Environmental Report (ER) and Environmental Assessment (EA) Template

06-25-2019

Wisconsin Department of Transportation

Project Summary

Project ID 6145-01-00, 6145-01-02,6145-01-03 Construction ID 6145-01-74, 6145-01-72, 6145-01-73 Route Designation (if applicable) US 12 National Highway System (NHS) Route Yes No	6145-01 6145-01 Nearest M City of W	-00: WIS 1 -02: Coun [.] -03: Pilgrii	ty A to Pilg m Dr. to E. Dells	Funding Sources (check all that apply) Y A (North) Federal State Loc State Loc Estimated Total Project Cost (design, co real estate, etc). Include delivery cost in Expenditure (YOE). 6145-01-00 (North) \$2.63M in 2020 6145-01-02 (Center) \$10.61M in 2020 6145-01-03 (South) \$9.50M in 2020 Real Estate Acquisition Portion of Estimated (YOE)	nstruction, Year of 5 dollars 025 dollars 6 dollars	
County Sauk		ownship / R	ange ns 9, 16, &	6145-01-00 (North) \$0.03M in 2024 6145-01-02 (Center) \$1.18M in 2024 6145-01-03 (South) \$2.17M in 2024 Utility Relocation Portion of Estimated C	24 dollars 4 dollars Cost (YOE)	
Project Title	12314) 110			6145-01-02 (Center) \$75kin 2024 do 6145-01-03 (South) \$400k in 2025	ollars	
Wisconsin Dells to Baraboo					009	
Bridge Number(s) (if applicable)	For an ER,	indicate the	date of the fi		413	
N/A	letter. Octo For an EA,	ober 19, 202 indicate the	1 date the Prod	6145-01-03 (South) 1.	111 533	
	(PIL) was a	ccepted by F	FHWA.	6145-01-02 (Center) 3. 6145-01-03 (South) 3.	101 658 444	
				PLE 6145-01-00 (North) 0.	203 000 000	
				6145-01-03 (South) 0.	000 000	
Functional Classification of Existing Route				WisDOT Project Classification (FDM 3-5)		
(FDM 4-1-10 & 4-1-15)		Urban	Rural	Perpetuation – Preservation/Restoration		
Freeway/Expressway				Perpetuation – Resurfacing		
Principal Arterial				Perpetuation – Bridge Rehabilitation		
Minor Arterial			<u> </u>	Rehabilitation - Reconditioning		
Major Collector			<u> </u>	Rehabilitation – Pavement Replacement		
Minor Collector				Rehabilitation - Bridge Replacement		
Local				Modernization - Reconstruction		
No Functional Class				Modernization - Expansion		
Other				Preventative Maintenance		
			,	State Majors		
				Other – Describe: Highway Safety Improvement		
FHWA Draft Categorical Exclusion (CE)/WisD FHWA/WisDOT Environmental Assessment (lo significant impacts indicated by initial assessment. by initial assessment.		
Rachel DeSombre, P.E., Env. Coordinat (Print – Preparer Name, Title, Company/Organization	-	n, July 14, 2 te – m/d/yy)	2022	(Signature – Director, Bureau of Technical Services) (Date – m/	d/yy)	
Derek Potter Reason Date: 2	y signed by De n: I am approvi 022.07.14 15:	erek Potter ing this docun 33:38-05'00'	nent	Anthony Norman PE 7/15/20	022	
(Signature, Title) Region Aeronautics Railroads & Harbors Anthony Norman P (Signature, Title) (Date – m/d/yy) FHWA FAA FTA FRA						

Public Hearing was not required. After reviewing and addressing substantive public comments and coordinating with other agencies, it is determined this action: Will NOT significantly affect the quality of the human environment. This document is a Final CE/Final ER. Will NOT significantly affect the quality of the human environment. This document is a Final EA/Finding of No Significant Impact (FONSI). Has potential to significantly affect the quality of the human environment. Draft Environmental Impact Statement (EIS) required.								
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(Signature, Title) (Date – m/d/yy) Region Aeronautics Railroads & Harbors	(Signature, Title) (Date – m/d/yy) FHWA FAA FTA FRA							

^{*}Include Environmental Document Availability and Hearing Summary following this page.

1. Table of Contents:

Purpose and Need	6
Summary of Alternatives	18
Description of Proposed Action	28
Public Involvement	34
Local Government Coordination	36
Traffic Summary	40
Agency and Tribal Coordination	41
Alternatives Comparison Matrix	43
Environmental Factors Matrix	45
Environmental Commitments	48
Factor Sheets	
Business and Economics	51
Environmental Justice	55
Threatened, Endangered and Protected Resources	59
Construction Sound	63
Hazardous Substances, Contamination and Asbestos	64
riazardous Substances, Contamination and Aspestos	04
List of Tables	
Table 1 – WisDOT PCI Classification	10
Table 2 – US 12 Average Crash Rates by Section: 2017-2021	11
Table 3 – Type of Crash: 2017-2021	12
Table 4 – Crash Severity: 2017-2021	13
·	_
Table 5 – Planning Level Annual Average Daily Traffic Volume Thresholds (Vpd) for Four-Lane Divided Roadways	14
Table 6 – Planning Level Annual Average Daily Traffic Volume Thresholds (Vpd) for Four-Lane Undivided Roadways	14
Table 7 – Minority and Low-income Populations	33
Table 8 – Local Government Coordination	36
List of Figures	
Figure 1 – Project Limits	7
Figure 2 – WIS 13 to County A (North) Existing Typical Section	9
Figure 3 – County A to Pilgrim Drive (Center) Existing Typical Section	9
Figure 4 – Pilgrim Drive to E. Adams Street (South) Existing Typical Section	9
Figure 5 – Queued traffic in through travel lane	15
Figure 6 – Lack of Sidewalk delineation through driveway	17
Figure 7 – Pavement Replacement Alternative for North Project (WIS 13 to County A)	18
Figure 8 – Pavement Replacement with Urban Shoulder Alternative for North Project (WIS 13 to County A)	19
Figure 9 – Pavement Replacement as a Narrow 5-Lane Facility with Monolithic Sidewalk and Multi-Use Path	21
on West Side (County A to Bonanza Drive)	
Figure 10 – Pavement Replacement as a Narrow 5-Lane Facility with Monolithic Sidewalk	21
(Bonanza Drive to Pilgrim Drive)	
Figure 11 – Pavement Replacement as a Wider 5-Lane Facility with Terrace and Sidewalk	23
(County A to the Proposed Location of Olympus Road)	
Figure 12 – Pavement Replacement as a Wider 5-Lane Facility with Terrace and Sidewalk	23
(From the Proposed Location of Olympus Road to Pilgrim Drive)	
Figure 13 – Pavement Replacement as a Narrow 5-Lane Facility with Monolithic Sidewalk	25
Figure 14 – Pavement Replacement as a Wider 5-Lane Facility with Terrace and Sidewalk	27
Attachments	
Attachment 1 – Statewide Transportation Improvement Plan Excerpt	
Attachment 2 – Project Location Map and Existing Corridor Map	
Attachment 3 – Alternative 1 Plan View	
Attachment 4 – Alternative 2 (Preferred) Plan View	
Attachment 5 – Complete Streets Memo	
Attachment 6 – Access Management Coordination	
Attachment 7 – Preferred Alternative Plan Details	
Attachment 8 – Land Use Maps	
Attachment 9 – Village of Lake Delton Bike and Pedestrian Routes Plan.	

Attachment 10 – Zoning Maps Attachment 11 – BOA Coordination Attachment 12 – WDNR Coordination Attachment 13 – SHPO Coordination Attachment 14 – USFWS Coordination

Attachment 15 – American Indian Tribe Coordination

Attachment 16 – Phase I Hazardous Materials Investigation Approval

2. Abbreviations and Acronyms:

100 MVMT Hundred million vehicle miles traveled

AADT Average Annual Daily Traffic
AADT Annual Average Daily Traffic

ACHP Advisory Council on Historic Preservation

ACM Asbestos containing material

ADA Americans with Disabilities Act (ADA)

ADT Average daily traffic

AMM Avoidance and Minimization Measures
AWDT Average Annual Weekday Traffic

BOA Bureau of Aeronautics

BTS EPDS Bureau of Technical Services Environmental Project Development Section

CE Categorical Exclusion

CFR Code of Federal Regulations

D % DHV in predominate direction of travel

DATCP Department of Agriculture, Trade, and Consumer Protection

Dba Decibel

DHV Design Hourly Volume
DRO Diesel Range Organics

EA Environmental Assessment
EIS Environmental Impact Statement

EJ Environmental Justice

EPA Environmental Protection Agency

ER Environmental Report

FAA Federal Aviation Administration

FDM WisDOT Facilities Development Manual

FHWA Federal Highway Administration

GRO Gasoline Range Organics

HAWK High-Intensity Activated crossWalK beacon

HCM Highway Capacity Manual

HSIP Highway Safety Improvement Program

I Interstate

IPaC Information for Planning and Consultation

K (30/100/200) % = AADT in DHV (K30 = Interstate, K100 = Rural, K250 = Urban)

K8 % AADT occurring in the average of the 8 highest consecutive hours of traffic on an average day

LOS Level of Service

MOA Memorandum of Agreement

NEPA National Environmental Policy Act

NLEB Northern Long-eared Bat
NHI National Heritage Inventory
NHS National Highway System

NPS U.S. National Park Service

NRCS Natural Resources Conservation Service

P % AADT in peak hour

PAH Polycyclic Aromatic Hydrocarbons

PCI Pavement Condition Index
PIM Public Involvement Meetings
PIP Public Involvement Plan

REC Regional environmental coordinator

RPBB Rusty Patched Bumble Bee
RRFB Rectangular Flashing Beacon
SHPO State Historic Preservation Office

STA Station

STIP Statewide Transportation Improvement Program

STSP Standard Special Provision

T Trucks

TIA Traffic Impact Analysis

TIP Transportation Improvement Plan

TWLTL Two way left turn lane

U.S. United States

US United States Highway

USACE U.S. Army Corps of Engineers

USCG U.S. Coast Guard
USFS U.S. Forest Service

USFWS U.S. Fish and Wildlife Service VOCS Volatile Organic Compounds

WDNR Wisconsin Department of Natural Resources

WEPA Wisconsin Environmental Policy Act

WIS Wisconsin State Highway

WisDOT Wisconsin Department of Transportation

YOE Year of expenditure

3. Document Type:

This document is an Environmental Report (ER) for a proposed action that follows the applicable Categorical Exclusion (CE) criteria under 23 Code of Federal Regulations (CFR) 771.117(a) for actions that do not involve significant environmental impacts. The proposed action meets the following CFR criteria:

- Would not induce significant impacts to planned growth or land use in the area
- Would not require the relocation of significant numbers of people
- Would not have a significant impact on any natural, cultural, recreational, historic, or other resource
- Would not involve significant air, noise, or water quality impacts
- Would not have significant impacts on travel patterns

The proposed action, as herein described, is proposed for approval under 23 CFR 771.117 (d) (13) *Actions described in paragraphs* (c)(26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section. The proposed action would be described under paragraph (c) (26) "Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section." except this action proposes modifications and closures of driveways and therefore does not meet constraint (e)(5) Changes in access control and is therefore being processed under (d)(13).

4. Environmental Document Statement:

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

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

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

5. Fiscal Constraint:

For federally-funded actions, indicate whether the project is included in the most recent version of the WisDOT Statewide Transportation Improvement Program (STIP) or included in a STIP amendment:

The proposed action will not require FHWA funding and/or approval.
The proposed action will use FHWA funds and/or require an FHWA approval and it is included in the most recent version of the STIP or included in a STIP amendment – Indicate the name of the STIP or STIP amendment, the portion of the proposed project funded and the page number on which the project can be found:
The projects are included in the 2022-2025 WisDOT Statewide Transportation Improvement Program on page 96 of the 2022-2025 Final STIP Project Listing for Southwest Region. See Attachment 1 .
For projects in a Metropolitan Planning Area, the proposed action will use FHWA funds and/or require an FHWA approval and it is included in the most recent version of the Transportation Improvement Plan (TIP) or included in a TIP amendment – Indicate the name of the TIP or TIP amendment, the portion of the proposed project funded and the page number on which the project can be found:

6. Purpose and Need

6.1 Project Status

The Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA), are proposing to improve the United States Highway (US) 12 (Wisconsin Dells Parkway) corridor to address safety and operational concerns, pavement deficiencies, and bicycle and pedestrian facility needs. The section of the US 12 corridor being studied (which encompasses all three Project IDs referenced on page 1) starts approximately 100 feet south of Wisconsin State Highway (WIS) 13 on the north and ends 200 feet north of E. Adams Street on the south. See **Attachment 2 – Project Location Map and Existing Corridor Map**. This approximately 2.55-mile long section of US 12, which runs north-south, is on the National Highway System (NHS).

Existing (2021) daily traffic volumes along US 12 range from 7,000 to 21,000 vehicles per day (vpd) during the winter/tourist off-peak season (November through February) and increase to 20,000 to 37,000 vpd during in the summer peak tourist season (June through mid-August). The higher end of the traffic ranges noted here occurs on Saturdays.

Regionally, US 12 is a principal arterial highway and serves as a main north-south corridor in Sauk County. Principal arterials are intended to serve regional trips and major activity centers in the region, as well as providing connections to other major highways serving adjacent counties and communities. Through its links to Interstate (I) 90/94, US 12 distributes commuter, business, and commercial traffic throughout the region, and provides a direct connection to the city of Madison. US 12 serves as an alternate route for I 90/94 when traffic incidents may warrant rerouting traffic off of the interstate.

Locally, US 12 is the primary north-south roadway through the village of Lake Delton and the city of Wisconsin Dells and is the main thoroughfare through the Wisconsin Dells tourism area. Many of the area attractions, hotels, motels, and businesses are shown on the project overview map included in **Attachment 2 – Project Location Map and Existing Corridor Map**. To avoid confusion with the city of Wisconsin Dells, the Wisconsin Dells tourism area will be referred to as "The Dells" in this document.

The Dells is a popular Midwestern family vacation and tourism destination, not only for the numerous theme parks and attractions, but also for the geological beauty that exists in and around the area. The Dells area has been "a place of resort for seekers of pleasure" for more than 150 years. Many of the current attractions, including tours in retired army "Ducks" and water ski shows date back to the 1940s and 1950s. The tourist environment results in a high volume of traffic as well as substantial pedestrians and bicycle activity along the corridor.

The city of Wisconsin Dells takes its name from the dells of the Wisconsin River, a scenic, glacially formed gorge that features sandstone formations along the banks of the river. The northern end of the study corridor is adjacent to the Wisconsin River and the southern end is located near Lake Delton, a man-made freshwater lake. The study corridor is home to numerous attractions including indoor and outdoor waterparks/resorts, hotels, boat tours, water sport rentals, mini golf, go-karts, roller coasters, restaurants, and specialty shops. The greater Wisconsin Dells area also boasts several destination golf courses, a gaming casino, and several State park and recreation areas. Tourists and enthusiasts have been visiting The Dells area for over 150 years and will continue to visit for many years to come.

The project will be designed under three project IDs identified by geographical limit as noted below and in Figure 1:

- ID 6145-01-00/74 US 12, WIS 13 to County A (North)
- ID 6145-01-02/72 US 12, County A to Pilgrim Drive (Center)
- ID 6145-01-03/73 US 12, Pilgrim Drive to E. Adams Street (South)

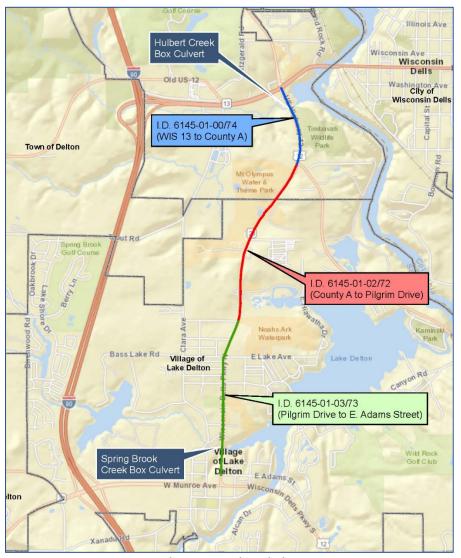


Figure 1 - Project Limits

6.2 Project History

WisDOT began the study for this project in 2020. A previous study of the above referenced sections of this piece of US 12 started in 2011 but was halted in 2016. The 2011 study had presented a range of alternatives that addressed traffic operations and safety improvements for public review and comment. Alternatives considered under that study included:

- 4-lane undivided roadway with four 12-foot wide travel lanes and a 6-foot wide bike accommodation and sidewalk on each side.
- 4-lane divided roadway with four 12-foot wide travel lanes, a 24-foot wide median, and a 6-foot wide bike accommodation and sidewalk on each side.
- Three alternatives for one way-paired roadways utilizing the existing US 12 alignment for northbound traffic and Clara Avenue for southbound traffic. Locations for re-joining the northbound and southbound roadways varied by alternative.

The alternatives presented would have had significant business acquisitions and substantial real estate and construction costs (\$44-\$61 million). The impacts of the previously considered alternatives were determined to be too severe for advancement of a preferred alternative and that study was halted in 2016.

6.3 Relationship to Other Proposed Actions

Prior to restarting the corridor study in 2020, local tourism businesses began and continue to work with the village of Lake Delton on plans to create a new public road running between US 12 and Clara Avenue approximately 800 feet north of Pilgrim Drive. This would require a new intersection with US 12 which requires WisDOT approval. The developer and the village of Lake Delton have submitted a Traffic Impact Analysis (TIA) which is a specialized engineering study to determine the potential traffic impacts of the proposed roadway on US 12 to WisDOT as the first step in moving forward with creation of the new public road connection. For the purposes of this document, the proposed roadway is referred to as Olympus Road. See **Attachment 2 – Project Location Map and Existing Corridor Map**. Ongoing coordination between WisDOT and the village of Lake Delton will be required for connection of the new local public road to US 12. The alternatives considered as part of the US 12 study assume that Olympus Road would be constructed prior to the start of a US 12 construction project. If the village of Lake Delton does not proceed with their Olympus Road project, alternatives considered in this study would be re-evaluated as a number of proposed driveway closures would need to be reconsidered. Additional details regarding the proposed Olympus Road are included in **Section 10 – Planning and Zoning**.

6.4 Project Limits

WIS 13 was selected as the corridor's northern terminus as US 12 north of WIS 13 is substantially less developed as a tourism corridor. E. Adams Street was selected as the south corridor terminus as US 12 was previously reconstructed from E. Adams Street to the south. The termini provide a corridor of sufficient length to address environmental matters, provide a section of study that has independent utility (that is, would be a reasonable expenditure even if no additional transportation improvements were made in the area), and do not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The project corridor extends along US 12 from 100 feet south of WIS 13 to 200 feet north of E. Adams Street. The limits were set just south of WIS 13 as this was the limit of construction when WIS 13 was improved in the early 2000s and where the existing pavement on US 12 changes from asphalt to concrete.

The US 12 reference line is located at the approximate center of the existing roadway and is the line from which the study limits east and west are measured. Side road limits are measured east and west of the US 12 reference line. These study limits are represented graphically in **Attachment 2 – Project Location Map and Existing Corridor Map**.

6.5 Existing Facility

US 12 within the study limits is a four lane, urban roadway with the following characteristics:

WIS 13 to County A (North):

- Four 12-foot wide asphalt travel lanes
- Curb and gutter and storm sewer for drainage
- 24-foot to 28-foot wide raised median (including curb and gutter)
- Sidewalk along the east side of US 12

Posted speed is 35 miles per hour (mph)

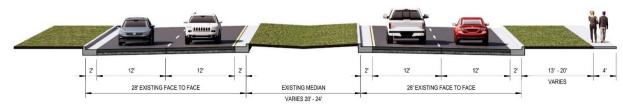


Figure 2 - WIS 13 to County A (North) Existing Typical Section, facing north

County A to Pilgrim Drive (Center):

- Undivided roadway with no median
- Four 11-foot wide asphalt travel lanes
- Curb and gutter and storm sewer for drainage
- Sidewalk along the east and west sides of US 12
- Posted speed is 35 mph
- Traffic signal at the County A/US 12 intersection
- · Remaining side roads within the study limits are stop controlled on the side road only
- Pedestrian crossings with High-Intensity Activated crossWalk beacon (HAWK) signals at the following locations:
 - 400 feet south of Bonanza Drive
 - o 750 feet north of Pilgrim Drive

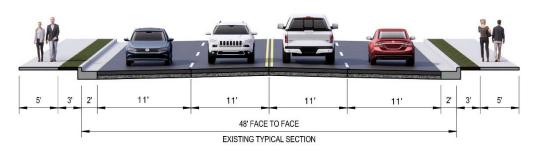


Figure 3 – County A to Pilgrim Drive (Center) Existing Typical Section, facing north

Pilgrim Drive to E. Adams Street (South):

- Undivided roadway with no median
- Four 11-foot wide asphalt travel lanes
- Curb and gutter and storm sewer for drainage
- Sidewalk along the east and west sides of US 12
- Posted speed is 35 mph
- Traffic signal at the Lake Avenue/US 12 intersection
- Remaining side roads within the South project limits are stop controlled on the side road only
 - Pedestrian crossing HAWK signals located 125 feet north of Newsom Road

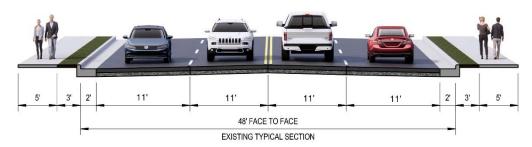


Figure 4 -Pilgrim Drive to E. Adams Street (South) Existing Typical Section, facing north

6.6 Purpose

The purpose of proposed improvements in the US 12 (Wisconsin Dells Parkway) corridor is to address the following:

- Deteriorating pavement condition
- Safety and operations
- Modal interrelationships for pedestrians and bicyclists

Supporting information is provided in subsection 6.7, Need.

6.7 Need

The need for transportation improvements in the US 12 corridor is demonstrated through a combination of factors that include pavement condition, safety and operational concerns, and pedestrian and bicycle travel needs. The remainder of Section 6.7 discusses these factors in more detail.

6.7.1 Pavement Condition throughout the Corridor

WIS 13 to County A (North); County A to Pilgrim Drive (Center); Pilgrim Drive to E. Adams Street (South)

The pavement structure of the US 12 (Wisconsin Dells Parkway) corridor is at the end of its useful life.

The existing alignment of the US 12 (Wisconsin Dells Parkway) corridor was initially built as a 2 lane rural roadway in 1929. The corridor was widened to a 4 lane urban roadway in 1957. The roadway has been rehabilitated three times since then (1982, 1995, and 2012). The typical life of a rehabilitation project is 12-15 years. Typical roadway life from initial construction is 50 years.

Currently, the pavement is in poor to very poor condition with substantial transverse and longitudinal cracking, spalling of the cracks and joints, alligator cracking, and numerous patches that create a rough driving surface.

The Pavement Condition Index (PCI) values for the pavement within this section of US 12 are 46 and 37 (North section, northbound and southbound lanes respectively), 51 (Center section), and 48 (South section). The PCI method is used for rating pavement condition based on visual signs of pavement distress, such as cracks, ruts and potholes. As indicated in Table 1, the PCI is a numerical scale that ranges from 0 for totally failed pavement to 100 for a pavement in perfect condition. The PCI values for this roadway indicate that the pavement ranges from poor to very poor condition. WisDOT's Meta-Manager Management System Data Base guidance indicates that for principal arterials an improvement should be considered when the PCI is 80 or below and must be considered when the PCI is 60 or below. Given the age and condition of the US 12 pavement and the type of distresses present, the US 12 pavement structure needs improvement.

PCI Rating (numeric) Pavement Condition (class) 85-100 Very Good to Excellent 70-85 Good 55-70 Fair 40-55 Poor 25-40 Very Poor 10-25 Serious 0-10 Failed

Table 1 – WisDOT PCI Classification

Source: WisDOT, 2014

6.7.2 Safety and Operations

6.7.2.1 Safety throughout the Corridor

WIS 13 to County A (North); County A to Pilgrim Drive (Center); Pilgrim Drive to E. Adams Street (South)

US 12 through the village of Lake Delton and city of Wisconsin Dells is an essential urban transportation link serving a variety of users. Select areas within the US 12 project limits have crash rates that are near or exceed the statewide average for similar urban roadways. The project corridor experiences a high frequency of rear-end crashes, along with several

pedestrian and bicycle related crashes. The crash analysis period (2017 to 2021), includes years during the COVID19 pandemic (2020, 2021) when overall lower crash frequency and traffic volumes were experienced statewide. Various attractions and business in the area were closed or operating with reduced hours and/or staff during this time period.

WisDOT provides statewide average crash rates for similar urban roadways on a 5-year running average (Table 2). The 5-year average takes into account variances in one particular year and also trends in traffic volumes. The statewide average crash rates below exclude deer hits. The crash rate for each section of US 12 included in this study is provided in crashes per hundred million vehicle miles traveled (100 MVMT).

Table 2 – US 12 Average Crash Rates by Section: 2017-2021

Location ^A	Total Crashes	AADT Volume (vpd) ^B	Section Length (miles)	Crash Rate (crashes per 100 MVMT)	Statewide Average Crash Rate for Roadway Type Highways (crashes per 100 MVMT)
North (WIS 13 to County A)	34	18,800	0.47	211	432 ^c
Center (County A to Pilgrim Drive)	182	16,000	1.11	561	465 ^D
South (Pilgrim Drive to E. Adams Street)	123	16,000	0.97	434	465 ^D

AUS 12 corridor section limits were determined based on the breakdown of available crash data and included:

- North: just north of County A (excluding intersection) to WIS 13 (including south leg of intersection only)
- Center: just north of Pilgrim Drive (excluding intersection) to County A (including intersection)
- South: E. Adams Street (including intersection) to Pilgrim Drive (including intersection)

As shown in Table 2, the corridor crash rate (561) for the Center section exceeds the statewide average crash rate for four-lane, undivided urban highways (465), and the corridor crash rate (434) for the South section is just below the statewide average.

A breakdown of total project corridor crashes by year is provided below:

- 2017 70 crashes
- 2018 67 crashes
- 2019 71 crashes
- 2020 41 crashes
- 2021 90 crashes

Over the 5-year analysis period (2017-2021), the US 12 project corridor averaged approximately 68 crashes per year. Year 2020 saw the lowest number of overall crashes, which aligns with the closure or reduced operating conditions for many area attractions and business due to the COVID19 pandemic. This resulted in fewer patrons and employees traveling along the US 12 corridor. Year 2021 saw the highest overall number of crashes as activity in the area started to resume, however some attractions remained on reduced operating hours and/or with reduced staff during the year. A review of older data showed that during the three years prior (2013-2016), the US 12 project corridor experienced approximately 30% higher crash frequency on a per year basis as compared to the current analysis period.

It should be noted the US 12 project limits exclude the nearby major signalized intersections at the north (WIS 13) and south (WIS 23) ends of the corridor. There are also only two signalized intersections within the project limits (at County A and Lake Avenue), which is low for an urban corridor of 2.5 miles in length. Signalized intersections typically have the highest concentrations of crashes along corridors. Despite the low number of signalized intersections, the crash rates shown in Table 2 for the South and Center sections are still high. The lack of any signalized intersections in the North section is especially unusual for urban roadways, and this is a driving factor in its lower crash rate.

^BFor the North section, the average annual daily traffic (AADT) of 18,800 vehicles per day (vpd) represents the average daily volume collected in 2021 at the continuous count site located just north of County A. Based on a comparison of historic directional and intersection daily volumes, the portion of US 12 south of County A (Center and South sections) experienced daily volumes about 15% lower than north of County A. Therefore, the South and Center section AADTs were reduced by 15% for crash analysis purposes.

^cStatewide average crash rate for four-lane divided highway, posted speed < or = 40 mph (2016 to 2020, most current available information)

^DStatewide average crash rate for four-lane undivided highway (2016 to 2020, most current available information)

Table 3 - Type of Crash: 2017-2021

Location	Angle	Rear- End	Sideswipe	Head-on	Ped/Bike	Single Vehicle/ Other	Total
North (WIS 13 to County A)	12	12	8	0	0	2	34
Center (County A to Pilgrim Drive)	41	98	23	3	4	13	182
South (Pilgrim Drive to E. Adams Street)	25	64	16	1	7	10	123
Total	78 (23.0%)	174 (51.3%)	47 (13.9%)	4 (1.2%)	11 (3.2%)	25 (7.4%)	339

As shown in Table 3, rear end crashes (51.3%) were the most common crash type along the corridor, followed by angle (23.0%) and sideswipe (13.9%). Within the Center and South sections, the existing roadway is a four-lane undivided road with high commercial business density and no mainline left-turn or right-turn lanes. Every stopped left-turning vehicle along this area of US 12 must stage within the inside through lane. This results in the trailing through traffic queueing in the through lane until the turning vehicle completes the movement or changing lanes to go around the turning vehicle. Additionally, every vehicle making a right-turn along this area of US 12 uses the outside through lane to decelerate prior to completing the movement, resulting in all trailing through traffic having to either also decelerate or change lanes to go around. The standing queues, slowing traffic, and lane change maneuvers resulting from left-turning and right-turning traffic creates a safety hazard and contributes to the rear end and sideswipe crash patterns along the corridor. The high number of driveways (103 driveways in 2.08 miles) results in a large number of potential locations for the left-turn and right-turn issues to occur and an increased potential for overlapping areas of queues and slowing traffic. This condition intensifies in the summer, when weekend traffic exceeds 35,000 vpd.

Within the 2017 to 2021 crash analysis period, 11 crashes involved pedestrians (3) and bicycles (8), an average of 2.2 pedestrian/bicycle crashes per year. All of these crashes occurred within the Center (1 pedestrian, 3 bicycle) and South (2 pedestrian, 5 bicycle) sections. The majority of pedestrian/bicycle crashes (9 of 11) occurred during the non-COVID19 pandemic years (2017 to 2019). A review of older data showed that during the five-year period from 2013 to 2017, the US 12 project corridor experienced more than 20 pedestrian/bicycle crashes, an average of more than 4 crashes per year.

Table 4 lists crashes by severity. The severity categories are fatal, injury, and property damage only. Injury crashes include incapacitating injuries (injury A), non-incapacitating evident injuries (injury B), and possible injuries (injury C). An incapacitating injury (injury A) is any injury other than a fatal injury that prevents the injured person from walking, driving, or from performing other activities which he/she performed before the accident. A non-incapacitating injury (injury B) is any injury, other than fatal or incapacitating, which is evident at the scene. Evidence of injury may include known symptoms of an injury that are not directly observable. A possible injury is any injury that is not observable or evident at the scene but is claimed by the individual or suspected by the law enforcement officer.

Table 4 – Crash Severity: 2017-2021

				,		
Location	Fatal	Injury A	Injury B	Injury C	Property Damage Only	Total
North (WIS 13 to County A)	0	0	4	3	27	34
Center (County A to Pilgrim Drive)	1	1	32	34	114	182
South (Pilgrim Drive to E. Adams Street)	0	0	25	20	78	123
Total	1 (0.3%)	1 (0.3%)	61 (18.0%)	57 (16.8%)	219 (64.6%)	339

As shown in Table 4, the corridor experienced an injury rate of 35.4% which exceeds the statewide average of 27.5% for urban roadways (per WisDOT's 2013 Wisconsin Crash Facts report, most current available). KAB crash rates per 100 MVMT for the South (88.3) and Center (104.9) sections greatly exceed the statewide average (59.5) for similar four-lane, undivided urban roadways. All reported pedestrian/bicycle crashes resulted in an injury (10 injury B, 1 injury C). One fatal crash was reported along the study corridor during the analysis period. The fatal crash occurred Sunday September 13, 2020 (2:00pm) and involved a southbound motorcycle in a rear-end collision with another motorcycle at the location just north of Bonanza Drive. Alcohol was not listed as a factor.

6.7.2.2 Operations

6.7.2.2.1 Section Operations

Year 2021 daily traffic volume along US 12 ranged from 7,000 to 21,000 vehicles per day (vpd) during the winter/tourist off-peak season (November through February) and increased to 20,000 to 37,000 during in the summer peak tourist season (June through mid-August). Weekday volumes were consistently lower than weekend volumes. A total of 111 driveways are present within the full 2.5 mile corridor limits along US 12 from WIS 13 to E. Adams Street. The high driveway density significantly degrades the corridor operations.

Section operations are measured by Level of Service (LOS) which is a quantitative measure that refers to the overall quality of flow on a corridor, ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. LOS takes into account traffic volumes, traffic related characteristics such as truck percentages and peak hour surging, and roadway-related characteristics such as number of driving lanes, lane and shoulder widths, vertical grades, traffic signals, access type and spacing, and passing lanes.

When a highway corridor is at a LOS D or below, traffic congestion creates a number of negative effects:

- Wasting time of motorists and passengers ("opportunity cost"). As a non-productive activity for most people, congestion reduces regional economic health.
- Higher chance of collisions due to close spacing and constant stopping and starting.
- Frustrated motorists take greater chances turning to and from the highway due to reduced number and length of gaps in traffic.
- Inability to forecast travel time accurately, leading to drivers allocating more time to travel "just in case", and less time on productive activities.
- Wasted fuel increasing air pollution and carbon dioxide emissions owing to increased idling, acceleration and braking.
- Wear and tear on vehicles as a result of idling in traffic and frequent acceleration and braking.

WIS 13 to County A (North)

US 12 in the North section (WIS 13 to County A) is a four-lane divided highway. There are eight (8) driveways along this 0.42 mile section. The lower driveway density and presence of the raised median allow the section to operate more efficiently compared to the South and Center sections.

Table 5 - Planning Level Annual Average Daily Traffic Volume Thresholds (vpd) for Four-Lane Divided Roadways

	Corridor Level of Service (LOS)					
	С	D	E			
WisDOT ^A (worst case -best case)	22,000-41,500	22,750-47,000	23,000-51,000			

^AFDM 11-20-1, Attachment 1.1, expressed in average daily traffic (ADT). Number range is from worst case scenario to best case scenario.

Based on the FDM values shown in Table 5, the north section has sufficient capacity to accommodate US 12 traffic, including during the peak summer months. The capacity of the North section is limited by the capacity of the County A and WIS 13 signalized intersections, neither of which is physically located within the North section.

County A to Pilgrim Drive (Center) and Pilgrim Drive to E. Adams Street (South)

US 12 in the South and Center sections (from County A to E. Adams Street) is a four-lane undivided highway, with a high density of driveways to businesses, restaurants, and tourist lodging and attractions. A total of 103 driveways are present within the 2.08 miles from County A to E. Adams Street.

Table 6 includes daily traffic thresholds and corresponding level of service for four-lane undivided roadways based on the WisDOT Facilities Development Manual (FDM).

Table 6 – Planning Level Annual Average Daily Traffic Volume Thresholds (vpd) for Four-Lane Undivided Roadways

	Corridor Level of Service (LOS)					
	С	D	E			
WisDOT ^A (worst case -best case)	16,000-41,000	17,500-47,000	18,000-50,500			

^AFDM 11-20-1, Attachment 1.1, expressed in average daily traffic (ADT). Number range is from worst case scenario to best case scenario.

The best-case scenario for the ADT capacity ranges shown in Table 6 assumes low driveway densities. These higher ADT values will not be achievable along US 12 in the South and Center sections due to the high driveway densities found there.

Based on Table 6 capacity ranges, the existing four-lane undivided cross section of US 12 from E. Adams Street to County A provides ample capacity to operate at LOS C or D on all days during the winter (November-February), spring weekdays (March-May), and fall weekdays (September-October) when daily traffic volumes are generally less than 20,000 vpd. Daily traffic volumes on spring/fall weekends and all days during the high tourist season (June-August) are in the mid to upper range for LOS D or E based on the WisDOT FDM. When traffic volumes rise above 30,000 vpd in the high tourist season, level of service and mobility drop substantially along US 12. Much of the mobility degradation is due to left turning traffic queuing in the through lanes as vehicles wait to turn into one of the many driveways along the corridor. This queuing reduces the overall capacity of the roadway as the inside through lanes become de facto left turn lanes.



Figure 5 – Queued traffic in through travel lane on US 12 in the Center project (approximately 400 feet north of Pilgrim Drive, looking south)

6.7.2.2.2 Existing Access to US 12 as it Relates to Section Operations

County A to Pilgrim Drive (Center) and Pilgrim Drive to E. Adams Street (South)

A highway's traffic carrying capacity is impacted by access spacing, access-point design, and the controlling the total number of access points to a highway system.

The 2.5 mile section of US 12 in this study currently has 111 driveway access points. 103 of these driveways are located within the 2.1 miles that encompass the Center and South projects. A map showing the existing driveway locations along the corridor is included in **Attachment 2 – Project Location Map and Existing Corridor Map**. Strings of adjacent properties each have multiple access points to US 12, some of which are closely spaced. As noted above, the number of driveways along US 12 is contributing to operational and safety concerns associated with queuing of left turning vehicles and slowing right turning vehicles in the through travel lanes at the numerous access points throughout the project.

There are dozens of attractions, restaurants, hotels, and other destinations along the study corridor. The high density of large attractions along the corridor generates a high volume of traffic to and from driveways during the summer travel season. The existing 4-lane undivided cross-section does not provide dedicated turn lanes for traffic accessing adjacent attractions. Left turning queues occur within the through lanes along the corridor at many driveways and these queues can be amplified at the driveways for major attractions.

6.7.2.2.3 Intersection Operations

WIS 13 to County A (North)

Two median openings within the North project limits are located in close proximity to intersections. The median opening just south of WIS 13 and the median opening just north of County A are both located within the functional area of the US 12/WIS 13 and US 12/County A intersections, respectively.

The functional area of an intersection extends both upstream and downstream from the physical intersection area and includes any turning or auxiliary lanes and their associated channelization and tapers. The functional area on the approach to an intersection consists of three basic elements:

- Perception-reaction distance
- Maneuver distance

Queue-storage distance

The distance traveled during the perception-reaction time will depend upon vehicle speed, driver alertness, and driver familiarity with the location. Where there is a left-turn lane, the maneuver distance includes the length needed for both braking and lane changing. In the absence of turn lanes, it involves braking to a comfortable stop. The storage length should be sufficient to accommodate the longest queue expected most of the time.

Ideally, driveways and median openings would not be located within the functional area of an intersection as drivers making a turn at an intersection need adequate space to complete the maneuver before encountering vehicles turning into median openings and driveways.

County A to Pilgrim Drive (Center) and Pilgrim Drive to E. Adams Street (South)

Two signalized intersections are located within the US 12 project limits: Lake Avenue and County A. The only dedicated turn lane at either intersection is the left turn lane for the southbound US 12 approach to County A. The southbound approach of the County A intersection has a left-turn lane but with a short storage length (50 feet existing vs 245 feet lower minimum length) and taper (75 feet existing vs 110 feet lower minimum length). Both intersections experience left turn traffic queueing and right-turn traffic deceleration in the through lanes as drivers turn onto the side streets, which is similar to conditions at the many driveways located along the corridor. The southbound left-turn movement at the County A intersection experiences a heavy traffic volume (existing peak hour volume of 205 to 220 vph) and currently operates with protected-permitted left-turn phasing. Protected-permitted phasing has a period of time where drivers have a green arrow where only left turns are allowed (protected phase). Drivers can also turn left after yielding to through traffic during the green phase for through traffic (permitted phase). Left-turn queues frequently exceed available storage at this location and block the adjacent through lane.

The intersections were analyzed using procedures set forth in the Highway Capacity Manual (HCM) 6th Edition to evaluate operations based on the Level of Service (LOS). For analysis and design purposes, LOS D was used to define acceptable peak hour operating conditions per WisDOT standard practices. Synchro software was used to perform the peak hour intersection analysis. 'Shoulder season' volume conditions (below the peak but higher than average) were used for the analysis. Under year 2021 existing conditions, all signalized intersection movements operate at LOS C or better. Under year 2045 design year (no improvement) conditions, operations degrade to LOS D under the higher volume conditions.

6.7.3 Modal Interrelationships

With the extensive family-oriented destinations spread along the project corridor and the large seasonal workforce which may commute on foot or by bicycle, accommodation of multiple modes of transportation is needed and safe interaction between pedestrian, bicycles, and motorists is necessary.

6.7.3.1 Existing Pedestrian Accommodations

WIS 13 to County A (North), County A to Pilgrim Drive (Center), and Pilgrim Drive to E. Adams Street (South)

Sidewalk is found on the east side of US 12 from the north project limits at WIS 13 to County A. Sidewalks are found on both sides of US 12 within the project corridor from County A to the south project limits at E. Adams Street.

Sidewalk curb ramps within the project corridor do not meet current Americans with Disabilities Act criteria and many have:

- Missing detectable warning field (truncated domes)
- Running slope of ramps exceed the ADA maximum of 8.3%
- Cross slopes of ramps and sidewalk exceed the ADA maximum 2%
- Grade differential between the gutter pan and sidewalk ramp exceed the ADA maximum 11%
- Missing level landings at either to top or bottom of the ramp with slope in any direction less than 2% maximum
- Paved flares have slopes exceeding 10% maximum

6.7.3.2 Existing Bicycle Accommodations

WIS 13 to County A (North), County A to Pilgrim Drive (Center), and Pilgrim Drive to E. Adams Street (South)

The existing US 12 (Wisconsin Dells Parkway) corridor from WIS 13 to E. Adams Street does not include any on street bicycle accommodations. Bicycles generally ride on the sidewalks along US 12 within the project corridor. Within the section of US 12 in the city of Wisconsin Dells (WIS 13 to 1,400 feet south of County A), bicycles are prohibited from riding on sidewalks including along US 12. While generally not recognized as a bicycle accommodation by WisDOT, bicycles are allowed to utilize the sidewalk along US 12 in the village of Lake Delton by ordinance¹. This applies to sidewalks along US 12 from approximately 1,400 feet south of County A to Adams Street (part of the Center and all of the South project).

Bicyclists can also utilize a shared-use path located along the east side of Clara Avenue, which is located to the west of and running approximately parallel to US 12. Connection to locations on US 12 can then be made using one of the side roads that run between Clara Avenue and US 12 and the sidewalk on US 12.

6.7.3.3 Motorist Interaction with Pedestrians and Bicycles

During the high tourism season, drivers face challenges to safely enter and exit businesses adjacent to US 12 due to the presence of pedestrians on the sidewalks. Contributing to this challenge is the number and density of driveways along US 12. Because business access points are so frequent, the presence of cyclists and pedestrians in driveways is often unexpected. The presence of bicyclists on adjacent sidewalks further hinders motorists' task of gap seeking in moderately fast roadway traffic. Driver expectancies are further encumbered by bicyclists traveling in both directions on the adjoining sidewalks.

At many of the driveways that connect to US 12, the sidewalk pavement does not carry through the driveway and instead stops at one side of the driveway and resumes at the other. See **Figure 6** for example. The lack of clear delineation of the sidewalk through many of the driveways along the US 12 corridor may make it challenging for drivers to understand where the pedestrian and bicycle path is and where to stop relative to that path before turning onto US 12.



Figure 6 - Lack of Sidewalk delineation through driveway

¹ Village of Lake Delton Municipal Code, Part III General Legislation, Chapter 42 Traffic, Vehicles, and Bicycles, Article II Bicycles, Section 42.20 Operating on sidewalk restricted.

7. Summary of Alternatives:

7.1. WIS 13 to County A (North - Project ID 6145-01-00)

7.1.1. No Build

Under the No-Build Alternative, no improvements would be made to the existing roadway beyond routine maintenance activities:

- The existing deteriorated pavement would be left in place.
- No sidewalk would be added to the west side of US 12.
- Existing sidewalk curb ramps that do not meet current ADA requirements would be left in place.

The No Build Alternative would not improve pavement conditions, safety or operations, and would not enhance modal interrelationships. This alternative would have no additional environmental impacts, no right of way acquisition, and no construction costs. This alternative does not address the purpose and need of the project. However, the No Build Alternative does serve as a baseline for a comparison of impacts related to the proposed action.

7.1.2. Alternative 1 – Pavement Replacement

Under the Pavement Replacement alternative the four-lane divided highway would be rebuilt with new pavement and sidewalk would be added to the west side of US 12. See **Figure 7** for the roadway section proposed under Alternative 1 and **Attachment 3** for the plan view layout of this alternative.

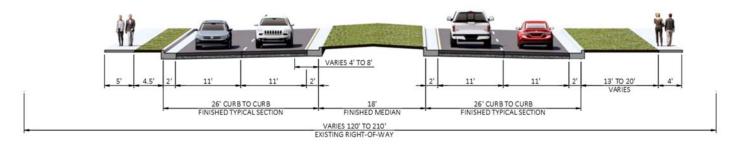


Figure 7 - Pavement Replacement Alternative for North Project (WIS 13 to County A), facing north

A summary of how Alternative 1 addresses each of the identified project needs follows.

7.1.2.1. Pavement Condition

Alternative 1 would address the need for improved pavement condition by:

Replacing the deteriorated existing asphalt pavement with new concrete pavement and aggregate base.

7.1.2.2. Safety and Operations

To address safety and operations within the North project the following modification would be made under Alternative 1:

- The median opening just south of WIS 13 would be modified to eliminate left-out movements from the driveways which are located close to WIS 13 and within the functional area of the WIS 13/US 12 intersection. See **Attachment 3 Alternative 1 Plan View** (indicated as Optional Median Design).
- One driveway access point at STA 728+50 would be eliminated as the property has multiple other driveways for access.

7.1.2.3. Modal Interrelationships

The following improvements would be made to improve pedestrian facilities within the North project limits and to provide safer interaction between pedestrians and motorists:

- Existing sidewalk would remain on the east side of US 12 between WIS 13 and County A.
- Existing sidewalk curb ramps within the project limits would be reconstructed to meet current ADA requirements.
- Sidewalk would be constructed through driveways on the east side of US 12 to improve delineation between the pedestrian route and parking lots which would improve pedestrian safety through improved driver awareness of pedestrians.
- New sidewalk would be added on the west side of the roadway between WIS 13 to County A where it does not
 currently exist to accommodate pedestrians on both sides of US 12. Shifting the centerline of US 12 to the east
 allows for construction of the new sidewalk on the west side of US 12 within the existing right of way.

This alternative does not include an on-road bicycle accommodation as bicyclists are allowed to use the sidewalk on US 12 within the limits of the city of Wisconsin Dells. Additionally, city officials had initially indicated a preference of accommodating pedestrians over bicycles.

7.1.2.4. Alternative 1 Conclusion

Alternative 1 addresses some of the needs identified for US 12 including pavement condition, safety and operations, and the addition of sidewalk to better accommodate pedestrians. It is not the preferred alternative because it does not fully improve modal interrelationships as on-road bicycle accommodations would not be provided.

7.1.3. Alternative 2 – Pavement Replacement with Urban Shoulder (Preferred)

Under the Pavement Replacement with Urban Shoulder alternative the four-lane divided highway would be rebuilt with new pavement and widened to include an urban shoulder. Sidewalk would be added to the west side of US 12. See **Figure 8** for the roadway section proposed under Alternative 2 and **Attachment 4** for the plan view layout of this alternative.

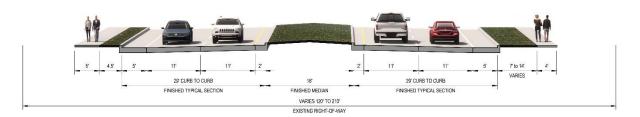


Figure 8 – Pavement Replacement with Urban Shoulder Alternative for North Project (WIS 13 to County A), facing north

A summary of how Alternative 2 addresses each of the identified project needs follows.

7.1.3.1. Pavement Condition

Alternative 2 would address the need for improved pavement condition by:

Replacing the deteriorated existing asphalt pavement with new concrete pavement and aggregate base.

7.1.3.2. Safety and Operations

To address safety and operations within the North project the following modification would be made under Alternative 2:

- At the signalized County A intersection with US 12, the median just north of County A would be closed.
- Modifications are proposed at the median opening just south of WIS 13 to address safety concerns associated with having a median opening within the WIS 13/US 12 intersection functional area.
- One driveway access point at STA 728+50 would be eliminated as the property has multiple other driveways

for access.

See Figure 8 and Attachment 4 – Alternative 2 Plan View.

7.1.3.3. Modal Interrelationships

The following improvements would be made to improve pedestrian facilities within the North project limits and to provide safer interaction between pedestrians and motorists:

- Existing sidewalk would remain on the east side of US 12 between WIS 13 and County A.
- Existing sidewalk curb ramps within the project limits would be reconstructed to meet current ADA requirements.
- Sidewalk would be constructed through driveways on the east side of US 12 to improve delineation between the pedestrian route and parking lots which would improve pedestrian safety through improved driver awareness of pedestrians.
- New sidewalk would be added on the west side of the roadway between WIS 13 to County A where it does not
 currently exist to accommodate pedestrians on both sides of US 12. Shifting the centerline of US 12 to the east
 allows for construction of the new sidewalk on the west side of US 12 within the existing right of way.

The following roadway improvement would be made to provide safer interaction between bicyclists and motorists:

- A 5-foot wide urban shoulder with integral curb and gutter would be added to each side of US 12.
- Through design refinements, it was recognized that an urban shoulder that could be used as a bicycle
 accommodation could be added without the need for right of way acquisition or temporary grading easement.

7.1.3.4. Alternative 2 Conclusion

Alternative 2 is the preferred alternative for the North project because it addresses the identified project needs for US 12 including pavement condition, safety and operations, and improvement to modal interrelationships through the addition of an on-road bicycle accommodation and sidewalk on the west side of US 12.

7.2. County A to Pilgrim Drive (Center – Project ID 6145-01-02)

7.2.1. No Build

Under the No-Build Alternative, no improvements would be made to the existing roadway beyond routine maintenance activities. The existing deteriorated pavement would be left in place and the roadway would remain a 4-lane section with two travel lanes in each direction. No improvements would be made to address the safety or operational concerns related to left turning traffic in the project corridor. No pedestrian facilities would be added or improved between County A and Pilgrim Drive. The No Build Alternative would not improve pavement conditions, safety or operations, and would not enhance modal interrelationships that allow for safer interaction between motorists and pedestrians and bicycles. This alternative would have no additional environmental impacts, no right of way acquisition, and no construction costs. This alternative does not address the purpose and need of the project. However, the No Build Alternative does serve as a baseline for a comparison of impacts related to the proposed action.

