners Snowmobile Club constructed a snowmobile/pedestrian bridge over the canal north of the STH 33 Bridge in the winter of 2002/2003. No adverse impacts to these groups are anticipated.

9) Discuss, in general terms, any factors which residents have indicated to be important or controversial.

The public has been actively involved with the preservation of the Portage Canal since the 1970s. Residents have generally been supportive of the proposed project. Some individuals have expressed concerns about trail location and lighting in relation to residential property and access to the canal. The type of construction materials used for the revetment walls is another concern.

10) Number and type of any residential buildings which would be removed because of the proposed action. ***If item c) below is checked, you must complete items 11 through 17 on the next page.***

a) ☒ None - ***If None, items 11 through 17 do not need to be addressed or included in the environmental document***

b) ☐ No occupied residential building will be acquired as a result of this project. ***If this item is checked, items 11 through 17 do not need to be addressed or included in the environmental document.***

c) ☐ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc.

11) Estimate the number of households which would be displaced because of the removal of residential buildings and indicate the characteristics of those household(s) which would be displaced. Indicate whether any of the households may have special relocation needs or characteristics, e.g., minority, elderly, disabled, low income, large family, etc.

a) Number of households to be relocated: [ ] Total

i) Number by ownership: [ ] Owner-occupied [ ] Rented [ ] Unknown

ii) Number by special characteristics: [ ] Does Not Apply [ ] Unknown

[ ] Minority [ ] Elderly [ ] Disabled [ ] Low Income [ ] Large Family

b) Number of household to be relocated which have:

_ one bedroom _ two bedrooms

_ three bedrooms _ four or more bedrooms

12) Is Special Relocation Assistance Needed?: ☐ No ☐ Yes – Describe

13) Describe, using ranges or groupings if possible, the relocation potential in the community. Include:

a) the number of similar value dwellings

b) their location

c) price

d) number of bedrooms available per dwelling

14) Identify the sources of information used to obtain the data in item 13.

☐ WisDOT Real Estate

☐ Multiple Listing Service (MLS)

☐ Newspaper Listing(s)

☐ Other - Identify:

15) Identify any difficulties for relocating households displaced by the proposed action. Describe any special services or housing programs needed to remedy identified unusual conditions.

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

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

Wisconsin Department of Transportation

COMMERCIAL & INDUSTRIAL IMPACT EVALUATION

Alternative: Portage Canal Rehabilitation Preferred? ☒ Yes ☐ No	Length of Center line and termini this sheet is evaluating (if different from Sheet 1)

1) Describe the commercial or industrial area potentially affected by the proposed action.

The Portage Canal Rehabilitation Project is located in the city of Portage. There are a number of businesses adjacent to the canal, including Carrier Heating & Cooling, Bill & Jack's Garage, US Bank, a service station, B & H Lumber, two office buildings, Gruber Automotive, Portage Cleaners, Canal Feed & Seed, Samuel's Recycling Company, Crawford Oil Company, and Meigs Asphalt. In addition, Portage's downtown is about two blocks north and west of the canal. Approximately 183 businesses are located in the 30-block downtown core of the city. Businesses in the downtown core offer a full range of goods and services.

2) Indicate which businesses or industries are dependent upon the roadway for their continued viability and discuss whether the proposed action will change any of the conditions upon which they are dependent. Include effects which may occur during construction.

None of the businesses mentioned above are dependent upon the canal for their continued viability. As such, the project will not change the conditions upon which these businesses are dependent. Construction will not limit access to businesses adjacent to the canal. In fact, businesses and industries will benefit through increased use of the canal corridor by residents, tourists, and visitors. Access to the downtown area for people south and east of the canal will be increased through the construction of crossings at the Wisconsin River Lock and Hamilton Street.

3) Generally describe benefits and adverse effects on the commercial or industrial area caused by the proposed action. Include any factors identified by business or industry which they feel are important or controversial.

The project is expected to benefit businesses in the downtown area, along the canal, and in the city. Residents, visitors, and tourists using the canal corridor will be drawn to the downtown area of Portage given its proximity to the bicycle/pedestrian path. Businesses and industries in the city are in favor of the project as it will enhance the area and may benefit their particular enterprise. Access to businesses will not be affected; however, there will be temporary inconveniences during construction activities and a potential for increased construction traffic. Development of underutilized buildings is anticipated along the canal.

4) Generally describe benefits and adverse effects accruing to employees in commercial or industrial areas affected by the proposal.

The construction of a bicycle/pedestrian path will give employees working at businesses along the canal and in the downtown area the opportunity to walk or bike to work. Employees can also enjoy the recreational and scenic aspects of the canal corridor before and after work, at lunchtime, and on breaks.

5) Indicate whether the business or industry is operated by or for minorities, the elderly, or disabled.

☐ Unknown ☒ Does Not Apply

☐ Elderly ☐ Minority ☐ Disabled

6) Identify and estimate the number of businesses or industries which would be displaced by the proposed action. Include the number of employees affected. *If items b) or c) below are completed, you must also complete items 7 through 13 on the next page.*

a) ☒ None - *If None, items 7 through 13 do not need to be addressed or included in the environmental document.*

b) _____ Businesses _____ Number of Employees Identify Business -

c) _____ Industries _____ Number of Employees Identify Industry -

Wisconsin Department of Transportation

WETLANDS IMPACT EVALUATION

Alternative: Portage Canal Rehabilitation Preferred? ☒ Yes ☐ No	Length of Center line and termini this sheet is evaluating (if different from Sheet 1

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

The project will install wooden revetment walls on each bank of the entire canal from the Wisconsin River Lock to the remnants of the Fort Winnebago Lock near the Fox River. The canal will be dredged to a depth of 3 to 4 feet (0.9 meters to 1.2 meters). The Wisconsin River Lock will also be cleaned and restored and a maximum depth of 4 feet (1.2 meters) will be provided with clean gravel fill as needed.

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

Wetlands affected by the project includes the shallow aquatic bed environment of the canal itself, a narrow fringe of shoreline wet meadow within a foot of the canal water surface elevation and small areas of cattails growing in the canal on near-surface sediments. The Portage Canal itself is a jurisdictional wetland because it has a permanent pool level and its bottom supports submerged, floating leaved aquatic vegetation and some scattered shallow marsh vegetation. Submerged vegetation includes pondweeds, while floating leaved vegetation is white water lily. These types of aquatic vegetation, which occur throughout the project, are considered aquatic bed (AB) within the WisDOT statewide banking system. Shallow marsh vegetation (WisDOT type SM) consists of scattered patches of cattail growing on saturated sediments within the urban canal segments south of the railway bridge. Shoreline wetland vegetation does not exist in the bulkhead reach between the Wisconsin River Lock and Adams Street. However, towards the Fox River beyond Adams Street, shoreline wetland occurs within a foot of the permanent pool level of the canal and includes shrub wetlands (WisDOT type SS) of red osier, riparian wet meadows (WisDOT type RPE) of reed canary grass and sedges, and riparian wet forest (WisDOT type RPF) vegetation that includes box elder and silver maple, and river birch. The limits of each of these wetland types are shown in Exhibit 3, save for the patches of cattail marsh (SM), which were scaled off of the spring 2000 ortho-photo. Generally, shrub wetlands dominate both shores from Adams Street to the Canadian-Pacific Railway Bridge, wet meadows occupy both shores from the railway bridge to the STH 33 bridge and most of the north shore from STH 33 to near the Old Indian Agency House. Wet forest vegetation dominates the remaining canal shores from STH 33 to the Fort Winnebago Lock.

Between the Canadian-Pacific Railway Bridge and just downstream of the STH 33 Bridge there are some areas of wet meadows of reed canary grass and sedges that lie on the landward side of the Ice Age Trail and, in some places, intrude into or near the proposed trail alignment. Between STH 33 and the Fox River (Segment 4), the trail lies atop a high, wooded upland berm of sandy material from the original canal excavation. This berm divides the canal from a large Fox River floodplain wetland complex of wet meadow and swamp. In Segment 4, there will be no wetland impacts from the trail because of the isolation of the trail atop this upland berm.

3) This wetland is:

☐ **Isolated from stream, lake or other water body (e.g., perched wetland).**

☐ **Adjacent (within 5-year floodplain) to a stream thread.**

☒ **Contiguous (in contact) with a stream, lake, or other water body.**

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

NOTE: If wetland is contiguous or adjacent to a stream, complete Factor Sheet F.
If wetland is contiguous to a lake or other water body, complete Factor Sheet G.

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

The shallow waters of the canal support a warm-water fishery of sunfish, smallmouth bass, northern pike, carp, and forage fish. Amphibians, reptiles and waterfowl also use the canal.

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

☒ **No**

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

☐ **Section 7 coordination has been completed with the FWS. Describe mitigation required to protect the federally listed endangered species.**

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

6) **FHWA Wetland Policy**

☐ **Not Applicable - Explain**

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

The wetlands occupy the entire length of both banks and cannot be avoided by any practicable alternative.

☐ **Statewide Wetland Finding NOTE: *All must be checked for the Statewide Wetland Finding to apply.***

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

☐ **The project requires the use of 3 hectares (7.4 acres) or less of wetlands.**

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

7) **Erosion control or storm water management measures which will be used to protect the wetland are shown on Factor Sheet O:**

☒ **Yes** ☐ **No - Briefly Describe measures to be used**

8) **Section 404 Permit**

☐ **Not Applicable - No fill to be placed in wetlands**

☒ **Applicable - Fill will be placed in wetlands.**

Indicate area of wetlands filled (3.81 Acres)
(1.541 Hectares)

*For Section 404 Permit jurisdiction by USACE. Area of fill in wetlands only behind bulkhead line. Dredge area does not apply.

☒ Individual Section 404 Permit required

☐ Nationwide Section 404 Permit required

Indicate Nationwide Section 404 Permit Name - _____

Indicate Nationwide Section 404 Permit number - _____

Indicate whether notification to the Corps of Engineers is required - _____

9) **Identify wetland type(s) which will be filled or converted to another use. Use the WIDOT WETLAND MITIGATION BANK SYSTEM, TABLE 1C Banking Guideline. If the National Wetlands Inventory (NWI) or Wisconsin Wetlands Inventory (WWI) are used to identify the types of wetlands, translate them to the WIDOT WETLAND MITIGATION BANK SYSTEM.**

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

Wetland Type SS	**Area of Wetland Type**	1.57 Acres (0.635 Hectares)
Wetland Type SM	**Area of Wetland Type**	0.65 Acres (0.263 Hectares)
Wetland Type AB	**Area of Wetland Type**	17.36 Acres (7.025 Hectares)
Wetland Type RPF	**Area of Wetland Type**	1.06 Acres (0.428 Hectares)
Wetland Type RPE	**Area of Wetland Type**	1.07 Acres (0.433 Hectares)

*The total acreage above includes dredging and filling impacts. See Exhibit 3 page 3 for a summary table that compares fill and dredging impacts by segment.

10) **Wetland Mitigation**

(NOTE: Avoid and minimization mitigation are required.)

a) **Wetland Avoidance**

i) **Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.**

The impacts to riparian emergent wetlands on the south edge of the trail in Segment 3 have been minimized by the adoption of the minimum 5-foot (1.5-meters) displacement from the bulkhead line recommended by AASHTO safety standards (AASHTO, 1999). This alignment avoids 0.48 acres (0.194 hectares) of impacts to riparian emergent wetlands (RPE) that would otherwise occur if the existing trail alignment were followed. Further impact avoidance in this segment is not possible without the adoption of historically consistent handrails, which would add to the project cost, while avoiding only 0.11 acres (0.044 hectares) of fill.

The total wetland-fill impact of 3.81 acres (1.541 hectares) for Alternative A (Preferred) is the minimum necessary to achieve the purpose and need of the project and represents a savings of 2.17 acres (0.878 hectares) over Alternative B, the 60-foot (18.3-meter) canal alternative. Alternative C would have essentially the same impact as the Preferred Alternative. Alternative D, the 75-foot (22.9 meters) canal width, will be essentially identical to the Preferred Alternative, but has been rejected because of cost and the required demolition of at least seven buildings housing six businesses within the city and the reconstruction of the Canadian-Pacific Railway Bridge that would cause significant adverse socioeconomic impacts.

The proposed dredging work would impact the entire unfilled remainder of the canal (17.90 acres or 7.244 hectares) and is an unavoidable effect of the project's purpose to improve navigation and restore the overall canal environment. Because dredging impact will affect aquatic bed wetland and a viable fishery the WDNR is requiring mitigation for the impact using credits from the Statewide Mitigation Bank system for Segment 1 and remaining segments will be addressed during future design development, in common with the fill impacts to riparian wetlands.

Any further avoidance of wetlands is not possible without placing the trail at a location remote from the canal, which would not meet the purpose of the project.

(ii) Indicate the total area of wetlands avoided

The Preferred Alternative will fill 3.81acres (1.541 hectares) of wetland, which is 2.17 acres (0.878 hectares) less than Alternative B, which evaluated the impacts of fill using a historically correct width of 60 feet (18.3 meters).

b) Minimize the amount of wetlands affected

i) Describe methods used to minimize the use of wetlands, such as steepening of sideslopes or use of retaining walls, equalizer pipes, upland disposal of hydric soils, etc.

The wetland fill will be restricted by using a timber revetment wall. The revetment wall also provides space for the bicycle/pedestrian trail, rehabilitates the historic character and feeling of the canal environment and increases the recreational value of the project.

ii) Indicate the total area of wetlands saved through minimization 2.17 Acres (0.878 Hectares)

c) Compensation for unavoidable loss

i) Is compensation of unavoidable wetland loss required?

☒ **Yes** ☐ **No**

ii) Describe efforts to replace unavoidable wetland loss

Wetland impacts will be mitigated by credit withdrawal from the Statewide Mitigation Bank system for Segment 1. The area to be mitigated includes both fill and dredge impact areas. Mitigation for future segments will be identified during design development. The Segment 1 work from the Wisconsin River Lock to Adams Street includes type AB wetland 1.78 acres (0.720 hectares), RPE wetland 0.06 (0.024 hectares), RPF wetland 0.01 (0.004 hectares), and type SM wetland with 0.25 acres (0.101 hectares) using surplus credits from the Patrick Marsh in the Statewide Mitigation Bank.

☐ **Not Applicable**

Note: If type and amount of compensation is known, complete item d) on following page.

d) Type and amount of compensation

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

Wetland type of on-site replacement

Total area of on-site replacement _Acres
(_ Hectares)

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

Wetland type of off-site replacement

Total area of off-site replacement _ Acres
(_ Hectares)

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

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

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

Patrick Marsh Statewide Mitigation Bank, Lower Rock River, Dane County

Wetland type of bank-site replacement WM

Total area of bank-site replacement 2.10 Acres Segment 1: Wisconsin River Lock to Adams Street
(0.850 Hectares)

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

The WDNR and WisDOT determined that credits for Patrick Marsh correspond in value to the first phase of work along the Portage Canal. Although Hope Marsh is located within the impacted watershed, the wetlands at this bank site are of a higher quality than those being impacted by the canal rehabilitation project. WisDOT desired to reserve these credits for the mitigation of wetland impacts of corresponding value. See correspondence in Exhibit 10.

Wisconsin Department of Transportation

STREAMS AND FLOODPLAINS IMPACT EVALUATION

Alternative: Portage Canal Rehabilitation **Preferred?** ☒ **Yes** ☐ **No**	**Length of Center line and termini this sheet is evaluating (if different from Sheet 1)**
1) Name of Stream Portage Canal	**2) Location of Stream** City of Portage and Columbia County
3) Stream Type **Indicate Stream Class if Known** ☐ **Unknown** ☒ **Warm water** ☐ **Trout-Class**	**4) Size of upstream Watershed Area** 367 acres (148.52 hectares) of surface lands directly flow into the canal ☒ **Permanent Flow (year-round)** ☐ **Temporary Flow (dry part of year)**

5) Stream Characteristics

a) Substrate ☒ **Sand** ☒ **Silt** ☐ **Clay** ☐ **Cobbles** ☒ **Other-describe:** Muck

b) Average Water Depth 1.7' (0.5 meters)	**c) Vegetation in Stream** ☐ **Absent** ☒ **Present - If known describe:** Reed canary grass, cattails, pondweeds, and duckweed
d) Identify Fish Species Present Sunfish, smallmouth bass, northern pike, carp and forage fish	**e) If water quality data is available, include this information (e.g., DNR or local discharger might have such records).** None available

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

☒ **No** The WDNR indicated that Blandings turtle has been recorded at several locations in the Portage area. The eastern massasauga rattlesnake occupies habitat similar to that for the Blandings turtle. As a result, the WDNR requested that construction activity be staged so that herptile species are not impacted during hibernation.

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

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

☐ **Coordination with the WDNR has been completed. Describe mitigation required to protect the State listed species.**

7) If bridge replacement, are swallow nests present?

☐ **No**

☐ **Yes - Estimated number of nests is:**

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

☒ **Not Applicable** ☐ **Yes** ☐ **No - Describe mitigative measures**

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

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

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

No permitted discharges occur within the Portage Canal.

11) Section 404 Permit

☐ **Not Applicable - No fill to be placed in stream**

☒ **Applicable - Fill will be placed in stream**

Indicate amount or length of fill – Fill will consist of wooden revetment walls with soldier piles backfilled with clean stone and riprapped at the submerged toe for stability. The total bulkhead length on each canal bank will be approximately 12,400 feet (3779.5 meters).

☒ **Individual Section 404 Permit required.**

☐ **Nationwide Section 404 Permit required**

Indicate Nationwide Section 404 Permit Name -

Indicate Nationwide Section 404 Permit number - #

Indicate whether notification to the Corps of Engineers is required – Yes. Application has been made using the USACE/WDNR joint notification form. Section 401 water quality certification will be issued from the WDNR.

12) Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment.

The project will install wooden revetment walls on each bank of the entire canal from the Wisconsin River Lock to the remnants of the Fort Winnebago Lock near the Fox River. The canal will also be dredged to a depth of 3 to 4 feet (0.9 meters to 1.2 meters). The Wisconsin River Lock will also be cleaned and restored, and a maximum depth of 4 feet (1.2 meters) will be provided with clean gravel fill as needed. A total of approximately 75,400 cubic yards (57647.4 cubic meters) of dredged material is planned for removal.

The 1998 USACE levee project on the Portage side of the Wisconsin River removed the 1st ward of the city from the floodplain, which includes the Portage Canal from the Wisconsin River to the vicinity of the Canadian-Pacific Pacific Railway Bridge. A new floodplain map is in progress. While the exact limits of the new floodplain have yet to be determined, no adverse floodplain impacts are anticipated because the 1998 levee project removed the canal from the effective flow area of Wisconsin River floods.

No impacts to aquatic life and water quality in the Wisconsin and Fox Rivers are anticipated. A bio-barrier will be maintained between the Wisconsin and Fox Rivers. The increase to water flow in the Portage Canal that is being investigated is not sufficient to affect either the Wisconsin or Fox Rivers.

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

With levee construction and lock deactivation, water flow was severely diminished and sediments accumulated, greatly reducing the depth and habitat value of the canal. The project is needed to correct these conditions and restore the human and natural environment of the canal corridor. Dredging of the canal, along with enhanced water inflow, is intended to improve navigability for canoes and kayaks, restore water flow, and enhance the fishery habitat of the canal by increasing the depth of water, available habitat volume, and increase the level of dissolved oxygen available to aquatic life.

19) Erosion control or storm water management measures which will be used to protect the stream are shown on Factor Sheet O:

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

Erosion controls to be used in this project include: turbidity screens, temporary seeding, erosion bales, silt fences, and a minimal amount of land will be exposed at one time. See Factor Sheet O for more detail.

Storm water management measures to be incorporated with this project include; sedimentation traps, grass-lined conveyance, and asphalt flumes. See Factor Sheet O for more detail.

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

No adverse backwater effects will occur. The canal is only partially within the floodplain and has been removed from the effective flow area of Wisconsin River floods by the 1998 levee project. Despite installation of fill for the new revetment walls, the overall conveyance capacity of the canal will be increased by the proposed dredging.

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

The city of Portage has floodplain zoning authority over the project and is the sponsor of the proposed project. The project was discussed with a representative of the zoning department on December 5, 2003, and there were no concerns.

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

☒ **No impacts would occur**

☐ **Significant interruption or termination of emergency vehicle service or a community's only excavation route**

☐ **Significant flooding with a potential for property loss and a hazard to life**

☐ **Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.**

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

No adverse impacts to floodplain uses or functions will occur. The USACE constructed a levee across the Wisconsin River entrance to the canal in 1998 in order to remove much of the project area and canal reach from the floodplain. The 1st Ward from Wisconsin River Lock to the Canadian-Pacific Pacific Railway Bridge is out of the floodplain. The project will have no adverse effect on the function of this structure.

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

Construction will take place with the canal at normal pool level. Complete dewatering of the canal for construction is not advisable due to loss of soil strength induced by groundwater inflow during dewatered conditions. However, revetment wall construction and dredging will occur within short reaches of the canal that will be isolated by turbidity barriers, thereby containing turbidity and limiting potential adverse impacts to aquatic life and water quality. The phased construction of the project over a number of years will also serve to limit the impact of the project on the canal environment.

Increased water flow is proposed to improve the aesthetics of the Portage Canal. Investigations are underway to determine how to increase water flow. Options include modifications to the intake infiltration pipes under the Wisconsin River; removal of stoplogs at the Adams Street culvert to lower tailwater levels downstream; thereby, increasing gravity-fed flows through the intake system; and installation of a submersible, centrifugal pump into the collection manhole to supplement gravity flows into the intake during low Wisconsin River stage levels.

No significant long-term adverse impacts to aquatic life in the Portage Canal are anticipated. Dredging will remove most of the submerged aquatic vegetation, which is being accounted for in the mitigation plan. Ultimately, the submerged and floating vegetation will recover by natural means of colonization and provide a superior aquatic environment as compared to current conditions.

Wisconsin Department of Transportation

CONSTRUCTION STAGE SOUND QUALITY IMPACT EVALUATION

Rev. 11-20-96

Alternative: Portage Canal Rehabilitation Preferred? ☒ Yes ☐ No	Length of Center line and termini this sheet is evaluating (if different from Sheet 1

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

The Indian Agency House, Surgeon's Quarters, and Portage Public Library are noise-sensitive areas that are located near the proposed action. The Riverwood Apartments is a 60-unit apartment building, which houses elderly residents and approximately 68 residences are adjacent to the canal. Overall, approximately 300 people would be affected by noise during construction.

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

The noise generated by construction equipment will vary greatly, depending on the equipment type/model/make, duration of operation, and specific type of work effort. Typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet (15.2 meters).

Exhibit 9 shows typical noise levels for a variety of construction equipment. Adverse effects related to construction noise are anticipated to be localized and intermittent during construction activities.

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

To reduce the potential impact of construction noise, the special provisions for this project will be 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 7:00 p.m. and 7:00 a.m. without the prior written approval of the project engineer. Motorized construction equipment will be required to have mufflers constructed within the equipment manufacturer's specifications or a system of equivalent equipment noise-reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good operating condition, free from leaks and holes.

Wisconsin Department of Transportation

UNIQUE AREA IMPACT EVALUATION

(Public Parks and Recreations Areas, Wildlife and Waterfowl Refuges, Historic Properties, Archeological Sites, Special Coastal Area's, Etc.)

Alternative: Portage Canal Rehabilitation Preferred? ☒ Yes ☐ No	Length of Center line and termini this sheet is evaluating (If different from Sheet 1)
1) Property Name Portage Canal	**2) Location** City of Portage
3) Ownership or Administration Wisconsin Department of Natural Resources	**4) Use -** Storm water conveyance and recreation

5) Type

☐ Public Park ☐ Recreational Lands ☐ Wildlife Refuge ☐ Waterfowl Refuge ☒ Historic Site

☐ Other - identify:

6) Indicate whether the land or improvements on the property were funded by:

☒ No funds from any acts were used for this property.

☐ Yes - s.6(f) LAWCON (LWCF)

☐ Yes - Dingell-Johnson (D/J funds)

☐ Yes - Pittman-Robertson (P/R funds)

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

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

☐ No - Project is not federally funded

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

☐ No - Other - explain: A Programmatic Agreement was prepared for this project.

☒ Yes - Indicate which of the Programmatic 4(f) Evaluations applies

☐ Historic Bridge ☐ Park minor involvement

☒ Historic site minor involvement ☐ Independent bikeway or walkway

☐ Great River Road

☐ Yes - separate 4(f) evaluation attached or approved on

8) Describe the significance of the unique property. For historic and archaeological 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 Portage Canal was listed in the National Register of Historic Places on August 26, 1977, for its role in the state's transportation history. The Portage Canal nomination includes the following historic features

- Portage Canal
- Wisconsin River Lock
- Remnants of the dismantled Fort Winnebago Lock

The Portage Canal was intended to create a more direct waterway linking the Great Lakes to the Mississippi River. While never emerging as a major shipping channel, the Portage Canal gains historical significance by representing the transportation needs of early Wisconsin and the government policies that emerged to fulfill them.

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 archaeological 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.

Elements that were not historically present will be introduced along the historic Portage Canal. Construction of the elements requires approximately 6.50 acres (2.630 hectares) of new right-of-way. Project plans are included in Exhibit 3.

New elements are:

- An asphalt-surfaced trail located adjacent to one or both sides of the canal from the Wisconsin River Lock to Adams Street and on the south side of the canal only from Adams Street to the Fox River.
- A pedestrian/bicycle bridge across the canal at or near Hamilton Street that resembles the existing pedestrian and snowmobile bridge across the canal.
- A railing between the trail's shoulder and water's edge in selected areas where recommended by the American Association of State Highway and Transportation Officials (AASHTO) guidelines for pedestrian and bicycle facilities.

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

i) Do nothing alternative

Under the No-Action alternative, the trail would not be built, the canal would not be dredged, and no rehabilitation of historic features would occur. The city of Portage would not realize the recreational benefits of the project and an important historic resource would continue to be neglected. Trail construction WisDOT grant funds would be spent on urban trail projects in other municipalities and WDNR money for dredging would be re-allocated. Canal conditions would continue to deteriorate due to lack of flow and sedimentation, until such

time as the city executes sediment control measures under a citywide plan. No right-of-way would be acquired and riparian lands would remain under city zoning jurisdiction, with possible future development occurring through vacant sections of Segments 2 and 3. Future options for trail development or canal rehabilitation could also be foreclosed or made more difficult and expensive by further development in these segments.

This project is part of an effort to reverse long-term neglect that has resulted in the deterioration of the Portage Canal. For more than 35 years, the WDNR, the city of Portage, and the Portage Canal Preservation Society have been actively engaged in efforts to restore and preserve the canal as a means to enhance its role as a destination of statewide historical importance and interest. Leaving the canal in its current deteriorated state is not considered prudent.

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

The project is an effort to reverse long-term neglect that has resulted in the deterioration of the Portage Canal. The Portage Canal is a listed National Register property and the primary focus of this project; it is not possible to proceed without using 4(f) land.

iii) Alternatives on new location.

Not applicable.

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:**

The Federal Highway Administration (FHWA) has determined that the Programmatic 4(f), minor involvement with historic site, applies.

☒ **Property is a historic property or an archaeological site. The conditions or mitigation stipulations are listed or summarized below.**

The canal's sense of time and place has been compromised by previous modifications, which include deteriorating revetment walls, a dismantled Fort Winnebago Lock, a lack of water flow, construction of a levee across the mouth of the canal, modification of the Wisconsin River Lock, construction of two small bridges over the canal, and the construction of culverts at the canal crossings for Wisconsin and Adams Streets. The rehabilitation of the Portage Canal will restore and enhance many features of the canal, including replication of the look of timber revetment walls and restoration and replication of the locks. The implementation of the *Conceptual Design Report* will minimize or mitigate the adverse effects to the Portage Canal.

☐ 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 archaeological 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 FHWA, in consultation with the SHPO, has determined that rehabilitation of the Portage Canal will have an adverse effect on the canal. A MOA has been developed in consultation with the SHPO, and other interested parties such as the city of Portage, WisDOT, the WDNR, USACE, and Portage Ad Hoc Committee. The MOA was executed on April 26, 2004. Please see Exhibit 5. A Programmatic Section 4(f) evaluation is attached. Please see Exhibit 11.

Wisconsin Department of Transportation

HAZARDOUS SUBSTANCES OR UNDERGROUND STORAGE TANKS (UST's)

REV 11-21-96

Alternative: Portage Canal Rehabilitation Preferred? ☒ Yes ☐ No	Length of Center line and termini this sheet is evaluating (if different from sheet 1)

1) Briefly describe the results of the initial (Project Review) Reconnaissance on the parcels affected by this project.

There are approximately 125 parcels adjacent to the Portage Canal. These parcels contain a mix of commercial buildings, paved lots, residences, and open lots with trees and grasses. A Phase 1 Hazardous Materials Investigation was completed, based upon background records checks and field reconnaissance, 40 sites with the potential for hazardous materials contamination were identified. Further investigation and assessment revealed that nine of these sites warranted Phase 2 Environmental Subsurface Investigations.

2) Indicate the type(s) of contamination (if any) suspected to be affecting sites in the project area.

Commercial Properties

Petroleum contamination was suspected at six of the sites recommended for Phase 2 investigations. Contamination associated with chemicals used for dry cleaning was suspected at one site and contamination associated with discarded battery casings was suspected at the other site.

Portage Canal

Ten sediment samples within the canal were collected for chemical analysis. Samples were collected from each segment of the canal except for Segment 4. Three samples were collected from Segment 1. High levels of metals were found present in one sample located 93 feet (28.4 meters) west of centerline of Adams Street near a storm sewer outfall. Metals included cadmium, chromium, copper, lead, zinc, and mercury. The other samples taken from locations to the west were not contaminated and had either a background or acceptable level of metals. Five samples collected from three locations in Segment 2 indicate contamination. Metals including cadmium, chromium, lead, copper, zinc, and mercury were found and pose a possible threat to benthic organisms. Two samples collected from Segment 3 indicate contamination. The same metals found in Segment 2 were also found in Segment 3 and can potentially cause an adverse effect to benthic organisms.

3) Indicate the number and identify the parcels which are determined to require an Environmental Site Investigation or for which the Initial Project Review - Reconnaissance was not conducted.

Further investigation revealed that nine sites, including the canal, warranted Phase 2 Environmental Subsurface Investigations (see Addendum B). Site Nos. 8, 15, 23, 31, 35, 36, 37, 39 and the Portage Canal (Site Nos. 1 through 4) were recommended for Phase 2 investigations.

4) Describe proposed course of action to avoid hazardous materials contamination for this project. For example, changes in location, changes in design, remediation of contaminated areas, etc.

Commercial Properties

Phase 2 Environmental Subsurface Investigations revealed that seven of the eight sites require no further action. The investigation determined that the level of soil and groundwater contamination is low; however, it has been recommended that ground disturbance at the seven sites adjacent to the project area be monitored throughout the rehabilitation process. A Phase 2½ investigation has been recommended for Site No. 36 and will be completed prior to construction.

Portage Canal

The WDNR, administers the Portage Canal, which is owned by the State of Wisconsin, and is pursuing the clean up of the canal, but this work has not been funded, and estimates for the clean up are under development. Pretreatment of groundwater from dewatering during rehabilitation, if dewatering is needed, was recommended as a result of Phase 2 investigations. This recommendation is relevant only to the remediation of contaminated sections of the canal, not dredging of non-contaminated sections nor revetment wall construction, and no dewatering is currently anticipated. Eventually the canal bed will be dredged and the contaminated sediment will be disposed of appropriately based on the results of additional investigations. According to the WDNR, dredge spoil in Segment 1 does not pose an environmental risk and a disposal site for this material has been identified and approved. See Exhibit 10.

Wisconsin Department of Transportation

AESTHETICS

Alternative: Portage Canal Rehabilitation Preferred? ☒ Yes ☐ No	Length of Center line and termini this sheet is evaluating (if different from Sheet 1

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

Not applicable.

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

The Portage Canal starts at the Wisconsin River where the Wisconsin River Lock is located and runs northwest approximately 2.5 miles (4.02 kilometers) where it connects with the Fox River north of the remnants of the Fort Winnebago Lock. A levee at the Wisconsin River and the remnants of the Fort Winnebago Lock separate the canal from the Wisconsin and Fox Rivers.

The viewshed for Segment 1 – includes the Wisconsin River Lock, private residences, and commercial properties located along both sides of the canal and trees growing near the edge of the canal. Downtown Portage, including the Portage Retail Historic District, is about two blocks north and west of the canal. Near the Riverwood Apartment building, the canal is overgrown with marsh vegetation.

The viewshed for Segment 2 – includes private residential and commercial properties located on both sides of the canal and trees growing near the edge of the canal. The Portage Industrial Waterfront Historic District is adjacent to the Portage Canal.

The viewshed for Segment 3 – includes wooded areas intermixed with marsh and prairie-like vegetation.

The viewshed for Segment 4 – includes a more densely wooded landscape that extends along both sides of the canal. This segment includes the Indian Agency House, Surgeon's Quarters, and the Fort Winnebago Lock.

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

The quality of the viewshed has been diminished by the neglect of the Portage Canal. Landscape elements such as the Portage Canal, Indian Agency House, and Surgeon's Quarters, and the Portage Industrial Waterfront Historic District mentioned above, are considered to be visually sensitive. The Portage Canal Rehabilitation Project will enhance the viewshed for these historic resources.

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

Aside from the general public visiting the canal, approximately 68 residences located along the Portage Canal, the Riverwood Apartments which is a 60-unit apartment building, and the Indian Agency House and Surgeon's Quarters will all have a view of the Portage Canal.

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

The rehabilitation of the canal and the addition of a pedestrian/bicycle trail will become a permanent visual fixture for the viewers mentioned above.

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

The proposed canal revetment walls will replace all natural vegetation growing within several feet of the waterline throughout the project. This includes grassy vegetation, shrubs, and mature trees. The removal of trees and shrubs in some areas will create more open viewsheds into and along the canal, especially in Segment 2, while the revetment walls throughout will create a more artificial-looking, constructed environment that replicates the original feel of the canal setting. The following visual elements of the rehabilitation and trail design will be introduced along the Portage Canal. These elements were not present historically.

- An asphalt-surfaced trail located adjacent to one or both sides of the canal from the Wisconsin River Lock to Adams Street and on the south side of the canal only from Adams Street to the Fox River.

- A pedestrian/bicycle bridge across the canal at or near Hamilton Street that resembles the existing pedestrian and snowmobile bridge across the canal.

- A railing between the trail's shoulder and water's edge in selected areas where recommended by the American Association of State Highway and Transportation Officials (AASHTO) guidelines for pedestrian and bicycle facilities.

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

Rehabilitation of the Portage Canal will significantly increase the number of people utilizing the canal. The rehabilitation will create a sense of time and place, beautifying the area along the canal.

8. Discuss mitigation measures to avoid or minimize adverse visual effects or enhance positive aesthetic effects of the project.

This project is an effort to reverse long-term neglect that has resulted in the deterioration of the Portage Canal. The canal's sense of time and place has been compromised by previous modifications, which include deteriorating revetment walls, a lack of water flow, construction of a levee across the mouth of the canal, construction of two culverts at the canal crossings for Wisconsin and Adams Streets, construction of two small bridges over the canal, dismantling the Fort Winnebago Lock, and modification of the Wisconsin River Lock. The rehabilitation of the canal will restore sense of time and place through the restoration and enhancement of its many features, including replication of the look of timber revetment walls and restoration and replication of the locks. The following actions would minimize or mitigate the adverse effects to the Portage Canal:

- Increasing the water flow to the canal.

- Construction of wood-faced revetment walls where historically appropriate, which will require some grading on the banks on each side.

- Restoration of the Wisconsin River Lock.

- Replication of the Fort Winnebago Lock.

- Provision for amenities, including historic interpretation, lighting, signage, landscaping, and seating. Styling of these features will be compatible with the historic period of the buildings adjacent to the canal and the Portage Industrial Waterfront Historic District.

- Construction of a pedestrian/bicycle bridge across the Wisconsin River Lock that resembles the footbridge that existed at that location from 1913 to 1945.

Wisconsin Department of Transportation

EROSION CONTROL/STORM WATER MANAGEMENT

Alternative: Portage Canal Rehabilitation Preferred? ☒ Yes ☐ No	Length of Centerline and termini this sheet is evaluating (if different from Sheet 1)

Surrounding land use and a discussion of adopted plans are described on Basic Sheet 4

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

Over the total project length of approximately 12,400 feet (3779.5 meters), the existing transverse slopes perpendicular to the canal and longitudinal slopes along the proposed trail are essentially flat, except for areas of the trail corridor near the Wisconsin River Lock, Wisconsin Street, Adams Street, and the Canadian-Pacific Pacific Railway Bridge where the longitudinal slopes vary from approximately 3 to 5 percent. The proposed trail will have a 2-percent downward transverse slope towards the canal.

2) **Describe any natural resources in the project vicinity that are sensitive to erosion, sedimentation, or water quality degradation. Sensitive resources include trout streams, wetlands, lakes, and endangered species habitat.**

Sensitive resources include wetlands, consisting of riparian forested (RPE), riparian emergent (RPE), aquatic beds in the canal (AB), shallow marsh in the canal (SM), and scrub shrub (SS). These are described in greater detail. See *Wetlands Impact Evaluation* sheet. The aquatic bed wetlands support a fishery of sunfish, smallmouth bass, northern pike, carp, and forage fish. See *Streams and Floodplains Impact Evaluation* sheet.

All these wetland types will be directly impacted by installation of the revetment wall and canal dredging. See *Wetlands Impact Evaluation* sheet.

However, the total impacts will occur over a period of at least several years due to the segmented nature of the project.

3) **Describe any circumstances requiring additional or special consideration. For example, areas of groundwater discharge, overland flow/runoff, long and/or steep cut or fill slopes.**

Impacts to the canal fishery will be controlled during dredging by the use of turbidity screens, which will limit adverse effects to short segments of the canal reach to be dredged. Return water from dredging operations will be directed back to these controlled segments.

A. **[ ] No additional or special circumstances are present**

B. **Indicate how additional or special circumstances present a unique problem above and beyond typical road construction concerns.**

4) **Is the project within DOT's storm water management area , as defined in Attachment A4 to the Memorandum of Understanding By and Between the Wisconsin Department of Transportation and Wisconsin Department of Natural Resources relating to the authorization of storm water discharges to waters of the State of Wisconsin. If yes, describe how will the Erosion Control /Storm Water Management plan be compatible.**

The project is not within WisDOT's storm water management area as defined in Attachment A4.

All Erosion Control/Storm Water Management measures (i.e., the plan) shall be coordinated through the WDNR liaison process and TRANS 401 except when tribal lands of Native Americans are involved. WDNR does not issue concurrence without Erosion Control/Storm Water Management Plans. In addition, TRANS 401 requires the contractor prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures.

5) Describe overall Erosion Control / Storm water Management strategy to minimize adverse effects and/or enhance beneficial effects.

Erosion control will be implemented in accordance with standard erosion control practices and the cooperative agreement between WisDOT and the WDNR. All waste and demolition materials will be disposed of properly. Disposal in wetlands will not be allowed.

The erosion control and storm water management strategy will include installation of maintainable sediment traps in uplands immediately upstream of each existing storm water outfall. These traps will prevent future sedimentation of the canal and protect the canal's aquatic environment.

6) Identify the Erosion Control/ Storm Water Management measures to be utilized on the project.

A. Erosion Control (Short-term / During Construction)

- ☒ **Minimize the amount of land exposed at one time**
- ☒ **Erosion bales**
- ☒ **Temporary seeding**
- ☒ **Silt fence**
- ☐ **Ditch checks**
- ☐ **Erosion mats**
- ☐ **Riprap**
- ☐ **Seeding and mulching of exposed soils**
- ☐ **Detention basin**
- ☐ **Sediment trap**
- ☐ **Pave haul roads**
- ☐ **Dust abatement**
- ☐ **Ditch or slope sodding**
- ☒ **Separating construction from live water - Describe method:** turbidity screens to create short work segments during dredging
- ☐ **Other - Describe:**

B. Storm Water Management (Long-term / Permanent)

- ☒ **Sedimentation trap**
- ☒ **Grass-lined conveyance (parallel to flow)**
- ☐ **Distancing outfalls from waterway edge**
- ☐ **Constructed storm water wetlands**
- ☐ **Infiltration basin / trench**
- ☒ **In-line storm sewer treatment – Describe:** sediment traps for each outfall
- ☐ **Vegetated filter strips (perpendicular to flow)**
- ☐ **Catch basins**
- ☐ **Detention / retention basins**
- ☒ **Other - Describe:** areas where surface runoff is concentrated will be ditch graded and paved with asphalt to prevent erosion

7) Are there any property acquisitions for storm water management purposes? If so, are safety measures needed because of potential conflicts with existing or expected surrounding land use? Describe.

No property will be acquired for storm water management purposes.

Wisconsin Department of Transportation

USE THIS SHEET AFTER COMPLETION OF ENVIRONMENT SITE INVESTIGATION

Project ID	6996-05-06	**Highway**	Portage Canal Rehabilitation	**County**	Columbia
Alternative	Preferred Alternative	**Segment Termini**	Wisconsin River to Fox River		

1) Briefly describe the results of the Environmental Site Investigation(s) and identify the parcels investigated.

Site No. 8 requires no further investigation. The groundwater petroleum contamination is at levels below WDNR enforcement standards or below WDNR preventative action limits.

Site Nos. 15 and 31 require no further investigation. The groundwater and the soil are contaminated with petroleum products; however, contamination is at levels below WDNR enforcement standards or below WDNR preventative action limits.

Site No. 37 requires no further investigation. The groundwater is contaminated with petroleum products and the soil has concentrations of lead; however, contamination is at levels below WDNR enforcement standards or below WDNR preventative action limits.

Site Nos. 35 and 39 require no further investigation. The groundwater is contaminated with petroleum products and the soil has trace concentrations of lead and cadmium; however, contamination is at levels below WDNR enforcement standards or below WDNR preventative action limits.

Site No. 23 requires no further investigation. The groundwater and soil are contaminated with dry cleaning products; however, contamination is at levels below WDNR enforcement standards or below WDNR preventative action limits.

At Site No. 36, results of a Phase 2 investigation indicate contamination with petroleum products and heavy metals, including gasoline range organics, diesel range organics, petroleum volatile organic compounds, and poly-nuclear aromatic hydrocarbons above the WDNR enforcement standards.

Portage Canal (Site Nos. 1 through 4) – Phase 2 results recommend the collection of more sediment samples from the canal. The WDNR is in the process of collecting additional sediment samples.

2) Indicate the type(s) of contamination discovered and briefly describe any remediation which would need to be undertaken to clean up the site.

Site Nos. 8, 15, 31, 35, 37, and 39 are contaminated with either one or more of the following: lead, cadmium, diesel range organics, poly-nuclear aromatic hydrocarbons, gasoline range organics, and petroleum volatile organic compounds, but the contamination is at levels below WDNR enforcement standards. Soil excavated from these sites will be field-screened and any contaminated soil will be disposed of according to state regulation.

Site No. 23 is contaminated with dry cleaning solvents such as tetrachloroethene, trichloroethene, cis-1, 2-dichloroethene, dichlorodifluromethane, and toluene, but the contamination is below the proposed depth of excavation. This site will require field screening during construction. Any wastewater from dewatering operations may require additional laboratory analysis prior to disposal to determine whether or not it constitutes hazardous waste.

A Phase 2 ½ investigation will be conducted at Site No. 36 prior to construction and is in the process of being scheduled. Further investigation will determine the extent of contamination within the area proposed for acquisition. Soils from this site are contaminated with lead; cadmium; arsenic; selenium; 1, 2, 4-trimethylbenzene; and 1, 3, 5-trimethylbenzene at depths likely to be encountered during construction and may require special provisions for the disposition of any contaminated soil. The method of soil disposition, dewatering, and potential hazardous waste issues will be decided based on the results of the Phase 2 ½ investigation. Sediment samples collected from Segments 1, 2, and 3 of the Portage Canal have been contaminated by metals that include cadmium, chromium, copper, lead, zinc, and mercury. According to the WDNR, dredge spoil in Segment 1 does not pose an environmental risk and a disposal site for this material has been identified and approved. The WDNR is currently pursuing funding for the clean up of Segments 2 and 3.

Groundwater dewatering will likely be necessary during the rehabilitation of the canal. It is recommended that dewatered groundwater be dumped into the sanitary sewer. This water may need to be pretreated based on the policies of the city's wastewater treatment plant.

3) **Describe the course of action to be taken for this project.**

a) **[ ] Avoid contaminated site - Explain (For example, location changes, changes in design, no improvements, changes in project concept, etc.)**

b) **[X] Contaminated site unavoidable – Explain why the involvement with hazardous materials contamination is unavoidable.**

The Phase 2½ investigation for Site No. 36 is in the process of being scheduled. The WDNR and possible affected parties will be notified of the results. The District will work with all concerned citizens to ensure that the disposition of any contamination is resolved to the satisfaction of the WDNR, WisDOT BEES, and FHWA before acquisition of any questionable site, and before advertising the project for letting.

Non-petroleum sites will be handled on a case-by-case basis with detailed documentation and coordination with FHWA as needed.

The WDNR is pursuing the clean up of the canal. Eventually the canal bed will be dredged and the contaminated sediment will be disposed of appropriately based on the results of additional investigations. The WDNR will develop an environmental clean-up plan after the full extent of contamination is identified.

The contaminated sites are located immediately adjacent to the canal and within the canal. It would be impossible to construct the project without impacting these properties, since the revetment walls and the trail will be located in these areas.

List of Exhibits

Exhibit

1 Project Location Map

2 Project Overview Maps

3 Proposed Project Plans

4 Bureau of Aeronautics Communication

5 Section 106 Review Form, Memorandum of Agreement, and Information

6 Advisory Council on Historic Preservation Communication

7 U.S. Army Corps of Engineers Communication

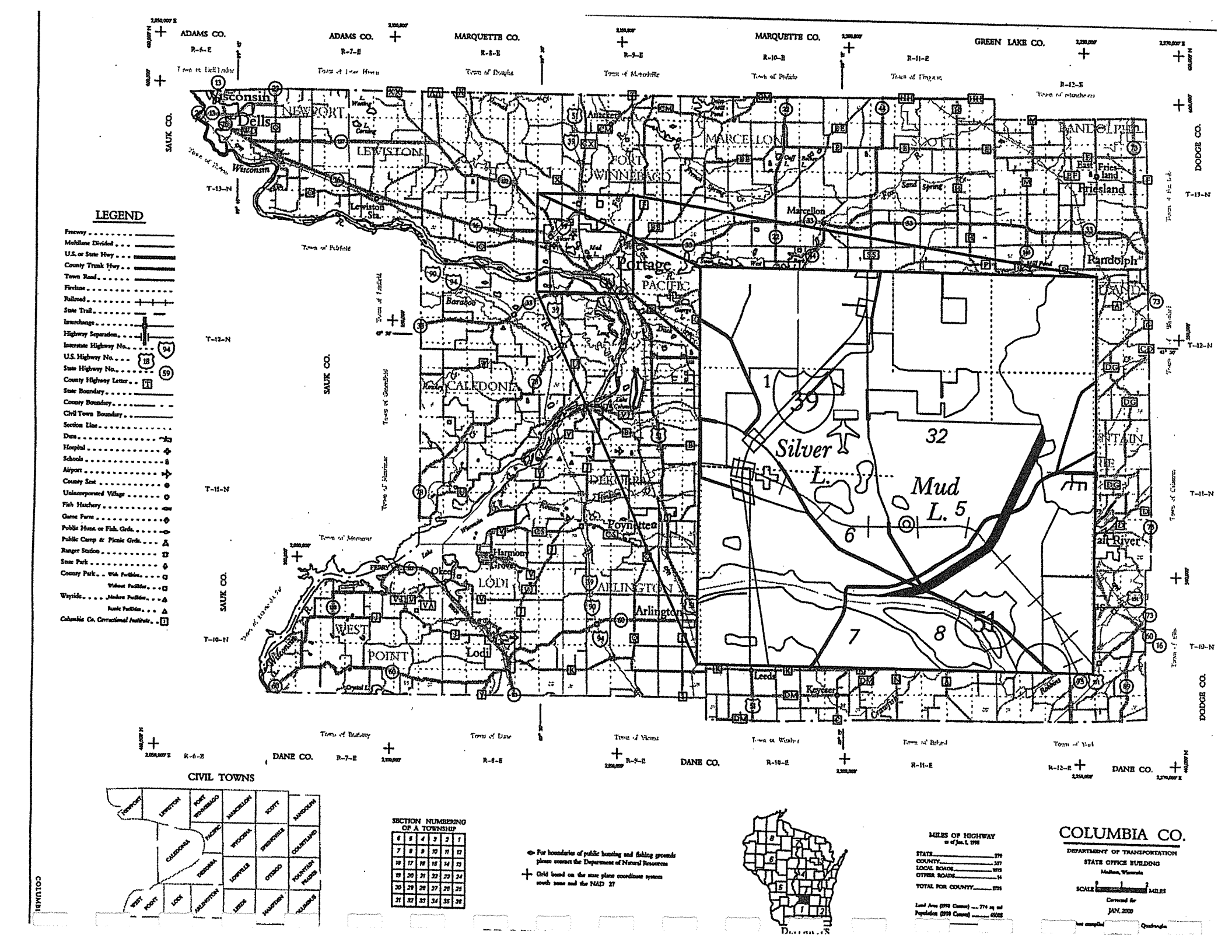
8 U.S. Fish and Wildlife Service Communication

9 Construction Equipment Sound Level Comparison

10 Wisconsin Department of Natural Resources Communication

11 4(f) Evaluation Final Document

Exhibit 1. Project Location Map



LEGEND

- Freeway
- Multilane Divided
- U.S. or State Hwy
- County Trunk Hwy
- Town Road
- Firelane
- Railroad
- State Trail
- Interchange
- Highway Separation
- Interstate Highway No.
- U.S. Highway No.
- State Highway No.
- County Highway Letter
- State Boundary
- County Boundary
- Civil Town Boundary
- Section Line
- Dam
- Hospital
- Schools
- Airport
- County Seat
- Unincorporated Village
- Fish Hatchery
- Game Farm
- Public Hunt. or Fish. Grds.
- Public Camp & Picnic Grds.
- Ranger Station
- State Park
- County Park — With Facilities
  - Without Facilities
- Wayside — Modern Facilities
  - Rustic Facilities
- Columbia Co. Correctional Institute

CIVIL TOWNS

SECTION NUMBERING OF A TOWNSHIP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

For boundaries of public hunting and fishing grounds please contact the Department of Natural Resources

Grid based on the state plane coordinate system south zone and the NAD 27

MILES OF HIGHWAY

as of Jan. 1, 1998

STATE	279
COUNTY	237
LOCAL ROADS	975
OTHER ROADS	14
TOTAL FOR COUNTY	1505

Land Area (1990 Census) — 774 sq mi
Population (1990 Census) — 45028

COLUMBIA CO.

