

**Janesville Area
2015-2050 Long Range Transportation Plan**

Environmental Consultation

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1. INTRODUCTION

As part of MAP-21 and FAST Act, the Janesville Area Metropolitan Planning Organization (MPO) is required to initiate consultation efforts with federal, state, tribal and local environmental, regulatory and resource agencies when developing the *Long Range Transportation Plan* (LRTP). The Janesville Area MPO recognizes the importance of considering the environmental impacts of transportation projects and the efficiencies that can be gained by engaging in this process in the early phases of plan development. The MPO followed its *Environmental Consultation Plan* (2007) to guide environmental coordination and consultation efforts during the LRTP development process. The following objectives form the foundation for the Environmental Consultation Process:

- Early and continuing opportunities for involvement by consulting agencies
- Timely dissemination of LRTP information to consulting agencies and feedback from said agencies
- Adequate notice to the consulting agencies regarding public involvement opportunities and activities
- Adequate time for review and comment at important decision points by the consulting agencies.
- Documentation of comments by consulting agencies on the LRTP plan
- Periodic review and revision of the environmental consultation process

Potential environmental mitigation activities may include: avoiding impacts altogether, minimizing a proposed activity/project size or its involvement, rectifying impacts (restoring temporary impacts), precautionary and/or abatement measures to reduce construction impacts, employing special features or operational management measures to reduce impacts, and/or compensating for environmental impacts by providing suitable, replacement or substitute environmental resources of equivalent or greater value, on or off-site.

2. BICYCLE/PEDESTRIAN ENVIRONMENTAL CONSULTATION PROCESS

The Environmental Consultation Process began in 2014 with the review and update of the Environmental Consultation Contact List. The MPO sent a mailing in April 2014 to identified agencies to invite the agencies to participate in the LRTP development process by attending the May 5, 2014 MPO Technical Advisory Committee meeting. The letter also requested updated contact information for future mailings. The table of recommended projects and maps below were distributed to contacts in an emailed or mailed packet, with a request for written or verbal comments.

Table 1: ENVIRONMENTAL CONSULTATION CONTACTS

Roll	Group	Point of Contact
Consulting Agency	City of Janesville City Council	Douglas Marklein
Consulting Agency	City of Milton	Anissa Welch, Mayor of Milton
Consulting Agency	DATCP	Peter Nauth, AIS Program, Land Resources Bureau
Consulting Agency	FHWA	Michael Davies, Division Administrator
Consulting Agency	Historic Preservation - Public History Rm: 308	Michael Stevens, SHPO
Consulting Agency	National Park Service	Mary Tano, Manager
Consulting Agency	Rock County	Alan Sweeney, County Supervisor
Consulting Agency	Rock County	Josh Smith, County Administrator
Consulting Agency	Rock County Land Conservation, USDA Service Center	Thomas Sweeney, County Land Conservationist
Consulting Agency	Rock County Land Conservation, USDA Service Center	David Gundlach, County Natural Resource Conservationist
Consulting Agency	Town of Harmony	John Bergman, Chair
Consulting Agency	Town of Janesville	Bruce Schneider, Chair
Consulting Agency	Town of La Prairie	Allan Arndt, Chair
Consulting Agency	Town of Milton	Bryan Meyer, Chair
Consulting Agency	Town of Rock	Mark Gunn, Chair
Consulting Agency	US Army Corps of Engineers	Stacy Marshall, Regulatory Project Manager
Consulting Agency	US Environmental Protection Agency	Mike Sedlacek, Environmental Review Branch
Consulting Agency	US Fish and Wildlife	Louise Clemency, Supervisor
Consulting Agency	WisDOT - Southwest Region	Jenny Grimes, Environmental Coordinator
Consulting Agency	DNR South Central Region	Laura Bub, Wisconsin DNR
Consulting Agency	USDA- Natural Resourc Conservation Service	Jimmy Bramblett, State Conservationist
Consulting Agency	Great Lakes Inter-Tribal Council Inc.	Mike Allen, Executive Director
Consulting Agency	Bad River Band of Lake Superior Chippewa Indians	Edith Leoso
Consulting Agency	Forest County Potawatomi Community	Mike Alloway
Consulting Agency	Ho-Chunk Nation	William Quackenbush
Consulting Agency	Lac Vieux Desert Band of Lake Superior Chippewa Indians	giiwegiizhigookway Martin
Consulting Agency	Menominee Indian tribe of Wisconsin	Dave Grignon
Consulting Agency	Prairie Band Potawatomi Nation	Joseph Hale Jr.
Consulting Agency	Red Cliff band of lake Superior Chippewa Indians of Wisconsin	Larry Babler
Consulting Agency	Sac and Fox Nation of Missouri in Kansas and Nebraska	Jane Nioce
Consulting Agency	Sac and Fox Nation of Oklahoma	Sandra Massey
Consulting Agency	Sac and Fox of the Mississippi in Iowa	Jonathan Buffalo
Information	City of Janesville	Duane Cherek, Planning Services Manager
Information	City of Janesville	Paul Woodward, Director of Public Works
Information	City of Janesville	Cullen Slapak, Parks Director
Information	City of Janesville	Mark Frietag, City Manger
Information	City of Milton	Al Hulick, City Administrator
Information	Rock County Planning and Development	Colin Byrnes, Acting Director
Information	WisDOT - Southwest Region	Paul Wydeven
Information	FHWA	Dwight McCombs, Community Planner

The MPO used the updated contact list to request consultation on the draft trail recommendations. In order to meet the requirements of MAP-21/FAST Act and facilitate the environmental review of the proposed projects in the LRTP, the MPO mapped the recommended new trail projects against key environmental features. Table 2 and maps labelled 1 – 5 were included in the consultation packet.

Bicycle & Pedestrian Environmental Consultation Materials

Table 2: RECOMMENDED OFF-ROAD PROJECTS

Project #	Project Name	Timeframe	Estimated Cost 2015\$
Committed			
1	Deerfield Dr. to Milton Ave. connection	2016-2025	see note 1
Short Range Projects			
2	Downtown Bicycle/Pedestrian Bridge	2016-2025	\$ 1,200,000
3	Downtown Riverwalk Town Square	2016-2025	\$ 1,506,822
4	Traxler Park Extension to Centerway	2016-2025	\$ 356,868
5	Ice Age Trail: Court to trail hub (Rockport Rd.)	2016-2025	\$ 231,840
6	Valley Park Connector	2016-2025	\$ 154,560
7	Westside Trail - Fisher Creek to Mineral Point	2016-2025	\$ 2,015,000
8	Westside Trail - Mineral Point to Arboretum	2016-2025	\$ 1,081,000
9	Glacial River Trail connection from HWY 26 overpass	2016-2025	\$ 1,060,000
10	NE Regional Park Extension to Rotamer Rd.	2016-2025	\$444,360
Long Range Projects			
11	Eastside Riverwalk: Court to Racine	2025-2050	\$1,407,600
12	Wuthering Hills Connection HWY 14 underpass	2025-2050	\$241,500
13	Springbrook Trail - NE to Harmony Town Hall	2025-2050	\$811,440
14	Rotamer Rd. to HWY 26	2025-2050	\$502,320
15	Glacial River Trail connection to Henke Road	2025-2050	\$125,580
16	HWY 26/59 recreation area	2025-2050	\$869,400
17	Bowers Lake/Sunset Trail	2025-2050	\$1,159,200
18	Janesville to Milton Trail	2025-2050	\$724,500
19	Mud Lake Trail	2025-2050	\$579,600
20	STH 11 @ Avalon Interchange	2025-2050	unknown