7.2.2. Alternative 1 – Pavement Replacement as a Narrow 5-Lane Facility with Monolithic Sidewalk

Under the Pavement Replacement as a Narrow 5-Lane Facility with Monolithic Sidewalk alternative the roadway would be rebuilt with new pavement and widened to include a center two way left turn lane (TWLTL). TWLTLs are intended for use by vehicles traveling in either direction for deceleration and refuge while making a mid-block left-turn maneuver. TWLTLs consist of a traffic lane in the median area, typically 14-16 feet in clear width, delineated by pavement marking strips. See **Figures 9** and **10** for the roadway sections proposed under Alternative 1 and **Attachment 3** for the plan view layout of this alternative.

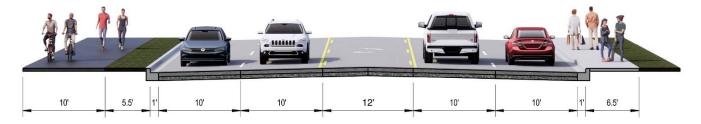


Figure 9 – Pavement Replacement as a Narrow 5-Lane Facility with Monolithic Sidewalk and Multi-Use Path on West Side (County A to Bonanza Drive), facing north

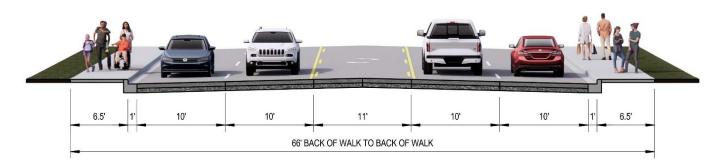


Figure 10 – Pavement Replacement as a Narrow 5-Lane Facility with Monolithic Sidewalk (Bonanza Drive to Pilgrim Drive), facing north

A summary of how Alternative 1 addresses each of the identified project needs follows.

7.2.2.1. Pavement Condition

Alternative 1 would address the need for improved pavement condition by:

• Replacing the deteriorated existing asphalt pavement with new concrete pavement and aggregate base.

7.2.2.2. Safety and Operations

The following modifications would address safety and operational concerns within the Center project:

- The existing roadway would be rebuilt as a 4-lane highway with a TWLTL.
- This alternative proposes to use minimum travel lane widths (10-foot wide through lanes), substandard TWLTL width (11-foot wide, WisDOT typical width 14 feet, 12 feet lower minimum and 16 feet maximum: FDM 11-25-5.4.2).
 - Safety would be improved through the addition of the center TWLTL because left turning vehicles would be removed from through travel lanes which would reduce rear end crashes.
 - Operations would be improved through the addition of the TWLTL as queued traffic would no longer impede through traffic by queueing in through lane.
- To fully recognize the safety and operational benefits of the center TWLTL lane to the maximum extent feasible, 24 of 46 driveways are proposed to be eliminated in this section.
 - Removing these driveways would reduce the number of access points and provide greater separation between the remaining driveways. This would reduce the number of locations where there are overlapping left turn movements to driveways and improve operations and safety for traffic along US 12 and the remaining driveways.
 - o Eliminating driveways would also create a safer environment for pedestrians and bicycles as the number of driveway crossings would be reduced.
 - Each property along US 12 was evaluated for multiple driveways, driveways within the functional area of an intersection, alternative access off of side roads, and if multiple properties adjacent to one another were owned by the same entity.
 - o If a property has multiple driveways or access off of a side road, or if driveways to adjacent parcels

- owned by the same entity could be consolidated without impacting parking lot circulation, closure of access points is proposed.
- See Section 14 Public involvement and Attachment 6 Access Management Coordination for a summary of property owner coordination and Attachment 3 – Alternative 1 Plan View for driveways that are proposed for closure. The table included in Attachment 6 also includes brief notes on status or results of coordination.
- A raised median would be added from approximately 525 feet south of County A to the County A/US 12
 intersection to address safety and operations concerns by restricting outbound left-turns from driveways
 within the functional area of the intersection.

7.2.2.3. Modal Interrelationships

The following improvements would be made to improve pedestrian and bicycle facilities within the Center project limits and to provide safer interaction between pedestrians and motorists:

- Monolithic sidewalk (no terrace) would be constructed on the east side of US 12
- A shared-use path for bicycles and pedestrians would be added in place of the existing sidewalk on the west side of US 12 from County A to Bonanza Drive where the HAWK signal is located. See **Figures 9** and 10 above and **Attachment 3 Alternative 1 Plan View.**
 - The addition of the shared-use path on the west side of US 12 between County A and Bonanza Drive would improve modal interrelationships by adding a wider off-road facility that would better accommodate bicycles and pedestrians in a section of US 12 where bicycles currently use the existing sidewalk.
- On the west side of US 12 from Bonanza Drive to Pilgrim Drive, a monolithic sidewalk (no terrace) would be constructed to minimize the need to acquire new right of way.
- Sidewalk would be constructed through driveways to improve delineation between the pedestrian route and parking lots which would improve pedestrian safety through improved driver awareness of pedestrians.
- Existing sidewalk curb ramps within the project limits would be reconstructed to meet current ADA requirements.

This alternative would not fully improve modal interrelationships, as it would not add bicycle facilities for the entire length of the Center project because:

- The city of Wisconsin Dells and the village of Lake Delton prioritize pedestrians and separated facilities for bicyclists over on-street bicycle accommodations.
- Adding on-road bicycle accommodations or shared-use path in locations where it is not currently proposed under this alternative would have substantial right of way impacts to adjacent properties and parking lots.
- Due consideration was given to the construction of bicycle and pedestrian facilities for the project. The
 associated effects to the constrained environment found within this section of US 12 and the
 disproportionate costs to construct on-road bicycle accommodations are documented in the Complete
 Streets memo provided in Attachment 5.
- Given those impacts to the constrained environment and disproportionate costs associated with including on-road bicycle facilities, those improvements would not be included in this project.

7.2.2.4. Alternative 1 Conclusion

While this alternative meets the project's purpose and needs, it is not the preferred alternative because:

- The village of Lake Delton raised concerns over the use of minimum through lane widths and monolithic sidewalks.
- The narrow 10-foot wide lanes proposed under this alternative may not provide enough buffer space between vehicles on a corridor with many distractions and drivers that may be unfamiliar with the area.
- The Village had concerns for the use of monolithic sidewalk, and prefers a sidewalk terrace be included because:
 - Pedestrian safety as pedestrians would be very close to vehicles.
 - o Sufficient space for snow storage.
 - Sufficient space for lighting and signs.

See **Section 16. Local, County, State, Tribal, Federal Government Coordination** for a summary of discussion from Local Officials Meetings.

7.2.3. Alternative 2 – Pavement Replacement as a Wider 5-Lane Facility with Terrace and Sidewalk (Preferred)

Similar to Alternative 1, this alternative would rebuild the existing 4-lane undivided highway as a 4-lane highway with a center two way left turn lane (TWLTL). Alternative 2 would slightly increase lane widths for all lanes. A shared-use path would be added to the west side of US 12 from County A to the proposed location of Olympus Road. Sidewalk would be reconstructed with a concrete terrace along the west side of US 12 from the proposed location of Olympus Road to Pilgrim Drive and along the east side of US 12 from County A to Pilgrim Drive A. See **Figures 11** and **12** below and **Attachment 4 –Alternative 2 Plans View.**

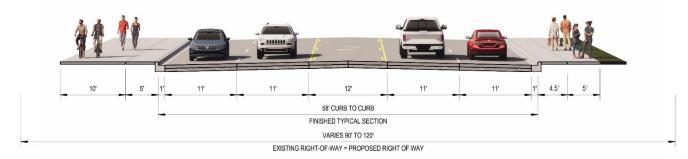


Figure 11 – Pavement Replacement as a Wider 5-Lane Facility with Terrace and Sidewalk (County A to the Proposed Location of Olympus Road), facing north

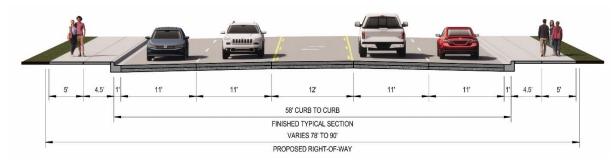


Figure 12 – Pavement Replacement as a Wider 5-Lane Facility with Terrace and Sidewalk (From the Proposed Location of Olympus Road to Pilgrim Drive), facing north

A summary of how Alternative 2 addresses each of the identified project needs follows.

7.2.3.1. Pavement Condition

Alternative 1 would address the need for improved pavement condition by:

Replacing the deteriorated existing asphalt pavement with new concrete pavement and aggregate base.

7.2.3.2. Safety and Operations

The following modifications would address safety and operational concerns within the Center project:

- The existing roadway would be rebuilt as a 4-lane highway with a TWLTL.
- This alternative proposes to maintain the 11-foot wide travel lanes and add a minimum width TWLTL (12-foot wide, WisDOT typical width 14 feet, 12 feet lower minimum and 16 feet maximum: FDM 11-25-5.4.2). See Figures 11 and 12 above and Attachment 4 Alternative 2 Plans View.
 - Safety would be improved through the addition of a center TWLTL which would remove left turning vehicles from through travel lanes which would reduce rear end crashes.
 - Operations would also be improved through the addition of the TWLTL as queued traffic would no longer impede through traffic by queueing in through lane.

- To fully recognize the safety and operational benefit of the center TWLTL to the maximum extent feasible, 24 of 46 driveways are proposed to be eliminated in this section.
 - Removing these driveways would reduce the number of access points and provide greater separation between the remaining driveways. This would reduce the number of locations where there are overlapping left turn movements to driveways and improve safety and operations for traffic along US 12 and the remaining driveways.
 - o Eliminating driveways would also create a safer environment for pedestrians and bicycles as the number of driveway crossing would be reduced.
 - In Each property along US 12 was evaluated for multiple driveways, driveways within the functional area of an intersection, alternative access off of side roads, and if multiple properties adjacent to one another were owned by the same entity.
 - If a property has multiple driveways or access off of a side road, or if driveways to adjacent parcels owned by the same entity could be consolidated without impacting parking lot circulation, closure of access points is proposed.
 - See Section 14 Public Involvement and Attachment 6 Access Management Coordination for a summary of property owner coordination and Attachment 4 – Alternative 2 Plan View for driveways that are proposed for closure. The table included in Attachment 6 also includes brief notes on status or results of coordination.
- A raised median would be added from approximately 525 feet south of County A to County A to address safety
 and operations concerns by restricting outbound left-turns from driveways within the functional area of the
 US 12/County A intersection.
- A raised median would be added from the proposed location of Olympus Road to just south of Pilgrim Drive for the following reasons:
 - o To allow for a northbound left turn lane for the proposed Olympus Road.
 - To prevent long queues of southbound traffic forming by restricting left turn movements into Driveway 78 (STA 657+50). Long queues form at this driveway to a popular summer destination in the peak tourist season and those traffic queues would extend through the proposed Olympus Road intersection.

7.2.3.3. Modal Interrelationships

The following improvements would be made to improve pedestrian and bicycle facilities within the Center project limits and to provide safer interaction between pedestrians and motorists:

- A shared-use path for bicycles and pedestrians would be added in place of the existing sidewalk on the west side of US 12 from County A to the proposed location of Olympus Road where a traffic signal would be constructed to aid in safe pedestrian and bicycle crossings. See **Figures 11** and 12 above and **Attachment 4 Alternative 2 Plan View.**
 - The addition of the shared-use path on the west side of US 12 between County A and the proposed location of Olympus Road would improve modal interrelationships by adding a wider off-road facility that would better accommodate bicycles and pedestrians in a section of US 12 where bicycles currently use the existing sidewalk.
- 5-foot wide sidewalk with a 4-foot wide terrace would be constructed on the east side of US 12 and on the west side of US 12 from the proposed location of Olympus Road to Pilgrim Drive to minimize the need to acquire new right of way.
- Sidewalk would be constructed through driveways to improve delineation between the pedestrian route and parking lots which would improve pedestrian safety through improved driver awareness of pedestrians.
- Existing sidewalk curb ramps within the project limits would be reconstructed to meet current ADA requirements.

While this alternative does improve modal interrelationships, it does not fully address the need for bicycle accommodations because:

- No on-road bicycle accommodation would be added within this section of US 12 and the shared-use path does not extend the entire length of the Center project.
- The city of Wisconsin Dells and the village of Lake Delton prioritize pedestrians and separated facilities for bicyclists over on-street accommodations.
- Adding on-road bicycle accommodations and extending the shared-use path to locations where it is not
 currently proposed under this alternative would have substantial right of way impacts to adjacent properties,
 business signs and parking lots.

- Due consideration was given to the construction of bicycle and pedestrian facilities for the project. The associated effects to the constrained environment found within this section of US 12 and the disproportionate costs to construct on-road bicycle accommodations are documented in the Complete Streets memo provided in **Attachment 5**.
- Given those impacts to the constrained environment and disproportionate costs associated with extending the shared use path further south and including on-road bicycle facilities, those improvements would not be included in this project.

7.2.3.4. Alternative 2 Conclusion

This alternative is the preferred alternative for the Center project because:

- Alternative 2 addresses the project's purpose and needs to address pavement condition, safety and operations and improves modal interrelationships.
- This alternative minimizes the need to acquire right of way
- Alternative 2 addresses the village of Lake Delton's concerns about using minimum through lane widths and monolithic sidewalks.

7.3. Pilgrim Drive to E. Adams Street (South – Project ID 6145-01-03)

7.3.1. No Build

Under the No-Build Alternative, no improvements would be made to the existing roadway beyond routine maintenance activities. The existing deteriorated pavement would be left in place and the roadway would remain a 4-lane section with two travel lanes in each direction. No improvements would be made to address the safety or operational concerns related to left turning traffic in the project corridor. The No Build Alternative would not improve pavement conditions, safety or operations, and would not enhance modal interrelationships that allow for safer interaction between motorists and pedestrians and bicycles. This alternative would have no additional environmental impacts, no right of way acquisition, and no construction costs. This alternative does not address the purpose and need of the project and has not been identified as the preferred alternative. However, the No Build Alternative does serve as a baseline for a comparison of impacts related to the proposed action.

7.3.2. Alternative 1 – Pavement Replacement as a Narrow 5-Lane Facility with Monolithic Sidewalk

Under the Pavement Replacement as a Narrow 5-Lane Facility with Monolithic Sidewalk alternative the roadway would be rebuilt with new pavement and widened to include a center two way left turn lane (TWLTL). See Figure 13 below above for the roadway sections proposed under Alternative 1 and Attachment 3 for the plan view layout of this alternative

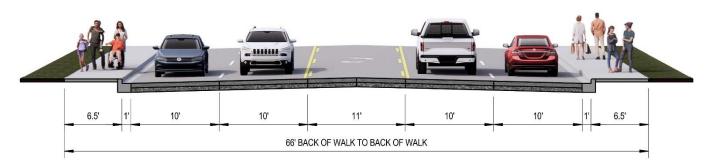


Figure 13 - Pavement Replacement as a Narrow 5-Lane Facility with Monolithic Sidewalk, facing north

7.3.2.1. Pavement Condition

Alternative 1 would address the need for improved pavement condition by:

Replacing the deteriorated existing asphalt pavement with new concrete pavement and aggregate base.

7.3.2.2. Safety and Operations

The following modifications would address safety and operational concerns within the South project:

- The existing roadway would be rebuilt as a 4-lane highway with a TWLTL from Pilgrim Road to approximately
 400 feet north of Springbrook Creek (STA 616+00). From 400 feet north of Springbrook Creek to the south
 project limits at E. Adams Street, US 12 will be rebuilt as a 4-lane undivided to avoid impacts to the box culvert
 at Springbrook Creek.
- This alternative proposes to use minimum travel lane widths (10-foot wide through lanes) and substandard TWLTL width (11-foot wide, WisDOT typical width 14 feet, 12 feet lower minimum and 16 feet maximum: FDM 11-25-5.4.2). See **Figure 13** above for the roadway sections proposed under Alternative 1 and **Attachment 3** for the plan view layout of this alternative.
 - o Safety would be improved through the addition of the center TWLTL because left turning vehicles would be removed from through travel lanes which would reduce rear end crashes.
 - Operations would be improved through the addition of the TWLTL as queued traffic would no longer impede through traffic by queueing in through lane.
- In order to fully recognize the safety and operational benefit of the center TWLTL to the maximum extent feasible, 28 of 57 driveways are proposed to be eliminated in this section.
 - Removing these driveways would reduce the number of access points and provide greater separation between the remaining driveways. This would reduce the number of locations where there are overlapping left turn movements to driveways and improve safety and operations for traffic along US 12 and the remaining driveways.
 - o Eliminating driveways would also create a safer environment for pedestrians and bicycles as the number of driveway crossing would be reduced.
 - Each property along US 12 was evaluated for multiple driveways, driveways within the functional area of an intersection, alternative access off of side roads, and if multiple properties adjacent to one another were owned by the same entity.
 - If a property has multiple driveways or access off of a side road, or if driveways to adjacent parcels owned by the same entity could be consolidated without impacting parking lot circulation, closure of access points is proposed.
 - See Section 14 Public involvement and Attachment 6 Access Management Coordination for a summary of property owner coordination and Attachment 3 – Alternative 1 Plan View for driveways that are proposed for closure. The table included in Attachment 6 also includes brief notes on status or results of coordination.

7.3.2.3. Modal Interrelationships

This alternative would replace the existing sidewalk (predominantly monolithic with some lengths of sidewalk that have terrace) with new monolithic sidewalk. No bicycle accommodations would be constructed within this section of US 12.

Minor improvements to pedestrian accommodations include:

- Existing sidewalk curb ramps within the project limits would be reconstructed to meet current ADA requirements.
- Sidewalk would be constructed through driveways to improve delineation between the pedestrian route and parking lots which would improve pedestrian safety through improved driver awareness of pedestrians.

This alternative proposes some minor safety improvements for pedestrians, but it does not address the need for bicycle accommodations. The village of Lake Delton prioritizes pedestrians over bicycles and separated facilities for bicyclists over on-street accommodations. Additionally, adding on-road bicycle accommodations or a shared-use path within the South project limits would have substantial right of way impacts to adjacent properties and parking lots and to the Lake Delton Cemetery and Springbrook Creek. Due consideration was given to the construction of bicycle and pedestrian facilities for the project. The disproportionate costs to construct on-road bicycle accommodations for this section of US 12 are documented in the Complete Street memo provided in **Attachment 5**. Given the disproportionate costs and potential impacts to environmental resources (Lake Delton Cemetery and Springbrook Creek) associated with including on-road bicycle facilities, those improvements would not be included in this project. The village of Lake Delton does allow bicycles to utilize the sidewalks on US 12 within the limits of the South project.

7.3.2.4. Alternative 1 Conclusion

While this alternative does meet the project's purpose and needs to address pavement condition and safety and operations and it does make some minor improvements to pedestrian facilities, it is not the preferred alternative because of concerns raised by the village of Lake Delton over the use of minimum through lane widths and monolithic sidewalks. The narrow 10-foot wide lanes proposed under this alternative may not provide enough buffer space between vehicles on a corridor with many distractions and drivers that may be unfamiliar with the area. Additionally the Village had concerns for pedestrian safety with the use of monolithic sidewalk as pedestrians would be very close to vehicles.

7.3.3. Alternative 2 – Pavement Replacement as a Wider 5-Lane Facility with Terrace and Sidewalk (Preferred)

Similar to Alterative 1 for the South project, this alternative would rebuild the existing 4-lane undivided highway as a 4-lane highway with a center two way left turn lane (TWLTL). Alternative 2 would slightly increase lane widths for all lanes. Existing sidewalk would be reconstructed with a concrete terrace.

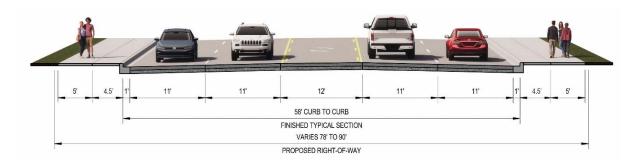


Figure 14 - Pavement Replacement as a Wider 5-Lane Facility with Terrace and Sidewalk, facing north

7.3.3.1. Pavement Condition

Alternative 2 would address the need for improved pavement condition by:

• Replacing the deteriorated existing asphalt pavement with new concrete pavement and aggregate base.

7.3.3.2. Safety and Operations

The following modifications would address safety and operational concerns within the South project:

- This alternative proposes to rebuild US 12 with 11-foot wide travel lanes (same width as existing) and add a minimum width TWLTL (12-foot wide, WisDOT typical width 14 feet, 12 feet lower minimum and 16 feet maximum: FDM 11-25-5.4.2) from Pilgrim Road to approximately 400 feet north of Springbrook Creek (STA 616+00). From 400 feet north of Springbrook Creek to the south project limits at E. Adams Street, US 12 will be rebuilt as a 4-lane undivided to avoid impacts to the box culvert at Springbrook Creek. See Figure 14 above and Attachment 4 Alternative 2 Plan View.
- Safety would be improved through the addition of a center TWLTL which would remove left turning vehicles from through travel lanes which would reduce rear end crashes.
- Operations would also be improved through the addition of the TWLTL as queued traffic would no longer impede through traffic by queueing in through lane.
- In order to fully recognize the safety and operational benefit of the center TWLTL to the maximum extent feasible, 28 of 57 driveways are proposed to be eliminated in this section.
 - Removing these driveways would reduce the number of access points and provide greater separation between the remaining driveways. This would reduce the number of locations where there are overlapping left turn movements to driveways and improve safety and operations for traffic along US 12 and the remaining driveways. Eliminating driveways would also create a safer environment for pedestrians and bicycles as the number of driveway crossing would be reduced.
 - Each property along US 12 was evaluated for multiple driveways, driveways within the functional area of an intersection, alternative access off of side roads, and if multiple properties adjacent to one another were owned by the same entity.
 - o If a property has multiple driveways or access off of a side road, or if driveways to adjacent parcels

- owned by the same entity could be consolidated without impacting parking lot circulation, closure of access points is proposed.
- See Section 14 Public involvement and Attachment 6 Access Management Coordination for a summary of property owner coordination and Attachment 4 Alternative 2 Plan View for driveways that are proposed for closure. The table included in Attachment 6 also includes brief notes on status or results of coordination.

7.3.3.3. Modal Interrelationships

This alternative would replace the existing sidewalk on both sides of US 12, which is predominantly monolithic with some lengths of sidewalk that have terrace, with new 5-foot wide sidewalk and a 4-foot wide terrace. Monolithic sidewalk would be used along US 12 at Springbrook Creek, the Lake Delton Cemetery, and at the Mt. Olympus pedestrian walkway over US 12 south of Hiawatha Drive to avoid environmental impacts.

No bicycle accommodations would be constructed within this section of US 12.

Minor improvements to pedestrian accommodations include:

- Existing sidewalk curb ramps within the project limits would be reconstructed to meet current ADA requirements.
- Sidewalk would be constructed through driveways to improve delineation between the pedestrian route and parking lots which would improve pedestrian safety through improved driver awareness of pedestrians.

This alternative proposes some minor safety improvements for pedestrians, but it does not address the need for bicycle accommodations. The village of Lake Delton prioritizes pedestrians over bicycles and separated facilities for bicyclists over on-street accommodations. Additionally, adding on-road bicycle accommodations or a shared-use path within the South project limits would have substantial right of way impacts to adjacent properties and parking lots and to the Lake Delton Cemetery and Springbrook Creek. Due consideration was given to the construction of bicycle and pedestrian facilities for the project. The disproportionate costs to construct on-road bicycle accommodations for this section of US 12 are documented in the Complete Street memo provided in **Attachment 5**. Given the disproportionate costs and potential impacts to environmental resources (Lake Delton Cemetery and Springbrook Creek) associated with including on-road bicycle facilities, those improvements would not be included in this project. The village of Lake Delton does allow bicycles to utilize the sidewalks on US 12 within the limits of the South project.

Alternative 2 Conclusion

This alternative is the preferred alternative for the South project because it addresses the project's purpose and needs to address pavement condition, safety and operations and improves modal interrelationships while minimizing the need to acquire right of way. This alternative also addresses the village of Lake Delton's concerns about using minimum through lane widths and monolithic sidewalks.

8. Description of Preferred Alternative:

8.1. WIS 13 to County A (North – Project ID 6145-01-00)

The preferred alternative for the North project is Alternative 2 – Pavement Replacement with Urban Shoulder and consists of the following:

- The existing concrete pavement would be removed and the roadway reconstructed with new concrete pavement and aggregate base course.
- To allow for construction of 5-foot wide urban shoulders which would serve as a bicycle accommodation and a new 5-foot wide concrete sidewalk with a 5-foot wide terrace on the west side of US 12 without the need to purchase new right of way the following modifications would be made to US 12:
 - The existing roadway would be shifted to the east, the existing 28-foot wide median would be narrowed to 18 feet from face of curb to face of curb.
 - o The 4 through lanes (2 in each direction) would be narrowed from 12 feet to 11 feet.
 - The terrace on the east side of US 12 would be reduced from its existing 13 to 20 feet width to 7 to 14 feet wide.
- Existing sidewalk on the east side of US 12 would generally remain in place. Sections of concrete sidewalk would be constructed through driveways to provide better delineation between the parking lots and sidewalk area to address

- intermodal crashes where vehicles have pulled out of parking lots onto the sidewalk areas before turning onto US 12.
- Sidewalk curb ramps would be reconstructed to meet current ADA standards.
- The median opening just north of County A would be closed to allow for extension of the left turn lane from southbound US 12 onto eastbound County A to improve intersection operations at County A.
- The median opening just south of WIS 13 would be modified to improve safety by eliminating left turn movements from the adjacent properties onto US 12. Right in, right out, and left in movements would still allow access to the two driveways located just south of WIS 13.
- A southbound left turn lane would be added to the median opening at STA 733+00 to allow for larger vehicle access to parcels served by driveway 48 rather than requiring a u-turn at the median opening at STA 723+00.
- Storm sewer system improvements would be made to relocate any inlets that need to be moved to address median and outside curb lines that are being relocated and to address runoff from increased impervious area.
- Temporary easements would be needed for grading to blend the new roadway work into the surrounding land and for reconstructing driveway approaches.
- Construction activities that would impact US 12 traffic or pedestrians and bicyclists would be completed outside of
 the peak tourist season. Dates of the peak tourist season would be coordinated with the village of Lake Delton and
 city of Wisconsin Dells.
- US 12 would remain open to traffic. Construction staging alternatives under consideration include:
 - o Constructing one half of the roadway at a time with one lane of traffic in each direction
- The existing posted speed limit would remain.

See Attachment 7 - Preferred Alternative Plan View.

8.2. County A to Pilgrim Drive (Center – Project ID 6145-01-02)

The preferred alternative for the Center project is Alternative 2 – Pavement Replacement as a Wider 5-Lane Facility with Terrace and Sidewalk and includes the following:

- The existing concrete pavement would be removed and the roadway reconstructed with new concrete pavement and aggregate base course.
- The roadway cross section would include four 11-foot wide through lanes and a 12-foot wide center TWLTL.
- A raised median would be added from approximately 525 feet south of County A to County A to address safety and
 operations concerns by restricting outbound left-turns from driveways within the functional area of US 12/County the
 intersection.
- A raised median would be added from the proposed location of Olympus Road to just south of Pilgrim Drive.
- A 10-foot wide concrete shared-use path for bicycles and pedestrians would be constructed on the west side of US 12 from County A to the proposed Olympus Road location.
- Five-foot wide concrete sidewalk with a 4-foot wide paved terrace would be constructed on the east side of US 12 from County A to Pilgrim Drive and on the west side of US 12 from the proposed Olympus Road location to Pilgrim Drive
- A new permanent traffic signal would be added on US 12 approximately 800 feet north of Pilgrim Drive if the village of Lake Delton constructs a new roadway (referred to here as Olympus Road) connecting Clara Avenue to US 12.
 Based on the traffic signal warrant analysis completed as part of the TIA for Olympus Road, a temporary traffic signal would be installed when Olympus Road is constructed by the village of Lake Delton. See Section 16 Local, County, State, Tribal, and Federal Government Coordination on page 36 for additional details on the expected addition of this road.
- If the village of Lake Delton proceeds with construction of Olympus Road, the HAWK Pedestrian signal located 750 feet north of Pilgrim Drive and associated crosswalk would be replaced by the new permanent traffic signal that would replace a temporary traffic signal that would be installed as part of the village of Lake Delton's Olympus Road project. Design refinements for the median and northbound left turn lane length at this intersection would be refined as the Village's analysis and design for the proposed roadway continues.
- The HAWK Pedestrian signal located 400 feet south of Bonanza Drive would remain and pedestrian refuge islands would be constructed.
- Signal improvements (monotubes and flashing yellow arrows) and left-turn lane modifications would be constructed at County A.
- 24 of 46 driveway access points are proposed to be eliminated to recognize the safety and operational benefit of the addition of the center TWLTL to the maximum extent feasible.
- Storm sewer system improvements would be made to relocate any inlets that need to be moved to address median and outside curb lines that are being relocated and to address runoff from increased impervious area. New storm

- sewer trunk line is proposed near Hotel Rome (STA 680+00)
- Fee right of way acquisition would be needed primarily between Pilgrim Drive and Hotel Rome to accommodate the widened roadway and enhanced pedestrian and bicycle facilities.
- Temporary easements would be needed for grading to blend the new roadway work into the surrounding land and for reconstructing driveway approaches.
- Construction activities that would impact US 12 traffic or pedestrians and bicyclists would be completed outside of
 the peak tourist season. Dates of the peak tourist season would be coordinated with the village of Lake Delton and
 city of Wisconsin Dells.
- US 12 would remain open to traffic. Construction staging alternatives under consideration include:
 - o Constructing one half of the roadway at a time with one lane of traffic in each direction
 - Temporarily allowing US 12 to function as a one-way roadway with the other direction of traffic utilizing I
 90/94 located to the west of US 12.
- The existing posted speed limit would remain.

See Attachment 7 - Preferred Alternative Plan View.

8.3. Pilgrim Drive to E. Adams Street (South – Project ID 6145-01-03)

The preferred alternative for the South project is Alternative 2 – Pavement Replacement as a Wider 5-Lane Facility with Terrace and Sidewalk and includes the following:

- The existing concrete pavement would be removed and the roadway reconstructed with new concrete pavement and aggregate base course.
- The roadway cross section would include four 11-foot wide through lanes and a 12-foot wide center TWLTL from the north project limits to Shady Lane.
- Five-foot wide concrete sidewalk with a 4-foot wide paved terrace would be constructed on the east and west sides of US 12 from Pilgrim Drive to E. Adams Street. Six-foot wide monolithic sidewalk constructed at the back of curb with no terrace would be constructed adjacent to the Lake Delton Cemetery to avoid impacts to the cemetery, at Springbrook Creek to avoid the need to lengthen the existing culvert, and at the Mount Olympus pedestrian walkway over US 12 that is located 275 feet south of Hiawatha Drive (STA 632+30).
- Signal improvements (monotubes and flashing yellow arrows) and left-turn lane modifications would be constructed at Lake Avenue.
- The HAWK Pedestrian signal located 125 feet north of Newsom Road would remain and a pedestrian refuge island would be constructed.
- 28 of 57 driveway access points are proposed to be eliminated to recognize the safety and operational benefit of the addition of the center TWLTL to the maximum extent feasible.
- Storm sewer system trunk line will be replaced to address runoff form increased impervious areas. Inlets will be replaced because the outside curb lines are being relocated.
- Fee right of way acquisition would be needed to accommodate the widened roadway.
- Temporary easements would be needed for grading to blend the new roadway work into the surrounding land and for reconstructing driveway approaches.
- Construction activities that would impact US 12 traffic or pedestrians and bicyclists would be completed outside of
 the peak tourist season. Dates of the peak tourist season would be coordinated with the village of Lake Delton and
 city of Wisconsin Dells.
- US 12 would remain open to traffic. Construction staging alternatives under consideration include:
 - o Constructing one half of the roadway at a time with one lane of traffic in each direction
 - Temporarily allowing US 12 to function as a one-way roadway with the other direction of traffic utilizing I
 90/94 located to the west of US 12.
- The existing posted speed limit would remain.

See and Attachment 7 - Preferred Alternative Plan View.

9. Land Use Adjoining the Project and Surrounding Area:

US 12 is the primary north-south roadway through the village of Lake Delton and the city of Wisconsin Dells and is the main thoroughfare through The Dells tourism area.

As noted earlier, The Dells area is a popular Midwestern family vacation and tourism destination, with numerous theme parks and attractions, two state parks - Mirror Lake State Park and Rocky Arbor State Park – located within two miles of the project corridor, and waterways including the Wisconsin River, Mirror Lake, and Lake Delton nearby. Two boat landings are located within the village of Lake Delton and one in the city of Wisconsin Dells to access area waterways. The Dells area also boasts several destination golf courses, a gaming casino, and several recreation areas. The area has been "a place of resort for seekers of pleasure" for more than 150 years. Many of the current attractions, including tours in retired army "Ducks" and water ski shows date back to the 1940s and 1950s and connect tourism business to the waterways and natural features of the area.

Existing land use adjacent to the project corridor is commercial in nature and is geared toward the tourism industry. Adjacent businesses include attractions, restaurants, hotels/motels, and retail geared toward tourism. One property adjacent to US 12 in the South project is a cemetery. See **Attachment 8 – Land Use Maps**. Future land use plans for the city of Wisconsin Dells and village of Lake Delton echo the existing land use and show the area surrounding US 12 within the project limits remaining as commercial in nature.

10. Planning and Zoning:

The *Village of Lake Delton Comprehensive Plan 2003* includes the following economic development goals that would be supported by the proposed improvement to US 12:

- Continue efforts to position the Lake Delton area as the leading tourism destination in the Midwestern United States.
- Continue to develop infrastructure that accommodates and encourages future development and growth
- Develop multi-modal transportation options that encourage movement and access throughout the Dells area.
- Maintain and enhance existing service and retail operations to serve residents of the Village and the surrounding area.

The City of Wisconsin Dells Comprehensive Plan includes the following economic development goals that would be supported by the proposed improvement to US 12:

- Actively recruit new business and industry to Wisconsin Dells
- Encourage the development and growth of Wisconsin Dells' tourism industry

The village of Lake Delton has submitted a Traffic Impact Analysis (TIA) to WisDOT for the construction of a new roadway, called Olympus Road in this document, which would connect Clara Avenue to US 12, between the existing developments of Mount Olympus (Building 9) on the north side and B-Lux Grill & Bar on the south side (STA 664+50). A development is also planned for existing vacant land along the proposed project and east of Clara Avenue. The site plans are in the very early planning stages, consequently firm details are not known regarding total buildable land area and proposed tenants. Land use and development size are being based on similar developments in the area and information obtained from the village. The design and construction of the proposed Olympus Road will not be completed by WisDOT, the village of Lake Delton will be managing and completing the project. Therefore, it is a separate project from the US 12 project, it has its own logical termini at Clara Avenue on the west and US 12 on the east, is financed by Lake Delton, and has a separate purpose and need than the US 12 project. The projects are related to each other, yet if project circumstances change then we will perform appropriate revaluations. Construction of the roadway is anticipated to occur before construction of the Center project in 2025. Construction of the proposed development is assumed to occur in a single phase by the year 2027. The overall development area would be assumed to consist of the following land uses:

- An approximately 900-room Resort Hotel
- Approximately 8,300-square-feet of gross floor space of High Turnover (Sit-Down) Restaurant

Coordination with the village of Lake Delton regarding Olympus Road would continue throughout the US 12 project.

The section of US 12 being considered in this study is included in the following local bicycle and pedestrian plan:

Map #2 Bike and Pedestrian Routes Plan from The Village of Lake Delton Comprehensive Plan 2003 shows this section
of US 12 as "Bike Lanes (long term modification). See Attachment 9 – Village of Lake Delton Bike and Pedestrian
Routes Plan.

The North project and a portion of the Center project are located in the city of Wisconsin Dells which has zoned the area adjacent to US 12 as C-4 Commercial – large scale. The remainder of the Center project and South project are located in the village of Lake Delton which has zoned the area adjacent to US 12 as Commercial and Water Front Commercial. See **Attachment 10 – Zoning Maps**. There are no zoned floodplain areas along the section of US 12 included in this study.

The proposed action is compatible with the existing and planned adjacent land uses and zoning and supports village of Lake Delton and city of Wisconsin Dells economic development goals stated in the *Village of Lake Delton Comprehensive Plan 2003* and *City of Wisconsin Dells Comprehensive Plan*. The projected volume and type of traffic is consistent with the adjacent tourism geared businesses and the preferred alternative addresses safety and operational challenges associated with the fluctuating volume of traffic associated with the peak tourism season.

11.	Indirect Impacts:									
	If any of the following boxes are checked, the Pre-Screening Work	ksheet for	ΕA	and ER Projects for Determining the Need to						
	Conduct a Detailed Indirect Effects Analysis must be completed an	nd attached	d to	this environmental document.						
	An alternative being carried forward for detailed analysis includes:									
	Economic development as an element of the purpose and	d need								
	Construction of one or more new or additional through la									
	Construction of a new interchange or elimination of an ex	_		=						
	Construction of one or more additional ramps or relocation of a ramp lane to a new quadrant on an existing interchange									
	Relocation of an existing roadway to a new alignment (this does not include minor modifications to the existing roadway alignment) Changing an at-grade intersection to a grade-separated intersection with no access or a grade-separated intersection to									
	Changing an at-grade intersection to a grade-separated intersection with no access or a grade-separated intersection to an at-grade intersection.									
	Construction of one or more additional intersections along the mainline created by a new side road access.									
	One or more new access points along a side road within 500' of the mainline.									
	None of the above boxes have been checked, it has therefore been concluded that the proposed action will not result in									
	indirect effects.									
	The proposed action may result in indirect effects. The Pre-Screening Worksheet for EA and ER Projects for Determining the									
	Need to Conduct a Detailed Indirect Effects Analysis attached here: indicates a detailed indirect effects analysis is									
	not required.									
	The proposed action may result in indirect effects. It has been determined that a detailed indirect effects analysis is required. A summary of the detailed analysis is located here:									
	required. A summary of the detailed analysis is located here.	•								
12	Environmental Justice (EJ):									
12.	Elivilolillelital Justice (EJ).									
	How was information obtained about the presence of	nonulatio	nc	covered by Evecutive Order 12898 Federal						
	Actions to Address Environmental Justice in Minority			=						
	Public Involvement Plan (PIP)	1	T	EJ plan for the project						
	✓ U.S. Census data		Ē	Survey/questionnaire						
	Local government	⊠ U.S. I	EP	A EJ Screen						
	Real estate company			T Real Estate						
	Public involvement meeting(s)	Wind	dsh	nield survey*						
	Official plan (such as a comprehensive plan or MPO plan)			·						
	Health and human services agencies or organizations	•								
	Identify agency or organization:									
	Other – identify:									

*Conducting only a windshield survey is not sufficient to decide if populations are present.

A.	Based on data obtained from the methods above, are minority populations or low-income populations present in the
	project area?
	No
	∑ Yes, describe:

United States Census data from 2020 was used to review the project area to determine if any minority or low-income populations are present. Results are reported in Table 6 below.

The US Census data indicates that there are both minority and low-income populations in the village of Lake Delton, city of Wisconsin Dells, and surrounding Sauk and Columbia County areas. People who are included in the minority and low-income populations may be employed at the many tourist and commercial businesses located along US 12 within the project limits.

Table 7 – Minority and Low-income Populations

			7 171111	ionity and		mbia		of Lake	City of M	licconcin
	Wisc	onsin	Sauk (Sauk County			_		City of Wisconsin Dells	
					County ¹		1 Delton		Delis	
Demographic	% of Total Population	% of Population Below Poverty Line	% of Total Population	% of Population Below Poverty Line	% of Total Population	% of Population Below Poverty Line	% of Total Population	% of Population Below Poverty Line	% of Total Population	% of Population Below Poverty Line
Total Population		11.0%		8.9%		6.7%		7.2%		10.7%
65 Years and Older	16.9%	7.8%	18.1%	6.5%	17.8%	6.7%	20.0%	0.0%	17.1%	9.8%
White alone	84.5%	8.7%	93.4%	8.6%	95.1%	6.6%	92.7%	7.8%	92.3%	11.2%
Black or African American alone	6.2%	30.4%	0.6%	27.1%	1.0%	10.9%	3.6%	0.0%	7.5%	2.4%
American Indian and Alaska Native alone	0.8%	24.6%	1.2%	8.6%	0.4%	5.0%	0.0%	0.0%	0.2%	100.0%
Asian alone	2.8%	15.1%	0.5%	4.5%	0.8%	1.9%	2.8%	0.0%	0.0%	0.0%
Native Hawaiian and Other Pacific Islander alone	0.0%	28.5%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Hispanic or Latino origin (of any race)	7.0%	19.6%	5.2%	10.8%	3.5%	13.8%	8.4%	7.2%	5.6%	3.2%

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

Note: U.S. Census data includes foreign-born populations. The U.S. Census Bureau uses the term foreign born to refer to anyone who is not a U.S. citizen at birth. This includes naturalized U.S. citizens, non-citizen U.S. nationals, lawful permanent residents (immigrants), temporary migrants (such as foreign students), humanitarian migrants (such as refugees and asylees), and unauthorized migrants. Information included in this table may include seasonal foreign-born employees of area attractions if those living in the area at the time chose to respond to the questionnaire for the 2010 Census on which the estimate data is based.

В.	Will there be potential impacts of any kind to minority populations or low-income populations identified above?
	No
\boxtimes	Yes, describe: See below; you will need to complete the Environmental Justice Factor Sheet.

Given that the land use immediately adjacent to the project is fully developed with commercial properties that serves the tourist industry of the area, potential impacts to minority populations may include:

- Travel time delays due to construction may impact minority or low-income populations that are employed by the businesses adjacent to US 12 would be a temporary adverse impact.
- Inclusion of additional pedestrian and bicycle accommodations would be a permanent beneficial impact as these

¹ Columbia County is included as a portion of the city of Wisconsin Dells is in Columbia County.

facilities would provide improved access to employment centers along this section of US 12.

These impacts are not expected to impact minority or low-income populations disproportionately.

No agencies or facilities that serve minority or low-income populations such as food pantries, health care facilities, community centers or social services are located along the US 12 project corridor.

See Environmental Justice Factor Sheet for additional details.

13.	Title VI of the C	ivil Rights Act of	1964 and Additional	Nondiscrimination	Requirements
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A.	Indicate if issues have been identified or concerns have been expressed related to Title VI of the Civil Rights Act of 1964 or
	other nondiscrimination laws, regulations, executive orders and policies under the Title VI umbrella.
	No. Issues related to the above laws, regulations, executive orders and policies were not identified and concerns were not expressed.
	Yes. Issues related to the above laws, regulations, executive orders and policies were identified and/or concerns were expressed, describe:

14. Public Involvement:

A. Briefly describe the Public Involvement Plan (PIP):

The PIP for the project outlined strategies for communicating the project's purpose and need, alternatives considered, and potential impacts. These messages have been communicated with property owners, businesses, local officials, emergency service responders, county representatives, utility companies, and Native American tribes. The communication strategies included project notifications via email and letter to Native American Tribes and adjacent property owners, local officials meetings, public involvement meetings, news releases to local newspapers announcing the public involvement meetings, a project page on the WisDOT website, and business owner meetings.

To date, two public involvement meeting have been held. Individual property owner meetings have also been held. Some were conducted in an "office hours" format immediately before the December 2021 PIM. Additional in-person meetings or virtual Teams calls were held with individual property owners to discuss specific impacts to their property or to discuss proposed access modifications.

A project page on WisDOT's website is also used to disseminate information to the public.

B. Public Meetings

Date (mm/dd/yyyy)	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. Number of Attendees
12/14/2021	WisDOT	PIM	Frank Fischer Senior Center 20 Wisconsin Dells Pkwy S Wisconsin Dells, WI	25
03/22/2022	WisDOT	PIM	Frank Fischer Senior Center 20 Wisconsin Dells Pkwy S Wisconsin Dells, WI	20

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

Meetings were held with individual property and business owners impacted by the project and access management changes. A summary of items discussed with individual property owners included in the table in **Attachment 6 - Access Management Coordination**.

D.	Indicate any accommodations that v	vere requested by the public or provided to comply with Title VI, EJ or
	nondiscrimination laws.	
	Interpreters	Listening aids
	☐ Transportation provided	Accessibility for elderly populations or individuals
	Childcare provided	Accessibility for disabled populations or individuals
	Bilingual materials provided	Sign language provided
	Other describe	

No accommodations were requested by the public.

E. Describe populations, groups and individuals who participated in the public involvement process. Include any organizations and special interest groups:

Attendees at the two public involvement meeting were generally owners of businesses and properties adjacent to the projects.

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

A public hearing is planned for the project in summer of 2022. A third PIM will be held in late 2022 or early 2023 to introduce how traffic would be handled during construction to the public. A project page on the WisDOT website will be maintained throughout the design process.

15. Summarize the Results of Public Involvement:

A. Describe the issues, if any, identified by individuals or groups during the public involvement process:

Most meeting attendees were people who own or work for businesses along the project route. Many of the questions presented by the stakeholders represented individual concerns about their specific property. No mailed or emailed comments were received from stakeholders in response to materials presented at the public involvement meetings. Feedback and questions from individual property owner meetings are included in the summary below and in **Attachment 6** – **Access Management Coordination**.

General comments received from stakeholders centered on the following concerns:

- The HAWK signals previously installed along the corridor have helped with localizing pedestrian crossings; however a significant number of pedestrians still cross at random locations. People will not go out of their way to cross safely at the signals.
- Attendees commented on their preference for keeping the existing High-Intensity Activated crossWalK beacon (HAWK) versus a proposal to replace the HAWK signals with Rectangular Flashing Beacon (RRFB) signal systems.
- Support for the idea of terraces between proposed sidewalk and the roadway for snow storage, signage and street lighting.
- Importance of pedestrian safety along the corridor.
- Prefer the terrace in the city of Wisconsin Dells be concrete at least all the way up to County A to match the village of Lake Delton to the south.
- Do not like the existing right turn island on County A at the intersection with US 12. An attendee noted "a lot" of rear end accidents here. Noted vehicles on County A turning right onto US 12, don't seem to stop.

In addition to the general comments noted above, many PIM attendees expressed concerns over proposed closures at medians and driveways at their individual properties citing business access as primary concern. In general, the exhibits presented at each PIM showed the recommended closure of driveways if a property had multiple driveways, access off of a side road, or if driveways to adjacent parcels owned by the same entity could be consolidated without impacting parking lot circulation. Some property owners also expressed concerns about the potential for driveway entrance/exit adjustments or relocations during construction of the project. A summary of the discussions with individual property owners is included in **Attachment 6 – Access Management Coordination**.

- B. Briefly describe how the issues identified above were addressed:
 - Existing HAWK vs initial proposal to replace the HAWK signals with RRFB signal systems —review of FHWA's Guide
 for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018) and Field Guide for Selecting
 Countermeasures at Uncontrolled Pedestrian Crossing Locations (2018) suggest HAWKs would be the appropriate
 option for the US 12 corridor based on the roadway's planned typical section, existing AADT, and existing speed
 limit
 - Concern about driveway entrance/exit adjustments/relocation during construction of the project: Construction
 activities that would impact US 12 traffic or pedestrians and bicyclists would be completed outside of the peak
 tourist season. Dates of the peak tourist season would be coordinated with the village of Lake Delton and city of
 Wisconsin Dells. Access to adjacent properties would be maintained in some fashion during construction. A third
 PIM will be held to communicate the construction staging scheme.

- Support for the idea of terraces between proposed sidewalk and the roadway for snow storage, signage and street lighting: Alternative 2, which includes terraces is the preferred alternative for the center and south sections.
- Importance of pedestrian safety along the corridor: Pedestrian safety would be addressed through inclusion of terraces to provide additional offset between traffic lanes and sidewalk, sidewalk would be added to the west side of US 12 in the north project, and pedestrian refuge islands would be added at the HAWK locations.
- Prefer the terrace in the city of Wisconsin Dells be concrete at least all the way up to County A to match the village
 of Lake Delton to the south. Design modifications were coordinated with the city of Wisconsin Dells to include
 concrete terraces between the sidewalk and roadway from County A to the city/village limits (approximately STA
 702+00).
- <u>Proposed closures at medians and driveways:</u> Brief summaries of the concerns and resolutions are included in the table in **Attachment 6.**

16. Local, County, State, Tribal, Federal Government Coordination:

A. Identify units of government contacted and provide the date coordination was initiated.

Unit of Government (Village, Town, MPO, RPC, City, County, Tribe, Federal, etc.)	Coordination Correspondence Attached	Coordination Initiation Date (mm/dd/yyyy)	Comments
Village of Lake Delton City of Wisconsin Dells Town of Delton	☐ Yes ⊠ No	10/5/2021	Monthly Meeting with Municipalities
Village of Lake Delton City of Wisconsin Dells	Yes No	11/2/2021	Monthly Meeting with Municipalities
Village of Lake Delton City of Wisconsin Dells	Yes No	12/7/2021	Local Officials Meeting #1
Village of Lake Delton City of Wisconsin Dells	☐ Yes ⊠ No	2/1/222	Monthly Meeting with Municipalities
Village of Lake Delton City of Wisconsin Dells	☐ Yes ⊠ No	3/8/2022	Local Officials Meeting #2
Village of Lake Delton City of Wisconsin Dells	☐ Yes ⊠ No	5/3/2022	Monthly Meeting with Municipalities

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

Table 8 - Local Government Coordination

No	Concoun	Desclution
No.	Concern	Resolution
1	At the October 5, 2021 Monthly Meeting past drainage issues	A review of the roadway and discussion with the local
	were identified near the skewed driveway at STA 727+75 (North	communities indicated that the only unresolved drainage issue
	project near Timbavati Wildlife Park), at STA 660+75 (Center	remains at STA 695+25 (Center project near Wisconsin Dells
	project near Pizza Pub), at STA 658+00 near Pilgrim Drive (Center	Original Ducks). Storm sewer modifications would be made to
	project near Mr. Pancake), and at STA 695+25 (Center project	ensure that runoff from US 12 enters the storm sewer system
	near Wisconsin Dells Original Ducks).	efficiently and does not collect in the low point of US 12.
2	At the October 5, 2021 Monthly Meeting, WisDOT noted they	A field meeting on site could be scheduled to further discuss the
	are recommending that the city of Wisconsin Dells add some	scope of work. The field meeting was held after the 11/2/2021
	additional rip rap to the downstream end of the Hulbert Creek	Monthly Meeting. After the field meeting, design team
	culvert (located within the North project). The work could be	members questioned if the design of the culvert is such that rip
	included in the project but the city of Wisconsin Dells would	rap is not required. Review of the plans for the existing culvert
	need to pay for the cost of the work.	indicated that rip rap is not required.
3	At the October 5, 2021 Monthly Meeting, the city of Wisconsin	WisDOT investigated shifting the roadway centerline east and
	Dells requested the team investigate the feasibility of adding	found that addition of the sidewalk is feasible without right of
	sidewalk to the west side of US 12 between WIS 13 and County	way acquisition. This alternative was presented at the
	A (North project).	11/2/2021 monthly meeting. This sidewalk is included in the
		preferred alternative.