DEPARTMENT OF TRANSPORTATION
STATE OFFICE BUILDING
Madison, Wisconsin

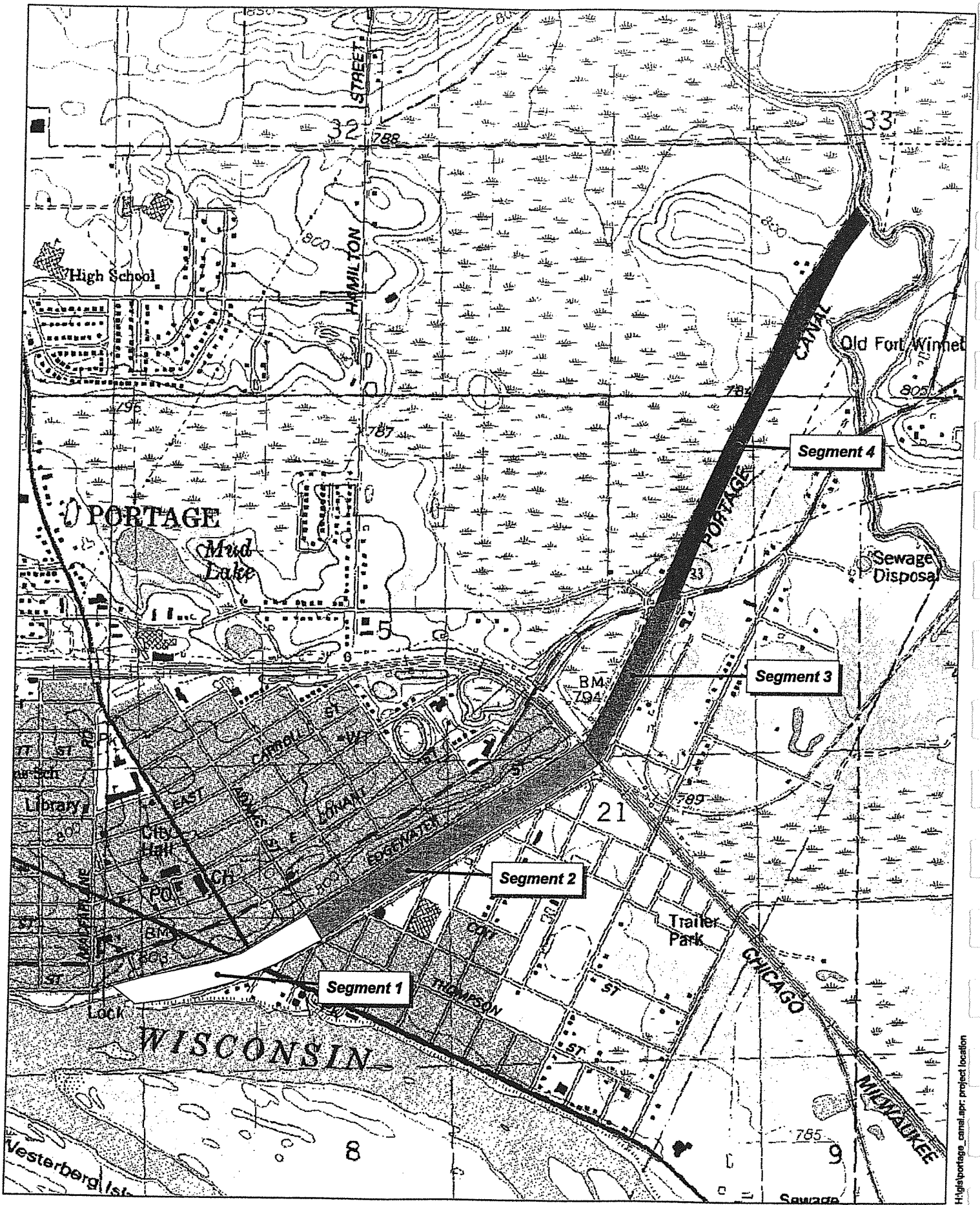
SCALE _____ MILES

Corrected for
JAN. 2000

Base compiled _____ Quadrangles

COLUMBI

Exhibit 2. Project Overview Maps



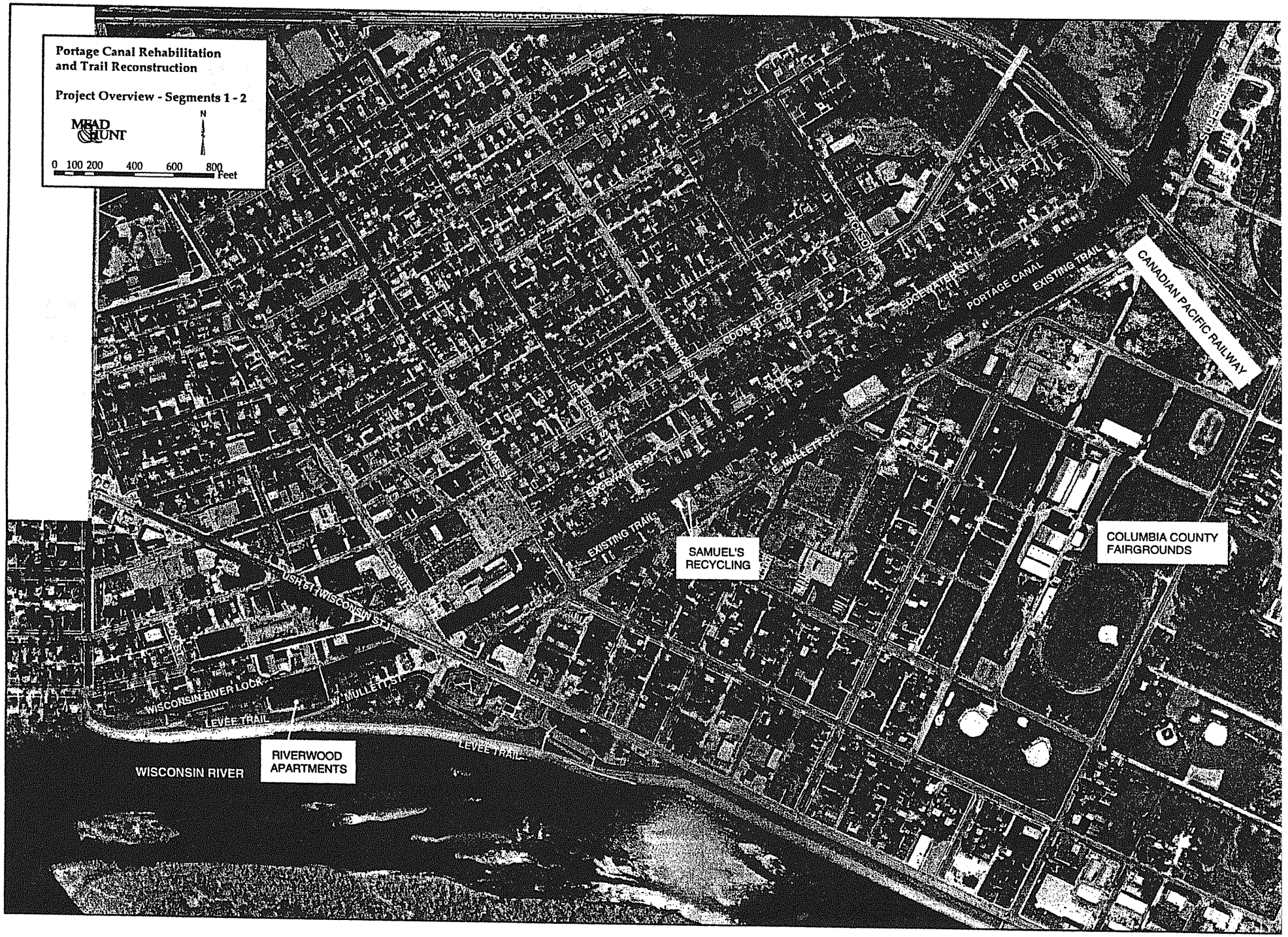
Portage Canal Rehabilitation and Trail Construction

Project Limits, Segments 1 - 4

800 0 800 1600 Feet

Project I.D. 6996-05-06

H:\gis\portage_canal.apr: project location


Portage Canal Rehabilitation
and Trail Reconstruction
Project Overview - Segments 1 - 2
MEAD & HUNT
N
0 100 200 400 600 800 Feet
CANADIAN PACIFIC RAILWAY
EXISTING TRAIL
PORTAGE CANAL
EDGEWATER ST
COOK ST
MONROE ST
JEFFERSON ST
DANIEL ST
DEWITT ST
E MULLETT ST
EXISTING TRAIL
SAMUEL'S RECYCLING
COLUMBIA COUNTY FAIRGROUNDS
USH 51/WISCONSIN ST
WISCONSIN RIVER LOCK
W MULLETT ST
LEVEE TRAIL
LEVEE TRAIL
RIVERWOOD APARTMENTS
WISCONSIN RIVER

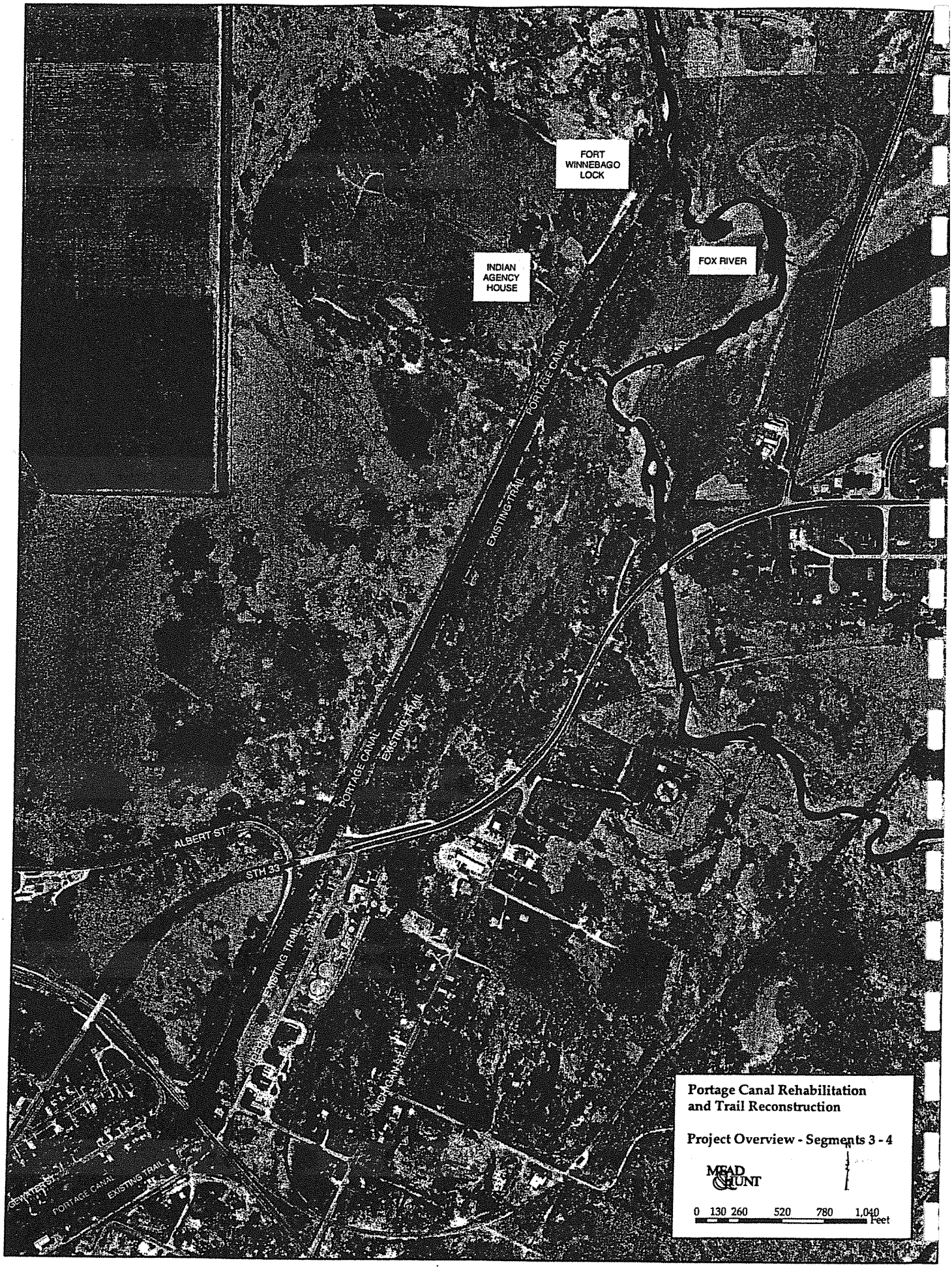
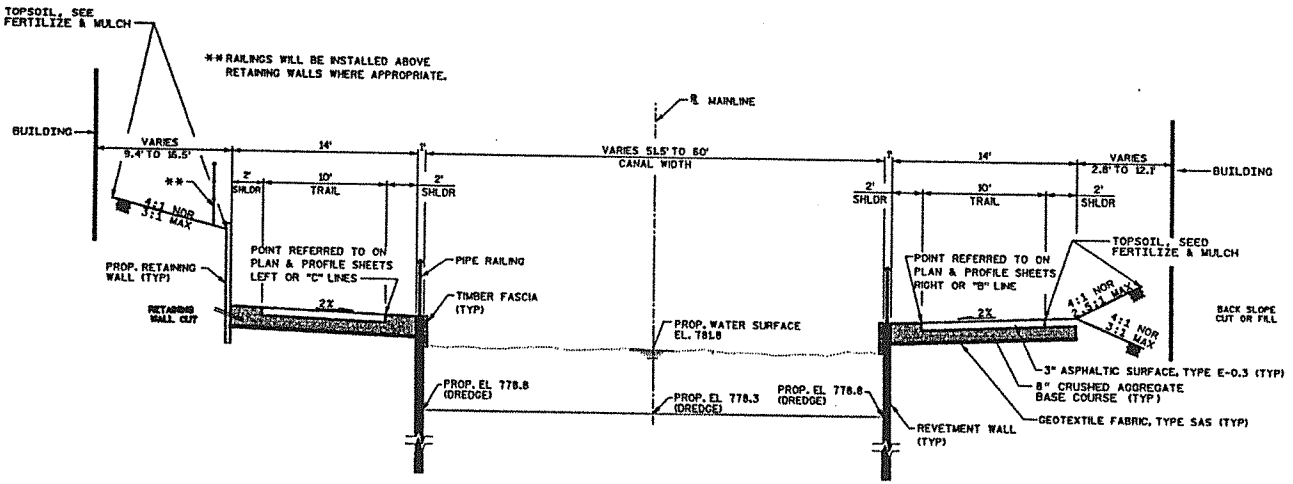

FORT WINNEBAGO LOCK
INDIAN AGENCY HOUSE
FOX RIVER
EXISTING TRAIL
PORTAGE CANAL
ALBERT ST
STH 33
MICHIGAN ST
Portage Canal Rehabilitation and Trail Reconstruction
Project Overview - Segments 3 - 4
MEAD & HUNT
0 130 260 520 780 1,040 Feet

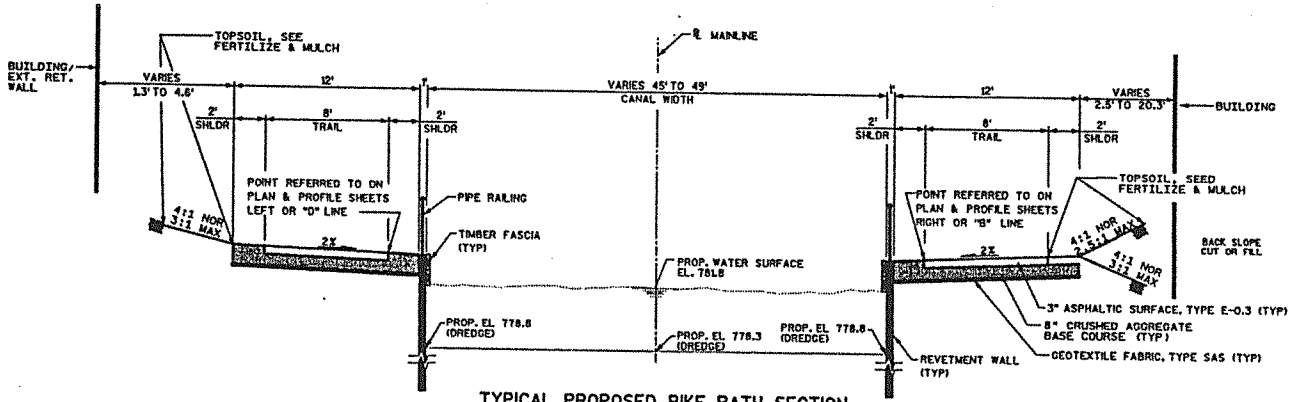
Exhibit 3. Proposed Project Plans



TYPICAL PROPOSED BIKE PATH SECTION

(LOOKING EAST)

WISCONSIN RIVER LOCK TO WISCONSIN STREET
STA. 8+78 TO STA. 11+00
STA. 13+50 R TO STA. 14+50 R
STA. 13+50 L TO STA. 15+00 L



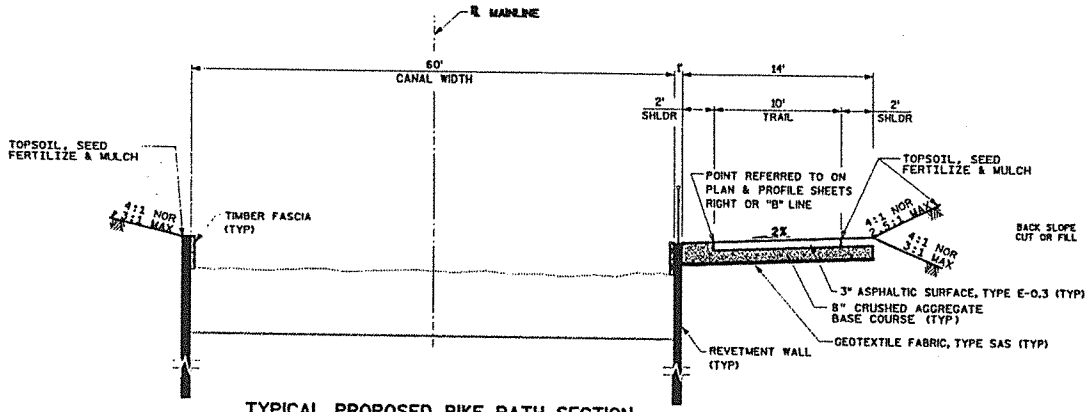
TYPICAL PROPOSED BIKE PATH SECTION

(LOOKING EAST)

WISCONSIN STREET TO ADAMS STREET
STA. 11+50 TO STA. 13+00
STA. 18"D"+66.51 TO STA. 24"D"+00
STA. 19"E"+63.25 TO STA. 21"E"+50

PROJECT NO:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	TYPICAL SECTIONS	SHEET	E

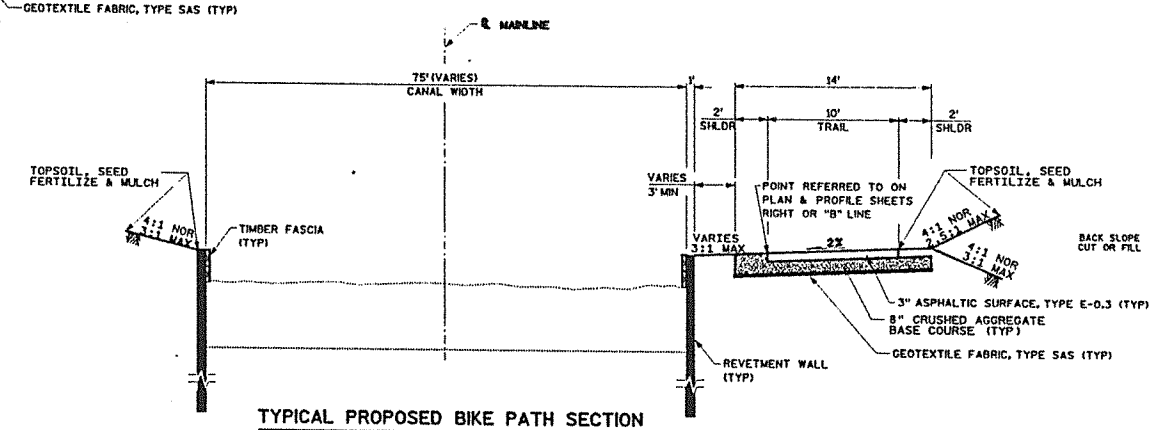
FILE NAME : X:\16194-00\02001\TECH\oodd\drawings\plans\EXHIBITS\ts_exhibit.dgn
PLOT DATE : 6/30/2004
PLOT BY : Bridge Department PLOT NAME :
PLOT SCALE : 312.5000 ft / IN.



TYPICAL PROPOSED BIKE PATH SECTION

(LOOKING EAST)

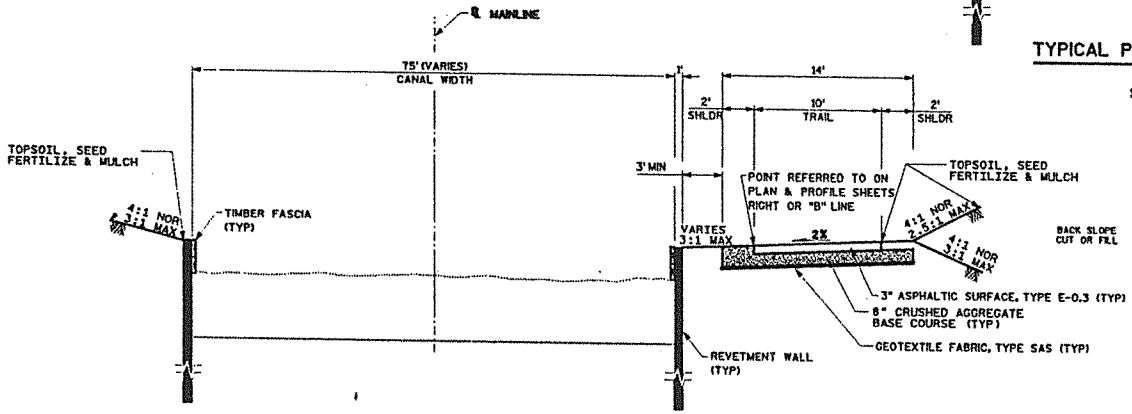
ADAMS STREET TO THE CANADIAN PACIFIC RAILROAD



TYPICAL PROPOSED BIKE PATH SECTION

(LOOKING EAST)

STH 33 TO FOX RIVER LOCK

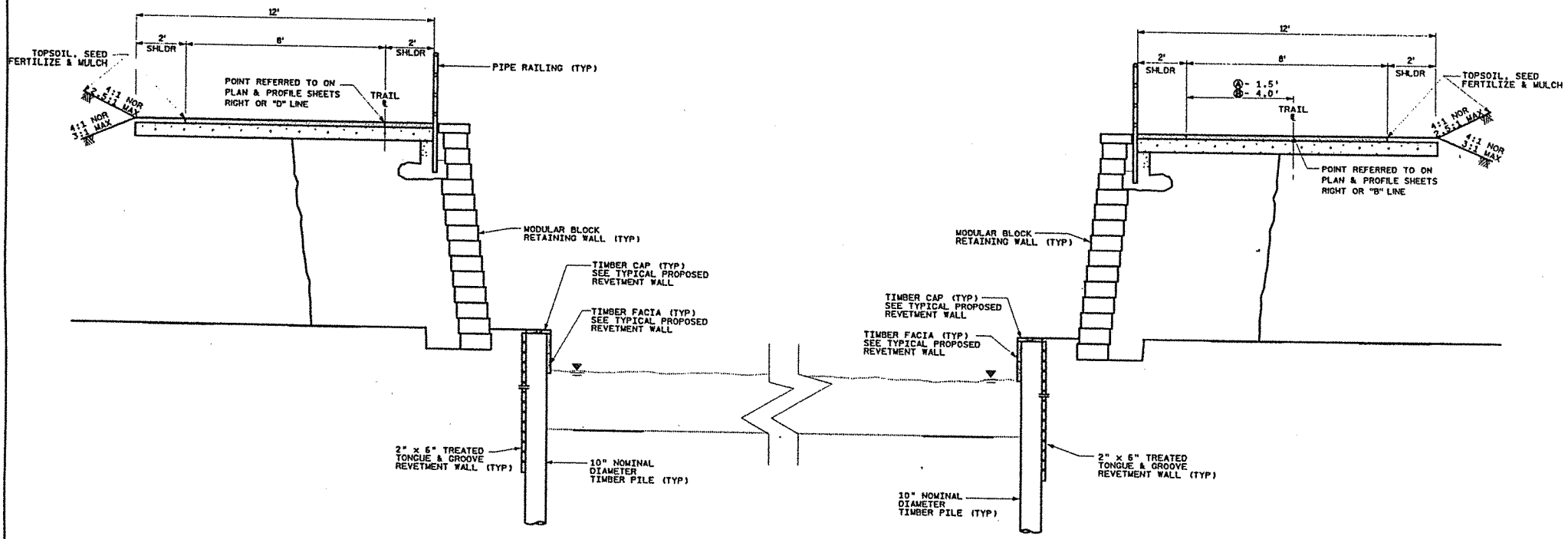


TYPICAL PROPOSED BIKE PATH SECTION

(LOOKING EAST)

CANADIAN PACIFIC RAILROAD TO STH 33

PROJECT NO:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	TYPICAL SECTIONS	SHEET	E

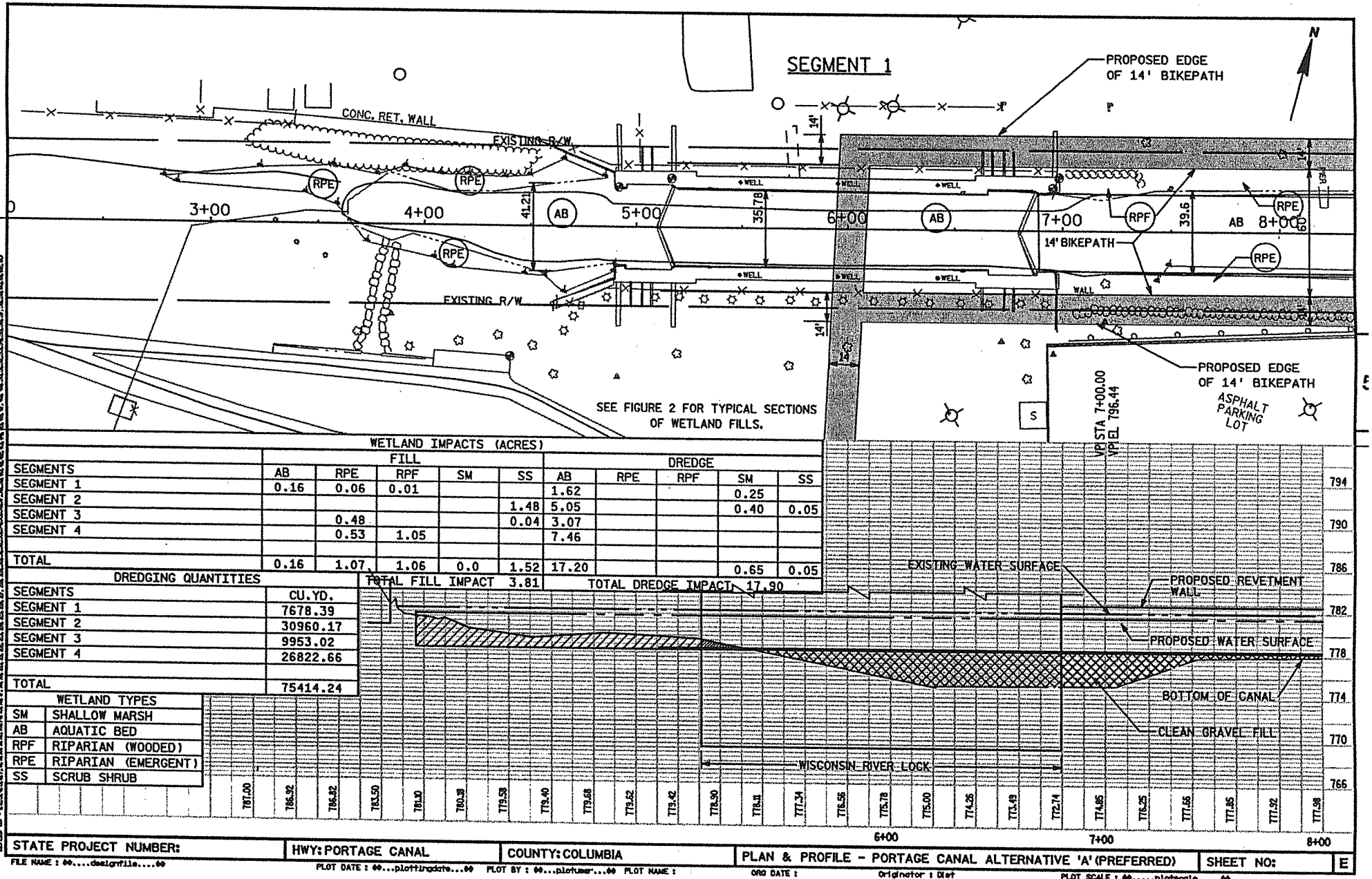


TYPICAL PROPOSED BIKE PATH SECTION

(LOOKING EAST)

STA 14"C"+00 TO STA 16"C"+25
STA 14"B"+00 TO STA 17"B"+05.41Ⓐ
STA 21"B"+65 TO 25"B"+00Ⓑ
STA 21"D"+65 TO 25"D"+00

PROJECT NO: 6966-05-06	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	TYPICAL SECTIONS	SHEET	E



WETLAND IMPACTS (ACRES)

	FILL					DREDGE				
SEGMENTS	AB	RPE	RPF	SM	SS	AB	RPE	RPF	SM	SS
SEGMENT 1	0.16	0.06	0.01			1.62			0.25	
SEGMENT 2					1.48	5.05			0.40	0.05
SEGMENT 3		0.48			0.04	3.07				
SEGMENT 4		0.53	1.05			7.46				
TOTAL	0.16	1.07	1.06	0.0	1.52	17.20			0.65	0.05

TOTAL FILL IMPACT 3.81 TOTAL DREDGE IMPACT 17.90

DREDGING QUANTITIES

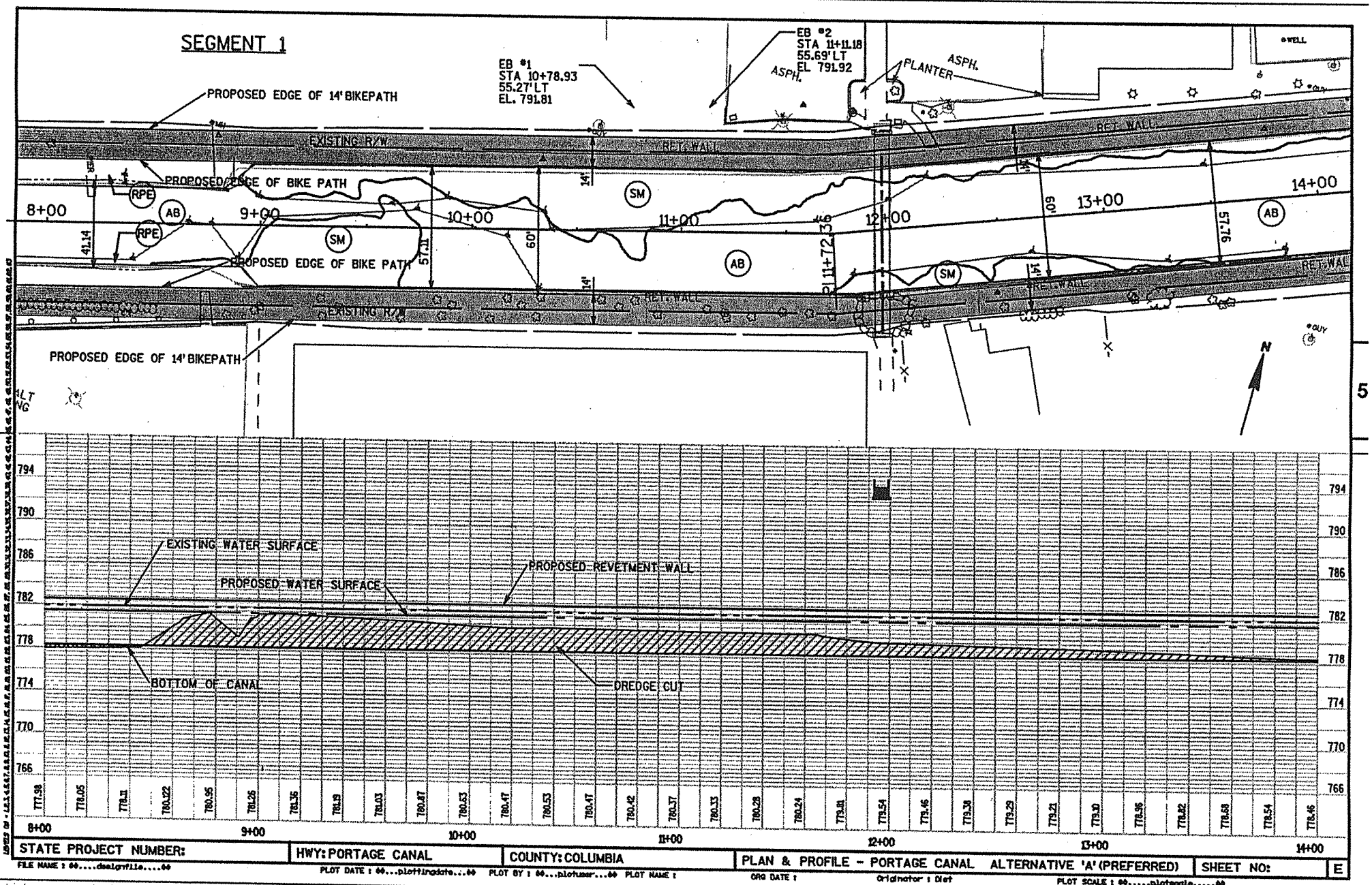
SEGMENTS	CU.YD.
SEGMENT 1	7678.39
SEGMENT 2	30960.17
SEGMENT 3	9953.02
SEGMENT 4	26822.66
TOTAL	75414.24

WETLAND TYPES

SM	SHALLOW MARSH
AB	AQUATIC BED
RPF	RIPARIAN (WOODED)
RPE	RIPARIAN (EMERGENT)
SS	SCRUB SHRUB

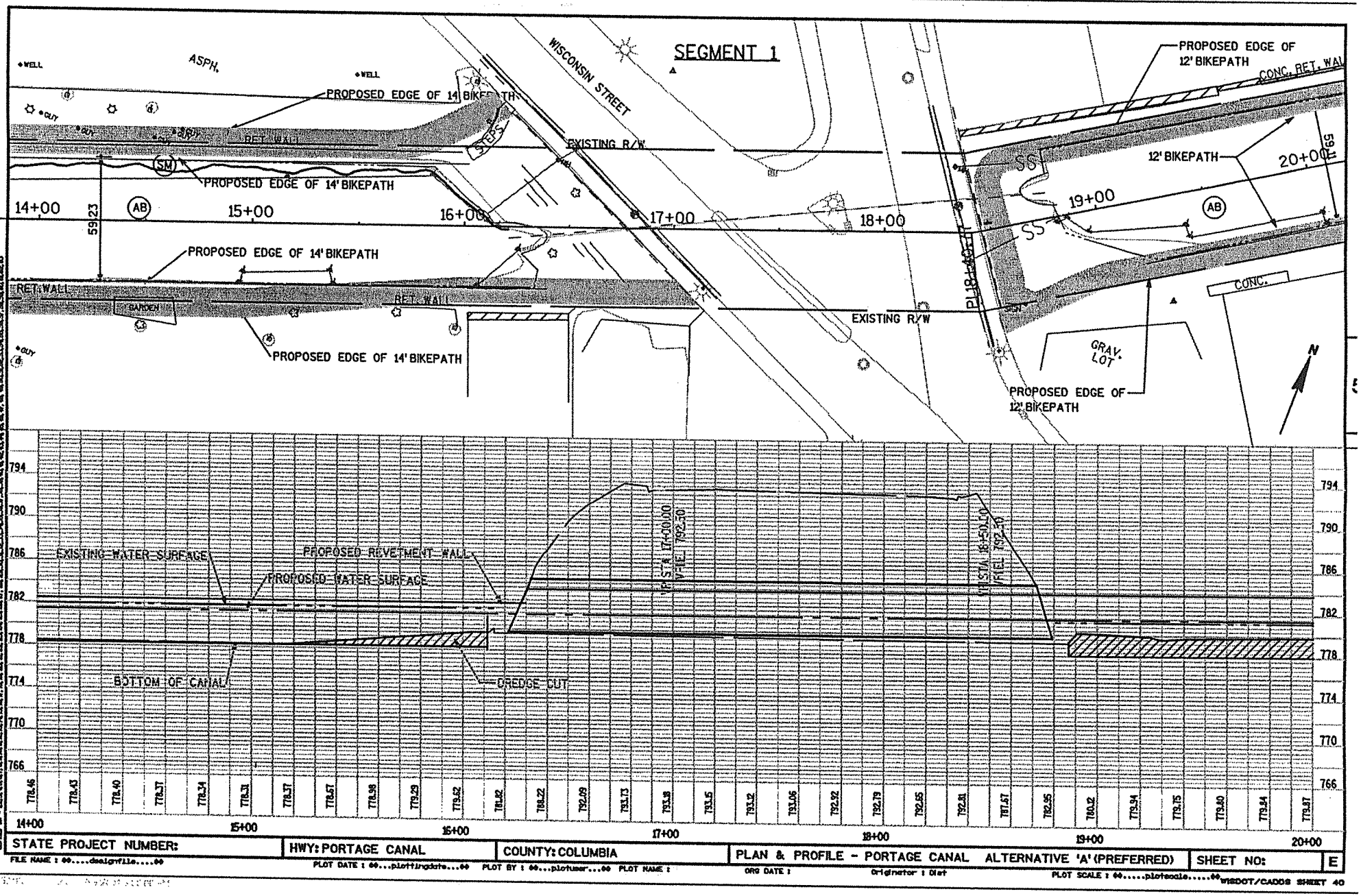
STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATIVE 'A' (PREFERRED)	SHEET NO:	E

FILE NAME : 00....designfile....00 PLOT DATE : 00...plottingdate...00 PLOT BY : 00...plotuser...00 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 00.....plotscale.....00 WISDOT/CADDS SHEET 40



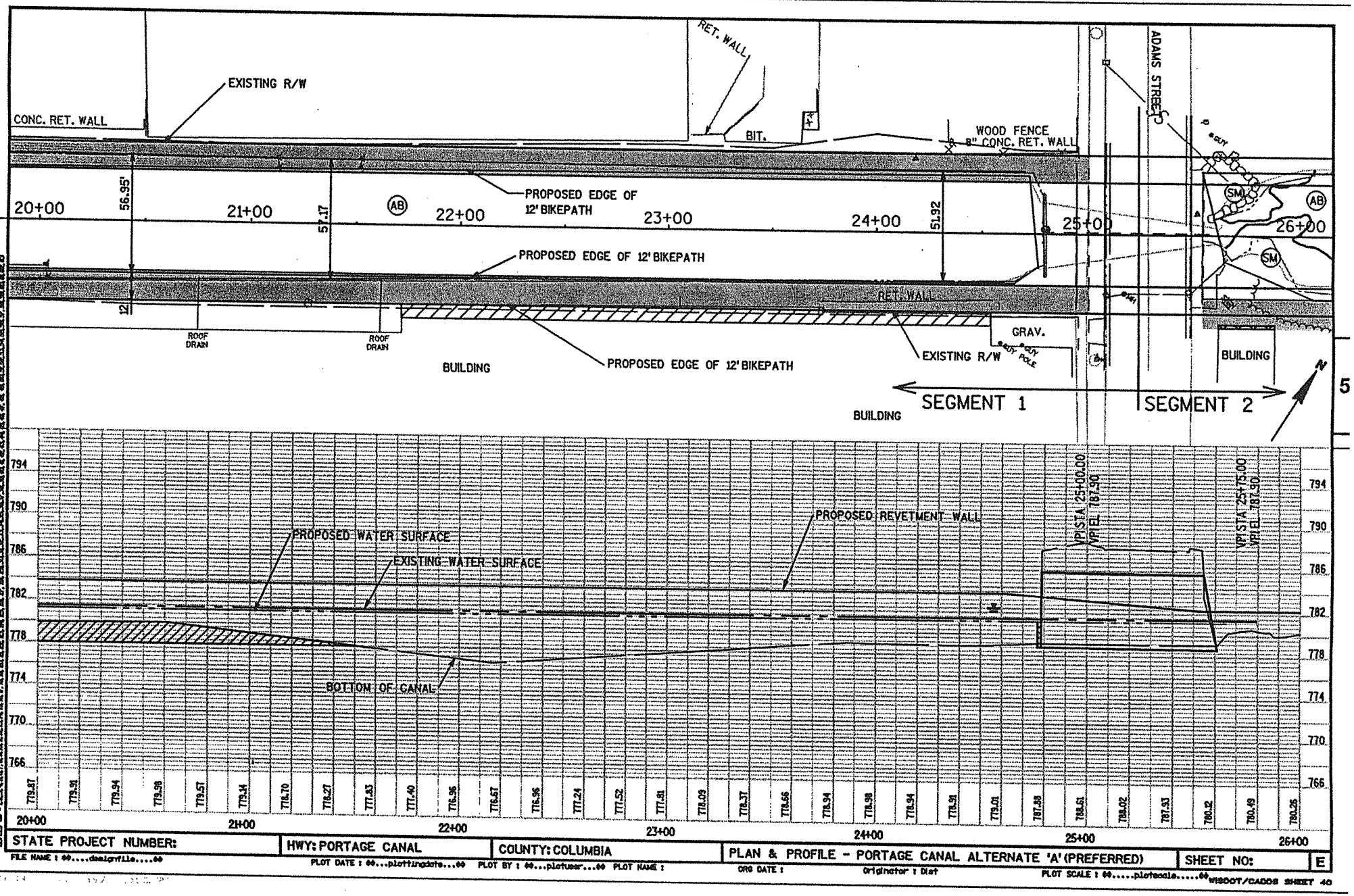
STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATIVE 'A' (PREFERRED)	SHEET NO:	E

FILE NAME : 60....dsnlgnfile....60 PLOT DATE : 60...plottingdate...60 PLOT BY : 60...plotuser...60 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 60.....plotscale.....60 WSDOT/CADDS SHEET 40



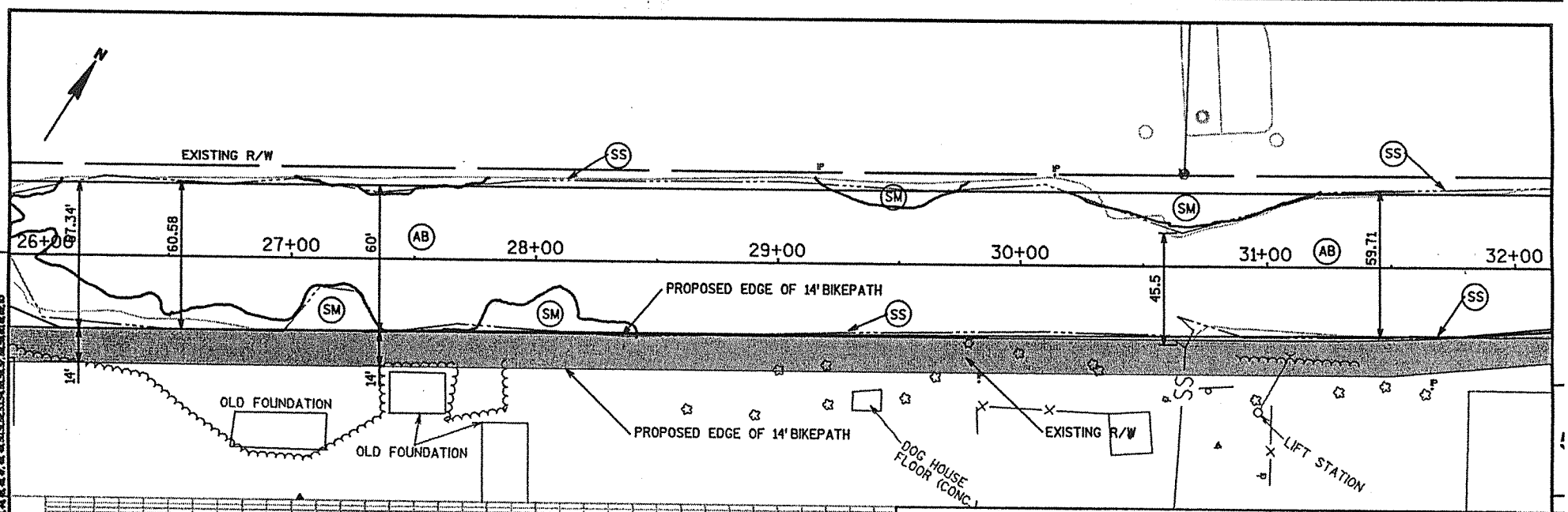
STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATIVE 'A' (PREFERRED)	SHEET NO:	E

FILE NAME : 00....designfile....00 PLOT DATE : 00....plottingdate....00 PLOT BY : 00...plotuser...00 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 00.....plotscale.....00 WISDOT/CADDS SHEET 40



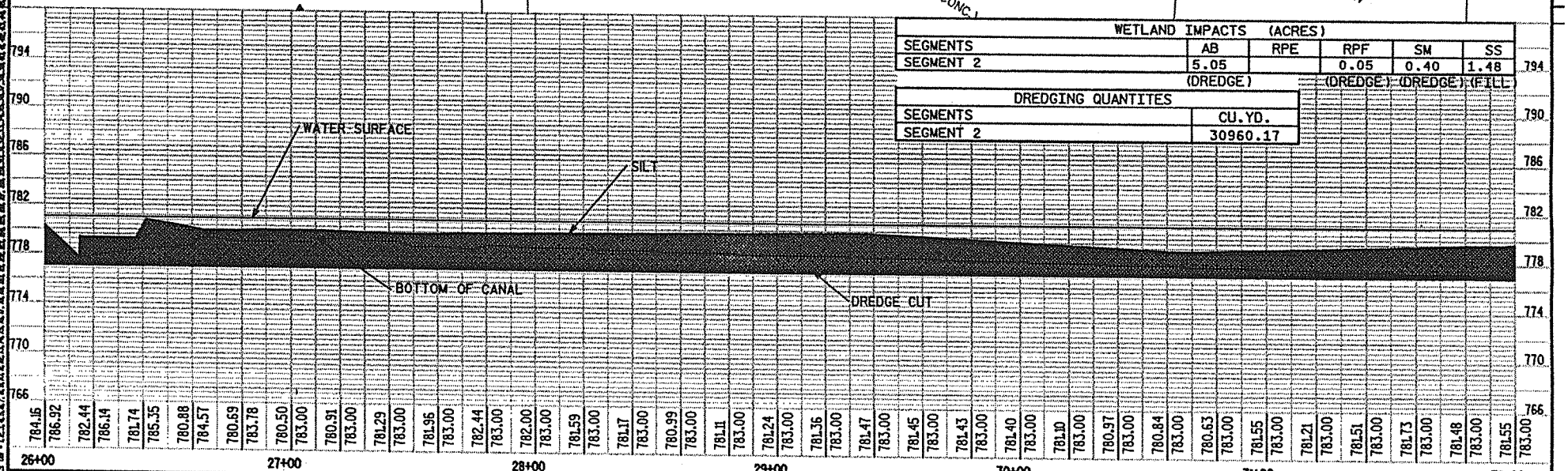
STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATE 'A' (PREFERRED)	SHEET NO:	E

FILE NAME : 99....designfile....99 PLOT DATE : 99...plottingdate...99 PLOT BY : 99...plotuser...99 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 99.....plotscale.....99 WSDOT/CADDS SHEET 40



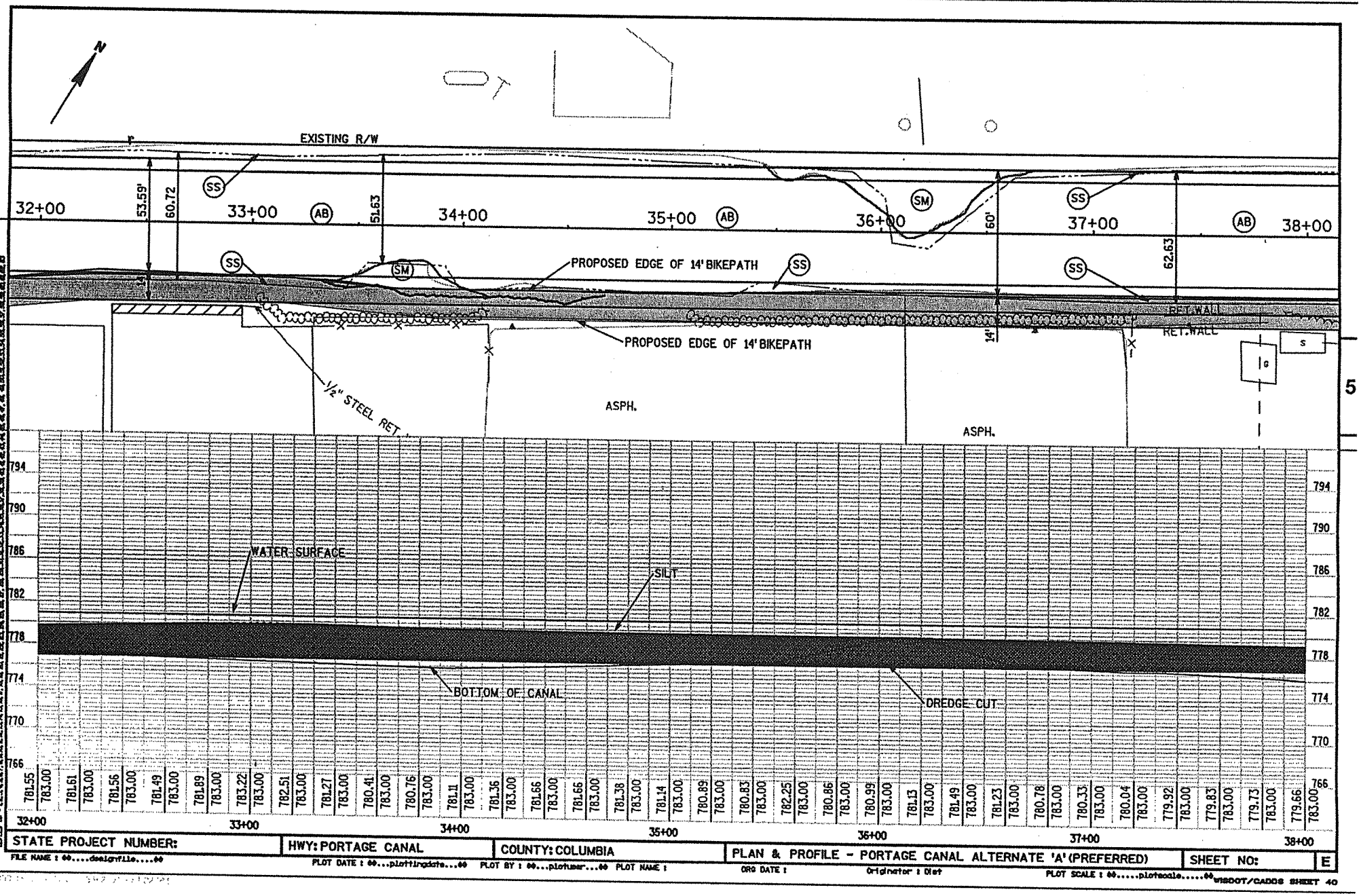
WETLAND IMPACTS (ACRES)					
SEGMENTS	AB	RPE	RPF	SM	SS
SEGMENT 2	5.05 (DREDGE)		0.05 (DREDGE)	0.40 (DREDGE)	1.48 (FILL)

DREDGING QUANTITES	
SEGMENTS	CU.YD.
SEGMENT 2	30960.17



STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATE 'A' (PREFERRED)	SHEET NO:	E

FILE NAME : 00....dsnlgnfile....00 PLOT DATE : 00...plottingdate...00 PLOT BY : 00...plotuser...00 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 00.....plotscale.....00 WISDOT/CADDS SHEET 40



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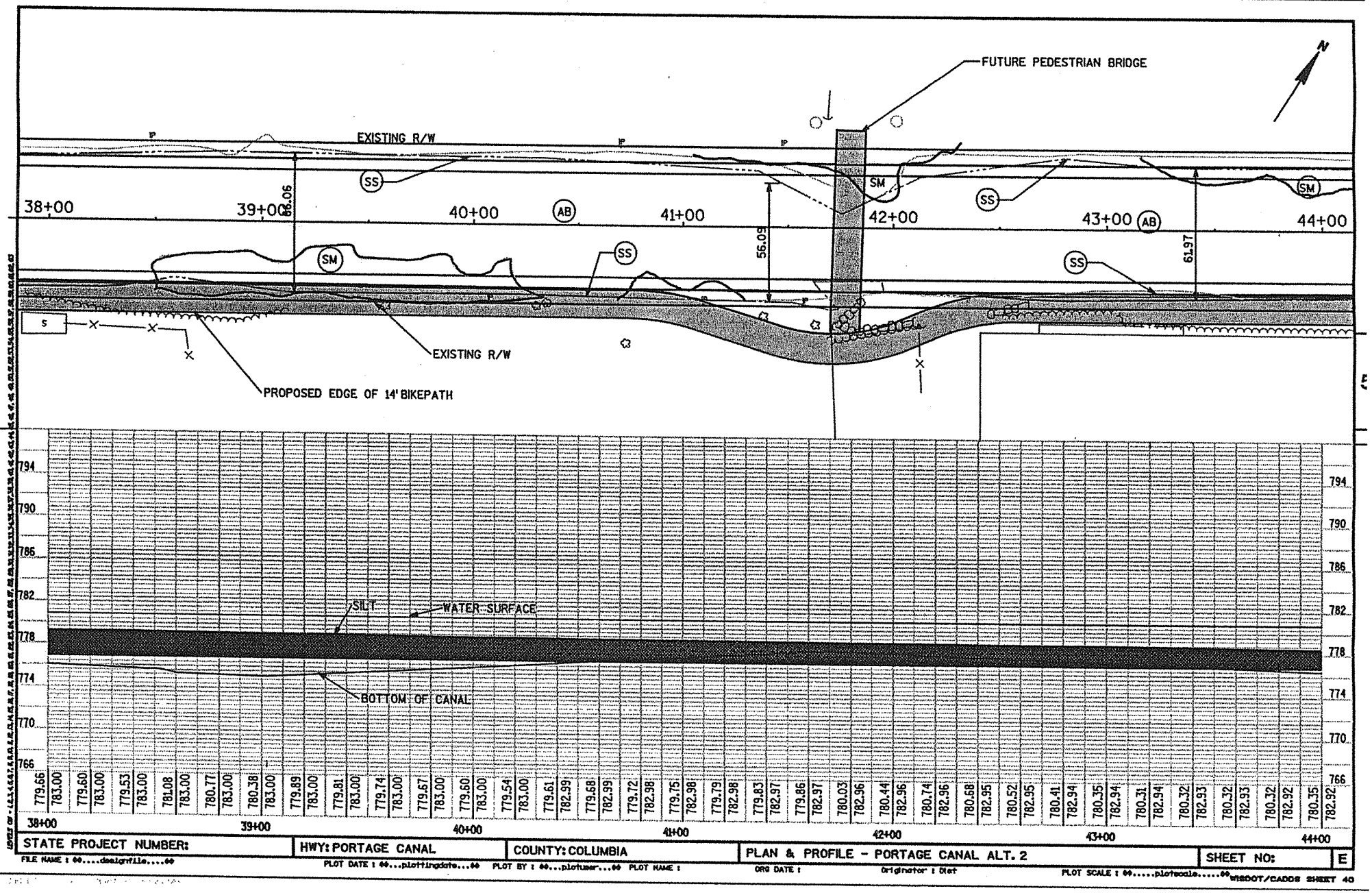
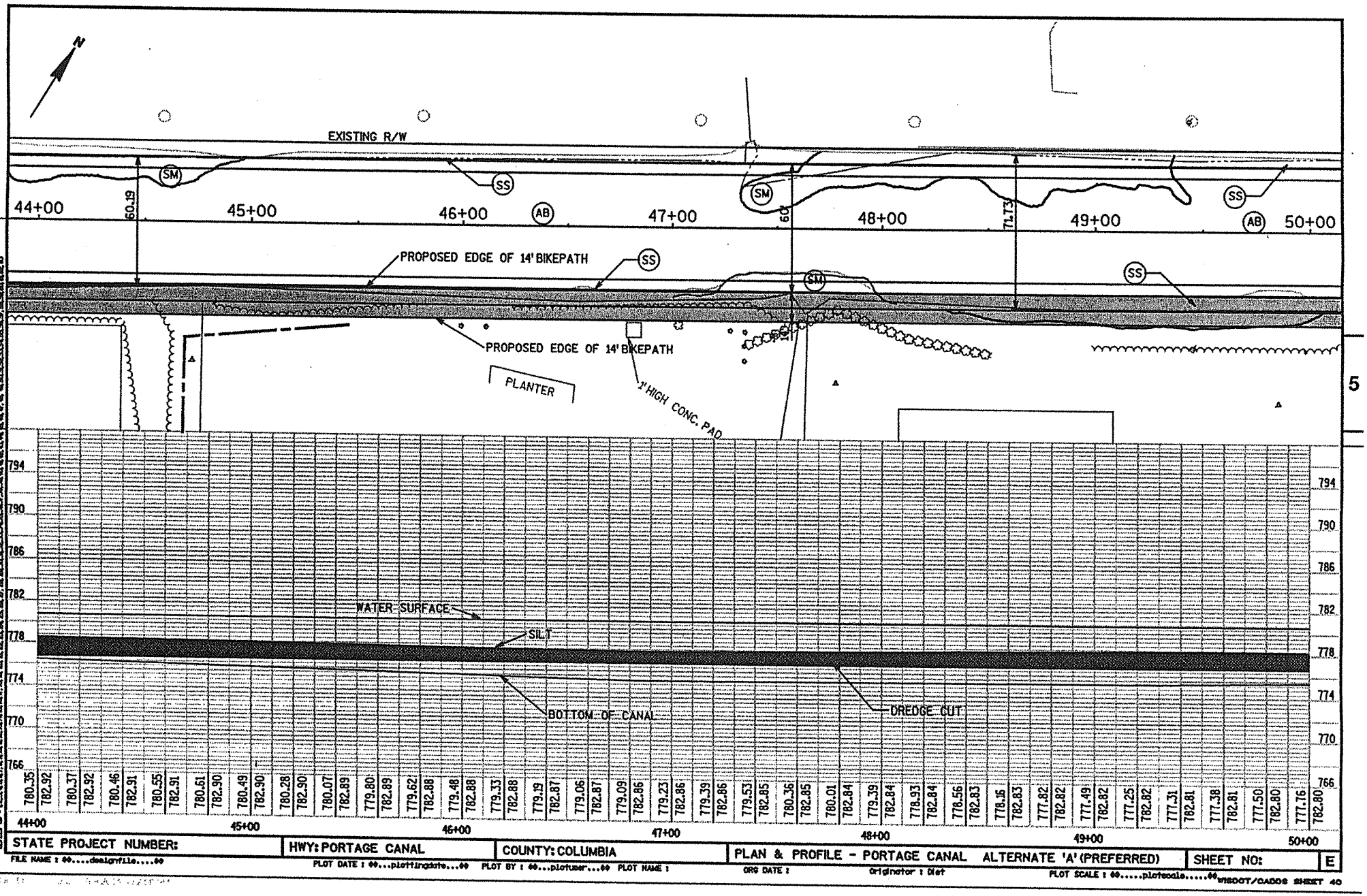
STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATE 'A' (PREFERRED)	SHEET NO:	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40



STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALT. 2	SHEET NO:	E

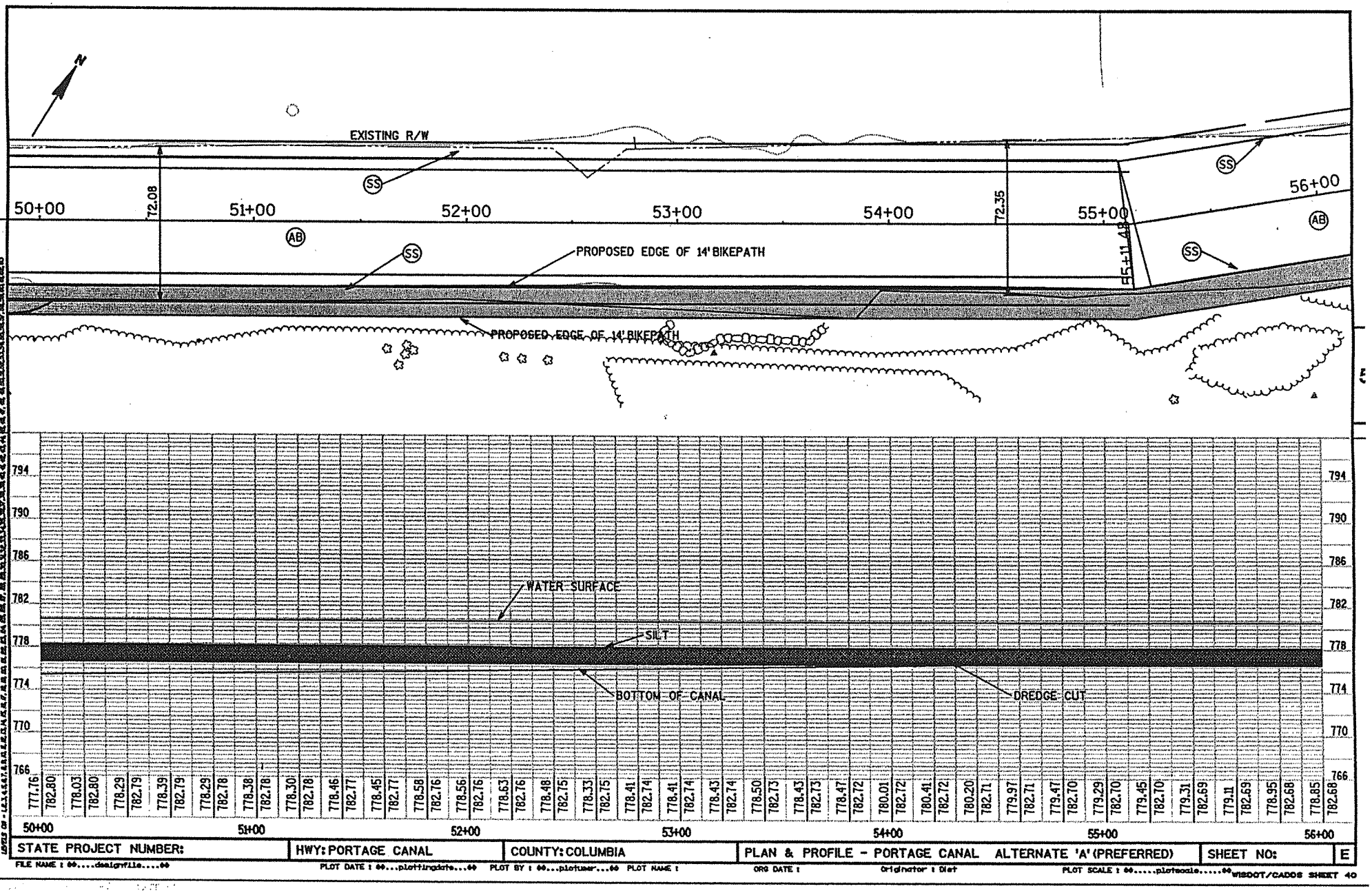
FILE NAME : 60....dgnlgrfile....60 PLOT DATE : 60...plottingdate...60 PLOT BY : 60...plotuser...60 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 60.....plotscale.....60 WSDOT/CADD8 SHEET 40



5

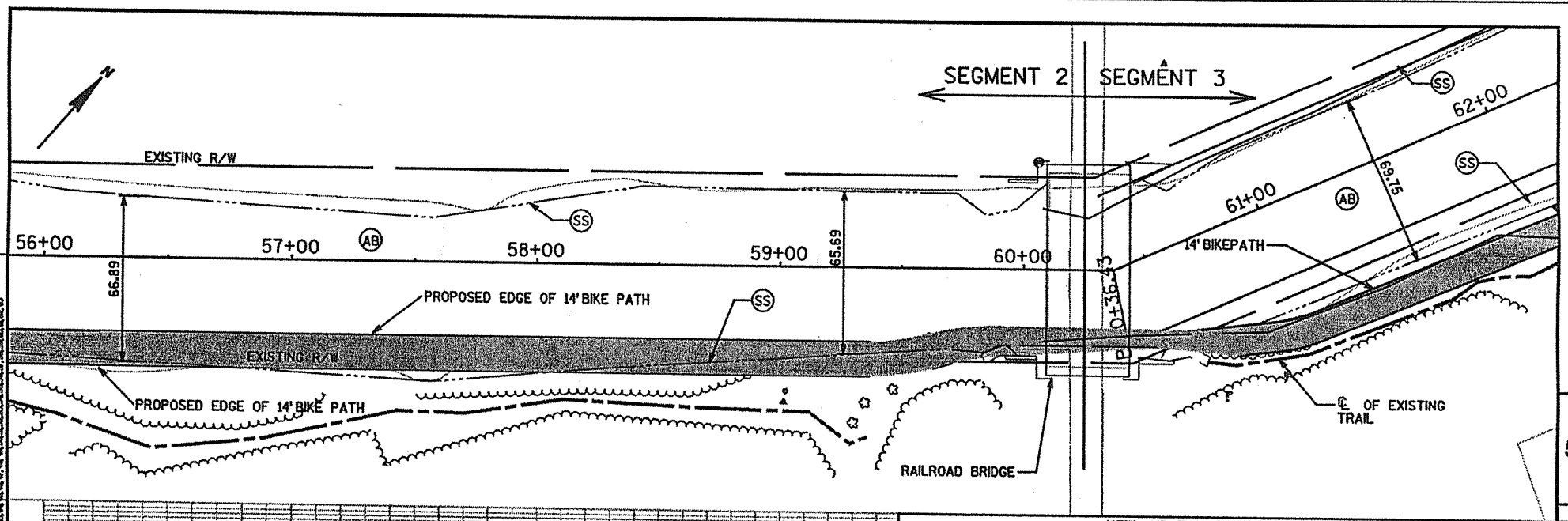
STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATE 'A' (PREFERRED)	SHEET NO:	E

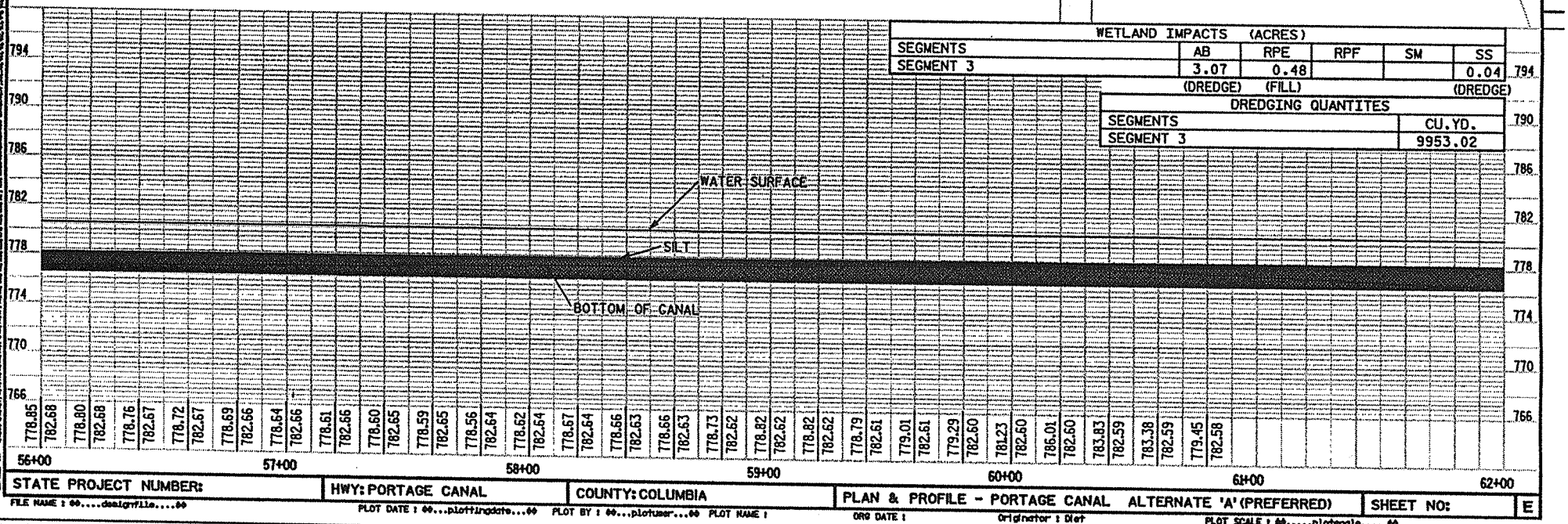
FILE NAME : 99....designfile....99
PLOT DATE : 99...plottingdate...99 PLOT BY : 99...plotuser...99 PLOT NAME :
ORG DATE :
Originator : Dist
PLOT SCALE : 99.....plotscale.....99 WISDOT/CADDS SHEET 40



STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATE 'A' (PREFERRED)	SHEET NO:	E

FILE NAME : 00....designfile....00 PLOT DATE : 00...plottingdate...00 PLOT BY : 00...plotuser...00 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 00.....plotscale.....00 WISDOT/CADDS SHEET 40



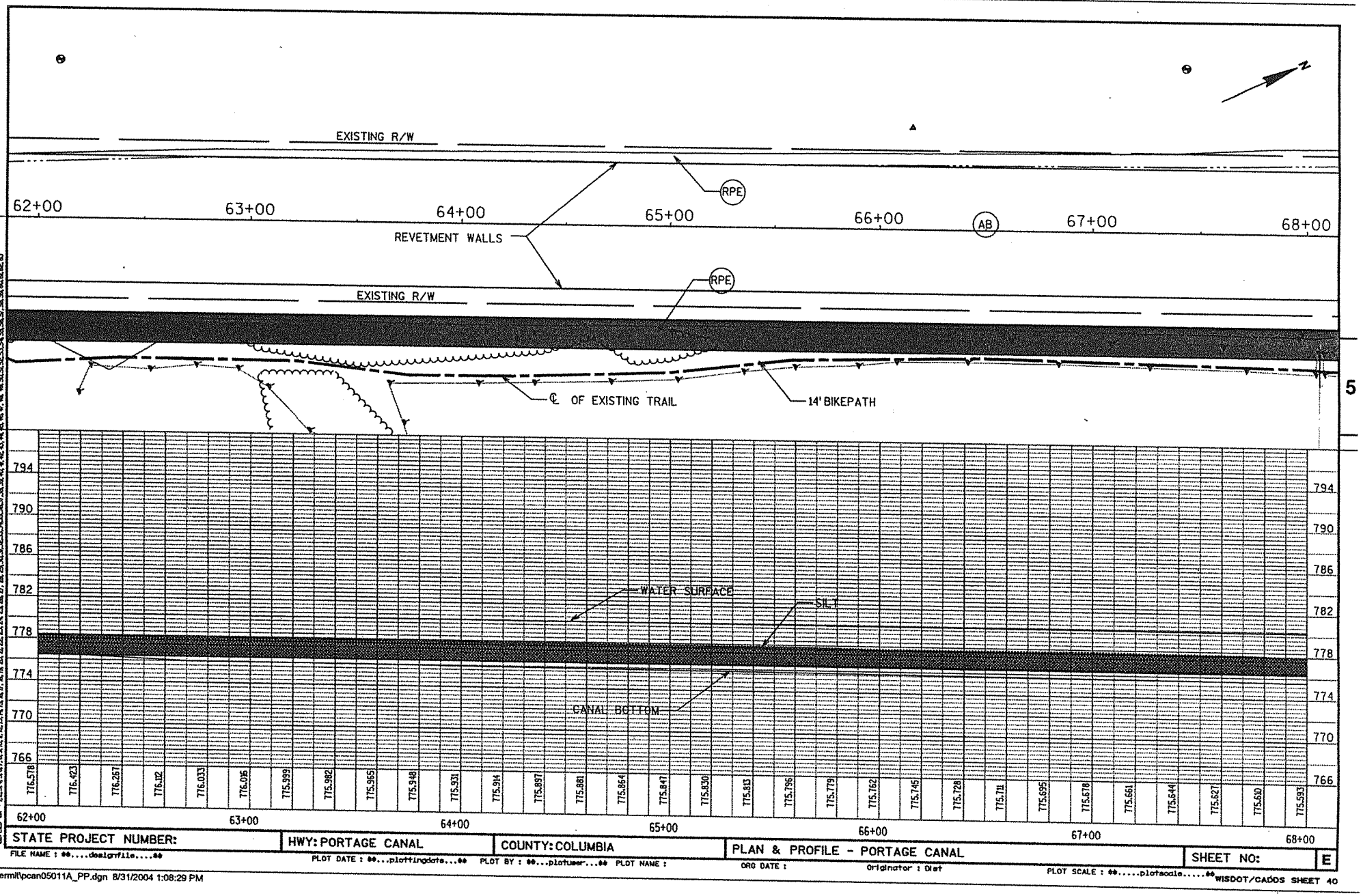


WETLAND IMPACTS (ACRES)					
SEGMENTS	AB	RPE	RPF	SM	SS
SEGMENT 3	3.07	0.48			0.04
	(DREDGE)	(FILL)			(DREDGE)

DREDGING QUANTITES	
SEGMENTS	CU.YD.
SEGMENT 3	9953.02

STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATE 'A' (PREFERRED)	SHEET NO:	E

FILE NAME : 60....designfile....60 PLOT DATE : 60...plottingdate...60 PLOT BY : 60...plotuser...60 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 60.....plotscale.....60 WISDOT/CADDS SHEET 40



STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO: E

FILE NAME : ##....designfile....## PLOT DATE : ##...plottingdate...## PLOT BY : ##...plotuser...## PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : ##.....plotscale.....## WISDOT/CADDS SHEET 40

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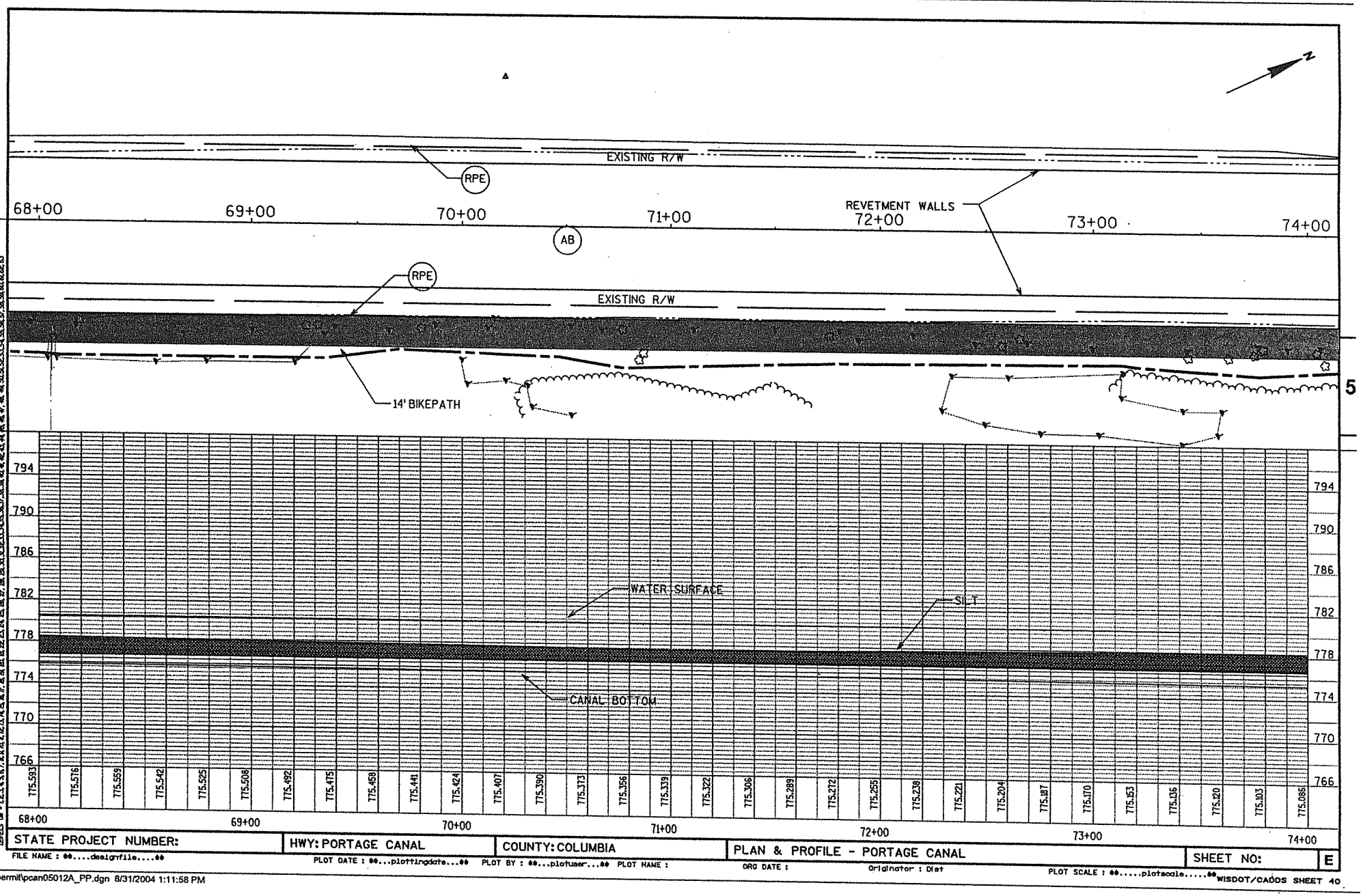

STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO: E

FILE NAME : ##....designfile....## PLOT DATE : ##...plottingdate...## PLOT BY : ##...plotuser...## PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : ##.....plotscale.....## WISDOT/CADDS SHEET 40

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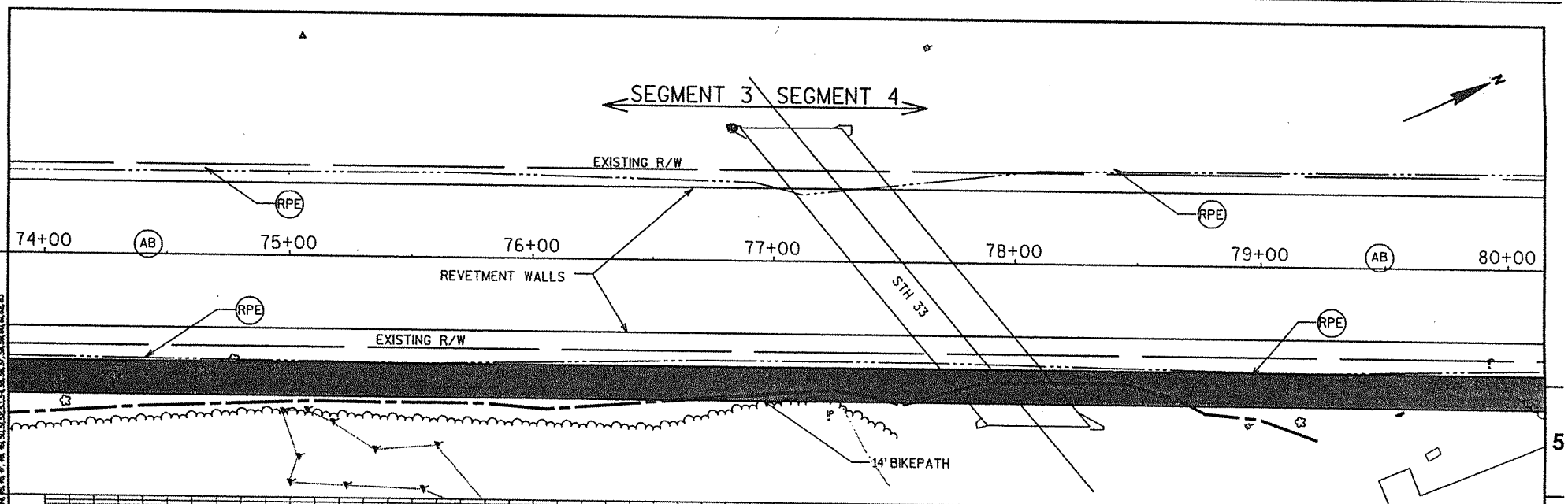

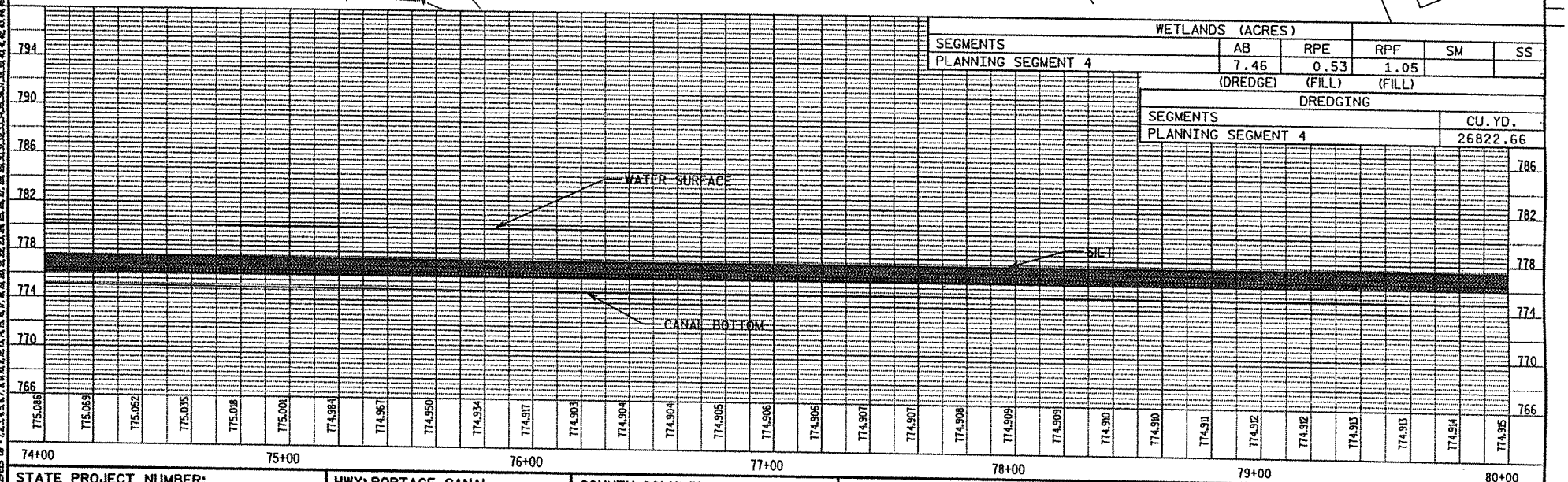

WETLANDS (ACRES)					
SEGMENTS	AB	RPE	RPF	SM	SS
PLANNING SEGMENT 4	7.46	0.53	1.05		
	(DREDGE)	(FILL)	(FILL)		

DREDGING	
SEGMENTS	CU.YD.
PLANNING SEGMENT 4	26822.66

STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO:	E

FILE NAME : ##....designfile....## PLOT DATE : ##...plottingdate...## PLOT BY : ##...plotuser...## PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : ##.....plotscale.....##

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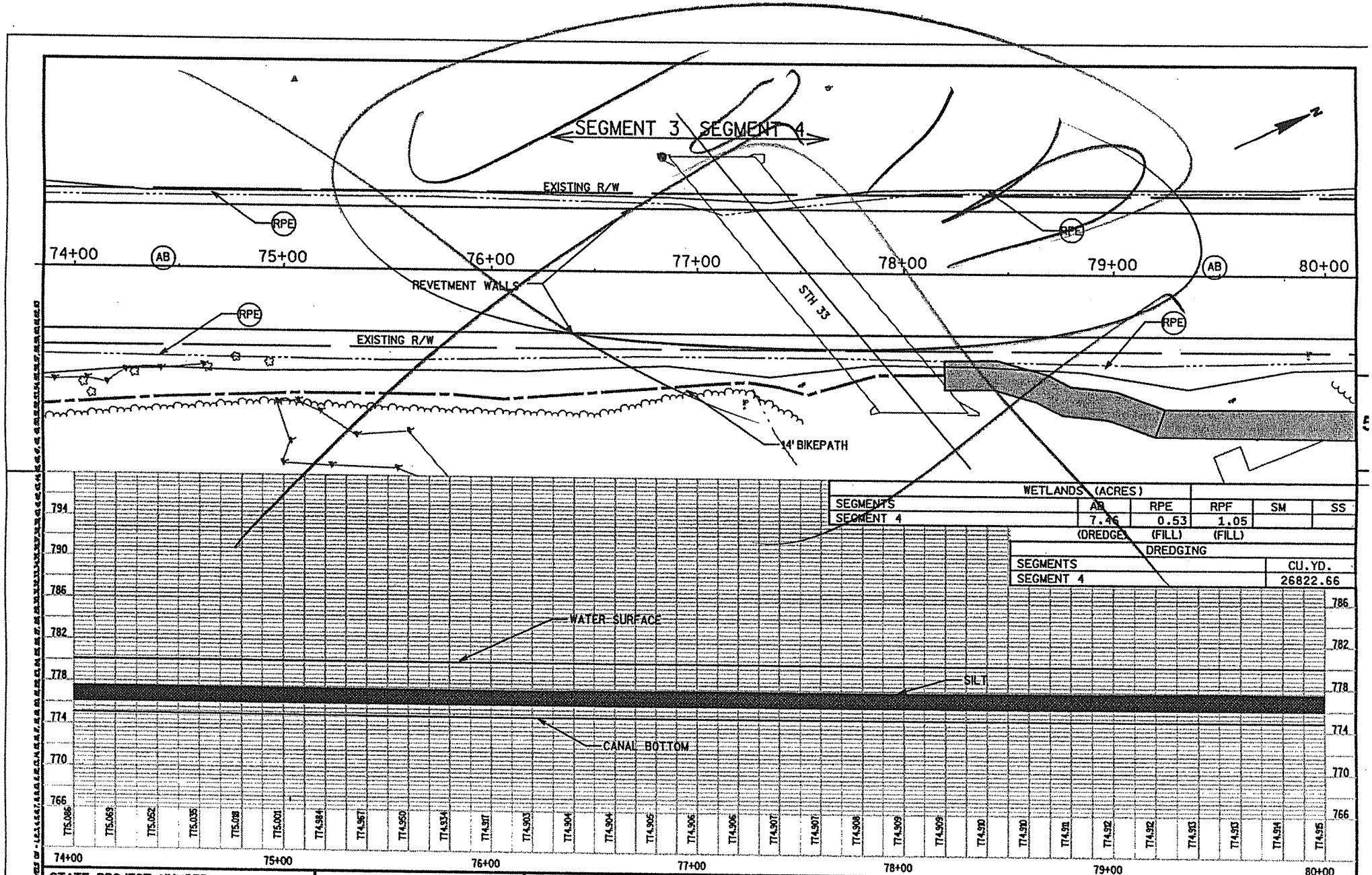
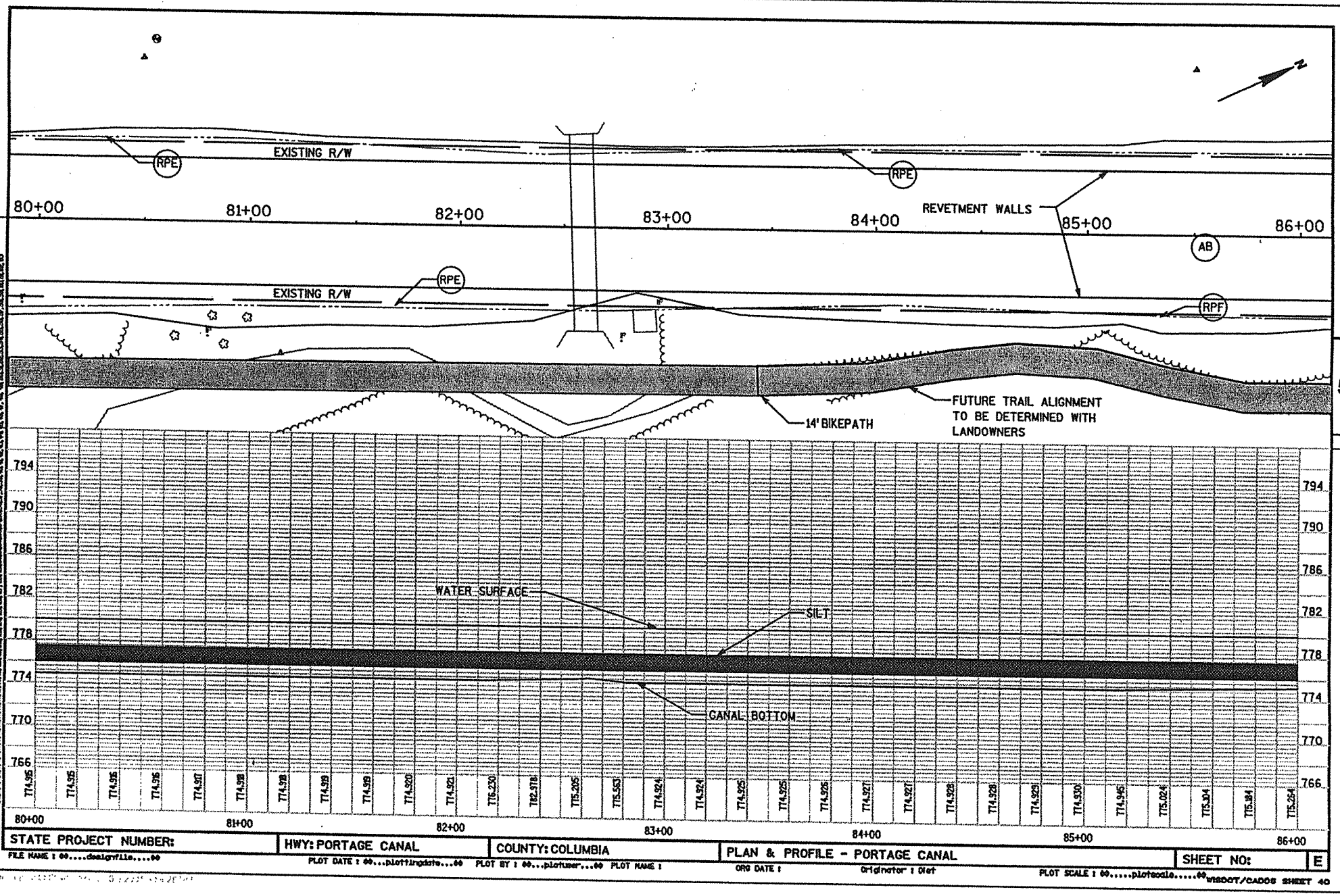


WETLANDS (ACRES)					
SEGMENTS	AB	RPE	RPF	SM	SS
SEGMENT 4	7.46	0.53	1.05		
	(DREDGE)	(FILL)	(FILL)		

DREDGING	
SEGMENTS	CU.YD.
SEGMENT 4	26822.66

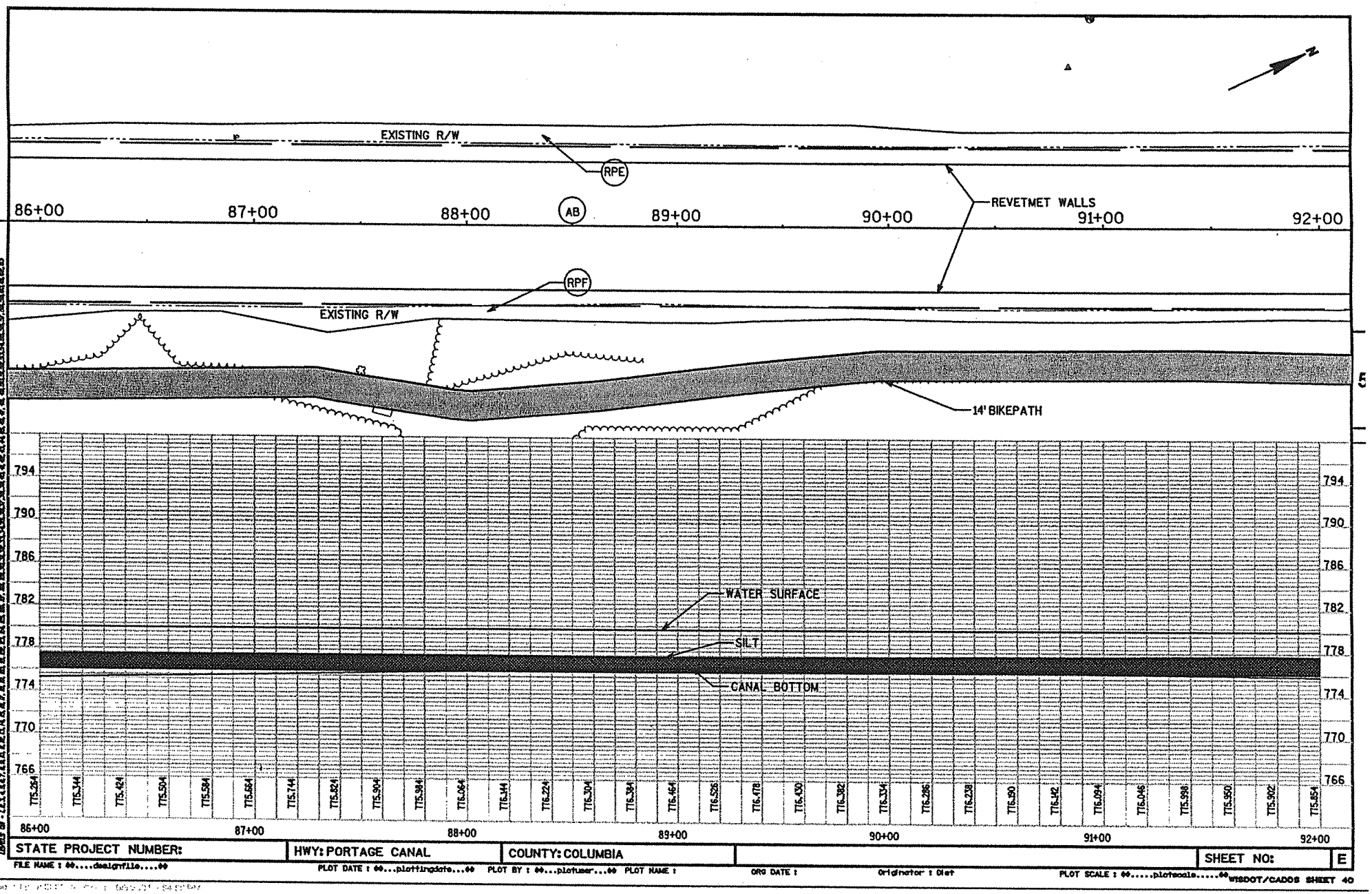
STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO:	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40



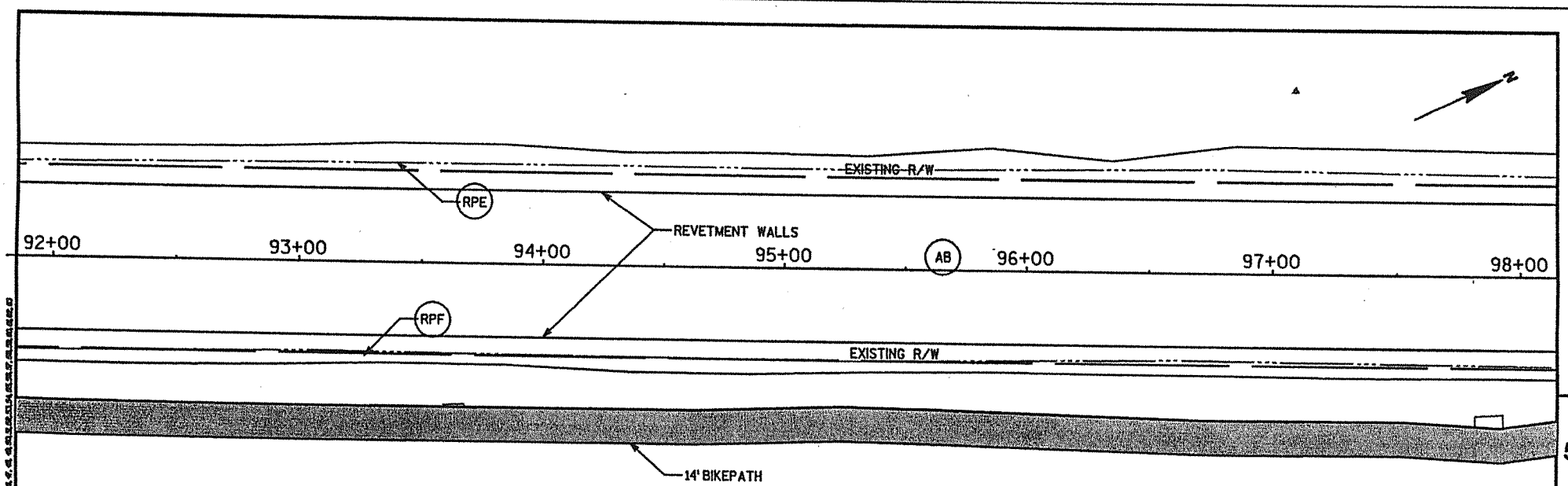
STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO: E

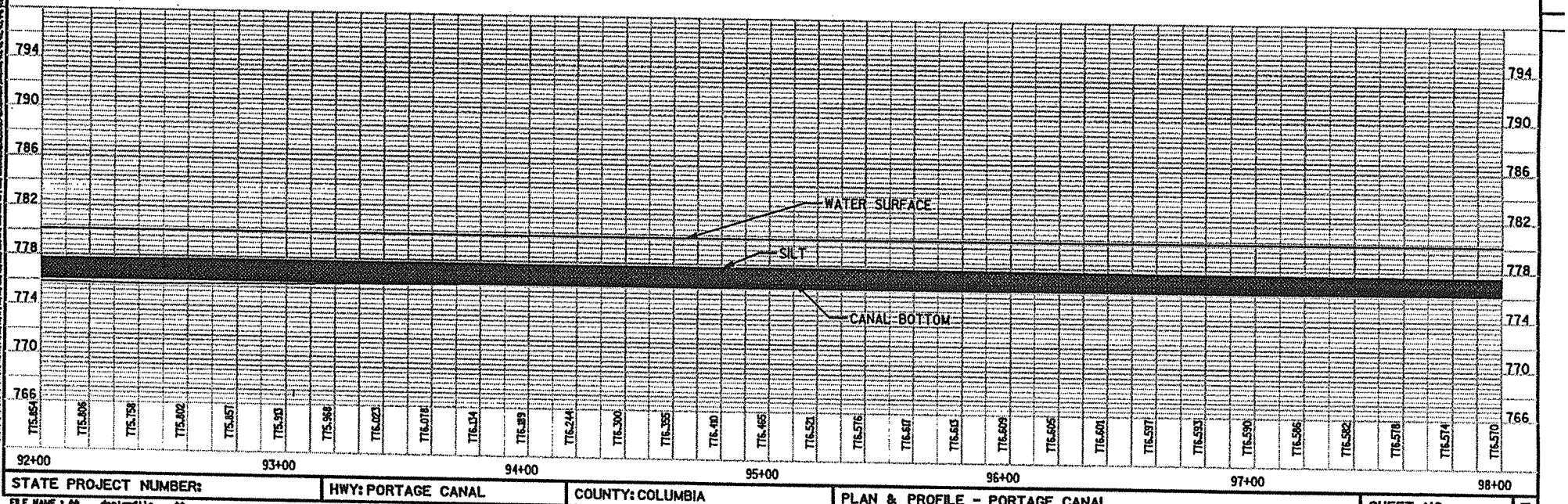
FILE NAME : 00....designfile....00 PLOT DATE : 00...plottingdate...00 PLOT BY : 00...plotuser...00 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 00.....plotscale.....00 WISDOT/CADDS SHEET 40



STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA		SHEET NO:	E

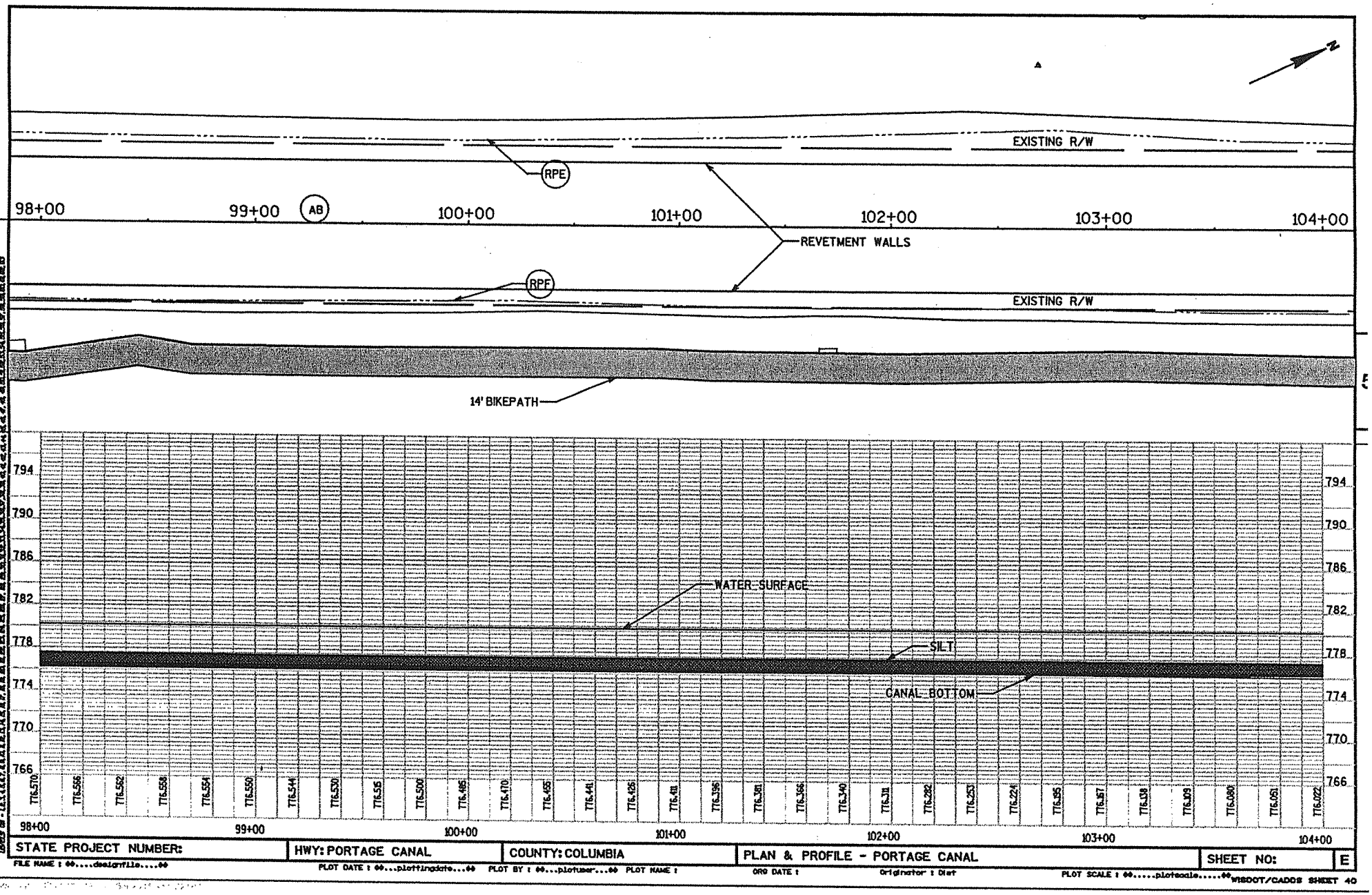
FILE NAME : 60....designfile....60 PLOT DATE : 60...plottingdate...60 PLOT BY : 60...plotuser...60 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 60.....plotscale.....60 WISDOT/CADDS SHEET 40





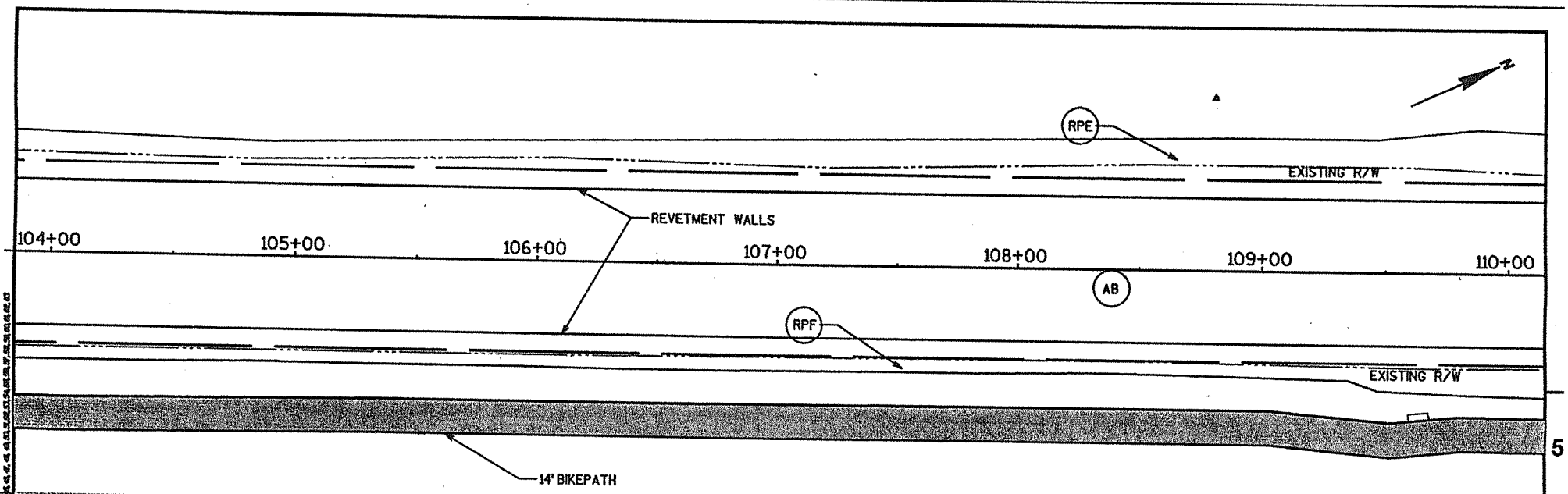
STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO:	E

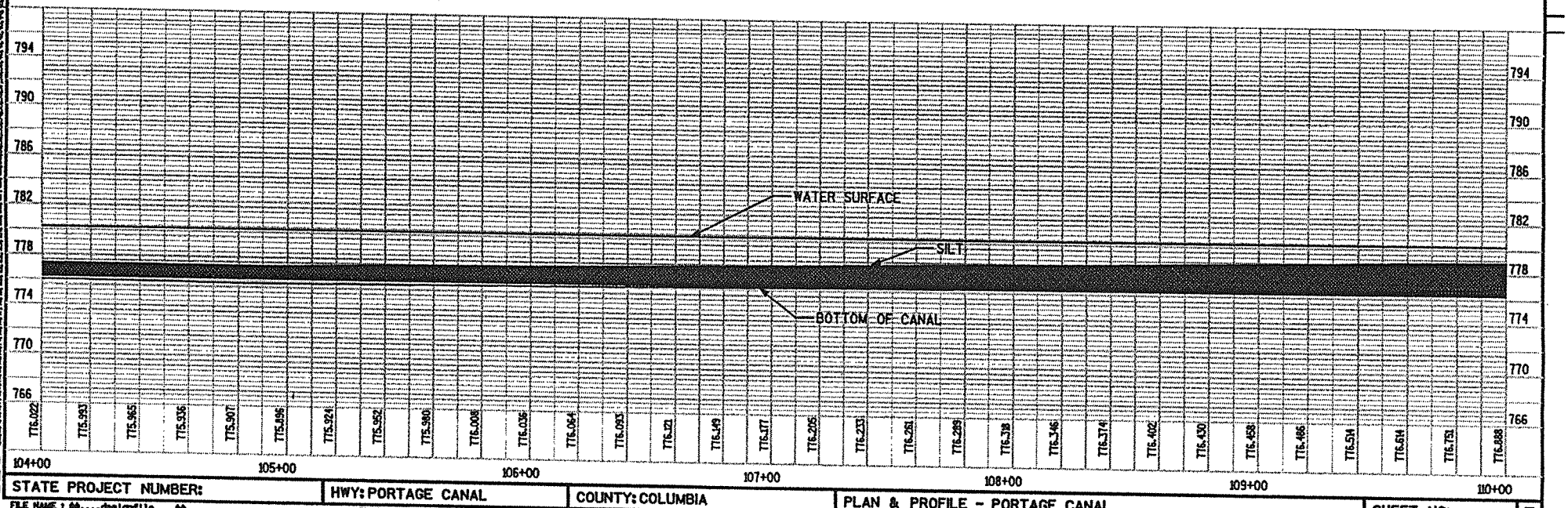
FILE NAME : 00....designfile....00 PLOT DATE : 00...plottingdate...00 PLOT BY : 00...plotuser...00 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 00.....plotscale.....00 WISDOT/CADDS SHEET 40



STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO:	E

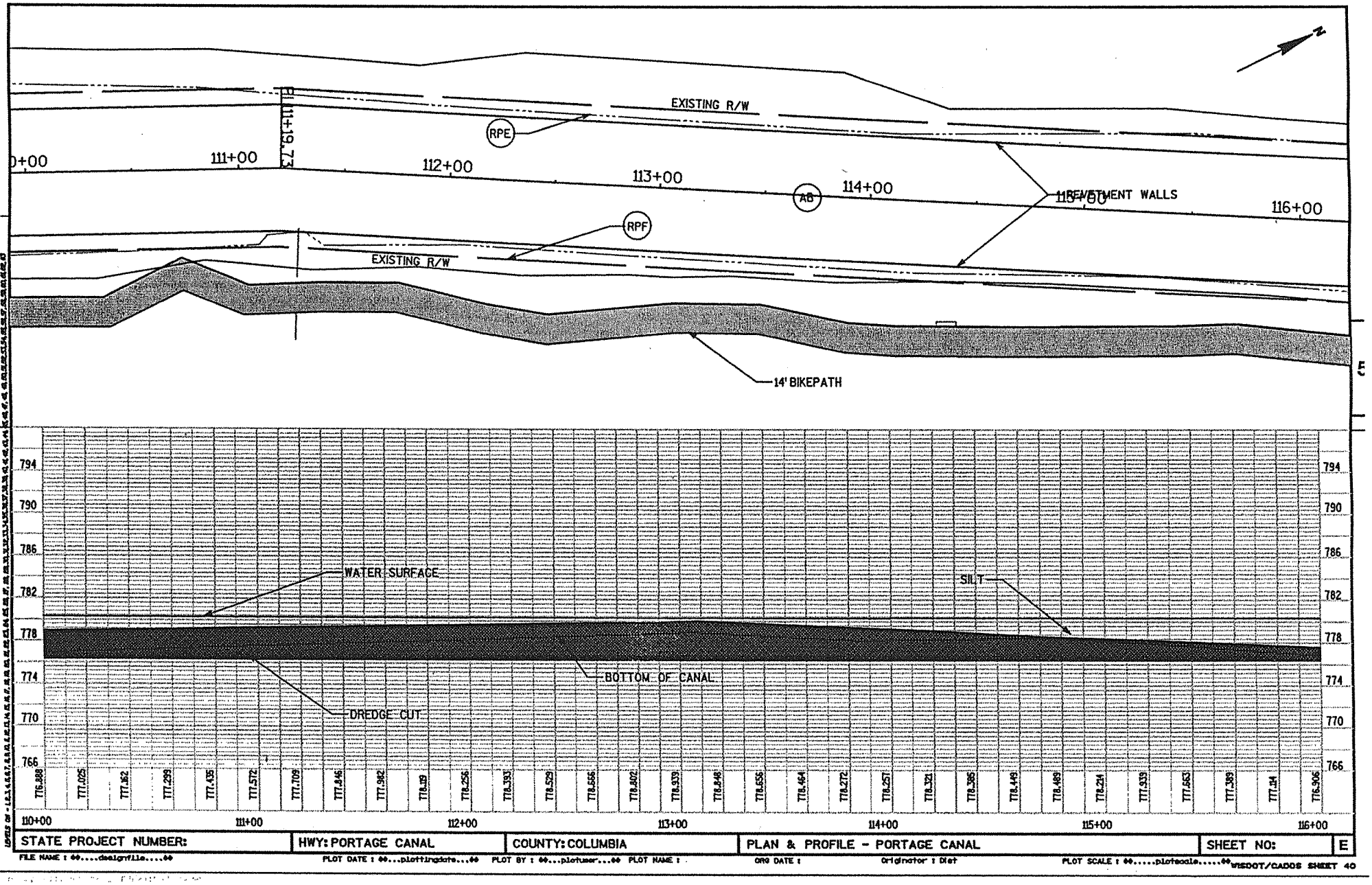
FILE NAME : 00....designfile....00 PLOT DATE : 00...plottingdate...00 PLOT BY : 00...plotuser...00 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 00.....plotscale.....00 WISDOT/CADDS SHEET 40





STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO: E

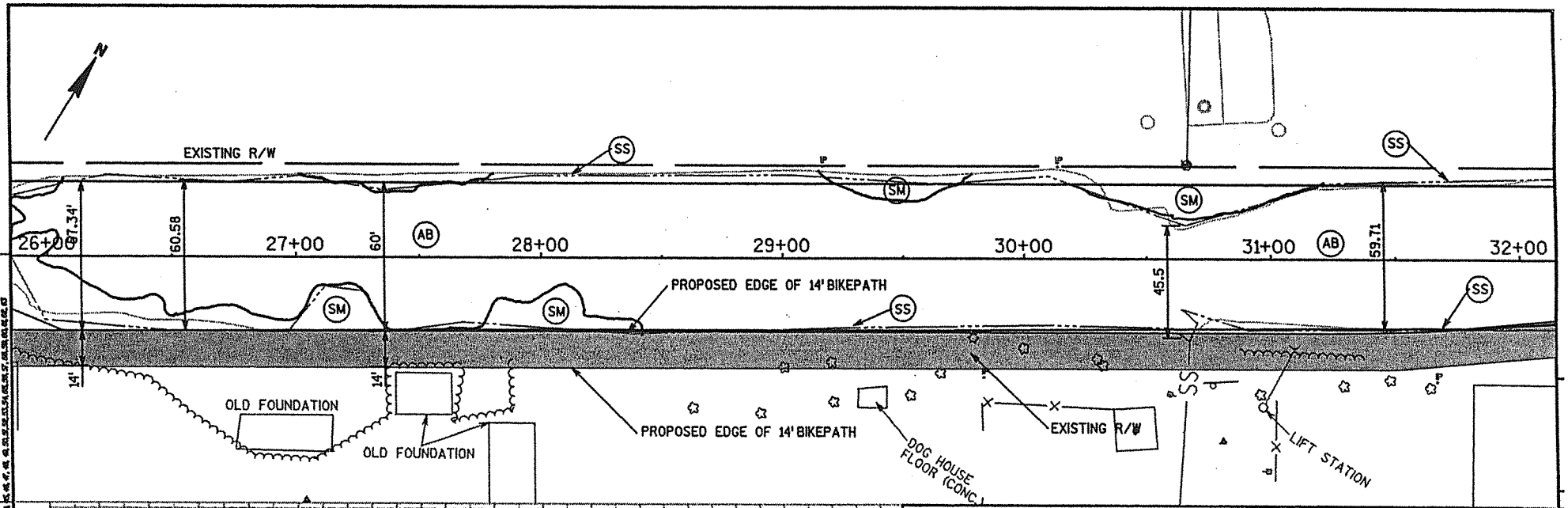
FILE NAME : 00....designfile....00 PLOT DATE : 00...plottingdate...00 PLOT BY : 00...plotuser...00 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 00.....plotscale.....00 WISDOT/CADDS SHEET 40