Figure 1: FUTURE OFF-STREET TRAIL PROJECTS

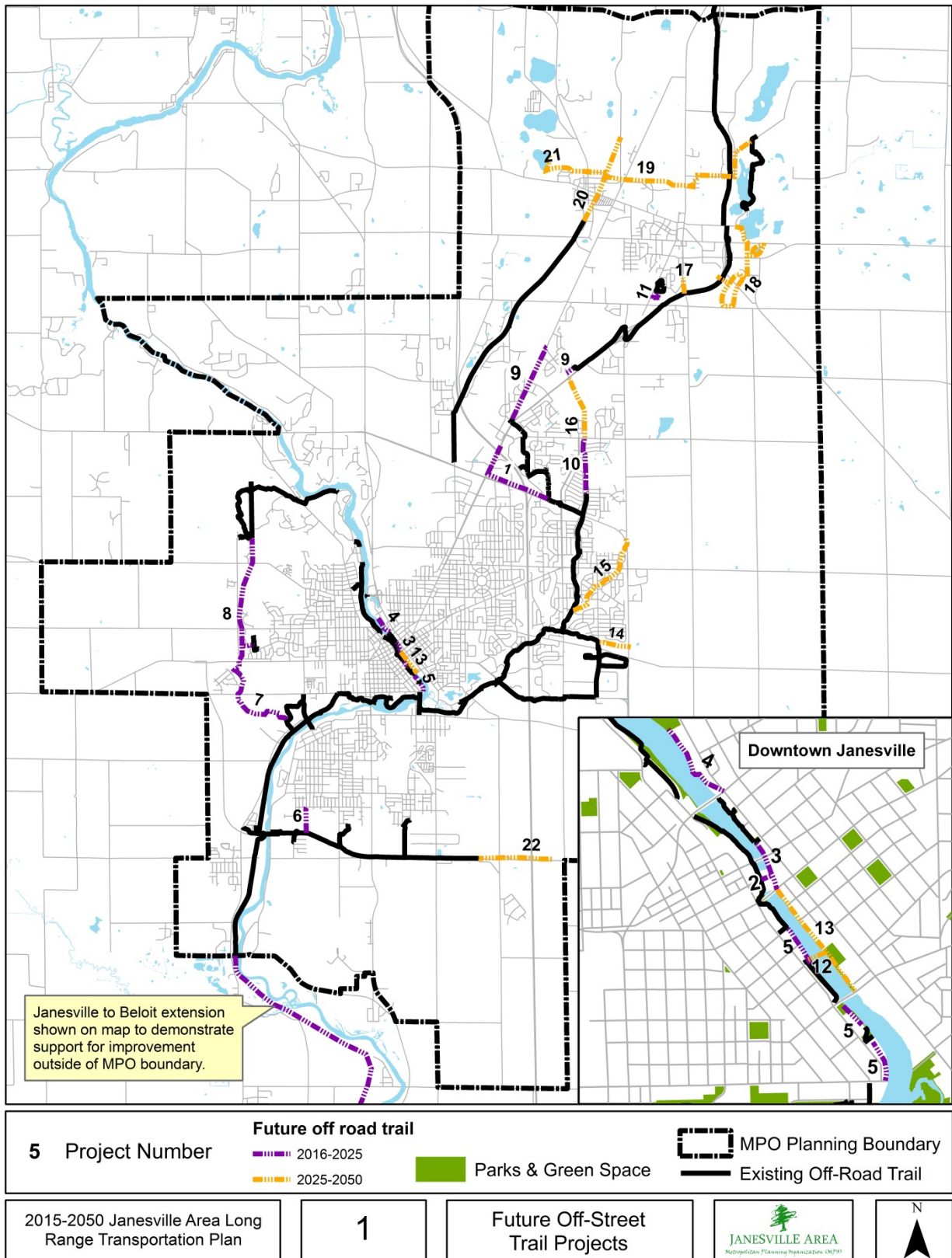
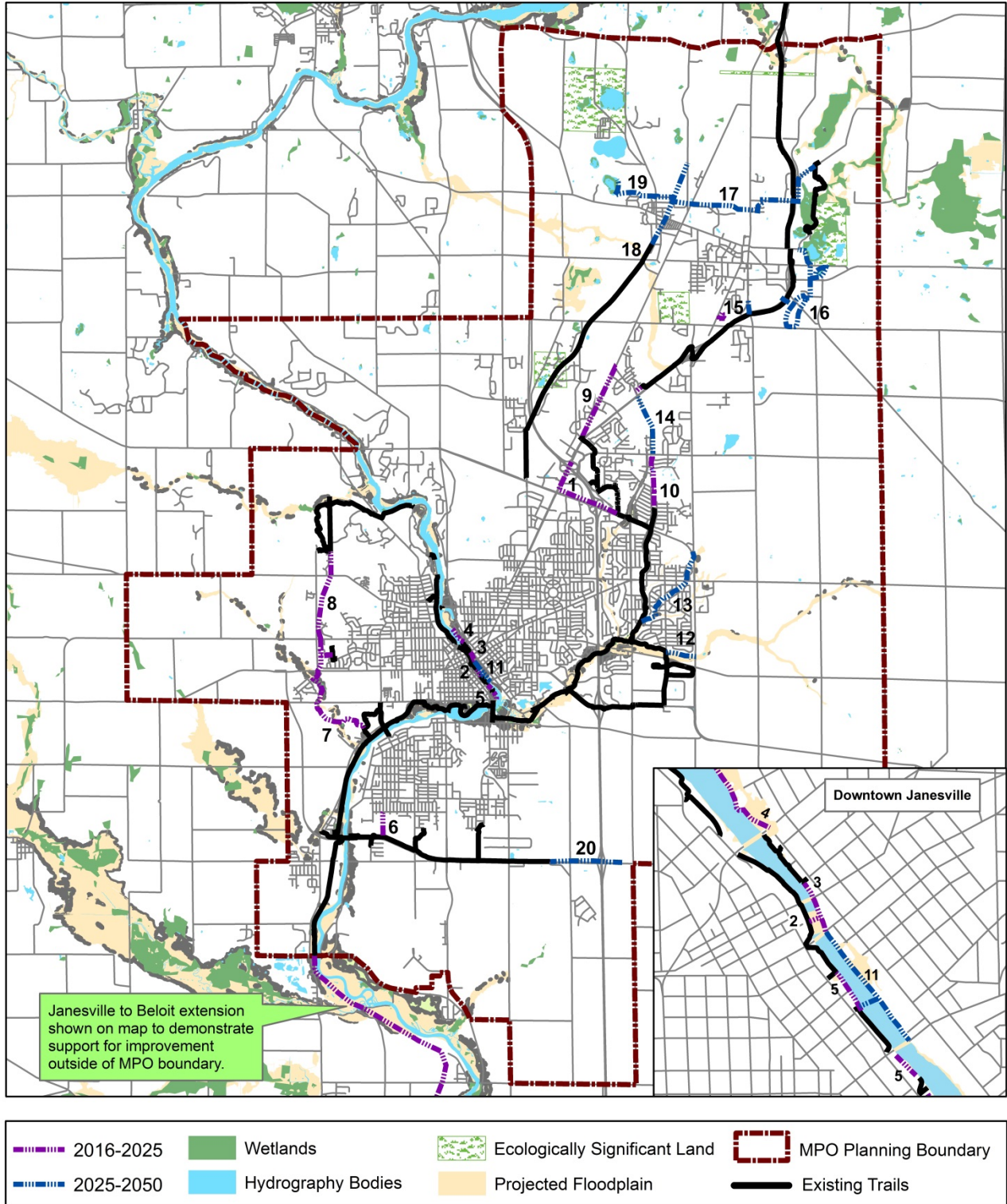