No.	Concern	Resolution
4	At the October 5, 2021 Monthly Meeting, the city of Wisconsin Dells indicated interested in the addition of a shared-use path in the section from WIS 13 to County A (North Project) to keep the bicycles away from US 12 traffic.	At the November 2, 2021 Monthly Meeting the project team discussed which side of US 12 would made most sense to add the shared-use path. After that meeting it was determined that there was not a preferred side for a shared-use path in the North project (WIS 13 to County A).
		At the December 7, 2021 Local Official's Meeting the project team explained that if the city of Wisconsin Dells was interested in adding the shared-use path within North project (WIS 13 to County A) the City would be responsible for 100% of the cost of the path. It was noted to the City that the shared-use path south of County A in the Center project was identified specifically in the HSIP application for that portion of the corridor to address bicycle concerns documented by crashes within that section of roadway and that is what that portion of shared-use path is covered by federal funding.
		At the February 1, 2022, the city of Wisconsin Dells indicated that they are not interested in the addition of the shared-use path in the North project.
5	At the October 5, 2021 Monthly Meeting, WisDOT indicated a goal to continue the sidewalk through the driveways along the corridor as this would better define the pedestrian path. In addition to defining the pedestrian path, the sidewalk would be replaced with a maximum cross slope of 1.5% to be Americans with Disabilities Act (ADA) compliant along US 12. The village of Lake Delton commented that at "high attraction locations" they specifically had allowed the sidewalk not to go through the driveways to avoid the slow-down and bottoming out of cars entering the driveway locations within the Center and South projects.	The village of Lake Delton asked if they could work with WisDOT on a case-by-case basis regarding this approach. WisDOT indicated they will not give in on this requirement due to the nature of the Highway Safety Improvement Program (HSIP) funding on the project and the safety concerns that have been identified with bicycles and pedestrians. Additionally, the pedestrian path is required to be ADA compliant. An alternative to this approach is to look at grading the entire driveway at the 1.5% slope. This may be difficult in some of the locations that significant drop-off, but the team will look at this during the design phase of the project
6	At the October 5, 2021 Monthly Meeting the village of Lake Delton indicated that they are currently working with Mt. Olympus regarding access to the Building Group located at 1571 Wisconsin Dells Parkway (Buildings #6, #7A, #7B, 8 & 9). A proposal that Mt. Olympus and the Village are in favor of includes adding a public access road called Olympus Road in the location of the current pedestrian HAWK signal approximately 750 feet north of Pilgrim Drive (STA 153+30) in the Center project. This public road would provide cross access to Clara Avenue. In conjunction with the proposed public street, the village of Lake Delton indicated access for the adjacent properties would be removed from US 12 and provided along the new public street. The village of Lake Delton indicated they would build the public road separately from the US 12 project but would look for the final connection with signal to made as part of the WisDOT project. See Attachment 4 for the proposed location of Olympus Road.	WisDOT will monitor the status of this project and will coordinate inclusion of the new traffic signal if the village of Lake Delton public road moves forward.
7	At the October 5, 2021 Monthly Meeting the village of Lake Delton indicated that they have an overall concern regarding the typical section alternative (Alternative 1) with no terraces proposed for the Center and South projects. In general, they have concerns that traffic is being placed closer to narrow sidewalks and there is no room for terraces and utilities. They questioned how this will accommodate signing along the corridor and where will utilities be able to place facilities. They noted lack of snow storage. The village of Lake Delton thinks it is in the best interest of all parties to acquire a wider section of ROW to accommodate the proposed roadway as well as terraces and sidewalks.	Alternative 2 which includes a terrace between the roadway and sidewalk and slightly wider lanes was added for consideration and presented to the Village of Lake Delton at the 11/2/2021 Monthly Meeting. This alternative is the preferred alternative for the project and addresses the Village's concerns. The design team did note that sidewalk with no terrace would be used adjacent to the Lake Delton Cemetery, Springbrook Creek crossing, and the Mt. Olympus pedestrian overpass (STA 120+50) to avoid impacts to these facilities.

No.	Concern	Resolution
8	At the October 5, 2021 Monthly Meeting the village of Lake Delton noted they have some concerns that the proposed TWLTL section proposed for the Center and South projects will not provide a safer highway. They preferred some of the alternatives that were considered in the past study (2011-2016, see discussion in Section 6.2 for additional information) and understands that they are very expensive.	The project team indicated that the TWLTL is proposed to eliminate some of the rear end crashes that have been a reoccurring problem on the corridor. By moving the left turning traffic out of the thru lane and into the turn lane, these crashes should be reduced. There was also discussion that yes, alternatives that would likely be safer were evaluated previously in the 2011 study, but based on the constraints of the corridor, project funding and the parameters of the existing project, the 5-lane TWLTL was the solution presented in the HSIP application.
9	At the December 7, 2021 Local Officials meeting, the town of Lake Delton asked if there are barriers planned between the road and the sidewalk. Is the proximity of the pedestrians to the traveling vehicles a safety concern?	The project team indicated that for the Center and South projects, Alternative 1 would have sign locations in sidewalk and Alternative 2 provides snow storage, widens the roadway for traffic and allows a buffer area between the pedestrian and vehicles. From a pedestrian safety perspective, the buffer area is preferable but not required. There is currently no plan to install a physical barrier between the sidewalk and the roadway – given the number of driveways along the corridor, this would not keep pedestrians from crossing at undesirable locations.
10	At the December 7, 2021 Local Officials meeting, the village of Lake Delton asked why we are increasing the width of the TWLTL in Alternative 2 by a foot, would it be more advantageous to assign this foot to a location that benefits pedestrians.	Per WisDOT design standards a TWLTL should be constructed to a width of 12' to 16' with 12' as the minimum. The 11' TWLTL proposed in Alternative 1 is substandard and is less than ideal, increasing the lane to 12' would improve safety in the center turn lane.
11	At the December 7, 2021 Local Officials meeting, the village of Lake Delton asked when construction will start and what months of the year is construction going to impact.	Similar to projects constructed in the past in the Dells, WisDOT will look to avoid traffic impact during the key tourist period in the Dells area. The North (WIS 13 to County A) and Center (County A to Pilgrim) projects are planned for construction in 2025. The South (E. Adams to Pilgrim) project is planned for construction in 2026. Construction activities that would impact US 12 traffic or pedestrians and bicyclists would be completed outside of the peak tourist season. Dates of the peak tourist season would be coordinated with the village of Lake Delton and city of Wisconsin Dells.
12	At the February 1, 2022 Monthly Meeting the village of Lake Delton asked to remove the TWLTL between Lake Street and E. Adams Street in the South project so that the sidewalk terrace areas could be provided with minimal fee right of way acquisition needed.	The WisDOT design team explained that the HSIP application assumed the TWLTL for the entire length of the South project and the proposed improvement needs to include the TWLTL to provide safety enhancements to the corridor. The TWLTL not only provides refuge for access, but also provides a physical separation between northbound and southbound traffic. In order to provide both the TWLTL to improve vehicle safety and the terrace requested by the Village during discussion at the October 5, 2021 meeting with the municipalities (see No. 7 above), right of way acquisition would be required. The design team did note that sidewalk with no terrace would be used adjacent to the Lake Delton Cemetery, Springbrook Creek crossing, and the Mt. Olympus pedestrian overpass (STA 120+50) to avoid impacts to these facilities.
13	At the March 8, 2022 Local Officials meeting the city of Wisconsin Dells noted that there are depressions in the existing median at locations where the joint may be failing on the existing storm sewer trunk line.	The WisDOT design team will have the storm sewer pipes televised with a video camera which records a 360 degree view of the inside of each pipe to determine condition prior to finalizing planned improvements.
14	At the May 3, 2022 Monthly Meeting the design team presented early construction staging concepts which included discussion of only allowing one-way traffic on US 12 during construction. The local governments indicated that if this happens, it would be important to sign a local detour that does not make use of the interstate system to assure that businesses can thrive during construction. The Village and City also noted that the peak summer season is not really the only busy season anymore, the weekends are busy year round.	The WisDOT design team will meet with the Village and City in June to discuss construction staging in more detail. The local governments' concerns were noted and the design team will make every attempt to address these concerns as the construction staging plans are developed.

No.	Concern	Resolution
15	At the May 3, 2022 Monthly Meeting the city of Wisconsin Dells noted concerns over the proposed 7-foot wide urban shoulder proposed as an on-road bike accommodation for the North project (WIS 13 to County A). This width would cause the proposed curb lines to conflict with the manhole structures for the City's sanitary sewer system.	The design team has narrowed the 7-foot urban shoulder to a 5-foot urban shoulder to avoid impacting the City's sanitary sewer manholes while still providing the on-road bicycle accommodation.
16	At the May 3, 2022 Monthly Meeting the village of Lake Delton met with a property owner who noted who has interest in selling the Selfie Studio to allow for a four-legged intersection where the planned Olympus Road would be built.	WisDOT indicated that they are not looking to acquire businesses for this purpose and that if the Village is interested in acquiring the property and including this as part of the TIA for Olympus Road and funding it as part of their project that the TIA should be updated to reflect this change.

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

See Table 7 in item B above for resolutions for the issues identified in item B.

D. Indicate any unresolved issues or ongoing discussions:

Design decisions such as grass vs paved terraces, shared-use path surface type (asphalt or concrete), cross walk types, and replacement lighting types are ongoing discussions at the monthly meeting with the local municipalities and with the village of Lake Delton and city of Wisconsin.

17. Pu	blic Hearing Requirement:
A.	This document is an Environmental Assessment.
	A Notice of Opportunity to Request a Public Hearing will be published, or,
	A Public Hearing will be held.
В.	This document is a Categorical Exclusion / Environmental Report.
	1. A substantial amount of right-of-way will be acquired.
	2. The proposed action will substantially change the layout or functions of connecting roadways or of the facility
	being improved.
	3. The proposed action will have a substantial adverse impact on abutting property.
	4. The proposed action will have other substantial social, economic, or environmental effects.
	$\overline{\boxtimes}$ 5. The department has determined that a public hearing is in the public interest.
	If one or more of boxes 1-5 above have been checked, you must check one the of the next 2 boxes
	A Notice of Opportunity to Request a Public Hearing will be published, or,
	A Public Hearing will be held.
	If none of boxes 1-5 above have been checked then check the box below.
	Notice of Opportunity to Request a Public Hearing will not be published, and a Public Hearing is not required

When a Notice of Opportunity to Request a Public Hearing is published, and/or a Public Hearing is held, the final EA or CE / ER will include the Environmental Document Availability and Hearing Summary sheet at the beginning of the document, after the signature page.

For projects requiring FHWA funding and/or approval(s), FHWA approval of this environmental document indicates concurrence with the department's Public Hearing requirement determination.

18. Traffic Summary:

Traffic Forecast is not required, explain: and skip to Question 19.

	ALTERNATIVES/SECTIONS													
Traffic Summary		North Projec	t		Center Projec	t	South Project							
Matrix	No Build	No Build Alt 1		No Build Alt 1		Alt 2 Preferred	No Build	Alt 1	Alt 2 Preferred					
			Т	RAFFIC VOLUM	ES									
Base Yr. AADT Yr. 2021	18,800	18,800	18,800	18,800	18,800	18,800	18,800	18,800	18,800					
Const. Yr. AADT Yr. 2025	19,300	19,300	19,300	19,300	19,300	19,300	19,300	19,300	19,300					
Const. Plus 10 Yr. AADT Yr. 2035	20,600	20,600	20,600	20,600	20,600	20,600	20,600	20,600	20,600					
Design Yr. AADT Yr. 2045	21,900	21,900	21,900	21,900	21,900	21,900	21,900	21,900	21,900					
DHV Yr. 2045	2,250	2,250	2,250	2,250	2,250	2,250	2,250	2,250	2,250					
			T	RAFFIC FACTOR	RS									
K ₂₅₀ (%)	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3	10.3					
D (%)	61	61	61	61	61	61	61	61	61					
Design Year T (% of AADT)	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1					
T (% of DHV)	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9					
Level of Service	С	С	С	D	С	С	D	С	С					
				SPEEDS		•			•					
Existing Posted	35	35	35	35	35	35	35	35	35					
Future Posted	35	35	35	35	35	35	35	35	35					
Design Year Project Design Speed	Design Year 35 35 35		35	35	35	35	35	35	35					
				OTHER (specify)									
P (% of AADT)	12.8	12.8	12.8	12.8	12.8	12.8	12.8	12.8	12.8					
K ₈ (% OF AADT)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A					
Other														

AADT = Annual Average Daily Traffic

K [$_{30/100/200}$] : K $_{30}$ = Interstate, K $_{100}$ = Rural, K $_{250}$ = Urban, % = AADT in DHV

DHV = Design Hourly Volume

D = % DHV in predominate direction of travel

P = % AADT in peak hour

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

- A. Identify the agency that generated the data included in the Traffic Summary Matrix: WisDOT
- B. Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed: March 2022
- C. Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix: Traffic forecast completed using WisDOT methodology.
- D. If a metric other than Annual Average Daily Traffic (AADT) is used for describing traffic volumes such as Average Annual Weekday Traffic (AWDT), explain why a different metric was used and how it compares to AADT: AADT was used.

19. Agency and Tribal Coordination: Coordination Correspondence Agency Required? Attached? Comments WisDOT Coordination is not required because there would be no Fee, PLE or TLE ∏No N/A acquisitions. Region Real Coordination with WisDOT's real estate section is ongoing for purchase of **Estate Section** Yes No X Yes Fee and TLE acquisitions as well as driveway closures for access management. Coordination is not required. The project is not located within 5 miles of a ☐ No N/A public or military use airport. Coordination started on October 7, 2021 with an email to the Bureau of Aeronautics (BOA). BOA responded on December 9, 2021. See Attachment 11. BOA indicated that the design team utilize the Federal Aviation Administration (FAA) Notice Criteria Tool to determine if coordination with Bureau of FAA is required. See additional information for FAA coordination at the Aeronautics X Yes ⊠ Yes ☐ No bottom of Section 19 under Other Entities and Section 23 Environmental Commitments. BOA noted that a Notice of Impact should be provided to all airports within 5 miles of the project in advance of the beginning of any construction activities. This will be included in Section 23 Environmental **Commitments** as the project is within 5 miles of the Baraboo-Wisconsin Dells Airport. Coordination is not required because no railways or harbors are in or ⊠ No N/A Railroads and planned for the project area. Harbors Coordination has been completed and project effects have been addressed. Yes Yes No Section Explain: **STATE AGENCIES** Coordination with the WDNR started on October 20, 2021 with a notification email and request for project input. WDNR provided an initial review letter on November 16, 2021. See Attachment 12. The WDNR letter indicate that no instream work should occur in Hulbert Creek between March 1 and June 15th. With minor concrete surface repairs proposed for Wisconsin the box culvert at Hulbert Creek, no in-stream work is anticipated. Department of Yes No X Yes Natural One state listed Threatened bird was identified in the National Heritage Resources Inventory (NHI) review. See Threatened and Endangered Species Factor (WDNR) Sheet for additional information. The coordination letter also indicated that the project is located within the Rusty Patched Bumble Bee High Potential Zones (HPZ). See Threatened and Endangered Species Factor Sheet for additional information. A determination that no historic or archeologic properties are located in State Historic the Area of Potential Effects was made and approved by SHPO on April 14, X Yes Yes No Preservation 2022. Archeological monitoring is required at one site adjacent to the Office (SHPO) South project. See **Attachment 13.** Coordination is not required as there is no farmland adjacent to the Agriculture Yes No Yes No (DATCP) project. Other, Yes No Yes No None. (identify)

wetlands or waterways.

☐ Yes ☐ No

Yes No

FEDERAL AGENCIES

U.S. Army Corps of

Engineers

(USACE)

Coordination with the USACE is not required as there would be no fill into

Agency	Coordination Required?	Correspondence Attached?	Comments
U.S. Fish and Wildlife Service (USFWS)	⊠ Yes □ No	⊠ Yes □ No	An official species list was generated using the USFWS Information for Planning and Consultation (IPaC) website on April 30, 2021 and updated on September 28, 2021 and March 18, 2022 under Project Code: 2022-0021706. The Northern Long-eared Bat (NLEB), Whooping Crane, Sheepnose Mussel, Monarch Butterfly, Rusty Patched Bumble Bee (RPBB), and Northern Wild Monkshood were identified as potential resources within the project area. No critical habitats were identified in the project area. Informal Section 7 consultation has been completed with USFWS for the NLEB on May 11, 2022 and RPBB on June 2, 2022 resulting in a determination of may affect, not likely to adversely affect for each species. See Attachment 14 for species lists and consultation correspondence. See the attached Threatened and Endangered Species Factor Sheet for determination of effects for each of the species noted above. Additional coordination regarding the threatened and endangered species would be completed prior to requesting Section 401 water quality
U.S. Forest Service (USFS)	Yes No	Yes No	certification and again prior to final PS&E. Coordination is not required because the project is not adjacent to and does not impact Forest Service Lands.
Natural Resources Conservation Service (NRCS)	☐ Yes ⊠ No	Yes No	Coordination is not required as there is no farmland adjacent to the project.
U.S. National Park Service (NPS)	☐ Yes ⊠ No	Yes No	Coordination is not required because the project does not adversely impact any federally funded park land.
U.S. Coast Guard (USCG)	☐ Yes ⊠ No	Yes No	Coordination with USCG is not required as no in-stream work is proposed.
U.S. Environmental Protection Agency (EPA)	Yes No	Yes No	Coordination with EPA is not required for this project.
Advisory Council on Historic Preservation (ACHP)	☐ Yes ⊠ No	Yes No	Coordination is not required because the project does not adversely impact any historic resources.
Other: FAA	Xes No	☐ Yes ⊠ No	The FAA Notice Criterial Tool indicated that a Notice of Impact is required due to proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file. See Section 23 - Environmental Commitments.
SOVEREIGN NATIO	DNS	1	
American Indian Tribes	⊠ Yes	Standard Letters have been sent and an example is attached Yes	Letters were sent to the American Indian Tribes for Sauk County on October 19, 2021. No responses were received. See Attachment 15 .
Project Involves	⊠ No	N/A	
American Indian Tribal Lands or Reservation Lands	Yes	☐ Yes	Coordination is not required because the project does not involve tribal or reservation lands.
Other Entities	Yes	Yes	None

20. Alternatives Comparison:

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

, , ,	, ,	DE). Additional agency or public involvement may change these estimates in the future. Alternatives/Sections											
		North Center South											
PROJECT PARAMETERS	Unit of Measure	No Build	Alt. 1	Alt 2 (Preferred)	No Build	Alt. 1	Alt 2 (Preferred)	No Build	Alt. 1	Alt 2 (Preferred)			
Project length	Miles	0	0.471	0.471	0	1.110	1.110	0	0.973	0.973			
PRELIMINARY COST ESTIMATE (Y	OE)	I.								<u>I</u>			
Construction	Million \$	0	2.05	2.63	0	6.01	10.61	0	5.28	9.50			
Real Estate	Million \$	0	0.02	0.03	0	0	1.18	0	0.00	2.17			
TOTAL	Million \$	0	2.07	2.66	0	6.01	11.79	0	5.28	11.67			
LAND CONVERSIONS													
Total area converted to ROW	Acres	0	0	0.009	0	0.100	0.413	0	1.028	1.111			
REAL ESTATE													
Number of farms affected	Number	0	0	0	0	0	0	0	0	0			
Total area required from farm operations	Acres	0	0	0	0	0	0	0	0	0			
AIS required		☐ Yes 🏻 No	☐ Yes 🏻 No	☐ Yes 🛭 No	☐ Yes 🛭 No	☐ Yes 🛭 No	☐ Yes 🛭 No	☐ Yes 🏻 No	☐ Yes 🏻 No	☐ Yes 🛭 No			
Farmland rating	Score	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
Total buildings required	Number	0	0	0	0	0	0	0	0	0			
Housing units required	Number	0	0	0	0	0	0	0	0	0			
Commercial units required	Number	0	0	0	0	0	0	0	0	0			
Other buildings or structures	Number &	0	0	0	0	0	0	0	0	0			
required ENVIRONMENTAL FACTORS	Туре												
Indirect impacts		☐ Yes 🏻 No	☐ Yes 🛛 No	☐ Yes 🛭 No	☐ Yes 🛛 No	☐ Yes 🛛 No	☐ Yes ⊠ No	☐ Yes 🛛 No	☐ Yes 🛛 No	☐ Yes ⊠ No			
Cumulative impacts				☐ Yes 🖾 No									
Environmental justice population(s) affected	Number	0	0	0	0	0	0	0	0	0			
Number of historic properties affected	Number	0	0	0	0	0	0	0	0	0			
Burial site protection (authorization required)		☐ Yes 🖾 No	☐ Yes 🛭 No	☐ Yes 🛭 No	☐ Yes 🛭 No	☐ Yes 🛭 No	☐ Yes 🛭 No	☐ Yes 🛭 No	⊠ Yes □ No	⊠ Yes □ No			
Section 106 MOA required		☐ Yes 🏻 No	☐ Yes 🏻 No	☐ Yes 🛛 No	☐ Yes 🛛 No	☐ Yes 🛛 No	☐ Yes 🛛 No	☐ Yes 🏻 No	☐ Yes 🏻 No	☐ Yes 🛛 No			
Section 4(f) evaluation or determination required	Number	0	0	0	0	0	0	0	0	0			
Section 6(f) land conversion required	Number	0	0	0	0	0	0	0	0	0			
Impacts to other specially funded properties	Number	0	0	0	0	0	0	0	0	0			
Floodplain impacts	Number	0	0	0	0	0	0	0	0	0			
Unique upland habitat impacted	Number	0	0	0	0	0	0	0	0	0			
Total wetlands permanently impacted	Acres	0	0	0	0	0	0	0	0	0			
Stream crossings	Number	0	0	0	0	0	0	0	0	0			
Noise analysis required	Number	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
receptors impacted			, , , , , , , , , , , , , , , , , , ,										

^{*}If 1 or more acres or in an urbanized area a stormwater permit will be required.

21. Significance Criteria:

In determining whether a proposed action is a "major action significantly affecting the quality of the human environment," the proposed action must be assessed considering the definition of significantly as used in NEPA and requires the consideration of both context and intensity (as defined by CEQ in 40 CFR 1508.27):

Context means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. Both shortand long-term effects are relevant.

Intensity means to the severity of the impact. Responsible officials must bear in mind that more than one agency may make a decision about partial aspects of a major action.

If a significant impact(s) will result the no-build alternative should be selected or the preparation of an Environmental Impact Statement (EIS) should commence.

Environmental Project Development Section (BTS-EPDS) liaison immediately to discuss.

Indicate whether the issues listed below is a concern for the proposed action or alternative and if the issue is a concern, explain how it is to be addressed or where it is addressed in the environmental document. If the document preparer believes the "Yes" box should be checked for any of the following items, contact your regional environmental coordinator (REC) and Bureau of Technical Services

A.	Will the proposed action result in a significant beneficial or adverse impact? No ☐ Yes, explain or indicate where addressed:
B.	Will the proposed action stimulate significant indirect environmental impacts? ☐ No ☐ Yes, explain or indicate where addressed:
C.	Will the proposed action result in a significant impact to public health or safety? ☐ No ☐ Yes, explain or indicate where addressed:
D.	Will the proposed action result in a significant impact to geographically scarce resources? No ☐ Yes, explain or indicate where addressed:
E.	Will the proposed action have possible impacts on the human environment that are highly controversial, highly uncertain or involve unique or unknown risks? No Yes, explain or indicate where addressed:
F.	Will the direct and indirect impacts of proposed action when combined with past, present and reasonably foreseeable actions result in significant cumulative impacts? No Yes, explain or indicate where addressed:
G.	Will the proposed action violate an applicable law or requirement imposed for the protection of the environment? No Yes, explain or indicate where addressed:

22. Environmental Factors Matrix (check all that apply): If the effects on the environmental factor can't be adequately summarized in several sentences, the Factor Sheet for the environmental factor must be included. If the Factor Sheet is completed include a brief summary.

Factoria	Adverse Impact	Beneficial Impact	No Impacts dentified	actor Sheet Attached	For those Factors not present in the project area indicate not present.
Factors	Ă	B	N P	Fa	Effects
Business and Economic				\boxtimes	Access modifications are proposed at a number of businesses adjacent to the project and have been coordinated with the business owners. See Section 15 Public Involvement, the Business and Economics Factor Sheet, and Attachment 6 – Access Management Coordination.
Community					Removal or consolidation of multiple access points would help to improve safety and traffic flow for travelers using US 12 after construction and is being coordinated with adjacent property owners. The addition of an urban shoulder in the North project that would serve as a bike accommodation bike lanes and the addition of the shared-use path from County A to the proposed location of Olympus Road in the Center project would improve bicycle and pedestrian facilities would enhance multi-modal access for tourists, employees of adjacent businesses, and residents of the village of Lake Delton and City of Wisconsin Dells
Aesthetics			\boxtimes		Not present.
Agriculture			\boxtimes		Not present.
Relocations					Not present.
Indirect Impacts					No impacts anticipated.
Cumulative Impacts					No impacts anticipated.
Environmental Justice			\boxtimes	\boxtimes	Temporary impacts, which would be experienced by both EJ (minority and low-income populations) and non-EJ groups would include short-term access restrictions and difficulty in travel during constructions. Inclusion of additional pedestrian and bicycle accommodations would be a permanent beneficial impact as these facilities would provide improved access to employment centers along this section of US 12. See Environmental Justice Factor Sheet for additional details.
Historic Properties			\boxtimes		Not present.
Burial Sites			\boxtimes		A burial site, the Lake Delton Cemetery, is adjacent to the South (Pilgrim Drive to E. Adams Street) project area. Impacts to the Lake Delton Cemetery would be avoided through the use of monolithic sidewalk placed at the back of curb with no terrace. WisDOT will petition the Wisconsin Historical Society (WHS) for authorization to work within the boundaries of the burial site one year prior to construction of the South project under State Statute 157.50.
Tribal			\boxtimes		Not present.
Section 4(f)			\boxtimes		Not present.
Section 6(f) and other Unique Funding					Not present.
Wetlands			\boxtimes		No fill into wetlands is proposed as part of this project.
Surface Water Resources					No instream work is anticipated at Hulbert Creek or Springbrook Creek

Factors	Adverse Impact	Beneficial Impact	No Impacts Identified	Factor Sheet Attached	For those Factors not present in the project area indicate not present. Effects
Groundwater, Wells, and Springs					City of Wisconsin Dells Well No. 5 is located 750 feet to the east of US 12 approximately 1,000 feet south of the County A/US 12 intersection. See Attachment 10 for the location shown on the city of Wisconsin Dells zoning map. The project comes in close proximity to Wellhead Protection Zone 2 and crosses Wellhead Protection Zone 1. Construction activities proposed for the US 12 project do not included any prohibited uses or activities as documented in Division 10 Wellhead Protection Overlay District of Chapter 19 of the Wisconsin Dells Zoning Code.
Coastal Zones					Not present.
Floodplains					No fill into the floodplain adjacent to Hulbert Creek is anticipated.
Unique Wildlife and Habitat					No unique wildlife and habitat are present.
Threatened, Endangered or Protected Resources			\boxtimes	\boxtimes	See the attached Threatened and Endangered Species Factor Sheet for determination of effects for the state and federal threatened and endangered species.
Air Quality			\boxtimes		An Air Quality Analysis was not required because the project is not located in an area designated as non-attainment for ozone or fine particulate matter ($PM_{2.5}$) and the project qualifies as a categorical exclusion action under 23 CFR 771.117.
Construction Stage Sound					WisDOT Standard Specifications 107.8 (6) and 108.7.1 would apply. See Construction Stage Sound Factor Sheet for more information.
Traffic Noise			\boxtimes		A traffic and noise analysis is not required for this project.
Hazardous Substances, Contamination and Asbestos		\boxtimes		\boxtimes	A Phase 1 Hazardous Materials Investigation was completed for the project area. Six potentially contaminated sites were identified. Four sites, #1, #2, #3 and #4 were recommended for Phase 2.5 investigations. Standard Special Provision (STSP) 205-003 Excavation, Hauling and Disposal of Contaminated Soil, Item 205.0501.S will be included in the environmental commitments and the contract special provisions should any contaminants be encountered during construction near Site Reference #5 and #6. Potential hazardous materials sites are shown on the plan details in Attachment 7.See Hazardous Materials Factor Sheet and Attachment 16.
Stormwater		\boxtimes			This project is considered a "minor reconstruction" under Trans 401 and therefore is not required to meet post construction performance standards; however, mitigation measures, such as use of catch basins or vegetated swales and slopes, would be taken where feasible within the roadway right of way. WisDOT will follow TRANS 401 and the WisDOT/WDNR Cooperative Agreement amendment regarding stormwater management to minimize the potential for adverse effects. Techniques to minimize effects of these impacts during construction would include tracking pads, inlet protection, silt fence, and other common construction devices. The proposed action will utilize grass-lined side slopes and medians where feasible to provide a permanent beneficial effect to stormwater quality. Catch basins may also be used. Coordination with the village of Lake Delton and the city of Wisconsin Dells for the use of inlets versus catch basins is ongoing as the local municipalities would be required to maintain the catch basins if installed.

Factors	Adverse Impact	Beneficial Impact	No Impacts Identified	Factor Sheet Attached	For those Factors not present in the project area indicate not present. Effects
Erosion and Sediment Control			\boxtimes		The proposed action would include typical erosion control management techniques. There will be temporary adverse impacts during construction from the exposure of roadway subgrades and surrounding soils. These areas will receive erosion control applications immediately following soil disruption. No permanent adverse effects to erosion or sediment control is expected.
OTHER FACTORS					

23. Environmental Commitments:

Identify and describe any avoidance, minimization or compensation measures (commitments) in detail. Be specific on what needs to happen and specifically where on the project. Indicate when the commitment should be implemented and who in WisDOT is responsible for fulfilling each commitment (Project Manager, Environmental Coordinator, etc.). Please note if the commitment will be indicated on the final plan, recorded in the Plans, Specifications and Estimates (PS&E), under special provisions in the final plan set, in construction notes, or some other written format. Attach a copy of this completed matrix to the design study report and the PS&E submittal package. Be sure to update it if further commitments are made after the Environmental Document is signed.

Factor	Commitment (If none, include N/A)
Business and Economics	Construction activities that would impact US 12 traffic or pedestrians and bicyclists would be completed outside of the peak tourist season. Dates of the peak tourist season would be coordinated with the village of Lake Delton and city of Wisconsin Dells. Access will be maintained to businesses at all times. The designer will provide special provision language addressing allowable construction timeframes and construction access for local and emergency vehicles and access to businesses.
	The WisDOT construction engineer will assure fulfillment of these requirements during construction.
Community	The designer will include language in the project's special provisions for maintaining access for through and local traffic, including emergency vehicles, at all times during construction. The WisDOT construction engineer will assure fulfillment of these commitments during construction.
Community	Local officials, business owners, the general public, and emergency responders would be informed of construction activities through local media outlets and the WisDOT 511 website. The WisDOT construction engineer will assure fulfillment of this commitment during construction.
Aesthetics	No special or supplemental commitments required.
Agriculture	No special or supplemental commitments required.
Relocations	No special or supplemental commitments required.
Indirect Impacts	No special or supplemental commitments required.
Cumulative Impacts	No special or supplemental commitments required.
Environmental Justice	No special or supplemental commitments required.
Historic Properties	No special or supplemental commitments required.
Burial Sites	A burial site is adjacent to the South (ID 6145-01-03/73) project area. WisDOT will petition the Wisconsin Historical Society (WHS) for authorization to work within the boundaries of the burial site one year prior to construction of the South project under State Statute 157.50. Archaeological monitoring of construction activities within site BSK0050 (Lake Delton Cemetery) is required. The designer will include language provided by the WisDOT Cultural Resources Team in the project special provisions for coordinating the archaeological monitoring. The WisDOT Regional Environmental Coordinator will assure fulfillment of this commitment.
Tribal Lands	No special or supplemental commitments required.
Section 4(f)	No special or supplemental commitments required.
Section 6(f) or Other Specially Funded Lands	No special or supplemental commitments required.
Wetlands	No wetland impacts are anticipated as part of this project. The design team will request Section 401 water quality certification from the WDNR prior to the submittal of the final plans.
Surface Water Resources	No special or supplemental commitments required.
Floodplains	No special or supplemental commitments required.
Groundwater, Wells and Springs	No special or supplemental commitments required.
Coastal Zones	No special or supplemental commitments required.
Unique Wildlife and Habitat Concerns	No special or supplemental commitments required.

The design team will ensure that new or replaced permanent lights will use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting) or will use the BUG system developed by the Illuminating Engineering Society and will be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. The WisDOT design project manager will ensure fulfillment of this commitment during design. The design team will clearly label trees to be removed as part of the project on the final construction plans. The WisDOT design project manager will ensure fulfillment of this commitment during design. The designer will include special provisions for the Northern Long-Eared Bat (NLEB) that include the following avoidance and minimization measures during construction. The WisDOT construction engineer will ensure fulfillment of these commitments during construction. The avoidance and minimization measures will include: Temporary lighting will be directed away from trees during the active season (April 1 through October 31). Tree removals will occur between November 1 and March 31. Threatened and/or Endangered Tree removals are limited to those specified by the designer in the project plans. Trees to be **Species** removed will be clearly marked in the field by the WisDOT construction engineer. The contractor will ensure all operators, employees, and subcontractors working in areas of known or presumed bat habitat are aware of all FHWA environmental commitments, including all applicable avoidance and minimization measures stated here. To avoid adverse impacts to the RPBB, the designer will include special provisions requiring the contractor to avoid borrow-waste activities in unmaintained right of way within the High Potential Zone (HPZ) for the RPBB and to remove potential foraging habitat (flowering forbs) in grading areas prior to the RPBB active season (April 10 - October 10) by continuous mowing to a higher of 6-inches or less. The WisDOT construction engineer will ensure fulfillment of this commitment. The required avoidance period for Bell's Vireo, a species listed as Threatened in Wisconsin is May 25 -August 5. Potential habitat may be present along Hulbert Creek. Tree and/or shrub clearing along Hulbert Creek for the project will occur between November 1 and March 31 which is outside of the avoidance period for the Bell's Vireo. The designer will include language in the project's special provisions regarding tree and shrub clearing near Hulbert Creek. The WisDOT construction engineer will ensure fulfillment of this commitment. Air Quality No special or supplemental commitments required. WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply. The WisDOT construction engineer will **Construction Sound** ensure fulfillment of this commitment. **Traffic Noise** No special or supplemental commitments required. The design team will ensure Phase 2.5 Investigations will be completed prior to submittal of the final plans and specifications for the project. The design team will include the location of contaminated sites identified in the Phase 2.5 investigation on project plan sheets. The design team will include any Hazardous Substances, requirements identified in the Phase 2.5 investigations for this project in the construction special **Contamination and Asbestos** provisions. The WisDOT design project manager will ensure fulfillment of these commitments. The WisDOT construction engineer will ensure fulfillment of any requirements for handling and disposal of hazardous materials that would be included in the construction specials provisions. No special or supplemental commitments required. This project is considered a "minor reconstruction" under Trans 401 and therefore is not required to meet post construction performance standards; however, mitigation measures, such as use of catch basins or vegetated swales, will be taken where feasible within the existing roadway right of way. Stormwater This project would include greater than 1 acre of ground disturbance and will require a Transportation Construction General Permit. To obtain permit coverage, the designer will submit a Notice of Intent (NOI) to the WDNR at the draft PS&E stage of the project. The WisDOT construction engineer will ensure fulfillment of requirements detailed in the Transportation Construction General Permit. An erosion control plan will be prepared for the project. The contractor will complete and administer an approved Erosion Control Implementation Plan (ECIP). Erosion control measures provided by the designer **Erosion Control** in the plan will include inlet protection, silt fence, temporary seeding, sod, erosion mat, and mulching. The WisDOT construction engineer will assure fulfillment of the ECIP during construction

Other: FAA	The WisDOT construction engineer will submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the FAA a minimum of 45 days prior to construction letting. The contractor will be required to conform to the requirements of any FAA determination based on their aeronautical study initiated by the Notice of Proposed Construction or Alteration. The contractor will be required to submit a Supplemental Notice (Form 7460-2) to FAA within 5 days of completing construction.
Other: Baraboo Lake Delton Ai	A Notice of Impact will be provided to the Baraboo-Wisconsin Dells Airport as it is located within 5 miles of the projects in advance of the beginning any construction activities. This notice should include the project schedule, any identified aeronautical impacts, identify project components whether temporary or permanent which will exceed the previously listed heights, and anticipated effects to surface access to the airport during construction (i.e. detours and/or closures). This is critically important to ensure first responder access procedures in the event of an aircraft emergency can be developed and coordinated locally. This also allows the airport operator to provide notification regarding delays or changed traffic patterns to aviators and passengers. The WisDOT construction engineer will ensure fulfillment of this commitment.

BUSINESS AND ECONOMICS Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative:	Preferred: X Yes No None identified	Project ID:
North – Alt. 2 Pavement Replacement		6145-01-00 (North)
with Urban Shoulder		6145-01-02 (Center)
Center – Alt. 2 Wider 5-lane Facility		6145-01-03 (South)
South – Alt. 2. Wider 5-lane Facility		

1. Describe the existing business and/or economic development areas affected by the proposed action:

Existing land use adjacent to the US 12 project corridor is commercial in nature and is geared toward the tourism industry. Adjacent businesses include attractions, restaurants, hotels/motels, and retail geared toward tourism.

Regionally, US 12 is a principal arterial highway and serves as a main north-south corridor in Sauk County. Principal arterials are intended to serve regional trips and major activity centers in the region as well as providing connections to other major highways serving adjacent counties and communities. Through its links to I 90-94, US 12 distributes commuter, business, and commercial traffic throughout the region, and provides a direct connection to the city of Madison.

Locally, US 12 is the primary north-south roadway through the village of Lake Delton and the city of Wisconsin Dells and is the main thoroughfare through the Dells tourism area.

The Dells area is a popular Midwestern family vacation and tourism destination, with numerous theme parks and attractions, two state parks - Mirror Lake State Park and Rocky Arbor State Park – located within two miles of the project corridor, and waterways including the Wisconsin River, Mirror Lake, and Lake Delton nearby. Two boat landings are located within the village of Lake Delton and one in the city of Wisconsin Dells to access area waterways. The Dells area also boasts several destination golf courses, a gaming casino, and several recreation areas.

2. Identify and discuss existing modes of transportation within the existing business and/or economic development area and how they serve businesses or other economic interests:

The primary existing mode of transportation within the US 12 corridor is the automobile. Much of the automobile traffic on this roadway consists of tourists traveling between hotels, motels, local attractions, restaurants, and other commercial business within the project limits, as well as to destinations within the village of Lake Delton and city of Wisconsin Dells. Employees of the adjacent businesses also use US 12 to commute from their homes in the areas surrounding this section of US 12 to their jobs.

Secondary modes of transportation include walking and bicycling. Pedestrian traffic along US 12 consists of patrons traveling between the adjacent businesses as well as people who work at those businesses and live nearby in the village of Lake Delton and city of Wisconsin Dells.

No transit services are located on US 12.

3. Identify and discuss effects of the proposed action on the existing businesses and the economic development potential in the area:

The addition of sidewalk on the west side of US 12 and on-street bike accommodations in the North project and the shared-use path on the west side of US 12 from the proposed location of Olympus Road to County A in the

Center project would improve multi-modal access to the local businesses for tourists traveling between attractions, hotels, motels, and restaurants as well as for employees that walk or bicycle to their jobs.

Replacement of the existing deteriorated pavement would provide a long-term improvement to the ride quality of the corridor and will reduce on-going costs associated with maintaining the deteriorated pavement. New concrete pavement has an expected life of 50 years with the first anticipated rehabilitation typically occurring 25 to 30 years after construction.

Permanent driveway closures and modifications to driveways or turning movements at some of the businesses adjacent to US 12 may require these businesses to adjust their internal traffic flow in response to the proposed closures or modifications. Temporary impacts in response to the permanent driveway modification may be felt by customers familiar with the area prior to construction as they may need time to become accustomed to the changes in traffic movements that would be made with this project. The completed project would offer a safer and more efficient transportation facility for customers to access the businesses along US 12and for the movement of goods and services.

To ensure that project impacts including driveway modifications or closures did not disproportionately impact any individual business or property, the project team has attempted to reach out to all property and business owners along the corridor though public involvement efforts including two public involvement meetings, "office hours" held prior to the December 2021 public involvement meeting, individual property owner meeting, Teams calls, and phone calls. Any proposed driveway modifications that would have the potential to impact internal traffic flow were considered as part of the access evaluation. The public involvement process included discussion of the proposed access changes, including impacts to internal traffic flow, with individual property or business owners. Reasons for driveway modifications were discussed and concerns of individual owners weighed against improvements to US 12 that would potentially benefit many users of US 12. See Attachment 6 – Access Management Coordination.

Positive economic effects during construction would be that the project may provide an opportunity for construction related employment. In addition, money would be spent on construction equipment fuel and construction supplies/materials needed to build the project. Construction workers may visit local restaurants for meals and breaks. These positive effects would be temporary in nature.

Negative economic effects may occur during construction as vehicular access to businesses would likely be delayed at times along with slightly increased travel times and travel delays. These access restrictions and delays may result in reduced sales for businesses as customers may choose to avoid the area while construction is ongoing. Construction activities that would impact US 12 traffic or pedestrians and bicyclists would be completed outside of the peak tourist season to minimize impacts to adjacent businesses. Dates of the peak tourist season would be coordinated with the village of Lake Delton and city of Wisconsin Dells. These adverse effects would be temporary in nature.

4.	Identify and discuss any issues or concerns related to business and economics identified by business people,
	elected officials, community members, or other stakeholders that they believe are important or controversial.
	None identified
	Issues identified, describe:
	Pusings aways expressed concerns over proposed clasures at medians and drivoways at their individual proporties siting

Business owners expressed concerns over proposed closures at medians and driveways at their individual properties citing business access as primary concern. In general, the exhibits presented at the PIM and business owner meetings showed the recommended closure of driveways if a property had multiple driveways, access off of a side road, or if driveways to adjacent parcels owned by the same entity could be consolidated without impacting parking lot circulation. A summary of the discussions with individual property owners is included in **Attachment 6 – Access Management Coordination**. **Attachment 4** shows proposed driveway closures.

	Susiness/Jo	b Type*	Busine	esses		Jobs	
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Yes, tho minorit	y populat	displaced constitute an er	nvironmental justice	population (low-income p	opulation o	r
Yes, tho minority Question is and South). South A Concep Yes, des No, it is	not application of ap	displaced constitute an ention), briefly describe: cable as there are no busice Plan (CSP) attached to the entire the document it can be	nvironmental justice nesses created or dis his document? he found:	population (l	low-income p	opulation o	r Cente
Yes, tho minority Question is and South). s a Concep Yes, des No, it is Question is and South). Describe the A. Total numbers	not applications of availation applications applications of availation applications of availation applications of availations applications of availations applications applica	displaced constitute an ention), briefly describe: cable as there are no busine Plan (CSP) attached to the ere the document it can be bject file	nvironmental justice nesses created or dis his document? he found: ness relocations pro the area: gs in the area: ness buildings by typ	population (I	low-income p e US 12 proje	opulation o	r Cente

	Identity all sources of information used to obtain	
	WisDOT Real Estate Conceptual	Multiple Listing Service (MLS)
	Stage Plan	
	Newspaper listing(s) – List:	Other - Identify:
).	and South). Describe how relocation assistance will be provide	relocations proposed with the US 12 projects (North, Co
		mpleted in accordance with the Uniform Relocation
	, , ,	empensation" for property acquired, additional benefits
	include relocation advisory services, reimburse	relocate from their business. Some available benefits ment of moving expenses, replacement of business
	business would be provided.	rson would be displaced unless a comparable replacement
	acquisition activities, property owners will be consciously acquisition process and Wisconsin's Eminent Double property to be acquired will be inspected by on be invited to accompany the appraiser during the aspect of the property. Property owners will be appraiser that will be considered by WisDOT in owner's appraisal will be reimbursed to the owner's	ons without discrimination. Before initiating property ontacted and given an explanation of the details of the omain Law under Section 32.05, Wisconsin Statutes. An e or more professional appraisers. The property owner he inspection to ensure the appraiser is informed of every egiven the opportunity to obtain an appraisal by a qualicular establishing just compensation. Reasonable cost of an ner if received within 60 days of initiation of negotiation e property will be determined, and that amount offered
	Other relocation assistance requirements, not i	dentified above, describe:
	Question is not applicable as there are no business and South).	relocations proposed with the US 12 projects (North, Ce
•	Identify any difficulties relocating a business displacements of the services needed to remedy identified unusual conditions.	aced by the proposed action and describe any special ditions:
	Question is not applicable as there are no business and South).	relocations proposed with the US 12 projects (North, Ce
2.	those relocated. Also discuss accommodations ma	II be used to minimize adverse effects or provide benefade to minimize adverse effects to businesses that may
	affected by the project, but not relocated:	

ENVIRONMENTAL JUSTICE Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative:	Preferred: X Yes No None identified	Project ID:
North – Alt. 2 Pavement Replacement		6145-01-00 (North)
with Urban Shoulder		6145-01-02 (Center)
Center – Alt. 2 Wider 5-lane Facility		6145-01-03 (South)
South – Alt. 2. Wider 5-lane Facility		

1. Identify and give a brief description of minority populations and low-income populations that may be affected by the alternative. For each population identified, include the pertinent demographic characteristics and relative size. If the minority populations identified are also low-income populations, indicate so in the description.

For each population group below, data from the US Census Bureau was referenced to obtain the relative size of groups within the village of Lake Delton, city of Wisconsin Dells, Sauk County and Columbia County. Elderly status data was not available at the city and village level.

The data below is from the U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates. U.S. Census data includes foreign-born populations. The U.S. Census Bureau uses the term foreign born to refer to anyone who is not a U.S. citizen at birth. This includes naturalized U.S. citizens, non-citizen U.S. nationals, lawful permanent residents (immigrants), temporary migrants (such as foreign students), humanitarian migrants (such as refugees and asylees), and unauthorized migrants. Information included in this table may include seasonal foreign-born employees of area attractions if those living in the area at the time chose to respond to the questionnaire for the 2010 Census on which the estimate data is based. Columbia County is included as a portion of the city of Wisconsin Dells is in Columbia County.

Population Groups

Black (origins in any of the black racial groups of Africa)

Describe:

Village of Lake Delton = 3.6% Black and African American with 0% classified as low income.

City of Wisconsin Dells = 7.5% Black and African American with 2.4% classified as low income.

Sauk County = 0.6% Black and African American with 27.1% classified as low income, and 0.1% classified as 0.1% elderly.

Columbia County = 1.0% Black and African American with 10.9% as low income, and 0.3% classified as elderly.

Hispanic or Latino (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race)

Describe:

Village of Lake Delton = 8.4% Hispanic or Latino with 7.2% classified as low income.

City of Wisconsin Dells = 5.6% Hispanic or Latino with 3.2% classified as low income.

Sauk County = 5.2% Hispanic or Latino with 10.8% classified as low income and 0.5% classified as elderly. Columbia County = 3.5% Hispanic or Latino with 13.8% classified as low income and 0.4% classified as elderly.

Asian American (origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent)

Describe:

Village of Lake Delton = 2.8% Asian American with 0% classified as low income.

City of Wisconsin Dells = 0% Asian American with 0% classified as low income.

Sauk County = 0.5% Asian American with 4.5% classified as low income. 0.2% classified as elderly.

Columbia County = 0.8% Asian American with 1.9% classified as low income. 0.6% classified as elderly.