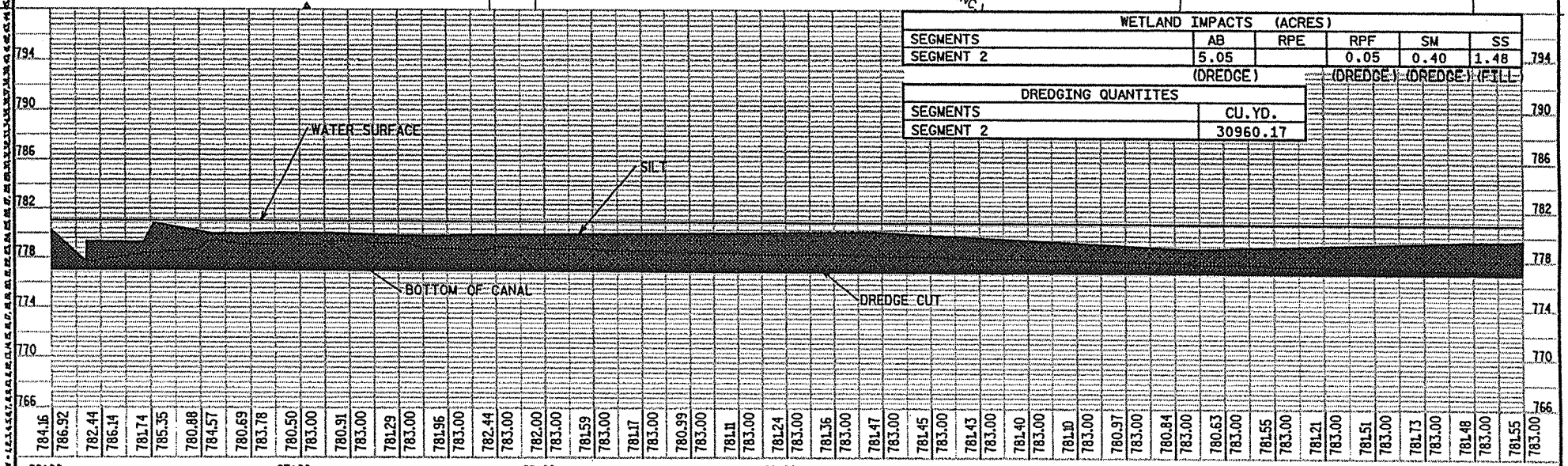


STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO:	E

FILE NAME : ##....dealgnfile....## PLOT DATE : ##...plottingdate...## PLOT BY : ##...plotuser...## PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : ##.....plotscale.....## WISDOT/CADDS SHEET 40

Exhibit 4. Bureau of Aeronautics Communication



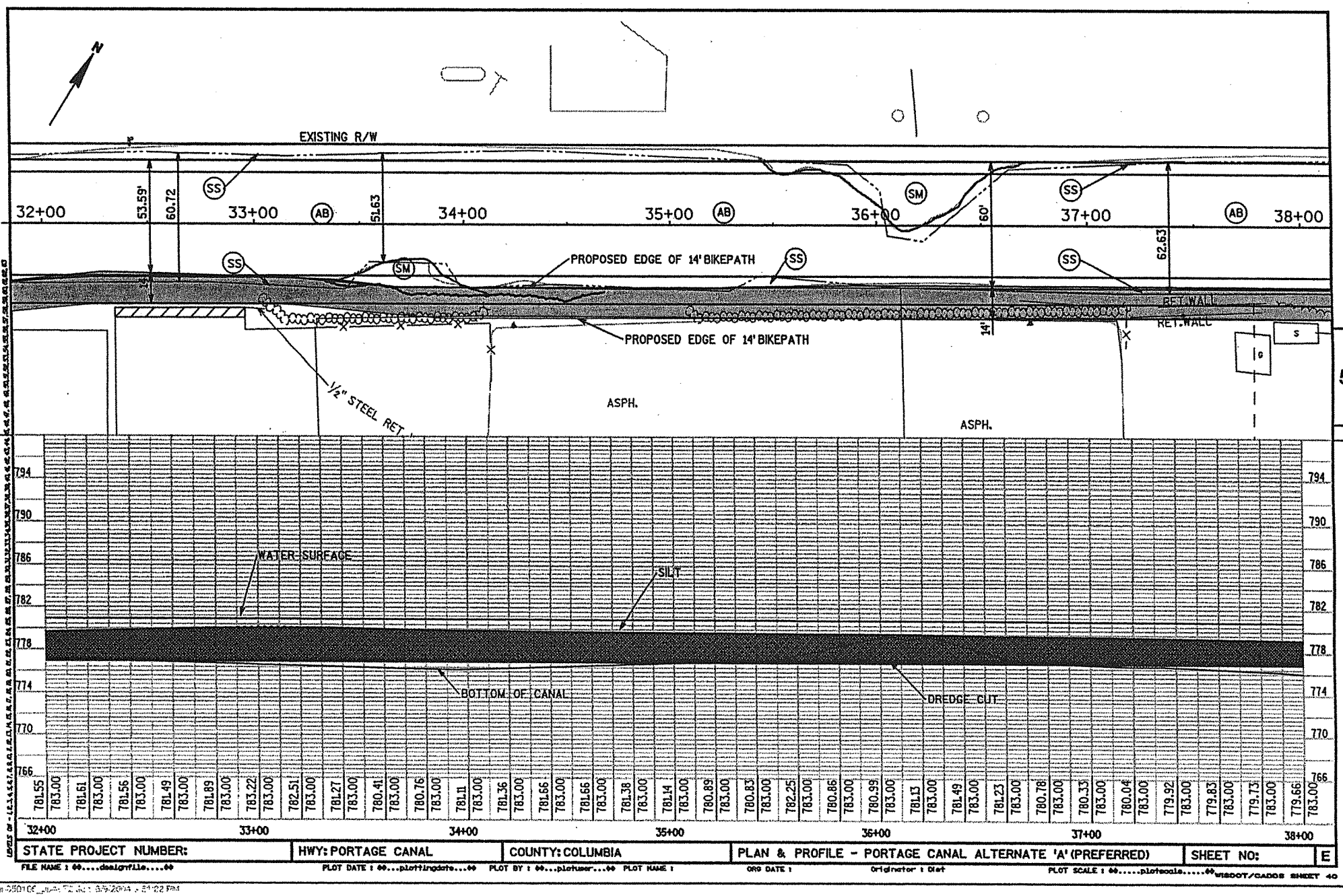


WETLAND IMPACTS (ACRES)					
SEGMENTS	AB	RPE	RPF	SM	SS
SEGMENT 2	5.05 (DREDGE)		0.05 (DREDGE)	0.40 (DREDGE)	1.48 (FILL)

DREDGING QUANTITES	
SEGMENTS	CU.YD.
SEGMENT 2	30960.17

STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATE 'A' (PREFERRED)	SHEET NO:	E

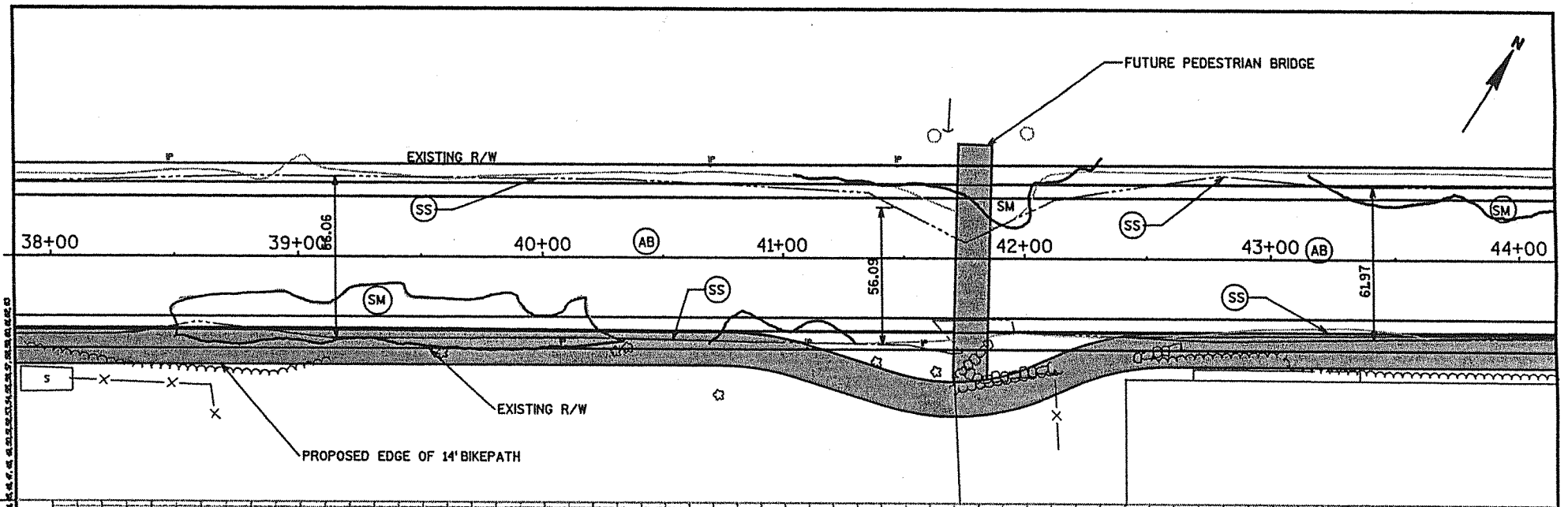
FILE NAME : 66....designfile....66 PLOT DATE : 66...plottingdate...66 PLOT BY : 66...plotuser...66 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 66.....plotscale.....66 WISDOT/CADDS SHEET 40

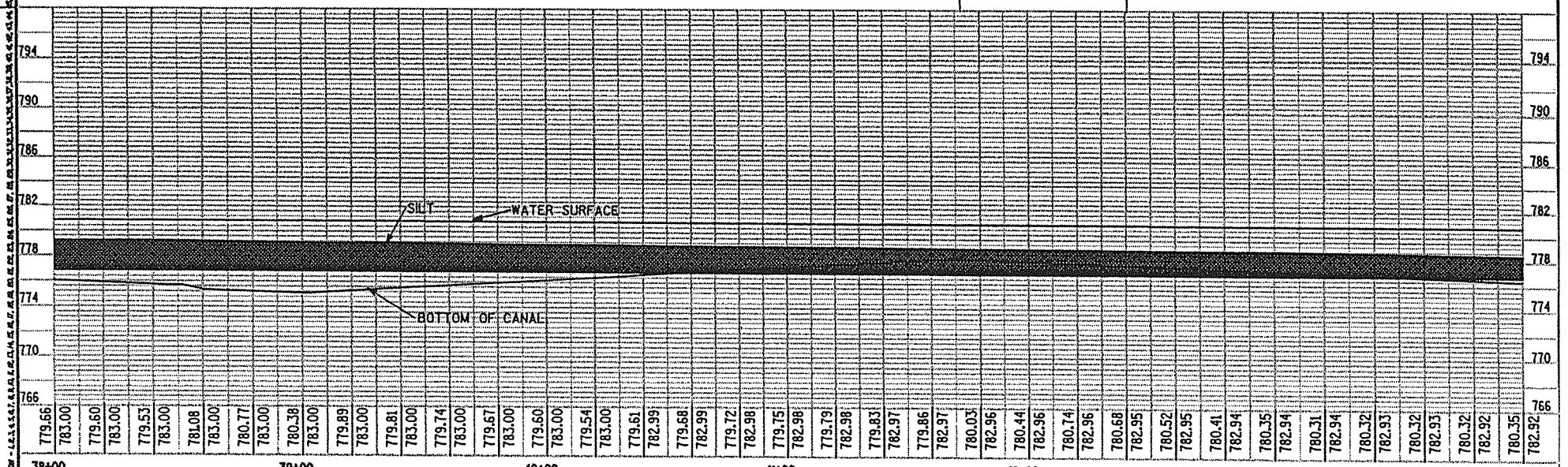


STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATE 'A' (PREFERRED)	SHEET NO:	E

FILE NAME : 60...designfile...60 PLOT DATE : 60...plottingdate...60 PLOT BY : 60...plotuser...60 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 60.....plotscale.....60 WISDOT/CADDS SHEET 40

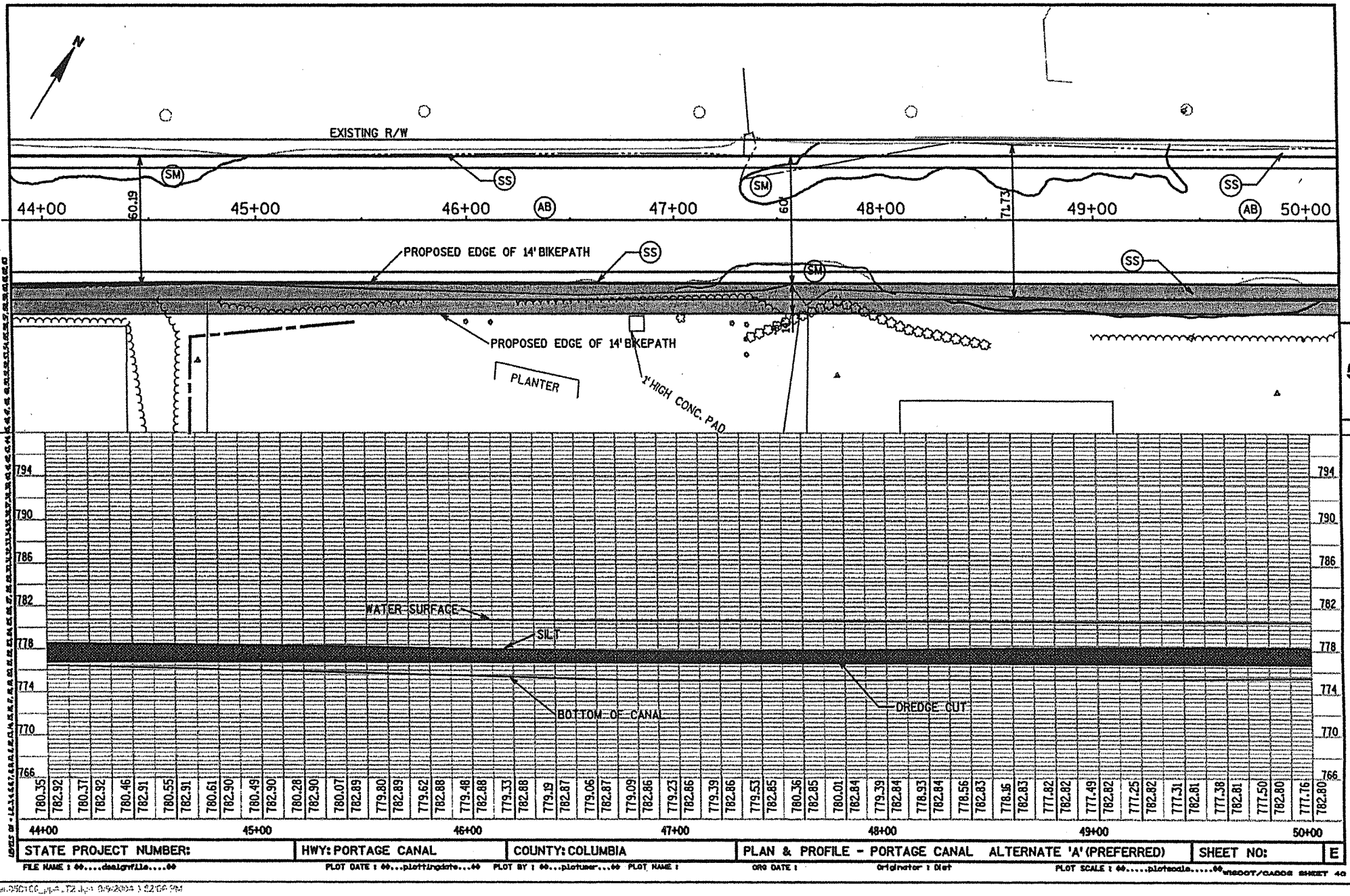
5





STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALT. 2	SHEET NO:	E

FILE NAME : 60....dealgrille....60 PLOT DATE : 60...plottingdate...60 PLOT BY : 60...plotuser...60 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 60.....plotscale.....60 WISDOT/CADDS SHEET 40



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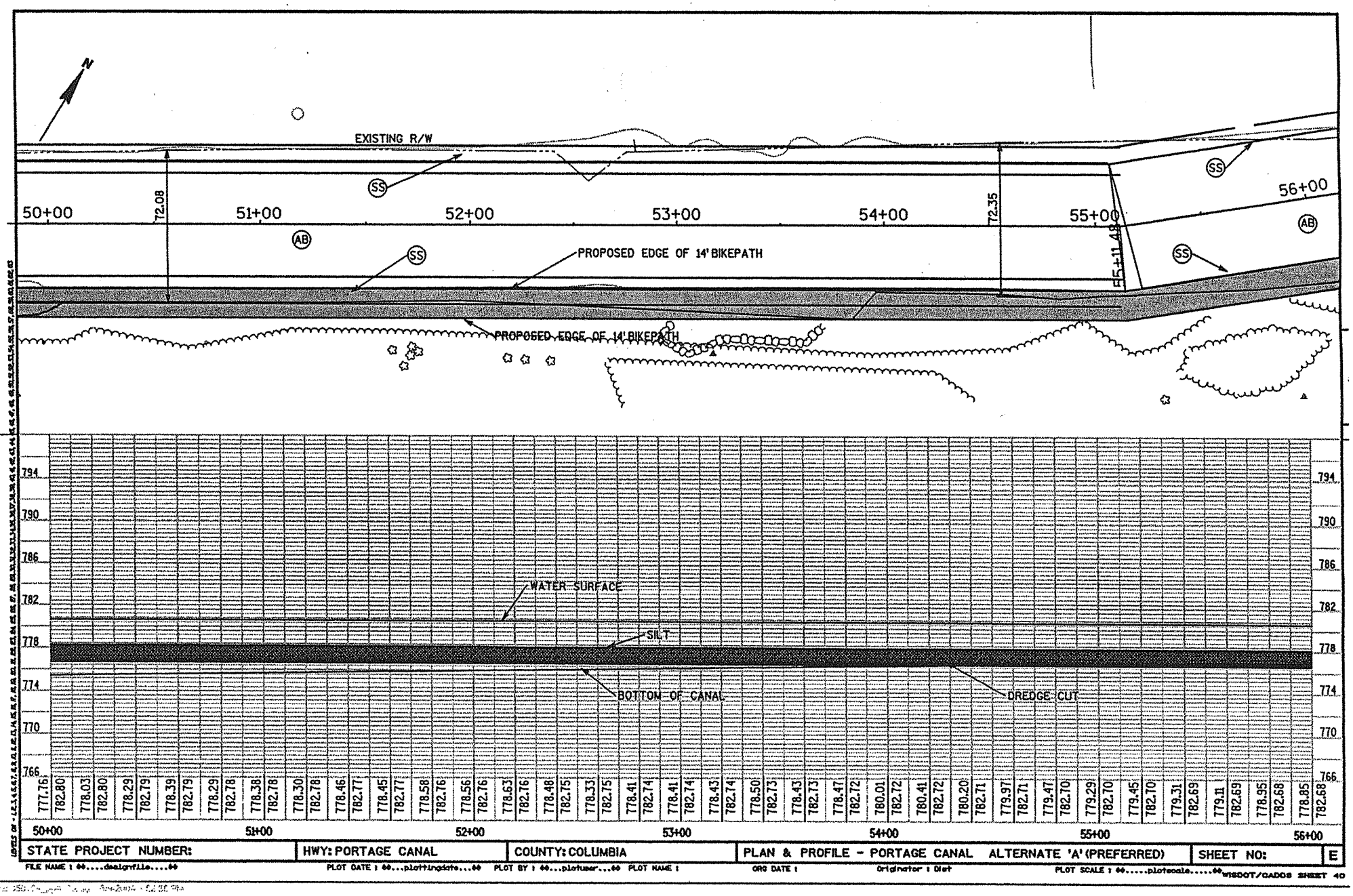
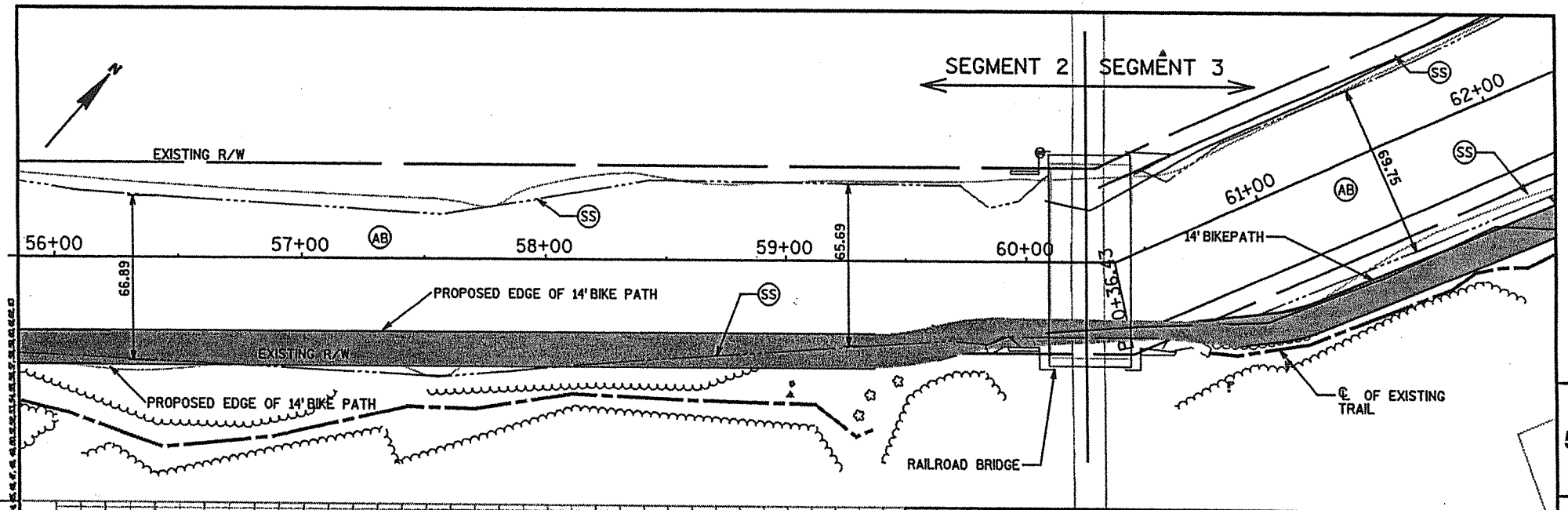
STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATE 'A' (PREFERRED)	SHEET NO:	E

FILE NAME : 60....designfile....60 PLOT DATE : 60...plottingdate...60 PLOT BY : 60...plotuser...60 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 60.....plotscale.....60 WISDOT/CADDS SHEET 40



STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATE 'A' (PREFERRED)	SHEET NO:	E

FILE NAME : 60....designfile....60 PLOT DATE : 60...plottingdate...60 PLOT BY : 60...plotuser...60 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 60.....plotscale.....60 WISDOT/CADDS SHEET 40

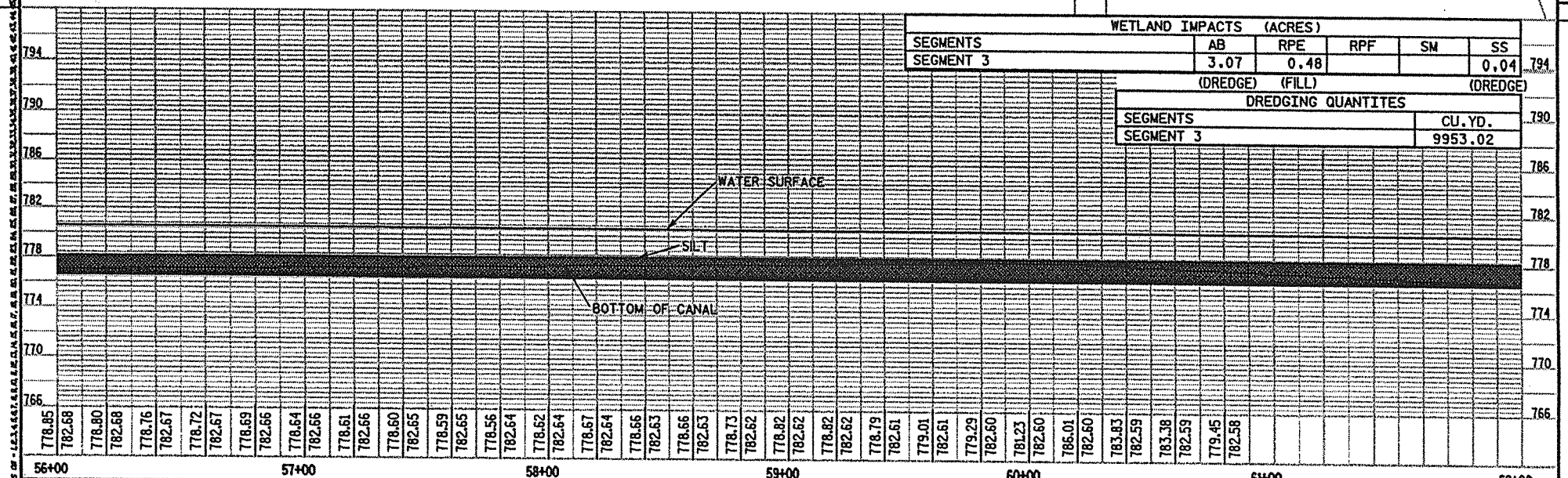


5

WETLAND IMPACTS (ACRES)					
SEGMENTS	AB	RPE	RPF	SM	SS
SEGMENT 3	3.07	0.48			0.04

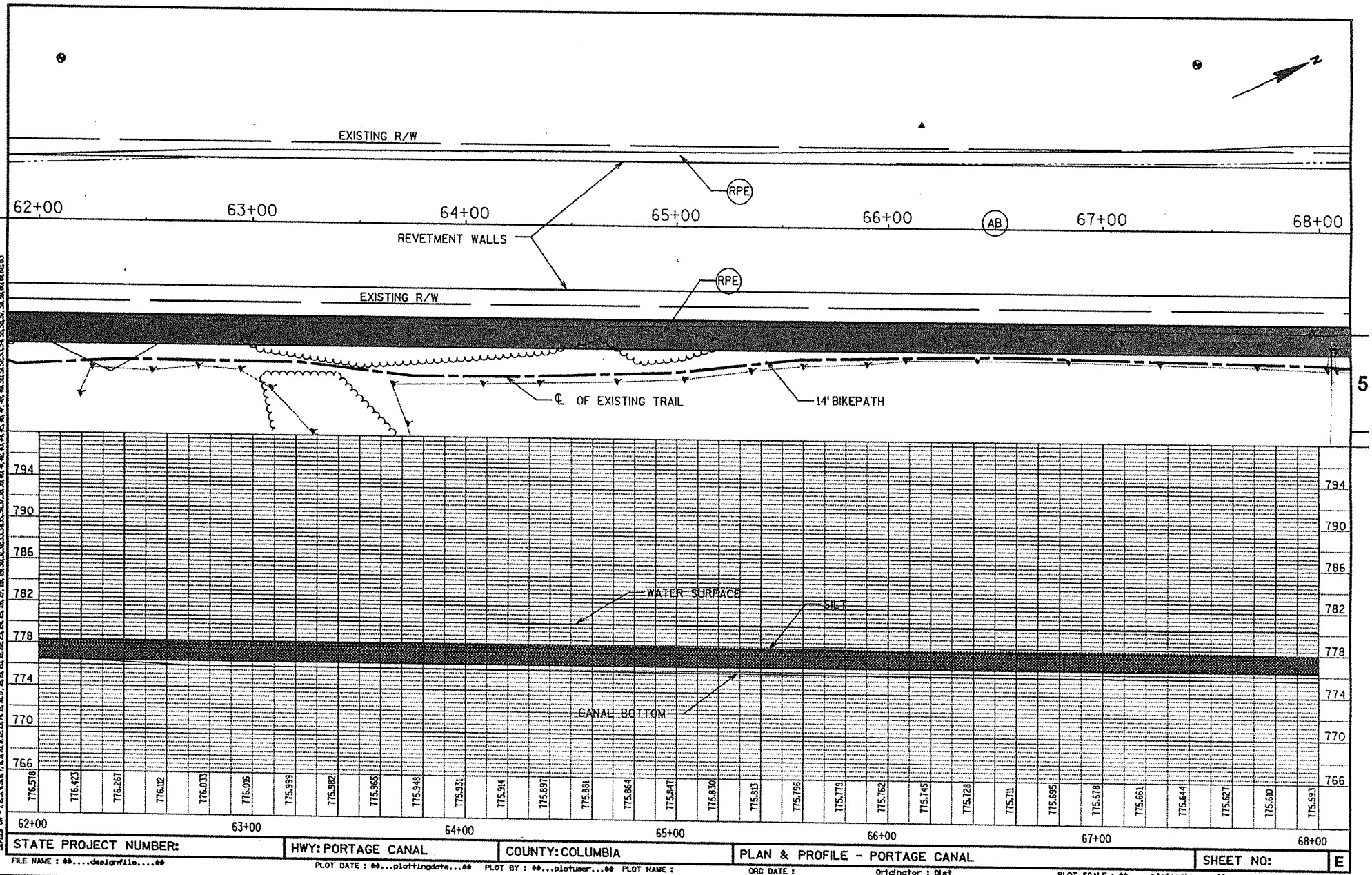
(DREDGE) (FILL) (DREDGE)

DREDGING QUANTITES	
SEGMENTS	CU.YD.
SEGMENT 3	9953.02



STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATE 'A' (PREFERRED)	SHEET NO:	E

FILE NAME : 60....dealgrille....60 PLOT DATE : 60...plottingdate...60 PLOT BY : 60...plotuser...60 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 60.....plotscale.....60 WISDOT/CADDS SHEET 40



STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO:	E

FILE NAME : ##....designfile....##
PLOT DATE : ##...plottingdate...## PLOT BY : ##...plotuser...## PLOT NAME :
ORG DATE : Originator : Dist
PLOT SCALE : ##.....plotscale.....## WISDOT/CADDS SHEET 40

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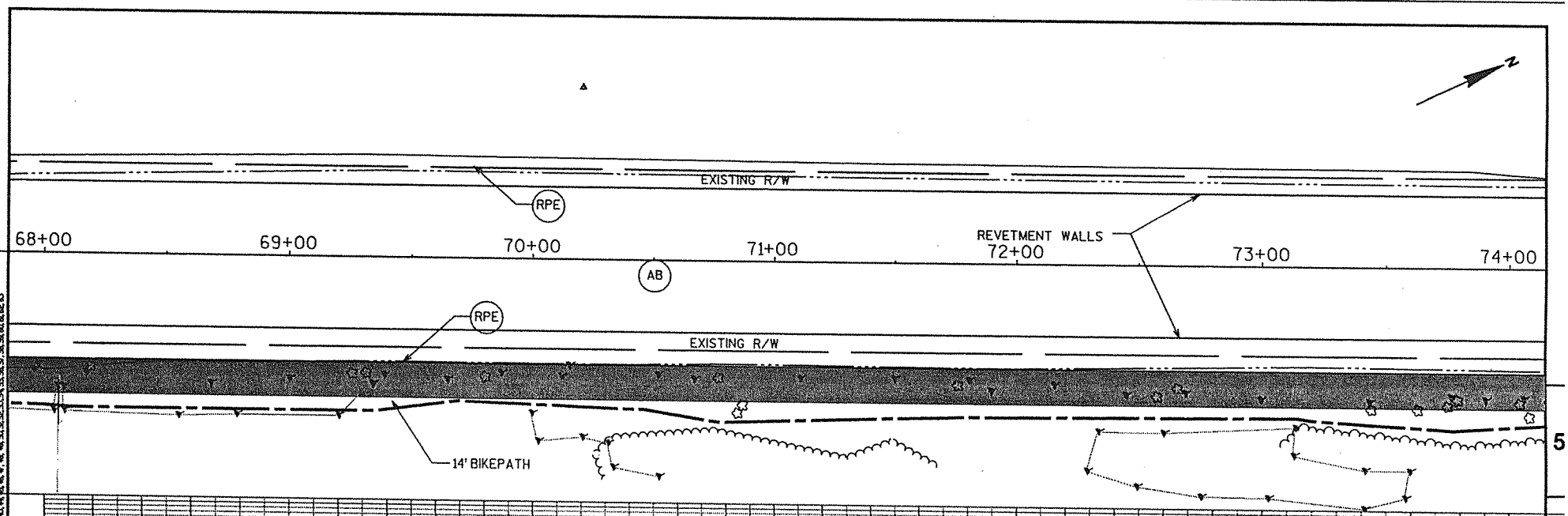

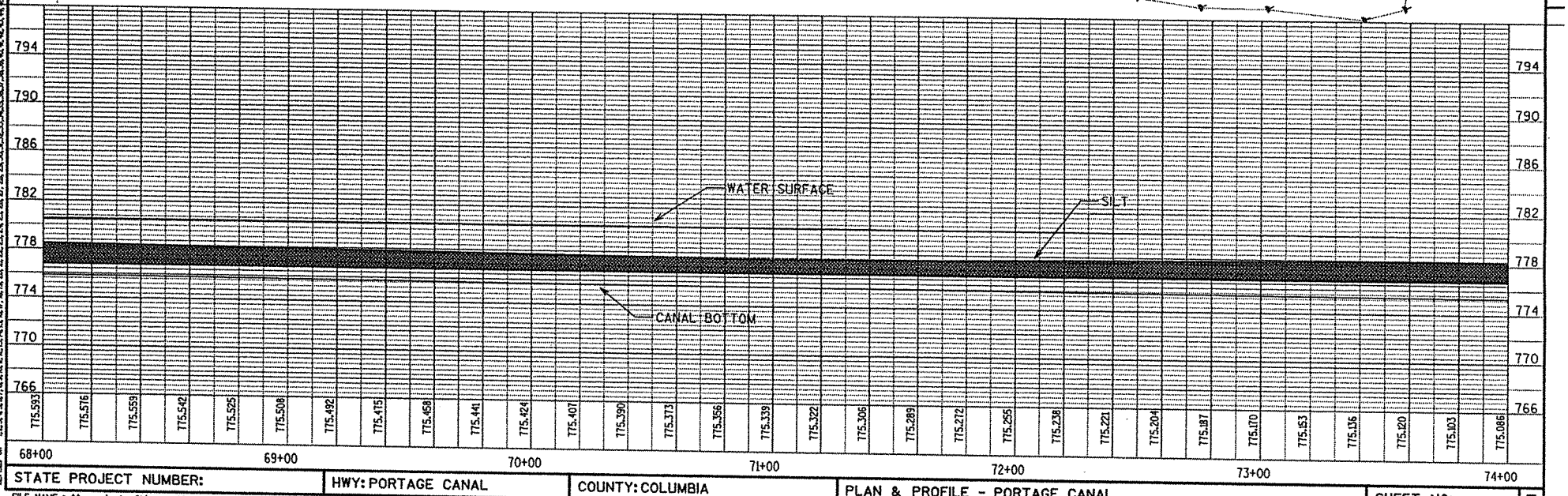

STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO: E

FILE NAME : ##....designfile....## PLOT DATE : ##...plottingdate...## PLOT BY : ##...plotuser...## PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : ##.....plotscale.....## WISDOT/CADDS SHEET 40

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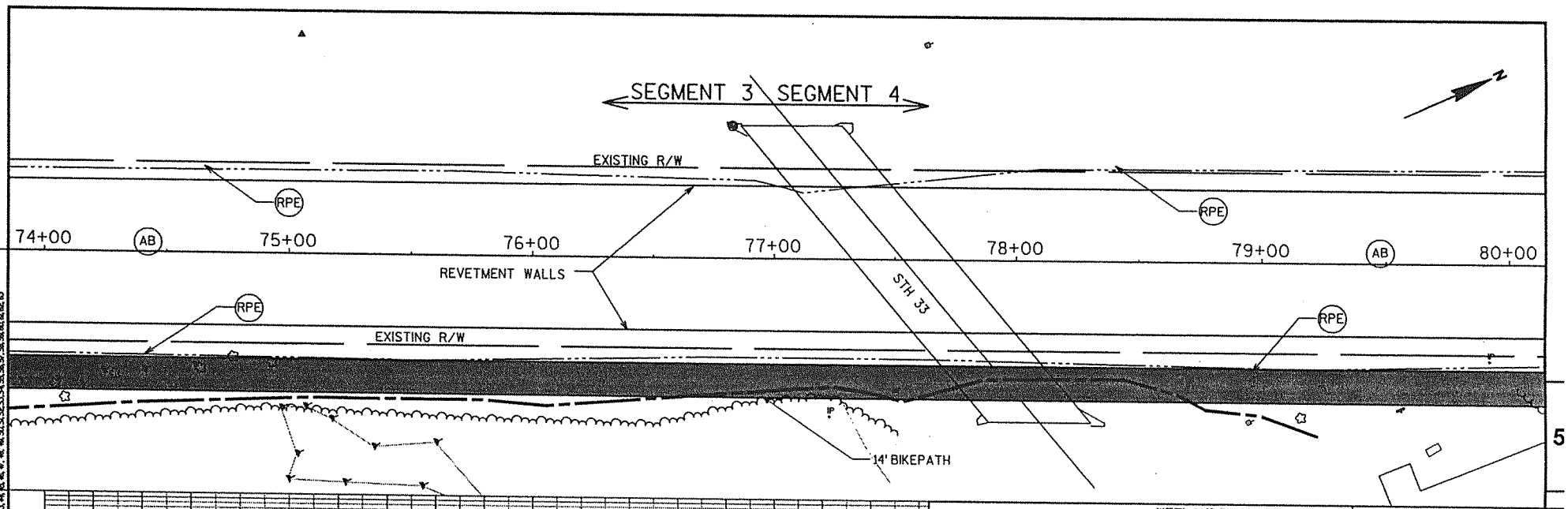

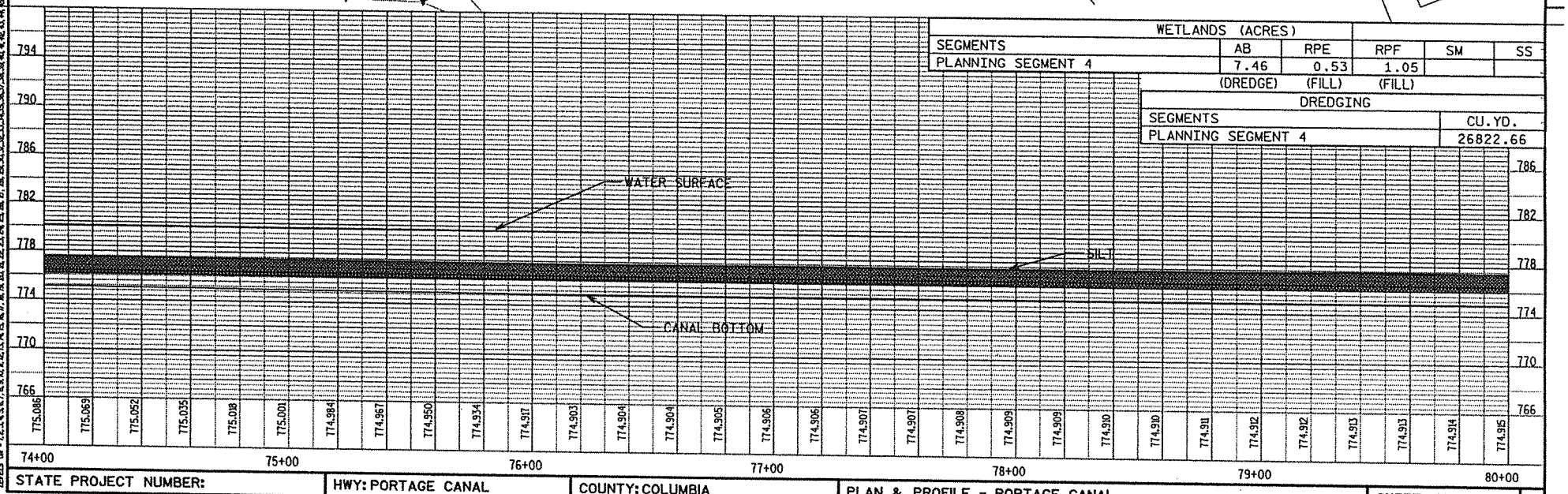

WETLANDS (ACRES)					
SEGMENTS	AB	RPE	RPF	SM	SS
PLANNING SEGMENT 4	7.46	0.53	1.05		
	(DREDGE)	(FILL)	(FILL)		

DREDGING	
SEGMENTS	CU.YD.
PLANNING SEGMENT 4	26822.66

STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO: E

FILE NAME : ##....designfile....## PLOT DATE : ##...plottingdate...## PLOT BY : ##...plotuser...## PLOT NAME : ORG DATE : Originator : Diet PLOT SCALE : ##.....plotscale.....## WISDOT/CADDS SHEET 40

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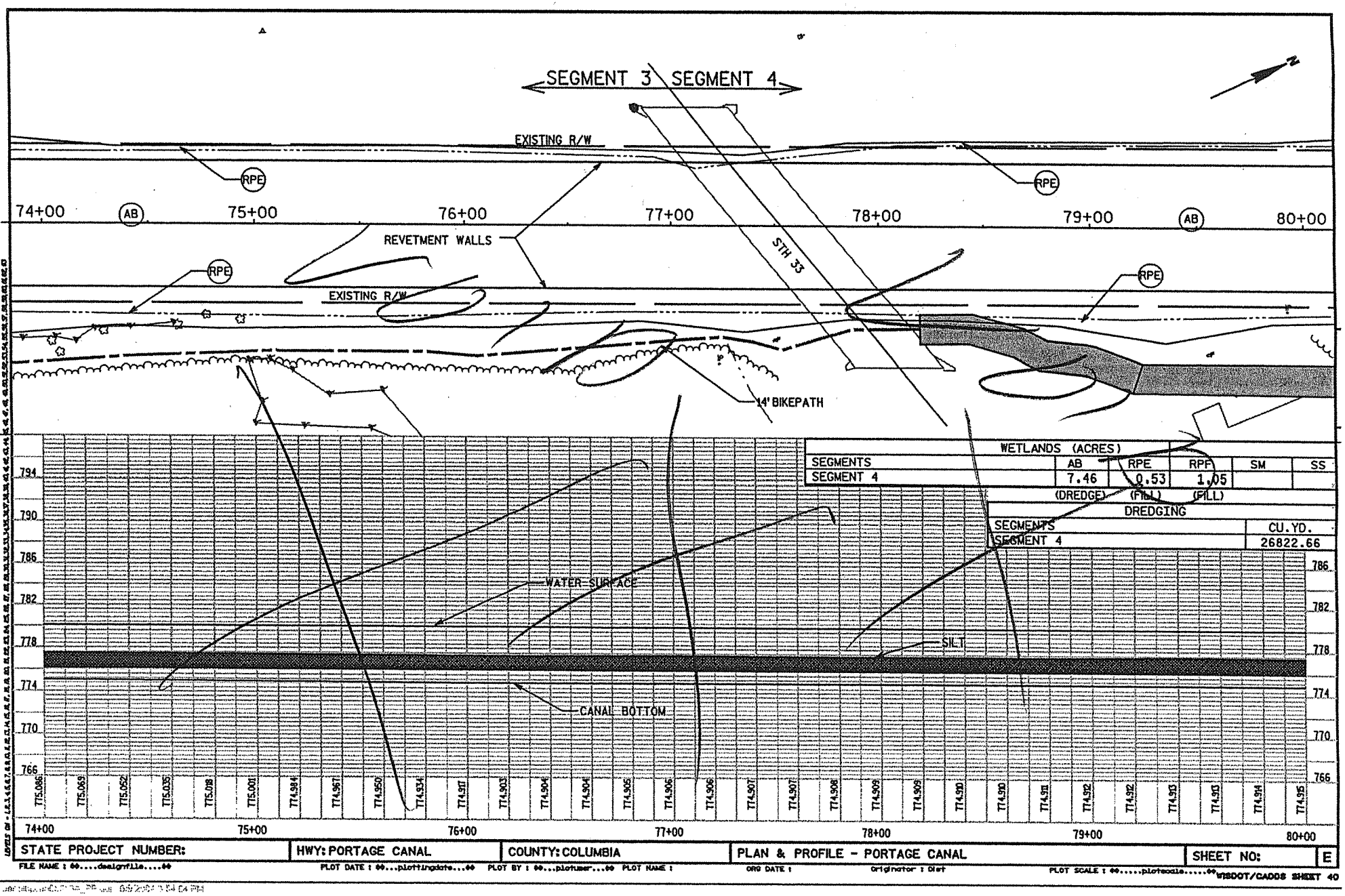
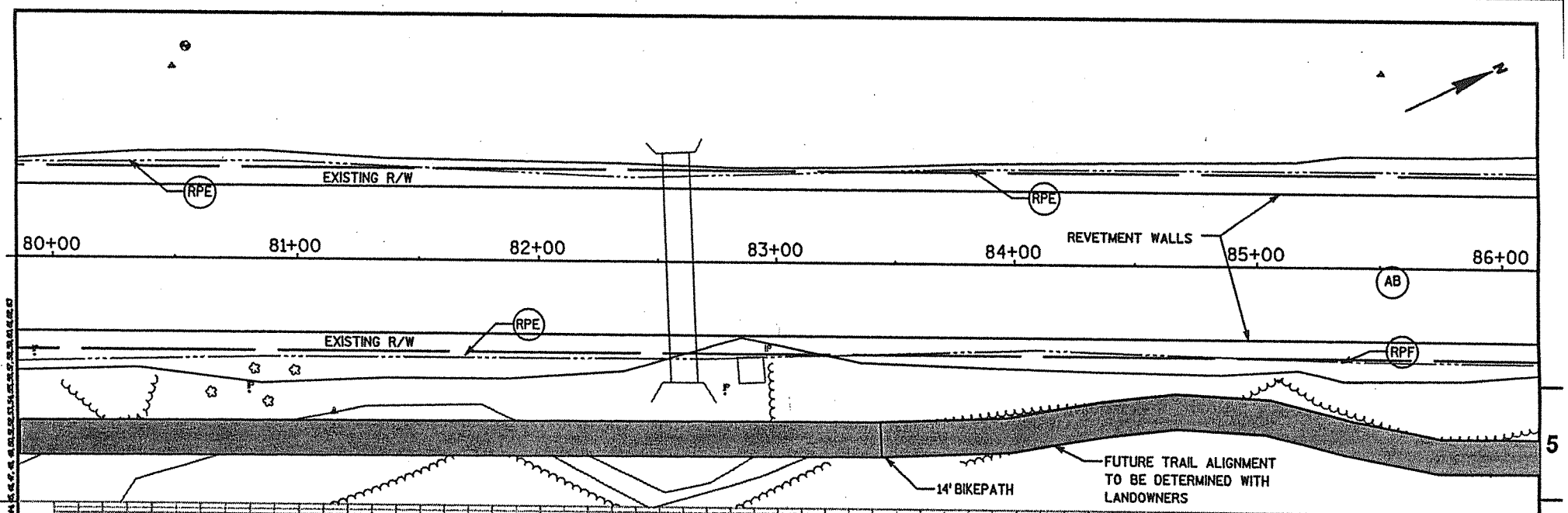


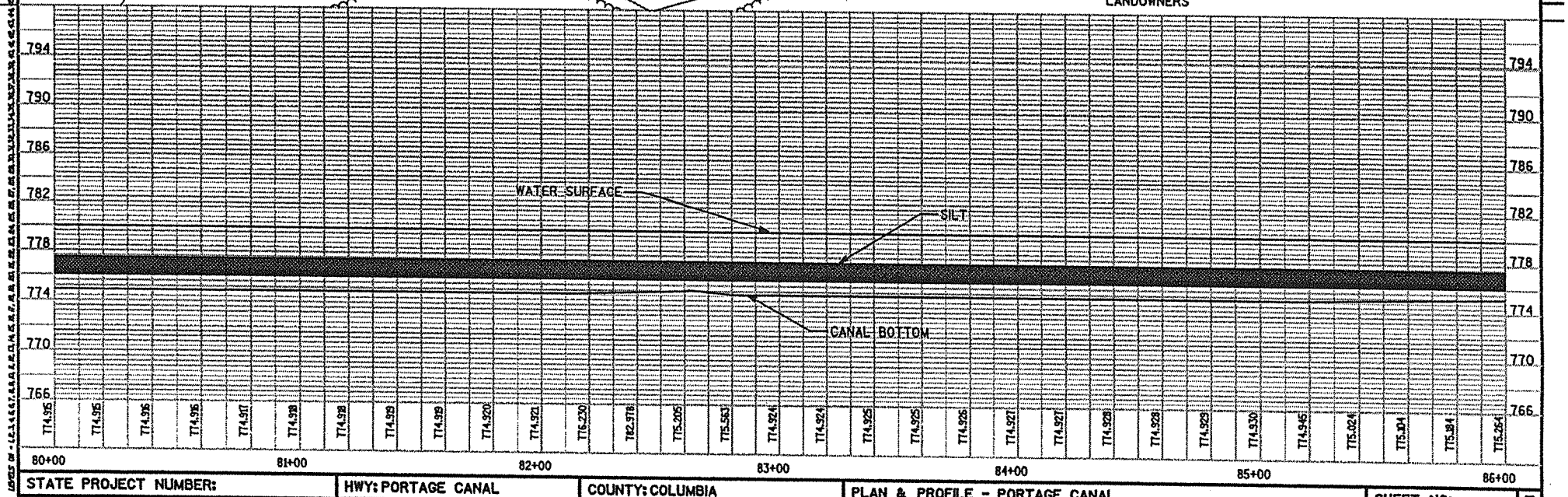
WETLANDS (ACRES)					
SEGMENTS	AB	RPE	RPF	SM	SS
SEGMENT 4	7.46	0.53	1.05		
	(DREDGE)	(FILL)	(FILL)		

DREDGING	
SEGMENTS	CU.YD.
SEGMENT 4	26822.66

STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO:	E

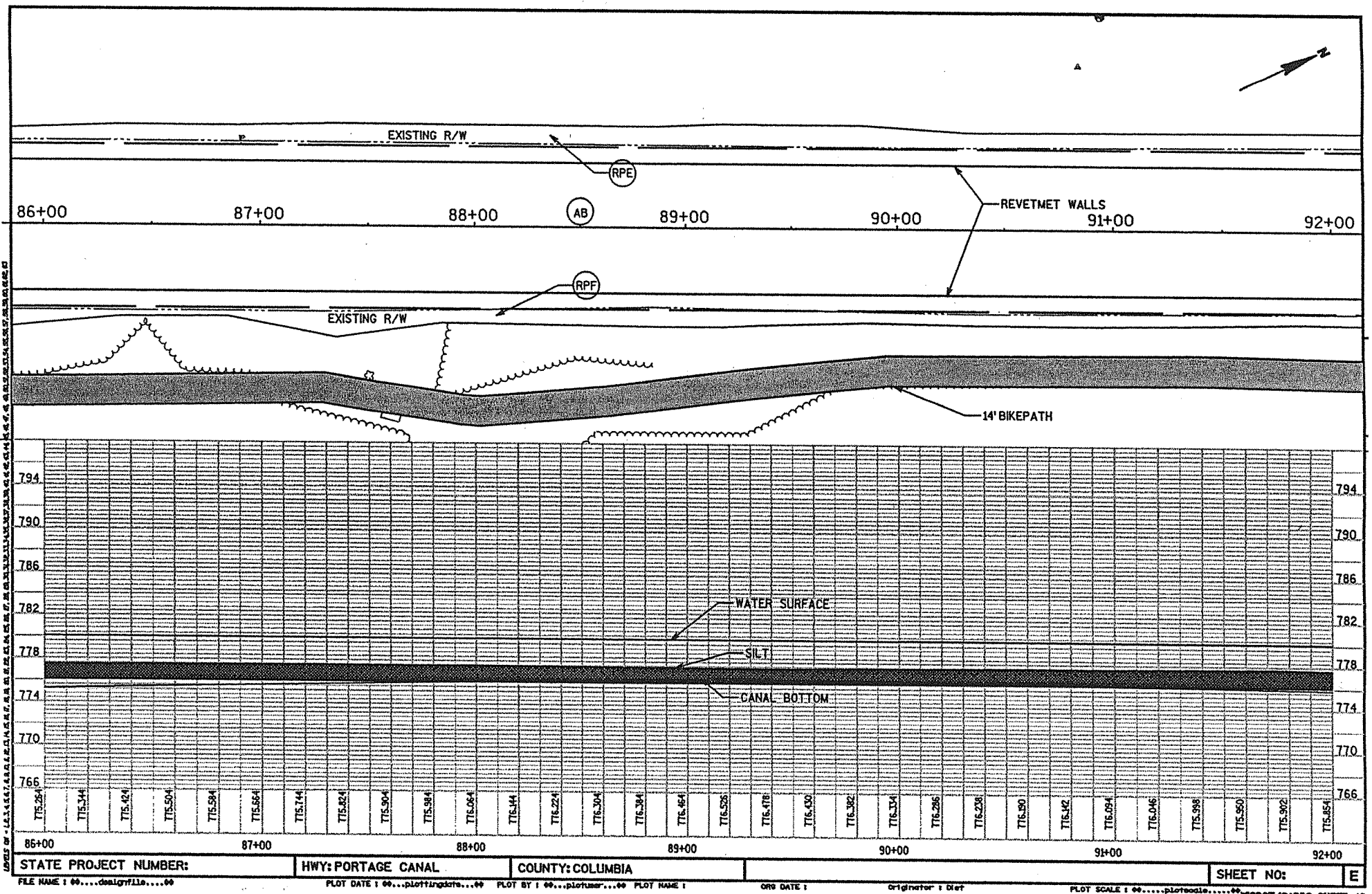
FILE NAME : 00....designfile....00 PLOT DATE : 00...plottingdate...00 PLOT BY : 00...plotuser...00 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 00.....plotscale.....00 WISDOT/CADDS SHEET 40