Figure 2: BICYCLE & PEDESTRIAN PROJECTS WITH NATURAL FEATURES



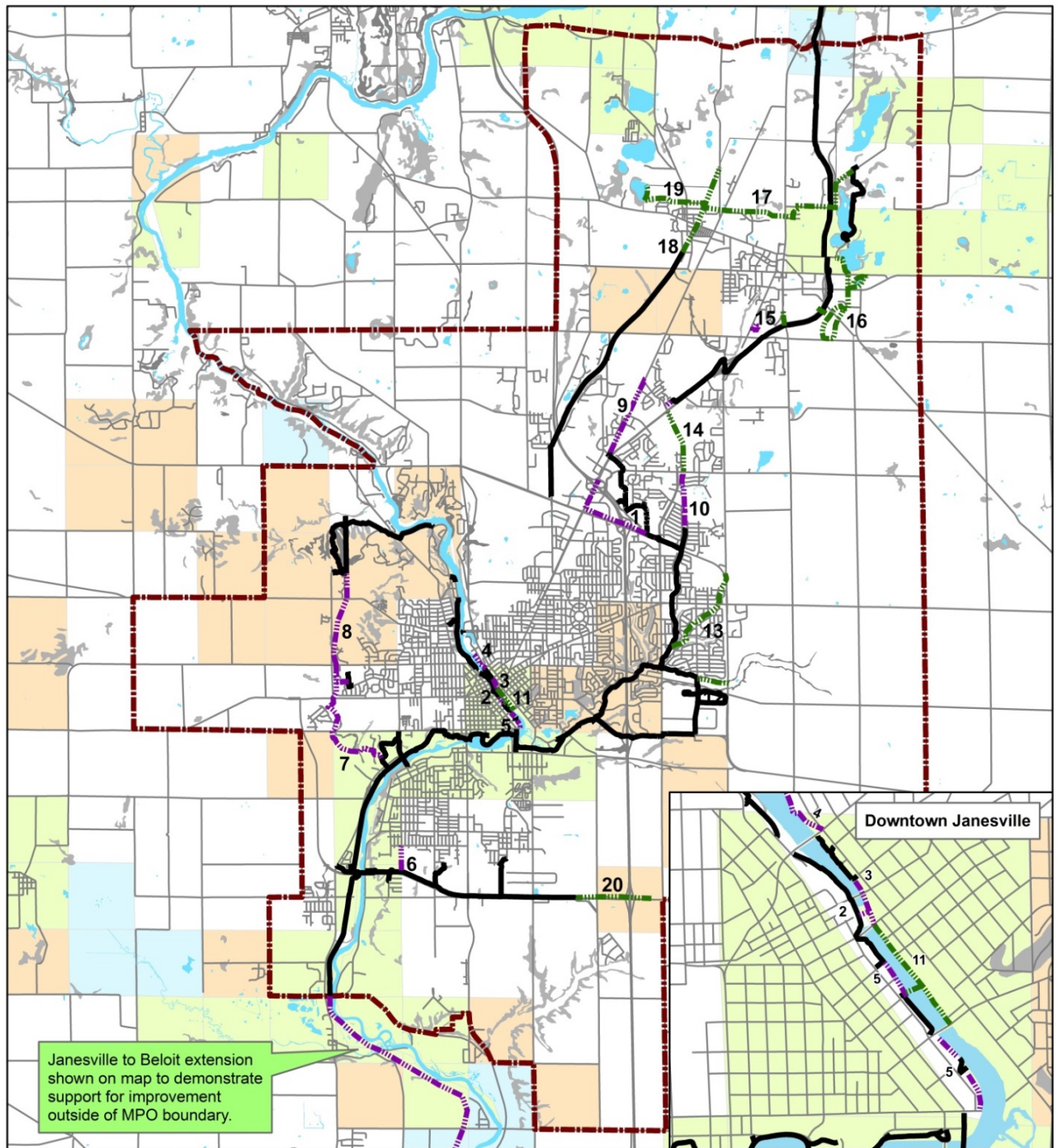
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2

Natural Features



Figure 3: BICYCLE & PEDESTRIAN PROJECTS WITH ENDANGERED SPECIES AND STEEP SLOPES



Sections Containing Rare or Endangered Species Aquatic (light green) Terrestrial (orange) Both (light blue)	Steep Slopes 12-20% (grey) 20%+ (dark grey)	Future off road trail 2016-2025 (purple dashed) 2025-2050 (green dashed)	MPO Planning Boundary (red dashed line) Existing Trails (black solid line)
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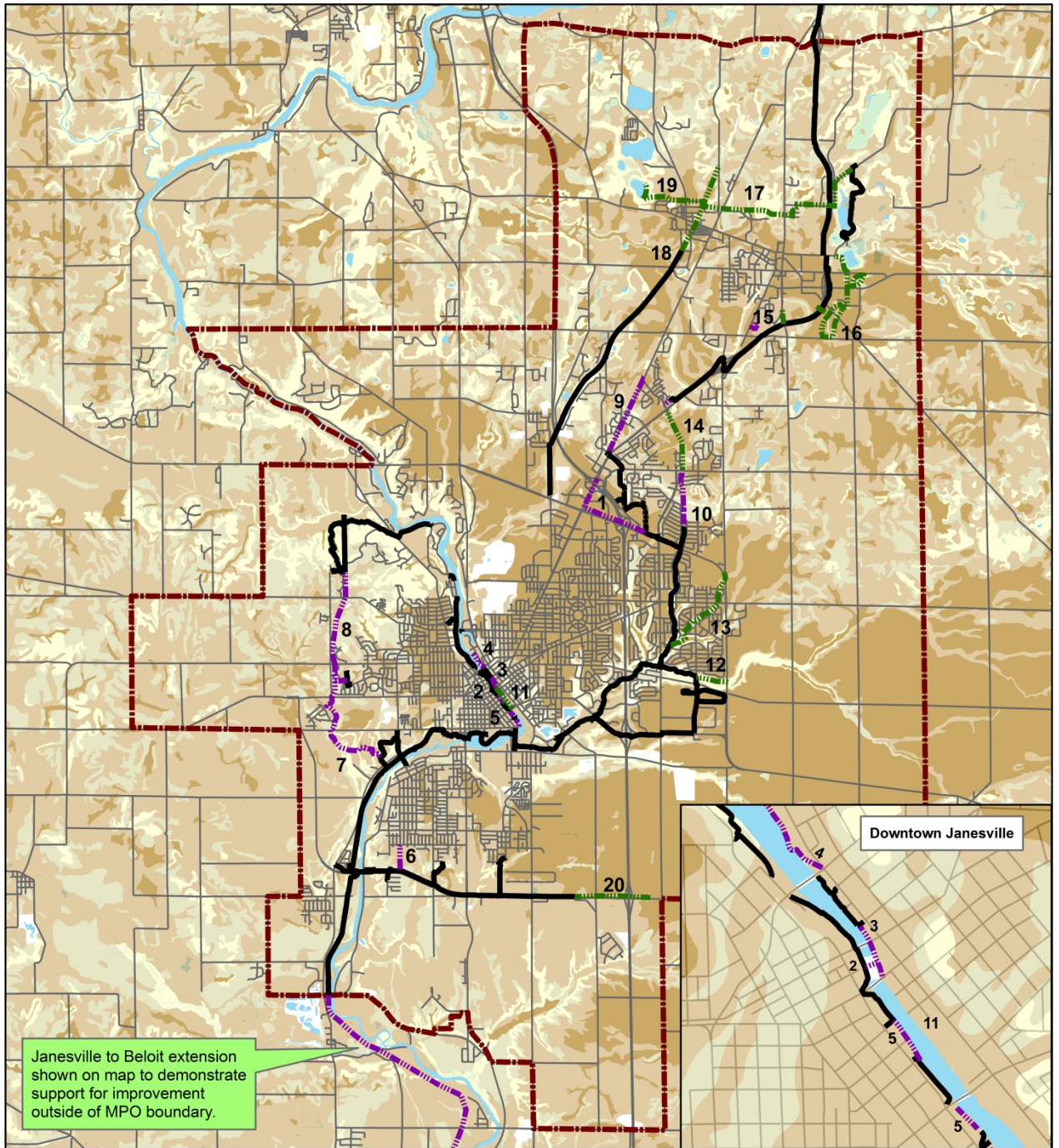
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Endangered Species & Steep Slopes