\boxtimes	American Indian and Alaska Natives (origins in any of the original people of North America or South America (including Central America), and who maintain cultural identification through tribal affiliation or community recognition)
	Describe: Village of Lake Delton = 0% American Indian and Alaska Natives with 0% classified as low income. City of Wisconsin Dells = 0.2% American Indian and Alaska Natives with 100% as low income. Sauk County = 1.2% American Indian and Alaska Natives with 8.6% classified as low income and 0.1% classified
	as elderly. Columbia County = 0.4% American Indian and Alaska Natives with 5.0% classified as low income and 0% classified as elderly.
	Native Hawaiian and Pacific Islander (origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands) Describe: Not applicable.
\boxtimes	2 or more races including any of the above categories, as defined by U.S. Census Describe:
	Village of Lake Delton = 0% two or more races with 0% classified as low income.
	City of Wisconsin Dells = 0% two or more races with 0% classified as low income.
	Sauk County = 2.3% two or more races with 21.9% classified as low income and 0.4% classified as elderly. Columbia County = 1.6% two or more races with 7.3% classified as low income and 0.2% classified as elderly.
	Minority and low-income
	Describe: See above for minority populations also considered low-income.
	Low-income and non-minority Describe:
	Village of Lake Delton = 85.2% are non-minority with 7.8% classified as low income.
	City of Wisconsin Dells = 87.0% are non-minority with 11.9% classified as low income. Sauk County = 90.9% are non-minority with 8.5% classified as low income.
	Columbia County = 93.2% are non-minority with 6.5% classified as low income.
	escribe how information on the alternative was communicated to minority populations and low-income opulations:
•	
	me methods that could be used to communicate project information to minority populations and low-income pulations include:
×	Public involvement meetings (PIMs) Brochures Public service announcements
	Newsletters □ Notices □ Key persons Utility bill inserts □ Emails □ Direct mailings
	Advertisements Others, identify:
	Either an email or letter was sent to each Native American tribe identified for Sauk County. A project page on the WisDOT Website was created to communicate information to the public. The webpage will be updated with project progress throughout the duration of the design process. Direct mailings were sent to adjacent property owners. News releases were sent to local newspapers announcing the public involvement meetings.
3. Ho	www.as input from minority populations or low-income populations obtained? Check all that apply: Public Information Meeting Focused small group information meetings
	Door-to-door interviews Focused workshop/conferences
	Focus group research Mailed surveys
Project I	Ds 6145-01-00, 6145-01-02, & 6145-01-03 Page 56 of 66

	Public hearings
4.	If there is a project advisory committee, identify which minority populations or low-income populations are represented and by whom. Yes, there was a project advisory committee. Indicate if any of the individuals participating self-identify as representing a minority population or low-income population. Describe: No project advisory committee was formed, explain:
	A project advisory committee was not formed because the minimal potential for substantial impacts to adjacent properties, to other project stakeholders, and to the travelling public did not warrant a higher levels of public outreach than the planned public involvement meetings and individual meetings with adjacent property owners. A news release was included in the Wiscnews website.
5.	Will there be potential impacts of any kind to minority populations or low-income populations identified above? ☐ No ☐ Yes, describe:
	Inclusion of additional pedestrian and bicycle accommodations would be a permanent beneficial impact as these facilities would provide improved access to employment centers along this section of US 12.
	Given that the land use immediately adjacent the project is fully developed with commercial properties that serve the tourist industry of the area there may be impacts to properties owned by minority populations for proposed driveway closures and for minor right of way acquisitions. Multiple opportunities to discuss driveway closures and modifications were provided to all property owners including at public involvement meetings, individual meetings with property owners, and letters describing driveway closures and modifications.
	Temporary impacts to minority and low-income populations are anticipated during construction of the project. These impacts include:
	 Travel time delays due to construction may impact minority or low-income populations that are employed by the businesses adjacent to US 12. Detours for pedestrians walking to adjacent businesses due to reconstruction of sidewalks. Pedestrian detours would be clearly marked and ADA compliant to the maximum extent feasible.
6.	Have issues been identified concerning effects on minority populations or low-income populations related to the alternative been identified? No issues or concerns related to effects have been raised. Yes, issues or concerns related to effects have been identified. Describe what the issues or concerns are, who identified the issues or concerns (for example, identify if the issues were raised by the project team, through public involvement, through interagency coordination or by other means), and how the issues or concerns will be addressed:
	 7. Would this alternative result in disproportionately high and adverse effects on minority populations or low-income populations? If the alternative will not result in disproportionately high and adverse effects, as indicated by checking the first or second box below, the remainder of this Factor Sheet does not need to be completed. No disproportionately high and adverse effects on minority populations or low-income populations have been identified, explain:

	Project impacts to minority and low-income populations that use US 12 for travel are limit impacts during construction including travel time delays due to construction staging and d and bicycle traffic during construction.	·
	Impacts to specific properties owned by minorities are limited to driveway modifications a strip right of way acquisitions and temporary easements. The magnitude of the driveway i way acquisition are not more substantial than to others properties owned my non-minorit corridor and all property owners were provided the same opportunity to work with the pr coordinate the modifications.	mpacts and right of y people along the
	Potential disproportionately high and adverse effects on minority populations or low-incorresult from this alternative. Mitigation measures identified through consultation and public addressed all effects, explain:	• •
	Some or all disproportionately high and adverse effects on minority populations or low-incremain for this alternative.	
	Mitigation measures identified through consultation and public involvement have address describe: Identify and describe the disproportionately high and adverse effects that remain:	ed some effects,
•		
8.	Will the alternative be carried forward with the remaining disproportionately high and adve minority populations and low-income populations? Approval of this document indicates con determination.	
	A. No, the alternative will not be carried forward because of disproportionately high and minority populations and low-income populations that cannot be mitigated. Check the below.	
	 Another alternative with less severe effects on minority populations and low-can meet the purpose and need of the proposed action and is practicable Other, describe: 	income populations
	Yes, the alternative will be carried forward with disproportionately high and adverse e populations and low-income populations. The alternative will be carried through final mitigating disproportionately high and adverse effects on minority populations or low No additional practicable mitigation measures or alternatives to avoid or reduce the d high and adverse effects exist. A substantial need for the alternative exists based on the interest. Alternatives that would have less adverse effects on minority populations and populations would have:	design without fully income populations. isproportionately ne overall public
	 Adverse social, economic, environmental or human health impacts that are n Would involve increased costs of an extraordinary magnitude. 	nore severe; or
	Describe why it is appropriate to proceed with an alternative that has dispropriate adverse effects on minority populations and low-income populations:	portionately high and

THREATENED, ENDANGERED and PROTECTED RESOURCES Factor Sheet

03-28-2022

Wisconsin Department of Transportation

Alternative:	Preferred: Yes No None identified	Project ID:
North – Alt. 2 Pavement Replacement		6145-01-00 (North)
with Urban Shoulder		6145-01-02 (Center)
Center – Alt. 2 Wider 5-lane Facility		6145-01-03 (South)
South – Alt. 2. Wider 5-lane Facility		

Federal Resources

1. Complete the following table using the Official Species List from U.S. Fish and Wildlife Service (FWS):

Species	Species	Federal	Effect	Justification/
Common Name	Scientific Name	Status	Determination	Explanation
Northern Long- eared Bat	Myotis septentrionalis	Threatened	May affect, not likely to adversely affect	Project is not within 0.5 mi of a hibernaculum or 125 feet of known maternity roost. Project impacts are limited to paved surfaces, manicured lawns, a limited area of small trees/brush removed, and removal of 3 larger trees near the west end of the Hulbert Creek box culvert. Avoidance measures have been included in project commitments.
Whooping Crane	Grus americana	Experimental Population, Non- Essential	No Effect	The project is outside any National Wildlife Refuge management area for this experimental population.
Sheepnose Mussel	Plethobasus cyphyus	Endangered	No Effect	No in-stream work is proposed for this project.
Monarch Butterfly	Danaus plexippus	Candidate	No Effect	The monarch is a candidate species and not yet listed or proposed for listing. There are no Section 7 requirements for candidate species unless the proposed action is likely to jeopardize the species' continued existence. The proposed project will not jeopardize the monarch's continued existence and no further action is needed.
Rusty Patched Bumble Bee	Bombus affinis	Endangered	May affect, not likely to adversely affect	The North project is located entirely in the High Potential Zone. The Center project from STA 178+00 to the north limits of the Center project is also located in the High Potential Zone. Project impacts are limited to paved surfaces, manicured lawns, and three small areas of vegetation (STA 619+82 to 624+00 just west of the west pavement edge and STA 624+80, 30 feet west of the west edge of pavement near the end of the Hulbert Creek box culvert in the North project and STA 702+70 to 702+60 on the east side of US 12 in the Center project) that are not regularly mowed or maintained due to steeper embankments which prevents mowing.
Northern Wild Monkshood	Aconitum noveboracense	Threatened	No Effect	Plant is found on moist, moss ledges and cliff bases with cold air drainage resulting in a cool soil environment. It is also found on partially shaded sandstone cliffs and talus slopes. No suitable habitat is located within the impacted project area.

Date of Official Species List: March 18, 2021

2.	_ ' ' '
	Yes, describe critical habitat, proximity to project, and potential impacts to the critical habitat (you may want to complete the Other Factor Sheet to document the critical habitat):
3.	Has Section 7 consultation with FWS been completed? No, explain:
	Yes, describe consultation efforts and conclusions and indicate location within the environmental document:
	The Transportation Programmatic determination key for the NLEB was completed on the USFWS IPaC website on May 10, 2022. A determination of "may affect, not likely to adversely affect" was reached. See Attachment 14 – USFWS Coordination for IPaC letter.
	The RPBB Assisted Determination Key (Appendix A of the USFWS Rusty Patched Bumble Bee (Bombus affinis) Endangered Species Act Section 7(a)(2) Voluntary Implementation Guidance) was completed with a determination of "may affect, not likely to adversely affect". WisDOT emailed USFWS on May 11, 2022 to consult on the effect determination for the RPBB. USFWS responded on June 2, 2022 concurring with the determination of "may effect, not likely to adversely affect." See Attachment 14 – USWFS Coordination.
4.	Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts? No, explain: Yes, briefly describe here:
	Commitments to the following AMMs for the NLEB will be included in construction documents for this project:
	Lighting AMM 1 Direct temporary lighting away from suitable habitat during the active season.
	Tree Removal AMM 2 Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.
	Lighting AMM 2 When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.
	Tree Removal AMM 3 Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).
	Tree Removal AMM 4 Do not remove documented NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year.
	General AMM 1 Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA

environmental commitments, including all applicable AMMs.

To avoid adverse effects to the RPBB, no borrow-waste activities are allowed in unmaintained right-of-way within the HPZ. Additionally, potential foraging habitat (flowering forbs) in the grading areas will be removed prior to the RPBB active season (April 10 to October 10) by continuous mowing to a higher of 6-inches or less.

	State Resources
1.	Are state threatened or endangered species known to occur in the project area? None identified. Yes.
	Date of Natural Heritage Inventory (NHI) database review or WDNR initial review letter: November 16, 2022.
2. /	Are impacts to state-listed species anticipated as a result of the project? No, explain: No state listed species within project area. Yes, explain:
	The Threatened Bell's Vireo was identified in the NHI database review. Preferred habitat is dense shrubby areas within an open prairie landscape. Minor impacts to the shrubby/wooded area on the west side of US 12 just south of Hulbert Creek. All potential habitat to be removed is within 10 feet of the existing concrete curb and gutter. See Attachment 12 – WDNR Coordination .
3.	Has threatened and endangered resource coordination with WDNR been completed? ☐ No, explain: ☐ Yes, attach and reference location in this document: See Attachment 12 – WDNR Coordination.
4.	Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts? No, describe: Yes, briefly describe:
	The required avoidance period for Bell's Vireo, a species listed as Threatened in Wisconsin is May 25 - August 5. Potential habitat may be present along Hulbert Creek. Tree and/or shrub clearing along Hulbert Creek will occur between August 5th and May 25th. The designer will include language in the project's special provisions regarding tree and shrub clearing near Hulbert Creek.
Other P	Protected Resources
Bald an	d Golden Eagles
1.	Are bald and/or golden eagles known to occur near the project? None identified, proceed to Migratory Birds Question Yes, describe here and continue to Question 2:
2.	Will there be adverse or beneficial effects on bald and/or golden eagles as a result of the project? No, explain: Yes, indicate whether effects are adverse or beneficial and describe potential effects: Adverse, describe: Beneficial, describe:
3.	Has bald and golden eagle-related coordination with WDNR and/or FWS been completed? No, explain: Yes, attach and reference location in this document:
4.	Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts? No, explain: Yes, briefly describe:
Migrato	ory Birds
1.	Are migratory birds known to occur in the vicinity of the project? None identified, remainder of questions do not need to be completed Yes, describe here and continue to Question 2:

2.	Will there be adverse or beneficial effects on migratory birds because of the project? No, explain: Yes, indicate whether effects are adverse or beneficial and describe potential effects: Adverse, describe: Beneficial, describe:
3.	Has migratory bird-related coordination with WDNR and/or FWS been completed? No, explain: Yes, attach and reference location in this document:
4.	Are avoidance, minimization or mitigation measures included in the project to reduce or offset impacts? No, explain: Yes, briefly describe:

CONSTRUCTION SOUND Factor Sheet

06-11-2019

Wisconsin Department of Transportation

Alternative:	Preferred: X Yes No None identified	Project ID:	
North – Alt. 2 Pavement Replacement		6145-01-00 (North)	
with Urban Shoulder		6145-01-02 (Center)	
Center – Alt. 2 Wider 5-lane Facility		6145-01-03 (South)	
South – Alt. 2. Wider 5-lane Facility			
	chools, libraries, government or social services offic project which will be in use during construction win sons potentially affected:		
for the proposed action. The numb time of year. Most construction act tourist season. Dates of the peak to Wisconsin Dells. Hotel and motel of Construction outside of the peak to days would minimize noise impacts due to the nature of the businesses		y day of the week and outside of the peak fake Delton and city of eak season. ty occurring on week duration (2 to 3 days)	
	equipment to be used on the project. Discuss the e y and duration of any anticipated high noise levels:	xpected severity of	
- · · · · · · · · · · · · · · · · · · ·	n equipment will vary greatly, depending on equipmo ype of work effort. However, typical noise levels may	• • • • • • • • • • • • • • • • • • • •	
Check all that apply:	ise abatement measures to minimize identified adv	erse noise effects:	
WisDOT Standard Specifications			
	s 107.8(6) and 108.7.1 will apply with the exception ter's written approval for operations will be changed t		
	s 107.8(6) and 108.7.1 will apply with the exception ter's written approval for operations will be changed t		
	abatement measures will be required. Describe:		
Construction outside of the neal	tourist season would minimize noise impacts to peo	nle staving in hotels and	

motels adjacent to the project corridor

HAZARDOUS SUBSTANCES, CONTAMINATION and ASBESTOS Factor Sheet

06-10-2019

Wisconsin Department of Transportation

Alternative:	Preferred: X Yes No None identified	Project ID:
North – Alt. 2 Pavement Replacement		6145-01-00 (North)
with Urban Shoulder		6145-01-02 (Center)
Center – Alt. 2 Wider 5-lane Facility		6145-01-03 (South)
South – Alt. 2. Wider 5-lane Facility		

/. HAZARDOUS SUBSTANCES and CONTAMINATION

1. Briefly describe the results of the Phase 1 Hazardous Materials Assessment for this alternative. Do not use property identifiers including owner name, address or business name. Attach additional sheets if necessary.

Site	Land Use of	Contaminants of	Phase 1 Recommendations			
Reference	Concern (Past or	Concern	(No further action, or is a phase 2, 2.5 or 3 recommended for			
# Present)		Concern	this site, and why?)			
1	Gas Station (past)	GRO, VOCS	Phase 2.5 is recommended as the site reports indicated that soil and groundwater contamination could extend off the site into the US 12 right of way.			
2	Gas Station (past)	GRO	Phase 2.5 is recommended. Soil contamination was encountered during a previous Phase II investigation of the dispenser area for the site's gasoline USTs. Contamination could extend off the site into the US 12 right of way.			
3	Hotel with Fuel Oil Tank	DRO, PAH	Phase 2.5 is recommended. A tank assessment was completed in 1992 for a fuel oil tank that was removed, and soil contamination was discovered. A site investigation was conducted to define the extent of contamination. Soil was excavated from an area 20' x 37' x 17' feet deep. Soil in the bottom of the excavation had DRO and PAH concentrations above regulatory limits. The excavation was located approximately 30 feet west of US 12 and could affect the project corridor.			
4	Gas Station (past)	Petroleum	Phase 2.5 is recommended. Based on the site reports reviewed, it appears that soil contamination could possibly extend off the site into USH 12 right of way.			
5	Gas Station	Petroleum	Include Standard Special Provisions. No incidents were listed with the WDNR or Commerce, but petroleum contamination associated with operation of a gas station is possible and could affect the project corridor. Special provisions are recommended, notify the engineer if petroleum contamination is encountered during work in the area of the site			
6	Gas Station	Petroleum	Include Standard Special Provisions. No incidents were listed with the WDNR or Commerce, but petroleum contamination associated with operation of a gas station is possible and could affect the project corridor. Special provisions are recommended, notify the engineer if petroleum contamination is encountered during work in the area of the site			

Additional comments: GRO = Gasoline Range Organics, VOCS = Volatile Organic Compounds, DRO = Diesel Range Organics, PAH = Polycyclic Aromatic Hydrocarbons

2.	Were any parcels not included in the Phase 1 assessment?
	No No
	Yes, how many:
	Why were parcels not reviewed? Explain:

Reference #	Soil or Excavation Restrictions	Groundwater Restrictions	Cover Restriction	Other Restriction	R	R Notificati equired?					
1				See below	been n	s, WDNR ha otified. WD se is attach					
May 31, 2002 Closed Reme WDNR provid	the responsible publication Sites (GIS I	ater Use Restriction poarty had the site liste Registry) with the stater for the site dated Aunents been complete	ed in the WDNR Ge te of Wisconsin. A ugust 12, 2002.	eographic Infori fter listing the s	mation Syst	ems Regist					
Site	Phase 2, 2.5 or 3	3 Recommendations	Materials Han			DOT a					
Reference #			1	No	Yes	ble Party?					
sites investig	ated, the level of	ditional investigations investigation and res	•		=						
	-	that have been incor	porate into this a	ternative to av	oid any cor	ntaminated					
				No contaminated sites have been identified; Phase 2.5 investigations are not yet complete. Design refinements will see address any contamination that may be identified through those investigation. Due to the nature of the proposed improvements which include minor widening along the existing alignment, it may not be possible to avoid potential contamination sites.							
Describe any sites: No contaminat address any comprovements	ontamination that m which include mind	nay be identified throug	h those investigatio	n. Due to the na	ture of the p	roposed					
Describe any sites: No contaminat address any comprovements contamination. Describe the contamination.	ontamination that m which include mind sites. remediation and	waste management ded (e.g., materials h	h those investigatio kisting alignment, it practices to be ind	n. Due to the name of the name of the name of the possessing the name of the n	ture of the plible to avoid	roposed potential					

Services Section, and FHWA before acquisition of any questionable site, and before advertising the project for

letting.

	8.	List any parcels with known contamination which are proposed for acquisition:							
		Six foot wide strip right of way acquisition would be required at Sites 1, 2, 3, 4, 5, and 6.							
	Temporary limited easements for grading purposes would be required at Site 1, 2, 3, 4, 5, and 6.								
II.				inspected for the presence of asbestos con at box culvert C-56-3084 so asbestos samp	_				
			•	t additional data as needed:	0				
		Bridge	Results of Asbestos	Proposed Work (brief description)	List the Appropriate				
		Number	Sampling	Troposed tronk (siner description)	Special Provision				
		C-56-0008	No ACM identified	Concrete surface repair	N/A				
	2.		ructures (buildings) propose or buildings would be acqui	ed to be acquired and demolished:					
	3.	All structures	to be acquired and demolish on has taken place. Asbesto	ed to be acquired and relocated: 0 hed or relocated require asbestos inspection os must be removed or abated by a licensed	•				
	 4. Are there utilities with known transite conduit or piping located within the project limits? No Yes - answer 4.a. and 4.b. a. Number of linear feet of conduit expected be impacted: Who will conduct the abatement during construction? Utility Municipality Included in construction contract* * STSP 203-006 must be included as an environmental commitment. b. Number of linear feet of conduit expected to be protected: Utility coordination is ongoing. Utilities would be required to identify their facilities that contain transite when preparing their work plans and would be required to complete abatement prior to construction if those facilities would be impacted by construction. 								

Attachment 1

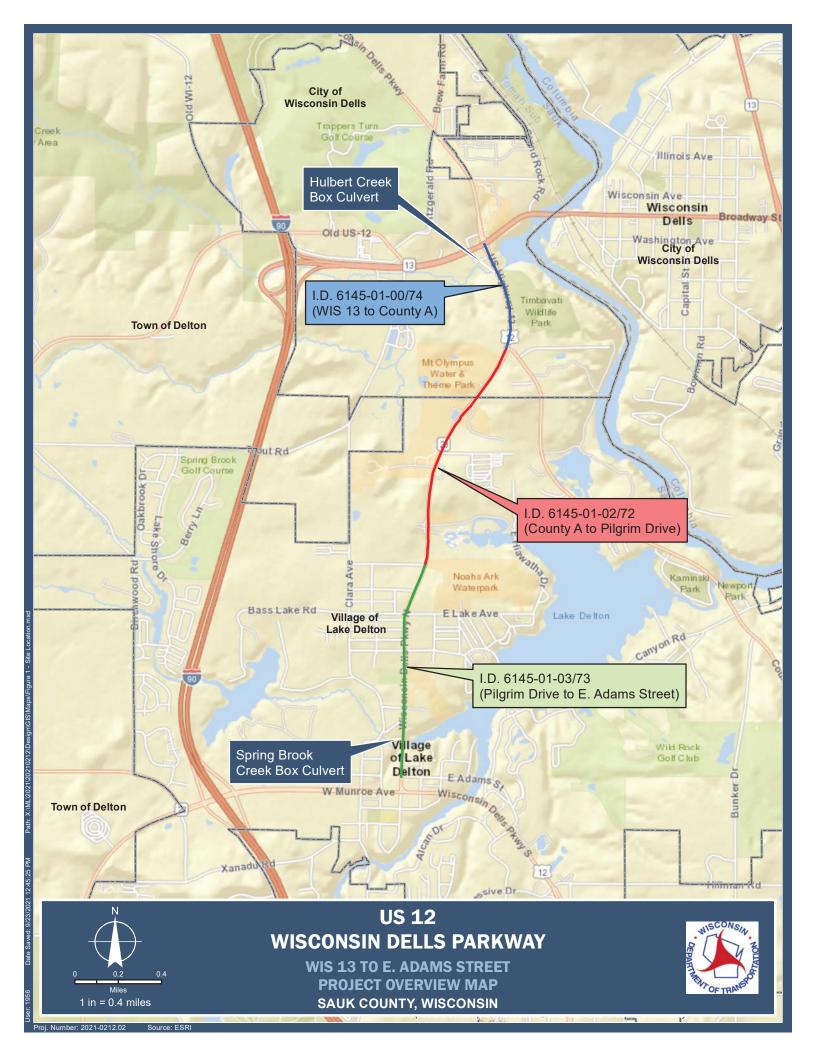
Statewide Transportation Improvement Plan Excerpt

2022-2025 FINAL STIP Project Listing Southwest Region SAUK

Year	Project	Schd Dt	Pgm	Contract Type	CONCEPT	Net Miles	Route	Project Description WISDOT Program	Estimate Anticipated Funding
2023	6145-01-23	07/25/2023	303	R/E	PVRPLA	0.983	USH 012	WISCONSIN DELLS - BARABOO	\$100,000 - \$249,999
								PILGRIM DRIVE TO E ADAMS ST	
								RE - OPS FOR 6145-01-73	
								STATE 3R	NON-FEDERAL
2024	6145-01-72	11/12/2024	303	LET	PVRPLA	1.039	USH 012	WISCONSIN DELLS - BARABOO	(\$4,000,000 - \$4,999,999)
								CTH A TO PILGRIM DRIVE	
								CONSTRUCTION/PVRPLA	
								SAFETY (REGULAR HSIP)	HIGHWAY SFTY IMP PRG FAST
2024	6145-01-74	11/12/2024	303	(LET)	PVRPLA	0.536	USH 012	WISCONSIN DELLS - BARABOO	(\$2,000,000 - \$2,999,999)
								STH 13 TO CTH A	
								CONSTRUCTION/ PVRPLA	
								STATE 3R	SURFACE TRANSP BLOCK GRTS-
2025	5880-01-70	12/09/2025	303	LET	PVRPLA	1.310	USH 012	MAUSTON - WISCONSIN DELLS	\$1,000,000 - \$1,999,999
								NORTH COUNTY LINE TO STH 13	
								CONS/ PAVE REPLACE	
								STATE 3R	SURFACE TRANSP BLOCK GRTS-
2025	6145-01-73	11/11/2025	303)	(LET)	PVRPLA	0.983	USH 012	WISCONSIN DELLS - BARABOO	(\$4,000,000 - \$4,999,999)
								PILGRIM DRIVE TO E ADAMS ST	
								CONST/FIVE LANE TWLTL	
								SAFETY (REGULAR HSIP)	HIGHWAY SFTY IMP PRG FAST
2025	1640-03-77	11/11/2025	303	LET	RSRF20	7.965	USH 014	RICHLAND CENTER - SPRING GREEN	\$4,000,000 - \$4,999,999
								RICHLAND CO LINE TO WISCONSIN RIVER	
								CONS/ MILL & OVERLAY	
								STATE 3R	NATIONAL HIGHWAY PERF FAST

Attachment 2

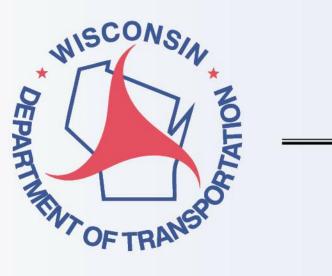
Project Location Map and Existing Corridor Map







Attachment 3 Alternative 1 Plan View





Attachment 4 Alternative 2 Plan View





Attachment 5 Complete Streets Memo

COMPLETE STREETS REPORT

6145-01-00/74, 6145-01-02/72, 6145-01-03/73

Wisconsin Dells - Baraboo STH 13 to E. Adams St USH 12 Sauk County

May 12, 2022

Project Background

The Wisconsin Department of Transportation is planning the roadway reconstruction of USH 12 (Wisconsin Dells Parkway) from STH 13 to E. Adams Street as part of WisDOT project IDs 6145-01-00/02/03. Refer to Attachment A for a project Location map.

This roadway project is approximately 2.55 miles in length. USH 12 is a principal arterial roadway with a posted speed limit of 35mph. The Annual Average Daily Traffic (AADT) ranges from 16,000 – 18,800 vehicles per day. The existing roadway is described below:

STH 13 to CTH A (ID 6145-01-00)

The existing section is a 4-lane divided roadway. The typical section generally consists of four 12-foot travel lanes. Sidewalk is present on the east side of the roadway with a 13-foot to 20-foot terrace and 4-foot sidewalk. No bicycle facilities are provided. There is no sidewalk on the west side of the roadway.

CTH A to Pilgrim Road (ID 6145-01-02)

The existing section is a 4-lane undivided roadway. The existing typical section generally consists of four 11-foot travel lanes. Sidewalk is present with a 4-foot to 5-foot outside terrace and 5-foot sidewalk. No bicycle facilities are currently provided.

Pilgrim Road to E. Adams Street (ID 6145-01-03)

The existing section is a 4-lane undivided roadway. The existing typical section generally consists of four 11-foot travel lanes. Sidewalk is present with a 4-foot to 5-foot outside terrace and 5-foot sidewalk. No bicycle facilities are currently provided.

Purpose

The purpose of proposed improvements in the USH 12 (Wisconsin Dells Parkway) corridor is to address the following:

- Deteriorating pavement condition
- Safety, operational, and access management
- Evaluate modal interrelationships for bicycle and pedestrian accommodation

Need

The existing roadway is showing signs of significant pavement distress. Longitudinal and transverse pavement cracking are prevalent throughout the project limits. Some of the existing storm sewer does not have the capacity to handle current storm events. Existing pedestrian curb ramps within the project limits do not meet current Americans with Disability Act (ADA) guidelines and bicycle accommodations are not provided. Traffic signal equipment is outdated and does not incorporate the latest safety features that are available.

Project Scope

The Wisconsin Department of Transportation proposes the following design for each project:

STH 13 to CTH A (ID 6145-01-00)

A pavement replacement is proposed for the roadway which will remain a 4-lane divided section. The improvements will include the following:

- Replace all pavement, base aggregate and curb & gutter. The proposed typical section
 will include four 11-foot travel lanes flanked by 5-foot integral urban shoulder. The
 raised median will be reduced to 18-feet wide from face-of-curb to face-of-curb.
- The 5-foot integral urban shoulder will serve as new bicycle accommodations but will not be marked as an official bike lane
- Addition of 5-foot sidewalk along the west side of the roadway that includes a 4-foot terrace (measured from back of curb to front of walk). The existing 4-foot sidewalk along the east side of the roadway will remain.
- Spot replacement of storm sewer.
- New pavement marking and permanent signing.

CTH A to Pilgrim Road (ID 6145-01-02)

This segment will be reconstructed as a 5-lane Two-Way-Left-Turn-Lane (TWLTL) as part of the Highway Safety Improvement Program (HSIP). Improvements will include the following:

- Replace all pavement, base aggregate and curb & gutter. The proposed typical section
 will include four 11-foot travel lanes with a center 12-foot wide Two-Way-Left-TurnLane (TWLTL).
- Addition of a 10-foot multi-use path along the west side of the roadway that includes a 5-foot terrace from CTH A to Olympus Road. No on-street bicycle facilities will be added along this segment.
- Replacement of 5-foot sidewalk along both sides of the roadway. This section includes
 4-foot paved terraces between roadway curb & gutter and sidewalk. The paved terraces
 will help create a wider pedestrian accommodation where possible.

Pilgrim Road to E. Adams Street (ID 6145-01-03)

This segment will be reconstructed as a 5-lane TWLTL as part of the HSIP. Improvements will include the following:

Replace all pavement, base aggregate and curb & gutter. The proposed typical section
will include four 11-foot travel lanes with a center 12-foot wide Two-Way-Left-TurnLane (TWLTL).

Replacement of 5-foot sidewalk along both sides of the roadway. This section includes 4-foot paved terraces between roadway curb & gutter and sidewalk. The paved terraces will help create a wider pedestrian accommodation where possible. To eliminate impacts to the Lake Delton cemetery, terraces were removed and monolithic sidewalk is used.

Right-of-Way (TLE and FEE) will be required for retaining walls, sidewalk, curb ramps and grading for the projects.

Existing Bicycle and Pedestrian Accommodations

Bike lanes are currently not provided along the entire segment of USH 12. On-street bicycle accommodations in the form of urban shoulders exist on USH 12 south of the project limits from E. Adams Street to the intersection of STH 23 (W. Munroe Avenue) and continues down USH 12 (W. Munroe Avenue) to the east.

As part of the Village of Lake Delton's Bike and Pedestrian Paths guidance, the Village indicates that bicyclists can utilize the sidewalk along USH 12 (see Attachment B). Per the Village Lake Delton webpage, the Village strives to..."improve roadways within the Village limits, they have made a conscious effort in providing new opportunities for bicyclists, joggers and pedestrians to enjoy the amenities and recreational facilities of the area."

The City of Wisconsin Dells prohibits bicyclists from using sidewalks or other customary public pedestrian walkway except for persons operating with training wheels indicated in the City of Wisconsin Dells Code, Chapter 23. However, specifically called out in the Rules and Regulations for Wisconsin Dells/Lake Delton (Attachment C), riding a bicycle on USH 12 when no bicycle lanes exist is prohibited and bicyclists are required to use the sidewalks.

The majority of the USH 12 corridor, includes existing pedestrian facilities on both sides of the roadway from CTH A to E. Adams Street. The segment from STH 13 to CTH A does not include pedestrian accommodations along the west side of the roadway, an improvement that is proposed with the project.

Proposed Bicycle and Pedestrian Accommodations

Proposed improvements for the USH 12 (Wisconsin Dells Parkway vary per project. The following improvements are being made for each of the segments.

STH 13 to CTH A (ID 6145-01-00)

5-foot urban shoulders on both sides of the roadway will serve as a bicycle accommodations for the north segment. These urban shoulders will not be marked as official bike lanes. A proposed 5-foot sidewalk on the west side of the roadway will compliment the existing 4-foot sidewalk on the east side to provide pedestrian accommodations throughout this segment.

CTH A to Pilgrim Road (ID 6145-01-02)

A proposed 10-foot multi-use path will be constructed on the west side of the roadway from CTH A to Olympus Road. This facility will provide bi-directional bicycle accommodations as well as pedestrian accommodations. From Olympus Road to Pilgrim Drive, a 5-foot sidewalk

will continue the west side accommodations for pedestrians. A 5-foot sidewalk on the east side of the roadway will complement the multi-use path and sidewalk on the west side to provide full pedestrian accommodations throughout this segment.

No on-street bicycle accommodations are proposed for this segment. The City of Wisconsin Dells and the Village of Lake Delton prioritize pedestrians and separated facilities for bicyclists over on-street accommodations. See following sections for justification of not installing on-street accommodations.

Pilgrim Road to E. Adams Street (ID 6145-01-03)

Proposed 5-foot sidewalks with 4-foot paved terraces will be contrasted in this segment. In some locations, the terrace width is reduced to fit the proposed improvements within areas of a constrained environment.

No on-street bicycle accommodations are proposed for this segment. The Village of Lake Delton prioritizes pedestrians and separated facilities for bicyclists over on-street accommodations. See following sections for justification of not installing on-street accommodations.

Guidelines and Design Considerations

Per FDM Policy 11-46-1 Bicycle and Pedestrian Elements Affecting Complete Streets, bicycle and pedestrian needs must be given due consideration on any projects with any federal funding. Federal Highway Administration (FHWA) policy requires the inclusion of bicycle and pedestrian accommodation on all modernization projects and most rehabilitation (i.e. pavement replacement) projects, with three exceptions:

- 1. Bicyclists and pedestrians are prohibited by law from using the roadway.
- The cost of establishing bikeways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined by FHWA and state statutes as bicycle and pedestrian facilities together exceeding 20 percent of the cost of the larger transportation project.
- 3. Sparsity of population or other factors indicate an absence of need.

Per FDM Policy 11-46-1.3.1.2 – Cost is excessively disproportionate when it exceeds 20 percent of the estimated total project cost. If pedestrian and bicycle accommodations cannot both be provided for 20 percent or less of the total project cost, and it is not possible to allocate more than 20 percent of total project cost for bicycle and pedestrian facilities, then priority can and should be given to pedestrian facilities.

Per FDM Policy 11-46-1.3.1.3 - A "constrained environment" is any area in which structures, improvements, natural resources, or historical or archaeological sites adjacent to the highway do not allow construction of bicycle and pedestrian facilities.

The Highway Safety Improvement Project design addresses the project's known safety and operational issues of the USH 12 corridor. These issues were primarily related to the high amount of rear-end crashes on the roadway that are being addressed with the center TWLTL.

Excessive Cost

USH 12 was constructed in 1982 as a 4-lane undivided roadway from CTH A to STH 23. But as the tourism and seasonal attractions grew around the corridor, the roadway remained the same. During the conceptual design phase of the project, on-street bike accommodations were not proposed with the HSIP application due to the existing right-of-way width and the needed TWLTL design of the roadway. Minimum and sub-standard lane widths were proposed by WisDOT to fit the TWLTL design within the existing 66-foot right-of-way as shown in Attachment D and referred to as Alternative 1. Monolithic sidewalk was proposed on both sides, which presented snow storage, utility pole locations and street signage issues with this alternative.

During coordination with the local officials, a new alternative was proposed for CTH A to E. Adams Street to include more desirable lane widths of 11-feet for travel lanes and a minimum standard of 12-foot TWLTL. A small paved terrace area of 4-feet flanked by 5-foot sidewalk would allow for safer separation of pedestrians from the live traffic as well as a wider area for pedestrians to utilize with the additional paved terrace. This Alternative 2 solved the issues that Alternative 1 presented but required 6-feet of right-of-way on both sides of the roadway. Neither alternative included on-street bike accommodations during this conceptual phase.

In order to evaluate the due consideration of bicycle accommodations, costs were evaluated for the project corridor if the roadway were to be widened an additional 4-feet to provide for Option 6 of Figure 15.1 Urban Bicycle Accommodations without Parking (in order of preference) in the FDM Chapter 11-46. This option would consider a 5-foot integral curb bike lane adjacent to an 11-foot travel lane along the stretch of corridor from CTH A to E. Adams Street. The 4-foot difference in typical sections removes the 1-foot gutter pan from Alternative 2 and adds the 5-foot integral bike lane. The north segment from STH 13 to CTH A is proposed to include a 5-foot integral urban shoulders for bicyclists and is removed from this evaluation of excessive costs.

As part of the HSIP application, a multi-use path was proposed from CTH A to Bonanza Drive on the west side of the roadway. In coordination with the Village of Lake Delton, it was decided to extend the path at a more reasonable termini location at the pedestrian crossing near Hotel Rome. The multi-use path is prioritized over on-street bicycle accommodations as the Village prefers to remove non-vehicular traffic out the travel lanes. The excessive costs calculated below were developed with the multi-use path included in the design.

The below costs are associated with the additional concrete pavement, base aggregate and needed right-of-way to incorporate an additional 4-feet on both sides of the roadway for CTH A to Pilgrim Road (ID 6145-01-02) and Pilgrim Road to E. Adams Street (ID 6145-01-03).

Roadway Improvements:	Additional Cost
Concrete Pavement	\$352,000
Base Aggregate 1 ¼-Inch	\$36,000
Retaining Walls	\$501,000
ROW Acquisition	\$346,000
Total	\$1,235,000

In addition to the construction materials and right-of-way necessary for the widening, impacts to existing sign structures and buildings are considered. See below for listing of impacts.

Relocations:	Relocation Cost
Gas Station/Subway Sign	\$50,000
Lake Aire Motel sign	\$25,000
Tommy Bartlett Water Show Signs & Water Feature	\$60,000
Mt. Olympus Sign for Building 24	\$15,000
Mt. Olympus Buildings 23 & 24 (former Copa Cabana)	\$5,000,000
Mt. Olympus Sign for Building 21-23	\$15,000
Lake City Social Sign	\$15,000
Hilton Garden Sign	\$50,000
Del Bar Sign	\$30,000
Flamingo Motel Sign (2 signs - \$20,00 per EACH)	\$40,000
House of Embers Sign	\$35,000
Mt. Olympus Sign Building 16	\$15,000
Mt. Olympus Sign Buildings 13-15	\$15,000
BJs Restaurant Sign	\$20,000
Flamingo Motel and Pool	\$20,000
Mt. Olympus Sign Buildings 11-12	\$20,000
Shamrock Motel Building	\$2,000,000
Mt. Olympus Sign Building 26-28	\$20,000
Mr. Pancake Building and Sign	\$1,300,000
Noah's Ark Sign	\$60,000
Total	\$8,805,000

To meet the excessive cost consideration, the total cost of the additional roadway improvements and relocation costs would need to exceed 20% of the project costs for the segments of CTH A to Pilgrim Drive (ID 6145-01-02) and Pilgrim Drive to E. Adams Street (ID 6145-01-03) which is \$2,931,186. The total costs of the additional roadway improvements and relocations is \$10,040,000 which is much greater than the 20% of the total project cost (See Attachment E for cost calculations). Therefore, an excessive cost justification can be used for the segments of CTH A to Pilgrim Drive (ID 6145-01-02) and Pilgrim Drive to E. Adams Street (ID 6145-01-03).

Constrained Environment Considerations

The USH 12 corridor is a bustling summer-time tourist attraction. Popular tourist destinations started popping up in the late 1940s and early 1950s with the Original Wisconsin Ducks and Tommy Bartlett Water Show. In 1979, Noah's Ark opened. And in 1990, Mt. Olympus (previously Big Chief's Karts and Coasters) started operating and eventually converted to the ancient Greek waterpark. The corridor has seen much growth over the 1980s and 1990s with seasonal lodging, restaurants and smaller attractions lining the remaining land on both sides of USH 12.

The addition of on-street bike accommodations on the roadway will widen the footprint a minimum of 5-feet minimum on each side of the roadway. This width, combined with the addition of the center 12-foot TWLTL, creates a constrained corridor environment for the segment of Pilgrim Drive to E. Adams Street.

Lake Delton Cemetery is located on the west side of the roadway midway between Newsom Road and Hiawatha Drive. The perimeter decorative fencing for the cemetery is located directly behind the sidewalk. No improvements or construction is to be done on the cemetery property. The proposed back of sidewalk will match the existing location and any necessary widening for the proposed typical will be pushed to the east to avoid impacts.

Just north of the Lake Delton Cemetery, is the Mt. Olympus Buildings 23-24 (611 Wisconsin Dells Parkway, old Copa Cabana) that are connected with an enclosed pedestrian overpass. Like the design at the cemetery, the proposed typical section has shifted the roadway and eliminated the terrace between the curb & gutter and sidewalk to minimize or eliminate the impacts to these parcels.

In addition to these constraining properties, there would also be impacts to the Shamrock Motel and Mr. Pancake restaurant both located near the Pilgrim Drive intersection. Several other buildings would be in close proximity if the roadway were widened to include on-street bicycle accommodations. Therefore, a constrained environment justification can also be used for the segment of Pilgrim Drive to E. Adams Street.

Conclusions

Due consideration was given to the construction of bicycle and pedestrian facilities for the project as outlined in this document. Due to the constrained environment and the disproportionate costs, on-street bicycle facilities will not be constructed along the project corridor between CTH A to E. Adams Street (Project IDs 6145-01-02 & -03). The addition of the multi-use path from CTH A to Olympus Road and the paved terraces flanking the sidewalk are both prioritized over on-street accommodations within the Village of Lake Delton limits. The Village has provided documentation for their prioritization of widened pedestrian facilities over on-street bike lanes (see Attachment F) as they prefer to keep bicyclists out of the roadway footprint and rather on the sidewalks with pedestrians.

Summary of Accommodations:

	Bicycle Accommodations	Pedestrian Accommodations
STH 13 to CTH A (ID 6145-01-00)	Yes 5-ft Urban Shoulders	Yes 5-ft Sidewalks
CTH A to Pilgrim Drive (ID 6145-01-02)	Yes/No Multi-Use Path (west side only) from CTH A to Olympus Road, justified with excessive cost	Yes 5-ft Sidewalks
Pilgrim Drive to E. Adams Street (ID 6145-01-03)	No Justified with excessive cost and constrained environment	Yes 5-ft Sidewalks

Attachments

Attachment A: Project Location Map

Attachment B: Village of Lake Delton Bike & Pedestrian Map (2016)
Attachment C: Wisconsin Dells/Lake Delton Bike Rules and Regulations

Attachment D: Typical Sections (Existing and Proposed)

Attachment E: Cost Calculations for South and Central Segments
Attachment F: Village of Lake Delton Prioritization Documentation

Attachment 6 Access Management Coordination

Driveway No.	Station	Recommended Alternative	Mtg	Comments from Meetings	Site Address	Location
Segment - West Sid	le of Roadway					
1	738+35 LT	Remain with modification of median opening to allow left-in but not left-out	12/14/2021	Ok with left-in only off US 12, but wants to know if plans change this location	2325 WIS DELLS PKWY	McDonalds
1	738+35 LT	Remain with modification of median opening to allow left-in but not left-out	1/24/2022	Concerned what may be proposed along WIS 13	300 State Hwy 13	Walgreens
2	722+75 LT	Remain			2233 Wisconsin Dells Parkway	Ghost Outpost
3	717+25 LT	Remain with right-in/right-out access only	Attended PIM	The project team explained that queuing southbound traffic at County A creates a safety and operational issue with allowing the median opeing at 717+30 to remain open. The property owner is very concerned with loss of northbound left-in. Discussed the possibility of relocating the existing median opening at STA 723+00 (at driveways 2 and 50) to the south. The project team will look into it. "If" feasible, the team indicated driveway locations would need be revisited and they would not be allowed three driveways (a new one would be at the relocated median opening). The team also discussed the need to relocate driveway 50 (Timbavati) if the median opening were relocated. The team explained the need to provide adequate left-turn lane/taper for the southbound left at County A and proper taper and turn lane lengths for a potential relocated median opening which would dictate how much the driveway could be moved.	2175 Wisconsin Dells Parkway	Wisconsin Deer Par
Segment - East Side o	f Roadway					
47	738+35 RT	Remain with modification of median opening to eliminate left-in and left-out.	6/1/2022 Teams Meeting	Property owner desires a left turn lane for south bound traffic on Hwy 12, southbound trucks and semi-trucks will have a hard time u-turning at the median opening to the south to come back to enter from northbound US 12. Project team is investigating the feasibility of the left-in movement remaining. Coordination is ongoing. He agrees with safety concern of this movement from the west side properties and agrees with eliminating the left turn from Driveway #1. He believes there will be confusion at the proposed northbound turn lane for Driveway #1 and the left turn lane for WIS 13. Traffic queuing will fill quickly at the light in the far left lane since it will hold only 6 or so cars, therefore queuing at the lane next to it will quickly fill with cars. That means that vehicles turning right from Driveway#47 will either have to go straight on Hwy 12 to the north or turn right and head into the Dells. In both cases where will they do a U-turn?	195 State Rd 13 2370 Wis Dells Pkwy	Dells Boat Tours
48	733+15 RT	Remain			Eats Picnic Grove LLC	
49	727+50 RT	Closure				
50	722+75 RT	Remain			220 Wisconsin Dells Parkway	Timbavati Wildlife P
51	717+40 RT	Remain with right-in/right-out access only				
Segment - West Side		D to		December 2010 and 1910 this day of the second	-	
5	714+60 LT 712+00 LT	Remain New shared access between #5 & #6		Property owner would like this driveway to remain. Mt. Olympus proposed this modification.		Mt. Olympus
6	710+40 LT	New shared access between #5 & #6	11/15/2021	Mt. Olympus proposed this modification.	2127 Wisconsin Dells Parkway	
7	708+25 LT	Closure		Mt. Olympus proposed this closure.		
8	703+75 LT	Closure		Mt. Olympus proposed this closure.		
	696+00 LT	Remain as exit only	11/15/2021	Mt. Olympus uses for egress from the park – Property Owner feels MUST remain	2127 Wisconsin Dells Parkway	Mt. Olympus
9		01	11/15/2021	Used to maintain pool – may be shown to be closed	1851 Wisconsin Dells Parkway	Mt. Olympus
9	688+25 LT	Closure			,	
10 11	680+65 LT	Closure, driveway to remain for emergency access only		Hotel Rome. Per Mt. Olympus can be shown as closed due to proposed village of Lake Delton public road "Olympus Road."	1701 Wisconsin Dells Parkway	Mt Olympus
10 11 12	680+65 LT 677+50 LT	Closure, driveway to remain for emergency access only Closure	11/15/2021	"Olympus Road." Mt. Olympus proposed this closure.	1701 Wisconsin Dells Parkway	Mt. Olympus
10 11 12 13	680+65 LT 677+50 LT 674+20 LT	Closure, driveway to remain for emergency access only Closure Closure		"Olympus Road." Mt. Olympus proposed this closure. Mt. Olympus proposed this closure.	1701 Wisconsin Dells Parkway	Mt. Olympus
10 11 12	680+65 LT 677+50 LT	Closure, driveway to remain for emergency access only Closure		"Olympus Road." Mt. Olympus proposed this closure.	1701 Wisconsin Dells Parkway 1531 Wisconsin Dells Parkway	Mt. Olympus Mt. Olympus

Driveway No.	Station	Recommended Alternative	Mtg	Comments from Meetings	Site Address	Location
17	662+90 LT	Closure	12/14/2021	Driveways 17 to 20 are on two parcels with same owner. Wants to keep a northbound left-in at one of his driveways. Wants #17 & #18 combined/shared on the property line. Asked why we aren't using a raised median in other locations. The project team responded that we are doing some minor improvements with medians in a couple of locations and a raised median would be better for safety and access for the entire corridor, but the impacts are too great and this location (Olympus Road to Pilgrim Drive) is unique given the proximity to the proposed Olympus Road intersection, the traffic and queues generated from nearby attractions, and the number of existing driveways in the short distance between the proposed Olympus Road and Pilgrim Drive.	1481 Wisconsin Dells Parkway	B-LUX
18	661+90 LT	Remain with right-in/right-out access only	12/14/2021	Driveways 17 to 20 are on two parces with same owner. Wants to keep a northbound left-in at one of his driveways. Wants #17 & #18 combined/shared on the property line. Asked why we aren't using a raised median in other locations.	14EE Wiccopein Dollo Darkway	
19	660+75 LT	Closure	12/14/2021	Can be closed if access for 17 and 18 is adequately addressed	1455 Wisconsin Dells Parkway	Pizza Pub
20	659+90 LT	Closure	12/14/2021	Would like right-in/out at #20 if the proposed median remains.		
21	659+20 LT	Remain with northbound left-in through median			1425 Wisconsin Dells Parkway	Strip Mall: Hollywood Nair, Evil Mind Tattoo, The Dell Spa, Kyoto Hibachi & Sushi
22	658+15 LT	Remain				& Susiii
23	657+80 LT	Remain		Indicated people drive through the parking lot the 'wrong way' to turn left on US 12. Challenge is getting people out of the parking lot. Like median option as along as left in to Pilgrim is allowed	1405 Wisconsin Dells Parkway	Mr. Pancake
Center Segment - East Side of	of Roadway			pout of the parking lot. Like median option as along as left in to Flighth is allowed		
52	713+25 RT	Closure	Discussed at PIM #2	Do not like the closure of Driveway #52 (says that driveway pays the mortgage). Would like to see the proposed driveway shown between 52 and 53 to be further north.		
53	710+70 RT	Remain with shift north to center on property	Discussed at PIM #2	Would like #53 moved north and they are willing to relocate their coffee hut and patio. Just keep it south of the BP sign. The concrete pad, coffee shop and landscaping they don't necessarily care about if we would locate the driveway to impact those features. Would like to see a left turn opening to provide SB LT access into their relocated driveway off of US 12. The project team noted that the intent is to have vehicles heading southbound to turn at County A and enter through the driveway off of County A instead. We are trying to remove the turning movements and queueing of vehicles to be away from the signal and off of US 12.	2020 Wisconsin Dells Parkway	BP Gas Station
54	706+60 RT	Closure	Call with WisDOT PM 5/24/2022	They are looking to sell the property and feel the access will help with the sale and has concerns about future		Undeveloped property/no site
55	704+75 RT	Closure		access if the driveways 54/55 are removed.		address – location of two bill boards
56	699+20 RT	Remain	11/15/2021	No. 14 - 1 - 14 - 1 - 14 - 14 - 14 - 14 -	1970 Wisconsin Dells Parkway	Mt. Olympus Buildings 31
57	698+25 RT	Remain	1/24/2022	Noted their shuttles don't use #57. They noted they need driveways 57, 58, 59 for operations and loading and unloading Ducks. Very opposed to closing #58. They noted they need driveways 57, 58, 59 for operations and loading and	1000 111	Original Wisconsin Ducks
58	685+30 RT	Remain	1124/2022	unloading Ducks.	1830 Wisconsin Dells Parkway	Original Wisconsin Ducks
59	691+75 RT	Remain		They noted they need driveways 57, 58, 59 for operations and loading and unloading Ducks.		
60	687+80 RT	Remain			1810 Wisconsin Dells Parkway	Pacific Sportswear
61	686+20 RT	Remain			1800 Wisconsin Dells Parkway	Alligator Alley
62	683+60 RT	Closure		Mt. Olympus concurs with closure.		
63	681+30 RT	Closure	11/15/2021 Mt. Olympus concurs with closure. 1700 Wisconsin Dells Park	1700 Wisconsin Dells Parkway	Mt. Olympus Buildings 30	
64	678+50 RT	Remain				
65	676+75 RT	Remain	Attended PIM		1670 Wisconsin Dells Parkway	Rick Wilcox Magic Theater
66	675+50 RT	Remain	11/15/2021		1630 Wisconsin Dells Parkway	Mt. Olympus Buildings 29