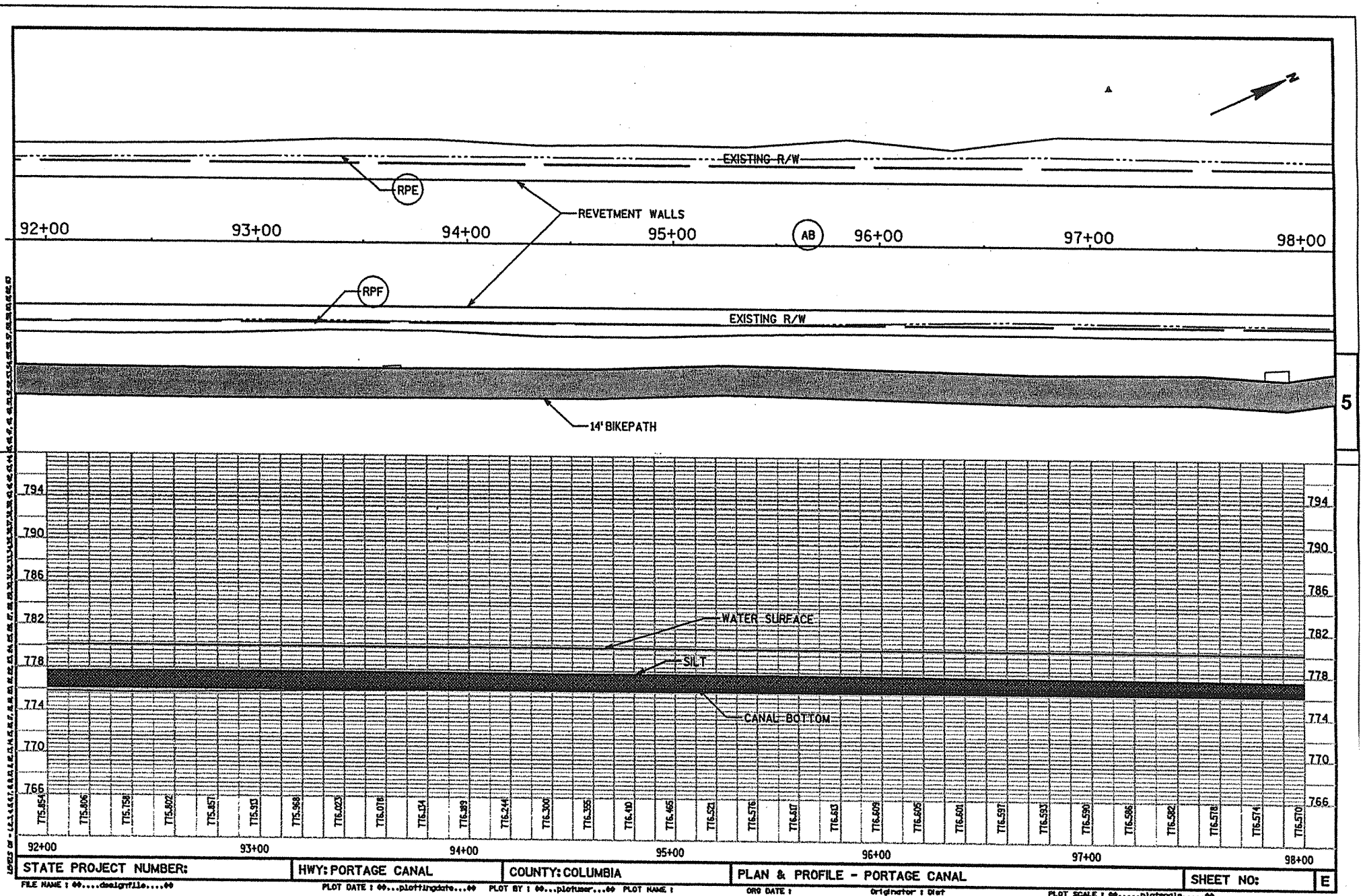




STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO:	E

FILE NAME : 60....dealgrfile....60 PLOT DATE : 60...plottingdate...60 PLOT BY : 60...plotuser...60 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 60.....plotscale.....60 WISDOT/CADDS SHEET 40


EXISTING R/W
RPE
REVETMENT WALLS
86+00
87+00
88+00
AB
89+00
90+00
91+00
92+00
RPF
EXISTING R/W
14' BIKEPATH
794
790
786
782
778
774
770
766
WATER SURFACE
SILT
CANAL BOTTOM
T15.264
T15.344
T15.424
T15.504
T15.584
T15.664
T15.744
T15.824
T15.904
T15.984
T16.064
T16.144
T16.224
T16.304
T16.384
T16.464
T16.526
T16.478
T16.430
T16.382
T16.334
T16.286
T16.238
T16.190
T16.142
T16.094
T16.046
T15.998
T15.950
T15.902
T15.854
STATE PROJECT NUMBER:
HWY: PORTAGE CANAL
COUNTY: COLUMBIA
SHEET NO:
E
FILE NAME : 00....designfile....00
PLOT DATE : 00...plottingdate...00
PLOT BY : 00...plotuser...00
PLOT NAME :
ORG DATE :
Originator : Dist
PLOT SCALE : 00.....plotscale.....00
WSDOT/CADDS SHEET 40

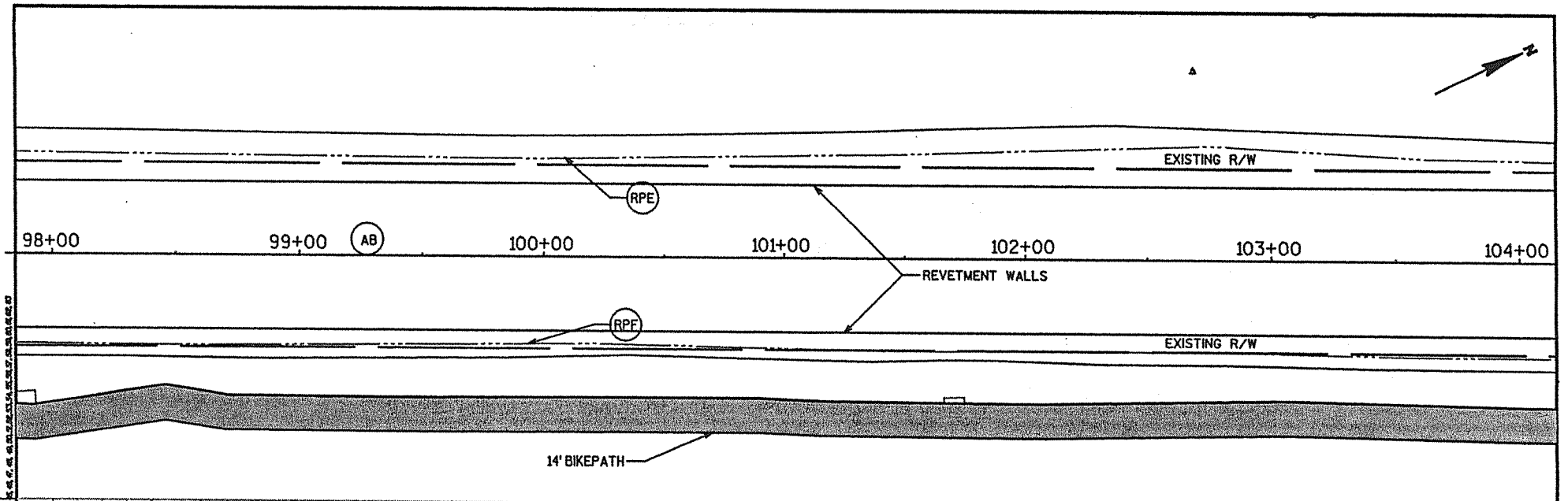


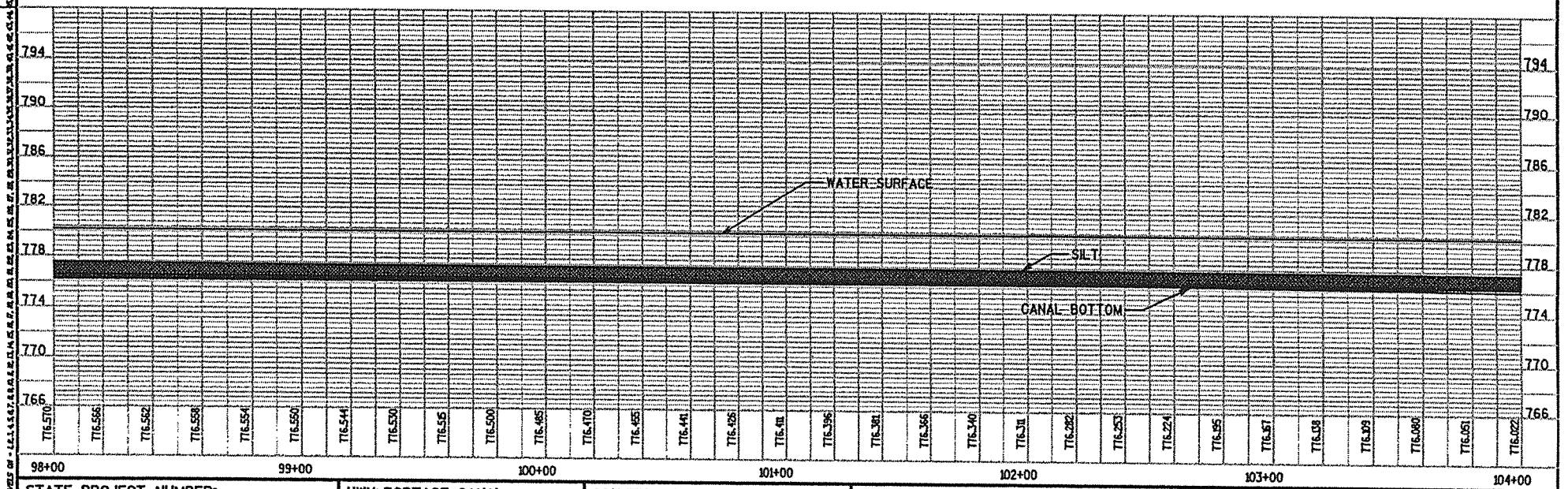
5

STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO: E

FILE NAME : 00....designfile....00 PLOT DATE : 00...plottingdate...00 PLOT BY : 00...plotuser...00 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 00.....plotscale.....00

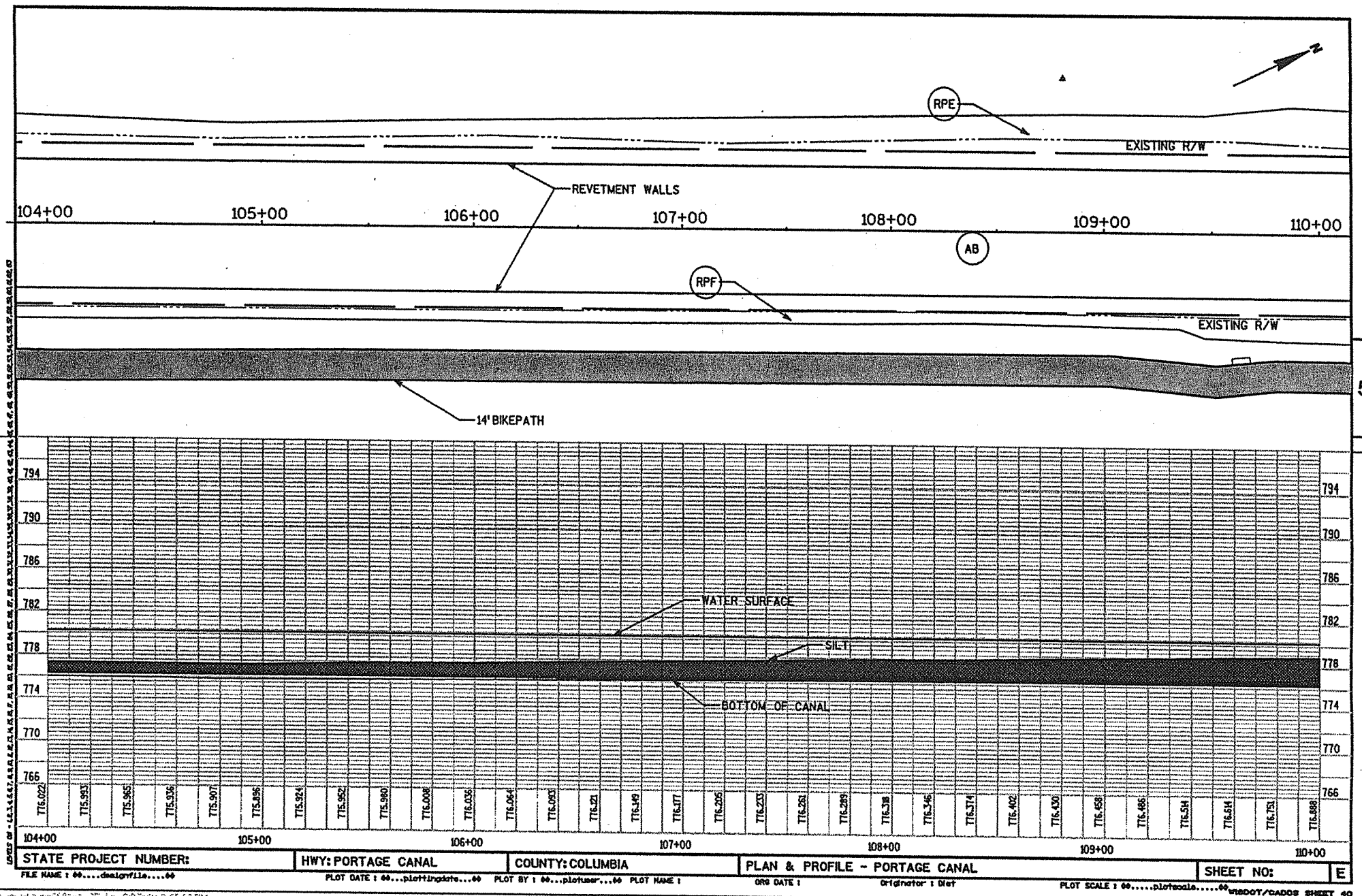
WISDOT/CADDS SHEET 40





STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO:	E

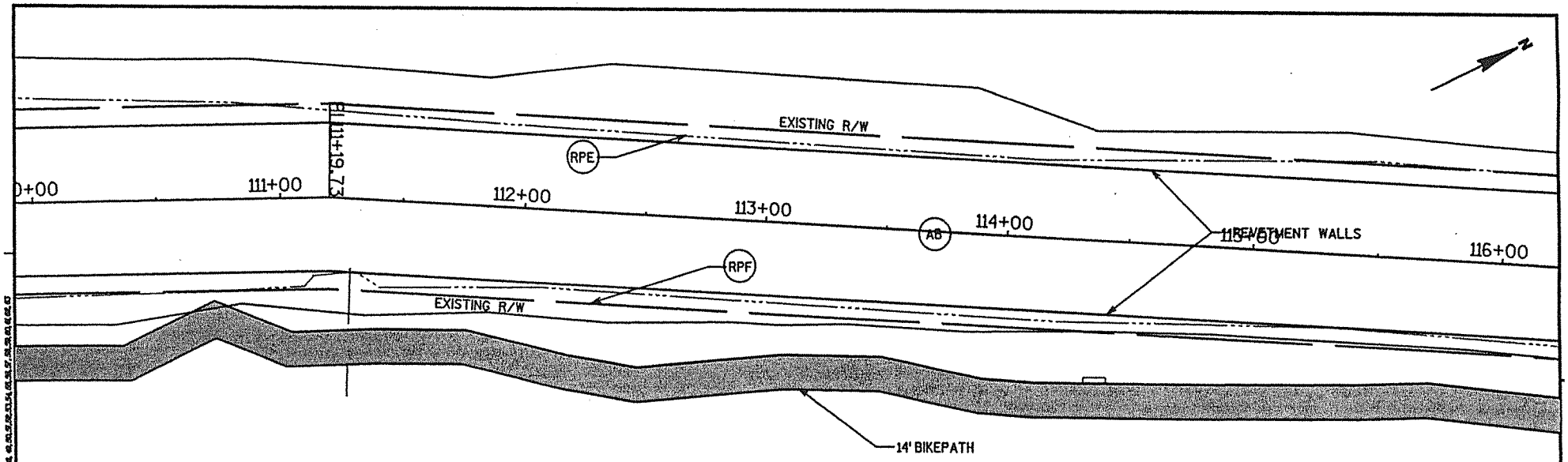
FILE NAME : 66....dsalgrfile....66
PLOT DATE : 66...plottingdate...66 PLOT BY : 66...plotuser...66 PLOT NAME :
ORG DATE :
Originator : Dist
PLOT SCALE : 66.....plotscale.....66 WISDOT/CADDS SHEET 40

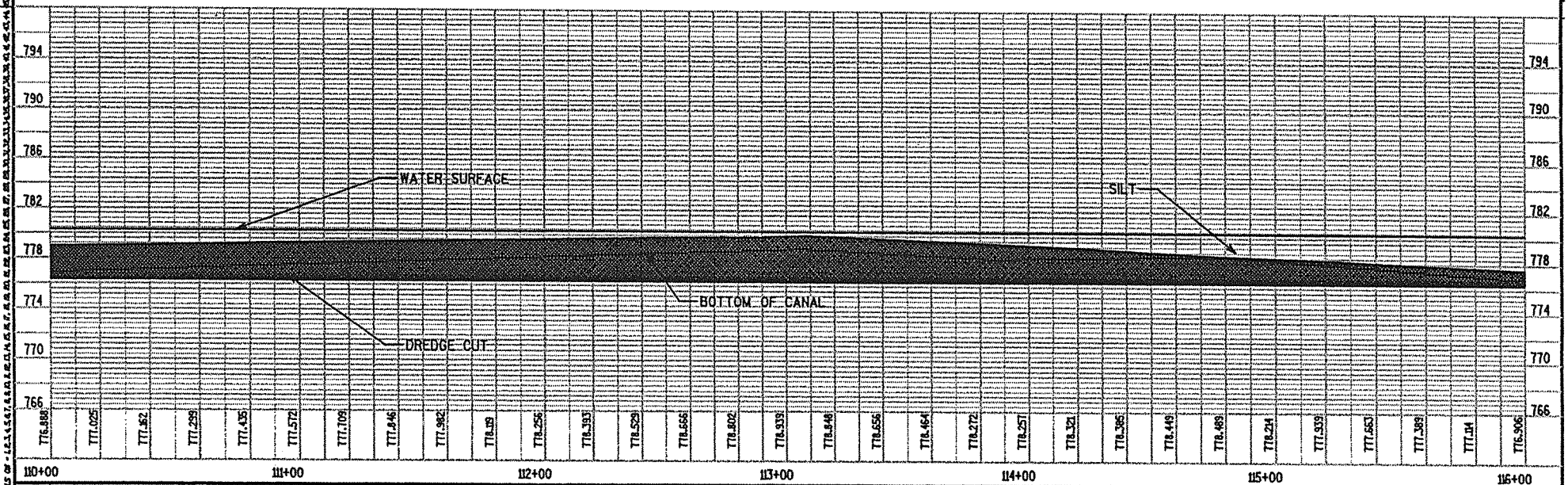


STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL	SHEET NO:	E

FILE NAME : 60....dealgnfile....60 PLOT DATE : 60...plottingdate...60 PLOT BY : 60...plotuser...60 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 60.....plotscale.....60 WISDOT/CADDS SHEET 40

5




794
790
786
782
778
774
770
766
WATER SURFACE
SILT
BOTTOM OF CANAL
DREDGE CUT
776.858
777.025
777.192
777.359
777.526
777.693
777.860
778.027
778.194
778.361
778.528
778.695
778.862
779.029
779.196
779.363
779.530
779.697
779.864
780.031
780.198
780.365
780.532
780.699
780.866
781.033
781.200
781.367
781.534
781.701
781.868
782.035
782.202
782.369
782.536
782.703
782.870
783.037
783.204
783.371
783.538
783.705
783.872
784.039
784.206
784.373
784.540
784.707
784.874
785.041
785.208
785.375
785.542
785.709
785.876
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786.210
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786.544
786.711
786.878
787.045
787.212
787.379
787.546
787.713
787.880
788.047
788.214
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788.548
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788.882
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789.216
789.383
789.550
789.717
789.884
790.051
790.218
790.385
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790.719
790.886
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794.393
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794.894
795.061
795.228
795.395
795.562
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795.896
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Appendix C. Photographs

Portage Canal, Adams Street to Canadian-Pacific Railway Bridge

Portage Canal, STH 33 to Fox River

Portage Canal, STH 33 to Fox River

Appendix D. Correspondence

Meeting Minutes

Ad Hoc Committee Meeting
Portage Canal Restoration Project
City of Portage

November 6, 2002 B 7:00 p.m.

Attending:

Mayor Grothman, Ad-Hoc Committee
Gill Meisgeier, Ad-Hoc Committee
Joel Engelland, Ad-Hoc Committee
Fred Galley, Ad-Hoc Committee
Jim Bryan, Ad-Hoc Committee
Dan Wickersham, Ad-Hoc Committee
Blanche Murtagh, Ad-Hoc Committee
C. Martin Gavinski, Ad-Hoc Committee
Steve Pate, Ridge Runners Snowmobile Club
Gary Schoppenhorst, Ridge Runners Snowmobile Club
Ken Jahn, Executive Director Chamber of Commerce
Tess Meisel, WPDR/WDDC
Jean Potter, Ice Age Park & Trail Foundation
Bridget Brown, Wisconsin DNR
Stephen Ales, Ad-Hoc Committee
Ron Dorn, Ad-Hoc Committee
Kim Johnson, Kjohnson Engineers
Rusty Chesmore, Mead & Hunt
Rick Anderson, Mead & Hunt
Matt Becker, Mead & Hunt
Dana White Quam, Wisconsin DNR
Rick Weigle, Wisconsin DNR
Karen Richardson, Kjohnson Engineers
Gary Mercer, Canal Society

Excused:

Gloria Kirking

Absent:

Michael Guiffre

Agenda Items:

Snowmobile Bridge

< The Ridge Runners Snowmobile Club has a permit and received a grant to construct a snowmobile and pedestrian bridge across the canal north of the STH 33 bridge.

MEAD & HUNT ENGINEERS ARCHITECTS SCIENTISTS PLANNERS

utilities, including the operational planning meeting, should be put on hold for now and scheduled in the future.

< Steve Ales of the Wisconsin DNR would like direct notification of meetings and all other issues, especially those concerning the environmental document.

F. Historical

< The historical field work has been completed and the Architecture/History Survey Form and Section 106 Form are being worked on and will be submitted shortly.

< Amy Squitieri of Mead & Hunt and Mayor Grothman accompanied Rick Dexter of the Wisconsin Historical Society on a site visit of the canal. Mayor Grothman indicated that Rick raised the following issues on this visit:

B Rick does not support the idea of placing a bridge over the Wisconsin River Lock. He would support placing new, more appropriate, fencing around the lock. An alternative to a bridge may be a viewing platform.

B Rick would like to see wood facing on the revetment walls.

B Rick also mentioned a path on the south side of the canal.

G. Public Involvement

< A database containing contact information of those owning land adjacent to the canal has been developed and the initial contacts have been made.

H. Coordination

< Mead & Hunt will develop a list of agency contacts to help facilitate coordination and communication.

I. Subconsultants

< The archaeological survey has been completed and no archaeological sites were identified.

< Title search work for properties adjacent to the canal has begun.

Project Concepts (Ad-Hoc Committee)

A. Location of Pedestrian Path

canal. Also, the City dumped snow into the canal at one time at the end of these roads.

< The East Cook Street area was also identified as having 2-3 places that drain into the canal.

< The intersection of HWYs 51 and 16 was recognized as a problem area that could be the focus of a grant in the future. Consideration was given to constructing a pedestrian bridge over this intersection. Potential problems created with the construction of an underground structure to allow access through the intersection was also mentioned.

< The issue of water depth arose again with concern expressed about wanting to open the canal up as much as possible to canoeing.

< Members of the Portage Canal Society would also like to see the spalling of the concrete on the Wisconsin River Lock be alleviated.

< Dredging issues were discussed. There were no objections to drying out the canal for a period and then dredging it. It was noted that when this was attempted in the past, the canal never dried out. It may also be easier to dry the canal out and dredge it when it is frozen.

< Narrowing the canal by the Portage Woolen Mill to a width of 35' was mentioned.

< Acquiring right-of-way or easements for constructing the trail along the canal may be necessary. The City of Portage Attorney is looking into these issues.

Meeting Schedules (Everyone)

A. Ad-Hoc Committee Meetings

< Ad-Hoc Committee meetings will take place the second Tuesday of every month at 7:00pm in the Portage City Hall building.

B. Public Informational Meetings

< The first public meeting will be held on Tuesday, December 3, in the City of Portage Common Council Chambers. It will start at 7:00pm and last until 9:00pm or 10:00pm. This meeting may be televised and will consist of presentations of the project followed by an open question and answer session.

Wisconsin Department of Transportation

www.dot.state.wi.us

Scott McCallum
Governor

Thomas E. Carlsen, P.E.
Acting Secretary

Office of the Secretary
4802 Sheboygan Ave., Rm. 120B
P O Box 7910
Madison, WI 53707-7910

Telephone: 608-266-1114
FAX: 608-266-9912
E-mail: sec.exec@dot.state.wi.us

October 25, 2002

Mr. Michael Allen, Executive Director
Great Lakes Inter-Tribal Council, Inc.
PO Box 9
Lac du Flambeau, WI 54535

Project ID: 6996-05-06
Portage Canal Restoration
Fox River - Wisconsin River
City of Portage, Columbia County

Dear Mr. Michael Allen:

The City of Portage in conjunction with the Wisconsin Department of Transportation (WisDOT) are in the process of developing plans for a proposed project located along the Portage Canal in the City of Portage, Columbia County. The project, which is being designed by Mead & Hunt, Inc., will consist of restoring the canal and adding a bike path along the canal.

An operational planning meeting will be held on November 6, 2002, and a public information meeting to familiarize interested parties with the project is expected to occur shortly thereafter. In the near future, archaeological identification studies will be conducted for the above project. These investigations will enable WisDOT to determine whether archaeological resources are located in the project area and to assess the project's effect upon these resources. Other environmental studies will also be conducted and include historical buildings survey, wetlands investigations, contaminated material investigations, soil testing and right-of-way surveys. Information obtained from these studies will assist engineers in design to avoid or minimize the proposed project's effect upon cultural and natural resources.

We would be pleased to receive any comments regarding this project or information you wish to share pertaining to archaeological or historical resources located in the area. If your tribe would like to become an interested party under Section 106 of the National Historic Preservation Act or if you would like to receive additional information regarding this proposed project, please contact:

Shirley Stathas; Bureau of Environment; 4802 Sheboygan Avenue; Room 451; Madison, Wisconsin 53707 (608) 266-8216.

Sincerely,

Susan A. Saxe

Susan A. Saxe, P.E.
District 1 Project Manager

cc: Ms. Carol D. Cutshall, Wisconsin Department of Transportation, Bureau of Environment
Ms. Kim Johnson, Kjohnson Engineers, District 1 Local Program Management Consultant
Mr. Rusty Chesmore, Mead & Hunt, Inc.
The Honorable Mayor Grothman, City of Portage

Mr. Michael Allen, Executive Director
Great Lakes Inter-Tribal Council, Inc.
PO Box 9
Lac du Flambeau, WI 54535

Ms. Susette LaMere
Cultural Resources Division Manager
Ho-Chunk Nation Executive Offices
PO Box 667
Black River Falls, WI 54615

Ms. Sandra Massey
NAGPRA Representative
Sac & Fox Nation of Oklahoma
RR1, Box 721
Perkins, OK 74059

Ms. Marianne Long
Historic Preservatoin Officer
Iowa Tribe of Oklahoma
RR1, Box 721
Perkins, KS 74059

Mr. Patrick Mayotte
Bad River Band of Lake Superior
Chippewa Indians of Wisconsin
PO Box 39
Odanah, WI 54861

Mr. David Grignon, THPO
Menominee Indian Tribe of Wisconsin
PO Box 910
~~Kenosha~~, WI 54135
Keneshaw

Ms. Deanne Bahr
Sac & Fox Nation of Missouri
305 North Main
Reserve, KS 66434

Mr. Victor Roubidoux
Historic Preservatoin Officer
Iowa Tribe of Oklahoma
RR1, Box 721
Perkins, KS 74059

Mr. Mike Alloway
Forest County Potawatomi
Community of Wisconsin Tribal Office
PO Box 340
Crandon, WI 54520

Ms. Lisa Bressette, THPO
Red Cliff Band of Lake Superior
Chippewa Indians of Wisconsin
88358 Pike Road, Highway 13
Bayfield, WI 54814

Mr. Jonathon Buffalo
Sac & Fox Nation of Mississippi in Iowa
349 Meskwaki Road
Tama, IA 52339

Rey Kitchkumme
Historic Preservatoin Officer
Prairie Band Potawatomi Nation
16281 Q Road
Mayeta, KS 66509

April 9, 2003

Richard Dexter, Chief of Preservation Planning
State Historic Preservation Office
Wisconsin Historical Society
816 State Street
Madison, WI 53706-1488

Subject: WisDOT I.D. # 6996-05-06
Portage Canal Rehabilitation
Portage, Columbia County

Dear Rick:

Enclosed please find a list of interested parties for the Portage Canal rehabilitation project. Agencies that are considered consulting parties are highlighted. Property owners, historical societies, and government representatives are also being informed of project activities and will be invited to future public meetings. Letters were sent to Native American Tribes on October 25, 2002 to solicit concerns and invite them to participate as interested parties. No responses were received.

Sincerely,

Jaclyn Lawton
Federal Highway Administration

enclosure

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October 25, 2002

Portage Canal Society
2201 Yellowstone Street
Portage, WI 53901

Subject: Project ID: 6996-05-06
Portage Canal Restoration
Fox River - Wisconsin River
City of Portage, Columbia County

Dear Sir or Madam:

The City of Portage and the Wisconsin Department of Transportation (WisDOT) are in the process of developing plans for a proposed project located along the Portage Canal in the City of Portage, Columbia County. The project, which is being designed by Mead & Hunt, Inc., will consist of restoring the canal and adding a bike path along the canal.

An operational planning meeting will be held on November 6, 2002, and a public information meeting to familiarize interested parties with the project is expected to occur shortly thereafter. An archaeological identification study and an historic buildings survey will be conducted for this project. These investigations will enable WisDOT to determine what historical and cultural resources are in the project area and to assess the project's effect upon these resources. Information obtained from these studies will assist engineers in design to avoid or minimize the proposed project's effect upon historical and cultural resources.

We would be pleased to receive any comments regarding this project or information you wish to share pertaining to archaeological or historical resources located in the area.

Sincerely,

MEAD & HUNT, Inc.

Matt Becker
Historic Preservation

cc: The Honorable Mayor Grothman, City of Portage
Ms. Kim Johnson, Kjohnson Engineers

Mead & Hunt Inc. 6501 Watts Road Madison Wisconsin 53719-2700
608 273 6380 fax: 608 273 6391 email: madison@meadhunt.com www.meadhunt.com

Portage Canal Society
2201 Yellowstone Street
Portage, WI 53901

Mrs. Arlene J. Babcock, President
Columbia County Historical Society
W5410 County Road P
Pardeeville, WI 53954

Mr. Edward S. Rebholz, President
Portage Historical Society
W7324 First Street
Portage, WI 53901

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November 8, 2002

Ms. Christine Thisted, Executive Director
Ice Age Park & Trail Foundation
141 Lodi Street, Studio D
Lodi, WI 53555

Subject: Project ID: 6996-05-06
Portage Canal Restoration
Fox River - Wisconsin River
City of Portage, Columbia County

Dear Ms. Thisted:

The City of Portage and the Wisconsin Department of Transportation (WisDOT) are in the process of developing plans for a proposed project located along the Portage Canal in the City of Portage, Columbia County. The project, which is being designed by Mead & Hunt, Inc., will consist of restoring the canal and adding a pedestrian path along the canal. A project location map is enclosed for your use.

An archaeological identification study and an historic buildings survey will be conducted for this project. These investigations will enable WisDOT to determine what historical and cultural resources are in the project area and to assess the project's effect upon these resources. Information obtained from these studies will assist engineers in design to avoid or minimize the proposed project's effect upon historical and cultural resources.

We would be pleased to receive any comments regarding this project or information you wish to share pertaining to archaeological or historical resources located in the area. A public information meeting to familiarize interested parties with the project is expected to occur in the near future. Also, please let us know if you would like to continue receiving information specific to the project's potential effect upon archaeological or historical resources. In either event, you will continue to receive property owner notices.

Sincerely,

MEAD & HUNT, Inc.

Matt Becker
Historic Preservation

Enclosure

cc: The Honorable Mayor Grothman, City of Portage
Ms. Kim Johnson, Kjohnson Engineers

Mead & Hunt Inc. 6501 Watts Road Madison Wisconsin 53719-2700
608 273 6380 fax: 608 273 6391 email: madison@meadhunt.com www.meadhunt.com

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November 8, 2002

Ms. Jean Potter, North Central Field Coordinator
Ice Age Park & Trail Foundation
209 South Ste. Marie Street
P.O. Box 1084
Wautoma, WI 54982

Subject: Project ID: 6996-05-06
Portage Canal Restoration
Fox River - Wisconsin River
City of Portage, Columbia County

Dear Ms. Potter:

The City of Portage and the Wisconsin Department of Transportation (WisDOT) are in the process of developing plans for a proposed project located along the Portage Canal in the City of Portage, Columbia County. The project, which is being designed by Mead & Hunt, Inc., will consist of restoring the canal and adding a pedestrian path along the canal. A project location map is enclosed for your use.

An archaeological identification study and an historic buildings survey will be conducted for this project. These investigations will enable WisDOT to determine what historical and cultural resources are in the project area and to assess the project's effect upon these resources. Information obtained from these studies will assist engineers in design to avoid or minimize the proposed project's effect upon historical and cultural resources.

We would be pleased to receive any comments regarding this project or information you wish to share pertaining to archaeological or historical resources located in the area. A public information meeting to familiarize interested parties with the project is expected to occur in the near future. Also, please let us know if you would like to continue receiving information specific to the project's potential effect upon archaeological or historical resources. In either event, you will continue to receive property owner notices.

Sincerely,

MEAD & HUNT, Inc.

Matt Becker
Historic Preservation

Enclosure

cc: The Honorable Mayor Grothman, City of Portage
Ms. Kim Johnson, Kjohnson Engineers

Mead & Hunt Inc. 6501 Watts Road Madison Wisconsin 53719-2700
608 273 6380 fax: 608 273 6391 email: madison@meadhunt.com www.meadhunt.com

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November 8, 2002

Dr. Marilynn Baxter
National Society of Colonial Dames of America
4627 Spring Brook Road
Rockford, IL 61114

Subject: Project ID: 6996-05-06
Portage Canal Restoration
Fox River - Wisconsin River
City of Portage, Columbia County

Dear Dr. Baxter:

The City of Portage and the Wisconsin Department of Transportation (WisDOT) are in the process of developing plans for a proposed project located along the Portage Canal in the City of Portage, Columbia County. The project, which is being designed by Mead & Hunt, Inc., will consist of restoring the canal and adding a pedestrian path along the canal. A project location map is enclosed for your use.

An archaeological identification study and a historic buildings survey will be conducted for this project. These investigations will enable WisDOT to determine what historical and cultural resources are in the project area and to assess the project's effect upon these resources. Information obtained from these studies will assist engineers in design to avoid or minimize the proposed project's effect upon historical and cultural resources.

We would be pleased to receive any comments regarding this project or information you wish to share pertaining to archaeological or historical resources located in the area. A public information meeting to familiarize interested parties with the project is expected to occur in the near future. Also, please let us know if you would like to continue receiving information specific to the project's potential effect upon archaeological or historical resources. In either event, you will continue to receive property owner notices.

Sincerely,

MEAD & HUNT, Inc.

Matt Becker
Historic Preservation

Enclosure

cc: The Honorable Mayor Grothman, City of Portage
Ms. Kim Johnson, Kjohnson Engineers

Mead & Hunt Inc. 6501 Watts Road Madison Wisconsin 53719-2700
608 273 6380 fax: 608 273 6391 email: madison@meadhunt.com www.meadhunt.com

Meeting Minutes

Public Information Meeting
Portage Canal Restoration Project
City of Portage

December 3, 2002, 7:00 p.m.

Attending:

(An attendance list is attached)

Agenda Items

Introduction

Mayor Grothman opened the presentation at 7:30 p.m. by introducing Rusty Chesmore, Project Manager, Mead & Hunt, Inc.

Presentation

Presentation of project by Rusty Chesmore.

- Introductions of Rick Anderson, Water Resources, and Erin Pogany, Historic Preservation. Rusty provided a description of Mead & Hunt and how they were selected to design the projects. He also explained the funding sources for the project.

- Project description

  - The proposed project will restore the Portage Canal from the Wisconsin River to the Fox River and construct a bicycle/pedestrian trail adjacent to the canal. The project will be constructed in segments with as much being constructed as current funding will allow. It is expected that segments 1 and 2 (Wisconsin River Lock to the railroad) will be constructed first.

- Design process

  - Process includes three main phases; conceptual design, preliminary design, and final design.
  - The project is currently in the conceptual design phase and should be completed in January or February. The preliminary design should be completed in March or April. The final design should be presented to the Portage Canal Ad Hoc committee in

May or June.

- Several more public meetings will be held so we can obtain more input on the design. The public will be informed about the project and allowed to voice their concerns prior to the final design being completed.

Items discussed with public

- Wisconsin River Locks
  - Two possibilities for observation of the Wisconsin River Locks include constructing a bridge over the lock or constructing a viewing platform.
- Fence along bicycle path separating it from private property
  - A fence is one amenity that is a possibility as an additional phase of the restoration of the entire canal. This may depend on available funds.
- Lumber planking on revetment walls along canal
  - Wood planking is high maintenance.
  - Recycled plastic is an option that Mead & Hunt is looking into.
  - Recycled plastic could be constructed with gaps or with flexible materials to allow for the winter freeze-thaw cycle.
- Deepening canal
  - Deepening the canal will Increase water flow, keep the plants down, and provide a reasonable level of water quality.
  - Deepening the water would also provide a navigable canal.
- Improved water quality
  - Increasing the water flow is a goal and will be limited by stage level at certain times of the year.
  - Increased water flow will reduce odors after winter thaw.
  - Increasing the water flow and velocities in the canal will reduce mosquito hatches.
  - Dredging the canal and increasing water flow will reduce the amount of vegetation present.

    A better design will be developed for the intake structure to prevent plugging by sand in the Wisconsin River.
- Catch basins near railroad bridge to provide better drainage along side streets
  - There are currently very few storm sewer inlets near the east end of Cook Street and Edgewater street. This results in storm water overtopping the curb and traveling

dewatering activity should take place before October 1st of the calendar year to discourage herptile species from burrowing into soft sediment.

I reviewed the wetland delineation report and 404-permit application for the project and I concur with the findings. I have discussed wetland mitigation measures with Perry Rosa, Bill Sande of the Corps of Engineers, and John Jackson of DOT. The wetland impacts total 21.69 acres (table page 11-404 application) and this includes both dredging and filling for all four segments of the project. This is a substantial acreage to be debited to a statewide bank even at a 1 to 1 replacement ratio. For Segment One, I prefer that the impacts be debited to the surplus acreage at Patrick Marsh in Dane County to keep the project on schedule. For the remaining segments, I prefer an onsite or near site wetland mitigation project to account for the wetland impacts. The City owned site for the new Portage Airport or other relatively small sites around the city may be viable options. Replacement ratio should comply with the DOT Mitigation Banking Guidelines.

U.S. Dept. of Transportation "Section 4(f)" process

The Canal is listed on the National Register of Historic Places, the entire property is classified as a 4(f) property. Any impacts to the facility are considered as adverse. As you know, considerable time and effort has been devoted to minimize and mitigate the adverse effects. I recently received a copy of the MOA that will meet the federal requirements for mitigation. I understand a Programmatic 4(f) Evaluation will be prepared for the Environmental Report. Please send me a copy of this Evaluation so that we can use it as an attachment to our EA.

Standard Conditions Applicable to the Project

- It is our policy that the local Conservation Warden must be contacted whenever a project involves a potential impact on navigation. The canal is only occasionally used by recreational watercraft. It will not be necessary to place navigational aids during construction. Public Notification (news release) and normal onsite management may be used to assure public safety.

- If dewatering is required, the dirty water including carriage water from dredging should be pumped into a stilling basin before it is allowed to enter surface water.

- Burning woody debris during clearing and grubbing should be kept to a minimum to avoid adverse air impacts to local residents.

- Spoil material should be stockpiled on **uplands an adequate distance from the stream** and any open water created by excavation. Filter fabric silt fence should be installed between spoil material and the stream and between the entire disturbed area and the waterway.

- If any borrow areas are necessary for this project, we will expect appropriate erosion control measures be applied to the borrow areas during and following construction. Following completion of the project the borrow areas should be restored, properly seeded, mulched, and protected from the effects of erosion.

- If erosion matting is used along the stream banks, it should be biodegradable and non-netted, or if netted, constructed more loosely so that small animals are able to work their way through (e.g., jute or coconut such as Class I Urban or Class II Type C). Long-term netted mats cause animals to become entrapped while moving in and out of the stream. Ditch lines should also be protected with erosion

bales, stone, or comparable materials.

- Seed mixtures and seeding practices must conform to the standards in the section on seeding in the manual entitled, "Standard Specifications for Highway and Structure Construction" (WISDOT Publication). We recommend a native seeding (N0. 70 or 70A) mix where appropriate as similar seeding was used on the Portage Levee Reconstruction.

- We also recommend the development and implementation of a post-construction vegetative monitoring plan to identify and destroy any invasive plants that may colonize the disturbed areas. Also, the special precautions for purple loosestrife listed on the attached Exotic Species Fact Sheet apply to this project. This item will be addressed in the Land Use Agreement with the City.

Summary of Remaining Issues

There are remaining issues that need attention as the project moves toward segment one construction. A DNR EA needs to be drafted to meet WEPA requirements. A land use plan between the City of Portage and DNR needs to be completed.

We need further discussion and agreement on wetland mitigation beyond Segment one. The water intake structure at the Wisconsin River may need to be modified slightly to prevent exotic species from moving between the Fox and Wisconsin Rivers via the canal. Further study (by DNR) is necessary to determine the extent of contamination in the canal sediments.

We will grant 401 Water Quality Certification by segment after agreement is reached on wetland mitigation measures.

Thank you and please call me with your questions and concerns.

Sincerely,

Ron Grasshoff
Environmental Analysis & Review Specialist
Telephone: (608) 275-3481

Enc.

ECc: Jennifer Grimes / Rosie Meer – WI DOT Dist. 1, 2101 Wright St., Madison, WI 53704
Karen Richardson, Kjohnson Engineers, 6510 Grand Teton Plaza, Suite 314, Madison, WI 53719
John Jackson – DOT
Bill Sande USACOE – Plover Office
Steve Ales – SCR
Russ Anderson – SCR
Gordon Stevenson – SCR
Mark Aquino – SCR
Linda Hyatt - NER

Exhibit 11. 4(f) Evaluation Final Document

WISCONSIN DIVISION
FEDERAL HIGHWAY ADMINISTRATION
PROGRAMMATIC SECTION 4(f) DETERMINATION AND APPROVAL
UNDER THE
NATIONWIDE SECTION 4(f) EVALUATION
AND APPROVAL FOR FEDERALLY-AIDED HIGHWAY PROJECTS WITH
MINOR INVOLVEMENTS WITH **HISTORIC SITES**
(DECEMBER 23, 1986)

Description/Location of Project:

Federal Project Number:
WISDOT ID: 6996-05-06
Route: Portage Canal Rehabilitation
Termini: City of Portage
County: Columbia County
Name of Resource: Portage Canal

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 environmental document.

	Eligibility Criteria	YES	NO
1.	Is the historic site adjacent to the existing project? **Ref Note 1**		X
2.	Does the project require the removal or alteration of historic buildings, structures, or objects on the historic sites? **Ref Note 2**	X	
3.	Does the project require the disturbance or removal of archeological resources which are important to preserve in place rather than to recover for archeological research based on consultation with the SHPO and if appropriate the ACHP?		X
4.	Is the impact on the 4(f) site considered minor (i.e. no effect, no adverse effect) and the ACHP has not objected to a "no adverse effect" determination? **Ref Note 4**		X
5.	Has the SHPO agreed, in writing, with the assessment of impacts and the proposed mitigation for the historic site?	X	
6.	Does the project require the preparation of an EIS?		X
7.	Is the project on new location?		X
8.	The scope of the project is one of the following: (indicate one in Yes-box) **REF Note 8** a. Improved Traffic Operations b. Safety Improvements c. 4R d. Bridge Replacement on Essentially the Same Alignment e. Addition of Lanes		X

Consult the Nationwide Programmatic Section 4(f) Evaluation for the generic reasons that might be addressed. The evaluation of alternatives for the subject project, however, must quantify those reasons as applicable and be supported by the circumstances of the project.

Alternatives Considered		**YES**	**NO**
1.	The "Do Nothing" alternative has been evaluated and is considered not to be feasible and prudent?	X	
2.	An alternative has been evaluated which improves the project without using the adjacent historic site and it is considered not to be feasible and prudent?	X	
3.	An alternative on new location without using the historic site has been evaluated and is considered not to be feasible and prudent?	X	

Measures to Minimize Harm		**YES**	**NO**
1.	The project includes all possible planning to minimize harm?	X	
2.	Measures to minimize harm include the following to preserve the historic integrity of the site (briefly describe):	X	
	The rehabilitation of the Portage Canal will restore and enhance many features of the canal, including replication of the look of timber revetment walls and restoration and replication of the locks. The following actions will be implemented to minimize harm to the Portage Canal and to preserve its integrity:		
	• **Increasing the water quality and quantity in the canal.**		
	• **Construction of wood-faced revetment walls where historically appropriate.**		
	• **Restoration of the Wisconsin River Lock.**		
	• **Replication of the Fort Winnebago Lock.**		
	• **Construction of a pedestrian/bicycle bridge across the Wisconsin River Lock that resembles the 1913-1945 Foot Bridge.**		
	• **Provision for amenities, including historic interpretation, lighting, signage, landscaping, and seating. Styling of these features will be compatible with the historic period of the canal.**		
3.	The above measures have been agreed to by the FHWA, SHPO, and as appropriate the ACHP in accordance with 36 CFR Part 800?	X	

Coordination	YES	NO
1. Coordination has satisfactorily been completed as called for in 36 CFR Par 800 with the following (as appropriate):		
a. State Historic Preservation Officer (SHPO)	X	
b. Advisory Council for Historic Preservation (ACHP)	X	
c. Interested persons (affected local government, property owner, historical society, Indian tribe, other)	X	
d. Federal agencies (for sites encumbered with Federal interests)	X	
e. U.S. Coast Guard (for bridges requiring bridge permits)	n/a	

Additional Notes:

1. The project proposes to add bicycle and pedesrtian transportation facility within the boundries of the historic property, the Portage Canal.

2. A limited portion of the canal will be filled in order to construct a trail on the banks of the canal. The trail enables people to access and enjoy the historic property by bringing them close to the canal. The trail and associated signage allows the historic canal to be meaningfully interpreted for the benefit of the public.

4. Although the FHWA and SHPO determined that the construction of elements that were not historically present would be an adverse effect to the historic property, the project has a net beneficial effect. It is therefore considered a minor impact to this Section 4(f) historic site. New elements are the trail, a pedestrian/bicycle bridge at or near Hamilton Street, and a railing between the trail' s shoulder and water' s edge in selected areas. The canal' s sense of time and place has been compromised by previous modifications, which include deteriorating revetment walls, a dismantled Fort Winnebago Lock, a lack of water flow, construction of a levee across the mouth of the canal, modification of the Wisconsin River Lock, construction of two small bridges over the canal, and the construction of culverts at the canal crossings for Wisconsin and Adams Streets. The rehabilitation of the Portage Canal will address this long-term deterioration and restore and enhance many historic features of the canal, including replication of the look of timber revetment walls and restoration and replication of the locks. See *Measures to Minimize Harm* for a further list of project benefits for the historic property.

8. The scope of the project is to rehabilitate the canal and construct an adjacent trail. In order to rehabilitate and maximize use of the canal, the proposed project will construct a pedestrian/bicycle trail adjacent to the canal and revetment walls along the length of the canal. Construction of the trail and revetment walls will require some grading and/or fill of the banks on each side of the canal and narrowing of the canal in certain areas.

The purpose of this project is to reverse long-term neglect that has resulted in the deterioration of the Portage Canal by rejuvenating the historical, recreational, and natural environment of the canal corridor. The rehabilitation of the Portage Canal is a community-supported project that promotes preservation, heritage, and tourism in the city of Portage.

Determination and Approval:
Description/Location of Project:
Federal Project Number:
WISDOT ID: 6996-05-06
Route: Portage Canal Rehabilitation
Termini: City of Portage
County: Columbia County
Name of Resource: Portage Canal

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 Historic Sites approved on December 23, 1986.

All of the 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 land or non-historic improvements on 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.

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

A copy of the **Section 4(f) Evaluation Report** prepared for this unique project is attached and is made a part of this determination

Accordingly, the FHWA approves the proposed use of land or non-historic improvements on the subject resource for the construction of the subject project under the above Nationwide Section 4(f) Evaluation issued on December 23, 1986.

08/31/2004
Date Approved

Johnny M. Gerbitz, Field Operations Engineer
Federal Highway Administration

c: WISDOT BEES
WISDOT District
Env Prog Eng , FHWA
File #: 1/Columbia/Portage Canal

Final Report

Final Section 4(f) Evaluation
Portage Canal Rehabilitation

WisDOT Project I.D. 6996-05-06

Columbia County

Prepared for:

U.S. Department of Transportation,
Federal Highway Administration,
Wisconsin Department of Transportation, and
City of Portage

Prepared by:

MEAD & HUNT

June 2004

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Appendix

A Project Location Map

B Project Plans

C Photographs

D Correspondence

Final Section 4(f) Evaluation
Portage Canal Rehabilitation
WisDOT Project I.D. 6996-05-06

1. Introduction

Section 4(f) of the U.S. Department of Transportation Act (48 USC, Section 303) states that the Secretary of Transportation may approve a transportation program or project requiring the use of publicly owned land of a public park; recreation area; or wildlife and waterfowl refuge; or land of a historic site of national, state, or local significance (as determined by the federal, state, or local official having jurisdiction over the park, recreation area, refuge, or site) only if:

(1) There is no prudent and feasible alternative to using that land; and

(2) The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site, resulting from the use.

A Nationwide Programmatic Section 4(f) Determination on Minor Involvements with Historic Sites was approved on December 23, 1986.

The Portage Canal Rehabilitation Project in the City of Portage, Columbia County, proposes to impact one category of 4(f) land. This category is a historic site of state and local significance. The property impacted is the Portage Canal, which was listed in the National Register of Historic Places (National Register) in 1977. The Portage Canal Nomination includes the following historic features:

The Portage Canal nomination includes the following historic features:

- Portage Canal
- Wisconsin River Lock
- Remnants of the dismantled Fort Winnebago Lock (Fox River Lock)

2. Proposed Action

The proposed Wisconsin Department of Transportation (WisDOT I.D. 6996-05-06) will rehabilitate the Portage Canal and construct a bicycle/pedestrian trail adjacent to the canal. The proposed project starts at the Wisconsin River Lock and runs northeast approximately 2.5 miles to its terminus at the Fox River, just north of the Fort Winnebago Lock. A project location map appears in Appendix A. In order to rehabilitate and maximize use of the canal, the proposed project will construct a pedestrian/bicycle trail adjacent to the canal and revetment walls along the length of the canal. Construction of the trail and revetment walls will require some grading and/or fill of the banks on each side of the canal and narrowing

of the canal in certain areas. Rehabilitation will be completed for the Wisconsin River Lock. The proposed improvement plan is included as Appendix B. The design concept includes several construction items to be completed in the long-term (expected to be 10 to 30 years).

The purpose of this project is to reverse long-term neglect that has resulted in the deterioration of the Portage Canal by rejuvenating the historical, recreational, and natural environment of the canal corridor. The rehabilitation of the Portage Canal is a community-supported project that promotes preservation, heritage, and tourism in the city of Portage. For more than 35 years, the Wisconsin Department of Natural Resources (WDNR), the city of Portage, and the Portage Canal Preservation Society have been actively engaged in efforts to restore and preserve the canal as a means to enhance its role as a destination of statewide historical importance and interest.

Dredging canal sediments, along with increasing water flow into the canal from the Wisconsin River, are intended to restore water quality and enhance the fishery habitat of the canal, as well as improve the canal's aesthetics. Reconstruction of the canal revetment walls to a historic design and rehabilitation of the Wisconsin River Lock structure will significantly improve the historic setting and feeling of the canal. The proposed trail is located along the canal to maximize the recreational benefit to the community and allow users to experience the cultural heritage conveyed by the canal rehabilitation. This rehabilitation will allow the canal to impart a sense of time and place and become a recreational asset to the community. The project is needed to address safety issues, long-term deterioration of the canal, accumulation of sediments and debris, and the consequent lack of ecological value.

3. Section 4(f) Property

The Portage Canal in Portage, Columbia County, Wisconsin, is proposed for rehabilitation. Photographs of the canal are included in Appendix C. The Portage Canal was listed in the National Register on August 26, 1977, under *Criterion A: History* for its role in the state's transportation history. The nomination includes the canal, the Wisconsin River Lock, and the remnants of the dismantled Fort Winnebago Lock. The Portage Canal was constructed in 1851 and was intended to create a more direct waterway to the Great Lakes and the Mississippi River. While never emerging as a major shipping channel, the Portage Canal gains historical significance by representing the transportation needs of early Wisconsin and the government policies that emerged to fulfill them.

4. Impacts on the Section 4(f) Property

Under the Preferred Alternative, elements that were not historically present will be introduced along the historic Portage Canal. Construction of the elements requires approximately 6.5 acres of new right-of-way and the acquisition of temporary easements for grading. New elements are:

- An asphalt-surfaced trail located adjacent to one or both sides of the canal from the Wisconsin River Lock to Adams Street and on the south side of the canal only from Adams Street to the Fox River.

- A railing between the trail's shoulder and water's edge in selected areas where recommended by the American Association of State Highway and Transportation Officials (AASHTO) guidelines for pedestrian and bicycle facilities.

5. Avoidance Alternatives

Two avoidance alternatives were considered. Each was evaluated for its ability to meet project objectives while minimizing the 4(f) impact on the historic property.

(1) Do Nothing

Under the No-Action alternative, the trail would not be built, the canal would not be dredged, and no rehabilitation of historic features would occur. The city of Portage would not realize the recreational benefits of the project and an important historic resource would continue to be neglected. Navigation and deeper water would not be restored in the canal and it would continue to deteriorate due to uncontrolled sedimentation. No right-of-way would be acquired and riparian lands would remain under city zoning jurisdiction, with possible future development occurring through vacant sections of Segment Nos. 2 and 3. Future options for trail development or canal rehabilitation could also be foreclosed or made more difficult and expensive by further riparian development in these segments.

(2) Alternative Alignment

This alternative consists of constructing a new bicycle/pedestrian trail that flanks the Portage Canal following Edgewater Street on the north side or Mullet Street on the south side. This alternative is not consistent with the purpose and need of the proposed project for the Portage Canal. An off-site trail would deter bicycle/pedestrian traffic. The canal would not be considered a destination and its significance as a historic resource would continue to be neglected and allowed to further deteriorate. The view of the canal from the off-site trail would be obstructed by buildings, houses, and trees, diminishing the visual aesthetics of the canal corridor. With this alternative, bridges would not be built and the accessibility to the north and south side of the canal by bicycle/pedestrian traffic would continue to be difficult. An off-site trail is not considered prudent, since it does not meet the project purpose of rejuvenating the historical, recreational, and natural environment of the canal corridor. The community feels strongly that the trail should be alongside the canal.

6. Measures to Minimize Harm

The canal's sense of time and place has been compromised by previous modifications, which include deteriorating revetment walls, a dismantled Fort Winnebago Lock, a lack of water flow, construction of a levee across the mouth of the canal, modification of the Wisconsin River Lock, construction of two small bridges over the canal, and the construction of culverts at the canal crossings for Wisconsin and Adams

Streets. The rehabilitation of the Portage Canal will restore and enhance many features of the canal, including replication of the look of timber revetment walls and restoration and replication of the locks. The following actions will be implemented to minimize or mitigate the adverse effects to the Portage Canal:

- Increasing the water flow in the canal.
- Construction of wood-faced revetment walls where historically appropriate, which will require some grading on the banks on each side.
- Restoration of the Wisconsin River Lock.
- Replication of the Fort Winnebago Lock.
- Construction of a pedestrian/bicycle bridge across the Wisconsin River Lock that resembles the footbridge that existed at that location from 1913 to 1945.
- Provision for amenities, including historic interpretation, lighting, signage, landscaping, and seating. Styling of these features will be compatible with the historic period of the buildings adjacent to the canal and the Portage Industrial Waterfront Historic District.