Figure 4: BICYCLE & PEDESTRIAN PROJECTS WITH SOIL SUITABILITY FOR AGRICULTURE



Future Trails		
	2016-2025	
	2025-2050	
	Soil Capability Class - I	
	Soil Capability Class - II	
		Soil Capability Class - III
		Soil Capability Class - IV or lower
		MPO Planning Boundary

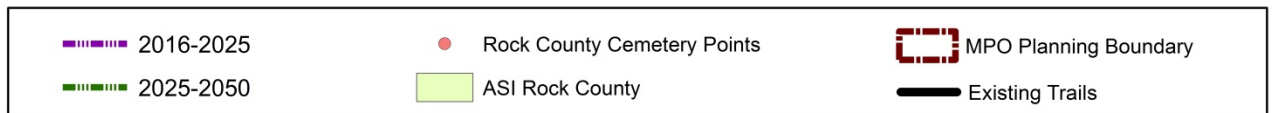
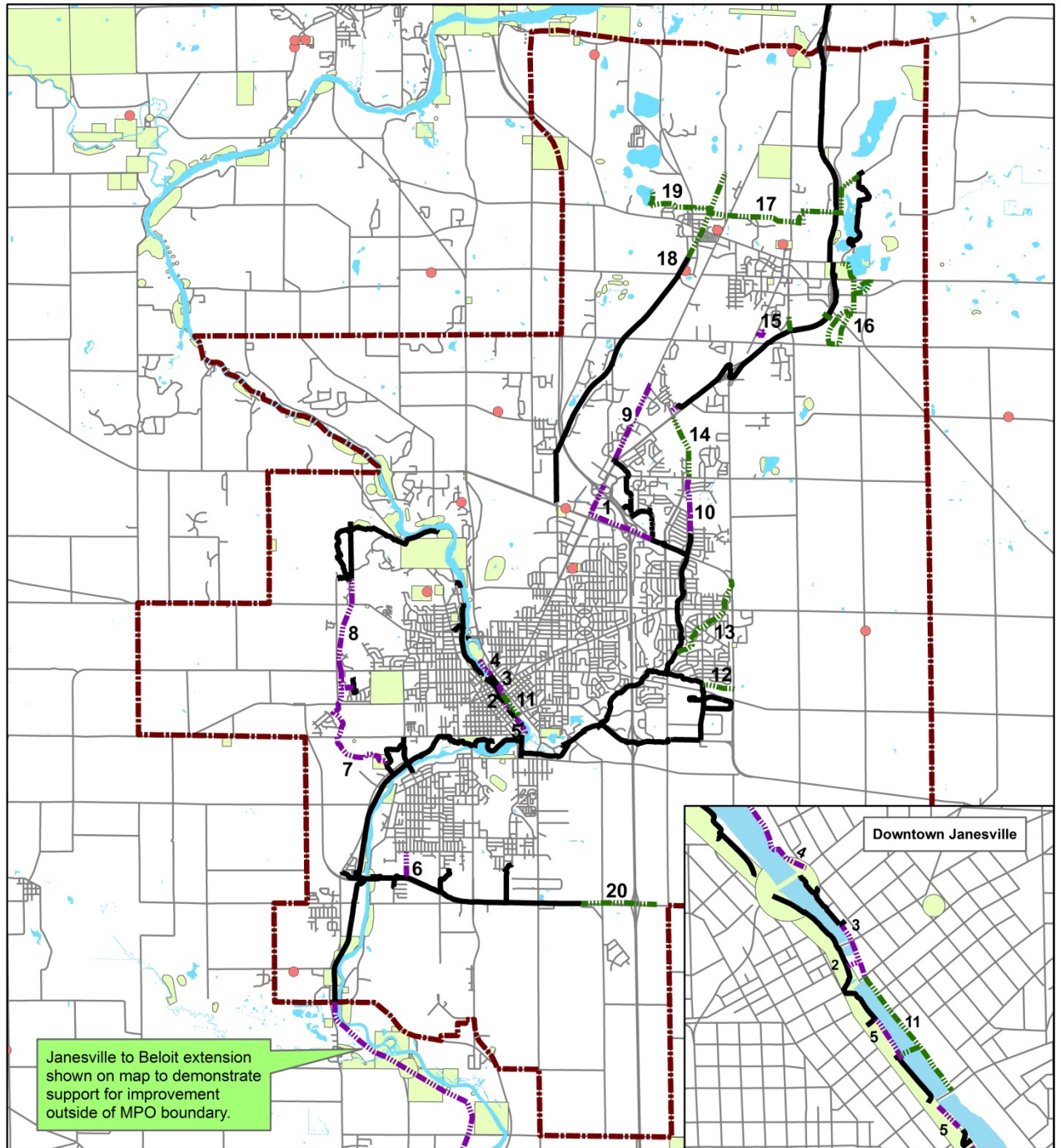
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Soil Suitability for Agriculture



Figure 5: BICYCLE & PEDESTRIAN PROJECTS WITH HISTORIC AND ARCHEOLOGICAL RESOURCES



2015-2050 Janesville Area Long Range Transportation Plan

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Historical and Archeological Points of Interest



3. BICYCLE & PEDESTRIAN SECTION ENVIRONMENTAL CONSIDERATIONS

This section documents feedback provided through the environmental consultation process. Consulting agencies provided regulatory guidance regarding avoiding, minimizing, or mitigating any negative impact related to the transportation projects recommended in the Bicycle/Pedestrian Section of the LRTP via email or letter. Correspondence is copied below verbatim.

U.S. Army Corps of Engineers

If the proposal involves activity in navigable waters of the United States, it may be subject to the Corps of Engineers' jurisdiction under Section 10 of the Rivers and Harbors Act of 1899 (Section 10). Section 10 prohibits the construction, excavation, or deposition of materials in, over, or under navigable waters of the United States, or any work that would affect the course, location, condition, or capacity of those waters, unless the work has been authorized by a Department of the Army permit.

If the proposal involves discharge of dredged or fill material into waters of the United States, it may be subject to the Corps of Engineers' jurisdiction under Section 404 of the Clean Water Act (CWA Section 404). Waters of the United States include navigable waters, their tributaries, and adjacent wetlands (33 CFR § 328.3). CWA Section 301(a) prohibits discharges of dredged or fill material into waters of the United States, unless the work has been authorized by a Department of the Army permit under Section 404.

National Park Service

Re-establishment of the Downtown Riverwalk (project #3) as part of the demolition of the Parking Plaza and implementation of the Town Square will require a temporary detour of the Ice Age Trail. To maintain connectivity, the lost trail segment should be de-certified and another route identified for the trail. Please contact Ice Age NST Trail Manager Pam Schuler for additional information. Ice Age Trail – West Side Downtown (Project #5) will complete a segment of Ice Age Trail. The construction may require a temporary re-location of the trail for the safety of users. Draft recommendations 9, 10, 14, and 18 are proposed for an area where the permanent route of the Ice Age NST is still being planned. The NPS will work closely with the Janesville Area MPO as these projects move forward.