Driveway No.	Station	Recommended Alternative	Mtg	Comments from Meetings	Site Address	Location		
67	671+50 RT	Closure	5/17/2022 Tooms Mooting	Representatives of a developer planning to purchase the Atlantis, hoping to close on 6/1 Their plan is to keep the existing hotel operations, but also add a 10-story tower to the north in the vacant grass area, they also mentioned the potential for two restaurants and expanded water park amenities – they mentioned 120-150 additional rooms They hope to brand it as a Hilton or Marriott in the future We mentioned this type of development would likely require a WiSDOT TIA and that access (or change in access) could be assessed at that time, they mentioned this was concerning given they are in "purchase" mode and would like to know sooner if at least one of their stand alone driveways could remain Representatives of a developer expressed concern of sharing their driveway with the Fields\Army Ducks	1570 Wisconsin Dolle Parkway	Atlantic Hotol & Family Water Dark		
68	669+75 RT	Replace with new driveway centered on #68 & #69 on property line	5/17/2022 Teams Meeting	Representatives of a developer expressed concern of sharing their driveway with the Fields\Army Ducks property to the south They would like to have the two access points remain, even if the north was restricted to right-in/right-out (we discussed how this is difficult with no median proposed and how a median could be problematic for the SB left turning vehicles given queue lengths) – they also mentioned moving access #67 to the north, we discussed the grades get problematic and mentioned the proposed retaining wall Representatives of a developer mentioned he thought it "unfair" that they go from 2 to "1/2" and the property to the south has 1& 1/2	- 1570 Wisconsin Dells Parkway	Atlantis Hotel & Family Water Park		
69	669+10 RT	Replace with new driveway centered on #68 & #69 on property line		Parcels with driveways 69 through 77 owned by same entity. Concerned with emergency access to his parcels from only three driveways. The proposed 2.5 driveways serve 10 different businesses.				
70	666+80 RT	Remain	12/14/2021	Parcels with driveways 69 through 77 owned by same entity. Concerned with emergency access to his parcels from only three driveways. The proposed 2.5 driveways serve 10 different businesses.	1550 Wisconsin Dells Parkway	Dells Army Ducks		
71	666+10 RT	Closure		Parcels with driveways 69 through 77 owned by same entity. Concerned with emergency access to his parcels from only three driveways. The proposed 2.5 driveways serve 10 different businesses.	1520 Wisconsin Dells Parkway	Vacant		
72	665+30 RT	Closure	12/14/2021	Parcels with driveways. The proposed 2.5 driveways serve 10 different businesses. Parcels with driveways 69 through 77 owned by same entity. Concerned with emergency access to his parcels from only three driveways. The proposed 2.5 driveways serve 10 different businesses.		Vacant		
73	665+00 RT	Closure		Parcels with driveways 69 through 77 owned by same entity. Project team indicated #73 would be closed as it would be located within a signalized intersection. Propoerty owner concerned with emergency access to his parcels from only three driveways. The proposed 2.5 driveways serve 10 different businesses.		Social Studio		
74	662+90 RT	Closure		Parcels with driveways 69 through 77 owned by same entity. Concerned with emergency access to his parcels from only three driveways. The proposed 2.5 driveways serve 10 different businesses.				
75	661+75 RT	Closure	12/14/2021	12/14/2021	12/14/2021	Parcels with driveways 69 through 77 owned by same entity. Concerned with emergency access to his parcels from only three driveways. The proposed 2.5 driveways serve 10 different businesses. Concerned with the loss of access 75 and wants to keep it open. It is a separate parcel but it has the same owners as the adjacent parcels. Owner indicated he is considering selling it and has a current offer. Would like right-in/out at #75 if median stays. Owner noted he would like an eastern leg to the proposed new traffic signal to serve his parcel if the Village moves forward with the new roadway. The project team explained WisDOT would not be purchasing, and this would need to come from the Village. Indicated he would discuss this possibility with the Village.	1470 Wisconsin Dells Parkway	The Grateful Shed & Dell's Mining
76	659+40 RT	Remain		Parcels with driveways 69 through 77 owned by same entity. Concerned with emergency access to his parcels from only three driveways. The proposed 2.5 driveways serve 10 different businesses.		2. 2		
77	658+50 RT	Closure		Parcels with driveways 69 through 77 owned by same entity. Concerned with emergency access to his parcels from only three driveways. The proposed 2.5 driveways serve 10 different businesses.		Big Chief		
South Segment - West Side	of Roadway			promoting and the proposed End antoning source to dillotonic additional and the distributions.				
24	654+25 LT	Remain	Attended PIM		1321 Wisconsin Dells Parkway	Shamrock Motel & Hot-dog Avenue		
25	652+80 LT	Remain	11/15/2021		1231 Wisconsin Dells Parkway	Mt. Olympus Buildings 11		
26	651+60 LT	Closure	11/15/2021	Mt. Olympus concurs with closure.	1221 Wisconsin Dells Parkway	Mt. Olympus Buildings 12		
27 28	648+50 LT 647+00 LT	Remain Closure	11/15/2021 11/15/2021	Mt. Olympus concurs with closure.	1111 Wisconsin Dells Parkway	Mt. Olympus Buildings 13, 14 15		
29	641+80 LT	Closure	1/24/2022	95% of traffic comes in through #29 and #30 and leaves through side driveway. Understands the goals of the	923 Wisconsin Dells Parkway			
30	641+15 LT	Closure	1/24/2022	project, but would like at least one driveway off of US 12, preferably #30. Proposed access would be off of De Korra Lane.	911 Wisconsin Dells Parkway	Gifts of the World & Moccasins		

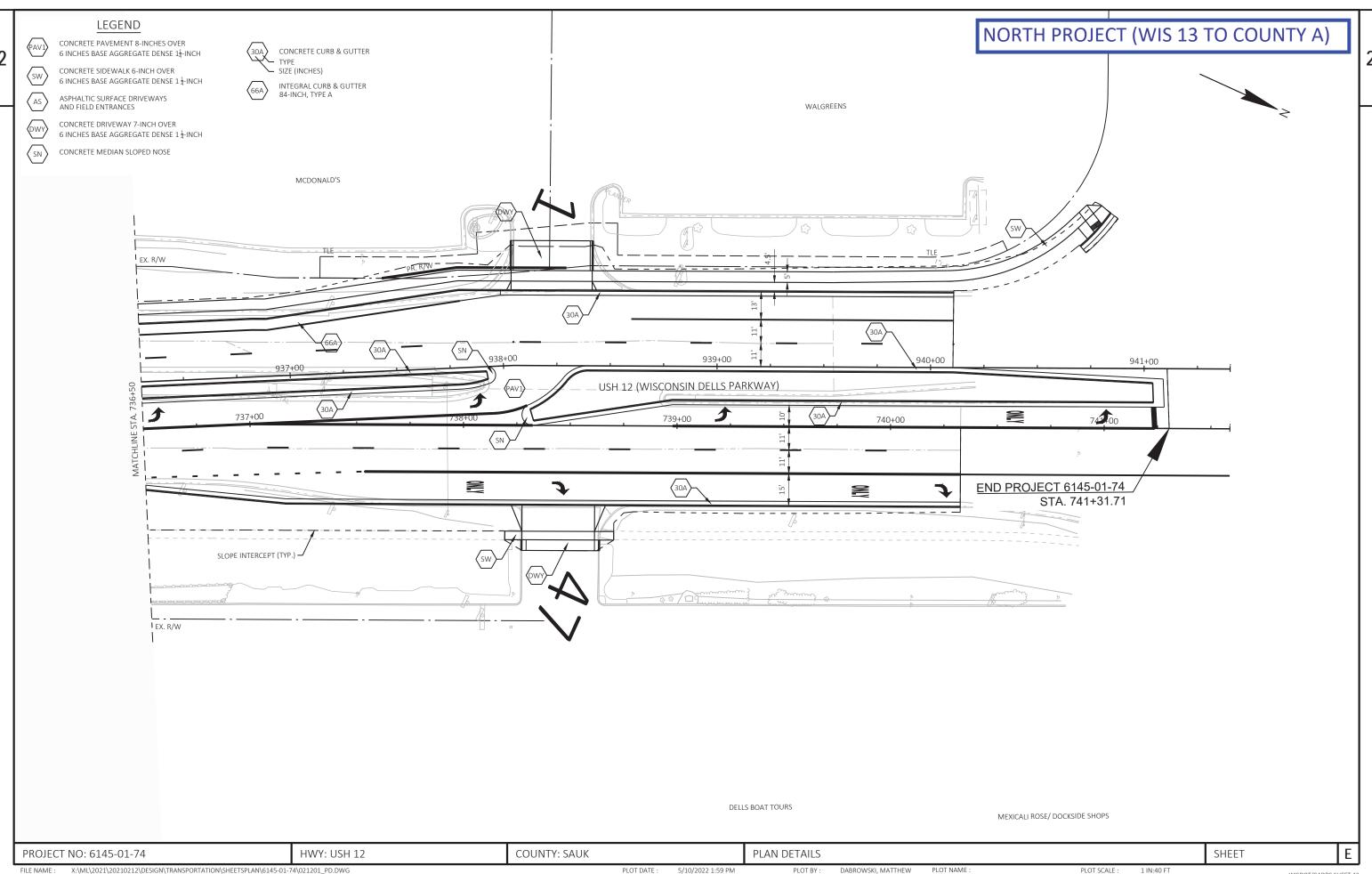
Driveway No.	Station	Recommended Alternative	Mtg	Comments from Meetings	Site Address	Location
31 32	639+40 LT 638+40 LT	Closure, driveway to remain for emergency access only Remain			811 Wisconsin Dells Parkway	The Delton Suites
33	636+05 LT	Closure	5/23/22 Call with WisDOT PM	Would like access off of US 12 and believes access from the sideroad (Red Bird Ave) will hurt his business	711 Wisconsin Dells Parkway	Pacific Sportswear
34	634+70 LT	Closure		<u> </u>	651 Wisconsin Dells Parkway	No Development
35 36	634+20 LT 633+50 LT	Closure Remain	11/15/2021		611 Wisconsin Dells Parkway	No Development Mt. Olympus Building 21, 22 & 23
37	629+10 LT	Remain	11/10/2021		011 WISCOIISIII DeliS Paikway	
38	627+75 LT	Remain				Lake Delton Cemetery
39	624+40 LT	Remain			511 Wisconsin Dells Parkway	Fairfield Inn & Suites
40	623+90 LT	Remain			461 Wisconsin Dells Parkway	Springhill Suites
41	620+15 LT	Remain			421 Wisconsin Dells Parkway	Strip Mall: Radio Shack & Subway
42	619+10 LT	Closure	11/15/2021	Mt. Olympus concurs with closure.	411 Wisconsin Dells Parkway	Mt. Olympus Building 21, 22 & 23
43	607+90 LT	Closure	11/15/2021	Village ok to show as closed	141 Wisconsin Dells Parkway	Village of Lake Delton
44	606+80 LT	Remain with right-in/right-out access only	11/15/2021	Median being extended to the north. Village noted driveway needed for access to property.	131 Wisconsin Dells Parkway	Village of Lake Delton
45 South Segment - East Side of	605+75 LT	Closure	11/10/2021	Village ok to show as closed	101 Wisconsin Delis Funkway	Village of Earle Delitori
78 79	657+75 RT 656+20 RT	Remain with right-in/right-out access only Closure	1/24/2022	people can't leave that way — every now and then they open the gate and send people out to clear parking lots, specifically in rain event. Prime entrance, pecerntt of traffic is about equal from each direction - day trippers tend to come from the south. Concern of median option - ticket booth on Lake Avenue only 25 meters. Preferred parking must come off of US 12 (could develop preferred parking in another location). March 2022 PIM: indicated that 40% of their traffic comes from the north. Noted "grave concerns" with raised median. Requested we consider a signal at Pilgrim Dr and open #79 and they would be ok closing #78. Stated when they have an employee or police direct traffic in the morning, southbound traffic never backs up to B-Lux Grill & Bar. Stated traffic will back up significantly on Lake Ave if they don't get a southbound left-in on US 12. The project team noted that back-ups on the side road are better than on US 12. Noah's Ark representatives did not seem happy with the proposed median to block the southbound lefts onto their property. They commented that Mt. Olympus is getting a turn lane and a continuous center lane for as many vehicles as possible to back up in and they are getting nothing. WisDOT and the design team has applied access management principals consistently to lead us to recommendations throughout the corridor. Access to Noah's Ark will be available at the signalized Lake Intersection where there is an access to the park from Lake Drive. This may require some reconfiguration of their internal circulation patterns which is consistent to other properties along the corridor. See above.	1410 Wisconsin Dells Parkway	Noah's Ark (Festival Fun Park LLC)
80	655+25 RT	Remain	11/15/2021		1310 Wisconsin Dells Parkway	Mt. Olympus Buildings 26, 27 & 28
81	653+85 RT	Remain	11/10/2021			wit. Orympus bullulliys 20, 27 & 28
82 83	652+20 RT 650+80 RT	Closure Closure	4	#83 is the existing primary access point for "Flamingo North". If only one access, #84 would make more sense.	1220 Wisconsin Dells Parkway 1220 Wisconsin Dells Parkway	4
84	649+80 RT	Remain	1/04/0000	#83 is the existing primary access point for "Flamingo North". If only one access, #84 would make more sense.	1130 Wisconsin Dells Parkway	Flamingo Properties Managed by
85	647+25 RT	Closure	1/24/2022		1100 Wisconsin Dells Parkway	Noah's Ark (Festival Fun Park LLC)
86 86B	646+00 RT 645+60 RT	Remain Closure	Call with WisDOT PM 6/1/2022	Concern of losing access off of US 12 (access remains on Lake Avenue), would like shared driveway with	1010 Wisconsin Dells Parkway	
			Odi. With W13DOT 1 W 0/ 1/2022	property to the north (Flamingo)		Flamingo Properties Managed by
87	642+50 RT	Closure	1/24/2022	Indicated they could live with closure.	930 Wisconsin Dells Parkway	Noah's Ark
88	642+00 RT	Closure	_	Indicated they could live with closure.	010 Wicconcin Dolle Darkway	(Eactival Eup Dark LLC)

7/5/2022

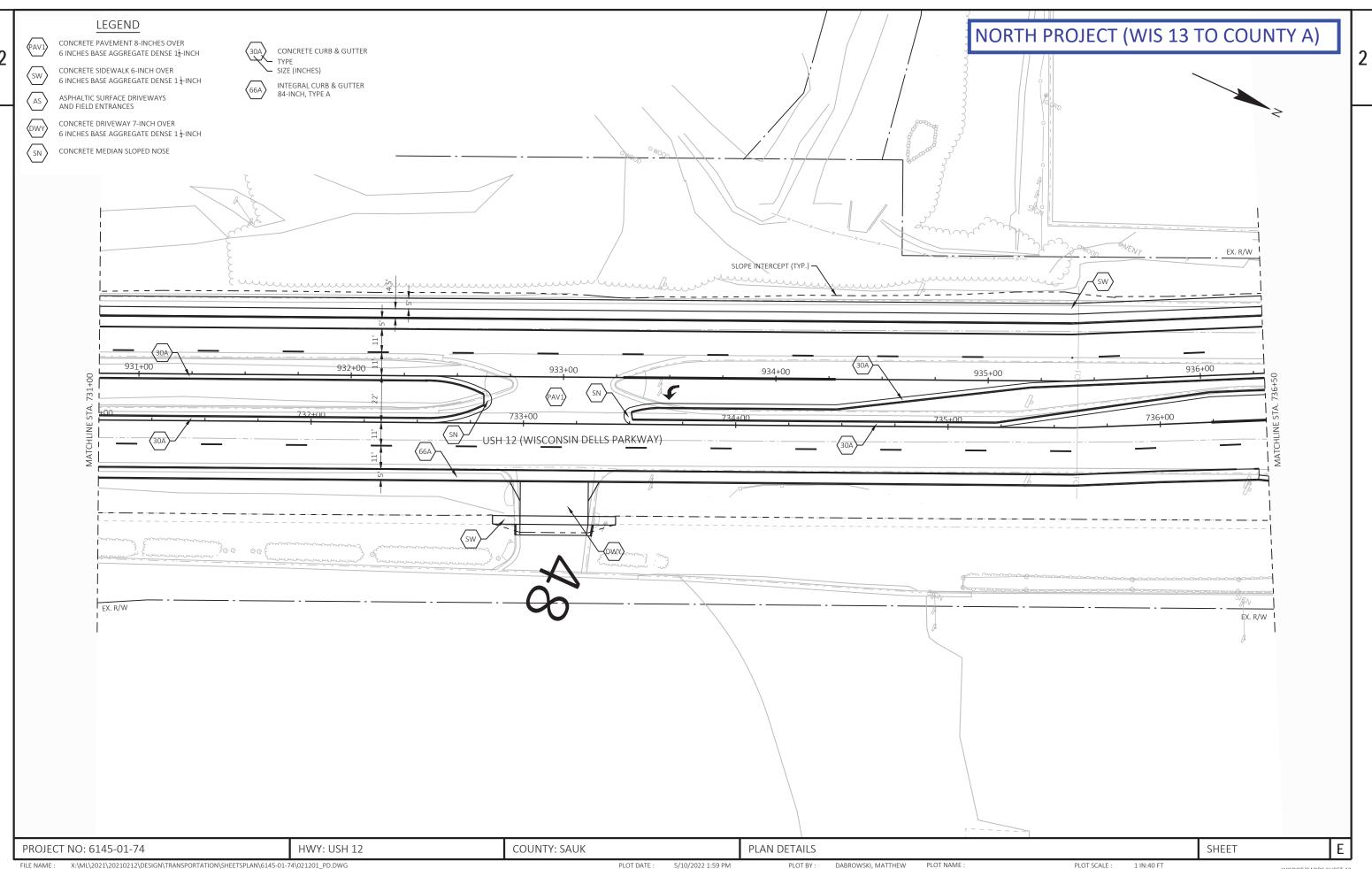
Driveway No.	Station	Recommended Alternative	Mtg	Comments from Meetings	Site Address	Location
89	640+60 RT	Remain			7 TO WISCONSITI Delis Farkway	(restival rull Park LLC)
90	639+00 RT	Remain	1/24/2022		800 Wisconsin Dells Parkway	The Del Bar
91	637+15 RT	Closure	1/24/2022	Indicated they could live with closures	000 Wisconsin Delis Faikway	The Del Bal
92	633+50 RT	Remain			644 Wisconsin Dells Parkway	Lake City Social / Mt. Olympus

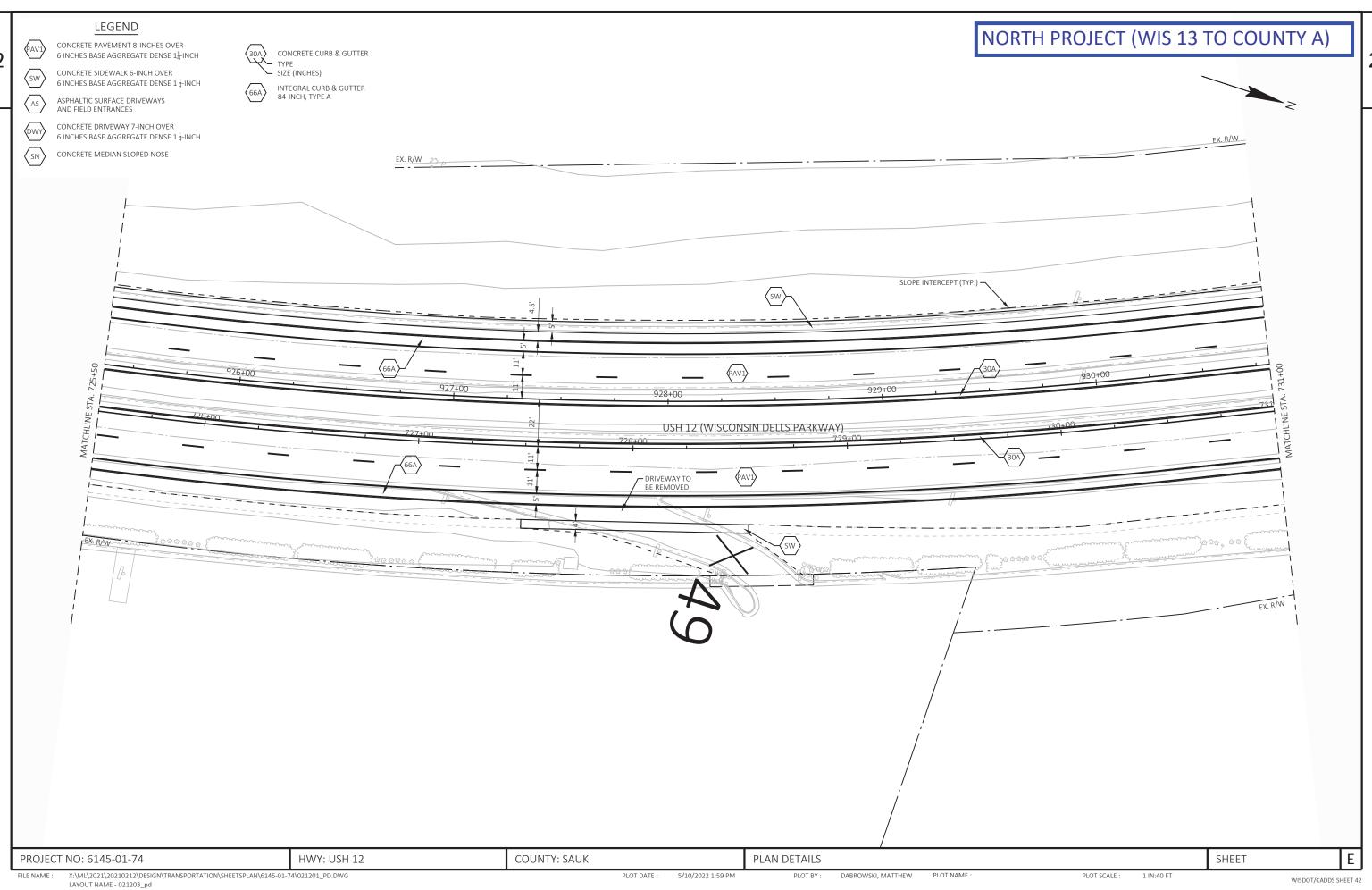
Driveway No.	Station	Recommended Alternative	Mtg	Comments from Meetings	Site Address	Location
93	633+00 RT	Closure		Mt. Olympus concurs with closure.		
94	630+70 RT	Remain	11/15/2021		-	Mt. Olympus Building 24
95	629+15 RT	Remain		Would like #95 to remain open – feels the width of driveways is required for the efficient operation of event traffic even thogh property is no longer home to the Tommy Bartlett show, the future development is likely to have some type of attraction that will need to funnel event traffic.	560 Wisconsin Dells Parkway	
96	628+60 RT	Remain		Would like #96 to remain open – feels the width of driveways is required for the efficient operation of event traffic even though property is no longer home to the Tommy Bartlett show, the future development is likely to have some type of attraction that will need to funnel event traffic.		
97	626+90 RT	Closure	11/15/2021	Okay to close #97, but keep #98 open.	-	Tommy Bartlett Properties
98	626+50 RT	Remain	11/13/2021	Okay to close #97, but keep #98 open.	524 Wisconsin Dells Parkway	Tonning bartiert Properties
99	25+25 RT	Remain		#99 - would like this driveway to remain open as it is often necessary to funnel traffic to the back-parking lot.		
100	623+00 RT	Closure		Okay to close #100, but keep #101 open.	560 Wisconsin Dells Parkway	
101	621+95 RT	Remain		Okay to close #100, but keep #101 open.		
102	621+25 RT	Closure		Noted #102 feeds back development area and is needed to access the back properties.		
103	620+60 RT	Remain			436 Wisconsin Dells Parkway	
104	619+90 RT	Closure		Proposing to close 4 of the existing 5 driveways to Parson's Trading Post. Owner agrees with closure of #104.	370 Wisconsin Dells Parkway	Parson's Trading Post
105	619+25 RT	Closure		Proposing to close 4 of the existing 5 driveways. #105 & #106 are the primary entrances to the business. The owner would prefer to leave both of these open.		
106	618+00 RT	Remain	1/24/2022	Proposing to close 4 of the existing 5 driveways. #105 & #106 are the primary entrances to the business. The owner would prefer to leave both of these open.		
107	616+90 RT	Closure		Proposing to close 4 of the existing 5 driveways. Owner concurs with closure of #107		
108	616+25 RT	Closure		Proposing to close 4 of the existing 5 driveways to Parson's Trading Post. Owner agrees with closure of #108.		
109	613+30 RT	Remain	11/15/2021	Used by Village once a month to service generator, would like to remain open but does not feed anything else so does not seem to be a concern – Village also has a stormwater unit at this location		Village of Lake Delton
New Driveway	609+75 RT	New Driveway	11/15/2021			Village of Lake Delton
110	602+25 RT	Closure		Okay with Village since new driveway to their pump station	210 Wisconsin Dells Parkway	Lakeside Motel

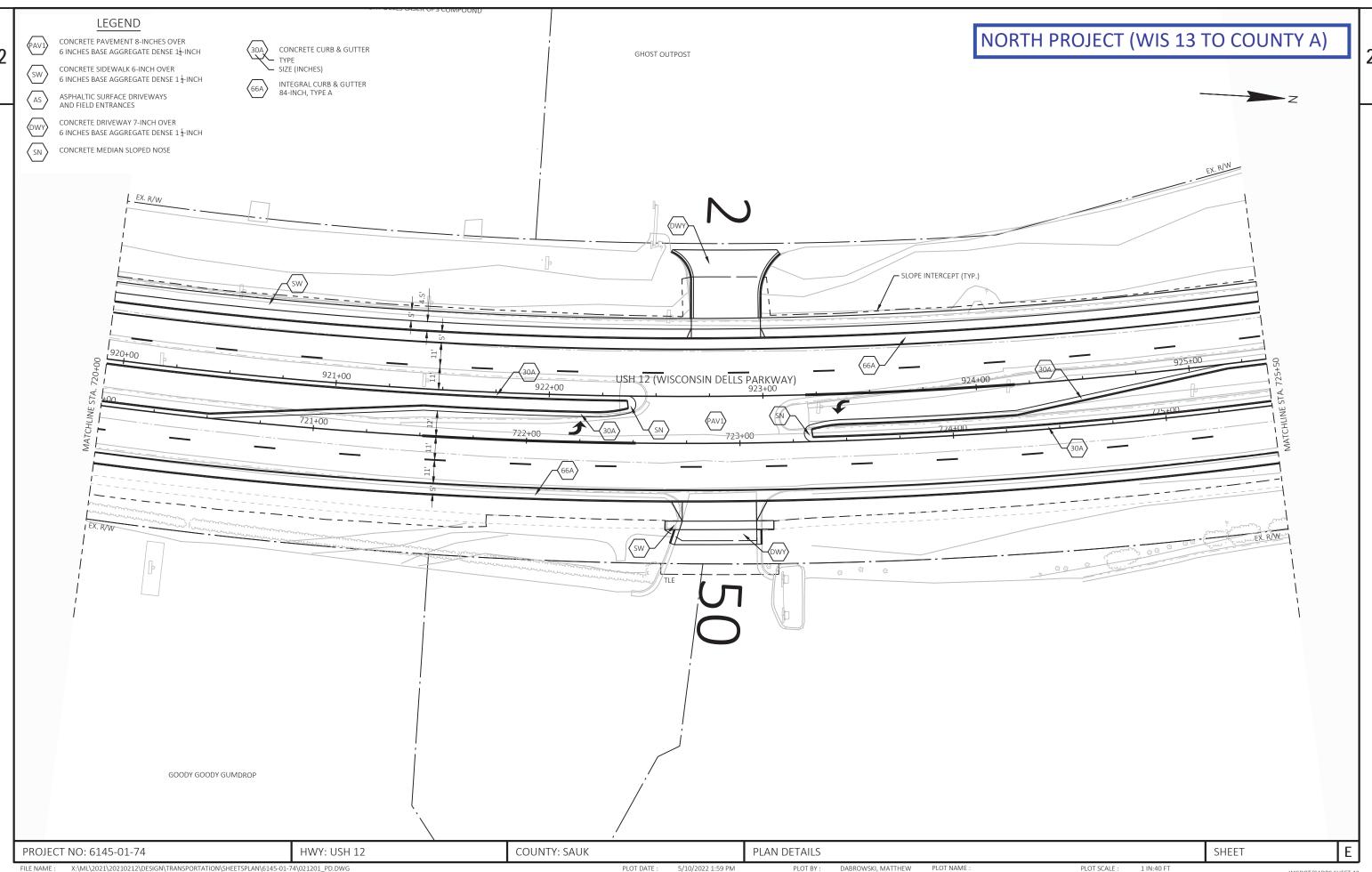
Attachment 7 Preferred Alternative Plan Details

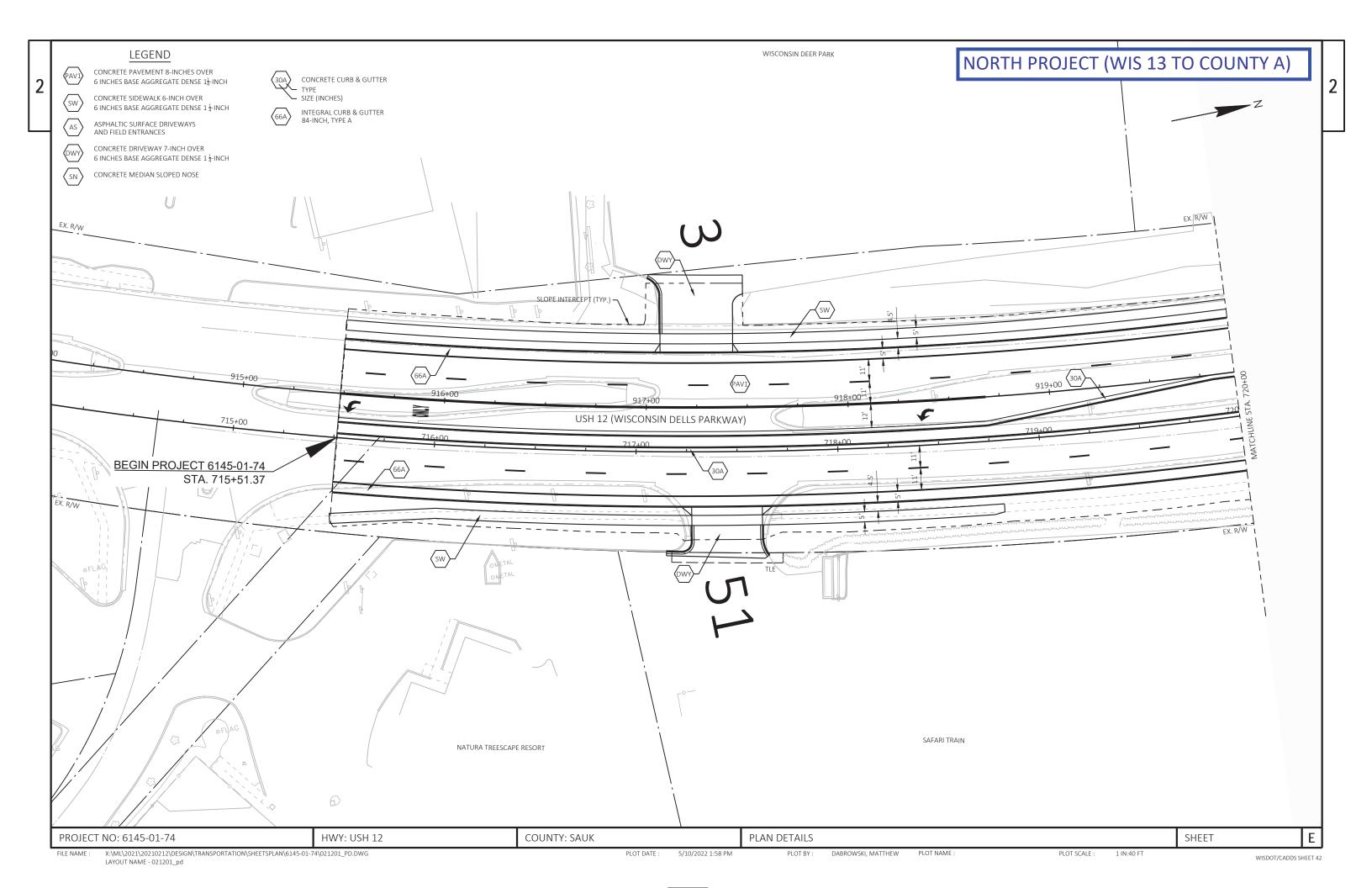


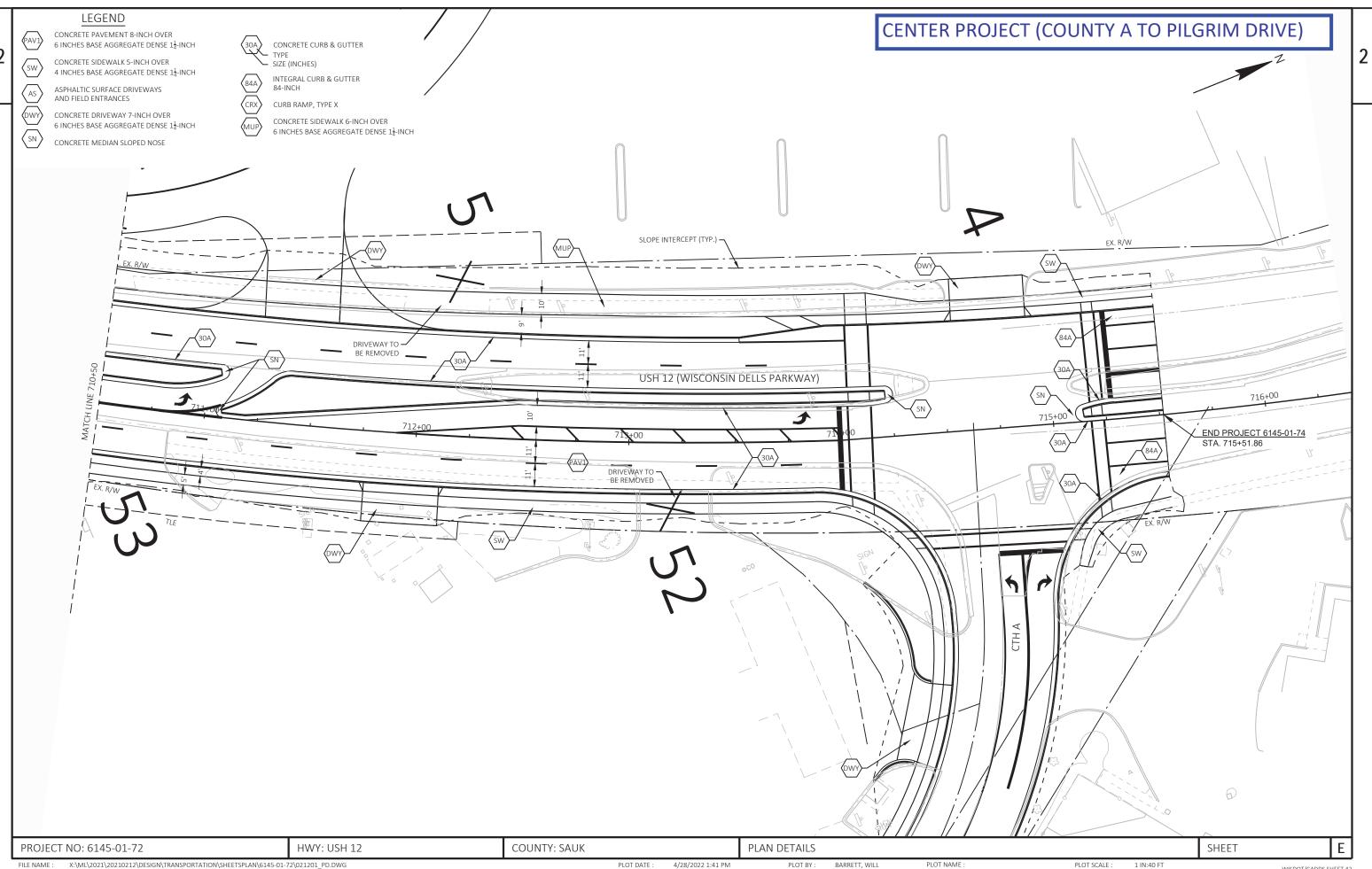
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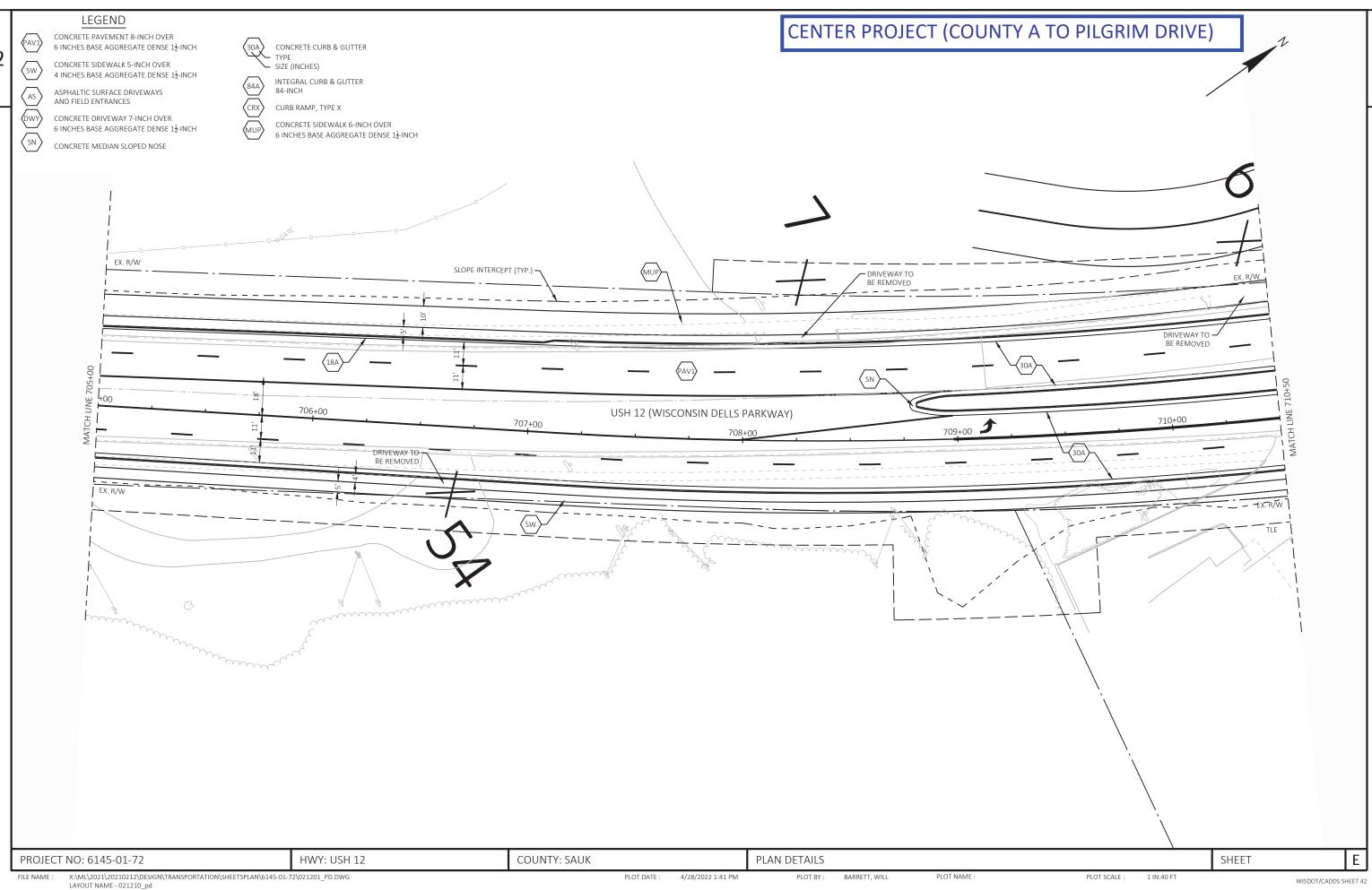


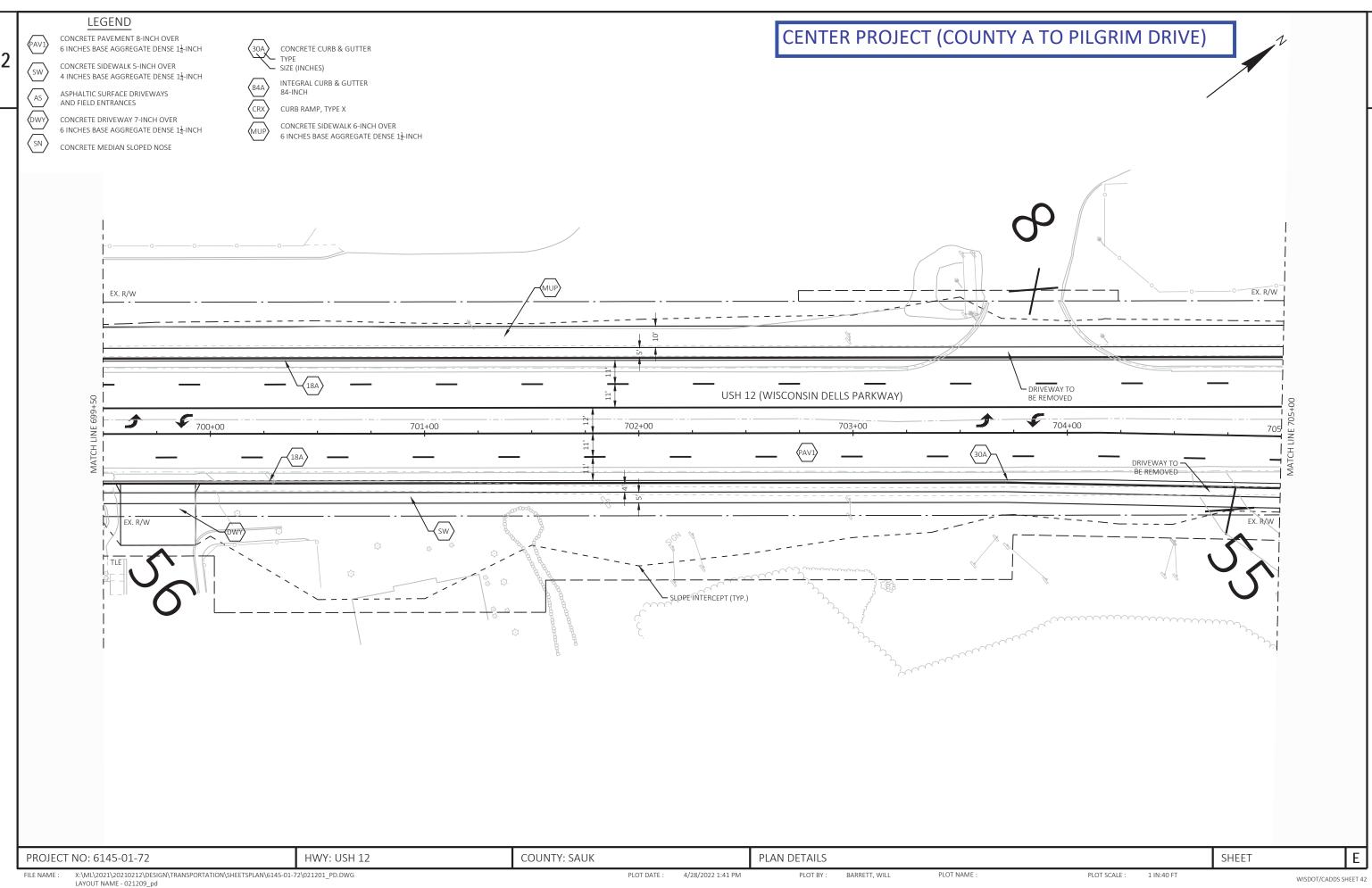












WISDOT/CADDS SHEET 42

CONCRETE PAVEMENT 8-INCH OVER 6 INCHES BASE AGGREGATE DENSE 1½-INCH

CONCRETE SIDEWALK 5-INCH OVER 4 INCHES BASE AGGREGATE DENSE 1½-INCH

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CONCRETE DRIVEWAY 7-INCH OVER 6 INCHES BASE AGGREGATE DENSE 1½-INCH

CONCRETE MEDIAN SLOPED NOSE

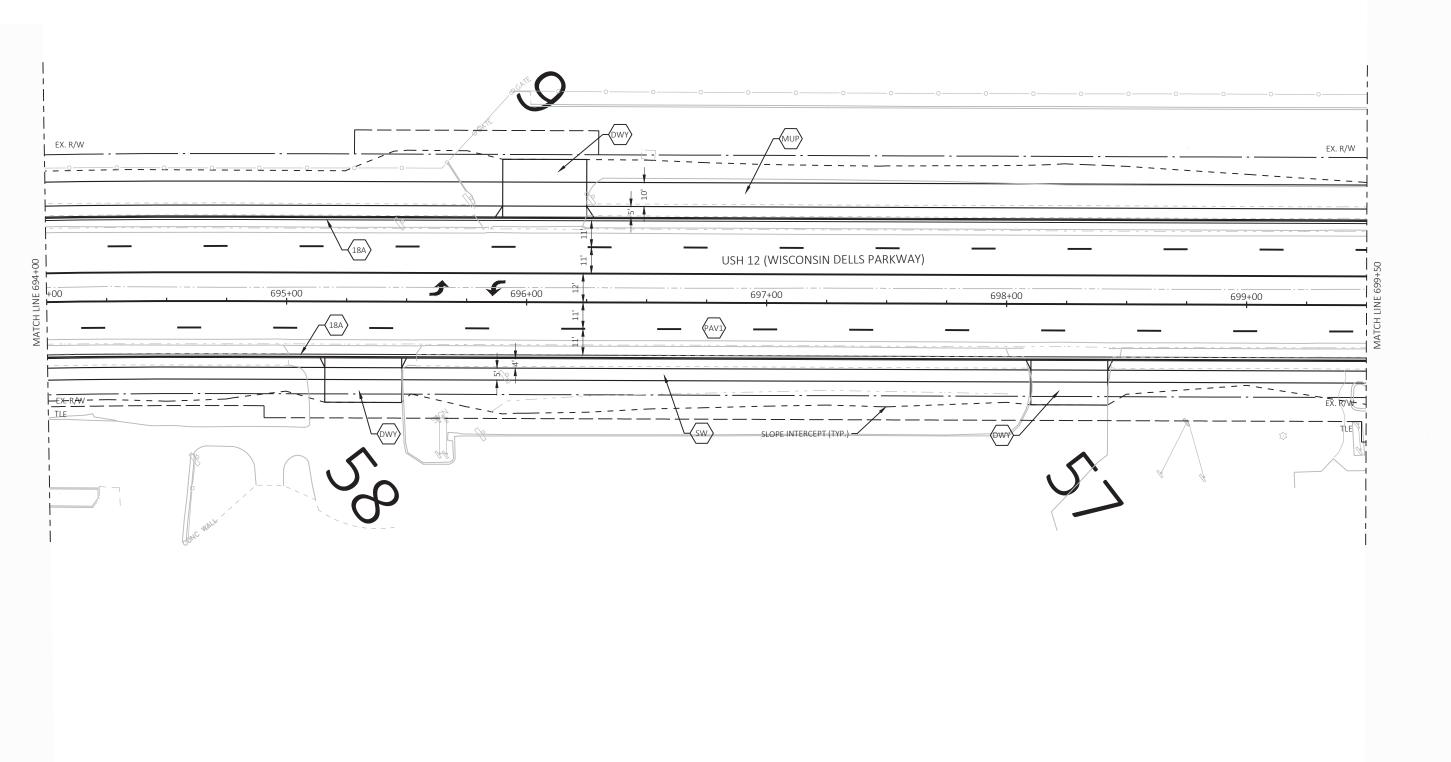
84-INCH CURB RAMP, TYPE X

> CONCRETE SIDEWALK 6-INCH OVER 6 INCHES BASE AGGREGATE DENSE 1\frac{1}{4}-INCH

CONCRETE CURB & GUTTER

INTEGRAL CURB & GUTTER

SIZE (INCHES)