7. Other Alternatives Considered To Minimize Harm

Three other alternatives were considered that would minimize harm to the 4(f) property. These alternatives were not selected for the reasons stated below.

Alternative Alignment B: This alternative consists of rehabilitating the canal to a historically correct width of 60 feet from Wisconsin Street to the Fort Winnebago Lock and building a single, two-way trail with a 10-foot paved surface and 2-foot shoulders (total width: 14 feet) on the south shore through the entire project. Revetment walls would have the same configuration as Alternative A (Preferred) and the canal would be dredged to the same depth, but over a slightly smaller total area due to the narrower canal width. The Wisconsin River Lock rehabilitation would also be done under this alternative.

While this alternative has the advantage of rehabilitating the canal to the most uniform, historically accurate width, it was rejected because it would require filling approximately 5.98 acres of the canal, 2.17 acres more acres than Alternative A (Preferred). It would require moving or demolishing seven commercial buildings in the city, reconstruction of the Canadian-Pacific Railway Bridge. It also does not provide the necessary urban trail capacity and safety in the section between the Wisconsin River Lock and Adams Street. This alternative requires the acquisition of approximately 6.2 acres of fee simple right-of-way for construction.

Alternative Alignment C: This alternative consists of avoiding canal fill using a set-back retaining bulkhead supporting a cantilevered platform with a false wooden revetment wall hung from the outer edge. The revetment wall would have a slightly submerged lower edge and appear as a solid bulkhead. Conceptually, water would be free to circulate behind the false revetment wall and the platform could possibly function as under-bank fish habitat.

This alternative was rejected due to concerns regarding high material and construction costs and complexity. An examination of the geometrics also showed that this alternative would only avoid very little, if any, canal fill. Dredging impacts under this alternative would be essentially identical to Alternative A (Preferred). This alternative requires the acquisition of approximately 6.7 acres of fee simple right-of-way for construction.

Alternative Alignment D: Alternative D considered canal rehabilitation using a historically accurate 75-foot canal width. This width would require moving or demolishing at least seven buildings housing six businesses within the city and the reconstruction of the Canadian Pacific Railway Bridge, as well as many expensive right-of-way acquisitions through Segment Nos. 1 and 2. The dredging footprint would be essentially identical to the Preferred Alternative. This alternative was dropped from further consideration because of these socioeconomic impacts and associated costs. This alternative would require the acquisition of approximately 8.3 acres of fee simple right-of-way for construction.

8. Coordination

This project is being coordinated with the State Historic Preservation Office (SHPO), City of Portage, Wisconsin Department of Transportation (WisDOT), Federal Highway Administration (FHWA), Wisconsin Department of Natural Resources (WDNR), U.S. Army Corps of Engineers (USACE), and Portage Ad Hoc Committee. Brief summaries of correspondence relating to historical issues are provided below. Correspondence is arranged in chronological order in Appendix D.

- Ad Hoc Committee meetings were held monthly and included discussions of issues affecting the historic property on November 6, 2002; February 25, 2003; and June 10, 2003. Meeting minutes and a list of Ad Hoc Committee members are included in Appendix D.

- On October 25, 2002, letters were sent to Native-American groups, local and county historical societies, and the Portage Canal Society to solicit input about archaeological and historical concerns. No responses were received. An address list and correspondence are included in Appendix D.

- On November 8, 2002, a letter was sent to the Ice Age Park & Trail Foundation and National Society of Colonial Dames of America to solicit input about archaeological and historical concerns. No response was received. The letter is included in Appendix D.

- On December 3, 2002, a public informational meeting was held. Public input was solicited for the preliminary design for this project. A representative of the Colonial Dames was opposed to a paved trail on their property; no other concerns were raised by the public. The public meeting notice and meeting minutes with sign-in sheet are included in Appendix D.

- On January 2 and 6, 2003, meetings were held with Amy Squitieri, Mead & Hunt, and Rick Dexter, SHPO. The SHPO is supportive of the Portage Canal rehabilitation project, but Rick raised concerns about certain design concepts. Meeting minutes are included in Appendix D.

- On February 14, 2003, the Section 106 Form was approved by the SHPO concluding there will be an effect.

- On February 19, 2003, representatives of WisDOT, FHWA, WDNR, and SHPO, and Mead & Hunt met to review the design concept. A Section 106 finding of adverse effect was determined likely due to the location of the trail. A Memorandum of Agreement (MOA) will need to be executed and a Section 4(f) applies. Meeting minutes are included in Appendix D.

- On April 24, 2003, a public informational meeting was held. Public input was solicited on the design for the Portage Canal rehabilitation. The public did not voice any concerns regarding the proposed project. The public informational meeting notice with mailing addresses, meeting minutes, and sign-in sheet are included in Appendix D.

- On May 19, 2003, Jaclyn Lawton, Environmental Programs Engineer, FHWA, wrote to Alicia Goehring, Deputy SHPO, providing her with the FHWA assessment of effect and an outline for steps to complete the Section 106 requirements. Participation in a consultation meeting with the Ad Hoc Committee was requested. Correspondence included in Appendix D.

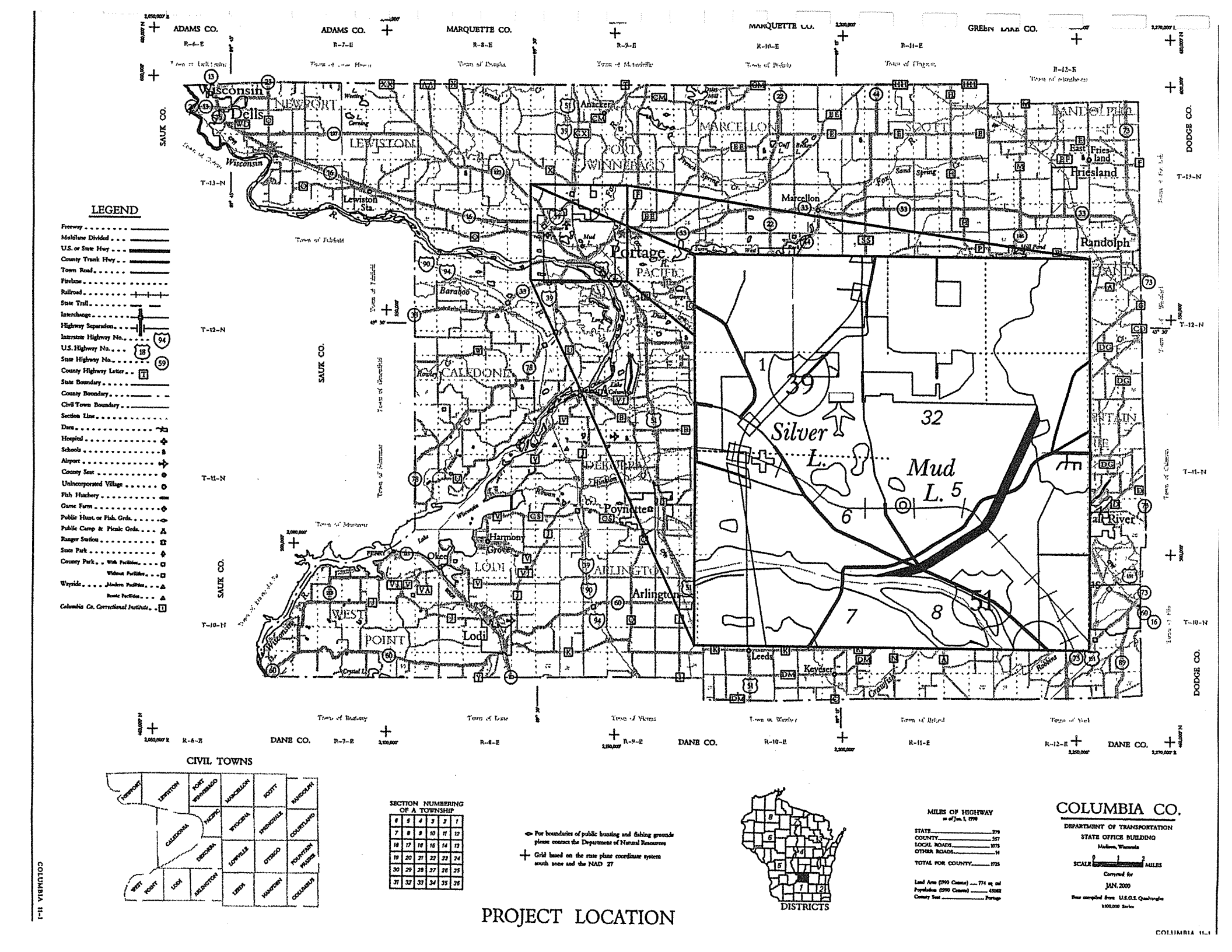
- On June 4, 2003, Alicia Goehring, Deputy SHPO, responded to Jaclyn Lawton, FHWA, letter from May 19. The SHPO concurred with the finding of adverse effect on the Portage Canal. The SHPO is very supportive of the principle concepts of the project and agreed to participate in the consultation process. The Advisory Council on Historic Preservation (ACHP) was notified July 15, 2003. Correspondence included in Appendix D.

- On August 8, 2003, the ACHP responded that they do not believe that their participation in consultation to resolve adverse effects is needed. Correspondence is included in Appendix D.

- On September 16, 2003, the Documentation for Consultation was submitted to interested parties. Correspondence and interested parties list are included in Appendix D.

- A Section 106 Memorandum of Agreement (MOA) was executed on April 26, 2004, between the FHWA and the SHPO. The WisDOT, USACE, WDNR, National Park Service-Ice Age National Scenic Trail, and the City of Portage also signed. A copy of the MOA is included in Exhibit 5 of the Environmental Report.

Appendix A. Project Location Map



LEGEND

- Freeway
- Multilane Divided
- U.S. or State Hwy
- County Trunk Hwy
- Town Road
- Firelane
- Railroad
- State Trail
- Interchange
- Highway Separation
- Interstate Highway No. 94
- U.S. Highway No. 18
- State Highway No. 59
- County Highway Letter T
- State Boundary
- County Boundary
- Civil Town Boundary
- Section Line
- Dam
- Hospital
- Schools
- Airport
- County Seat
- Unincorporated Village
- Fish Hatchery
- Game Farm
- Public Hunt. or Fish. Grds.
- Public Camp & Picnic Grds.
- Ranger Station
- State Park
- County Park — With Facilities; Without Facilities
- Wayside — Modern Facilities; Rustic Facilities
- Columbia Co. Correctional Institute

CIVIL TOWNS

SECTION NUMBERING OF A TOWNSHIP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

For boundaries of public hunting and fishing grounds please contact the Department of Natural Resources

Grid based on the state plane coordinate system south zone and the NAD 27

PROJECT LOCATION

MILES OF HIGHWAY
as of Jan. 1, 1998

STATE	779
COUNTY	517
LOCAL ROADS	1075
OTHER ROADS	14
TOTAL FOR COUNTY	1725

Land Area (1990 Census) — 774 sq. mi
Population (1990 Census) — 45082
County Seat — Portage

COLUMBIA CO.

DEPARTMENT OF TRANSPORTATION
STATE OFFICE BUILDING
Madison, Wisconsin

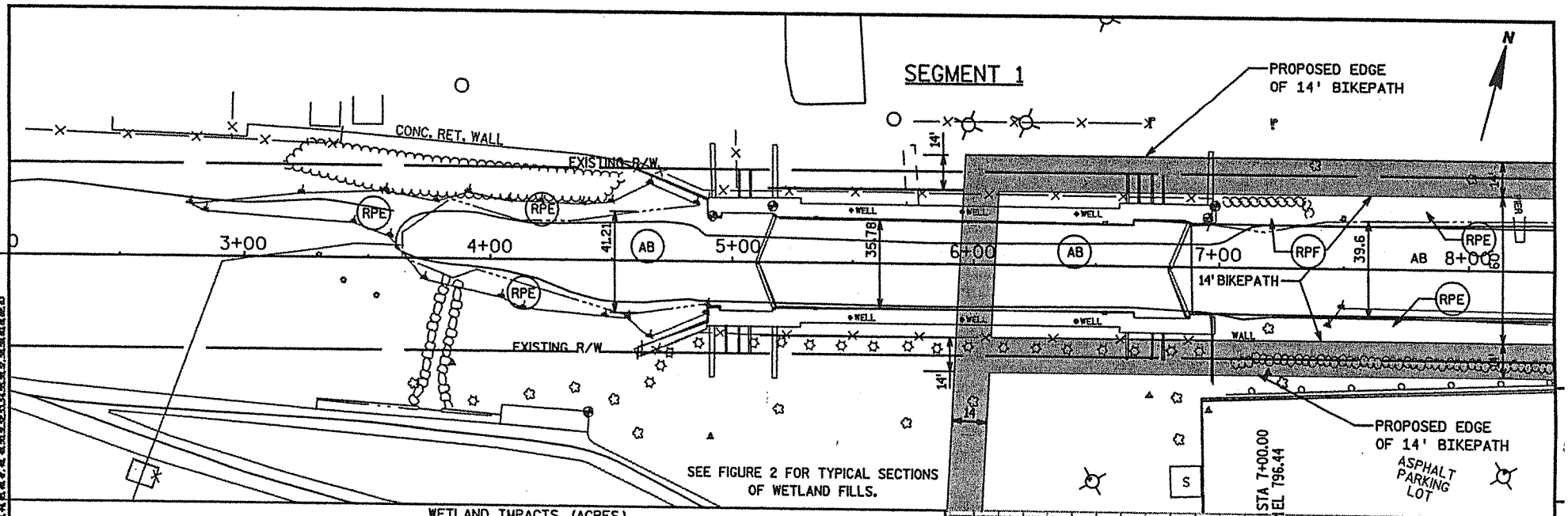
SCALE 0 1 2 MILES

Corrected for
JAN. 2000

Base compiled from U.S.G.S. Quadrangles
1:100,000 Series

COLUMBIA 11-1

Appendix B. Project Plans



WETLAND IMPACTS (ACRES)

	FILL					DREDGE				
SEGMENTS	AB	RPE	RPF	SM	SS	AB	RPE	RPF	SM	SS
SEGMENT 1	0.16	0.06	0.01			1.62			0.25	
SEGMENT 2					1.48	5.05			0.40	0.05
SEGMENT 3		0.48			0.04	3.07				
SEGMENT 4		0.53	1.05			7.46				
TOTAL	0.16	1.07	1.06	0.0	1.52	17.20			0.65	0.05

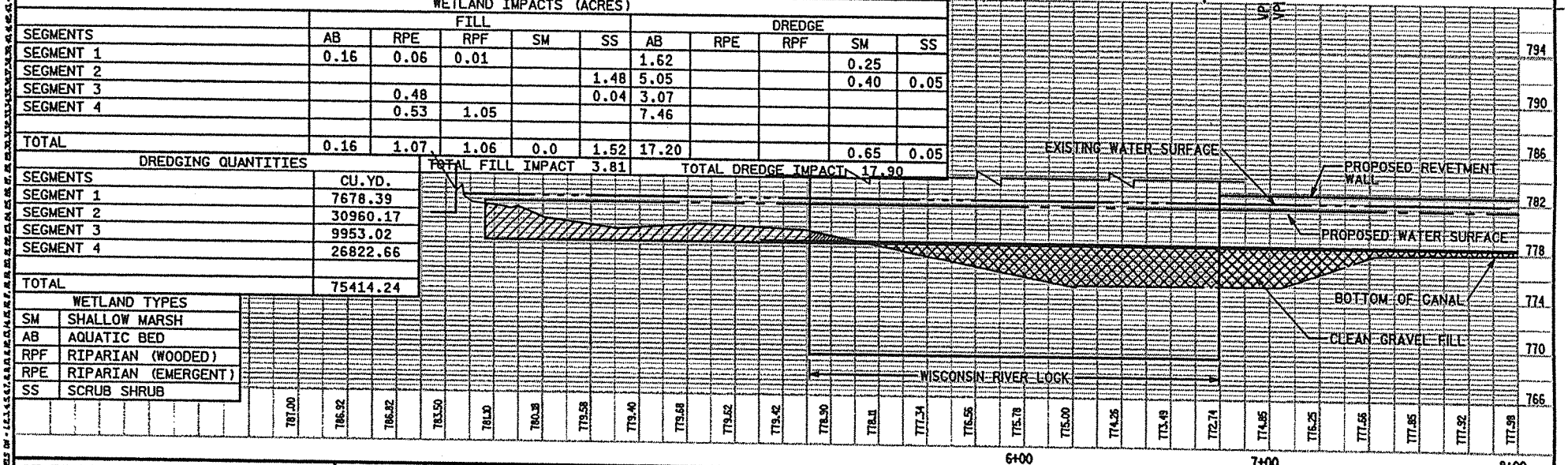
TOTAL FILL IMPACT 3.81 TOTAL DREDGE IMPACT 17.90

DREDGING QUANTITIES

SEGMENTS	CU.YD.
SEGMENT 1	7678.39
SEGMENT 2	30960.17
SEGMENT 3	9953.02
SEGMENT 4	26822.66
TOTAL	75414.24

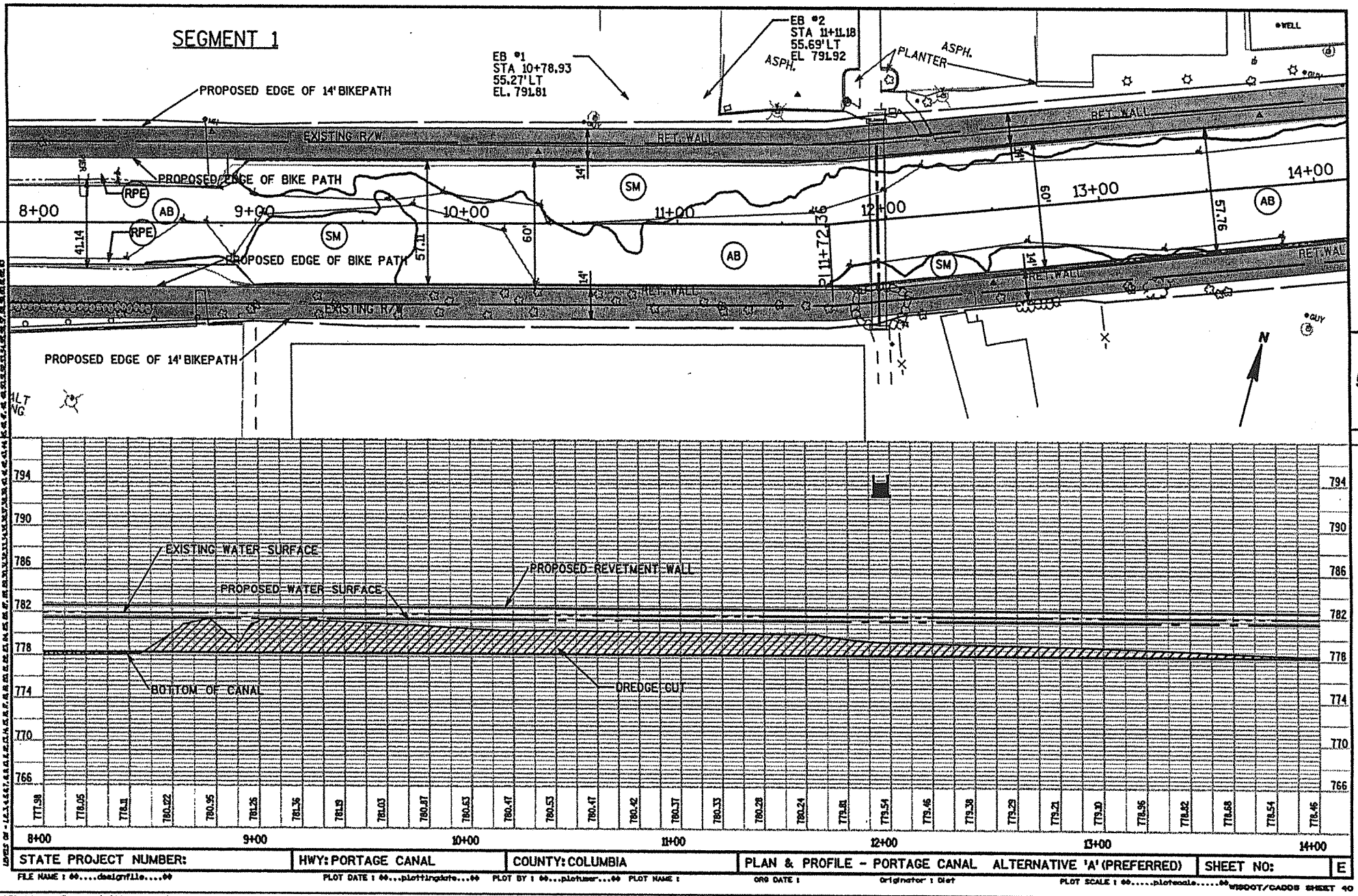
WETLAND TYPES

SM	SHALLOW MARSH
AB	AQUATIC BED
RPF	RIPARIAN (WOODED)
RPE	RIPARIAN (EMERGENT)
SS	SCRUB SHRUB



STATE PROJECT NUMBER:	HWY: PORTAGE CANAL	COUNTY: COLUMBIA	PLAN & PROFILE - PORTAGE CANAL ALTERNATIVE 'A' (PREFERRED)	SHEET NO: E

FILE NAME : 00....dsslgnfile....00 PLOT DATE : 00...plottingdate...00 PLOT BY : 00...plotuser...00 PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : 00.....plotscale.....00 WISDOT/CADDS SHEET 40



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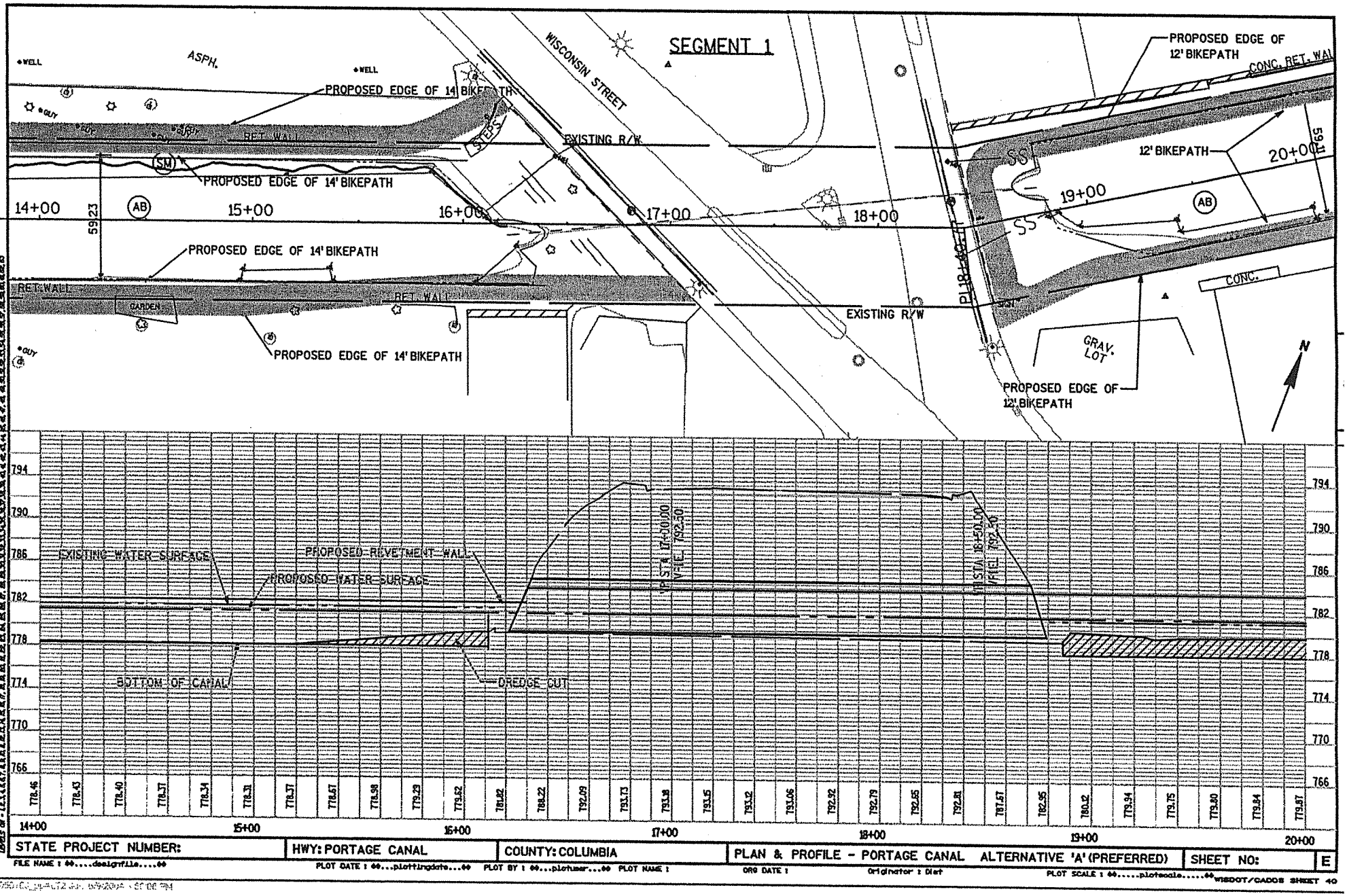
5



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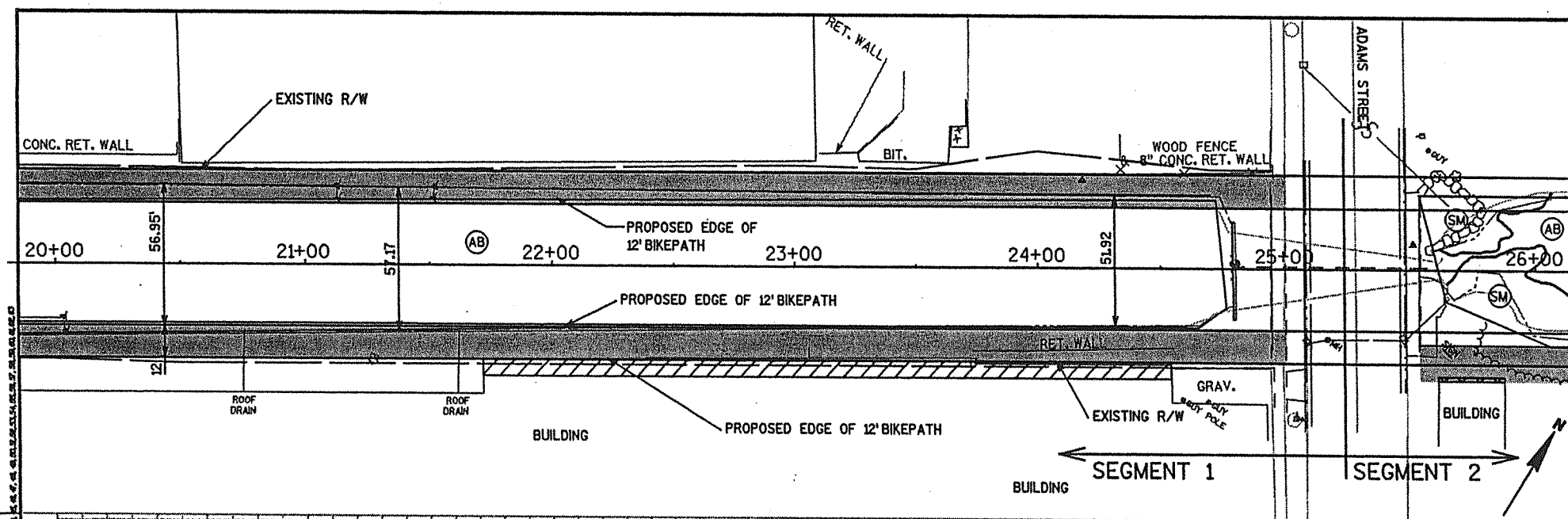

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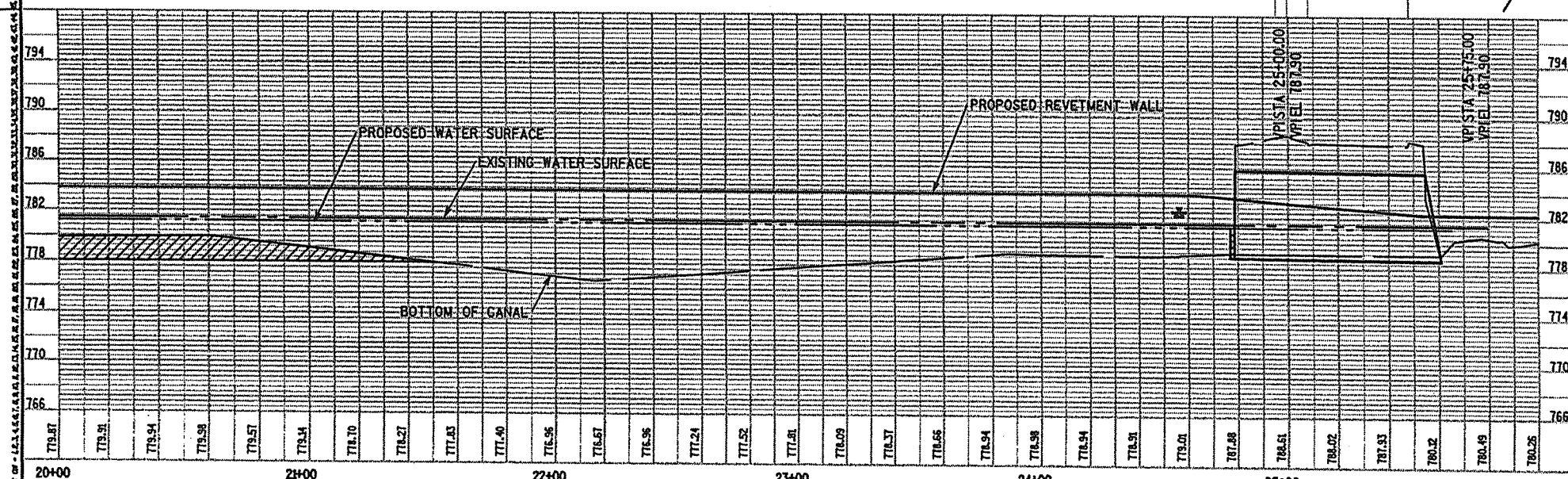

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FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

Wisconsin Department of Transportation

Division of Transportation
Infrastructure Development
Bureau of Aeronautics
4802 Sheboygan Avenue - Room 701
PO Box 7914
Madison WI 53707-7914

Telephone . . . . . 608·267·5018
FAX . . . . . 608·267·6748
DOT Web Site . . . . dot.wisconsin.gov
E-mail . . . gary.dikkers@dot.state.wi.us

6 January 2003

RECEIVED
JAN - 8 2003
MEAD and HUNT, INC.

Ms Amy Squitieri
Mead & Hunt, Inc.
6501 Watts Road
MADISON WI 53719-2700

Subject: Project I.D. 6996-05-06, Portage Canal Restoration and Trail

Reference: Your letter, same subject, 26-Dec-02

Dear Ms Squitieri:

We have completed a review of your proposal for restoring the Portage Canal and constructing a recreation trail alongside.

The project will have a low enough profile that we have no aeronautical concerns about the completed project's effect on air navigation into and out of the existing *Portage Municipal Airport* (C47).

However, plans are now afoot to build a new airport at Portage that will be much closer to the canal. The enclosed map shows the current best guess at the location of the new airport and its runway configuration. (The exact configuration is yet to be decided.) Based upon what we know now, the canal and the new airport will be about 1,000' apart at their closest.

But that shouldn't cause a problem provided no tall structures or bridges are part of the project. However, you should be aware of the standards for prior notification to the *Federal Aviation Administration* (FAA) for traverse ways close to airports. I have enclosed a copy of figure 5-2-4 from FAA Manual 7400.2E, §77.13 (a) (3) for your reference. You will need to determine the height of the tallest boat that might use the canal. If the trail alongside the canal is limited to bicycles, pedestrians, skiers, and snowmobiles, the 10-foot standard will be sufficient for the trail.

CONTRACTOR NOTIFICATION TO THE FAA

Potential areas of conflict for both airport sites are any cranes the contractor may need to use. Any tall crane or other construction equipment greater than 35' above ground level (AGL) will require advance notification to the FAA in accordance with Federal Aviation Regulation (FAR) §77.13 (a) (2) (i). ***If the contractor will use any construction equipment taller than 35' AGL***, we recommend that as part of the project specifications you ask the contractor to submit to the FAA a Form 7460-1, *Notice of Proposed Construction or Alteration*, so they can complete an aeronautical study and determine if special marking and lighting will be required. When the time comes, we can supply the forms 7460-1; tell the contractor where to find them on the Internet; and help fill them out if necessary.

Contract specifications should require they submit the form 7460-1 to the FAA no later than 60 days before starting the project.

Please call me at 608·267·5018 if you have any questions.

Sincerely,

Gary L Dikkers

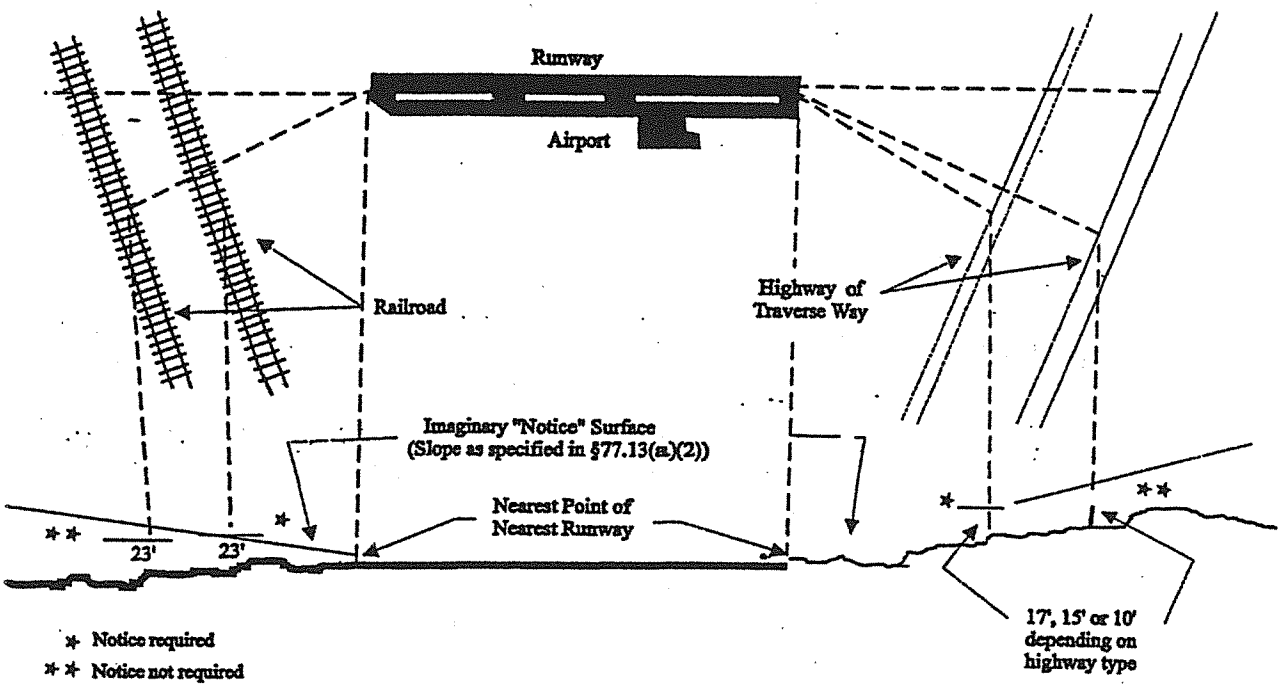
Gary L. Dikkers
Airspace Specialist

Info: Mayor Jeff Grotham
City of Portage
115 West Pleasant Street
Portage WI 53901

Mr John Poppy
Portage Municipal Airport (C47)
1011 Silver Lake Drive
Portage WI 53901

Ms Wendy Hottenstein, PE
Airport Development Engineer

NOTICE REQUIREMENT RELATED TO TRAVERSE WAYS



Subpart B - Notice of Construction or Alteration

§77.13(a)(3) - Notice is required for any proposed construction or alternation of any highway, railroad, or othr traverse way for mobile objects if of greater height than the standards of §77.13(a)(1) or (2) after their height has been adjusted upward by one of the following:

17 Feet for an Interstate highway that is part of National System of Military and Interstate Highways,
15 feet for any other public roadway,
10 feet or the height mobile object that would normally traverse the road, whichever is greater, for a private road.
23 feet for a railroad.
For a waterway or any other traverse way, an amount equal to the height of the highest mobile object that would normally use it.

FIG 5-2-4

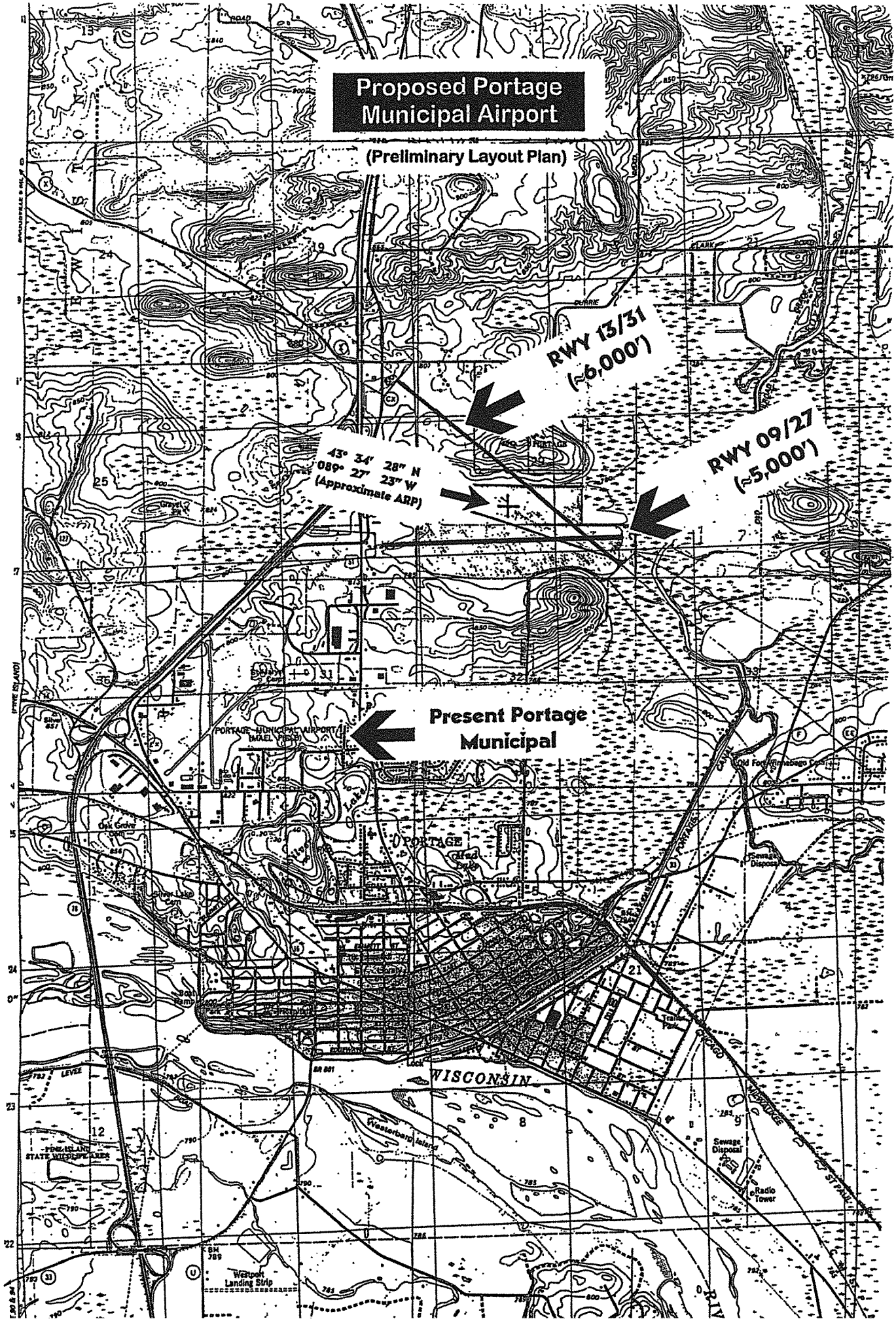

Proposed Portage Municipal Airport
(Preliminary Layout Plan)
RWY 13/31 (≈6,000')
RWY 09/27 (≈5,000')
43° 34' 28" N
089° 27' 23" W
(Approximate ARP)
Present Portage Municipal
PORTAGE MUNICIPAL AIRPORT (MAEL PIER)
PORTAGE
WISCONSIN
Westerberg Island
Sewage Disposal
Radio Tower
Westport Landing Strip
PINE ISLAND STATE WILDLIFE AREA
Old Fort Winnebago Cem
Oak Grove Cem
Silver Lake Cem
Trailer Park
Boat Ramp
Lock
LEVEE
CHICAGO MILWAUKEE ST PAUL

Exhibit 5. Section 106 Review Form, Memorandum of Agreement, and Information

FEB 18 20[illegible]

SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 99 (Replaces ED889)

SHPO
JAN 17 2003

RECEIVED
JAN 23 2003
DIV HIST PRES

I. PROJECT INFORMATION

Project ID 6996-05-06	Highway/Street Portage Canal	County Columbia
Project Termini Wisconsin River to Fox River		District 1
Project Engineer/Project Manager Rusty Chesmore		(Area Code) Telephone Number (608) 273-6380
Archaeological Consultant Al Van Dyke		(Area Code) Telephone Number (262) 878-0510
Architecture/History Consultant Amy Squitieri and Erin Pogany; Mead & Hunt, Inc.		(Area Code) Telephone Number (608) 273-6380
Date of Need 12/15/02		SHSW: 03-0051/CO

II. PROJECT DESCRIPTION

Type of Project ☐ Reconstruction ☐ Resurface Only ☐ Recondition ☒ Other: Restoration and construction
☐ Wetland Mitigation ☐ Bridge ☐ Corridor Study* *Must coordinate with BOE

Brief Project Description ☐ Known Cemetery

Project Length	Amt. Of Acres/Hectares to be Acquired
miles: 2.5 kilometers	Acres: <1 hectares:

The proposed project will restore the Portage canal and construct a bicycle/pedestrian trail adjacent to the canal. The canal begins at the Wisconsin River and runs northeast to the Fox River approximately 2.5 miles. Canal restoration work involves improving the water quality and stabilizing the banks. Construction of the trail involves building a 10-foot wide, hard-surfaced path along the length of the canal and providing crossings to link the path with commercial and residential areas of the city. Several small easements will be acquired for this project. The total land to be acquired is less than one acre.

☐ Add continuation sheet if needed.

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	37.5'	37.5'	Terrace Width	N/A	N/A
Shoulder	N/A	N/A	Sidewalk Width	N/A	N/A
Slope Intercept	37.5'	37.5'	Number of Lanes	N/A	2
Edge of Pavement	N/A	35'	Grade Separated Crossing	N/A	N/A
Back of Curb Line	N/A	N/A	Vision Triangle _____ acres _____ hectares	N/A	N/A
Easement _____ Acres _____ hectares			Temporary Bypass _____ acres _____ hectares	N/A	N/A

Describe ground disturbing activity associated with proposed construction-e.g., strip, construction, slope grading, temporary bypass, realignment, stream channel charge, etc.

The canal will be subjected to limited dredging and a trail will be constructed adjacent to the canal affecting the bank on one side, except for the segment between the Wisconsin River Lock and Adams Street where the trail will be on both sides. Revetment walls will be constructed along a portion of the canal requiring some grading of the banks on each side.

III. NOTIFICA[illegible]N

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
  Must notify with:
  - ☐ Public Info. Mtg. Notice
  - ☒ Letter

*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]

HISTORY: Describe the area of potential effects for buildings/structures.

The surveyed properties are located within the APE for this project because they may be affected by the restoration of the Portage Canal or the construction of a bicycle/pedestrian path along the canal. The survey covers the project area along both sides of the Portage Canal between the Wisconsin River and the Fox River. The APE for this survey was defined to include properties immediately adjacent to the canal.

If you wish to claim there is no APE for buildings/structures, you must justify that claim. [NOTE: If there are no buildings/structures of any kind in the APE, go to Item V., check "Architecture/History survey is not needed" and state why.]

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.

V. SURVEY NEEDED

ARCHAEOLOGY	HISTORY
☒ Archaeological survey is needed [See Chapter 26-35-1 of FDM for procedure and # of exhibits]	☒ Architecture/History survey is needed
☐ Archaeological survey is not needed - provide justification ☐ SHPO records search conducted _____ (date). ☐ Screening list _____ (date). ☐ No potential to affect archaeological sites Describe project area and attach project plans	☐ Architecture/History survey is not needed

VI. SURVEY COMPLETED-Documentation required for submittal to BOE

ARCHAEOLOGY	HISTORY
☒ Project maps attached [most recent design]	☐ A/HSF attached [NO buildings/structures identified]
☒ ASFR attached [NO archaeological sites(s) identified]	☒ A/HSF attached [potentially eligible buildings/structures identified.]
☐ Report attached [NO potentially eligible site(s) in project area]	Listed properties in APE. No DOEs needed.
☐ Report attached [potentially eligible site(s) avoided]	
☐ Report attached - cemetery documentation	
☐ Native American response letters & reports [Send four reports + # of copies for NA requests to district.]	

VII. EVALUATION COMPLETED-Documentation required for submittal to BOE

- ☐ Report attached [no arch site(s) eligible for NRHP]
- ☐ Report and DOE attached [arch site(s) eligible for NRHP]
- ☐ Report and draft DOE attached [arch site(s) eligible for NRHP—avoided through project redesign]
- ☐ DOE attached [no buildings/structure(s) eligible for NRHP]
- ☐ DOE attached [building/structure(s) eligible for NRHP]

VIII. COMMITMENTS

IX. PROJECT REVIEW

- ☐ No eligible properties in APE
- ☐ No effect on historic buildings and/or archaeological sites eligible for NRHP
- ☒ Eligible properties may be affected by project-go to Step 4: Assess effects and begin consultation.

Susie Saf	[signature] for	[signature]
(District Project Manager)	(WisDOT Historic Preservation Officer)	(State Historic Preservation Officer)
01 14 03	23 January 2003	3/14/03
(Date)	(Date)	(Date)
Rusty Chesmore		
(Consultant Project Manager)		
11/20/02		
(Date)		

Memorandum of Agreement
Between the Federal Highway Administration, Wisconsin State Historic Preservation Officer, U.S. Army Corps of Engineers, National Park Service—Ice Age National Scenic Trail, Wisconsin Department of Natural Resources, Wisconsin Department of Transportation, and City of Portage

Regarding
WisDOT Project I.D. 6996-05-06
Portage Canal Rehabilitation
City of Portage
Columbia County

WHEREAS, the Federal Highway Administration (FHWA) is providing financial assistance for the rehabilitation of the Portage Canal in the City of Portage, Columbia County, Wisconsin (the UNDERTAKING); and

WHEREAS, this UNDERTAKING will include improving water quality and quantity in the canal and maximizing use of the canal by making it accessible to pedestrians, bicyclists and small watercraft boaters; and

WHEREAS, the concepts of this UNDERTAKING are described in the *Conceptual Design Report for the Portage Canal Rehabilitation,* April 2003 (the REPORT), which is referenced throughout this Memorandum of Agreement (hereinafter MOA) and incorporated herein; and

WHEREAS, design concepts presented in the REPORT may be implemented in stages as funding becomes available but are included within the UNDERTAKING that is addressed by this MOA; and

WHEREAS, this MOA does not constitute a Program Alternative pursuant to 36 CFR § 800.14, but is executed pursuant to 36 CFR § 800.6(b)(1) and (c); and

WHEREAS, the definitions given in Attachment 1 of this MOA in 36 CFR § 800.16 are applicable throughout this MOA; and

WHEREAS, the FHWA is the lead agency on this UNDERTAKING with responsibility for completing the requirements of Section 106 of the National Historic Preservation Act, 16 U.S.C. § (NHPA); and

WHEREAS, the FHWA has established the UNDERTAKING's Area of Potential Effects (APE) to be the canal and adjacent property on both sides of the canal between the Wisconsin River and the Fox River; and

WHEREAS, the FHWA has identified three historic properties in the UNDERTAKING's APE— (1) the Portage Canal, including the canal, Portage (Wisconsin River) Lock, and Fort Winnebago Lock and its environs; (2) the Portage Industrial Waterfront Historic District, which includes properties in the APE at 106, 107, and 131 East Mullett Street; and (3) the Old Indian Agency House, which includes the Agency House and Surgeon's Quarters—all of which are listed in the National Register of Historic Places (National Register); and

WHEREAS, the FHWA, in consultation with the Wisconsin State Historic Preservation Officer (SHPO), has determined that placement of fill in limited locations along the canal, construction of a trail adjacent to the canal, construction of new canal crossings, and introduction of railing between the trail's shoulder and water's edge in selected areas will have adverse effects upon the Portage Canal; and

WHEREAS, the FHWA, in consultation with the SHPO has determined that the UNDERTAKING will have no effect on the Portage Industrial Waterfront Historic District or the Old Indian Agency House; and

WHEREAS, the FHWA, in consultation with the SHPO, has determined that there are no other properties eligible for, or listed in, the National Register in the UNDERTAKING's APE; and

WHEREAS, an archeological survey was conducted in 2002 within the UNDERTAKING's APE and did not identify any archaeological sites, the resulting report being referenced herein as "2002 Archaeological Survey Report" and attached as Attachment 2; and

WHEREAS, the FHWA intends to use the provisions of this MOA to address applicable requirements of Section 110(b) of the NHPA, 16 U.S.C. § 470h-2(b); and

WHEREAS, the FHWA has consulted with the SHPO in accordance with Section 106 of the NHPA and the implementing regulations (36 CFR Part 800) to resolve the adverse effect of the UNDERTAKING on historic properties; and

WHEREAS, the U.S. Army Corps of Engineers (USACE), which may be requested to issue Section 10 and 404 permits for this UNDERTAKING, participated in consultation for this UNDERTAKING and was invited to and elected to be a consulting party and signatory to this MOA; and

WHEREAS, the National Park Service administers the Ice Age National Scenic Trail adjacent to portions of the Portage Canal, may have concurrent jurisdiction for activities contemplated herein associated with its trail pertaining to implementation of Section 106 of the NHPA for this UNDERTAKING, participated in consultation and was invited to and elected to be a consulting party and signatory to this MOA; and

WHEREAS, the Wisconsin Department of Natural Resources (WDNR) administers the Portage Canal, which is owned by the State of Wisconsin, participated in consultation, and was invited to and elected to be a consulting party and signatory to this MOA; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) participated in consultation and was invited to and elected to be a consulting party and signatory to this MOA; and

WHEREAS, the City of Portage participated in consultation and was invited to and elected to be a consulting party and signatory to this MOA; and

WHEREAS, the Portage Canal Ad Hoc Committee, an organization appointed by the City of Portage which represents diverse local interests in the canal, participated in consultation, and this MOA reflects the accommodation of their views; and

NOW, THEREFORE, the FHWA, USACE and SHPO agree that, upon execution of this MOA and upon the FHWA's decision to proceed with the UNDERTAKING, the following stipulations will be implemented in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

The FHWA will ensure that the following measures are carried out:

I. Coordination with the SHPO

The PROJECT SPONSOR will coordinate any PROJECT implementing the approved REPORT with the SHPO.

1. The relevant portion of the REPORT and sufficient detail of the PROJECT to allow for appropriate SHPO comment will be submitted to the SHPO for review.

2. If the SHPO finds that the proposed PROJECT meets the design goals of the REPORT, the PROJECT shall be deemed to have complied with the requirements of Section 106 of the NHPA.

3. If the SHPO has concern(s) with any proposed PROJECT, it will suggest in writing ways to resolve its concern(s). If the SHPO's comments are not acceptable to the PROJECT SPONSOR, the SHPO will meet with the PROJECT SPONSOR to resolve the SHPO's concern(s).

4. Any ground disturbing PROJECT proposed for areas outside of the area covered by the 2002 Archaeological Survey Report, Attachment 2, shall be reviewed by the SHPO for archaeological potential. The SHPO shall provide comments addressing the need for any additional archaeological survey or monitoring of the PROJECT areas.

II. Dispute Resolution

Should any necessary and invited signatory to this MOA object to any action carried out or proposed by the FHWA with respect to the PROJECT or implementation of this MOA, the FHWA shall consult with the objecting party to resolve the objection. Should any necessary and invited signatory to this MOA object to any action carried out or proposed by the PROJECT SPONSOR, if FHWA is not involved, the PROJECT SPONSOR shall consult with the objecting party to resolve the objection. If the objection cannot be resolved through consultation, the provisions of 36 CFR § 800.7 shall be implemented.

III. Other Laws, Rules, Regulations

1. No provision of this MOA, whether express or implied, is intended or designed to exempt the FHWA, the SHPO or any other signatories in this MOA from their respective obligations, duties and responsibilities pursuant to any provisions of the NHPA and/or the implementing regulations at 36 CFR Part 800 not specifically referenced herein, or the provisions of any other federal, state, or local law, regulation, rule or ordinance not specifically referenced herein.

2. It is the responsibility of the FHWA, the SHPO and all other signatories in this MOA independently to recognize, understand and carryout each of their respective obligations, duties and responsibilities under the NHPA and the implementing regulations at 36 CFR Part 800 not otherwise referenced herein.

IV. Amending or Terminating

Any necessary and invited signatory to this agreement may propose to the FHWA that the agreement be amended or terminated, whereupon the FHWA shall consult with the other parties to this agreement to consider such an action. Amendments may include modifying and/or deleting any existing provision(s), adding a new provision(s), adding an additional signatory(ies) and/or concurring party(ies), and/or removing an existing signatory(ies). The execution of any such action shall be governed by 36 CFR § 800.6(c)(1).

V. Sunset Provision

If the terms of this agreement have not been implemented by May 1, 2009, the FHWA shall consult with the necessary and invited signatories to this agreement to consider whether the agreement should be amended or terminated. This agreement shall remain in force until it is terminated.

Execution of this MOA by the FHWA, USACE and SHPO, and implementation of its terms, evidences that the FHWA and USACE have complied with Section 106 of the NHPA, and that the FHWA and USACE have taken into account the effects of the PROJECT on historic properties.

Executed by the following Signatories:

FEDERAL HIGHWAY ADMINISTRATION

BY: _____ Date: 3-10-04

Jaclyn D. Lawton, Environmental Programs Engineer

WISCONSIN STATE HISTORIC PRESERVATION OFFICER

BY: _____ Date: March 11, 2004

Michael E. Stevens, State Historic Preservation Officer

U.S. ARMY CORPS OF ENGINEERS

BY: _____ Date: April 7, 2004

NATIONAL PARK SERVICE—ICE AGE NATIONAL SCENIC TRAIL

BY: Thomas L. Gilbert Date: 3/10/04

Tom Gilbert, Superintendent

WISCONSIN DEPARTMENT OF NATURAL RESOURCES

BY: Ruthe Badger

Ruthe Badger, South Central Regional Director

Date: 3/16/04

WISCONSIN DEPARTMENT OF TRANSPORTATION

BY: Patricia M Wagner
for Eugene S. Johnson, Director
Bureau of Equity and Environmental Services

Date: 10 March 2004

CITY OF PORTAGE

BY: J.S. Grothman

Jeff Grothman, Mayor

Date: 3/16/04

ATTACHMENT 1—DEFINITIONS

PROJECT: any specific construction activity that is proposed under the terms of this MOA.