Wisconsin Department of Natural Resources

- All projects that will disturb more than 1 acre of land will require a Construction Site Storm Water Discharge permit.
- Work on or near a navigable water(s) or in a wetland may require Waterway and Wetland permits.
- The Rock River is listed as an impaired water, with sediment and phosphorus as primary pollutants. For those projects that drain to the Rock River, sediment control practices should be designed, implemented, and maintained to minimize the sediment that could potentially run into the river.

- Any impacts to a mapped floodplain will require compliance with NR 116, Wisconsin Adm. Code.
- There may be occurrences of Threatened and Endangered Resources; these potential resource impacts are best identified after more specific project details are known in order to avoid false positive hits.
- There may be archaeological and cultural resources within the project areas. This can be investigated more closely when the exact area of disturbance is known.
- Any potential impacts to the Ice Age Trail should be brought to the attention of the Department for further coordination.

Specific comments, applicable to individual projects:

Hwy 14 West Connection: Deerfield to Milton Ave (1)

- No initial resource concerns

Downtown Bicycle/Pedestrian Bridge (2)

- Proposed project area is in mapped floodplain
- Bridge permit (navigable waterway) would likely be needed.

Downtown River Walk (3)

- Proposed project area is in mapped floodplain

Traxler Park Trail Extension (4)

- Proposed project area is in mapped floodplain.

Ice Age Trail –West Side Downtown (5)

- Proposed project area is in mapped floodplain
- There are some former contamination sites in this area that may require special consideration. Coordinate with Department when project details are available.

Valley Park Connector (6)

- No initial resource concerns

Westside Fisher-Creek Trail (7)

- Proposed Project area is in mapped floodplain.

Westside Greenbelt Trail (8)

- Project description indicates that the trail would be placed in land dedicated for storm water conveyance. This project should be evaluated for any potential negative impacts to the Total Suspended Solid (TSS) reduction required of the City of Janesville under their Municipal Separate Storm Sewer System(MS4) permit and Rock River TMDL allocations.

Glacial River Trail – Hwy 26 Overpass to Glacial River Trail (9)

There are wetlands located in the project area. Specific locations of wetlands should be determined in conjunction with the preparation of detailed project plans.

- There may be former contamination sites in the project vicinity. Coordinate with Department when project details are available.

Spring Brook Trail –NE Regional Park Extension (10)

- No initial resource concerns

Eastside Riverwalk – Court Street to Racine Street (11)

- Proposed project area is in mapped floodplain

Sports Complex Loop – Wuthering Hills to USH 14 Underpass (12)

- Wetland indicator soils are present along this corridor; a wetland delineation may be necessary.

Spring Brook trail – NE to Hwy 14 Underpass (13)

- Proposed project area is in mapped floodplain
- Stream mapping shows this area as an intermittent tributary. This should be further explored to any potential appropriate permitting needs.

Spring Brook Trail – Rotamer Rd to Hwy 26 (14)

- Wetland indicator soils are present in this area (particularly near the Wright Road overpass); a wetland delineation may be necessary.

Glacial River Trail Connector to Henke Road (15)

- No initial resource concerns

Hwy 26/59 Recreation Area (16)

- There are small wetlands throughout this area. Specific locations of wetland should be determined in conjunction with the preparation of detailed project plans.

Bowers Lake – Sunset Drive Trail (17)

- There is DNR managed land near this proposed project site (Lima Marsh). Department coordination should occur to prevent any detrimental impacts to the property.
- There are mapped wetlands in the NW quadrant of the Sunset Drive and John Paul Rd intersection. Impacts to these wetlands should be avoided.

Janesville – Milton Ice Age Trail

- No initial resource concerns

Mud Lake Trail (19)

- There are mapped wetlands in the NW quadrant of the Sunset Drive and John Paul Rd intersection. Impacts to these wetlands should be avoided.

STH 11 Trail Extension (20)

- No initial resource concerns

Wisconsin Historical Society

- Any federally funded project destined for State Historic Preservation Office (SHPO) review must go through the Cultural Resources Team (CRT) at WisDOT. They are your single point of contact and will help with coordinating the Section 106 and 157.70 materials prior to submission to our office.
- You have cemeteries marked on your map, but it would also be in your best interest to check whether any of the archaeological sites within the project area are also burial sites. The process for requesting to disturb these burial sites is a little different (see <http://www.wisconsinhistory.org/Content.aspx?dsNav=N:4294963828-4294963805&dsNavOnly=N:1205&dsRecordDetails=R:CS3129> for more information). If there are burial sites within the project area, make sure you build time for that process into your project timeline.
- And lastly, you will need both an architectural historian and an archaeologist to do fieldwork to get a truly complete picture of what cultural resources are actually in your project area. CRT can help with that coordination.

4. STREETS & HIGHWAYS ENVIRONMENTAL CONSULTATION PROCESS

The process for environmental consultation differed slightly with the Streets & Highways Section of the Plan. The MPO held a face-to-face meeting with consulting agencies on March 2, 2016, hosted by WDNR at the Southwest offices in Fitchburg. Attendees were also given the option of participating in the meeting via telephone. Fourteen individuals attended the meeting representing WisDOT, FHWA, DATCP, and WDNR.

The table, description of projects, and maps below were distributed to environmental contacts via email or mailed packet three weeks prior to the March 2nd meeting.

Streets & Highways Environmental Consultation Materials

Attached are several maps illustrating the street and highway projects that have been identified in the 2015-2050 Long Range Transportation Plan (LRTP) compared to key environmental factors within the region. Projects shown in gray in the list below were excluded from maps labelled 2 through 5 because they are “preservation” or minor safety improvements that are not expected to cause adverse impacts. All projects are included in Map 1 and described below.

Table 3: STREET & HIGHWAY PROJECTS

Project #	Project	Extent
1	I-39/90 Expansion	Stateline to Madison, including Ryan Rd. underpass
2	CTH G	Reconstruction, includes Dollar General improvements
3	Dreiling Dr.	Dollar General Access Road
4	Austin Rd.	Reconstruction: W. Court to Mineral Point Urban 2 lanes w/ bike lanes
5	Ruger Ave.	Reconstruction: Wright Rd. to USH 14 Urban 2 lanes
6	Progress Dr. connection	Right in, right out turn to STH 11
7	Sharon Rd. Bridge	Bridge replacement
8	4 Mile Bridge	Bridge replacement
9	STH 26	Reconstruction with expansion Centerway to Kennedy/Randolph
10	Milwaukee St. Bridge	Bridge replacement
11	USH 14	Reconstruction: Lexington to Pontiac
12	Rail safety	OCR Signals and Gates
13	Rail safety	OCR Signals and Gates
14	Rail safety	OCR Signals and Gates
15	Rail safety	OCR Signals and Gates
16	W. Milwaukee	one to two way traffic conversion: Locust to Atwood
17	Kellogg Ave.	Resurfacing: River Rd. to Center Ave.
18	Milwaukee St.	One to two way traffic conversion: Atwood to Ringold
19	Court St.	One to two way traffic conversion: Linn to Ringold
20	Austin Rd.	Reconstruction: Mineral Point to Memorial
21	Avalon Rd.	Reconstruction: River Rd. to S. Oakhill
22	W. Memorial	Reconstruction: 950' West of Timber Lane to Timber Lane
23	Conde St. Connection	New connection across General Motors property
24	Waveland Rd.	Extension to CTH A
25	Venture Dr.	Extension to USH 51
26	Innovation Dr.	Extension to USH 51
27	New Road	Serve future industrial development
28	Todd Dr.	Extension from Delavan to Conde St.
29	Conde St.	Extension to Read Rd., upgrade Read intersection at Delavan
30	Kettering St.	Extension from Kennedy Rd. / N. Brentwood Dr. to dead end