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HWY: USH 12

COUNTY: SAUK

4/28/2022 1:41 PM

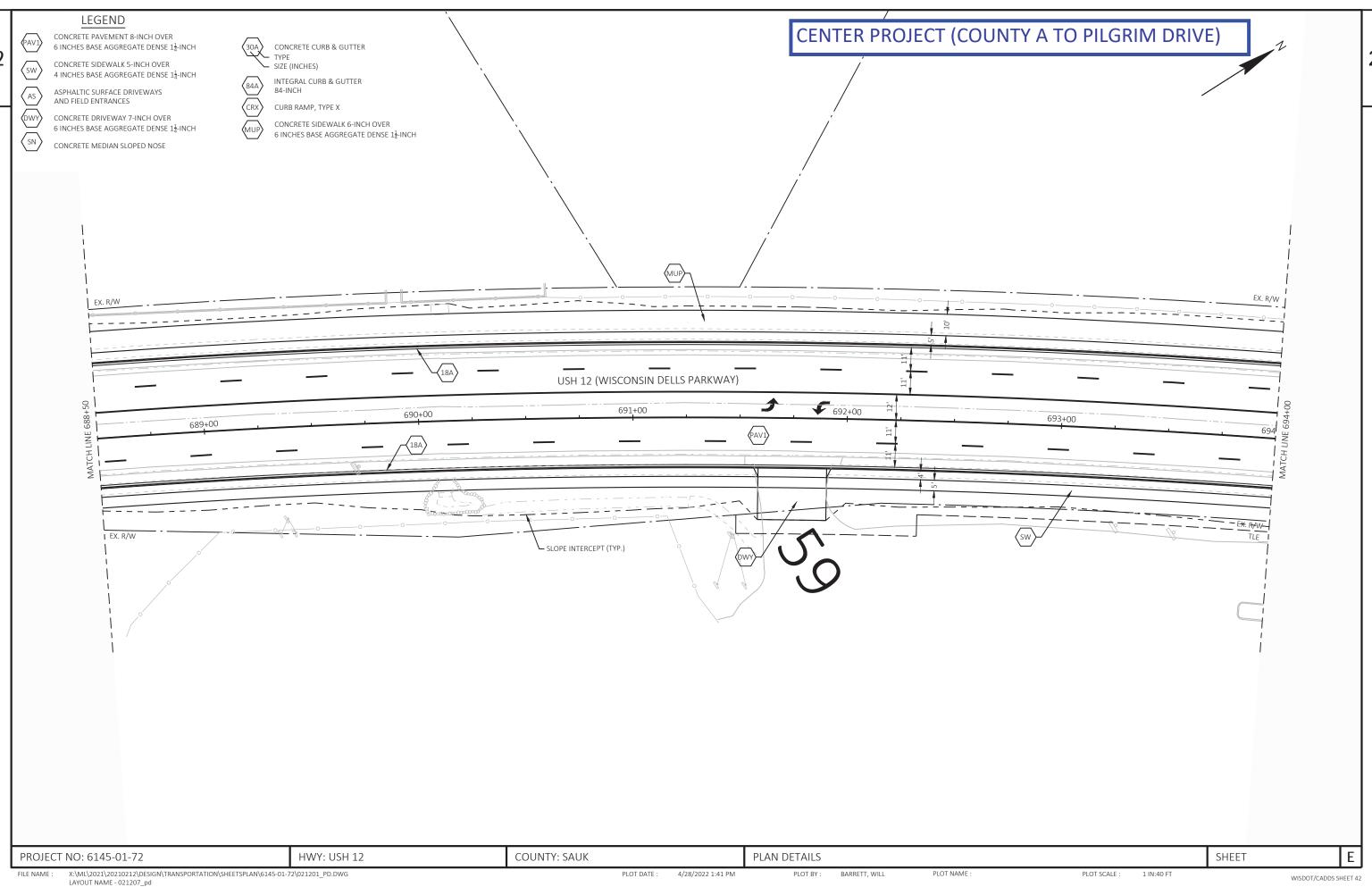
PLOT BY: BARRETT, WILL

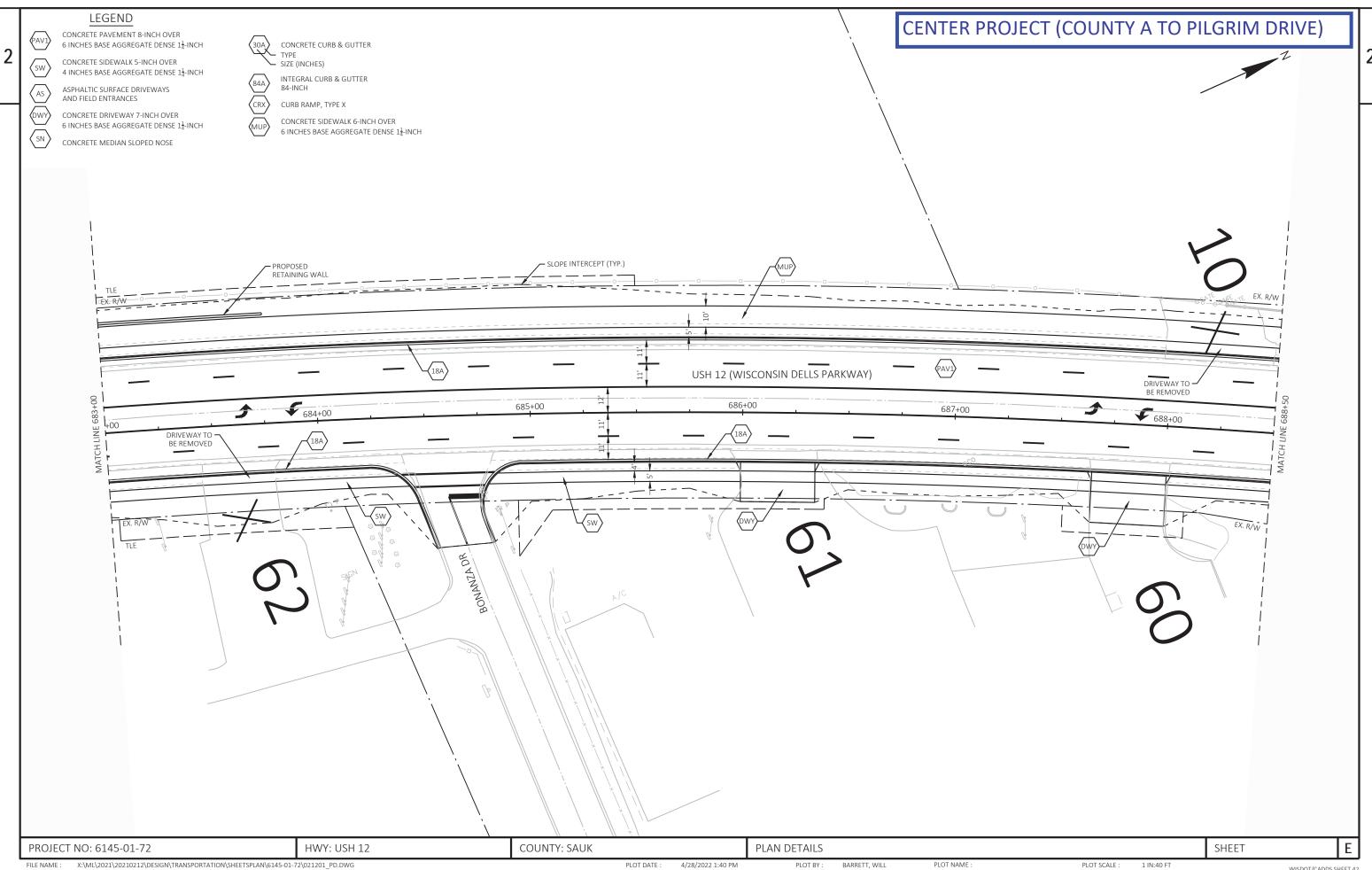
PLAN DETAILS

PLOT SCALE :

SHEET

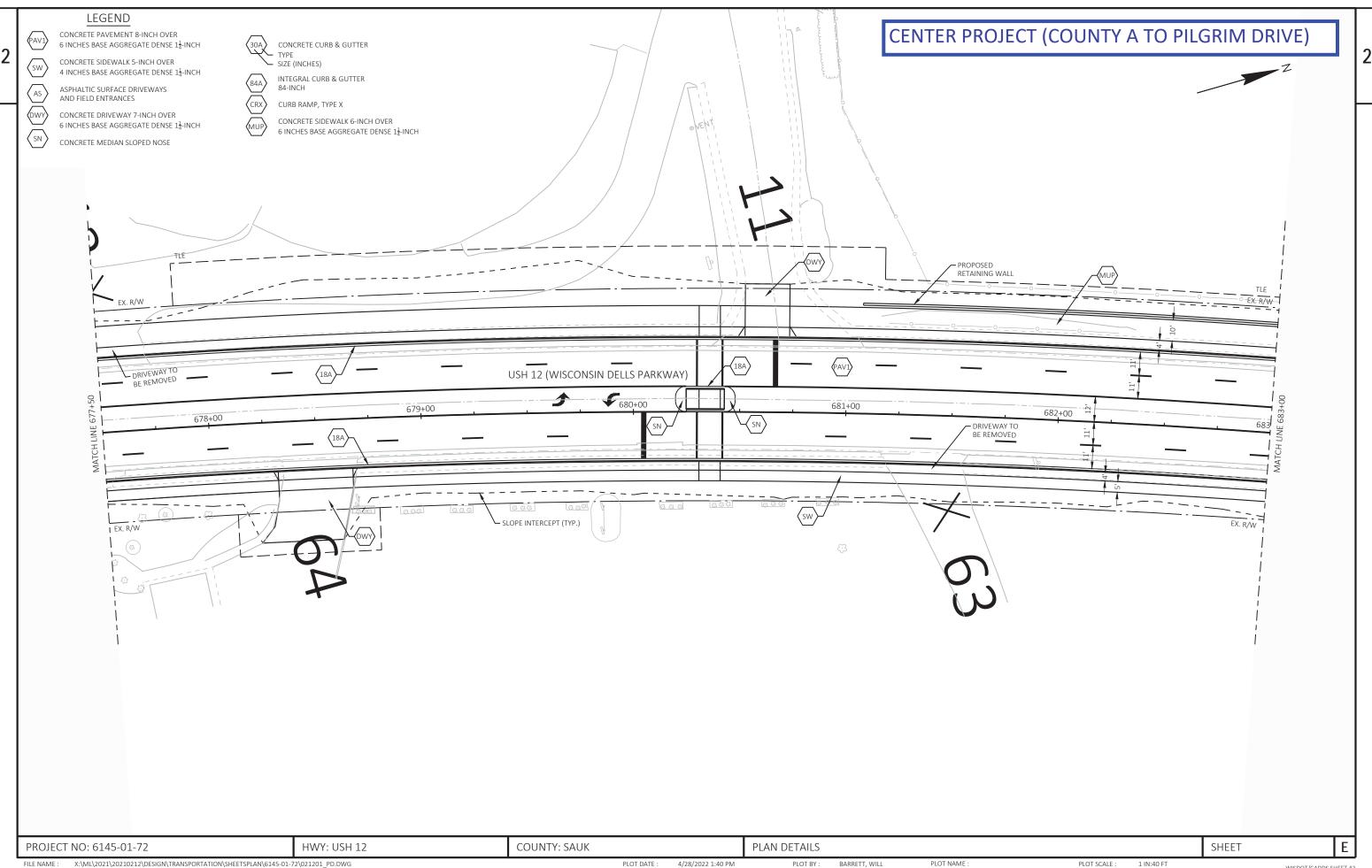
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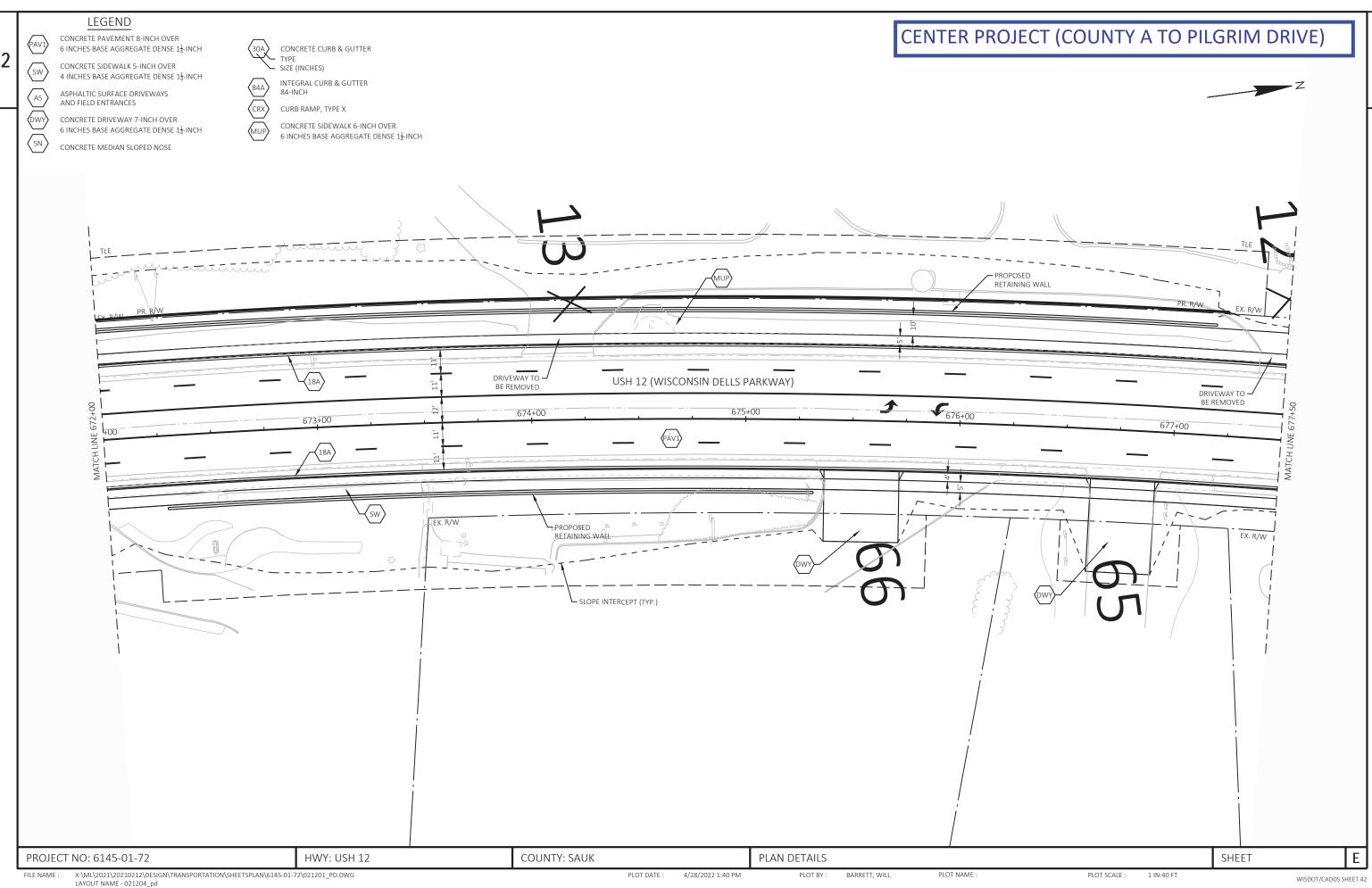
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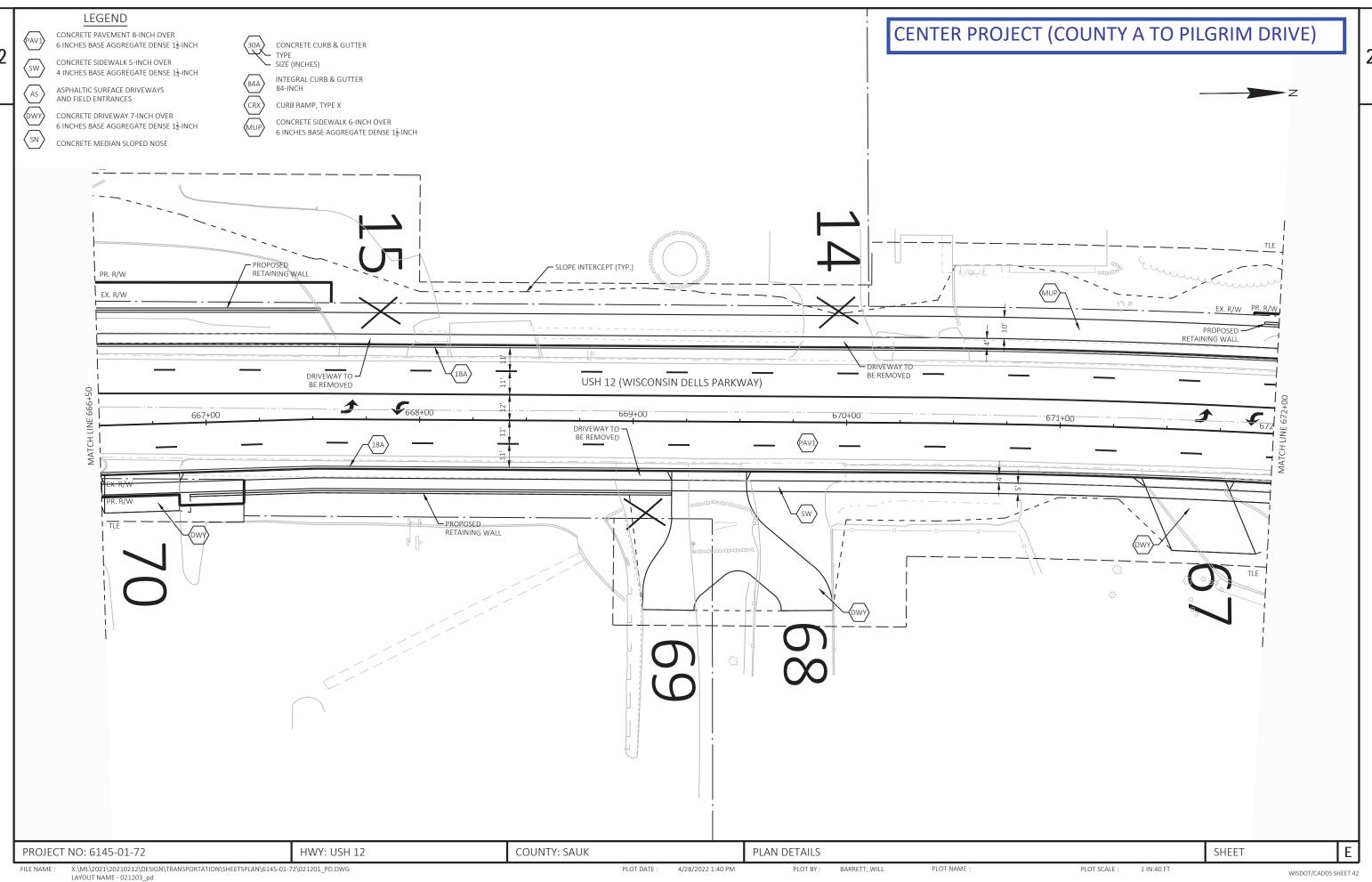


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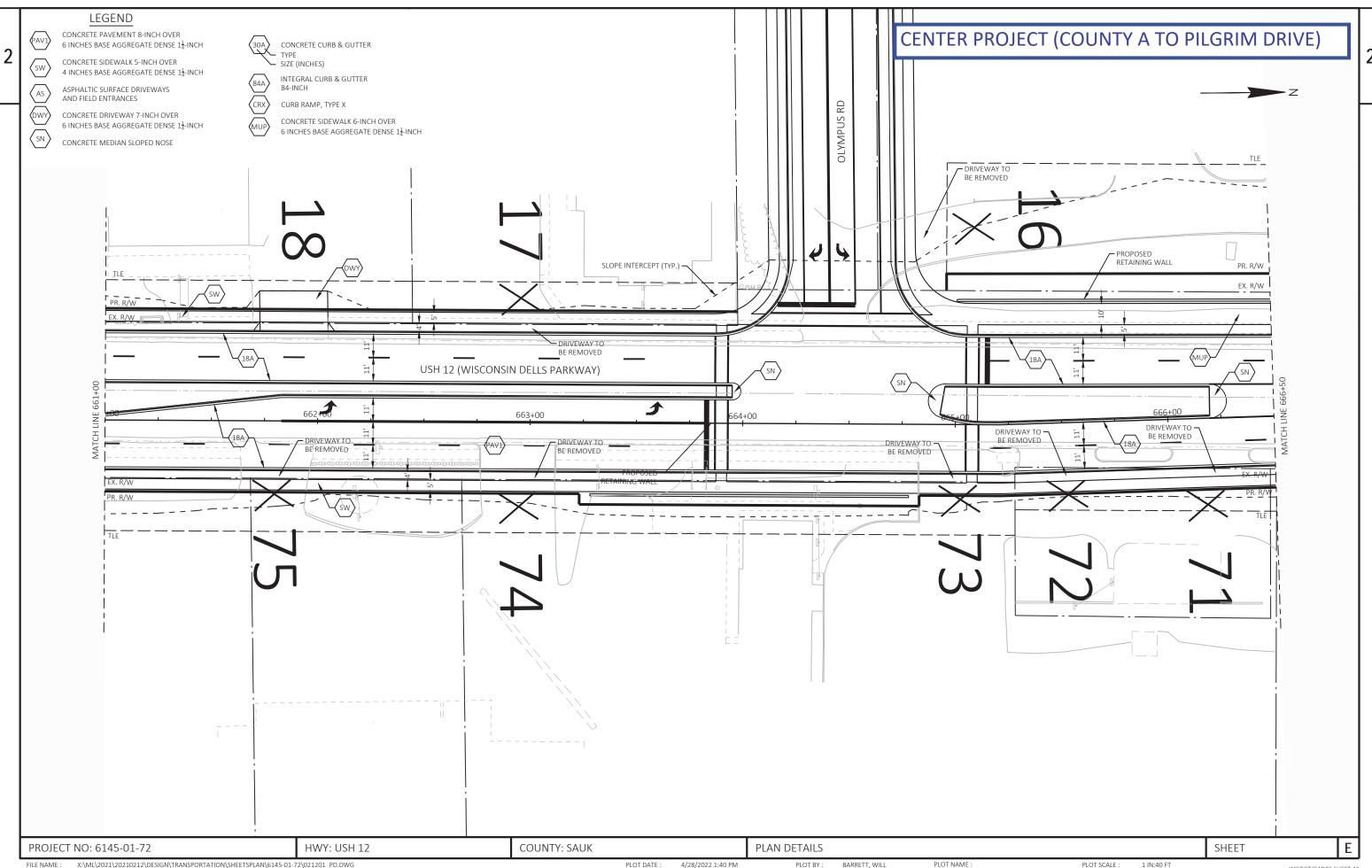
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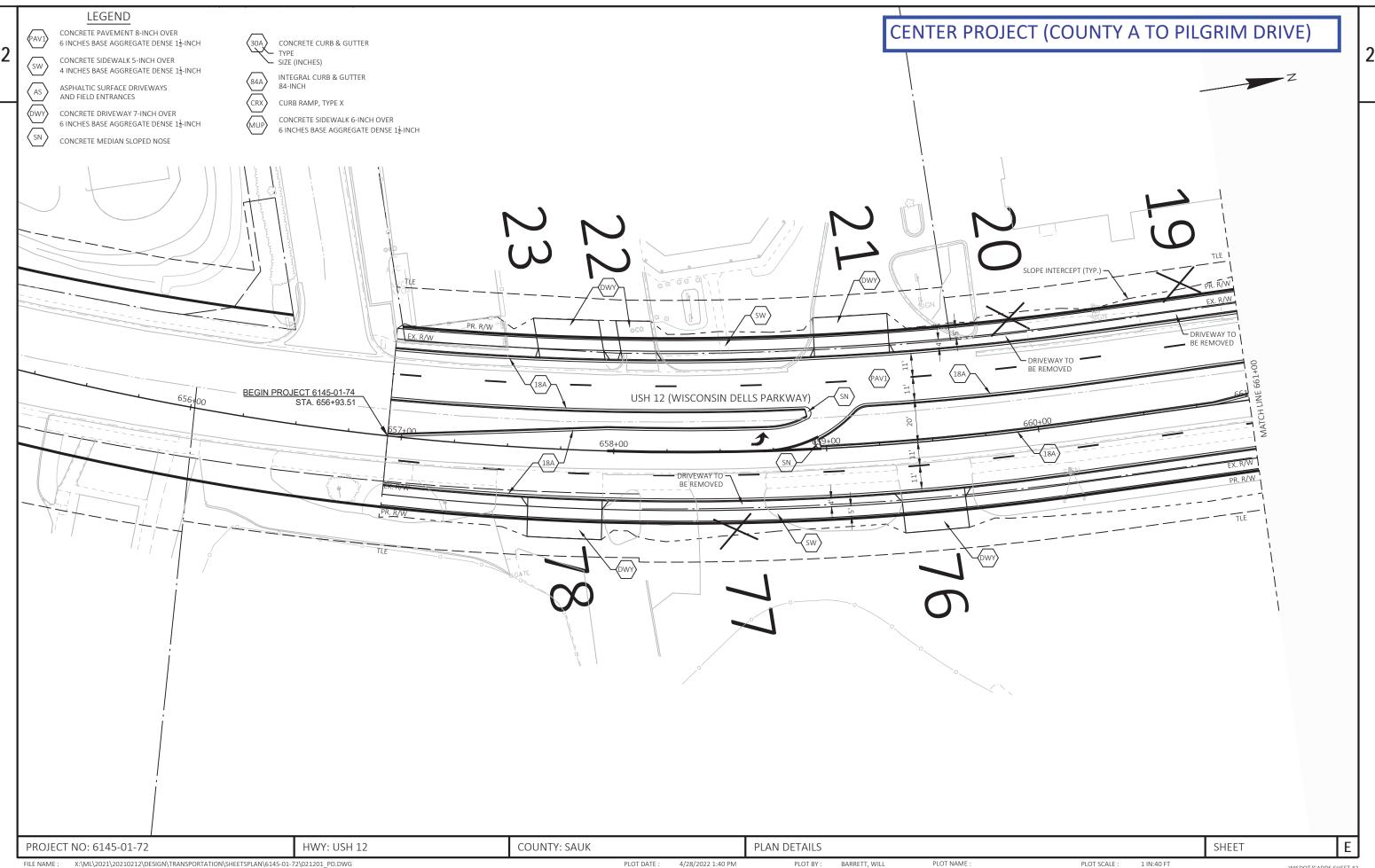


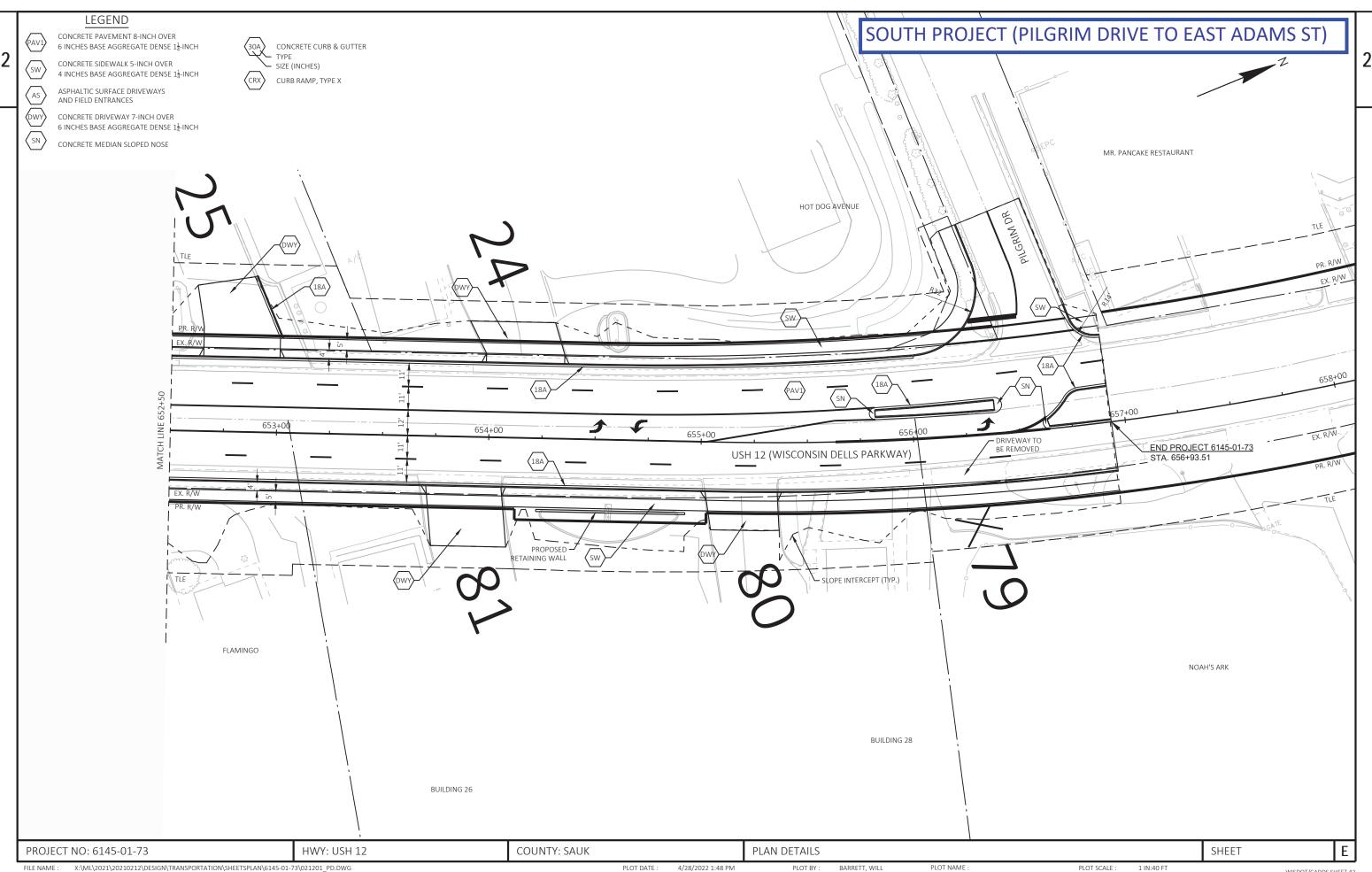
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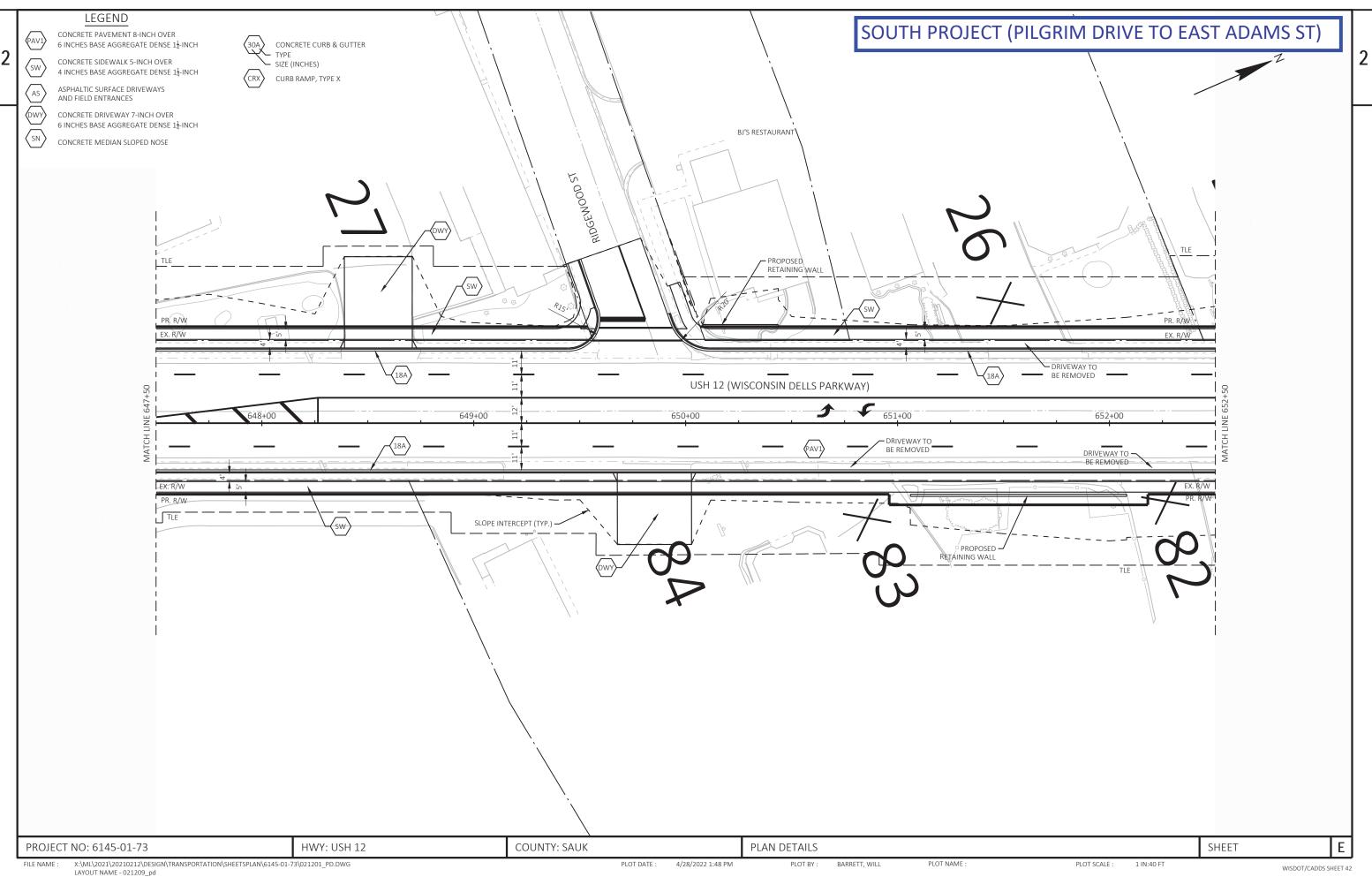


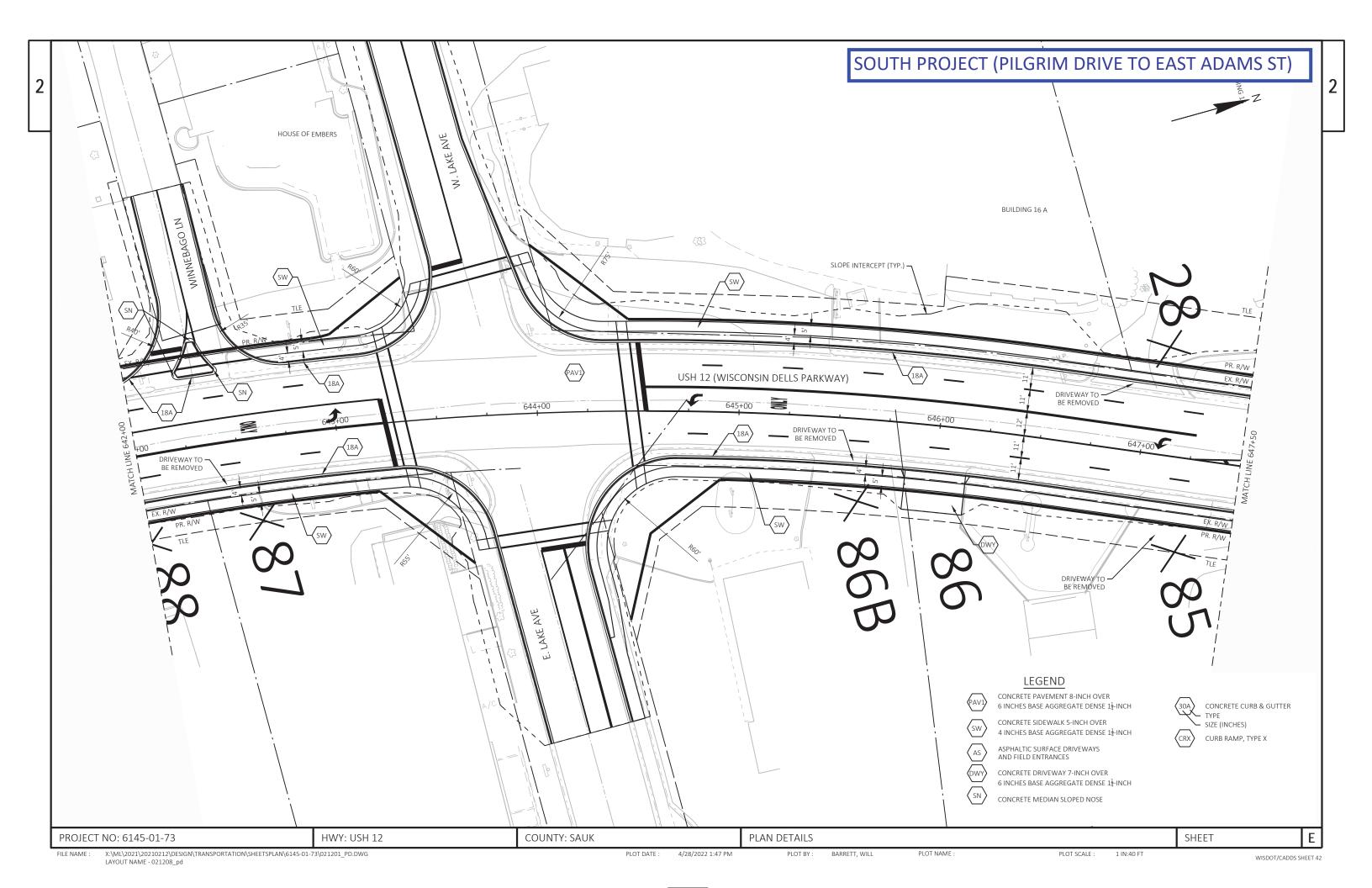
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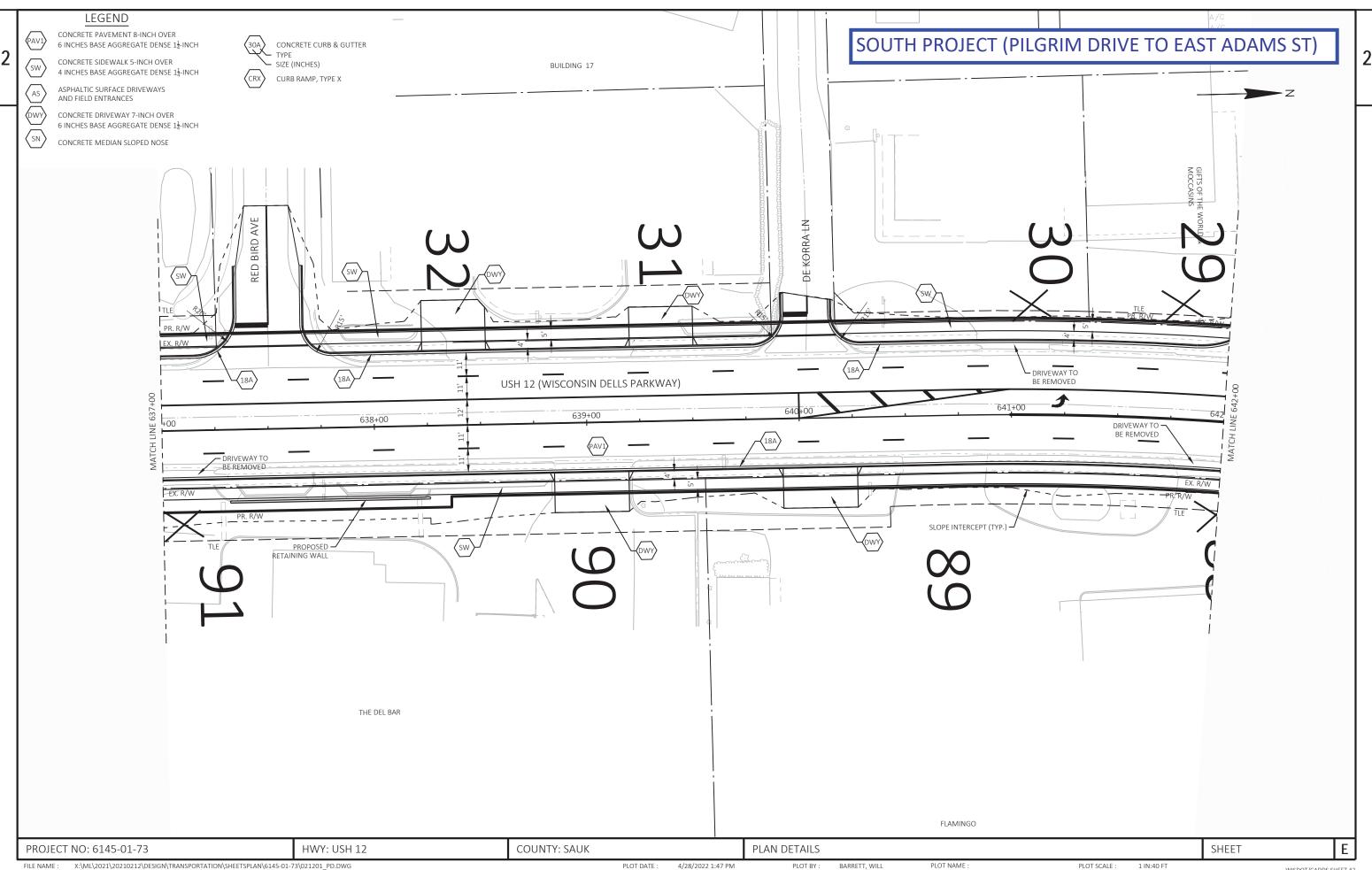


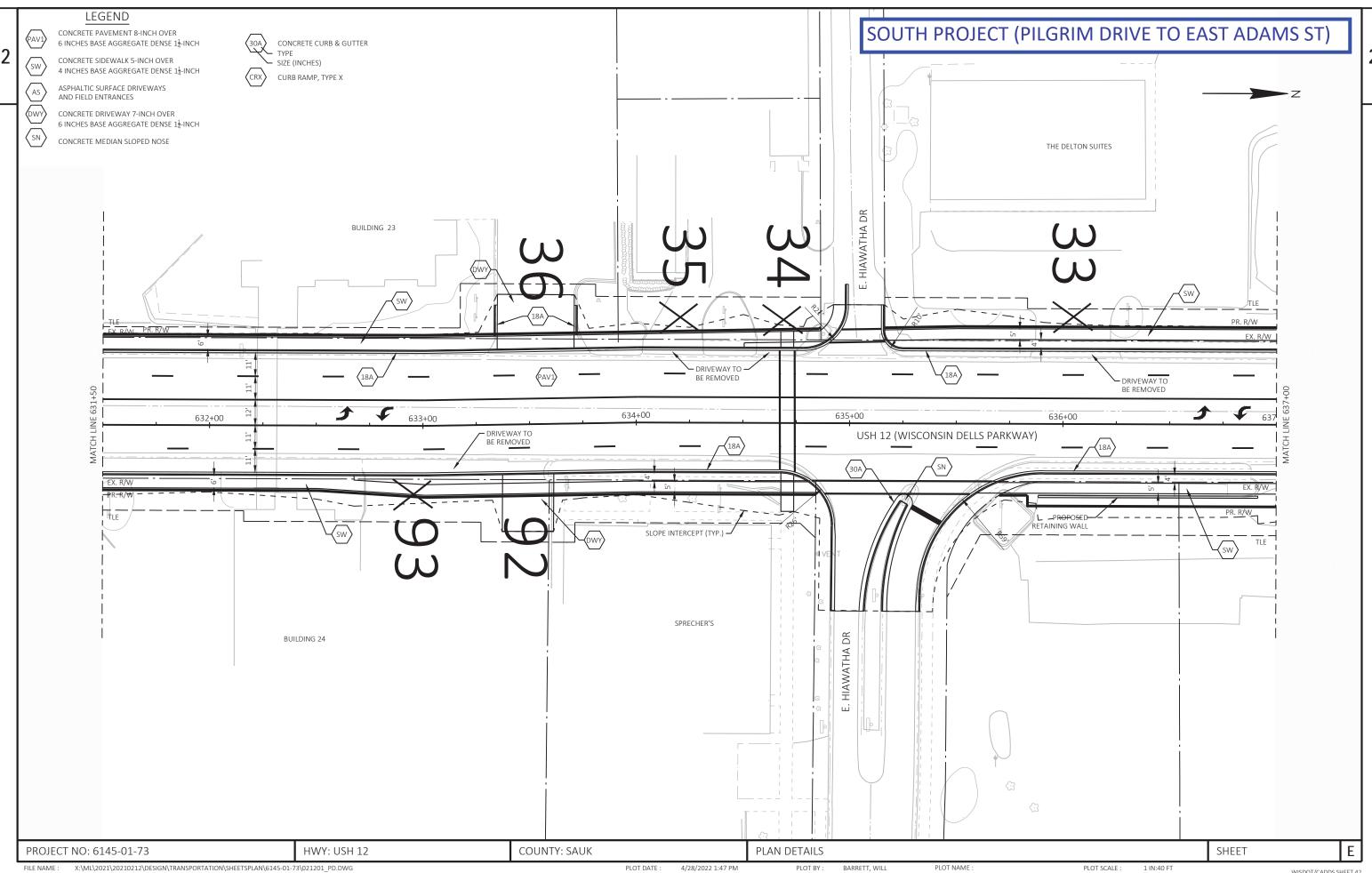


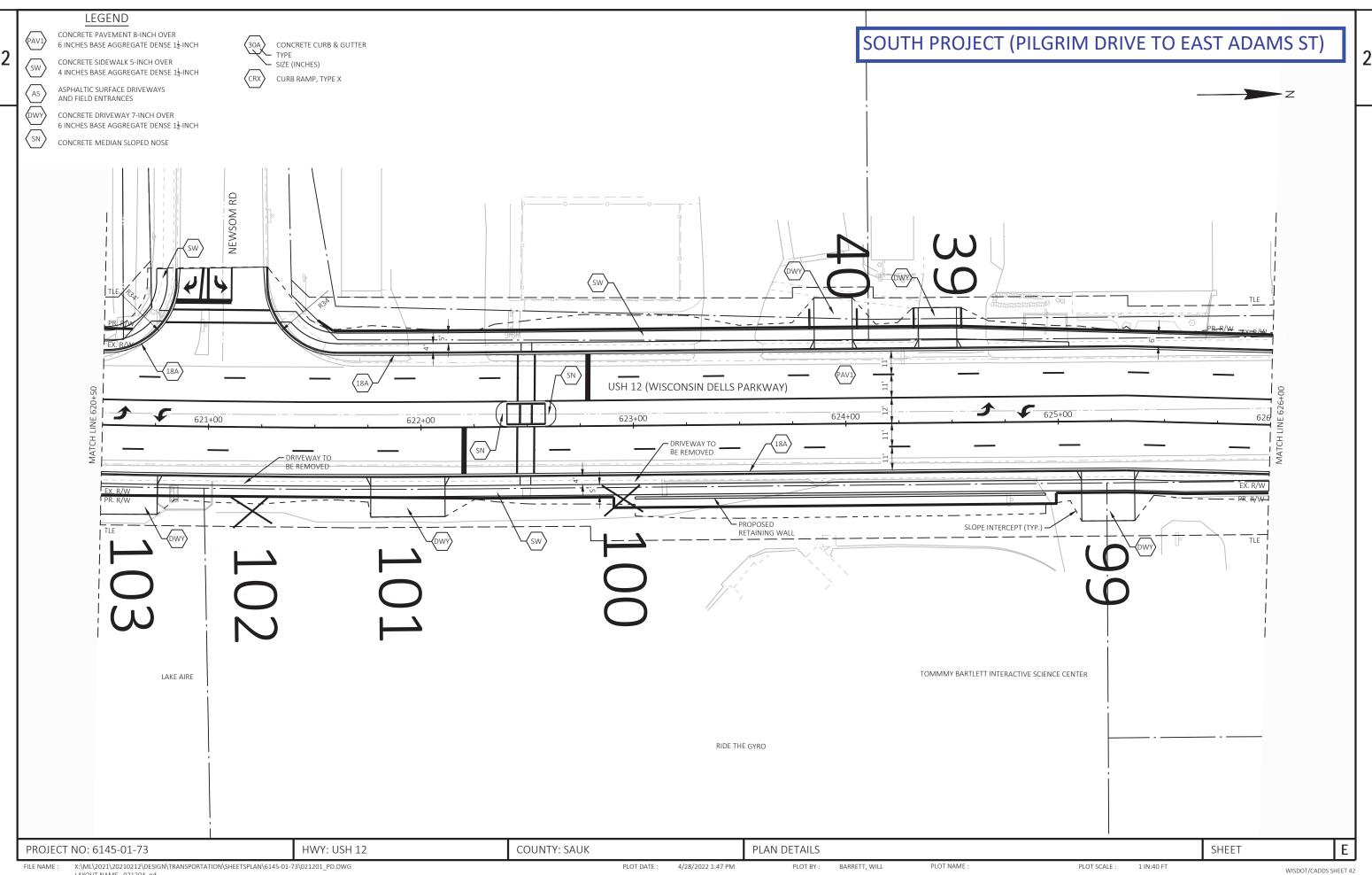






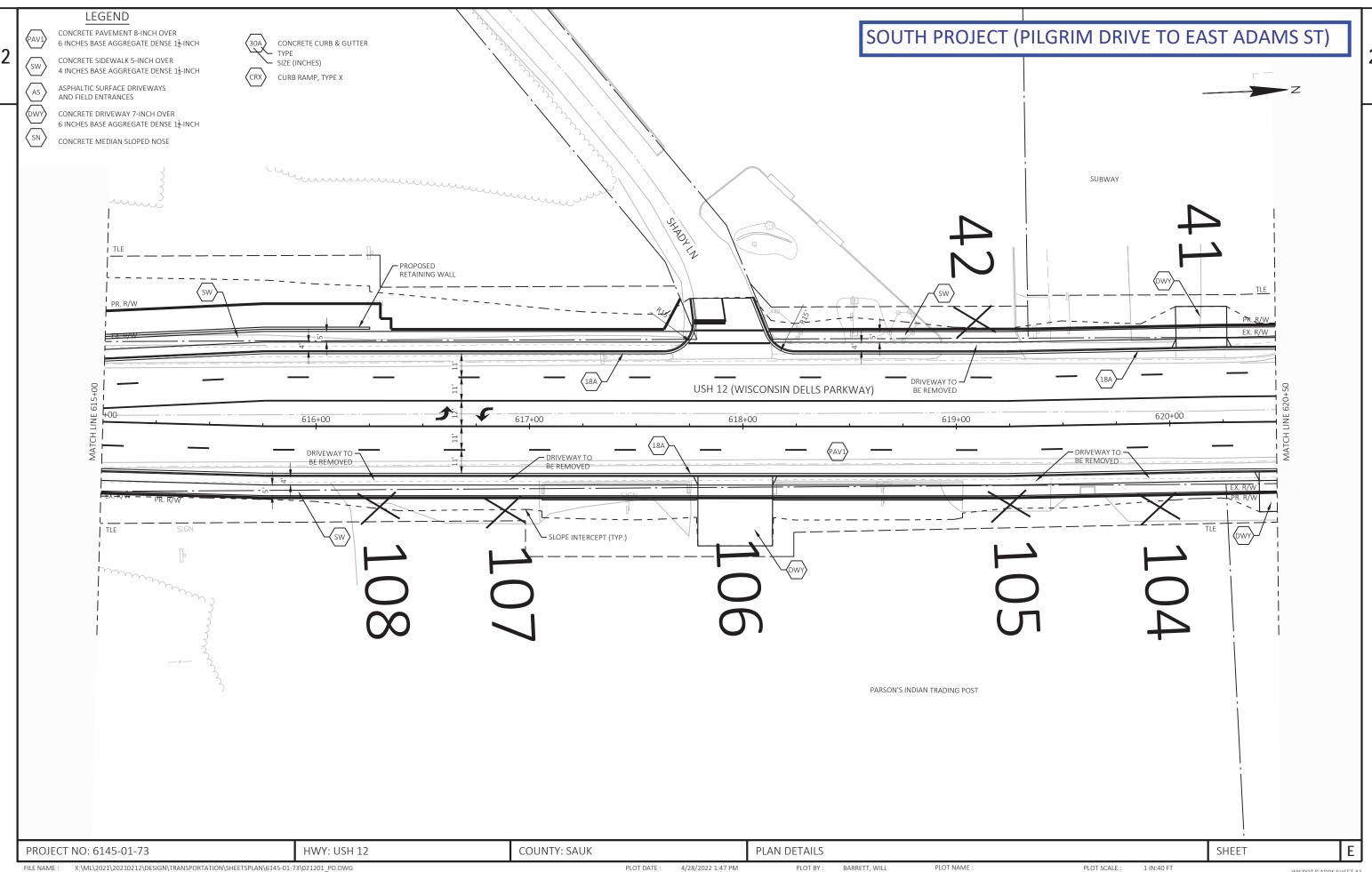






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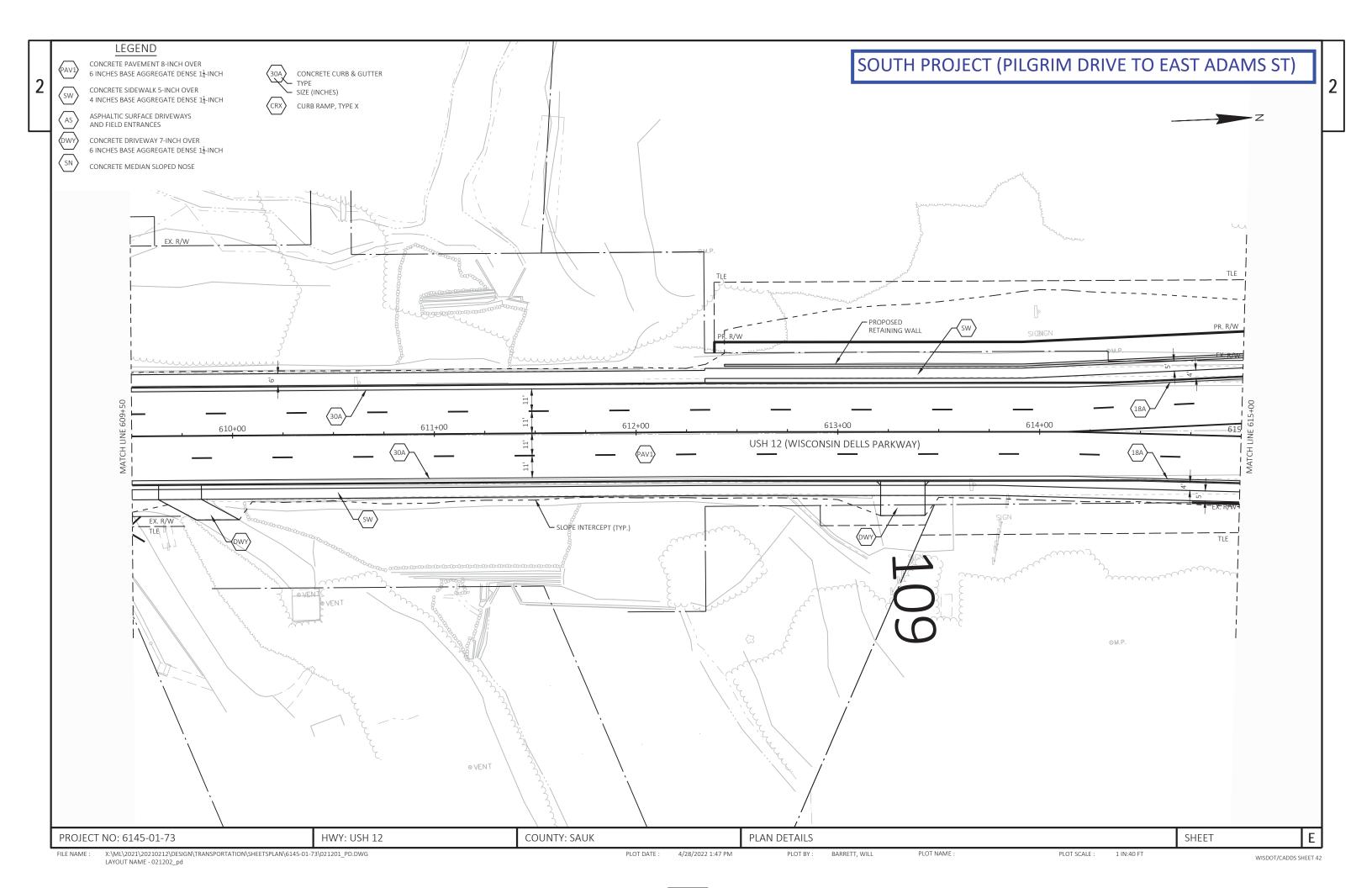