PROJECT SPONSOR: the federal agency that is responsible for providing funding for the PROJECT or, alternately, the unit of government that applied for and received funding, if so delegated by the federal agency.

ATTACHMENT 2—2002 ARCHAEOLOGICAL SURVEY REPORT

See attached seven (7) pages including:

- Archaeological Literature and Records Review
- Archaeological Survey and Field Report
- Application for Permit to Conduct Field Archaeology
- USGS topographic map showing the location of the archaeological survey and archaeological sites in close proximity
- Final Report for a Phase I Archaeological Survey for the Portage Canal Trail

ARCHAEOLOGICAL LITERATURE AND RECORDS REVIEW

Wisconsin Department of Transportation

DT1459 97

PROJECT INFORMATION

Project ID	Highway/Street	County	SHSW Compliance Number
6996-05-06	Portage Canal	Columbia	none
Project Termini Wisconsin River and Fox River		Project Size 2.5 miles/ 4.0 km	45 acres/ 18.2 hectares
Township(s) Fort Winnebago Pacific	Town/Range 13N, 9E 12N, 9E	Sections 33 4, 5, 8	
USGS Quadrangle(s) Portage 7.5'			

SOURCES RESEARCHED

☐ See Continuation Sheet

☒ OSA USGS maps ☒ Burial Sites Office ☒ County History ☒ CEB Atlas ☒ CEB Manuscripts

☒ WI Land Economic Inventory (WLEI) ☒ Previous Surveys ☒ Archival maps GLO: 1851; map from Canal Society web site.

Publisher____ Year ____ Publisher____ Year ____

Publisher____ Year ____ Publisher____ Year ____

☐ Other ____

SITES IN PROJECT AREA

☐ See Continuation Sheet

Total Number of Sites: Prehistoric 0 Historic 1 Cemeteries/Burials 0

Code #47 CO - 326 Type fields Affiliation Indian Agency house

Code #47 ____ - ____ Type ____ Affiliation ____

Code #47 ____ - ____ Type ____ Affiliation ____

SITES WITHIN ONE MILE OF THE PROJECT AREA

☐ See Continuation Sheet

Total Number of Sites: Prehistoric ? Historic 2 Cemeteries/Burials 0

Code #47 CO - 25 Type village Affiliation no info.; WA NS 4(1):27 - unclear

Code #47 CO - 228 Type buildings Affiliation Old Indian Agency house; 47BCO99

Code #47 CO - 210 Type fort Affiliation Fort Winnebago

☒ Sites Reported in the Project Area ☒ Sites reported within One Mile ☐ No Sites Reported in the Project Area

Research Conducted By: E. HUGHES Date 10/21/02

I certify that the literature search was done according to the Wisconsin Survey Guidelines.

Allen P. Van Dyke
(Print Name of Archaeologist)

AVD Archaeological Services, Inc.
(Print Name of Firm or Institution)

Allen P Van Dyke
(Signature of Archaeologist)

11-20-02
(Date)

ARCHAEOLOGICAL LITERATURE AND RECORDS REVIEW CONTINUATION SHEET

SOURCES RESEARCHED Continuation

Publisher _____ Year _____	Publisher _____ Year _____
Publisher _____ Year _____	Publisher _____ Year _____
Publisher _____ Year _____	Publisher _____ Year _____
Publisher _____ Year _____	Publisher _____ Year _____
Publisher _____ Year _____	Publisher _____ Year _____
Publisher _____ Year _____	Publisher _____ Year _____
Publisher _____ Year _____	Publisher _____ Year _____
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Publisher _____ Year _____	Publisher _____ Year _____
Publisher _____ Year _____	Publisher _____ Year _____
Publisher _____ Year _____	Publisher _____ Year _____
Publisher _____ Year _____	Publisher _____ Year _____

SITES IN PROJECT AREA Continuation

Total Number of Sites: Prehistoric Historic Cemeteries/Burials

Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____

SITES WITHIN ONE MILE OF THE PROJECT AREA Continuation

Total Number of Sites: Prehistoric 0 Historic 1 Cemeteries/Burials 5

Code #47 BCO - 56	Type cemetery	Affiliation Old Fort Winnebago cemetery
Code #47 CO - 65	Type mounds	Affiliation no info.; WA NS 4(1):28-no info.
Code #47 CO - 249	Type burial	Affiliation probably historic Indian
Code #47 CO - 73	Type mound	Affiliation WA 5(3-4): 300 says conical; ASI says historic Indian burial
Code #47 CO - 74	Type mounds	Affiliation prehistoric Native American
Code #47 CO - 273	Type other	Affiliation Euro-American: early Portage school/residences/commercial area
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____

ARCHAEOLOGICAL SURVEY FIELD REPORT

ED864 497

Wisconsin Department of Transportation

PROJECT INFORMATION

Project ID	Highway/Street	County	SHSW Compliance Number
6996-05-06	Portage Canal	Columbia	none
Project Termini Wisconsin River on the west and Fox River on the northeast		Project Size 2.5 miles/ 4.0 km	45 acres/ 18.2 hectares
Township(s) Fort Winnebago Pacific	Town/Range 13N, 9E 12N, 9E	Sections 33 4, 5, 8	
Project Type ☐ Reconstruction ☐ Reconditioning ☐ Bridge ☐ Wetland Mitigation ☒ Other bicycle/pedestrian trail			
Landowner's Contacted (If no, explain): ☒ Yes ☐ No		Permits Obtained (If yes, attach) ☒ Yes ☐ No	

LITERATURE SEARCH

Archaeology and Records Literature Search

☒ Attached

Previously reported sites in project area ☒ Yes ☐ No

Cemetery in Project Area ☐ Yes ☒ No

FIELDWORK

Dates of fieldwork: 10/22-24

Crew Size: 4

Area surveyed: 45acres/ 18.2hectares

SURVEY TECHNIQUES (Attach project plans showing survey coverage)

☒ Shovel testing
25-30 acres/ 10-12 hectares
10-15 meter interval
Describe visibility: none

☐ Surface Collection
_____acres/ _____ hectares
_____ meter interval

☒ Other (please describe) bucket auger

LAND USE ☒ Area not surveyed? Explain: ~15-20 acres were not shovel tested.

☒ Area extensively impacted? Explain: Ice Age Trail is built on dredge spoil from Hwy 33 to Fox River.

Describe: Commercial disturbance is extensive south of Hwy 33; Portage City disturbed much of the canal property. See attached letter.

ISOLATED FINDS (Attach map showing location)

Describe: none

I certify that the literature search and all fieldwork conducted for this report was done accoding to the Wisconsin archaeological Survey Guidelines. No archaeological sites were identified in the project area.

AVD Archaeological Services, Inc.
Name of Firm or Institution

Allen P. Van Dyke
Name of Archaeologist

Allen P Van Dyke
Signature of Archaeologist

11-20-02
Date

Note:
Current archaeological methods may not detect buried sites or burial areas. If artifacts, or human remains are discovered during construction, immediately stop construction in that area and notify the Wisconsin Department of Transportation/Bureau of Environment (608) 266-8216 so that proper coordination may be initiated.

RECEIVED
OCT 15 2002
DIV HIST PRES

APPLICATION FOR PERMIT TO CONDUCT FIELD ARCHEOLOGY UNDER S.44.47, WIS STATE

Name Allen P. Van Dyke

Address 305 South Britton Road

Union Grove WI 53182

City State Zip Code

Institutional Affiliation AVD Archaeological Services, Inc. Occupation Archaeologist

Type of field work Phase I Archaeological Survey

Location of intended work Portage Canal, Portage, Wisconsin

Landowner or custodian State of Wisconsin, Department of Natural Resources

Fill in for testing and/or excavation only

Name of site

Town Range

Section and 1/4 Sec. occupied by site

Who is to curate artifacts recovered, notes, records? UW-Milwaukee

Name of institution

Period of field work: from 10-14-02 to 10-13-03

(exact dates must be given for testing and/or excavation)

Use the back of this form for a brief statement of the purpose of field work. Letters of explanation may accompany this application when it seems advisable.

DO NOT WRITE BELOW THIS LINE

PERMIT

Permission of Landowner Stephen P. Allen Date 10/10/02

Approved 10/16/02

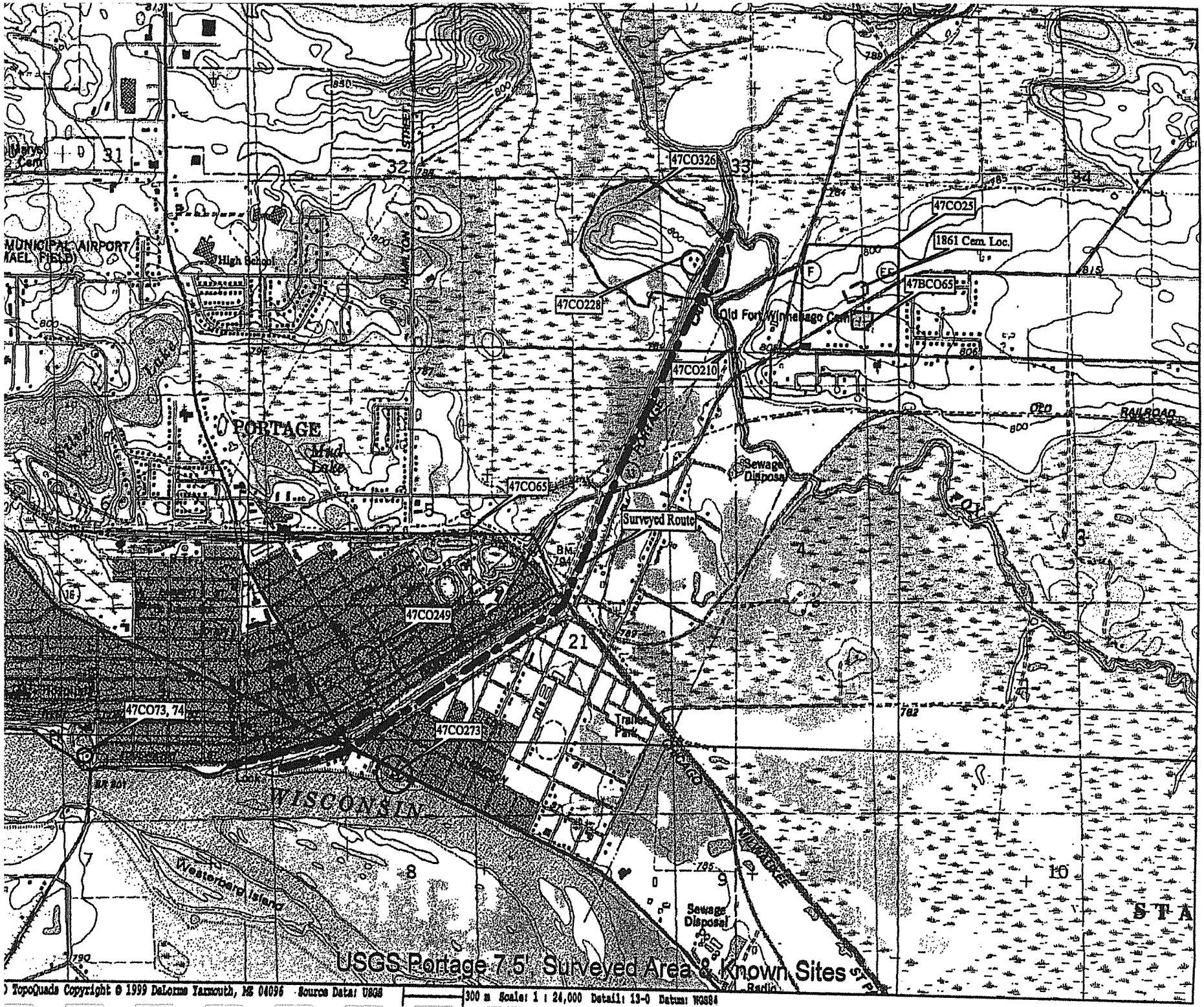
Robert Allen Birmingham
State Archeologist, State Historical Society of Wisconsin

CONDITIONS:

1) Two copies of the final report will be submitted to the Division of Historic Preservation.
2) All artifacts and notes will curated in accordance with guidelines found in 36 CFR Part 79 *Curation of Federally-owned and administered Archeological Collections* or by special arrangement with the State Historical Society of Wisconsin.

OTHER CONDITIONS:

This permit does not cover removal of human remains under s. 157.70, Wis State
HP-02-46(rev. 8-5-96)


47CO326
47CO25
1861 Cem. Loc.
47BCO65
47CO228
Old Fort Winnebago Cem.
47CO210
PORTAGE
Mud Lake
47CO65
Surveyed Route
Sewage Disposal
47CO249
47CO73, 74
47CO273
Trailer Park
WISCONSIN
Westerberg Island
Sewage Disposal
MUNICIPAL AIRPORT
High School
OLD RAILROAD
FOX
STA
USGS Portage 7.5', Surveyed Area & Known Sites
TopoQuads Copyright © 1999 DeLorme Yarmouth, ME 04096 Source Data: USGS
300 m Scale: 1 : 24,000 Detail: 13-0 Datum: WGS84

Archaeological Services, Inc.

RECEIVED
NOV 21 2002
MEAD and HUNT, INC

November 20, 2002

Amy Squitieri
Mead & Hunt, Inc.
6501 Watts Road
Madison, WI 53719-2700

Re: *Final Report for a Phase I Archaeological Survey for the Portage Canal Trail.*

Dear Ms. Squitieri:
We completed the above-referenced survey and found no archaeological sites (see attached *Archaeological Literature and Records Review* and *Archaeological Survey Field Report).* We surveyed the entire length of the canal on the south and east sides from the Wisconsin River to the Fox River and the north side of the canal from the Wisconsin River to Adams Street, per your request. The survey width was 50 feet from the edges of the canal outward. Much of the area was found to be disturbed as a result of construction and growth of Portage and the canal. The city of Portage takes up a little less than one half of the length of the canal and the development and growth of that city (construction and razing) have obliterated any prehistoric sites that may have been there; similarly, digging the canal would have had the same effect on any prehistoric sites in its path.

The Ice Age Trail follows the east bank of the canal. North of STH 33, the trail is built on about 8-10 feet of fill that has a base extending out beyond the 50 foot corridor we surveyed. Thus, along that stretch of the trail, we dug only occasional shovel tests whenever it passed over an area that was not a wetland. We paid particular attention to the Fox River end of the canal where the land appeared to be less disturbed than at other places, but despite more intensive shovel testing, we found nothing. South of STH 33, there is an extensively disturbed commercial lot where we did sporadic shovel testing. The remainder of the route was shovel tested to the Wisconsin River.

Nine cultural resource sites are reported to be very close to the canal but only one is actually depicted as being in the project area on Wisconsin Historical Society site maps. Site 47CO326, called Agency Fields, encompasses a very large area (see attached map) and extends to the east side of the canal. This site has never been systematically surveyed by archaeologists and the limits are not known. Artifacts were not found in that area during our survey. The Archaeological Site Inventory (ASI) for 47CO326 indicates "a possible linear mound was noted 150 feet south of the agency house, near the bank of the Fox River". In reality, 150 feet south of the agency house is not near the Fox River but it is near the canal. The ASI for 47CO228, the Indian Agency House, indicates "possible

Indian burial sites have been documented on the property". Since the agency house is west of the canal, it is outside the planned project area.

The Portage Canal is a National Register of Historic Places Site. There may be portions of the canal lining walls lying below the banks, below the water level, possibly buried by fill, and out of the reach of a Phase I archaeological survey. However, they would probably not be disturbed by construction of a bicycle/pedestrian trail.

Based on the results of this survey, it appears unlikely that any archaeological sites will be disturbed by this project. If you have any questions about the survey, please call me.

Sincerely,

Allen P. Van Dyke

AVD/dh
Attachments: *Archaeological Literature and Records Review* (7)
Archaeological Survey Field Report (7)
USGS Portage 7.5' (7)

Exhibit 6. Advisory Council on Historic Preservation Communication

August 8, 2003

Ms. Jaclyn Lawton, P.E.
Environmental Programs Engineer
Federal Highway Administration
Highpoint Office Park
567 D'Onofrio Drive, Suite 100
Madison, WV 53719-2814

REF: Proposed Rehabilitation of Portage Canal
Portage, Columbia County, Wisconsin

Dear Ms. Lawton:

On July 24, 2003, we received your notification and supporting documentation regarding the adverse effects of the referenced project on properties listed on and eligible for listing on the National Register of Historic Places. Based upon the information you provided, we do not believe that our participation in consultation to resolve adverse effects is needed. However, should circumstances change and you determine that our participation is required, please notify us. Pursuant to 36 CFR 800.6(b)(iv), you will need to file the final Memorandum of Agreement and related documentation at the conclusion of the consultation process. The filing of the Agreement with us is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Laura Dean at 202-606-8505.

Sincerely,

Raymond V. Wallace

Raymond V. Wallace
Historic Preservation Technician
Office of Federal Agency Programs

U.S. Department
of Transportation
Federal Highway Administration

Wisconsin Division

Highpoint Office Park
567 D'Onofrio Drive, Suite 100
Madison, Wi, 53719-2814
Phone # 608-829-7500

April 26, 2004

Mr. Don L. Klima
Director, Eastern Office of Project Review
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue, NW, #809
Washington, D.C. 20004

Attention: Dr. Laura Henley Dean
Central Region

Subject: **Memorandum of Agreement**
WisDOT Project I.D. 6996-05-06
Portage Canal Rehabilitation
City of Portage
Columbia County

The Wisconsin Department of Transportation (WisDOT) proposes the subject project and may use Federal funding.

In keeping with 36 CFR 800.6(a)(1) and 36 CFR 800.11(e), the Documentation for Consultation was sent to you previously. In compliance with 36 CFR 800.11(f), this Memorandum of Agreement is provided. There are no substantive revisions or additions to the documentation provided earlier. The views of any consulting parties and the public are adequately represented in the Documentation for Consultation.

Should you have any questions concerning this submittal, please contact me at 608-829-7517.

Sincerely yours,

Jaclyn Lawton
Environmental Programs Engineer

Enclosure

cc: R. Newbery, Staff Historian, Bureau of Environment, WISDOT
M. Stevens, SHPO
T. Gilbert, National Park Service – IANST
S. Ales, Wisconsin DNR
J. Grothman, Mayor, Portage

Exhibit 7. U.S. Army Corps of Engineers Communication

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
ARMY CORPS OF ENGINEERS CENTRE
190 FIFTH STREET EAST
ST. PAUL, MN 55101-1638

December 5, 2002

RECEIVED
DEC - 9 2002
MEAD and HUNT, INC

REPLY TO
ATTENTION OF
Construction-Operations
Regulatory (03-01257-WMS)

Mead & Hunt, Inc.
6501 Watts Road
Madison, Wisconsin 53719-2700

Dear Ms. Squitieri:

This letter concerns the Portage Canal Restoration and Trail Construction project in the City of Portage. The project site is located in parts of Sections 4 and 5, T. 12N., R. 9E., Columbia County, Wisconsin.

Based on the information you have provided it appears that wetlands and/or waterways may be impacted by this project. Please provide the following information needed for our review along with a complete permit application:

-- the dimensions of all areas where fill material will be placed in wetlands, or below the ordinary high water mark of waterways.

-- the source of the fill material;

-- the locations where dredged material would be placed.

-- any alternatives considered that would not require filling wetlands and why such alternatives are not practicable;

-- if you are willing to mitigate the adverse effects of unavoidable wetland fill, please describe the compensatory work you would conduct.

Replies may be addressed to the U. S. Army Corps of Engineers, Regulatory Branch, 1314 Contractor's Blvd., Plover, WI 54467.

Printed on Recycled Paper

If you have any questions, contact William M. Sande in our Stevens Point (Plover) office at (715) 345-7911. In any correspondence or inquiries, please refer to the Regulatory number shown above.

Sincerely,

for Robert J. Whiting
Chief, Regulatory Branch

Enclosure(s)

Exhibit 8. U.S. Fish and Wildlife Service Communication

United States Department of the Interior

FISH AND WILDLIFE SERVICE

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

RECEIVED
DEC 30 2002
MEAD and HUNT, INC.

December 26, 2002

Ms. Amy R. Squitieri
Manager of Historic Preservation
Mead & Hunt, Inc.
6501 Watts Road
Madison, Wisconsin 53719-2700

re: WisDOT Project I.D. 6996-05-06
Portage Canal Restoration and Trail Construction
City of Portage
Columbia County, Wisconsin

Dear Ms. Squitieri:

The U.S. Fish and Wildlife Service (Service) has received your letter dated November 13, 2002, requesting comments on the subject project. Due to staff time constraints and priority work activities, we are able to only review your project for potential impacts to federally-listed threatened and endangered species or those proposed for listing. Be advised that other environmental concerns may be associated with this project such as wetland and stream impacts, erosion control needs, and effects on state-listed threatened or endangered species. State or federal permits may be needed, as well, if stream or wetland impacts will occur. If resource impacts are expected to occur, we recommend that you forward this project to the appropriate Wisconsin Department of Natural Resources office for their review.

Please provide us copies of any future review documents that may be associated with this project or of future projects you may be planning that would require Service review. This will allow us to keep our files current. We will provide comments as time and work priorities allow.

Federally-Listed Threatened and Endangered Species and Critical Habitat

A review of information in our files indicates that the following federally-listed threatened or endangered species or critical habitat occur in Columbia County:

Classification	Common Name	Scientific Name	Habitat
threatened	bald eagle	Haliaeetus leucocephalus	wintering

threatened	whooping crane	Grus americana	open wetlands and lakeshores

Due to the nature and location of the proposed activities, we conclude that the above listed species will not be affected. This precludes the need for further action on this project as required by the 1973 Endangered Species Act, as amended. Should the project be modified or new information become available that indicates listed species or critical habitat may be affected, consultation should be initiated.

We appreciate the opportunity to respond. Questions pertaining to these comments can be directed to Mr. Ronald Spry by calling 920-866-1734.

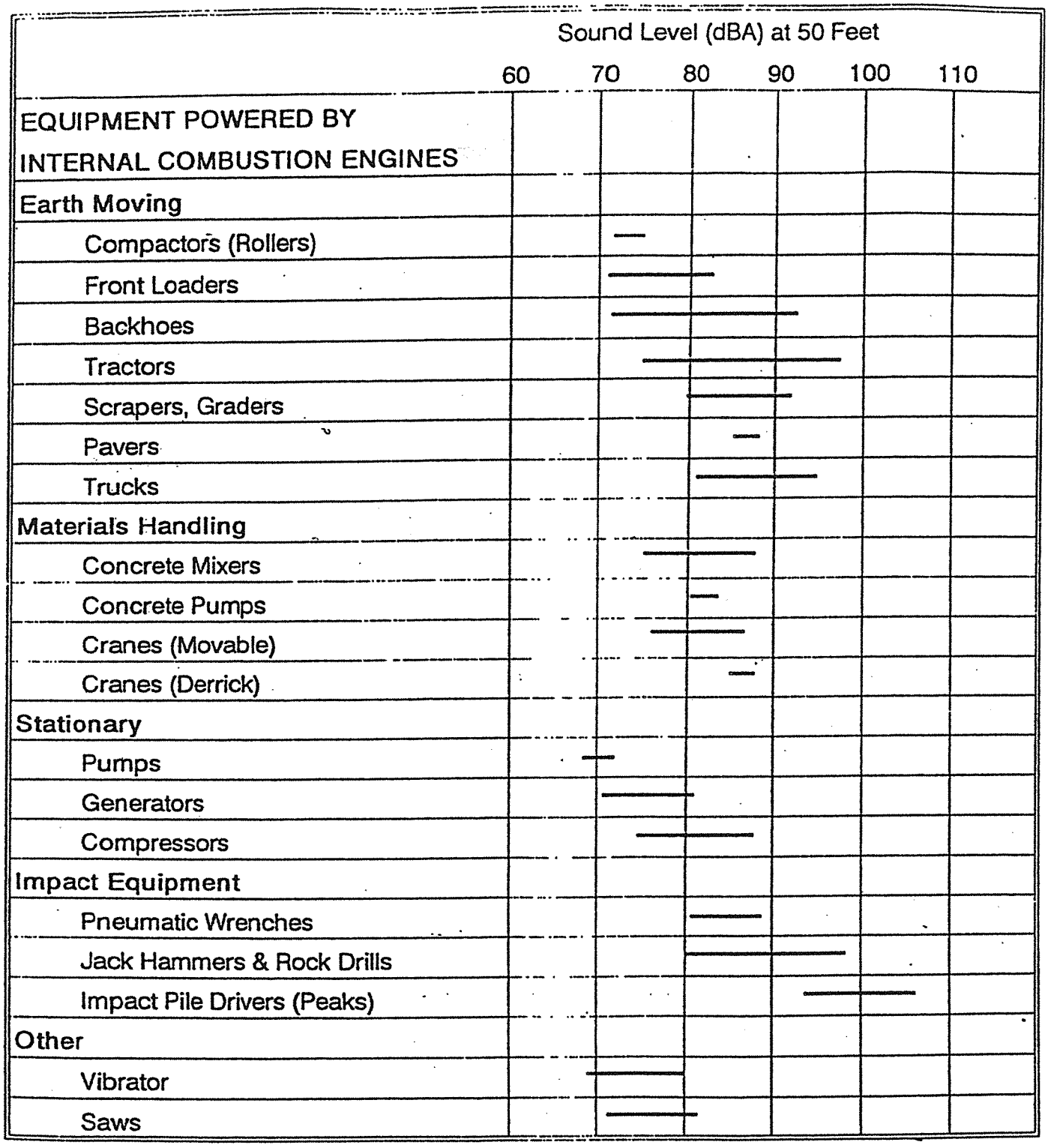
Sincerely,

Janet M. Smith

Janet M. Smith
Field Supervisor

Exhibit 9. Construction Equipment Sound Level Comparison

CONSTRUCTION EQUIPMENT SOUND LEVELS



SOURCE: Figure 2–36, Report to the President and Congress on Noise, Prepared by the U.S. EPA, Febuary 1972

Exhibit 10. Wisconsin Department of Natural Resources Communication

CORRESPONDENCE/MEMORANDUM — State of Wisconsin

DATE: July 8, 2003 FILE REF:

TO: Portage Ad-Hoc Canal Committee

FROM: Steve Ales – WDNR Steve A.

SUBJECT: Canal Sediment Investigation

Since our last meeting I have had the opportunity to meet with WDNR staff regarding the contaminated canal sediment. One meeting was held with staff in the Solid Waste Program regarding the waste classification of the sediment and possible disposal options. The second meeting was with staff in the Facilities and Lands Program regarding the funding for investigating the extent of contamination in the sediment.

Solid Waste Program

On July 2, 2003 I met with Bob Grefe and Barb Palecek of the Waste Program. Bob is an engineer with a lot of experience on dredging projects and Barb is the Solid Waste Investigator for Columbia County. From their experience they think it is unlikely that the sediment would prove to be a hazardous waste. This means there is greater flexibility and less costs associated with disposal of the sediment. Since the contaminants of concern are metals, they believe that an upland (away from surface water) site could be used for disposal. The sediment would have to be de-watered and would have to be covered with an appropriate soil or other type of cap. They also felt the material could probably be disposed of below the water table (such as fill beneath the bike path). However, prior to approving disposal in that setting they think the sediment should be subjected to a leaching test to determine if metals would leach out of the sediment and possibly affect groundwater or surface water quality. Either of these disposal options would require a grant of low hazard exemption under the solid waste rules. The material could also be de-watered and taken to an approved solid waste landfill. Disposal in a landfill wouldn't require a grant of low hazard exemption.

Facilities and Lands

On July 3, 2003 I met with several folks from the Facilities and Lands Program. This program is responsible for the maintenance of WDNR property, including the canal. I explained to them the data gathered by Mead & Hunt, and also explained that the WDNR is the responsible party. I had previously developed a rough cost estimate for investigating the extent of contamination in the canal, and explained that we have the expertise and skill within the WDNR to complete this investigation. While they were uncertain exactly where the money to complete the investigation would come from, I was given the go ahead to fully develop an investigation plan and timetable to complete the plan. I will be working with other WDNR staff to develop this plan and will present it back to the Facilities & lands Program in late August or September. At that point I hope to get the commitment of funding to implement the plan this winter once the canal freezes. The cost of investigating the extent of sediment contamination is very small relative to potential clean up costs. However, the clean up costs can't be determined until the extent of the problem has been defined.

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CORRESPONDENCE/MEMORANDUM — State of Wisconsin

DATE: May 27, 2003 FILE REF:

TO: Portage Canal Ad-Hoc Committee

FROM: Steve Ales – Wisconsin DNR

SUBJECT: Sediment Contamination in Portage Canal

The purpose of this memo is to summarize the results of the chemical analyses that were completed on the Portage Canal sediment. This memo doesn't discuss the geotechnical samples collected from the canal. A total of 8 samples were collected for chemical analysis from six locations within the canal (in some locations two samples were collected). In summary, the samples collected from Segments 2 & 3 do show that the sediment in those sections is contaminated with metals.

One sample was collected from Segment one, five samples were collected from three locations in Segment 2 and two samples were collected from two locations in Segment 3. No sediment samples for chemical analysis were collected from Segment 4. The suite of analytical testing included metals, PCBs, volatile organic compounds (VOCs), pesticides and a few other compounds. With the exception of the metals, all the other suite of compounds were detected at background or acceptable levels. The focus of my memo is the metals results.

The sample from Segment 1 appears to be at background or acceptable levels of metals. This sample was collected between the Wisconsin River lock and the Hwy 16/33 bridge. There is no indication that this section of the canal is contaminated. No samples were collected from the stretch of canal between the Hwy 16/33 bridge and the Adams Street bridge.

Samples collected from Segment 2 do show contamination with respect to metals. Cadmium, chromium, lead, copper zinc and mercury are all at levels that are likely to cause an adverse affect on benthic organisms. Benthic organisms represent the base of the food chain and are a vital part of a healthy ecosystem.

Samples collected from Segment 3 also show contamination with respect to metals. Again, cadmium, chromium, lead, copper, zinc and mercury are at levels that are likely to cause an adverse affect on benthic organisms.

In order to keep the restoration project moving ahead, and recognizing that the current funding for the canal restoration may help to complete the planned activities for Segment 1, I am recommending that two (2) additional sediment samples be collected from Segment 1. These samples should be collected from the sediment in the canal that lay between the Hwy 16/33 bridge and the Adams Street bridge. The previous sampling has shown that metals are the contaminants of concern so future sampling should be limited to cadmium, chromium, copper, lead, zinc and mercury. These samples will indicate whether the sediment in Segment 1 is clean, and thus the restoration project can get started.

With respect to additional sampling for Segments 2, 3 & 4, the WDNR is working to try and identify a funding source to proceed with that sampling. My goal is to have this sampling completed by the time the Ad-Hoc committee has secured funding to proceed with the restoration of those segments of the canal.

Printed on

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Scott Hassett, Secretary
Ruthe E. Badger, Regional Director

South Central Region Headquarters
3911 Fish Hatchery Road
Fitchburg, Wisconsin 53711-5397
Telephone 608-275-3266
FAX 608-275-3338
TTY 608-275-3231

June 3, 2004

Mr. Rusty Chesmore
Mead and Hunt
6501 Watts Road
Madison, WI 53719-2700

SUBJECT: Portage Canal Rehabilitation Project, City of Portage, Wisconsin and Upper Fox River Basins, Columbia County

Dear Mr. Chesmore:

Perry Rosa contacted me recently and pointed out that Mead & Hunt has not received a formal DNR coordination letter for the Portage Canal Project. DNR staff has been very involved in critical phases of project development but initial correspondence was overlooked. This letter will serve as our (DNR) initial letter with additional correspondence to follow. I will summarize coordination activity to date, identify outstanding issues and concerns. Also I am including appropriate standard conditions that usually go with DNR concurrence for transportation projects.

Summary of Coordination to Date

Initial review and coordination focused on the legal and policy issues between the state agencies (DNR and DOT) and the City of Portage. The first step in the review was to assure that the project would fit within our regulatory framework. This project is unique in that the City of Portage is the sponsor, the project is funded jointly by grants from DNR and DOT (federal) grants, and it will be constructed on/in a facility (the Portage Canal) owned by DNR. Our first challenge was to determine whether all or part of the project should be covered by the Cooperative Agreement. Ultimately we decided the Cooperative Agreement and Liaison Process would apply to the entire project because of the following:

- Kjohnson Engineers is administering and letting the DOT Transportation Enhancement grant.
- Mead & Hunt is part of a three party contract with DOT and the City of Portage that includes the design and the environmental review.

We needed a process to protect DNR property interests in addition to the liaison procedures. Also Chapter NR 150, of Wis. Admin. Code (WEPA) applies to the release of DNR grants. We decided that a Land Use Agreement between DNR and the City of Portage would be the best method to protect our property interests. To comply with WEPA, an EA will be prepared to cover the DNR grant administration and other aspects of the project that fall into the Type II (EA) category. To avoid duplication, we will be relying on the Mead & Hunt environmental report (prepared to meet Trans 400 requirements), 404 permit application, concept design report and DSR report, as supporting

documentation for the DNR EA.

Comments on the Draft Environmental Report

The Mead & Hunt environmental report and DNR EA are key documents as they define the scope and details of the complete rehabilitation that will occur (in phases). Briefly the project involves dredging, lock rehabilitation, trail development and revetment construction. I have reviewed the report and offer a few changes that I believe should be covered in the final report. Factor sheets F and L both mention that increased water flow into the canal will improve water quality. In fact an increase water flow will not improve water quality. Increased flow within the same cross sectional area will merely increase water velocities in the canal, and canal will appear to be a moving or flowing rather than a static system. However, the introduction of water from the Wisconsin River will not improve water quality. In fact, water quality may decline because the Wisconsin River is not a river system lacking in nutrients and inflows will mix with the existing canal system water which is primarily near surface groundwater (and stormwater). This is a fine point but it should be noted because it is tied directly to the entire purpose and need of the project. I suggest that you change references to improved water quality in the environmental report. This project is in reality intended to restore and enhance the "built environment" and the physical nature of the waterway and there should be no illusions about improved water quality.

Factor Sheet O covers the erosion control and stormwater management issues. Stormwater discharges from outfalls have physically changed the canal as sediment deposits have filled in portions of the waterway. A reduction in sediment loads should be mentioned as objective of the project. STH 33, East Cook Street that runs parallel an urban section of the canal is planned for reconstruction in 2008 and I have initiated discussion with DOT District 4 staff and the City of Portage about improvements to stormwater system that would address sedimentation in the Canal. The City may also qualify for a DNR Urban Nonpoint Construction Grant to help with the costs for the improvements. These developments should be noted in the environmental report.

Factor Sheet M mentions the discovery of contamination by metals in sediments along the canal. DNR is the responsible party and an extent of contamination study is underway. An environmental cleanup plan and second EA will be developed after the full extent of contamination is identified. Dredge spoil in Segment one does not pose an environmental risk and a disposal site for this material has been identified and approved.

Endangered Species and Wetlands

A review of the Natural Heritage Inventory Database indicates no known endangered, threatened, or special concern species, nor natural areas within the project limits. However Blanding's turtle, ***Emydoidea blandingii*** a turtle listed as Threatened in Wisconsin, has been recorded at several locations in the Portage area. This species is found in sedge meadows, southern wet and southern wet-mesic forest, wet and wet-mesic prairie, open-water marshes, backwater sloughs, prairie potholes, and large ponds, slow-moving rivers and shallow lakes. The breeding season occurs from April through September. The Wisconsin River, Fox River, and Baraboo River floodplain areas all provide suitable habitat for this species. Eastern massasauga rattlesnake, ***Sistrurus catenatus*** a snake listed as a Candidate Species federally and listed as Endangered in Wisconsin, occupies habitat similar to that for the Blandings Turtle. The breeding season occurs from April through October and this species is Wisconsin's most endangered reptile.

At this point no specific studies will be necessary to determine if these species will be impacted directly from the canal rehabilitation. But in general construction activity (especially dredging) will need to be staged to assure that any herptile species will not be impacted during hibernation. Drawdown and or

through residents yards to the canal. This had caused much erosion in places. The City should consider improving the storm water drainage in this area. This is currently not within the scope of this project.

- Narrowing the canal for bicycle/pedestrian path
  - Narrowing the canal to accommodate the trail is a possibility. The State Historic Preservation Office may determine this is a negative impact on the historic integrity of the canal; however, this will be negotiated with them.
- Historic appearance of canal
  - The canal was originally 35 feet wide when first constructed in 1854. The canal was not widened until 1875.
- Bicycle/Pedestrian path
  - The path will not be a loop around the canal.
  - The path will allow two-way traffic.
  - The path will connect to the Levee Trail.
  - The path will be 10-feet wide.
  - The path will be paved with asphalt.
- Path location
  - Although Mead & Hunt is in the preliminary stages of project planning, it is expected the majority of the trail will be constructed on the east side of the canal.
- Adams Street culvert
  - The current project does not include removing the Adams Street culvert.
- Path lighting
  - Lighting along the path is one amenity that could be explored as part of future planning for the canal and path.
- Fish in canal
  - The improvement to the water quality should improve fish habitat.
  - The project design will prevent the transfer of species between the Wisconsin and Fox Rivers.
- Water traffic in the canal

- The canal is being designed to accommodate small water craft, such as, canoes and kayaks.

- Piers

  - Piers in the canal is an issue the city will need to address in the future.

- Project description

  - The project description in the notice for the public meeting stated what the project "may include." This phrase was used because Mead & Hunt is currently in the conceptual design phase of the project and final decisions have not been made about what will be constructed.
  - Plans can change prior to finalizing the design.

- Canal Intake Structure

  - The Army Corps of Engineers did not repair the water flow when they constructed the current intake structure.
  - The Corps was not held responsible for the current status of the water flow.

- City's commitment to long-term project

  - Current funding does not allow for all amenities the community would like to see. Completing the entire restoration may take several years.
  - Mayor Grothman stated that the City is committed to the project.
  - Grants may be available for future funding of the project.
  - The City wants to revitalize the canal to revitalize the community

- A representative of the Colonial Dames was opposed to paving the trail on their property.

Portage Canal restoration and trail construction

Project I.D. 6996-05-06

Portage, Wisconsin

Public information meeting: December 3, 2002

Name/Company	Address	Telephone number/Email
MARK BALISTIERI	18909 W Burleigh Rd WAUWATOSA WI 53213	
Nathan Paske	PO Box 502	(608) 742-4770
Scott & Tammy Benson	Box 84 Agency House	608 742-2710
Sally Reuter	Indian Agency House	
Amanda Mullen	Ind Agency House	
Ken John	139 W. Cook St	742-6242 edirector@jvier
Kathy Taylor	212 W. Howard St. Portage City	Cuin
George J. Gnarkey	WS190 EE Portage	
[illegible]	720 W Edgewater Portage	
Calvin Gerwal	330 E Edgewater	6977517
Susan Gamble	724 W Edgewater - WPDR WDDC	
GIL MEISGEIER	709 W EDGEWATER CANAL SEC (PRES	
Jim Bryan	604 W Edgewater	742-9505
Ken Manthey	2205 WOODCREST PORTAGE	742-5216
Kay Messer	W11112 Wall St Rd, Portage	742-4662
Bob Lane	814 HAMILTON ST PORTAGE WI	
Jim Raimer	806 Silver Lake Drive Portage	742-2178 portage & hotmail
Chris Helse	W8339 Bedrock Rd Portage (Columbia Gen Sta)	

MEAD & HUNT

ENGINEERS
ARCHITECTS
SCIENTISTS
PLANNERS

Providing responsive and innovative service since 1900

AUTHOR'S FILE COPY

NOTICE OF PUBLIC INFORMATIONAL MEETING

Project I.D. 6996-05-06
Portage Canal Restoration
City of Portage
Columbia County

ALL INTERESTED PERSONS ARE HEREBY NOTIFIED that Mead & Hunt, Inc., consulting engineers, and the City of Portage will host a Public Informational Meeting on Tuesday, December 3, 2002, at City Hall at 115 West Pleasant Street, in the City of Portage. The meeting will consist of an open-house format from 7:00 until 9:00 p.m. with a presentation at 7:30 p.m.

The proposed project will consist of restoration of the Portage Canal and construction of an adjacent pedestrian path. Canal restoration may include increasing water flow, dredging, construction of revetment walls, and reconditioning of the Wisconsin River Lock. The pedestrian path may include some grading, placement of gravel and asphalt paving. It is proposed that two bridges be constructed across the canal.

The purpose of this meeting is to solicit public input on the preliminary design for this project. The meeting location is handicap accessible. Persons who cannot attend this meeting but have questions or wish to voice their opinions and/or concerns, may contact the following:

Mr. Rusty Chesmore, P.E., Project Manager
Mead & Hunt, Inc.
6501 Watts Road, Suite 101
Madison, WI 53719-2700
(608) 273-6380
Fax: (608) 273-6391
email: rusty.chesmore@meadhunt.com

Mayor Jeff Grothman
City Hall
115 West Pleasant Street
Portage, WI 53901
(608) 742-2176 or
(608) 742-2228
Fax: (608) 742-8623

Contact: Amy Squitieri or Rusty Chesmore, PE, Mead & Hunt
phone: 608/273-6380 1-888-364-7272 email: amy.squitieri@meadhunt.com

Jeff Grothman, Mayor
phone: 608/742-2176 or 608/742-2228

November 22, 2002
FOR IMMEDIATE RELEASE
Note: JPG photos available upon receipt of your email.

Portage Canal restoration project kicks off

PORTAGE ... The Portage Canal restoration project will formally kick off on Tuesday, December 3, when the city of Portage and Mead & Hunt, consulting engineers, host a public informational meeting at City Hall. The meeting will be an open-house format from 7 until 9 p.m., with a presentation at 7:30 p.m. Members of the community are invited to provide input into the preliminary design for this project.

The project will consist of restoration of the Portage Canal and construction of an adjacent bicycle/pedestrian trail. The canal begins at the Wisconsin River and runs northeast to the Fox River approximately 2.5 miles. Canal restoration work may include increasing water flow, dredging, constructing revetment walls, and reconditioning the Wisconsin River Lock. Construction of the trail is expected to involve building a 10-foot wide, hard-surfaced path along the length of the canal and providing crossings to link the path with commercial and residential areas of the city.

The community articulated a strong vision for this project that includes providing an adequate water supply in the canal and implementing a trail design that is low maintenance, historically compatible, and directed toward maximum usage. The project is expected to benefit the city, its residents, and visitors.

Mead & Hunt was selected by the city to design the project. The experience of its 250-member staff ranges from environmental studies to project design and construction management services. Mead & Hunt is uniquely positioned to complete this project as it offers trail design services, water resources engineering, and historic preservation in-house. Founded in 1900, Mead & Hunt is a privately held, employee-owned corporation and is ranked among the top 500 engineering/architectural firms in the nation by *Engineering News Record*.

The city contracted with Mead & Hunt to prepare a concept for the entire canal and complete design for the first segment from the Wisconsin River to Adams Street. Other goals for the project include connecting the new trail to the popular Levee Trail, considering the opportunity for navigation of the canal, and providing access to the trail for residences on the city's east side. The successful completion of this initial project is intended to position the city for receipt of additional funding.

###

MEAD & HUNT **Meeting minutes**

Project name: Portage canal restoration and trail construction
Client: City of Portage, WisDOT

Project location: Portage canal
Mead & Hunt manager: Rusty Chesmore

Project number: P194-02A
Mead & Hunt phone: 608-273-6380

Date: January 2 and 6, 2003

Attendees	Representing
Rick Dexter	Wisconsin Historical Society
Amy Squitieri	Mead & Hunt

The attached report represents this writer's interpretation of items discussed during the meeting. Any corrections or additional information should be brought to our attention for clarification.

Items discussed were as follows:

Overall project

The Wisconsin Historical Society is very supportive of this project to restore the Portage Canal. Since it is state property, the society has a particular interest in representing the state's interest in enhancing this resource. Rick emphasized that the canal has statewide historical significance. In this meeting, he shared his initial comments on the project based on the concepts Mead & Hunt presented (as presented at the December 10 Ad Hoc Committee meeting).

Design concepts

Placement of fill

Rick expressed concern about the placement of fill on canal banks to support the trail. Placing the trail on the existing banks, and narrowing the trail width if necessary, to the maximum extent possible would avoid an adverse effect.

Rick requested an exhibit that shows the existing width of the canal vs. the historical width, estimated to be 60' centered on the canal from c. 1850-1875 and 75' centered on the canal after 1875.

Revetment walls

Rick wondered about the elevation of the walls, specifically how much surface would be exposed. Historically, about 2 feet of horizontal wood planks were visible. Vertical posts existed every 6 feet but were not visible as they were below the water surface. This appearance should be reproduced.

Mead & Hunt proposes a fascia on steel piling. The revetment wall fascia should project below the water surface. Rick cited the Secretary of the Interior's Standards for Rehabilitation as calling for use of original materials, e.g. wood, for these walls. The use of a substitute material may be an adverse effect and would need to be justified in terms of cost and durability.

Fort Winnebago Lock

Rick suggested that it may be necessary for an archaeologist to monitor and document dismantling of the remnant lock, depending on what work is proposed. He would like further information on any proposal to dismantle this feature, including how removal would be done.

Bridge over Wisconsin Lock

Rick felt that the historic curling club bridge would be an appropriate model for rebuilding a bridge over this lock, based on historic photos.

Bridge at Hamilton Street

Rick pointed out that there is no historic precedent for a bridge at this location.

Railing

A simple pipe railing based on the historic example that ran along the retaining wall at Wisconsin Street would be appropriate where a railing is required for safety.

Master plan

Rick would like to see the following issues addressed in a master plan:

- long-term vision for canal restoration for the four segments
- projected use of trail, including reason for proposed bridge at Hamilton Street
- linkages to other recreational trails within city and beyond
- opportunities for economic and tourism development and downtown revitalization related to this project
- plans for historical interpretation of canal and its elements, as well as adjacent historic properties including the Indian Agency House and Fort Winnebago
- connection between Portage Canal restoration and other plans for Fox Waterway (Harlan Kiesow, East Central Regional Planning Commission, should have current status)

Other issues

- Any staging areas should be subjected to archaeological survey. If remediation of hazardous materials requires additional digging, these areas would need an archaeological survey.
- In order to qualify as a Programmatic 4f, the Section 106 process must result in a no adverse effect finding.

- The National Park Service (NPS) representative for the Ice Age Trail in Wisconsin, Tom Gilbert, should be contacted and kept informed about this project. Rick believes the NPS should be considered an interested party for Section 106 purposes.
- Additional grant opportunities, such as Save America's Treasures, should be explored for future stages of the project.

Respectfully submitted,
MEAD & HUNT, Inc.

Amy R. Squitieri
Manager of Historic Preservation

cc: To attendees
Rusty Chesmore, Mead & Hunt
Jeff Grothman, Mayor, City of Portage
Kim Johnson, Kjohnson Engineers, WisDOT Local Programs Manager
Portage Canal Ad Hoc Committee Members

SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 99 (Replaces ED889)

FEB 18 20[illegible]

SHPO

JAN 17 [illegible]

RECEIVED
JAN 23 2003
DIV HIST PRES

I. PROJECT INFORMATION

Project ID 6996-05-06	Highway/Street Portage Canal	County Columbia
Project Termini Wisconsin River to Fox River		District 1
Project Engineer/Project Manager Rusty Chesmore		(Area Code) Telephone Number (608) 273-6380
Archaeological Consultant Al Van Dyke		(Area Code) Telephone Number (262) 878-0510
Architecture/History Consultant Amy Squitieri and Erin Pogany; Mead & Hunt, Inc.		(Area Code) Telephone Number (608) 273-6380
Date of Need 12/15/02		SHSW: 03-0051/CO

II. PROJECT DESCRIPTION

Type of Project ☐ Reconstruction ☐ Resurface Only ☐ Recondition ☒ Other: Restoration and construction
☐ Wetland Mitigation ☐ Bridge ☐ Corridor Study* *Must coordinate with BOE

Brief Project Description ☐ Known Cemetery	Project Length	Amt. Of Acres/Hectares to be Acquired
	miles: 2.5 kilometers	Acres: <1 hectares:

The proposed project will restore the Portage canal and construct a bicycle/pedestrian trail adjacent to the canal. The canal begins at the Wisconsin River and runs northeast to the Fox River approximately 2.5 miles. Canal restoration work involves improving the water quality and stabilizing the banks. Construction of the trail involves building a 10-foot wide, hard-surfaced path along the length of the canal and providing crossings to link the path with commercial and residential areas of the city. Several small easements will be acquired for this project. The total land to be acquired is less than one acre.

☐ Add continuation sheet if needed.

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	37.5'	37.5'	Terrace Width	N/A	N/A
Shoulder	N/A	N/A	Sidewalk Width	N/A	N/A
Slope Intercept	37.5'	37.5'	Number of Lanes	N/A	2
Edge of Pavement	N/A	35'	Grade Separated Crossing	N/A	N/A
Back of Curb Line	N/A	N/A	Vision Triangle _____ acres _____ hectares	N/A	N/A
Easement _____ Acres _____ hectares			Temporary Bypass _____ acres _____ hectares	N/A	N/A

Describe ground disturbing activity associated with proposed construction-e.g., strip, construction, slope grading, temporary bypass, realignment, stream channel charge, etc.

The canal will be subjected to limited dredging and a trail will be constructed adjacent to the canal affecting the bank on one side, except for the segment between the Wisconsin River Lock and Adams Street where the trail will be on both sides. Revetment walls will be constructed along a portion of the canal requiring some grading of the banks on each side.

III. NOTIFICATION

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
  - Must notify with:
  - ☐ Public Info. Mtg. Notice
  - ☒ Letter

*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]

HISTORY: Describe the area of potential effects for buildings/structures.

The surveyed properties are located within the APE for this project because they may be affected by the restoration of the Portage Canal or the construction of a bicycle/pedestrian path along the canal. The survey covers the project area along both sides of the Portage Canal between the Wisconsin River and the Fox River. The APE for this survey was defined to include properties immediately adjacent to the canal.

If you wish to claim there is no APE for buildings/structures, you must justify that claim. [NOTE: If there are no buildings/structures of any kind in the APE, go to Item V., check "Architecture/History survey is not needed" and state why.]

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.

V. SURVEY NEEDED

ARCHAEOLOGY

- ☒ Archaeological survey is needed
  [See Chapter 26-35-1 of FDM for procedure and # of exhibits]
- ☐ Archaeological survey is not needed - provide justification
  - ☐ SHPO records search conducted _____ (date).
  - ☒ Screening list _____ (date).
  - ☐ No potential to affect archaeological sites
    Describe project area and attach project plans

HISTORY

- ☒ Architecture/History survey is needed
- ☐ Architecture/History survey is not needed

VI. SURVEY COMPLETED-Documentation required for submittal to BOE

ARCHAEOLOGY

- ☒ Project maps attached [most recent design]
- ☒ ASFR attached [NO archaeological sites(s) identified]
- ☐ Report attached [NO potentially eligible site(s) in project area]
- ☐ Report attached [potentially eligible site(s) avoided]
- ☐ Report attached - cemetery documentation
- ☐ Native American response letters & reports
  [Send four reports + # of copies for NA requests to district.]

HISTORY

- ☐ A/HSF attached [NO buildings/structures identified]
- ☒ A/HSF attached [potentially eligible buildings/structures identified.]

Listed properties in APE. No DOEs needed.

VII. EVALUATION COMPLETED-Documentation required for submittal to BOE

- ☐ Report attached [no arch site(s) eligible for NRHP]
- ☐ Report and DOE attached [arch site(s) eligible for NRHP]
- ☐ Report and draft DOE attached [arch site(s) eligible for NRHP—avoided through project redesign]
- ☐ DOE attached [no buildings/structure(s) eligible for NRHP]
- ☐ DOE attached [building/structure(s) eligible for NRHP]

VIII. COMMITMENTS

IX. PROJECT REVIEW

- ☐ No eligible properties in APE
- ☐ No effect on historic buildings and/or archaeological sites eligible for NRHP
- ☒ Eligible properties may be affected by project-go to Step 4: Assess effects and begin consultation

Susie Sapp
(District Project Manager)

01.14.03
(Date)

Kurt Thurmaier for
(WisDOT Historic Preservation Officer)

23 January 2003
(Date)

(State Historic Preservation Officer)

3/14/03
(Date)

Kurt Thurmore
(Consultant Project Manager)

11/20/02
(Date)

Meeting Minutes
Portage Canal Restoration and Trail Construction
City of Portage, Columbia County
Project I.D. 6996-05-06

February 19, 9 a.m., at Mead & Hunt

Attendees:

Rick Dexter, State Historic Preservation Office
Jacki Lawton, Federal Highway Administration
Johnny Gerbitz, Federal Highway Administration
Karen Richardson, Kjohnson Engineers, District 1 Local Programs Manager
Kim Johnson, Kjohnson Engineers, District 1 Local Programs Manager
Rusty Chesmore, Mead & Hunt, Inc.
Amy Squitieri, Mead & Hunt, Inc.
Bob Newbery, Wisconsin Department of Transportation, Bureau of Environment

Minutes:

I. Review conceptual design

A. Kim provided background on the project's federal transportation funding. The environmental document is intended to cover projects that may be completed with federal aid now and in the future. She explained that an Ad Hoc Committee of 14 members representing a broad range of interests has been very actively engaged in the project.

B. Amy gave an overview of the conceptual design as presented in the Draft Conceptual Design Report. It was noted that this report has not yet been reviewed by the Ad Hoc Committee. Design elements include:

1. trail design and location
2. revetment walls
3. bridges
4. locks

II. Agency comments

A. Rick has concerns about placing a trail(s) right along the canal. He feels that any new elements would constitute an adverse effect. The proposed improvements may compromise the National Register eligibility of the canal. He suggested the trail be on an adjacent street, e.g., Mullett Street.

B. Johnny asked about the vision for the canal. Is it primarily as a recreational facility or as an historical restoration? These two goals seem to conflict. He is in favor of doing what is necessary to make the canal and trail useful to the commuity. Mead & Hunt understands that the City wants to enhance the recreational use of the canal by building the trail and crossings and referred meeting attendees to the community vision as articulated in the introduction to the Draft Conceptual Design Report.

C. The project may be more properly characterized as a rehabilitation, which keeps the basic features of the canal but makes it more useable, rather than a restoration that recreates the canal to its appearance at a specific point in time. Johnny said it may be necessary to keep some elements intact and change others.

D. Kim stated that the concept should be for a 10-foot wide trail. This allows the trail to qualify as a transportation facility for future funding, such as the Surface Transportation Program. Refinements would be made during design, if needed. Johnny didn't feel that the width of the trail is important to FHWA's approval.

III. Section 106 finding of no adverse effect

A. If a trail right along the canal is the primary objective, the agencies felt this would be an adverse effect due to the presence of the trail, use of fill, and introduction of new elements such as bridges. The regulations call for an adverse effect to be avoided, minimized and/or mitigated.

B. Rick suggested that the process would be easier and faster if the trail were not built along the canal. Then a finding of no adverse effect would be possible. He believes the City may have trouble obtaining certain funds if the integrity of the canal isn't maintained.

C. A Memorandum of Agreement (MOA) is expected based on our understanding of the community's vision for the project. Parties to the MOA are expected to be the SHPO, FHWA, USACE, DNR and City of Portage.

D. With an MOA, Rick suggested that any actions that can avoid or minimize the placement of fill, crossings, and pavement be considered. Bridge design selection may be considered as mitigation.

IV. Programmatic 4f criteria for enhancement projects

A. FHWA has a different understanding of the project than it did a year ago and sees that the project does not fit the enhancement programmatic.