31	Sandhill Rd.	Extension to Deerfield Dr.
32	McCormick	Extension to Wright Rd.
33	Wright Rd.	Extension to John Paul Rd.
34	N. Wuthering Hills Dr.	Extension to USH 14
35	Randolph Rd.	Extension Holly Dr. to Wuthering Hills Dr.
36	Harmony Town Hall Rd.	Reconstruction: widen to urban 4 lane USH 14 to STH 26
37	Milton Shopiere	USH 14 to STH 59: limited access 2 lane highway
38	Sunset Dr.	Extension Lucas Ln. to John Paul Rd.
39	Sunset Dr.	Extension to Old STH 26
40	Traffic Signal	John Paul Rd. and Madison
41	Hilltop	Extension to Townline Rd.
42	CTH F	Reconstruction USH 14 to Edgerton
43	Townline Rd.	Reconstruction USH 51 to Henke Rd.
44	USH 14	Expansion to 4 lanes: Wright Rd. to STH 11
45	USH 14	Expansion to 6 lanes: Wright Rd. to USH 51
46	USH 51	Expansion to 4 lane Urban: Blackbridge to USH 14
47	USH 14	Expansion to 4 lane: USH 51 to West Side Bypass
48	USH 51	Reconstruction: Court to Joliet
49	USH 51	Reconstruction: STH 11 to Beloit city limits
50	E. Milwaukee	Road Diet: Garfield to Wright Rd.
51	W. Court	Road Diet: Peal to Waveland
52	E. Memorial	Road Diet: Bridge to Milton Ave.
53	Five Points	Grade separation
54	North Side Bypass	USH 51 to Kidder Rd. to CTH M, interchange, E. Klug Extension
55	Centerway/Main/Parker	Realignment (ARISE)
56	USH 14 @ RR	Grade separation
57	John Paul Rd. @ RR	Grade separation
58	West Side Bypass	West Court to USH 14 new connection
59	11/14 east	Avalon interchange connection to 11/14 East
		Not located on maps 2-6

Description of Projects:

#1 I-39/90 Reconstruction and Expansion

Committed project to expand Interstate 39/90 from four lanes to six lanes from IL Stateline to Madison. Project includes sound barriers along sections in Janesville and new east-west underpass connection at Ryan Road. Committed project scheduled for construction years 2015-2019.

#2 CTH G Reconstruction

Reconstruction of CTH G from STH 11 to Inman Parkway in Beloit to rural county highway with wide shoulders. Includes Transportation Economic Assistance (TEA) funded upgrades related to development of Dollar General distribution facility. Committed project scheduled for construction years 2015-2016.

#3 Dreiling Drive

Private road connection from CTH G to Dollar General. Committed with local funding for construction year 2016.

#4 Austin Road: West Court to Mineral Point

Reconstruction and expansion of Austin Road from West Court Street to Mineral Point from rural road to urban cross section with two driving lanes, bike lanes, and one lane of parking. Committed funding (STP-Urban) scheduled for construction year 2017.

#5 Ruger Avenue: Wright Rd. to USH 14

Reconstruction and expansion of Ruger Avenue from Wright Road to USH 14 from rural road to urban. Cross section undetermined. Committed funding (STP-Urban) scheduled for construction year 2018.

#6 Progress Drive Connection

Construction of right in/right out connection from Progress Drive to STH 11. Committed funding (local only) scheduled for construction year 2017.

#7 Sharon Road Bridge

Replacement of Sharon Road Bridge. Committed funding (Federal Bridge) scheduled for construction year 2017.

#8 Four Mile Bridge

Replacement of USH 14 Four Mile Bridge over the Rock River. Committed in 2011 but delayed until after I-39/90 reconstruction. *MPO recommends capacity expansion.*

#9 Milton/STH 26 Reconstruction (and possible expansion): Centerway to Kennedy/Randolph

Reconstruction of Milton Ave./STH 26 from Centerway to Kennedy/Randolph. Committed by State for tentative 2026 construction year. *MPO recommends capacity expansion.*

#10 Milwaukee Street Bridge

Replacement of Milwaukee Street Bridge. Committed funding (Federal Bridge) scheduled for construction year 2018.

#11 USH 14: Lexington to Pontiac

Reconstruction of USH 14 from Lexington Avenue to Pontiac Drive from rural roadway to an urban cross section. Committed funding (Federal & State) scheduled for construction year 2020-2021.

#12-15 OCR Signals and Gates

Upgrade four at-grade railroad crossings in Milton and Town of Milton. Scheduled for construction completion in 2017.

#16 W. Milwaukee Street one-way to two-way conversion: Atwood to Locust

Conversion of Milwaukee Street from one-way to two-way traffic between Main Street and Locust. Janesville City Council approved the conversion in 2010? But no funding was committed.

#17 Kellogg Avenue: River Road to Center Avenue/USH 51

Resurfacing of Kellogg Avenue from River Road to Center Ave/USH 51. Possible STP-Urban project but no funding is committed.

#18 Milwaukee Street one-way to two-way conversion: Main to Ringold

Conversion of Milwaukee Street from one-way to two-way traffic between Main Street and Ringold. This project was studied but the project is not committed.

#19 Court Street one-way to two-way conversion: Linn to Ringold

Conversion of Court Street from one-way to two-way from Linn Street to Ringold. This project was studied but the project is not committed.

#20 Austin Road: Mineral Point to Memorial

Reconstruction and expansion of Austin Road from Mineral Point Avenue to Memorial Drive from a rural roadway to an urban cross section. Cross section undetermined but recommended to include bike lanes. Potential future STP-Urban project. Construction year undetermined.

#21 Avalon Road: River to S. Oakhill

Reconstruction and expansion of Avalon Road from River Road to S. Oakhill Avenue from a rural roadway to an urban cross section. Cross section and construction year undetermined. Potential future STP-Urban project.

#22 W. Memorial Drive: 950' West of Timber Lane to Timber Lane

Reconstruction and expansion of W. Memorial Drive from Timber Lane to approximately 950' west of Timber Lane. Reconstruct from rural roadway to undetermined urban cross section. Potential future STP-Urban project.

#23 Conde Street Connection

As part of General Motors redevelopment, connect existing east and west segments of Conde Street across GM property. No funding identified.

#24 Waveland Road Extension

Extend Waveland Road from current terminus to CTH A. No funding identified.

#25 Venture Drive Extension

Extend Venture Drive from current terminus to USH 51. No funding identified.

#26 Innovation Drive Extension

Extend Innovation Drive from current terminus to USH 51. No funding identified.

#27 New Road

Potential new road construction to serve future industrial development in Janesville. Road located south of STH 11 and connecting to CTH G. No funding identified.

#28 Todd Drive Extension

Extension of Todd Drive from Delavan Drive to Conde Street. New RR crossing approval needed. No funding identified.

#29 Conde Street Extension

Extension of Conde Street from current terminus to Read Road. Upgrade Read Road from intersection to Delavan Drive to accommodate increased truck traffic. No funding identified.

#30 Kettering Street Extension

Extension of Kettering Street from Kennedy Road / Brentwood Drive to dead end west of Whitney. New RR crossing approval needed. No funding identified.

#31 Sandhill Road Extension

Extension of Sandhill Road from current terminus west of Wright Rd. to Deerfield Drive. Recommended to include bike lanes. No funding identified.