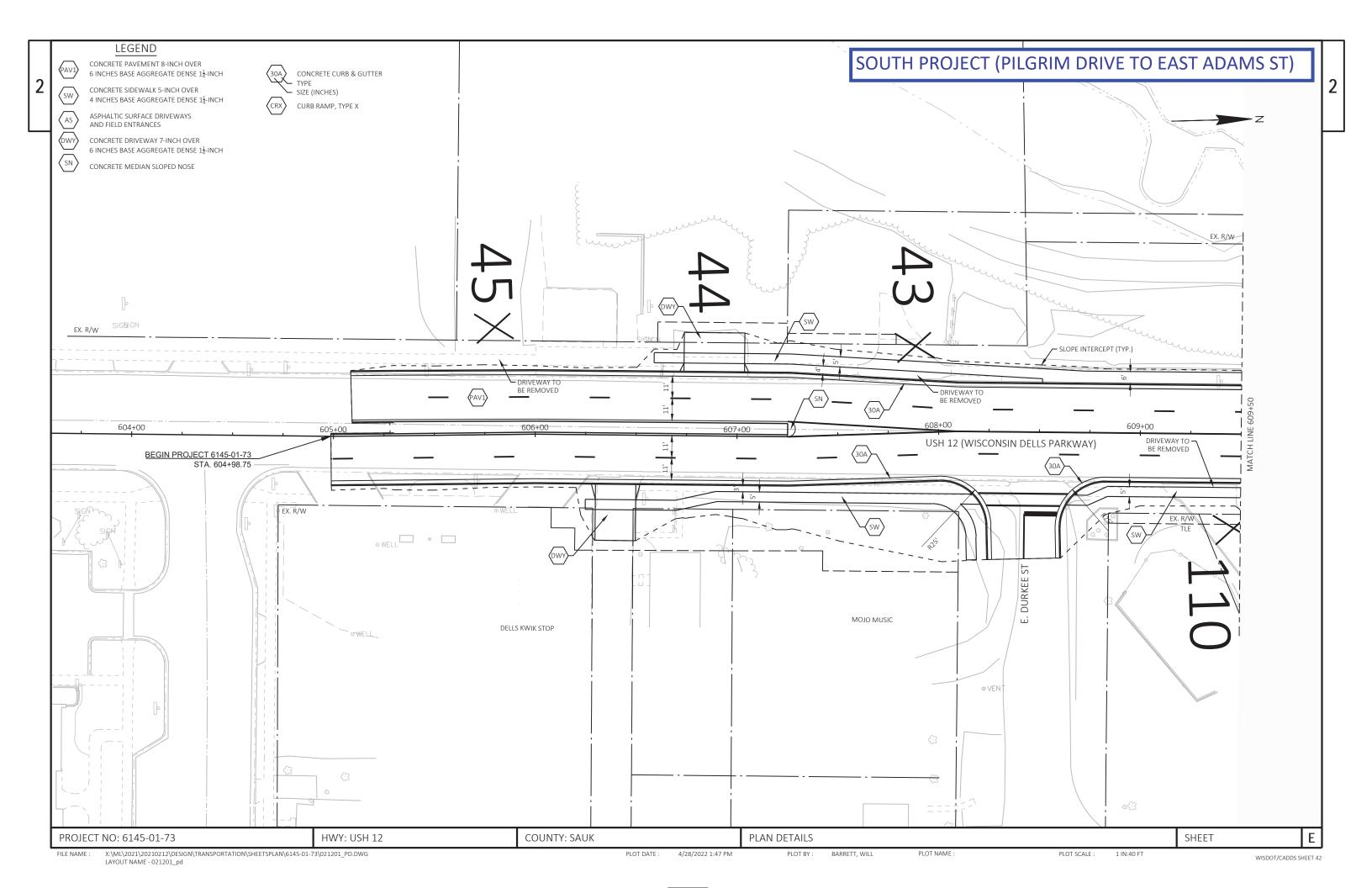
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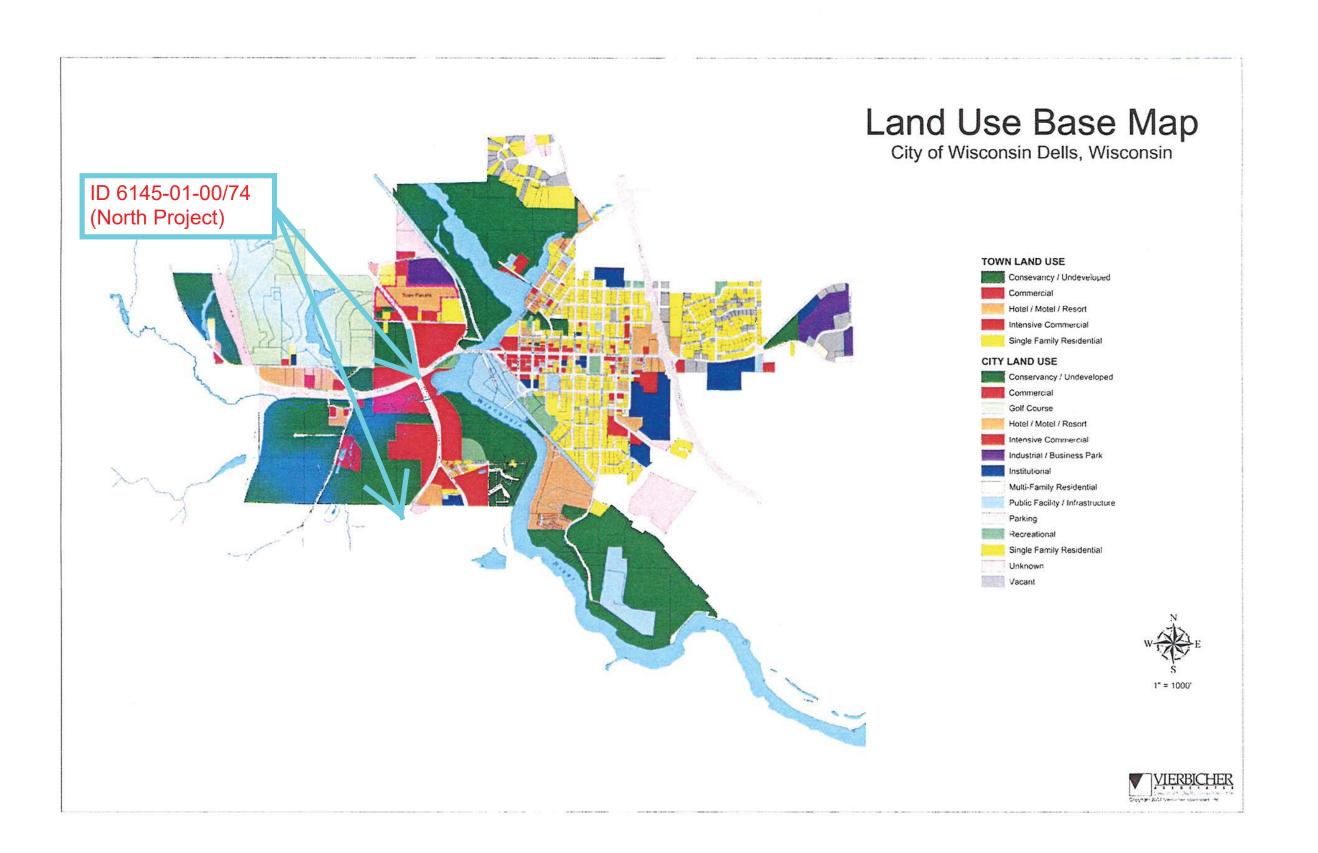
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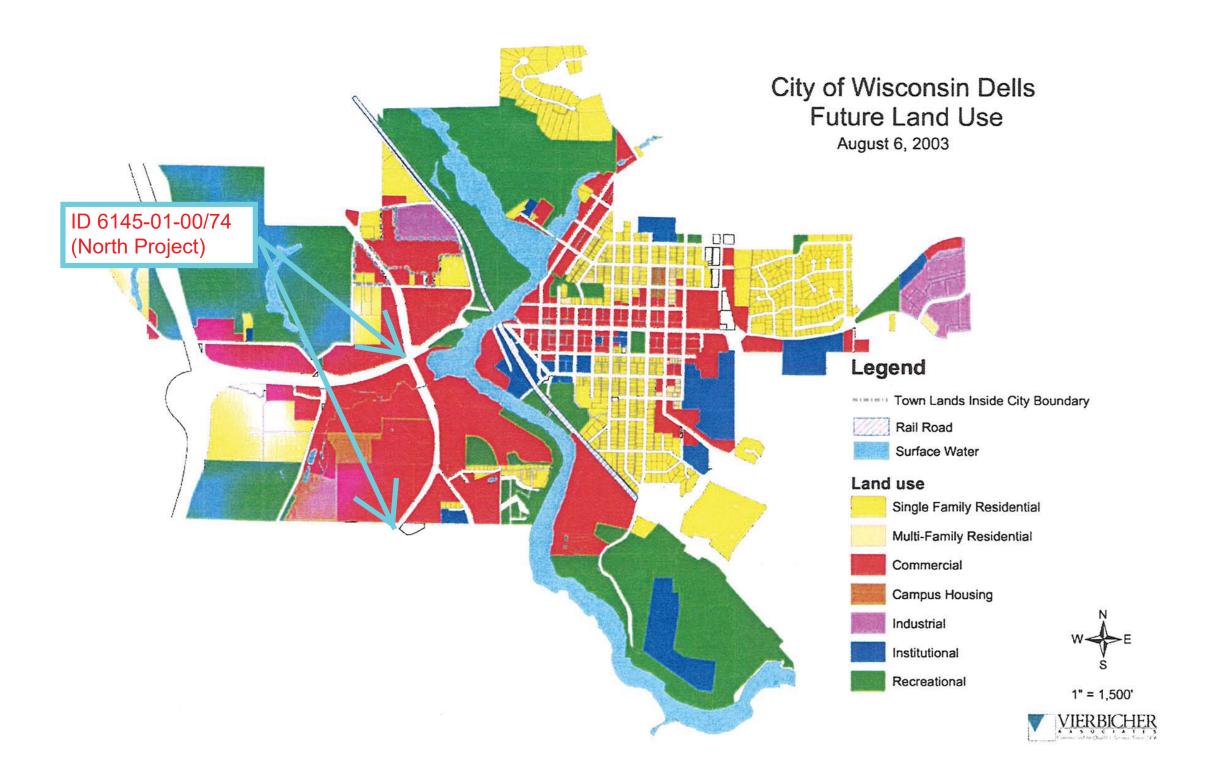
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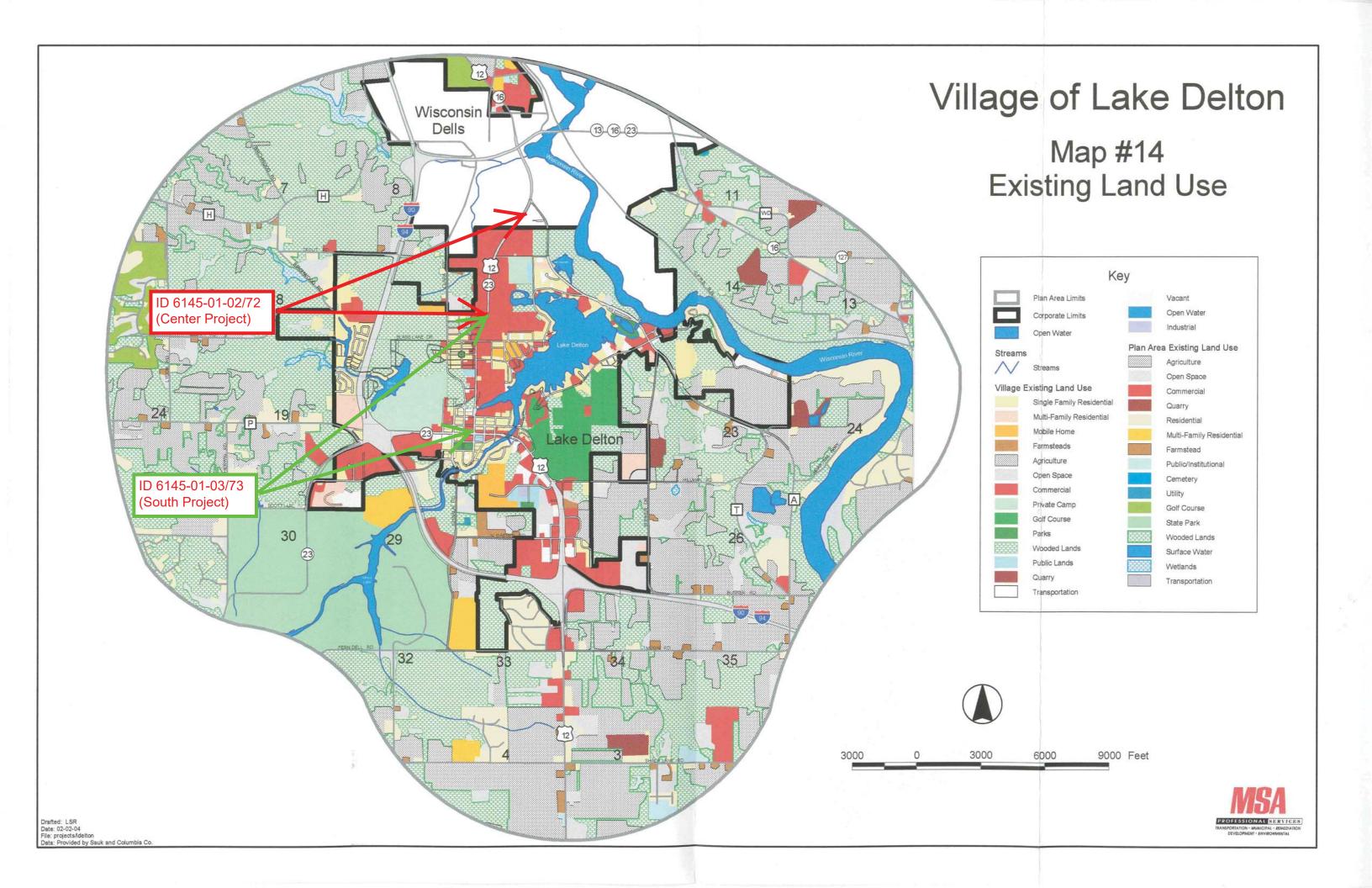


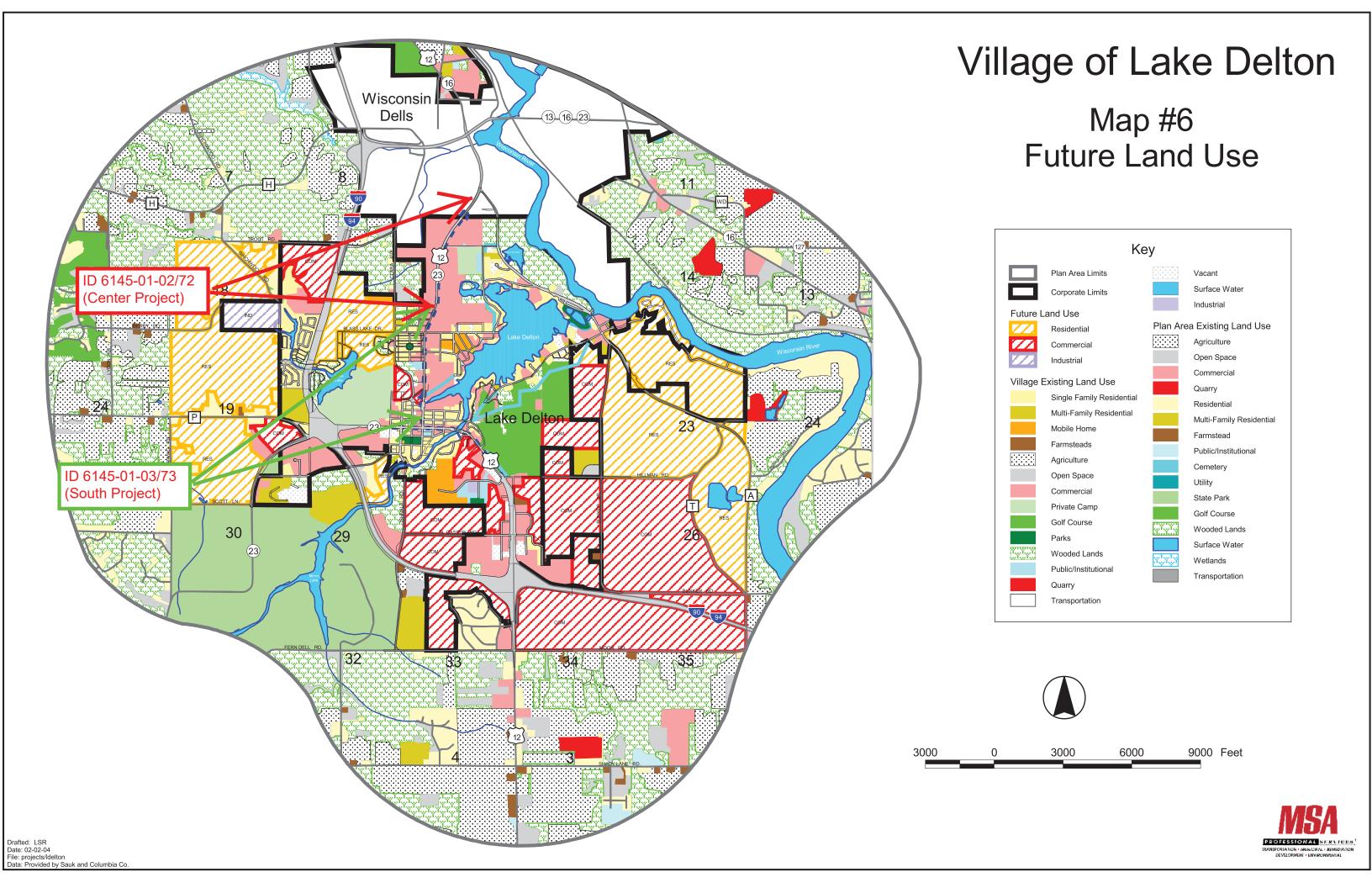


Land Use Maps

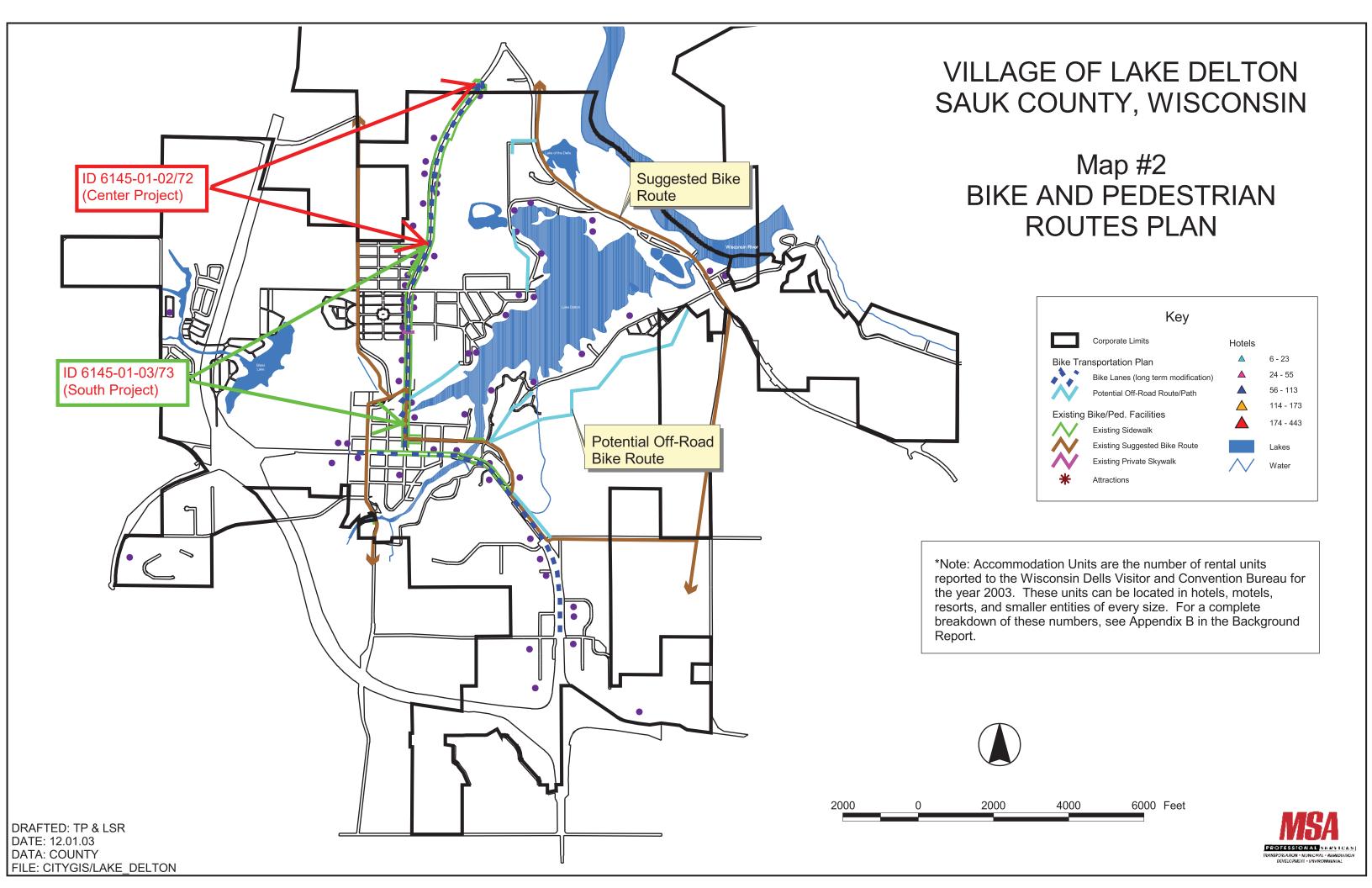




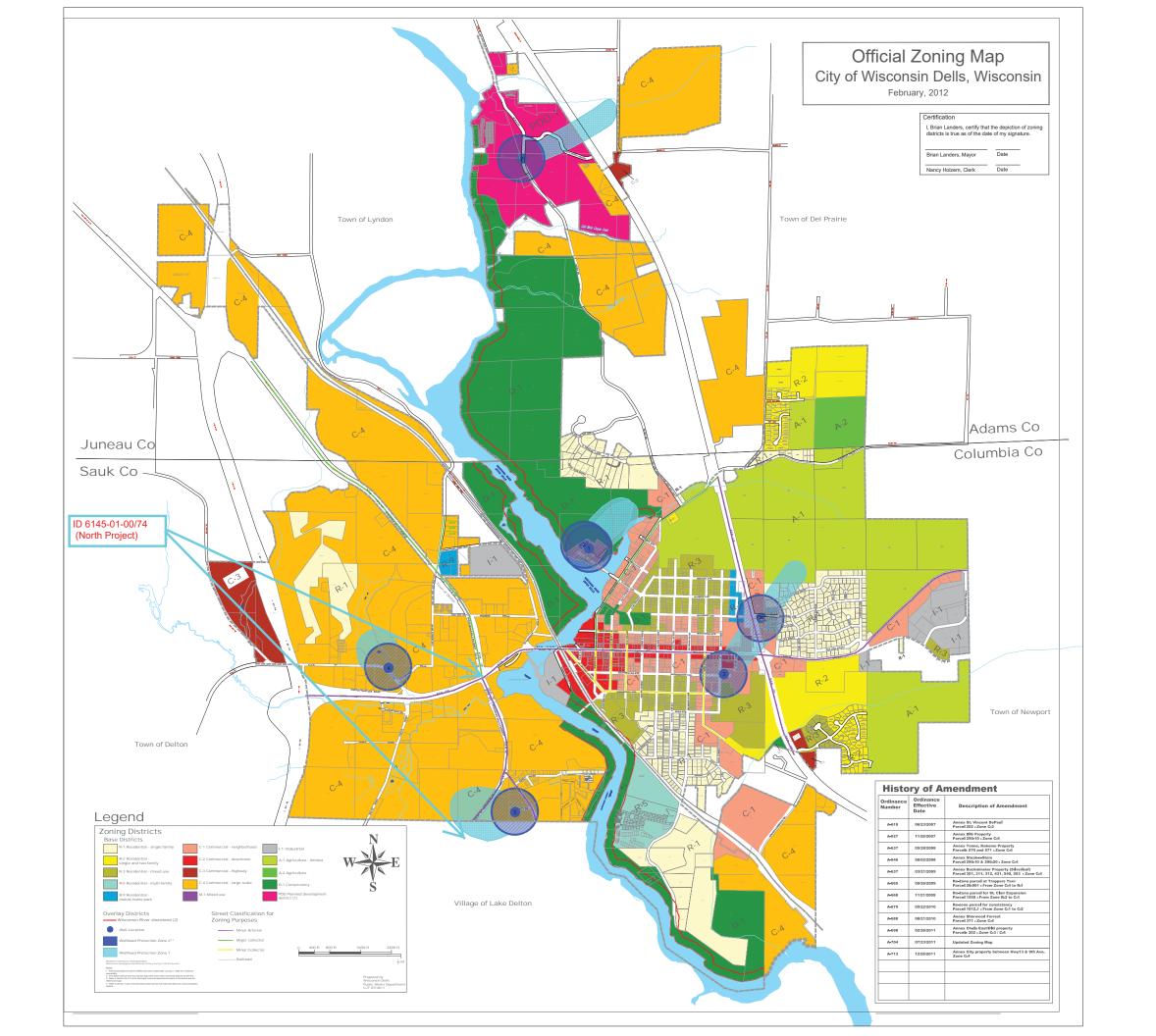


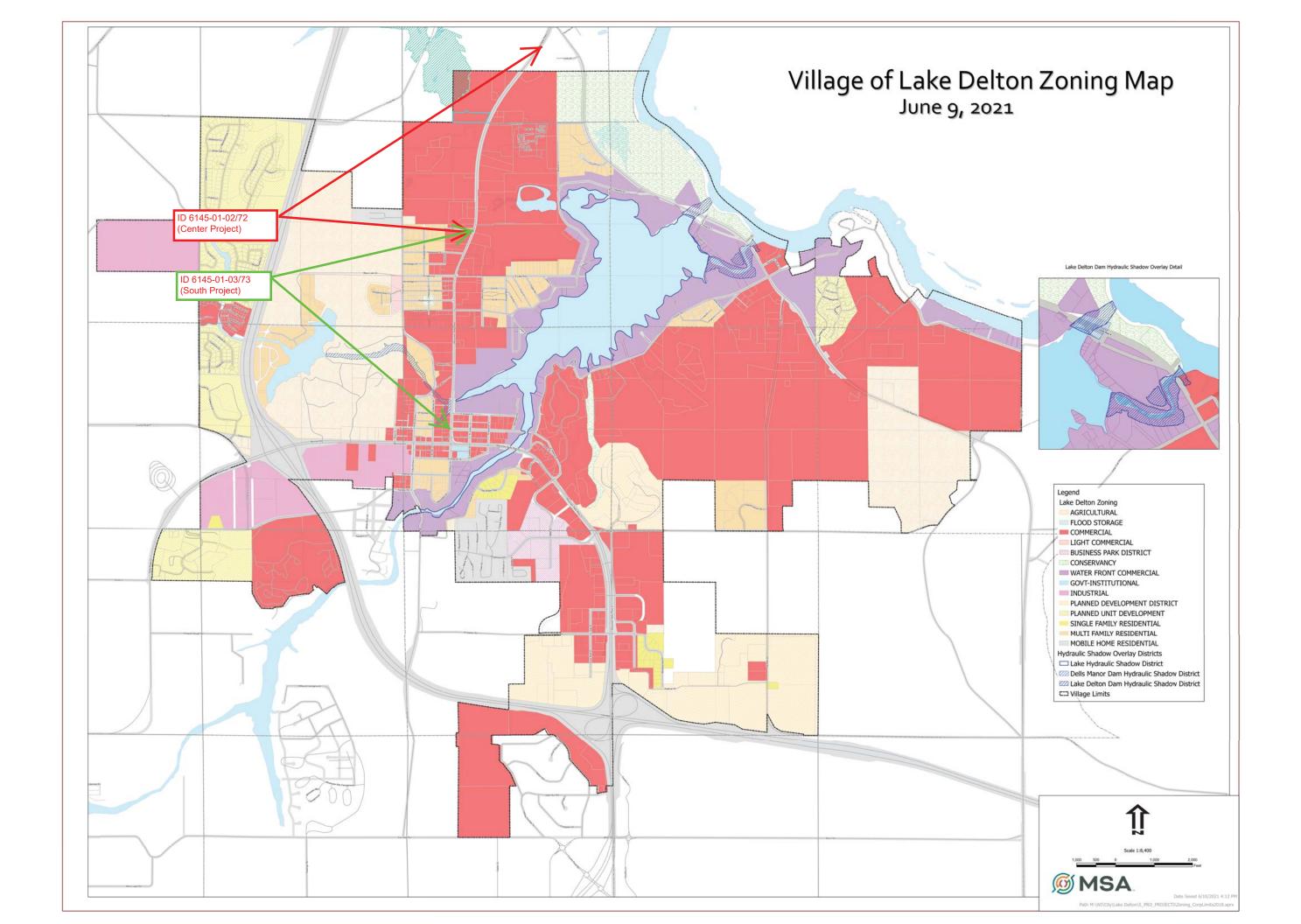


Village of Lake Delton Bike and Pedestrian Routes Plan



Zoning Maps





BOA Coordination

DeSombre, Rachel

From: DOT BOA-Highway Coordination <boahighwaycoordination@dot.wi.gov>

Sent: Thursday, December 9, 2021 11:08 AM

To: DeSombre, Rachel

Cc: Potter, Derek - DOT; Grimes, Jennifer - DOT; Pettit, Mary Beth (marybeth.pettit@graef-

usa.com); DOT BOA-Highway Coordination

Subject: RE: ID 6145-01-00/02/03, US 12, E Adam Street to WIS 13, Village of Lake Delton and

City of Wisconsin Dells, Sauk County | Initial DNR Review Letter Request

You don't often get email from boahighwaycoordination@dot.wi.gov. Learn why this is important

Thank you for providing information for the above referenced project.

STATE COORDINATION

The subject project is outside of the TRANS 57 described Airport Approach Surface. No further BOA coordination is necessary unless the Federal Aviation Administration notes an adverse aviation impact as a result of coordination with that agency.

Please ensure all storm water retention and/or detention facilities within a five mile radius of a public use airport are constructed and maintained as outlined in the FAA guidance on hazardous wildlife attractants found in FAA Advisory Circular 150/5200-33B. For information or further guidance on wildlife hazards related to storm water systems or other hazardous wildlife attractants, please contact Michael Menon, Airport Wildlife Hazards Program Manager at michael.menon@dot.wi.gov.

If any permanent or temporary easements or land acquisition will be needed from an airport, please notify the Bureau of Aeronautics as soon as possible. Land acquisition and easements require further review and involve a lengthy FAA approval process separate from the FAA notice procedures outlined below. Timely notification will assist in preventing unnecessary delays to the project. Property notifications should be directed to Teresa Klein, Airport Land Program Manager at teresa.klein@dot.wi.gov.

A Notice of Impact should be provided to all airports within 5 miles of the project in advance of the beginning any construction activities. This notice should include the project schedule, any identified aeronautical impacts, identify project components whether temporary or permanent which will exceed the previously listed heights, and anticipated effects to surface access to the airport during construction (i.e. detours and/or closures). This is critically important to ensure first responder access procedures in the event of an aircraft emergency can be developed and coordinated locally. This also allows the airport operator to provide notification regarding delays or changed traffic patterns to aviators and passengers.

FEDERAL AVIATION ADMINSTRATION COORDINATION

Notice to the Federal Aviation Administration (FAA) could be required even if project involves an existing roadway or structure and/or even if the project is more than five miles from an airport, and irrespective of whether or not the project includes roadway vertical or horizonal realignment.

It is important to note that FAA coordination may be required by the FAA for projects located **any** distance from an aeronautical facility, including those which are more than 5 miles from the nearest airport. The requirements for filing with the Federal Aviation Administration for existing and proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR

<u>Title 14 Part 77.9</u>. Temporary equipment such as temporary signs, poles, or construction equipment exceeding the notice requirements of 14 CFR Part 77 must also be coordinated with the FAA.

There is a Notice Criteria Tool which may be found at http://oeaaa.faa.gov to assist in determining the need for filing. Multiple project points may need to be run through the Notice Criteria Tool to assess the filing requirements for project. BOA guidance recommends checking the Notice Criteria Tool for the entire length of the project in 1/3-mile increments, in addition to all structures (i.e. signs, lights, poles, utilities, etc) which exceed 15 feet (17 ft in the case of interstate highway projects) above the surface elevation. Any points resulting in a request to file should be submitted to the FAA for review. The FAA is the ultimate authority who will determine what information or points are needed for their review. Notice must be filed at the FAA website http://www.oeaaa.faa.gov.

FAA's OEAAA Wisconsin contacts can be found at this website for questions regarding FAA coordination. If you require additional information regarding the FAA filing requirements for your structure, please either the Wisconsin Specialist or Technician using the Air Traffic Areas of Responsibility map for displayed when you open the Off Airport contacts link.

It is recommended that coordination with the FAA occur at the earliest feasible time in the project cycle for which there is a reasonable confidence in the veracity and stability of the location and elevation data to be provided to the FAA. We recommend filing at the project design phase and filing an extension request prior to construction phases if the FAA determination letter expires (typically 18 months). There is a risk that the FAA may impose requirements which may necessitate the stoppage of work or modification to the design if proper and timely coordination is not achieved.

If notice is required to be filed to the FAA for temporary or permanent objects, no work should proceed until the FAA issues a final Determination Letter. If the contractor cannot limit their equipment to the heights and/or locations to FAA studied parameters, a new aeronautical study must be conducted. The recommendations of the FAA should be implemented. It is critical to ensure appropriate follow up notification of the actual construction or completion of the project to the FAA is timely filed (FAA Form 7460-2), as may be required in any FAA determination letter. Please read any and all determination letters carefully and adhere to all conditions and requirements contained therein.

Joshua Cothren, C.M. | Airport Operations and Airspace Safety Program Manager

Wisconsin Department of Transportation | Bureau of Aeronautics <u>joshua.cothren@dot.wi.gov</u> | 608-266-6812

Upcoming out of office dates: 12/3, 12/10, 12/17-12/31



From: DeSombre, Rachel <Rachel.DeSombre@raSmith.com>

Sent: Thursday, October 7, 2021 11:24 AM

To: DOT BOA-Highway Coordination

boahighwaycoordination@dot.wi.gov>

Cc: Potter, Derek - DOT <Derek.Potter@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Pettit, Mary

Beth (marybeth.pettit@graef-usa.com) <marybeth.pettit@graef-usa.com>

Subject: ID 6145-01-00/02/03, US 12, E Adam Street to WIS 13, Village of Lake Delton and City of Wisconsin Dells, Sauk

County | Initial DNR Review Letter Request

Good morning,

The Wisconsin Department of Transportation (WisDOT) has begun to develop and evaluate alternatives for improvements to a 2.5 mile section of US 12 (Wisconsin Dells Parkway) from E. Adams Street on the south to WIS 13 on the north, located in the Village of Lake Delton and City of Wisconsin Dells. The project will be designed under three IDs identified through geographical limits as shown on the attached project location map.

Currently, US 12 is an urban four-lane roadway undivided roadway from the south project limits to just south of County A and a four lane divided roadway with a raised median from County A to the north project limits. The entire project has curb and gutter and storm sewer for drainage. The segment is densely developed with tourist attractions, retail, and commercial properties.

Improvements proposed for US 12 include:

- Pavement replacement rehabilitation of the existing roadway in-kind from WIS 13 to County A.
- Reconstruction of the roadway as a 5-lane facility with a Two-Way-Left-Turn-Lane (TWLTL) from County A to E. Adams Street.
- Signal improvements (monotubes and flashing yellow arrows) and left-turn lane modifications constructed at County A and at Lake Avenue.
- Pedestrian signals updated with Rectangular Rapid Flashing Beacons (RRFB's) and pedestrian refuge islands constructed.
- A shared use path will be constructed between County A and Bonanza Drive on the west side of the roadway.
- Evaluation of all access points along the corridor for compliance with current WisDOT access management principals.

Right of way acquisition will be required for some construction activities. Grading easements beyond the existing and proposed right of way may be required for matching into driveways and adjacent properties.

A portion of the US 12 project from the south project limits at E. Adams Street to E. Lake Street is located within 5 miles of the Baraboo-Wisconsin Dells Airport (KDLL).

Changes in the roadway elevations are not anticipated for the work along US 12. Cranes may be used for improvements to the Hulbert Creek box culvert located on US 12 approximately 700 feet south of WIS 13.

Construction for ID 6145-01-73 (E. Adams Street to Pilgrim Drive) is currently scheduled for 2026. Construction for ID 6145-01-72 (Pilgrim Drive to County A) and ID 6145-01-74 (County A to WIS 13) is currently scheduled for 2025.

We would appreciate hearing from you regarding any concerns, suggestions, or comments about the proposed project. Your comment letter will be included in the environmental document for this project. Thank you for your assistance.

Rachel A. DeSombre, P.E. Project Manager



Recognized as a Top Workplace

16745 West Bluemound Road, Brookfield, WI 53005-5938 direct: 262 317-3311
Rachel.DeSombre@raSmith.com
www.linkedin.com/in/rachel-desombre
LinkedIn
raSmith.com

DNR Coordination

State of Wisconsin DEPARTMENT OF NATURAL RESOURCES 101 S. Webster Street Box 7921 Madison, WI 53707-7921

Tony Evers, Governor Preston D. Cole, Secretary Telephone 608-266-2621 Toll Free 1-888-936-7463



11-16-2021

Derek Potter Wisconsin Department of Transportation 3550 Mormon Coulee Rd La Crosse WI 54601

Subject: DNR Initial Review

Project I.D. 6145-01-00, 6145-01-02, 6145-01-03

USH 12, Wisconsin Dells Parkway

E. Adams Street to STH 13

Sauk County

Sect. 9, 16, 21 T13N, R6E

Dear Mr. Potter:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced project. According to your proposal, The purpose and need for the project is to improve deteriorated pavement, address safety concerns related to the queueing of left turning traffic within the corridor, and address bicycle and pedestrian safety at spot locations. Proposed improvements include pavement replacement, culvert replacement or extension, clearing & grubbing, grading, intersection improvements, right of way acquisition, and storm sewer. If the project proposal changes, please reinitiate coordination with the DNR.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT Cooperative Agreement. Initial comments on the project as proposed are included below, and we assume that additional information will be provided that addresses all resource concerns identified. When requesting Final Concurrence/Water Quality Certification, please send the most up-to-date plan set (including the erosion control plan sheets), contract special provisions, Wetland Impact Tracking Form, Notice of Intent for the Transportation Construction General Permit (TCGP), and any additional pertinent information to demonstrate environmental commitments will be met.

Project-Specific Resource Concerns

Wetlands:

There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline. Please provide the wetland community type and quantity of unavoidable wetland impacts, and mitigation information for this project using the Wetland Impact Tracking Form.



Fisheries/Stream Work:

Spring Brook is a warm water forage fishery. If the scope of the project changes to include work on C-56-3084 and unless otherwise agreed upon prior to the start of construction, there shall be no instream disturbance between March 1st and June 15th, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to fish and other aquatic organisms during sensitive time periods such as spawning and migration.

Hulbert Cree is a Class II trout water, however C-56-008 is immediately upstream of the Wisconsin River, a warm water sport fishery. Unless otherwise agreed upon prior to the start of construction, there shall be no in-stream disturbance between March 1st and June 15th, with both dates inclusive of the timeout period. This construction BMP minimizes impacts to fish and other aquatic organisms during sensitive time periods such as spawning and migration.

If erosion control matting is to be used along stream corridors, DNR recommends biodegradable nonnetted matting (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animal entrapment. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

Waterway Connectivity and Road/Stream Crossing Work:

If a culvert extension is required on Hulbert Creek, it should be set in such a manner to avoid or minimize adverse impacts to stream morphology, aquatic organism passage, and water quality. The invert elevation of the new culvert extension should be set at a distance below the natural streambed elevation to allow for a natural and continuous streambed condition to occur.

Natural Heritage Conservation

Natural Heritage Conservation Concerns Present

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated 11-16-2021, the following threatened, endangered and/or special concern species have been known to occur in the project area or its vicinity and could be impacted by this project. The Transportation Liaison will initiate coordination with DNR Conservation Biologist.

Bell's Vireo (Vireo bellii), listed as Threatened in Wisconsin, prefers dense shrubby areas within an open prairie landscape. The required avoidance period is May 25 - August 5. Potential habitat may be present along Hulbert Creek.

The following protective measures will need to be included in design and construction: Any tree or shrub clearing along Hulbert Creek should occur between August 5th and May 25th.

- This project is located inside of the High Potential Zones (HPZ) for the Rusty Patched Bumblebee (RPBB), any impacts to suitable habitats should follow USFWS guidance. Based on the limited plans available at this time of review, it's unlikely that suitable habitat will be greatly impacted by this project.
- There are no known Northern Long-eared Bat (NLEB) maternity roost trees within 150 feet of the project or known hibernacula within 0.25 miles of the proposed project area.
 - <u>NHI Disclaimer</u>: This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open

Records Law (s. 23.27 3(b), Wis. Stats.). As a result, endangered resources-related information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Endangered resources information must be redacted from this letter prior to inclusion in any publicly disseminated documents

Invasive Species:

All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices (https://dnr.wi.gov/topic/Invasives/bmp.html) to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For further information, please refer to the following: https://dnr.wi.gov/topic/invasives/classification.html

• Emerald Ash Borer: This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. While it is legal to freely move ash debris or wood throughout Wisconsin, it is a best management practice to prevent spreading the pest to areas where it is not yet established. A frequently updated map of where EAB is confirmed in WI is available at Wisconsin's EAB Information website. As a rule of thumb, if your project is in the southern half of the state and you are removing many dead or dying ash, they may be infested with EAB. If so, consider these best management practices to prevent spread of EAB.

Storm Water Management & Erosion Control:

- For projects disturbing an acre or more of land erosion control and storm water measures must
 adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction
 General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to
 construction. WisDOT should apply for permit coverage by submitting a Notice of Intent (NOI)
 prior to, or when requesting Final Concurrence. Permit coverage will be issued by DNR with the
 Final Concurrence letter after design is complete and documentation shows that the project will
 meet construction and post-construction performance standards. For more information
 regarding the TCGP you can go to the following link, and click on the "Transportation" tab:
 https://dnr.wi.gov/topic/Sectors/Transportation.html
- All projects require an Erosion Control Plan (ECP) that describes best management practices
 that will be implemented before, during and after construction to minimize pollution from storm
 water discharges. Additionally, the plan should address how post-construction storm water
 performance standards will be met for the specific site. The project design and Erosion Control
 Implementation Plan (ECIP) must comply with the TCGP in order to receive permit-coverage
 from the DNR.
- Once the project contract has been awarded, the contractor will be required to outline their
 implementation of erosion control measures as it relates to the construction project, as well as
 their construction methods in the ECIP. An adequate ECIP for the project must be developed by
 the contractor and submitted to this office for review at least 14 days prior to the preconstruction
 conference. For projects regulated under the TCGP, submit the ECIP as an amendment to the
 ECP.

Temporary Stream Channel or Culvert:

If a temporary channel is needed for culvert construction, the diversion channel shall be lined with plastic or other non-erodible material, staked, and weighted down with clean stone. A temporary channel or culvert should convey as much flow as possible. At a minimum, the temporary diversion channel/culvert must pass baseflow (approximately a Q-2 year 24-hour storm event). If the waterway is particularly flashy, size the diversion accordingly. Additionally, the temporary channel/culvert should match stream depth and velocity as close as possible to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

These requirements should be addressed in the special provisions and require the contractor to outline

U.S. Army Corps of Engineers Coordination:

This project may require a permit from the U.S. Army Corps of Engineers (USACE). Please contact USACE for more details.

Other:

All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and does not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, Erosion Control Plan, Wetland Impact Tracking Form, Special Provisions, NOI for the TCGP, and additional coordination if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-235-2955, or email at andrew.barta@wisconsin.gov.