B. Section 4f applies because the canal is an historic property. However, this should not drive the project. Johnny said not to worry about 4f. If an agreement is reached under Section 106, we will figure out how to meet 4f requirements.

C. Mead & Hunt should confirm with the DNR that recreational elements of the property do not cause 4f to apply under the recreational facility definition. The DNR has previously said that the canal does not fit its mission. This position needs to be documented in a letter from the DNR about the current use, which is believed to be "unmanaged lands."

V. Future consultation

A. March 11 Ad Hoc Committee meeting

It is probably not necessary for agencies to meet with the Ad Hoc Committee yet. Consultation is expected when it comes to negotiating the MOA.

B. Wisconsin Historical Society meeting with Mayor

Rick said that Alicia Goehring, Deputy State Historic Preservation Officer, wants to meet with the Mayor to discuss the project. Rick plans to schedule this meeting. The Wisconsin Historical Society is committed to working with the city and other involved parties but would like to steer the project in a different direction.

Meeting Minutes

Public Information Meeting
Portage Canal Restoration Project
City of Portage

April 24, 2003 – 6:00 pm

Attending:

Rusty Chesmore, Mead & Hunt
Amy Squitieri, Mead & Hunt
Rick Anderson, Mead & Hunt
WisDOT and agency representatives, and City of Portage community members (see attached sign-in list)

Agenda Items:

1.0 The concept for the Portage Canal Trail was introduced. Items discussed included:

- The trail will be connected with the levee.
- The trail will be constructed on both sides of the canal from the Wisconsin Lock to Adams Street. The trail will continue on the south side only after Adams.
- Trail crossings over the lock and at Hamilton Street will be constructed.
- Rehabilitation of the Wisconsin Lock, including refurbishing the gates and repairing concrete will be completed.
- Recreation of historical features, including bridge over lock, railings, and revetment walls.
- Dredging of the canal.
- A modified intake with expanded drainage field will be constructed. A pump may be needed during low-flow periods. The planned level of water diversion is acceptable to the state since it does not create a flood hazard.
- Inclusion of a sediment control system.

2.0 Long-term plans include:

- Installing lighting, interpretive signs, and benches.
- Open span structures at Wisconsin and Adams Streets.
- Restoration of the Fox River Lock.

3.0 Updates:

- Coordination with the U.S. Army Corps of Engineers, Wisconsin Department of Transportation – Bureau of Environment, Wisconsin Historical Society, Department of Natural Resources, and Federal Highways Administration is ongoing and productive.
- Phase I HAZMAT analysis complete. Eight sites will need Phase II analysis.
- Sediment analysis of geotechnical and chemical factors was done for Segments 1-3.
- Identified contaminants include mercury, lead and PCBs.
- Segment 1 is relatively clean and could be used for fill.

- Segments 2 and 3 will need further testing to determine extent of contamination.
- A clean-up plan will be developed after contaminates are fully identified.

4.0 Schedule

- Due to environmental concerns, the start date for construction has been moved from fall 2003 to fall 2004.
- Construction will start in Segment 1.

Portage Canal restoration and trail construction

Project I.D. 6996-05-06

Portage, Wisconsin

Public information meeting: April 24, 2003

Name/Company	Address
Blanche Mivilagh	ad-hoc committee
Inez Carter	104 S. main Pardeeville, Wi
Carlen Babcock	6510 GRDP, Pardee
CURTIS RAY FIRE DEPT.	119 W. PLEASANT
Doug KLAPPER	117 W. MULLETT ST Por
AL-FRAN RIDDLE	119 W MULLETT, S
Stacy & Chad Droste	131 W. Mullett St. Portage
Kim Johnson	6510 grand Teton Plaza Suite
Stacy Johnson	6510 Grand Teton Plaza #
Joyce & Ray Gloeckle	305 Riverview C
Dave McCosh DOT	2101 Wright St Mad
Steve Ales WDNR	
Ron GRASSHOFF WDNR.	
Dan Wickersham	AD HOC Committee
Gary Alberts	1st Dist Ald.
CHARLES PAYNE	PO BOX 502 PORTAGE
Chelse Wickersham	W7351 Hwy 82 Oxford
Marie A. Moe	City Clerk
Ron Dorn	AD HOC
Tom Tomp	Portage Woolen Mill C

MEAD & HUNT

ENGINEERS
ARCHITECTS
SCIENTISTS
PLANNERS

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Notice of Public Informational Meeting

Project I.D. 6996-05-06
Portage Canal Rehabilitation
City of Portage Columbia County

ALL INTERESTED PERSONS ARE HEREBY NOTIFIED that Mead & Hunt, Inc., consulting engineers, and the City of Portage will host a Public Informational Meeting on Thursday, April 24, 2003, at City Hall at 115 West Pleasant Street, in the City of Portage. The meeting will consist of a presentation of the conceptual design from 6:00 until 7:00 p.m. followed by a City Council meeting.

The proposed project will consist of the rehabilitation of the Portage Canal and construction of an adjacent pedestrian and bicycle path. Canal rehabilitation will include increasing water flow, dredging, construction of revetment walls, and reconditioning of the Wisconsin River Lock. The pedestrian/bicycle path will include some grading, placement of gravel and asphalt paving. It is proposed that two bridges be constructed across the canal.

The purpose of this meeting is to solicit public input on the design for the rehabilitation of the Portage Canal. Persons with a concern for or knowledge about historic buildings and structures and archaeological sites are encouraged to attend this meeting or provide comments to the City of Portage or Mead & Hunt.

The conceptual design report will be available at City Hall and at the Portage Public Library at 253 W. Edgewater Street in the city of Portage from April 17, 2003 to May 1st, 2003. You are encouraged to review and provide comments on this document.

The meeting location is handicap accessible. The hearing impaired can contact Mead & Hunt by e-mail or call through the Wisconsin Telecommunication Relay System at (800) 947-3529 to request an interpreter if they plan to attend the meeting.

Persons who cannot attend this meeting but have questions or wish to voice their opinions and/or concerns, may contact the following:

Mr. Rusty Chesmore, P.E., Project Manager
Mead & Hunt, Inc.
6501 Watts Road, Suite 101
Madison, WI 53719-2700
(608) 273-6380
fax: (608) 273-6391
email: rusty.chesmore@meadhunt.com

Mayor Jeff Grothman
City Hall
115 West Pleasant Street
Portage, WI 53901
(608) 742-2176 or
(608) 742-2228
fax: 9608) 742-8623

First Name	Last Name	Title	Address 1	Address 2	City	State	Zip Code
Lold	Atkinson, Jr.		PO Box 179		Portage	WI	53901
Jerome	Baggot		254 West Edgewater Street		Portage	WI	53901
Susan	Barton		532 West Wisconsin		Portage	WI	53901
Dale and Teresa	Benoy		424 East Edgewater Street		Portage	WI	53901
Vincent	Bos		314 East Edgewater Street		Portage	WI	53901
George and Darline	Bradley		10359 Highway Y		Mazomanie	WI	53560
Brittingham and Hixon Lumber Company			2020 East Milwaukee Street		Janesville	WI	53470
Barbara	Broesch		1409 Agency House Road		Portage	WI	53901
Ellen	Caflisch		310 West Edgewater Street		Portage	WI	53901
Doris	Campbell		924 Farwell Drive		Madison	WI	53704
Canal Seed & Feed, Inc., c/o David R. Anderson			15 Island Drive		Montello	WI	53949
Chase Manhattan Mortgage Corporation, c/o First Preston Specialists			5040 Addison Circle	Suite 400	Addison	TX	75001
City of Portage			115 West Pleasant Street		Portage	WI	53901
CMC Heartland Partners			PO Box 6205	Suite 510	Chicago	IL	60680
George and Judy			248 West Edgewater Street		Portage	WI	53901
Arlene	Collins		141 Lagrange 702		Lagrange	IL	60525
Brian and Rebecca	Davey		105 Jefferson Street		Portage	WI	53901
Steven	Denman		5601 East Edgewater Street		Portage	WI	53901
Portage Lumber, c/o Ronald Dorn	DeYoung		PO Box 425		Portage	WI	53901
Downtown Portage Properties, LLC, c/o current resident			109 W. Edgewater		Portage	WI	53901
Stacy and Chad	Droste		131 West Mullett Street		Portage	WI	53901
Russell	Eberlein		406 East Edgewater Street		Portage	WI	53901
Harvey and Heather	Eldridge		258 West Edgewater Street		Portage	WI	53901
John	Epps		634 Saddle Ridge		Portage	WI	53901
Cedric	Evenson		330 East Edgewater Street		Portage	WI	53901
Firstar Bank Madison, Controller			One South Pinckney		Madison	WI	53703
Gertrude Bartnick Life Estate, et. al.			324 East Edgewater Street		Portage	WI	53901
William and Sharon	Goetz		516 Oneida Street		Portage	WI	53901
Daniel and Sally	Goltz		3732 North 87th Street		Milwaukee	WI	53222
John	Gruber		208 East Edgewater Street		Portage	WI	53901
H. Samuels Company, Inc.			PO Box 494		Portage	WI	53901
Timothy and Linda	Haddix		615 West Pleasant Street		Portage	WI	53901
Alvin	Hamele		315 East Wisconsin Street		Portage	WI	53901
Terry and Penny	Hanson		628 East Edgewater Street		Portage	WI	53901
Bernard	Hartman		524 East Edgewater Street		Portage	WI	53901
Bryan	Hesse		822 East Edgewater Street		Portage	WI	53901

Dean and Maxie	Horne	328 East Edgewater Street		Portage	WI	53901
Marvin and Inez	Horton	504 East Edgewater Street		Portage	WI	53901
Robert and Brenda	Howland	716 East Edgewater Street		Portage	WI	53901
Neal	Hurd	N 8401 Klappstein Road		Portage	WI	53901
Jefsa, LLC		PO Box 8800		Madison	WI	53708
Craig	Jeske	W 10147 County Road X		Portage	WI	53901
Joseph Albert Halasz Estate, Credit Shelter Trust, c/o Todd A. Kreckman		102 Silver Lake Drive		Portage	WI	53901
Thomas	Kerl	PO Box 601		Portage	WI	53901
Kid's XV LLC		PO Box 177		Montello	WI	53949
Ryan and Kellie	Kilde	316 West Edgewater Street		Portage	WI	53901
Bernelce Killoran, c/o Becky Plonke		914 West Carroll Street		Portage	WI	53901
Douglas	Klapper	117 West Mullett Street		Portage	WI	53901
Lawrence	Kluge	215 Ontario Street		Portage	WI	53901
Edward	Koroch	1033 East Albert Street		Portage	WI	53901
Michael and Theresa	Kuchinski	250 West Edgewater Street		Portage	WI	53901
Peter and Kathryn	Kurt	3134 CTH DM		Morrisonville	WI	53571
Frederic and Nancy	Langbecker	320 West Edgewater Street		Portage	WI	53901
Roger and Carol	Mateske	318 East Edgewater Street		Portage	WI	53901
Helen	McCartan	324 West Edgewater Street		Portage	WI	53901
George and Evelyn	Monthey	W 7180 County Road EE		Portage	WI	53901
Nancy Preston, Janice Waydick, and Betty Warren		732 East Cook		Portage	WI	53901
National Society of Colonial Dames of America, c/o Dr. Marilynn Baxter		4627 Springbrook Road		Rockford	IL	61114
Steven	O'Malley	N 6220 Paackard Road		Pardeeville	WI	53954
Cathy	O'Rourke	312 East Edgewater Street		Portage	WI	53901
P.C. Kaiser Construction Company		315 Summit Street		Portage	WI	53901
Timothy and Kathy	Paddack	522 East Edgewater Street		Portage	WI	53901
Cecile	Pakse	PO Box 502		Portage	WI	53901
Portage Canal Society, Inc., c/o Treasurer		PO Box 847		Portage	WI	53901
Portage Furniture Store, c/o Gerard Ayers		121 East Cook Street		Portage	WI	53901
Property Plus, Inc., c/o current resident		337 East Mullett Street		Portage	WI	53901
Diane	Rake	6840 Schumacher Road		Waunakee	WI	53597
Ralph and Mary	Hamburg	410 East Edgewater Street		Portage	WI	53901
RDS Properties, LLC		PO Box 340		Lake Delton	WI	53904
Alonzo and Frances	Riddle	119 West Mullett Street		Portage	WI	53901
Riverwood Elderly Association		401 North Wabash	Room 700	Chicago	IL	60611
Mark and Margaret	Russell	416 East Edgewater Street		Portage	WI	53901
Gary and Wendy	Schmudlach	N 2153 7th Avenue		Endeavor	WI	53930

Anita	Schroeder	508 East Edgewater Street		Portage	WI	53901
Leroy and Caryl	Schultz	802 East Cook Street		Portage	WI	53901
Scott Anderson and Amy Hollenberger		608 East Edgewater Street		Portage	WI	53901
Herbert	Seiler	W 9823 CTH XX		Wisconsin Dells	WI	53965
Scott	Shadel	824 East Edgewater Street		Portage	WI	53901
Maurice and Nadine	Shaw	139 West Mullett Street		Portage	WI	53901
Neil	Shortreed	2627 Pine Ridge Court		Portage	WI	53901
Jeffrey and Tami	Skinner	814 East Edgewater Street		Portage	WI	53901
Brian	Smith	W 8068 Dumke Road		Portage	WI	53901
Gary and Mary	Smith	304 East Edgewater Street		Portage	WI	53901
Soo Line Railroad		RM 804, PO Box 530		Minneapolis	MN	55440
State of Wisconsin Department of Natural Resources, c/o Stephen M. Ales, RR/WB		PO Box 7921		Madison	WI	53707
State of Wisconsin Department of Transportation, Real Estate		2101 Wright Street		Madison	WI	53704
Steven and Donna Elliott Trust		531 East Mullett Street		Portage	WI	53901
Sherryl	Stolte	102 Lock Street		Portage	WI	53901
Jason	Stoltz	429 East Mullett Street		Portage	WI	53901
T.T. Masonry, Inc., c/o Wisconsin Management Company		N 256 Dewey Road		Watertown	WI	53098
Richard and Mary	Taylor	235 West Howard Street		Portage	WI	53901
Daniel	Teschner	N 2319 CTH CX		Endeavor	WI	53930
Tony and Jessica	Theis	306 East Edgewater Street		Portage	WI	53901
Terry and Christine	Treutel	306 West Edgewater Street		Portage	WI	53901
Will and Leslie	Trojanowski	666 Center Street		Portage	WI	53901
Whitney and Ann	Warwick	502 East Edgewater Street		Portage	WI	53901
Young Family Trust		403 East Mullett Street		Portage	WI	53901
Mark and Theresa	Zunker	720 East Edgewater Street		Portage	WI	53901
Ice Age Park & Trail Foundation, c/o Jean Potter		209 South Ste. Marie Street	PO Box 1084	Portage	WI	53901
Ice Age Park & Trail Foundation, c/o Christine Thisted		141 Lodi Street	Studio D	Wautoma	WI	54982
The Honorable Jeff	Grothman Mayor of the City of Portage	115 West Pleasant Street		Lodi	WI	53555
The Honorable Herb	Kohl United States Senator	14 West Mifflin Street	Suite 207	Portage	WI	53901
The Honorable Russ	Feingold United States Senator	1600 Aspen Commons		Madison	WI	53703
The Honorable Tammy	Baldwin Representative in Congress	10 East Doty Street	Suite 405	Middleton	WI	53562
The Honorable Robert	Welch The State Senate	PO Box 7882		Madison	WI	53707
The Honorable J.A.	Hines House of Representatives	PO Box 8952		Madison	WI	53707
Gil	Meisgeier	709 West Edgewater Street		Madison	WI	53708
Joel	Engelland	PO Box 41		Portage	WI	53901
Galley Studios, Attn: Fred Galley		222 West Cook Street		Portage	WI	53901
Jim	Bryan	604 West Edgewater Street		Portage	WI	53901
				Portage	WI	53901

Blanche	Murtagh		2201 Yellowstone		Portage	WI	53901
C. Martin	Gavinski		W7205 North Shore Drive		Portage	WI	53901
Gloria	Kirking		151 East Cook Street		Portage	WI	53901
Michael	Gulffres		PO Box 134		Portage	WI	53901
Gary	Fredrick		N9555 Fox River Road		Portage	WI	53901
WPDR/WDDC, Attn: Susann Gamble			PO Box 300	N6912 Highway 51	Portage	WI	53901
Chamber of Commerce, Attn: Ken Jahn			139 West Cook Street		Portage	WI	53901
Dan	Wickersham		131 East Mullett Street		Portage	WI	53901
Portage Canal Preservation Society			2201 Yellowstone Street		Portage	WI	53901
Columbia County Historical Society, c/o Arlene J. Babcock, President			W5410 County Road P		Pardeeville	WI	53954
Portage Historical Society, c/o Edward S. Rebholz, President			W7324 First Street		Portage	WI	53901
Kjohnson Engineers, Inc., Kim Johnson			6510 Grand Teton Plaza	Suite 314	Madison	WI	53719
Pam	Schuler	Manager Ice Age NST, National Park Service	700 Rayovac Dr.	Suite 100	Madison	WI	53711
Marie	Moe	City Clerk, City of Portage	115 West Pleasant Street		Portage	WI	55901
Ron	Grasshoff	WisDNR, S. Central Region Headquarters	3911 Fish Hatchery Road		Fitchburg	WI	53711
Janet	Smith	U.S. Fish and Wildlife Service	1015 Challenger Court		Green Bay	WI	54311
Rick	Dexter	Compliance Chief, Wisconsin Historical Society	816 State Street		Madison	WI	53706
Ron	Steiner	P.E., General Engineering Co.	412 E. Slifer Street	PO Box 340	Portage	WI	53901
Gil	Jevne	ASLA, Schreiber/Anderson	1435 East Main Street		Madison	WI	53703
Robert	Newbery	WisDOT, Bureau of Environment	4802 Sheboygan Avenue	Room 451, PO Box 7965	Madison	WI	53707-7965
Jaclyn	Lawton	Federal Highway Administration	567 D'onofrio Drive		Madison	WI	53719
Johnny	Gerbitz	Federal Highway Administration	567 D'onofrio Drive		Madison	WI	53719
Bill	Sande	U.S. Army Courps of Engineers	First Federal Savings Bank Building, Roo	1617 East Racine Avenu	Waukesha	WI	53186
Kurt	Dey	Columbia County Highway Commissioner	PO Box 875		Wyocena	WI	53969
Richard C.	Boockmeier	County Board Supervisor	430 W. Edgewater		Portage	WI	53901
J. Robert	Curtis	County Board Supervisor	104 W. Slifer		Portage	WI	53901
Kenneth W.	Hutler	County Board Supervisor	140 W. Carroll Street		Portage	WI	53901
Kenneth E.	Olson	County Board Supervisor	415 E. Howard Street		Portage	WI	53901
Edward P.	Riley	County Board Supervisor	311 La Moure Street		Portage	WI	53901
Portage Public Library, c/o Hans Jensen, Director			253 W. Edgewater St.		Portage	WI	53901
Riverwood Apartments, c/o Building Manager			215 W. Mullett Street		Portage	WI	53901
Alicia	Goehring	Deputy State Historic Preservation Officer	816 State Street		Madison	WI	53706

U.S. Department
of Transportation
Federal Highway Administration

Wisconsin Division

Highpoint Office Park
567 D'Onofrio Drive, Suite 100
Madison, Wi, 53719-2814
Phone # 608-829-7500

May 19, 2003

Alicia Goehring, Deputy State Historic Preservation Officer
Compliance and Archeology Section
The State Historical Society of Wisconsin
816 State Street
Madison, WI 53706

Attention: Richard Dexter

Subject: Project ID # 6996-05-06
Portage Canal Rehabilitation and Trail Construction
City of Portage, Columbia County

Dear Rick:

At our recent meeting, we agreed to provide you with the Federal Highway Administration's (FHWA) assessment of effect and with an outline for the next steps in the fulfilling Section 106 requirements for the Portage Canal project. This letter provides the requested information.

Per Section 800.5, FHWA has identified an adverse effect to the Portage Canal, which is listed in the National Register, for the following proposed design elements:
Placement of fill in limited locations along the canal, change in canal width
Construction of new crossings, introduction of new elements
Introduction of an adjacent recreational trail, introduction of new elements
Introduction of railing where the trail would be next to the canal, introduction of new elements

The final *Conceptual Design Report,* approved by the Portage Canal Ad Hoc Committee and distributed on April 16, 2003, describes the design concept for the rehabilitation of the Portage Canal and construction of an adjacent pedestrian and bicycle trail. Section 2.D, Project Alternatives, states that restoration to a uniform width of 60 or 75 feet based on historic precedent was eliminated due to concerns that this would limit the function of trail, involve additional property acquisition, require demolition of buildings (for 75-foot width), and necessitate extensive placement of fill (for 60-foot width). The committee believes that such a restoration conflicts with the community goals for a low maintenance, historically compatible trail that is directed toward maximum usage with minimal right-of-way acquisition. Goals for the canal include improved water quality and navigability for small watercraft.

Members of the Ad Hoc Committee are eager to meet with agencies and other interested parties (as identified in my April 9 email to you) to begin consultation to address the project's adverse effect. The community is looking for completion of Section 106 requirements as soon as possible to allow design to continue. We request that you participate in a consultation meeting at the next Ad Hoc Committee meeting, June 10 at 7:00 pm in Portage.

Sincerely,

Jaclyn Lawton
Environmental Programs Engineer

cc: R. Newbery, Staff Historian, Bureau of Environment, WISDOT
S. Ales, WisDNR (by email)

WISCONSIN HISTORICAL SOCIETY

Headquarters Building
816 State Street
Madison, WI 53706-1482
608-264-6400

06/04/2003

Ms. Jaclyn Lawton
Federal Highway Administration
567 D'Onofrio Dr., Suite 100
Madison WI 53719-2814

IN REPLY PLEASE REFER TO CASE #: 03-0051
RE: Portage Canal Rehabilitation and Trail Construction
ID: ID 6996-05-06/COLUMBIA COUNTY

Dear Ms. Lawton:

We have received your letter of May 19, 2003 and earlier we received a copy of the Conceptual Design Report directly from the project consultants. We concur with your findings that this project will have an adverse effect on the Portage Canal, which is listed in the National Register of Historic Places. You will also need to notify the Advisory Council on Historic Preservation of this finding.

We look forward to beginning the consultation process to resolve the adverse effects as specified in 36 CFR 800.6. Presuming that the Council will not want to be involved in this consultation process we can begin to find ways to avoid, minimize, or mitigate the adverse effects at your June 10, 2003 meeting.

Overall we are very supportive of the concepts underlying this project. The Portage Canal is a significant state resource. The restoration of the canal and its water flow and the creation of a mechanism, the trail, to view and celebrate this resource, are commendable.

If there are any questions concerning this project please contact Richard Dexter (608) 264-6509.

Sincerely,

Alicia L. Goehring
Administrator, Division of Historic Preservation
State Historic Preservation Officer

U.S.Department
of Transportation
Federal Highway Administration

Midwestern Region
Wisconsin Division

Highpoint Office Park
567 D'Onofrio Drive
Madison, Wisconsin 53719-2814
608-829-7500

July 15, 2003 - DRAFT

Mr. Don Klima
Director, Eastern Office of Project Review
Advisory council on Historic Preservation
1100 Pennsylvania Avenue, NW, #809
Washington, D.C. 20004

Attention: Dr. Laura Henley Dean
Central Region

Subject: WisDOT Project I.D. 6996-05-06
Portage Canal Rehabilitation
City of Portage
Columbia County

Dear Laura:

The purpose of this letter is to notify you of the adverse effect finding for the Portage Canal Rehabilitation project. The proposed project will restore the Portage Canal, which is listed on the National Register of Historic Places, and construct a bicycle/pedestrian trail adjacent to the canal. Please note that the purpose of this project is to restore the canal to some functionality which in itself mitigates most of the adverse effects.

Per Section 800.5, FHWA has identified an adverse effect to the Portage Canal, which is listed in the National Register, for the following proposed design elements:

- Placement of fill in limited locations along the canal, change in canal width
- Construction of new crossings, introduction of new elements
- Introduction of an adjacent recreational trail, introduction of new elements
- Introduction of railing where the trail would be next to the canal, introduction of new elements

We expect to begin negotiation of a Programmatic Agreement (PA) for this project in the near future. The PA is expected to stipulate conditions or future actions to avoid, minimize or mitigate Adverse Effects. Enclosed is a list of interested parties for this project, with those who have been invited to participate as consulting parties highlighted. Unless you notify us of your intent to participate in consultation, we will plan to provide you with a copy of the PA once it is executed.

Sincerely,

Jaclyn Lawton
Environmental Programs Engineer

Enclosures

cc: Richard W. Dexter, Wisconsin Historical Society
Robert S. Newbery, Wisconsin Department of Transportation, Bureau of Environment
Brad Johnson, U.S. Army Corps of Engineers, St. Paul District
Bill Sande, U.S. Army Corps of Engineers
(1314 Contractors Boulevard, Plover, WI 54467)
Pam Schuler, Manager Ice Age NST, National Park Service
(700 Rayovac Dr., Suite 100, Madison, WI 53719)
Stephen M. Ales, Wisconsin Department of Natural Resources
(RR/WB, State of Wisconsin Department of Natural Resources,
P.O. Box 7921, Madison, WI 53707)
Mayor Jeff Grothman, City of Portage (115 West Pleasant Street, Portage, WI 53901)

K:\mis\mailout\2003\4th quarter\JDL 030715 ACHP Portage Canal notification.doc

August 8, 2003

Ms. Jaclyn Lawton, P.E.
Environmental Programs Engineer
Federal Highway Administration
Highpoint Office Park
567 D'Onofrio Drive, Suite 100
Madison, WV 53719-2814

REF: Proposed Rehabilitation of Portage Canal
Portage, Columbia County, Wisconsin

Dear Ms. Lawton:

On July 24, 2003, we received your notification and supporting documentation regarding the adverse effects of the referenced project on properties listed on and eligible for listing on the National Register of Historic Places. Based upon the information you provided, we do not believe that our participation in consultation to resolve adverse effects is needed. However, should circumstances change and you determine that our participation is required, please notify us. Pursuant to 36 CFR 800.6(b)(iv), you will need to file the final Memorandum of Agreement and related documentation at the conclusion of the consultation process. The filing of the Agreement with us is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Laura Dean at 202-606-8505.

Sincerely,

Raymond V. Wallace

Raymond V. Wallace
Historic Preservation Technician
Office of Federal Agency Programs

MEAD HUNT

ENGINEERS
ARCHITECTS
SCIENTISTS
PLANNERS

Providing responsive and innovative service since 1900

September 16, 2003

The Honorable Jeff Grothman
115 West Pleasant Street
Portage, WI 53901

Subject: Documentation for Consultation and Programmatic Agreement

Dear Mayor Grothman:

Enclosed are copies of the Documentation for Consultation and the revised Programmatic Agreement. The Documentation for Consultation was prepared at the request of Wisconsin Department of Transportation and the Federal Highway Administration to comply with Section 106 of the National Historic Preservation Act. By copy of this letter, both documents are being sent to the other Ad Hoc Committee members for their information.

If the Programmatic Agreement is acceptable to the city, please sign it and return the signature page to Mead & Hunt. Once we receive the page with your signature, we will forward the agreement, along with the Document for Consultation, to the agencies for their signatures. The Programmatic Agreement will be considered executed once it has been signed by the Federal Highway Administration, the Wisconsin Department of Transportation, and the State Historic Preservation Office.

We will be happy to respond to any questions you may have about the documents.

Sincerely,

MEAD & HUNT, Inc.

Amy R. Squitieri
Manger of Historic Preservation

Enclosures

cc: Ms. Kim Johnson, P.E., Kjohnson Engineers
Ad Hoc Committee Members

Mead & Hunt Inc. 6501 Watts Road Madison Wisconsin 53719-2700
608 273 6380 fax: 608 273 6391 email: madison@meadhunt.com www.meadhunt.com

First Name	Last Name	Title	Address 1	Address 2	City	State	Zip Code
Jim	Bryan		604 West Edgewater Street		Portage	WI	53901
Joel	Engelland		PO Box 41		Portage	WI	53901
Gary	Fredrick		N9555 Fox River Road		Portage	WI	53703
C. Martin	Gavinski		W7205 North Shore Drive		Portage	WI	53901
The Honorable Jeff	Grothman	Mayor of the City of Portage	115 West Pleasant Street		Portage	WI	53901
Michael	Guiffres		PO Box 134		Portage	WI	53901
Gloria	Kirking		151 East Cook Street		Portage	WI	53571
Gil	Meisgeier		709 West Edgewater Street		Portage	WI	53901
Blanche	Murtagh		2201 Yellowstone		Portage	WI	53597
Dan	Wickersham		131 East Mullett Street		Portage	WI	53901
Galley Studio, Attn: Fred Galley			222 West Cook Street		Portage	WI	53901
Ice Age Park & Trail Foundation c/o Jean Potter			209 South Ste. Marie Street	PO Box 1084	Wautoma	WI	53901
Portage Lumber,c/o Ronald Dorn			PO Box 425		Portage	WI	53703
State of Wisconsin Department of Natural Resources, c/o Stephen M. Ales, RR/WB			PO Box 7921		Madison	WI	53901

U.S. Department
of Transportation
Federal Highway Administration

Wisconsin Division

Highpoint Office Park
567 D'Onofrio Drive, Suite 100
Madison, Wi, 53719-2814
Phone # 608-829-7500

April 26, 2004

Mr. Don L. Klima
Director, Eastern Office of Project Review
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue, NW, #809
Washington, D.C. 20004

Attention: Dr. Laura Henley Dean
Central Region

Subject: **Memorandum of Agreement**
WisDOT Project I.D. 6996-05-06
Portage Canal Rehabilitation
City of Portage
Columbia County

The Wisconsin Department of Transportation (WisDOT) proposes the subject project and may use Federal funding.

In keeping with 36 CFR 800.6(a)(1) and 36 CFR 800.11(e), the Documentation for Consultation was sent to you previously. In compliance with 36 CFR 800.11(f), this Memorandum of Agreement is provided. There are no substantive revisions or additions to the documentation provided earlier. The views of any consulting parties and the public are adequately represented in the Documentation for Consultation.

Should you have any questions concerning this submittal, please contact me at 608-829-7517.

Sincerely yours,

Jaclyn Lawton
Environmental Programs Engineer

Enclosure

cc: R. Newbery, Staff Historian, Bureau of Environment, WISDOT
M. Stevens, SHPO
T. Gilbert, National Park Service – IANST
S. Ales, Wisconsin DNR
J. Grothman, Mayor, Portage

Memorandum of Agreement
Between the Federal Highway Administration, Wisconsin State Historic Preservation Officer, U.S. Army Corps of Engineers, National Park Service—Ice Age National Scenic Trail, Wisconsin Department of Natural Resources, Wisconsin Department of Transportation, and City of Portage

Regarding
WisDOT Project I.D. 6996-05-06
Portage Canal Rehabilitation
City of Portage
Columbia County

WHEREAS, the Federal Highway Administration (FHWA) is providing financial assistance for the rehabilitation of the Portage Canal in the City of Portage, Columbia County, Wisconsin (the UNDERTAKING); and

WHEREAS, this UNDERTAKING will include improving water quality and quantity in the canal and maximizing use of the canal by making it accessible to pedestrians, bicyclists and small watercraft boaters; and

WHEREAS, the concepts of this UNDERTAKING are described in the *Conceptual Design Report for the Portage Canal Rehabilitation,* April 2003 (the REPORT), which is referenced throughout this Memorandum of Agreement (hereinafter MOA) and incorporated herein; and

WHEREAS, design concepts presented in the REPORT may be implemented in stages as funding becomes available but are included within the UNDERTAKING that is addressed by this MOA; and

WHEREAS, this MOA does not constitute a Program Alternative pursuant to 36 CFR § 800.14, but is executed pursuant to 36 CFR § 800.6(b)(1) and (c); and

WHEREAS, the definitions given in Attachment 1 of this MOA in 36 CFR § 800.16 are applicable throughout this MOA; and

WHEREAS, the FHWA is the lead agency on this UNDERTAKING with responsibility for completing the requirements of Section 106 of the National Historic Preservation Act, 16 U.S.C. § (NHPA); and

WHEREAS, the FHWA has established the UNDERTAKING's Area of Potential Effects (APE) to be the canal and adjacent property on both sides of the canal between the Wisconsin River and the Fox River; and

WHEREAS, the FHWA has identified three historic properties in the UNDERTAKING's APE— (1) the Portage Canal, including the canal, Portage (Wisconsin River) Lock, and Fort Winnebago Lock and its environs; (2) the Portage Industrial Waterfront Historic District, which includes properties in the APE at 106, 107, and 131 East Mullett Street; and (3) the Old Indian Agency House, which includes the Agency House and Surgeon's Quarters—all of which are listed in the National Register of Historic Places (National Register); and

WHEREAS, the FHWA, in consultation with the Wisconsin State Historic Preservation Officer (SHPO), has determined that placement of fill in limited locations along the canal, construction of a trail adjacent to the canal, construction of new canal crossings, and introduction of railing between the trail's shoulder and water's edge in selected areas will have adverse effects upon the Portage Canal; and

WHEREAS, the FHWA, in consultation with the SHPO has determined that the UNDERTAKING will have no effect on the Portage Industrial Waterfront Historic District or the Old Indian Agency House; and

WHEREAS, the FHWA, in consultation with the SHPO, has determined that there are no other properties eligible for, or listed in, the National Register in the UNDERTAKING's APE; and

WHEREAS, an archeological survey was conducted in 2002 within the UNDERTAKING's APE and did not identify any archaeological sites, the resulting report being referenced herein as "2002 Archaeological Survey Report" and attached as Attachment 2; and

WHEREAS, the FHWA intends to use the provisions of this MOA to address applicable requirements of Section 110(b) of the NHPA, 16 U.S.C. § 470h-2(b); and

WHEREAS, the FHWA has consulted with the SHPO in accordance with Section 106 of the NHPA and the implementing regulations (36 CFR Part 800) to resolve the adverse effect of the UNDERTAKING on historic properties; and

WHEREAS, the U.S. Army Corps of Engineers (USACE), which may be requested to issue Section 10 and 404 permits for this UNDERTAKING, participated in consultation for this UNDERTAKING and was invited to and elected to be a consulting party and signatory to this MOA; and

WHEREAS, the National Park Service administers the Ice Age National Scenic Trail adjacent to portions of the Portage Canal, may have concurrent jurisdiction for activities contemplated herein associated with its trail pertaining to implementation of Section 106 of the NHPA for this UNDERTAKING, participated in consultation and was invited to and elected to be a consulting party and signatory to this MOA; and

WHEREAS, the Wisconsin Department of Natural Resources (WDNR) administers the Portage Canal, which is owned by the State of Wisconsin, participated in consultation, and was invited to and elected to be a consulting party and signatory to this MOA; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) participated in consultation and was invited to and elected to be a consulting party and signatory to this MOA; and

WHEREAS, the City of Portage participated in consultation and was invited to and elected to be a consulting party and signatory to this MOA; and

WHEREAS, the Portage Canal Ad Hoc Committee, an organization appointed by the City of Portage which represents diverse local interests in the canal, participated in consultation, and this MOA reflects the accommodation of their views; and

NOW, THEREFORE, the FHWA, USACE and SHPO agree that, upon execution of this MOA and upon the FHWA's decision to proceed with the UNDERTAKING, the following stipulations will be implemented in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

The FHWA will ensure that the following measures are carried out:

I. Coordination with the SHPO

The PROJECT SPONSOR will coordinate any PROJECT implementing the approved REPORT with the SHPO.

1. The relevant portion of the REPORT and sufficient detail of the PROJECT to allow for appropriate SHPO comment will be submitted to the SHPO for review.

2. If the SHPO finds that the proposed PROJECT meets the design goals of the REPORT, the PROJECT shall be deemed to have complied with the requirements of Section 106 of the NHPA.

3. If the SHPO has concern(s) with any proposed PROJECT, it will suggest in writing ways to resolve its concern(s). If the SHPO's comments are not acceptable to the PROJECT SPONSOR, the SHPO will meet with the PROJECT SPONSOR to resolve the SHPO's concern(s).

4. Any ground disturbing PROJECT proposed for areas outside of the area covered by the 2002 Archaeological Survey Report, Attachment 2, shall be reviewed by the SHPO for archaeological potential. The SHPO shall provide comments addressing the need for any additional archaeological survey or monitoring of the PROJECT areas.

II. Dispute Resolution

Should any necessary and invited signatory to this MOA object to any action carried out or proposed by the FHWA with respect to the PROJECT or implementation of this MOA, the FHWA shall consult with the objecting party to resolve the objection. Should any necessary and invited signatory to this MOA object to any action carried out or proposed by the PROJECT SPONSOR, if FHWA is not involved, the PROJECT SPONSOR shall consult with the objecting party to resolve the objection. If the objection cannot be resolved through consultation, the provisions of 36 CFR § 800.7 shall be implemented.

III. Other Laws, Rules, Regulations

1. No provision of this MOA, whether express or implied, is intended or designed to exempt the FHWA, the SHPO or any other signatories in this MOA from their respective obligations, duties and responsibilities pursuant to any provisions of the NHPA and/or the implementing regulations at 36 CFR Part 800 not specifically referenced herein, or the provisions of any other federal, state, or local law, regulation, rule or ordinance not specifically referenced herein.

2. It is the responsibility of the FHWA, the SHPO and all other signatories in this MOA independently to recognize, understand and carryout each of their respective obligations, duties and responsibilities under the NHPA and the implementing regulations at 36 CFR Part 800 not otherwise referenced herein.

IV. Amending or Terminating

Any necessary and invited signatory to this agreement may propose to the FHWA that the agreement be amended or terminated, whereupon the FHWA shall consult with the other parties to this agreement to consider such an action. Amendments may include modifying and/or deleting any existing provision(s), adding a new provision(s), adding an additional signatory(ies) and/or concurring party(ies), and/or removing an existing signatory(ies). The execution of any such action shall be governed by 36 CFR § 800.6(c)(1).

V. Sunset Provision

If the terms of this agreement have not been implemented by May 1, 2009, the FHWA shall consult with the necessary and invited signatories to this agreement to consider whether the agreement should be amended or terminated. This agreement shall remain in force until it is terminated.

Execution of this MOA by the FHWA, USACE and SHPO, and implementation of its terms, evidences that the FHWA and USACE have complied with Section 106 of the NHPA, and that the FHWA and USACE have taken into account the effects of the PROJECT on historic properties.

Executed by the following Signatories:

FEDERAL HIGHWAY ADMINISTRATION

BY: _____ Date: 3-10-04

Jaclyn D. Lawton, Environmental Programs Engineer

WISCONSIN STATE HISTORIC PRESERVATION OFFICER

BY: _____ Date: March 11, 2004

Michael E. Stevens, State Historic Preservation Officer

U.S. ARMY CORPS OF ENGINEERS

BY: _____ Date: April 7, 2004

NATIONAL PARK SERVICE—ICE AGE NATIONAL SCENIC TRAIL

BY: Thomas L. Gilbert Date: 3/10/04

Tom Gilbert, Superintendent

WISCONSIN DEPARTMENT OF NATURAL RESOURCES

BY: Ruthe Badger

Ruthe Badger, South Central Regional Director

Date: 3/16/04

WISCONSIN DEPARTMENT OF TRANSPORTATION

BY: Patricia M Maurer
for Eugene S. Johnson, Director
Bureau of Equity and Environmental Services

Date: 10 March 2009

CITY OF PORTAGE

BY: Jeff S. Grothman
Jeff Grotoman, Mayor

Date: 3/16/04

ATTACHMENT 1—DEFINITIONS

PROJECT: any specific construction activity that is proposed under the terms of this MOA.

PROJECT SPONSOR: the federal agency that is responsible for providing funding for the PROJECT or, alternately, the unit of government that applied for and received funding, if so delegated by the federal agency.

ATTACHMENT 2—2002 ARCHAEOLOGICAL SURVEY REPORT

See attached seven (7) pages including:

- Archaeological Literature and Records Review
- Archaeological Survey and Field Report
- Application for Permit to Conduct Field Archaeology
- USGS topographic map showing the location of the archaeological survey and archaeological sites in close proximity
- Final Report for a Phase I Archaeological Survey for the Portage Canal Trail

ARCHAEOLOGICAL LITERATURE AND RECORDS REVIEW

Wisconsin Department of Transportation

DT1459 97

PROJECT INFORMATION

Project ID	Highway/Street	County	SHSW Compliance Number
6996-05-06	Portage Canal	Columbia	none
Project Termini Wisconsin River and Fox River		Project Size 2.5 miles/ 4.0 km	 45 acres/ 18.2 hectares
Township(s) Fort Winnebago Pacific	Town/Range 13N, 9E 12N, 9E	Sections 33 4, 5, 8	
USGS Quadrangle(s) Portage 7.5'			

SOURCES RESEARCHED ☐ See Continuation Sheet

☒ OSA USGS maps ☒ Burial Sites Office ☒ County History ☒ CEB Atlas ☒ CEB Manuscripts
☒ WI Land Economic Inventory (WLEI) ☒ Previous Surveys ☒ Archival maps GLO: 1851; map from Canal Society web site.

Publisher____ Year____ Publisher____ Year____
Publisher____ Year____ Publisher____ Year____
☐ Other____

SITES IN PROJECT AREA ☐ See Continuation Sheet

Total Number of Sites: Prehistoric 0 Historic 1 Cemeteries/Burials 0
Code #47 CO - 326 Type fields Affiliation Indian Agency house
Code #47 ____ - ____ Type ____ Affiliation ____
Code #47 ____ - ____ Type ____ Affiliation ____

SITES WITHIN ONE MILE OF THE PROJECT AREA ☐ See Continuation Sheet

Total Number of Sites: Prehistoric ? Historic 2 Cemeteries/Burials 0
Code #47 CO - 25 Type village Affiliation no info.; WA NS 4(1):27 - unclear
Code #47 CO - 228 Type buildings Affiliation Old Indian Agency house; 47BCO99
Code #47 CO - 210 Type fort Affiliation Fort Winnebago

☒ Sites Reported in the Project Area ☒ Sites reported within One Mile ☐ No Sites Reported in the Project Area

Research Conducted By: E. HUGHES Date 10/21/02

I certify that the literature search was done according to the Wisconsin Survey Guidelines.

Allen P. Van Dyke
(Print Name of Archaeologist)

AVD Archaeological Services, Inc.
(Print Name of Firm or Institution)

Allen P Van Dyke
(Signature of Archaeologist)

11-20-02
(Date)

ARCHAEOLOGICAL LITERATURE AND RECORDS REVIEW CONTINUATION SHEET

SOURCES RESEARCHED Continuation

Publisher _____	Year _____	Publisher _____	Year _____
Publisher _____	Year _____	Publisher _____	Year _____
Publisher _____	Year _____	Publisher _____	Year _____
Publisher _____	Year _____	Publisher _____	Year _____
Publisher _____	Year _____	Publisher _____	Year _____
Publisher _____	Year _____	Publisher _____	Year _____
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Publisher _____	Year _____	Publisher _____	Year _____
Publisher _____	Year _____	Publisher _____	Year _____
Publisher _____	Year _____	Publisher _____	Year _____
Publisher _____	Year _____	Publisher _____	Year _____

SITES IN PROJECT AREA Continuation

Total Number of Sites: Prehistoric Historic Cemeteries/Burials

Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____

SITES WITHIN ONE MILE OF THE PROJECT AREA Continuation

Total Number of Sites: Prehistoric 0 Historic 1 Cemeteries/Burials 5

Code #47 BCO - 56	Type cemetery	Affiliation Old Fort Winnebago cemetery
Code #47 CO - 65	Type mounds	Affiliation no info.; WA NS 4(1):28-no info.
Code #47 CO - 249	Type burial	Affiliation probably historic Indian
Code #47 CO - 73	Type mound	Affiliation WA 5(3-4): 300 says conical; ASI says historic Indian burial
Code #47 CO - 74	Type mounds	Affiliation prehistoric Native American
Code #47 CO - 273	Type other	Affiliation Euro-American: early Portage school/residences/commercial area
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____
Code #47 _____ - _____	Type _____	Affiliation _____

ARCHAEOLOGICAL SURVEY FIELD REPORT

ED864 497

Wisconsin Department of Transportation

PROJECT INFORMATION

Project ID	Highway/Street	County	SHSW Compliance Number
6996-05-06	Portage Canal	Columbia	none
Project Termini Wisconsin River on the west and Fox River on the northeast		Project Size 2.5 miles/ 4.0 km	45 acres/ 18.2 hectares
Township(s) Fort Winnebago Pacific	Town/Range 13N, 9E 12N, 9E	Sections 33 4, 5, 8	

Project Type ☐ Reconstruction ☐ Reconditioning ☐ Bridge ☐ Wetland Mitigation ☒ Other bicycle/pedestrian trail

Landowner's Contacted (If no, explain): ☒ Yes ☐ No

Permits Obtained (If yes, attach) ☒ Yes ☐ No

LITERATURE SEARCH

Previously reported sites in project area ☒ Yes ☐ No

Archaeology and Records Literature Search ☒ Attached

Cemetery in Project Area ☐ Yes ☒ No

FIELDWORK

Dates of fieldwork: 10/22-24 Crew Size: 4

Area surveyed: 45acres/ 18.2hectares

SURVEY TECHNIQUES (Attach project plans showing survey coverage)

☒ Shovel testing
25-30 acres/ 10-12 hectares
10-15 meter interval
Describe visibility: none

☐ Surface Collection
_____acres/ _____ hectares
_____ meter interval

☒ Other (please describe) bucket auger

LAND USE ☒ Area not surveyed? Explain: ~15-20 acres were not shovel tested.

☒ Area extensively impacted? Explain: Ice Age Trail is built on dredge spoil from Hwy 33 to Fox River.

Describe: Commercial disturbance is extensive south of Hwy 33; Portage City disturbed much of the canal property. See attached letter.

ISOLATED FINDS (Attach map showing location)

Describe: none

I certify that the literature search and all fieldwork conducted for this report was done accoding to the Wisconsin archaeological Survey Guidelines. No archaeological sites were identified in the project area.

AVD Archaeological Services, Inc.
Name of Firm or Institution

Allen P. Van Dyke
Name of Archaeologist

Allen P Van Dyke
Signature of Archaeologist

11-20-02
Date

Note:
Current archaeological methods may not detect buried sites or burial areas. If artifacts, or human remains are discovered during construction, immediately stop construction in that area and notify the Wisconsin Department of Transportation/Bureau of Environment (608) 266-8216 so that proper coordination may be initiated.

RECEIVED
OCT 15 2002
DIV HIST PRES

APPLICATION FOR PERMIT TO CONDUCT FIELD ARCHEOLOGY UNDER S.44.47, WIS STATE

Name Allen P. Van Dyke

Address 305 South Britton Road

Union Grove (City) WI (State) 53182 (Zip Code)

Institutional Affiliation AVD Archaeological Services, Inc. Occupation Archaeologist

Type of field work Phase I Archaeological Survey

Location of intended work Portage Canal, Portage, Wisconsin

Landowner or custodian State of Wisconsin, Department of Natural Resources

Fill in for testing and/or excavation only

Name of site

Town Range

Section and 1/4 Sec. occupied by site

Who is to curate artifacts recovered, notes, records? UW-Milwaukee (Name of institution)

Period of field work: from 10-14-02 to 10-13-03
(exact dates must be given for testing and/or excavation)

Use the back of this form for a brief statement of the purpose of field work. Letters of explanation may accompany this application when it seems advisable.

DO NOT WRITE BELOW THIS LINE

PERMIT

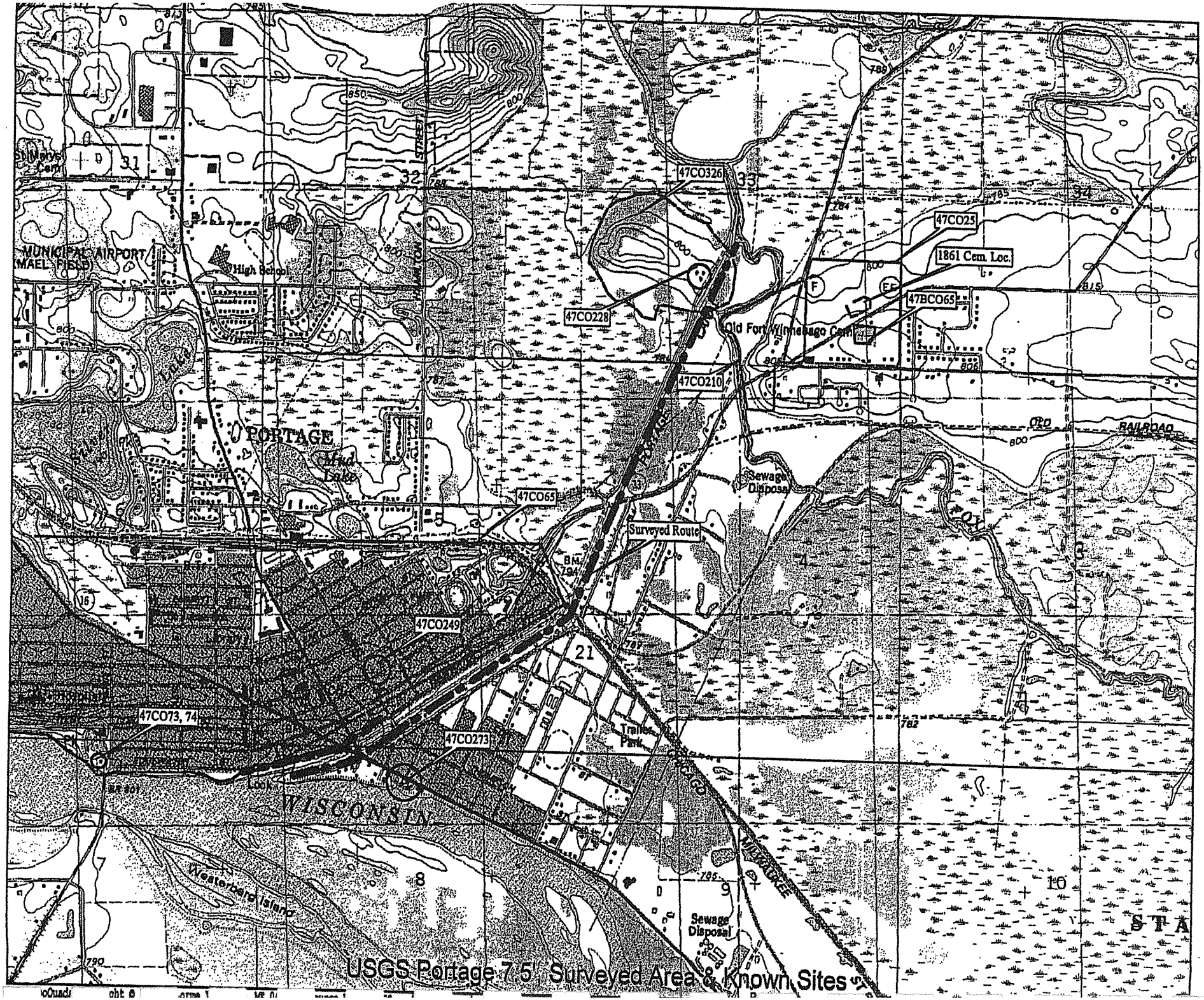
Permission of Landowner [signature] Date 10/10/02

Approved [signature] 10/16/02
Robert Allen Birmingham
State Archeologist, State Historical Society of Wisconsin

CONDITIONS:
1) Two copies of the final report will be submitted to the Division of Historic Preservation.
2) All artifacts and notes will curated in accordance with guidelines found in 36 CFR Part 79 *Curation of Federally-owned and administered Archeological Collections* or by special arrangement with the State Historical Society of Wisconsin.

OTHER CONDITIONS:

This permit does not cover removal of human remains under s. 157.70, Wis State
HP-02-46(rev. 8-5-96)



USGS Portage 7.5' Surveyed Area & Known Sites

Archaeological Services, Inc.

RECEIVED
NOV 21 2002
MEAD and HUNT, INC

November 20, 2002

Amy Squitieri
Mead & Hunt, Inc.
6501 Watts Road
Madison, WI 53719-2700

Re: *Final Report for a Phase I Archaeological Survey for the Portage Canal Trail.*

Dear Ms. Squitieri:
We completed the above-referenced survey and found no archaeological sites (see attached *Archaeological Literature and Records Review* and *Archaeological Survey Field Report).* We surveyed the entire length of the canal on the south and east sides from the Wisconsin River to the Fox River and the north side of the canal from the Wisconsin River to Adams Street, per your request. The survey width was 50 feet from the edges of the canal outward. Much of the area was found to be disturbed as a result of construction and growth of Portage and the canal. The city of Portage takes up a little less than one half of the length of the canal and the development and growth of that city (construction and razing) have obliterated any prehistoric sites that may have been there; similarly, digging the canal would have had the same effect on any prehistoric sites in its path.

The Ice Age Trail follows the east bank of the canal. North of STH 33, the trail is built on about 8-10 feet of fill that has a base extending out beyond the 50 foot corridor we surveyed. Thus, along that stretch of the trail, we dug only occasional shovel tests whenever it passed over an area that was not a wetland. We paid particular attention to the Fox River end of the canal where the land appeared to be less disturbed than at other places, but despite more intensive shovel testing, we found nothing. South of STH 33, there is an extensively disturbed commercial lot where we did sporadic shovel testing. The remainder of the route was shovel tested to the Wisconsin River.

Nine cultural resource sites are reported to be very close to the canal but only one is actually depicted as being in the project area on Wisconsin Historical Society site maps. Site 47CO326, called Agency Fields, encompasses a very large area (see attached map) and extends to the east side of the canal. This site has never been systematically surveyed by archaeologists and the limits are not known. Artifacts were not found in that area during our survey. The Archaeological Site Inventory (ASI) for 47CO326 indicates "a possible linear mound was noted 150 feet south of the agency house, near the bank of the Fox River". In reality, 150 feet south of the agency house is not near the Fox River but it is near the canal. The ASI for 47CO228, the Indian Agency House, indicates "possible

Indian burial sites have been documented on the property". Since the agency house is west of the canal, it is outside the planned project area.

The Portage Canal is a National Register of Historic Places Site. There may be portions of the canal lining walls lying below the banks, below the water level, possibly buried by fill, and out of the reach of a Phase I archaeological survey. However, they would probably not be disturbed by construction of a bicycle/pedestrian trail.

Based on the results of this survey, it appears unlikely that any archaeological sites will be disturbed by this project. If you have any questions about the survey, please call me.

Sincerely,

Allen P. Van Dyke

AVD/dh
Attachments: *Archaeological Literature and Records Review* (7)
Archaeological Survey Field Report (7)
USGS Portage 7.5' (7)

Telephone memo

MEAD & HUNT

To: file

Company Ron Grasshof
WDNR

Recorded by: Perry Rossa

Time 2 pm

Date: 7/27/04

Telephone No. 608 275-3481

Project: Portage Canal Rehab

Project No. P194-02a

Subject: wetland mitigation banking of project impacts

I called Ron to ask about the DNR/DOT decision to bank the initial project impacts at the Patrick Marsh, mitigation bank instead of the more local Hope Marsh site. He said that when he discussed the project with the DOT, they were reluctant to use the Hope Marsh credits because this site has high-quality wetlands compared to the wetlands impacted by the canal project. They wanted to reserve the credits for higher-value impacts. Therefore, he and John Jackson decided to use Patrick Marsh credits for the impacts of the first phase of work while investigating potential on or near-site mitigation opportunities. There are farmed hydric soils in the local watersheds and some areas may become available for restoration during the lifetime of the Portage Canal project.