#32 McCormick Drive Extension

Extension of McCormick Drive from current terminus at STH 26 to future Wright Road. No funding identified.

#33 Wright Road Extension

Extension of Wright Road from current terminus north of Rotamer Road to STH 26 overpass. Recommended to include bike lanes. No funding identified.

#34 N. Wuthering Hills Drive Extension

Extension of Wuthering Hills Drive from current terminus to USH 14. No funding identified.

#35 Randolph Road Extension

Extension of Randolph Road from current terminus at Holly Drive to future Wuthering Hills Drive. No funding identified.

#36 Harmony Town Hall Reconstruction

Reconstruction of Harmony Town Hall Road from rural roadway to urban four lane from USH 14 to STH 26. No funding identified.

#37 Milton Shopiere Expansion

Preserve Milton Shopiere Road from USH 14 to STH 59 for potential future expansion as a two lane limited access highway. During the LRTP horizon, limit new access points and preserve adequate right-of-way for future expansion.

#38 & #39 Sunset Drive Extension

Extension of Sunset Drive in two separate segments: from Lucas Lane to John Paul Road and east termini to Old STH 26. No funding identified.

#40 Traffic Signal at John Paul Road and Madison Ave.

Possible HSIP Project.

#41 Hilltop Road Extension

Extension of Hilltop Road from terminus to Townline Road. No funding identified.

#42 CTH F Reconstruction: USH 14 to Edgerton

Preservation project to reconstruct CTH F from USH 14 to limits of Edgerton. Partially committed with STP Rural funds, including design funds first obligated in 2007. Expected construction years 2016-2020.

#43 Townline Road Reconstruction

Reconstruct Townline Road from USH 51 to Henke Road to higher classification rural roadway that can withstand increased traffic. No funding identified.

#44 - #47 USH 14 Expansion

Expansion of USH 14 from potential West Side Bypass on west side of Janesville to CTH O on the east side of Janesville. Possible Majors Project.

#46 USH 51 Expansion

Expansion of USH 51 from a two lane rural roadway to a four lane urban cross section from Blackbridge Road to USH 14. No funding identified.

#48 USH 51 Reconstruction: Court to Joliet

Reconstruction of USH 51 from Court to Joliet. Possible State Project.

#49 USH 51 Reconstruction: STH 11 to Beloit limits

Reconstruction of USH 51 from STH 11 to Beloit city limits. Project would likely include spot safety improvements. Possible State Project.

#50 E. Milwaukee Street Road Diet: Garfield to Wright Road

Reconfigure E. Milwaukee Street from four lanes to two driving lanes, two bike lanes, and a center two-way left turn lane (TWLTL).

#51 W. Court Street Road Diet: Pearl to Waveland

Reconfigure W. Court Street from four lanes to two driving lanes, two bike lanes, and a center two-way left turn lane (TWLTL).

#52 E. Memorial Road Diet: Milton to Harding

Reconfigure E. Memorial Drive from four lanes to two driving lanes, a center two-way left turn lane (TWLTL) and either bike lanes or one lane of on-street parking.