Sincerely,

Andy Barta

Environmental Analysis & Review Specialist

cc: Anna Jahns – WisDOT REC Sam Kube – WisDOT SWEC Rachel DeSombre- raSmith Mary Beth Pettit – Graef-USA Julie Chapman – Graef-USA USACE

SHPO Coordination



SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation DT1635 6/2014

For instructions, see FDM Chapter 26.

I. PROJECT INFORMATION	☐ Amended Sı	Amended Submittal (include new information only)			
Project ID 6145-01-00, 6145-01-02, 6145-01-03	Highway – Street USH 12 (Wisconsin Dells Parkway)	County Sauk			
Project Termini 6145-01-00: STH 13 to CTH A 6145-01-02: CTH A to Pilgrim Drive 6145-01-03: Pilgrim Drive to E. Adams Street		Region – Office Southwest			
Regional Project Engineer – Project Manager Derek Potter, P.E.	(Area Code) Telephone Number (608) 246-3861				
Consultant Project Engineer – Project Manager Mary Beth Pettit, P.E., GRAEF Consultant Project M	(Area Code) Telephone Number (414) 266-9175				
Archaeological Consultant Rhiannon Jones, Commonwealth Heritage Group	(Area Code) Telephone Number (414) 446-4121				
Architecture/History Consultant Greg Rainka, Commonwealth Heritage Group	(Area Code) Telephone Number (414) 446-4121				
Date of Need April 1, 2022		SHSW Number 22-0517			
Return a Signed Copy of This Form to: Derek Potter <u>Derek.Potter@dot.wi.gov</u> , Mary Beth Pettit <u>marybeth.pettit@graef-usa.com</u> , Rachel DeSombre <u>Rachel.desombre@rasmith.com</u>					

II. PROJECT DESCRIPTION

Project Length	Land to be Acquired: Fee Simple	Land to be Acquired: Easement
6145-01-00: 0.47 miles	6145-01-00: 0.00 acres	6145-01-00: 0.03 acres
6145-01-02: 1.11 miles	6145-01-02: 0.16 acres	6145-01-02: 1.46 acres
6145-01-03: 0.97 miles	6145-01-03: 1.11 acres	6145-01-03: 2.67 acres
Total Length: 2.55 miles	Total Fee Simple Acquisition: 1.27 acres	Total Easement Acquisition: 4.16 acres

Distance as measured from existing					
centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	_		Terrace Width		-
6145-01-00	50' - 107.5'	50' - 107.5'	6145-01-00	13' – 20'	5' – 20'
6145-01-02	33' – 50'	33' – 50'	6145-01-02	0' – 5'	0' – 4'
6145-01-03	33' to 87.5'	33' to 96'	6145-01-03	0' - 5'	0' - 4.5'
Shoulder			Sidewalk Width		
6145-01-00	N/A	N/A	6145-01-00	0-5'	5'
6145-01-02	N/A	N/A	6145-01-02	5' – 10'	5' - 6.5'
6145-01-03	N/A	N/A	6145-01-03	5'	5'
Slope Intercept			Number of Lanes		
6145-01-00	35' – 60'	35' – 60'	6145-01-00	4	4
6145-01-02	30' – 50'	35' – 75'	6145-01-02	4	4
6145-01-03	30' – 50'	35' – 60'	6145-01-03	4	4
Edge of Pavement			Grade Separated Crossing		
6145-01-00	34' – 40'	29.5' - 36.5'	6145-01-00	N/A	N/A
6145-01-02	22'	28'	6145-01-02	IN/A	IN/A
6145-01-03	22'	22' – 28'	6145-01-03		
Back of Curb Line			Vision Triangle		
6145-01-00	36.5' - 42.5'	32' 39'	acres	N/A	N/A
6145-01-02	24.5'	30.5'		IN/A	IN/A
6145-01-03	24.5'	24.5' - 30.5'			
5 "			Temporary Bypass		
Realignment	N/A	N/A	acres	N/A	N/A
Other – List:	N/A	N/A	Stream Channel Change	☐ Yes	⊠ No
Attach Map(s) that Depict "Maximum" Impacts.	⊠ Yes	□No	Tree Topping and/or Grubbing	⊠ Yes	□ No

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

See attached continuation sheet.

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION (continued)

wisconsin Department of Transportation D11635				
III. CONSULTATION				
How has notification of the project been provided to:				
□ Property Owners	☐ Historical Societies/Organizations ☐ Native American Tri			
□ Public Information Meeting Notice	☐ Pub	lic Information Meeting Notice	☐ Public Info. Mtg. Notice	
□ Letter - Required for Archaeology	☐ Lette	er	☐ Letter	
☐ Telephone Call	☐ Tele	phone Call	☐ Telephone Call	
☐ Other:		er: Email	 ⊠ Other: Email	
Attach one copy of the base letter, list of addresses and co	_			
IV. AREA OF POTENTIAL EFFECTS - APE				
ARCHAEOLOGY: Area of potential effect for archae easements. Agricultural practices do not constitute a gr			mporary and permanent	
HISTORY: Describe the area of potential effects for bu	ildings/struc	ctures.		
Properties adjacent to USH 12 (Wisconsin Dells P	'arkway) w	ithin the project limits.		
V. PHASE I - ARCHAEOLOGICAL OR RECONNAIS	SANCE HIS			
ARCHAEOLOGY			STORY	
Archaeological survey is needed				
☐ Archaeological survey is not needed		Architecture/History survey is not needed		
☐ Screening list (date)		☐ Screening list (date)		
Burial site in project area, Wis. Stat. 157.70 appl	ies	☐ No structures or buildings of any kind within APE		
		☐ Non-Survey History Do	cumentation attached	
VI. SURVEY COMPLETED				
ARCHAEOLOGY		HISTORY		
NO archaeological sites(s) identified – ASFR attache	ed	NO buildings/structures identified – Report attached		
NO potentially eligible site(s) in project area –		Potentially eligible buildings/structures identified in the		
Phase I Report attached	-44ll	APE – Report attached		
Potentially eligible site(s) identified-Phase I Report attached		Avoided through redesign		
Avoided through redesign		Previously listed/eligible property identified in the APE – Report attached		
☐ Phase II conducted – go to VII (Evaluation)		Al L - Report attached		
☑ Phase I Report – Cemetery/cataloged burial docume				
VII. DETERMINATION OF ELIGIBILITY (EVALUATION			THE NEW POET III	
□ No arch site(s) eligible for NRHP – Phase II Report a		□ No buildings/structure(s) eligible for NRHP – DOE attached		
Arch site(s) eligible for NRHP – Phase II Report atta	ched	☐ Building/structure(s) eligible for NRHP – DOE attached		
Site(s) eligible for NRHP – DOE attached				
VIII. COMMITMENTS/SPECIAL PROVISIONS – must b			age	
☑ Per Wis. Stat. 157.70 obtain burial authorization from				
6145-01-03: Archaeological monitoring of construction	ction activi	ties within site BSK0050 (Lak	e Delton Cemetery)	
IX. PROJECT DECISION	- 4L - ADE			
No historic properties (historical or archaeological) ir				
No historic properties (historical or archaeological) a				
Historic properties (historical and/or archaeological)	-			
Go to Step 4: Assess affects and begin consulta				
Documentation for Determination of No Adverse				
will have No Adverse Effect on historic properties and concludes the Section 106 Review process	s. Signature	by SHPO below indicates SHPO	J concurrence in the DNAE	
	ioi tilis proje	501.		
X. SIGNATURES	cuSigned by:			
Digitally signed by Derek Potter			DocuSigned by:	
Derek Poller document	rry Paye	04 April 2022	Simboly Car 14 April 2022	
X	3953827A84D7	X (State I	=2F3FB9178D084A4	
(Regional Project Manager (Date – (WisDOT F Signature) m/d/yy) Officer Sign	Historic Preserv nature)	ation (Date – (State F m/d/yy) Signatu	Preservation Officer (Date – ure) m/d/yy)	
X Mary Beth Pettit 3-11-22				
(Consultant Project Manager (Date – Signature) m/d/w)				

Section 106 Review Continuation Sheet #1

II. Project Description

The Wisconsin Department of Transportation (WisDOT) is proposing to improve approximately 2.5-miles of USH 12 (Wisconsin Dells Parkway) to address safety and operational concerns, pavement deficiencies, and bicycle and pedestrian facility needs from 200 feet north of E. Adams Street in the village of Lake Delton to 100 feet south of STH 113 in the city of Wisconsin Dells. This section of USH 12 being studied is approximately 2.5-miles long.

The project is being designed under three project IDs identified by geographical limit:

- 1. ID 6145-01-00 USH 12, STH 13 to CTH A (North)
- 2. ID 6145-01-02 USH 12, CTH A to Pilgrim Drive (Center)
- 3. ID 6145-01-03 USH 12, Pilgrim Drive to E. Adams Street (South)

USH 12 within the study limits is a four lane, urban roadway with the following existing characteristics:

- Four 11-foot wide asphalt travel lanes
- Curb and gutter and storm sewer for drainage
- Undivided roadway with no median from E. Adams Street to CTH A
- 24-foot to 28-foot wide median from CTH A to STH 13
- Sidewalk along the east and west sides of USH 12 from E. Adams Street to CTH A.
- Sidewalk along the east side of USH 12 from CTH A to STH 13
- Signalized intersections are at Lake Avenue and CTH A
- Remaining side roads within the study limits are stop controlled on the side road only.
- Pedestrian crossings with High-intensity Activated CrossWalK (HAWK) signals are located at the following locations:
 - o 125 feet north of Newsom Road
 - o 750 feet north of Pilgrim Drive
 - 400 feet south of Bonanza Drive

In the south and center sections the proposed roadway would have two 11-foot wide travel lanes in each direction and a 12-foot wide center two-way left turn lane from 200' south of Shady Lane to CTH A.

Five-foot wide sidewalk with four-foot wide terraces is generally proposed in the south section. Six-foot wide sidewalk with no terrace is proposed in select areas to avoid impacts to the Lake Delton Cemetery and Mt. Olympus buildings and skywalk over USH 12 located 250 feet south of Hiawatha Drive.

In the center section, five-foot wide sidewalk with a four-foot wide terrace is proposed from Pilgrim Drive to Bonanza Drive. From Bonanza Drive to CTH A, a 10-foot wide path with a five-foot wide terrace is proposed on the west side of USH 12. Five-foot wide sidewalk with a four-foot wide terrace is proposed on the east side of USH 12 from Bonanza Drive to CTH A.

The north section from CTH A to STH 13 is proposed as a pavement replacement project and would remain a four-lane divided roadway. New five-foot wide sidewalk with a five-foot wide terrace is proposed on the west side of the roadway. This would be accommodated by shifting the existing southbound lanes two feet to the east. The northbound lanes would remain in the existing location.

Numerous driveways to properties adjacent to USH 12 are proposed to be closed to improve safety and traffic movement through the project limits.

Pedestrian crossings would be maintained at their current locations noted above. Changing from the HAWK signals to Rectangular Rapid-Flashing Beacon (RRFB) signals at these locations is being evaluated.

WisDOT began the study for this project in 2020 and tentatively plans to begin construction in 2025. The construction of the corridor is planned to occur over a two-year time frame. Construction would be limited to the spring months prior to Memorial Day and the fall season after Labor Day of each year. STH 13 to Pilgrim Drive (North and Center sections) is planned for construction in 2025 and Pilgrim Drive to E. Adams Street (South section) is planned for construction in 2026.

USFWS Coordination

DeSombre, Rachel

From: Simpkins, Darin < Darin_Simpkins@fws.gov>

Sent: Thursday, June 2, 2022 12:39 PM

To: Jahns, Anna H - DOT

Cc: DeSombre, Rachel; Potter, Derek - DOT; Pettit, Mary Beth

Subject: Re: [EXTERNAL] Consultation for RPBB, WisDOT project 6145-01-00/-02/-03 US 12

Wisconsin Dells Parkway, Sauk County

You don't often get email from darin simpkins@fws.gov. Learn why this is important

FWS No.: 2022-0021706

Ms. Jahns:

To streamline the consultation process, the Service is transitioning away from formal signed pdf letters of concurrence for some species in certain cases where determinations of "May Effect, Not Likely to Adversely Affect" are made. Please consider this email our official communication for your records. Please contact Shauna Marquardt (shauna_marquardt@fws.gov; 573-239-3293) if you have any questions regarding this policy.

The U.S. Fish and Wildlife Service (Service) received the information provided regarding the Wisconsin Department of Transportation (WisDOT) US 12 - Wisconsin Dells Parkway (WisDOT ID: 6145-01-00/02/03) in Sauk County, WI with effects analyses on rusty patched bumble bee (*Bombus affinis*; RPBB). WisDOT requested concurrence with effects determinations of "*May Affect, Not Likely to Adversely Affect*" for the RPBB, in accordance with section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

The project consists of a 2.55 mile pavement replacement project that would also address safety concerns, including the removal of existing concrete pavement and reconstruction of roadway with new concrete pavement, widening of roadway by shifting the alignment and/or narrowing the existing median, providing a center two-way left turn lane, providing urban shoulders for bicycle accommodation, modifying median openings, constructing/enhancing the sidewalk, constructing a shared use path, improving signals, repairing box culverts, improving storm sewer, eliminating driveway access points. Project activities will occur May through September of 2025 or 2026.

Project activities will result in ground disturbance to potential RPBB habitat in the High Potential Zone (HPZ). Approximately 0.19 acres of poor foraging habitat will be permanently disturbed during reconstruction of shoulder curb and gutter and storm sewer work. These areas are low quality because they are in areas that are subjected to highway noise, the soil likely has a high salt content from winter highway maintenance and contains limited plant diversity that is dominated by invasive species.

The Service concurs that this project *May Effect, Not Likely to Adversely Affect* the RPBB. If RPBB were present within the action area, we do not anticipate the loss of this small amount of sub-optimal habitat to have a significant impact to the species. No nesting or overwintering habitat for RPBB will be disturbed, and activities will not occur during the overwinter period. Additionally, WisDOT will commit to removing potential foraging habitat (flowering forbs) in the grading areas prior to the RPBB active season by continuous mowing to a height of 6-inches or less. The disturbed areas will be topsoiled, fertilized, and seeded with seed mix.

This concludes consultation under Section 7 of the Endangered Species Act, as amended for the species listed above. Should you have any questions regarding this response, or if a change in project plans occurs, please contact Darin Simpkins (darin_simpkins@fws.gov; 920-866-1739) for additional assistance.

From: Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>

Sent: Wednesday, May 11, 2022 7:47 AM **To:** Simpkins, Darin < Darin_Simpkins@fws.gov>

Cc: DeSombre, Rachel <Rachel.DeSombre@raSmith.com>; Potter, Derek - DOT <Derek.Potter@dot.wi.gov>; Pettit, Mary

Beth <marybeth.pettit@graef-usa.com>

Subject: [EXTERNAL] Consultation for RPBB, WisDOT project 6145-01-00/-02/-03 US 12 Wisconsin Dells Parkway, Sauk

County

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Hello Darin,

This coordination is for tied WisDOT projects 6145-01-00, -02, -03, a pavement replacement and safety improvement on US 12 where it is known as the Wisconsin Dells Parkway through the Village of Lake Delton and City of Wisconsin Dells in northeast Sauk County. This project can be found under IPaC Project Code 2022-0021706. This project is federally-funded with FHWA as the lead federal agency for the action.

I am writing to consult on the effect determination for Rusty-Patched Bumble Bee (RPBB) of "may affect, not likely to adversely affect." Please review the attached materials and provide your concurrence or further advice.

Note that this project also reached a "may affect, not likely to adversely affect" determination for the Northern Long-Eared Bat, using the automated determination key for the Programmatic Consultation for Transportation Projects. This has been submitted through IPaC on May 10, 2022. Please let me know if you need a copy of the key results or the AMM commitments for this species.

Please let me know if you have trouble accessing the attached or links documents:

- Consultation narrative (attached)
- Draft plan details (attached)
- Exhibits of disturbance to potentially suitable RPBB habitat can be found at this link: Message | GRAEF File
 Transfer (graef-usa.com)
- RPBB Assisted Determination Key and Table 3 (attached)
- Kmz file which can be used to locate the Hulbert Creek culvert in Google Earth (let me know if you'd like an alternate format), at the north end of the project area (attached)

This project's environmental review is ongoing, with a target draft completion of June 19, 2022.

PS&E: 8/1/2024 (-00 and -02) and 8/1/2025 (-03) Construction: 2025 (-00 and -02) and 2026 (-03)

Please contact me if you need any more information to inform your opinion.

Thank you,

Anna Jahns

Southwest Regional Environmental Coordinator (REC)

Office: (608) 785-9961 Cell: (608) 769-6828

E-mail: annah.jahns@dot.wi.gov

Wisconsin Department of Transportation

Southwest Region La Crosse













United States Department of the Interior



FISH AND WILDLIFE SERVICE

Minnesota-Wisconsin Ecological Services Field Office 4101 American Blvd E Bloomington, MN 55425-1665 Phone: (952) 252-0092 Fax: (952) 646-2873

http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

In Reply Refer To: March 18, 2022

Project Code: 2022-0021706 Project Name: US 12 Lake Delton

Subject: List of threatened and endangered species that may occur in your proposed project

location or may be affected by your proposed project

To Whom It May Concern:

This response has been generated by the Information, Planning, and Conservation (IPaC) system to provide information on natural resources that could be affected by your project. The U.S. Fish and Wildlife Service (Service) provides this response under the authority of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543), the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Fish and Wildlife Coordination Act (16 U.S.C. 661 *et seq.*).

Threatened and Endangered Species

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirement for obtaining a Technical Assistance Letter from the U.S. Fish and Wildlife Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. The Service recommends that verification be completed by visiting the ECOS IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS IPaC system by completing the same process used to receive the enclosed list.

Consultation Technical Assistance

Please refer to refer to our <u>Section 7 website</u> for guidance and technical assistance, including <u>step-by-step instructions</u> for making effects determinations for each species that might be present and for specific guidance on the following types of projects: projects in developed areas, HUD, CDBG, EDA, pipelines, buried utilities, telecommunications, and requests for a Conditional Letter of Map Revision (CLOMR) from FEMA.

Using the IPaC Official Species List to Make No Effect and May Affect Determinations for Listed Species

If IPaC returns a result of "There are no listed species found within the vicinity of the project," then project proponents
can conclude the proposed activities will have **no effect** on any federally listed species under Service jurisdiction.
Concurrence from the Service is not required for **no effect** determinations. No further consultation or coordination is
required. Attach this letter to the dated IPaC species list report for your records.

- 2. If IPaC returns one or more federally listed, proposed, or candidate species as potentially present in the action area of the proposed project other than bats (see below) then project proponents must determine if proposed activities will have no effect on or may affect those species. For assistance in determining if suitable habitat for listed, candidate, or proposed species occurs within your project area or if species may be affected by project activities, you can obtain <u>Life History Information for Listed and Candidate Species</u> on our office website. If no impacts will occur to a species on the IPaC species list (e.g., there is no habitat present in the project area), the appropriate determination is no effect. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.
- 3. Should you determine that project activities **may affect** any federally listed, please contact our office for further coordination. Letters with requests for consultation or correspondence about your project should include the Consultation Tracking Number in the header. Electronic submission is preferred.

Northern Long-Eared Bats

Northern long-eared bats occur throughout Minnesota and Wisconsin and the information below may help in determining if your project may affect these species.

This species hibernates in caves or mines only during the winter. In Minnesota and Wisconsin, the hibernation season is considered to be November 1 to March 31. During the active season (April 1 to October 31) they roost in forest and woodland habitats. Suitable summer habitat for northern long-eared bats consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥3 inches dbh for northern long-eared bat that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of forested/wooded habitat. Northern long-eared bats have also been observed roosting in human-made structures, such as buildings, barns, bridges, and bat houses; therefore, these structures should also be considered potential summer habitat and evaluated for use by bats. If your project will impact caves or mines or will involve clearing forest or woodland habitat containing suitable roosting habitat, northern long-eared bats could be affected.

Examples of <u>unsuitable</u> habitat include:

- Individual trees that are greater than 1,000 feet from forested or wooded areas,
- Trees found in highly developed urban areas (e.g., street trees, downtown areas),
- A pure stand of less than 3-inch dbh trees that are not mixed with larger trees, and
- A stand of eastern red cedar shrubby vegetation with no potential roost trees.

If IPaC returns a result that northern long-eared bats are potentially present in the action area of the proposed project, project proponents can conclude the proposed activities **may affect** this species **IF** one or more of the following activities are proposed:

- Clearing or disturbing suitable roosting habitat, as defined above, at any time of year,
- Any activity in or near the entrance to a cave or mine,
- Mining, deep excavation, or underground work within 0.25 miles of a cave or mine,
- Construction of one or more wind turbines, or
- Demolition or reconstruction of human-made structures that are known to be used by bats based on observations of roosting bats, bats emerging at dusk, or guano deposits or stains.

If none of the above activities are proposed, project proponents can conclude the proposed activities will have **no effect** on the northern long-eared bat. Concurrence from the Service is not required for **No Effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.

If any of the above activities are proposed, please use the northern long-eared bat determination key in IPaC. This tool streamlines consultation under the 2016 rangewide programmatic biological opinion for the 4(d) rule. The key helps to determine if prohibited take might occur and, if not, will generate an automated verification letter. No further review by us is necessary.

Whooping Crane

Whooping crane is designated as a non-essential experimental population in Wisconsin and consultation under Section 7(a)(2) of the Endangered Species Act is only required if project activities will occur within a National Wildlife Refuge or National Park. If project activities are proposed on lands outside of a National Wildlife Refuge or National Park, then you are not required to consult. For additional information on this designation and consultation requirements, please review "Establishment of a Nonessential Experimental Population of Whooping Cranes in the Eastern United States."

Other Trust Resources and Activities

Bald and Golden Eagles - Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. Should bald or golden eagles occur within or near the project area please contact our office for further coordination. For communication and wind energy projects, please refer to additional guidelines below.

Migratory Birds - The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of recommendations that minimize potential impacts to migratory birds. Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.

Communication Towers - Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed voluntary guidelines for minimizing impacts.

Transmission Lines - Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can

also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to <u>guidelines</u> developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.

Wind Energy - To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's <u>Wind Energy Guidelines</u>. In addition, please refer to the Service's <u>Eagle Conservation Plan Guidance</u>, which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

State Department of Natural Resources Coordination

While it is not required for your Federal section 7 consultation, please note that additional state endangered or threatened species may also have the potential to be impacted. Please contact the Minnesota or Wisconsin Department of Natural Resources for information on state listed species that may be present in your proposed project area.

Minnesota

Minnesota Department of Natural Resources - Endangered Resources Review Homepage

Email: Review.NHIS@state.mn.us

Wisconsin

Wisconsin Department of Natural Resources - Endangered Resources Review Homepage

Email: DNRERReview@wi.gov

We appreciate your concern for threatened and endangered species. Please feel free to contact our office with questions or for additional information.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Minnesota-Wisconsin Ecological Services Field Office 4101 American Blvd E Bloomington, MN 55425-1665 (952) 252-0092

Project Summary

Project Code: 2022-0021706

Event Code: None

Project Name: US 12 Lake Delton

Project Type: Road/Hwy - Maintenance/Modification

Project Description: Add Later

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@43.607806100000005,-89.79145314366946,14z



Counties: Sauk County, Wisconsin

Endangered Species Act Species

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. <u>NOAA Fisheries</u>, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

	<u> </u>
NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species.	Threatened
Species profile: https://ecos.fws.gov/ecp/species/9045	

Birds

NAME	STATUS
Whooping Crane <i>Grus americana</i>	Experimental
Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC,	Population,
NM, OH, SC, TN, UT, VA, WI, WV, western half of WY)	Non-
No critical habitat has been designated for this species.	Essential
Species profile: https://ecos.fws.gov/ecp/species/758	Lisscrittar

CTATIC

Endangered

Clams

Sheepnose Mussel *Plethobasus cyphyus*

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6903

Insects

NAME

Monarch Butterfly Danaus plexippus

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743

Endangered

Candidate

Rusty Patched Bumble Bee Bombus affinis

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9383

General project design guidelines:

 $\frac{https://ipac.ecosphere.fws.gov/project/JKTDQJ346RCFNDWEHFM7RVZYIQ/documents/generated/5967.pdf}{}$

Flowering Plants

NAME

Northern Wild Monkshood Aconitum noveboracense

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1450

Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the <u>National Wildlife Refuge</u> system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described <u>below</u>.

- 1. The Migratory Birds Treaty Act of 1918.
- 2. The Bald and Golden Eagle Protection Act of 1940.
- 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS
Birds of Conservation Concern (BCC) list or warrant special attention in your project location.

To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data
mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

BREEDING

NAME	SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Black-billed Cuckoo <i>Coccyzus erythropthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10

NAME	BREEDING SEASON
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

- 1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
- 2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
- 3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

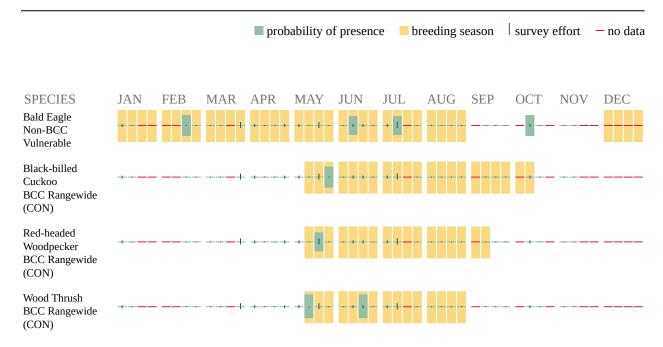
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS <u>Birds of Conservation Concern</u> (<u>BCC</u>) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the <u>AKN Phenology Tool</u>.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the <u>Avian Knowledge Network (AKN)</u>. This data is derived from a growing collection of <u>survey</u>, <u>banding</u>, <u>and citizen science datasets</u>.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are <u>Birds of Conservation Concern</u> (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);

- 2. "BCC BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
- 3. "Non-BCC Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the <u>Diving Bird Study</u> and the <u>nanotag studies</u> or contact <u>Caleb Spiegel</u> or <u>Pam Loring</u>.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to <u>obtain a permit</u> to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of

certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to <u>NWI wetlands</u> and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local <u>U.S. Army Corps of Engineers District</u>.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

■ <u>R5UBH</u>

IPaC User Contact Information

Agency: raSmith

Name: Rachel DeSombre

Address: 16745 W. Bluemound Road

City: Brookfield

State: WI Zip: 53005

Email rachel.desombre@rasmith.com

Phone: 2623173311



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Minnesota-Wisconsin Ecological Services Field Office 4101 American Blvd E Bloomington, MN 55425-1665 Phone: (952) 252-0092 Fax: (952) 646-2873

http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

In Reply Refer To: May 11, 2022

Project code: 2022-0021706 Project Name: US 12 Lake Delton

Subject: Concurrence verification letter for the 'US 12 Lake Delton' project under the revised

February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for

Transportation Projects within the Range of the Indiana Bat and Northern Long-eared

Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated May 11, 2022 to verify that the **US 12 Lake Delton** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is <u>not likely to adversely affect</u> (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) is required.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do <u>not</u> notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances,

Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessments failed to detect Indiana bats, but you later detect bats prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate
- Northern Wild Monkshood Aconitum noveboracense Threatened
- Rusty Patched Bumble Bee Bombus affinis Endangered
- Sheepnose Mussel Plethobasus cyphyus Endangered
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

US 12 Lake Delton

Description

WisDOT Project IDs 6145-01-00/74, -02/72, -03/73: The purpose and need for the project is to improve deteriorated pavement, address safety concerns related to the queueing of left turning traffic within the corridor, and address bicycle and pedestrian safety at spot locations. Key elements of the project scopes include:

- Pavement replacement rehabilitation of the existing roadway from WIS 13 to County A.
- Reconstruction of the roadway as a 5-lane facility with a Two-Way-Left-Turn-Lane (TWLTL) from County A to E. Adams Street.
- Signal improvements (monotubes and flashing yellow arrows) and left-turn lane modifications constructed at County A and at Lake Avenue.
- A new traffic signal may be added on US 12 approximately 800 feet north of Pilgrim Drive if the Village of Lake Delton constructs a new roadway connecting Clara Avenue to US 12.
- Pedestrian signals updated with Rectangular Rapid Flashing Beacons (RRFB's) and pedestrian refuge islands constructed.
- A shared use path will be constructed between County A and Bonanza Drive on the west side of the roadway.
- New sidewalk may be added to the west side of US 12 from County A to WIS 13.
- Evaluation of all access points along the corridor for compliance with current WisDOT access management principals.

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See Indiana bat species profile

Automatically answered

Nο

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See Northern long-eared bat species profile

Automatically answered

Yes

- 3. Which Federal Agency is the lead for the action?
 - A) Federal Highway Administration (FHWA)
- 4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)
 - [1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting. No
- 5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?
 - [1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

- 6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?
 - [1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

- [1] See the Service's summer survey guidance for our current definitions of suitable habitat.
- [2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the <u>User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat</u>.

Yes

- 9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?
 - [1] See the Service's <u>summer survey guidance</u> for our current definitions of suitable habitat. *Yes*
- 10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail? *No*
- 11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?
 - [1] See the Service's <u>summer survey guidance</u> for our current definitions of suitable habitat.
 - [2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.
 - [3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.
 - [4] Negative presence/probable absence survey results obtained using the <u>summer survey guidance</u> are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

12. Does the project include activities within documented NLEB habitat^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

- 14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?
 - B) During the inactive season
- 15. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces? *Yes*
- 16. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

17. Are *all* trees that are being removed clearly demarcated?

Yes

18. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

No

19. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

No

20. Does the project include slash pile burning?

No

21. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

22. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

23. Will the project involve the use of **temporary** lighting *during* the active season? *Yes*

24. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

Yes

25. Will the project install new or replace existing **permanent** lighting?

26. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?

Yes

27. Does the project include percussives or other activities (**not including tree removal/ trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

Yes

- 28. Will the activities that use percussives (**not including tree removal/trimming or bridge/ structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season^[1]?
 - [1] Coordinate with the local Service Field Office for appropriate dates.

Yes

- 29. Will *any* activities that use percussives (**not including tree removal/trimming or bridge/ structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the inactive season^[1]?
 - [1] Coordinate with the local Service Field Office for appropriate dates.

Yes

30. Are *all* project activities that are **not associated with** habitat removal, tree removal/ trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

No

31. Will the project raise the road profile **above the tree canopy**?

32. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the active season within undocumented habitat.

33. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) and/or increase noise levels above existing traffic/background levels consistent with a No Effect determination in this key?

Automatically answered

Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the inactive season

34. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

35. General AMM 1

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

36. Tree Removal AMM 1

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word "trees" as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS' current summer survey guidance for our latest definitions of suitable habitat.

37. Tree Removal AMM 3

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

38. Tree Removal AMM 4

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

- [1] The word documented means habitat where bats have actually been captured and/or tracked.
- [2] Documented roosting or foraging habitat for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

39. Lighting AMM 1

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

40. Lighting AMM 2

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society^[1] to rate the amount of light emitted in unwanted directions?

[1] Refer to The BUG System—A New Way To Control Stray Light

No

41. Lighting AMM 2

Will *all* **permanent** lighting use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting)?

Yes

42. Lighting AMM 2

Will *all* **permanent** lighting be directed away from *all* areas with suitable habitat? *Yes*

Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

Yes

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number. 0.074

Avoidance And Minimization Measures (AMMs)

This determination key result includes the committment to implement the following Avoidance and Minimization Measures (AMMs):

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with <u>no bats observed</u>.

LIGHTING AMM 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or

documented foraging habitat any time of year.

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on April 28, 2022. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should <u>only</u> be used to verify project applicability with the Service's <u>February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects</u>. The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is <u>not</u> intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

IPaC User Contact Information

Agency: Wisconsin Department of Transportation

Name: Anna Jahns

Address: 3550 Mormon Coulee Rd

City: La Crosse

State: WI Zip: 54601

Email annah.jahns@dot.wi.gov

Phone: 6087859961

Lead Agency Contact Information

Lead Agency: Federal Highway Administration

Attachment 15

American Indian Tribe Coordination

DeSombre, Rachel

From: Potter, Derek - DOT < Derek.Potter@dot.wi.gov>

Sent: Tuesday, October 19, 2021 9:19 PM

To: DOT DL THPOs

Cc: DOT BEES Cultural Resources; Leoso, Edith; Laronge, Michael - DNR; Quackenbush, Bill;

Shively, Alina; White, Noah - DNR; Defoe, Marvin - DNR; Buffalo-Reyes, Edwina; Bahr, Gary; Boyd, Chris; Grimes, Jennifer - DOT; Pettit, Mary Beth; Chapman, Julie; DeSombre,

Rachel; Coughlin, Amy - DOT; Peterson, Cyless N - DOT

Subject: WisDOT request for comment and notification of Federal undertaking under 36 CFR

800 (6145-01-00/74, 6145-01-02/72, and 6145-01-03/73)

Attachments: US 12 Project Location Map.pdf

WisDOT Project: 6145-01-00/74 6145-01-02/72 6145-01-03/73

Highway/Termini: US 12 (Wisconsin Dells US 12 (Wisconsin Dells US 12 (Wisconsin Dells

Parkway) Parkway) Parkway)

WIS 13 to County A County A to Pilgrim Pilgrim Drive to E.

Drive Adams St.

County: Sauk Sauk Sauk

The Wisconsin Department of Transportation (WisDOT), in cooperation with the Federal Highway Administration (FHWA), is considering an undertaking located along 2.5 miles of US 12 from WIS 13 to E. Adams Street in the Villages of Lake Delton and City of Wisconsin Dells in Sauk County. The proposed rehabilitation undertaking will consist of the following:

The project will be designed under three IDs identified through geographical limits as indicated in the subject line of this email and as shown on the attached project location map. Key elements of the project scopes include:

- Pavement replacement rehabilitation of the existing roadway from WIS 13 to County A.
- Reconstruction of the roadway as a 5-lane facility with a Two-Way-Left-Turn-Lane (TWLTL) from County A to E. Adams Street.
- Signal improvements (monotubes and flashing yellow arrows) and left-turn lane modifications constructed at County A and at Lake Avenue.
- A new traffic signal may be added on US 12 approximately 800 feet north of Pilgrim Drive if the Village of Lake Delton constructs a new roadway connecting Clara Avenue to US 12.
- Pedestrian signals updated with Rectangular Rapid Flashing Beacons (RRFB's) and pedestrian refuge islands constructed.
- A shared use path will be constructed between County A to Bonanza Drive on the west side of the roadway.
- New sidewalk may be added to the west side of US 12 from County A to WIS 13.
- Evaluation of all access points along the corridor for compliance with current WisDOT access management principals.

Your tribe has requested to be notified of undertakings in this area of Wisconsin. Attached is information regarding the proposed undertaking to assist you in providing comments regarding the determination of the area of potential effect (APE) and potential impacts to historic properties and/or burial sites.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding the determination of the APE or potential impacts to historic properties and/or burials in this undertaking. Additionally, you may use this opportunity to request consultation pursuant to 36 CFR 800.3. WisDOT understands that your tribe is a

sovereign nation and as such has the discretion to consult government to government with the FHWA directly. Also, other environmental studies may be conducted to include endangered species survey, contaminated material investigations, soil testing and right-of-way surveys. Results of these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources. If WisDOT identifies the potential for historic properties to be affected, you will be provided more information.

To ensure your comments are considered during this early phase of project development, WisDOT requests a response within 30 days of receipt of this letter.

If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please reply to this email or contact:

WisDOT Project Manager: Derek Potter

Phone: (608) 246-3861

Address: WisDOT Southwest Region, 2101 Wright Street, Madison, WI 53704

EC: <u>bees.cr@dot.wi.gov</u> (already included in the DL list)

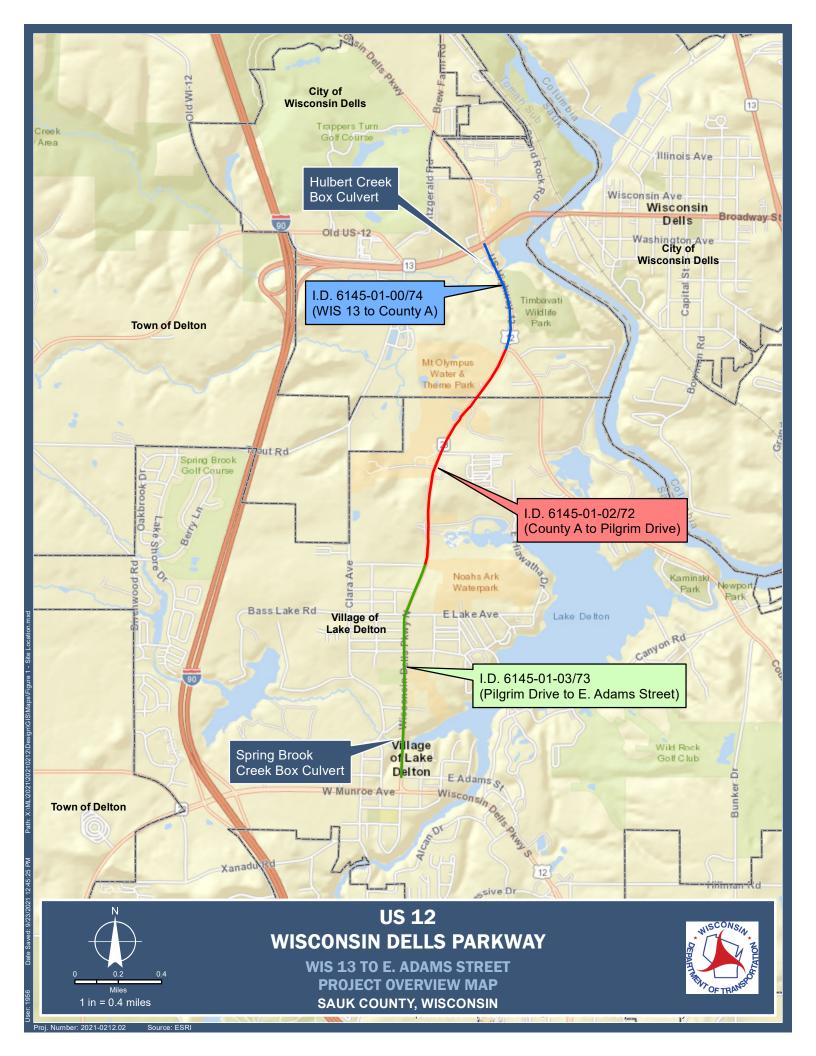
Regional Tribal Liaison

Tribal Leader

CC: Johnathan Buffalo, NAGPRA Rep. – Sac and Fox Tribe of the Mississippi in Iowa

Cultural Preservation Office - Iowa Tribe of Oklahoma Hattie Mitchell, THPO – Prairie Band Potawatomi Nation

Attachments: Project Location Map



Company	Title	First Name	Last Name	Credentials	Email	Phone Number	Office Building	Address 1	Address 2	City	State	Postal Code
Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Ms.	Edith	Leoso	ТНРО	thpo@badriver-nsn.gov	(715) 682-7123 Ext. 1662		P.O. Box 39		Odanah	WI	54861
Forest County Potawatomi Community of Wisconsin	Mr.	Ben	Rhodd	THPO	Benjamin.Rhodd@fcp-nsn.gov	(715) 478-7354	Tribal Office	8130 Mish ko Swen Drive, P.O. Box 340		Crandon	WI	54520
Fond du Lac Band of Lake Superior Chippewa		Jill	Норре	THPO	JillHoppe@fdlrez.com	(218) 878-7129		1720 Big Lake Road		Cloquet	MN	55720
Ho-Chunk Nation	Mr.	William	Quackenbush	THPO	bill.quackenbush@ho-chunk.com	(715) 284-7181	Executive Offices	P.O. Box 667		Black River Falls	WI	54615
Iowa Tribe of Oklahoma		Cultural	Preservation Office					RR 1, Box 721		Perkins	OK	74059
Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin	Mr.	Brian	Bisonette	ТНРО	'bbisonette@lco-nsn.gov'	(715) 634-8934	Tribal Office	13394 West Trepania Road		Hayward	WI	54843
Lac du Flambeau Band of Lake Superior Chippewa Indians of Wisconsin	Ms.	Sarah Thompson		ТНРО	ldfthpo@ldftribe.com	(715) 588-4381	Tribal Historic Preservation Office	838 Whitefeather Street, P.O. Box 67		Lac du Flambeau	WI	54538
Lac Vieux Desert Band of Lake Superior Chippewa Indians	Ms.	Alina	Shively	ТНРО	alina.shively@lvd-nsn.gov	(906) 358-0137	Ketegitigaanig Ojibwe Nation	P.O. Box 249		Watersmeet	MI	49969
Menominee Indian Tribe of Wisconsin	Mr.	David	Grignon	THPO	dgrignon@mitw.org	(715) 799-5258		P.O. Box 910		Keshena	WI	54135
Menominee Indian Tribe of Wisconsin - FedEx Address								W3426 CTH V V West		Keshena	WI	54135
Oneida Nation of Wisconsin	Ms.	Stacie	Cutbank	THPO	sdanfor3@oneidanation.org	(920) 490-3929	Oneida Cultural Heritage	1250 Packerland Dr. Cottage 3		Green Bay	WI	54304
Prairie Band Potawatomi Nation	Ms.	Hattie	Mitchell	THPO				16281 Q Road		Mayetta	KS	66509
Prairie Island Indian Community	Mr.	Noah	White	THPO	noah.white@piic.org	(651) 385-4175		5636 Sturgeon Lake Road		Welch	MN	55089
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Mr.	Marvin	DeFoe	ТНРО	marvin.defoe@redcliff-nsn.gov	(715) 779-3700 Ext. 4244	Red Cliff Band of Lake Superior Chippewa Indians	88385 Pike Road, Highway 13		Bayfield	WI	54814
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Ms.	Edwina	Buffalo-Reyes	Assistant THPO	edwina.buffalo-reyes@redcliff-nsn.gov							
Sac and Fox Nation of Missouri in Kansas and Nebraska	Mr.	Gary	Mitchell	THPO	gary.bahr@sacandfoxks.com			305 North Main		Reserve	KS	66434
Sac and Fox Nation of Oklahoma	Mr.	Chris	Boyd	Historic Preservation Officer	chris.boyd@sacandfoxnation-nsn.gov	(918) 968-3526 Ext. 1070		920883 S Hwy 99 Bldg A, RR 2, Box 246		Stroud	ок	74079
Sac and Fox of the Mississippi in Iowa	Mr.	Jonathan	Buffalo	NAGPRA Representative		(641) 484-3185		349 Meskwaki Road		Tama	IA	52339
Sokaogon Chippewa Community Mole Lake Band		Michael	LaRonge	THPO	Michael.LaRonge@SCC-nsn.gov	715-478-6448		3051 Sand Lake Road		Crandon	WI	54520
St. Croix Band Chippewa Indians of Wisconsin	Ms.	Wanda	McFaggen	ТНРО	wandam@stcroixojibwe-nsn.gov	(715) 349-2195 Ext. 5238	Tribal Historic Preservation Office	24663 Angeline Avenue		Webster	WI	54893
Stockbridge Munsee Community of Wisconsin		Jeff	Bendremer	ТНРО	thpo@mohican-nsn.gov	(413) 884-6029	Extension Office	65 1st Street		Troy	NY	12180

Attachment 16

Phase I Hazardous Materials Investigation Approval

DeSombre, Rachel

From: Pettit, Mary Beth <marybeth.pettit@graef-usa.com>

Sent: Thursday, July 7, 2022 8:41 AM

To: DeSombre, Rachel

Subject: FW: ID 6145-01-00/02/03 USH 12, Phase 1 Hazmat Report

FYI

Mary Beth Pettit P.E.

Transportation Group Manager | Vice President | Principal | **GRAEF** 414 / 266 9175 direct | 414 / 467 8912 mobile

Mary Beth Pettit, P.E. is registered in IL, MI, MN & WI. This email and any attachments may contain confidential information to be used only by the intended recipient(s). If you are not the intended recipient of this email, you are expected to disregard the content, delete the email message, and notify the original sender.

From: Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>

Sent: Wednesday, June 22, 2022 11:52 AM

To: Chapman, Julie <Julie.Chapman@graef-usa.com>; Pettit, Mary Beth <marybeth.pettit@graef-usa.com>; Potter,

Derek - DOT < Derek. Potter@dot.wi.gov>

Cc: Taylor, Brian F - DOT <BrianF.Taylor@dot.wi.gov>

Subject: RE: ID 6145-01-00/02/03 USH 12, Phase 1 Hazmat Report

Hello,

Thank you for addressing those modifications. Based on this Phase 1 Hazmat report, I recommend proceeding with the outlined recommendations for Sites 1 through 6, including proceeding with Phase 2.5 investigations at Sites 1, 2, 3, and 4.

With our previous communication in April, you indicated waiting until the design was further refined to begin the Phase 2.5 investigations. Please let me know when you feel that your design is far enough along to initiate these investigations and I will begin the process through WisDOT master contracts.

Thank you,

Anna Jahns

Southwest Regional Environmental Coordinator (REC)

Office: (608) 785-9961 Cell: (608) 769-6828

E-mail: annah.jahns@dot.wi.gov

From: Chapman, Julie < Julie. Chapman@graef-usa.com >

Sent: Friday, May 20, 2022 10:28 AM

To: Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>

Cc: Pettit, Mary Beth <marybeth.pettit@graef-usa.com>; Potter, Derek - DOT <Derek.Potter@dot.wi.gov>; Taylor, Brian

F - DOT < BrianF. Taylor@dot.wi.gov >

Subject: RE: ID 6145-01-00/02/03 USH 12, Phase 1 Hazmat Report

CAUTION: This email originated from outside the organization.

Do not click links or open attachments unless you recognize the sender and know the content is safe.

Anna,

I changed the attached from Phase 2 to 2.5. Would there be anything else that needs to be updated besides this table?

Thanks. Julie

From: Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>

Sent: Friday, May 20, 2022 10:12 AM

To: Chapman, Julie < Julie. Chapman@graef-usa.com >

Cc: Pettit, Mary Beth <marybeth.pettit@graef-usa.com>; Potter, Derek - DOT <Derek.Potter@dot.wi.gov>; Taylor, Brian

F - DOT <BrianF.Taylor@dot.wi.gov>

Subject: RE: ID 6145-01-00/02/03 USH 12, Phase 1 Hazmat Report

Hello Julie,

The Site Summaries in Appendix B are still showing recommendations for Phase 2 investigations for the applicable sites; we should be recommending Phase 2.5 to determine both presence and extent of contamination. Can this be updated before they get signed?

If this is complete after today, but you need it signed before I return, Brian may be available, otherwise it can also be signed by the Project Manager (Derek) if he is comfortable with that.

Thank you,

Anna Jahns

Southwest Regional Environmental Coordinator (REC)

Office: (608) 785-9961 Cell: (608) 769-6828

E-mail: annah.jahns@dot.wi.gov

From: Chapman, Julie < Julie. Chapman@graef-usa.com>

Sent: Thursday, April 7, 2022 4:29 PM

To: Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>

Subject: RE: ID 6145-01-00/02/03 USH 12, Phase 1 Hazmat Report

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Anna,

I have uploaded the updated version to Box. Same folder location.

Thanks,

Julie Chapman P.E.

Transportation Engineer | Associate | GRAEF 414 / 266 9127 direct

From: Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>

Sent: Tuesday, April 05, 2022 2:18 PM

To: Chapman, Julie < <u>Julie.Chapman@graef-usa.com</u>>

Subject: RE: ID 6145-01-00/02/03 USH 12, Phase 1 Hazmat Report

Hi Julie,

When you get a chance can you attach this corrected version in the Phase 1 report that is in Box for this project? Let me know when that is complete and I will get the Phase 2.5 investigation going.

Anna Jahns

Southwest Regional Environmental Coordinator (REC)

Office: (608) 785-9961 Cell: (608) 769-6828

E-mail: annah.jahns@dot.wi.gov

From: Chapman, Julie < <u>Julie.Chapman@graef-usa.com</u>>

Sent: Friday, March 11, 2022 10:21 AM

To: Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>

Subject: RE: ID 6145-01-00/02/03 USH 12, Phase 1 Hazmat Report

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Anna,

You are correct that Appendix B is incorrect. I have updated the Table 1 and is attached.

Thanks,

Julie Chapman P.E.

Transportation Engineer | Associate | **GRAEF** 414 / 266 9127 direct

From: Jahns, Anna H - DOT <annah.jahns@dot.wi.gov>

Sent: Wednesday, March 02, 2022 6:45 AM

To: Chapman, Julie < Julie. Chapman@graef-usa.com>

Subject: RE: ID 6145-01-00/02/03 USH 12, Phase 1 Hazmat Report

Thanks Julie! I was curious about one thing: the Table 1 in Appendix B lists acquisition as N/A for all sites (p. 106 of the document), but under Section 5 – Recommendations – there is TLE and/or Fee listed for all of the sites (p. 45 of the document, p. 40 of the Report itself). Are these referring to two different things?

Thanks much,

Anna Jahns

Southwest Regional Environmental Coordinator (REC)

Office: (608) 785-9961 Cell: (608) 763-6828

E-mail: annah.jahns@dot.wi.gov

From: Chapman, Julie < <u>Julie.Chapman@graef-usa.com</u>>

Sent: Tuesday, March 1, 2022 8:25 AM

To: Potter, Derek - DOT < Derek. Potter@dot.wi.gov >; Jahns, Anna H - DOT < annah.jahns@dot.wi.gov >

Cc: Pettit, Mary Beth <marybeth.pettit@graef-usa.com>; Diesch, Ed <ed.diesch@graef-usa.com>; Schneider, Brian

<brian.schneider@graef-usa.com>

Subject: ID 6145-01-00/02/03 USH 12, Phase 1 Hazmat Report

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Good Morning,

I have uploaded the draft Phase 1 Hazmat Report for USH 12 in the following location on Box:

61450100 > Environmental > Hazmat > ID 6145-01-00 USH 12 Phase 1 Hazmat Report.pdf

Please let us know if you have any comments or questions.

Thanks,

Julie Chapman P.E. Transportation Engineer | Associate



275 West Wisconsin Avenue, Suite 300, Milwaukee, WI 53203 | 414 / 259 1500 414 / 266 9127 direct | julie.chapman@graef-usa.com

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