Recommended for Study/ Future Consideration

#53 Five Points Grade separation

#54 North Side Bypass

#55 Centerway/Main/Parker Realignment

#56 USH 14 @ RR grade separation

#57 John Paul Road @ RR grade separation

#58 West Side Bypass

#59 Avalon interchange new connection to 11/14 East

Figure 6: ALL IDENTIFIED STREET & HIGHWAY PROJECTS

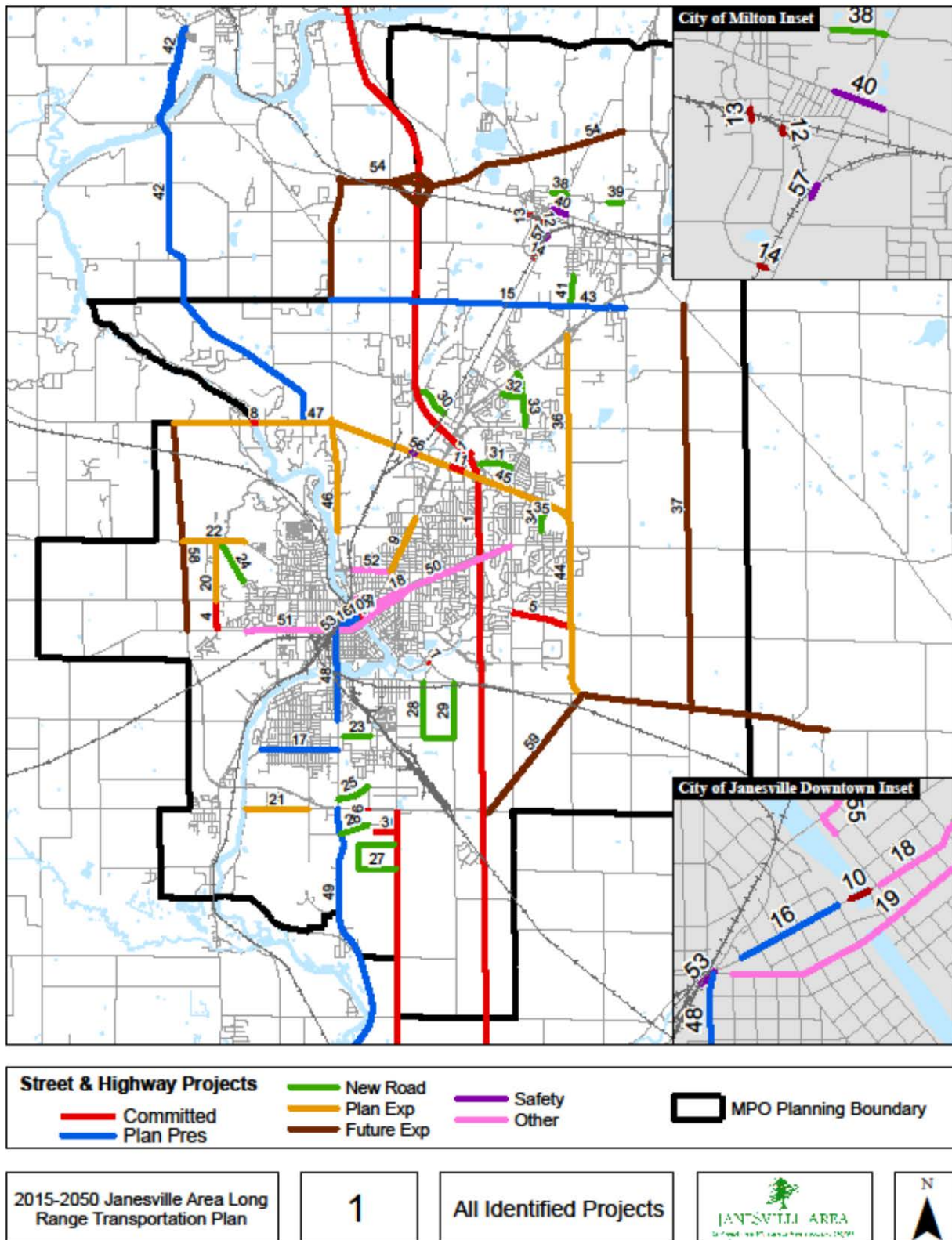


Figure 7: STREET & HIGHWAY PROJECTS WITH NATURAL FEATURES

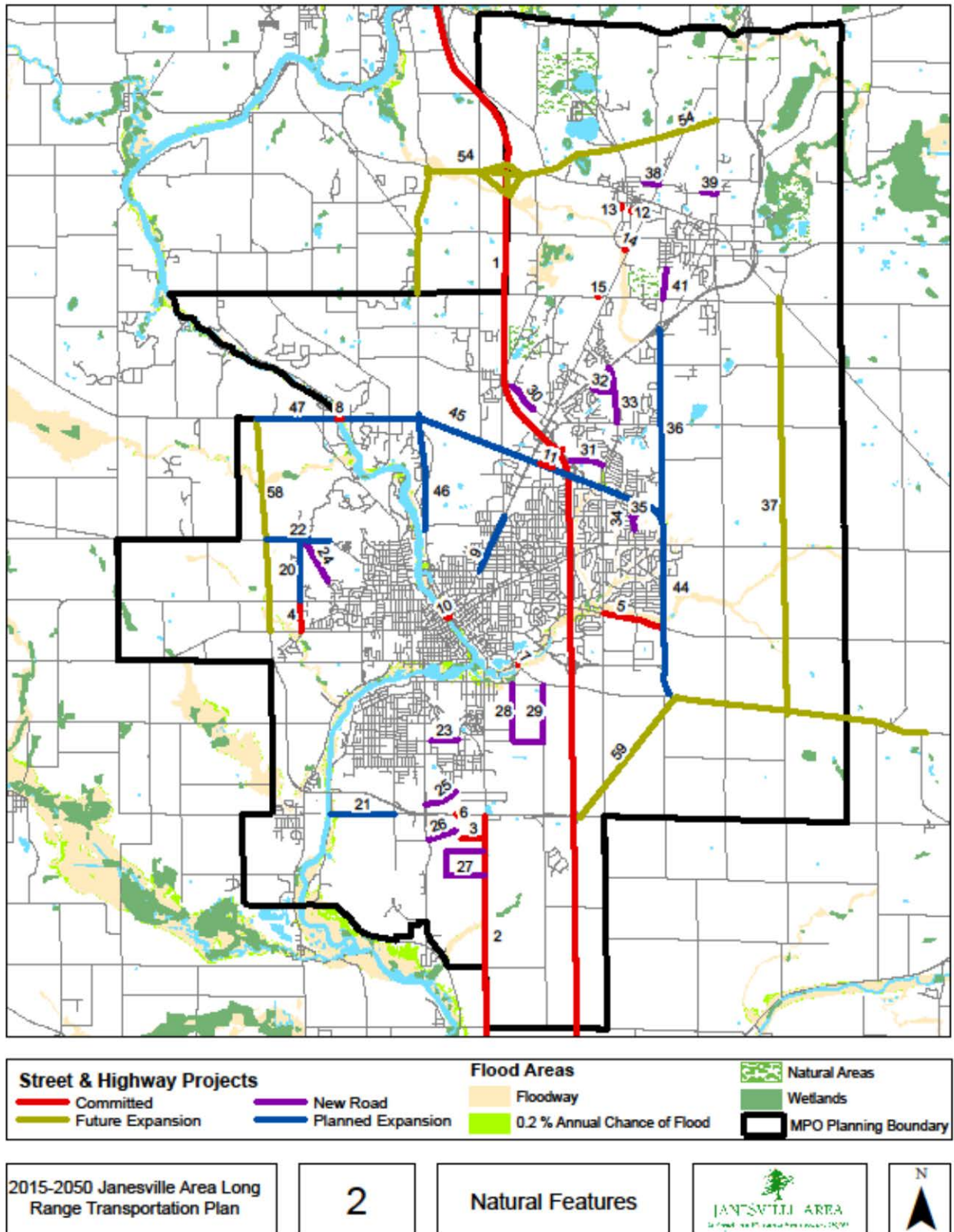


Figure 8: STREET & HIGHWAY PROJECTS WITH ENDANGERED SPECIES AND STEEP SLOPES

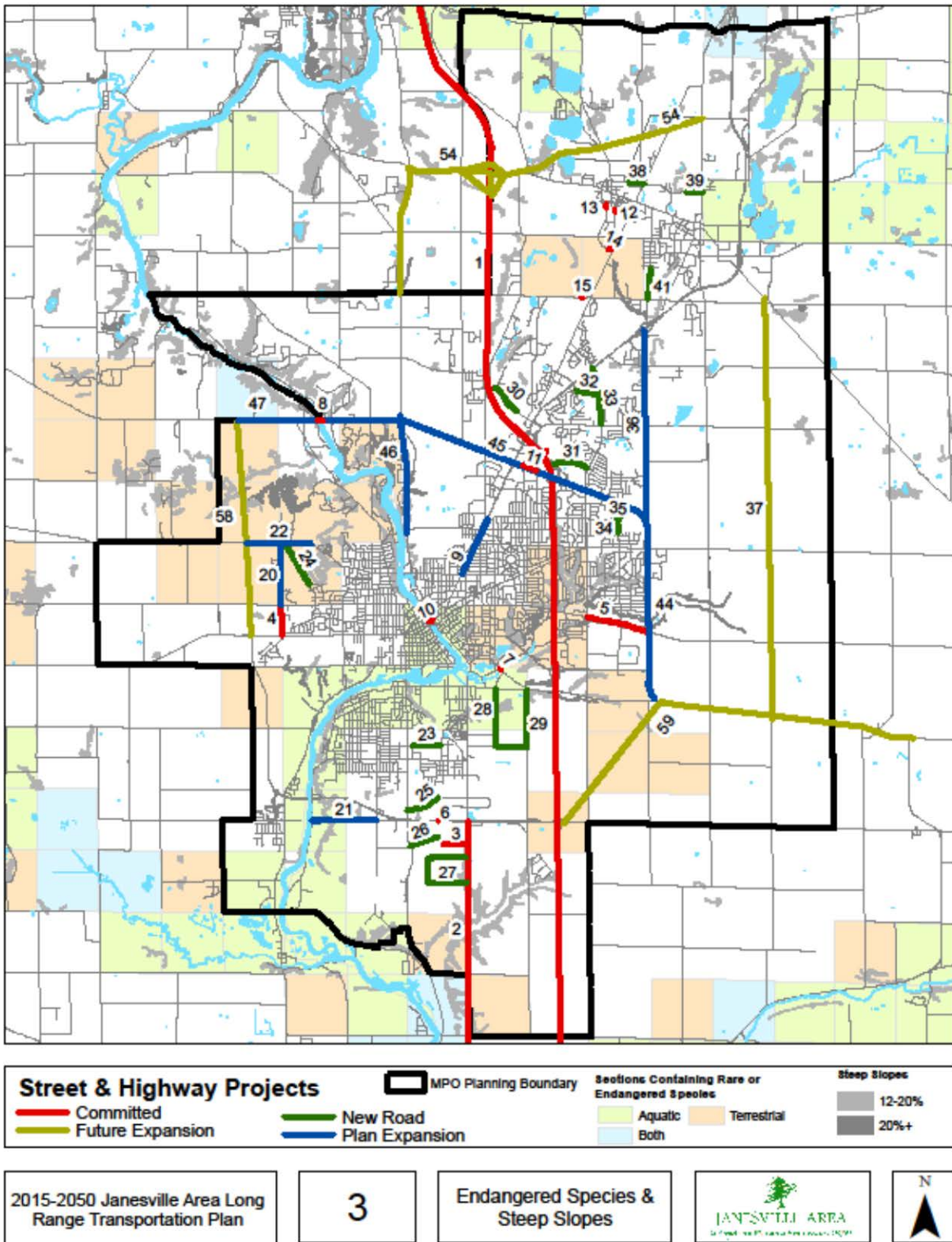


Figure 9: STREET & HIGHWAY PROJECTS WITH SOIL SUITABILITY FOR AGRICULTURE

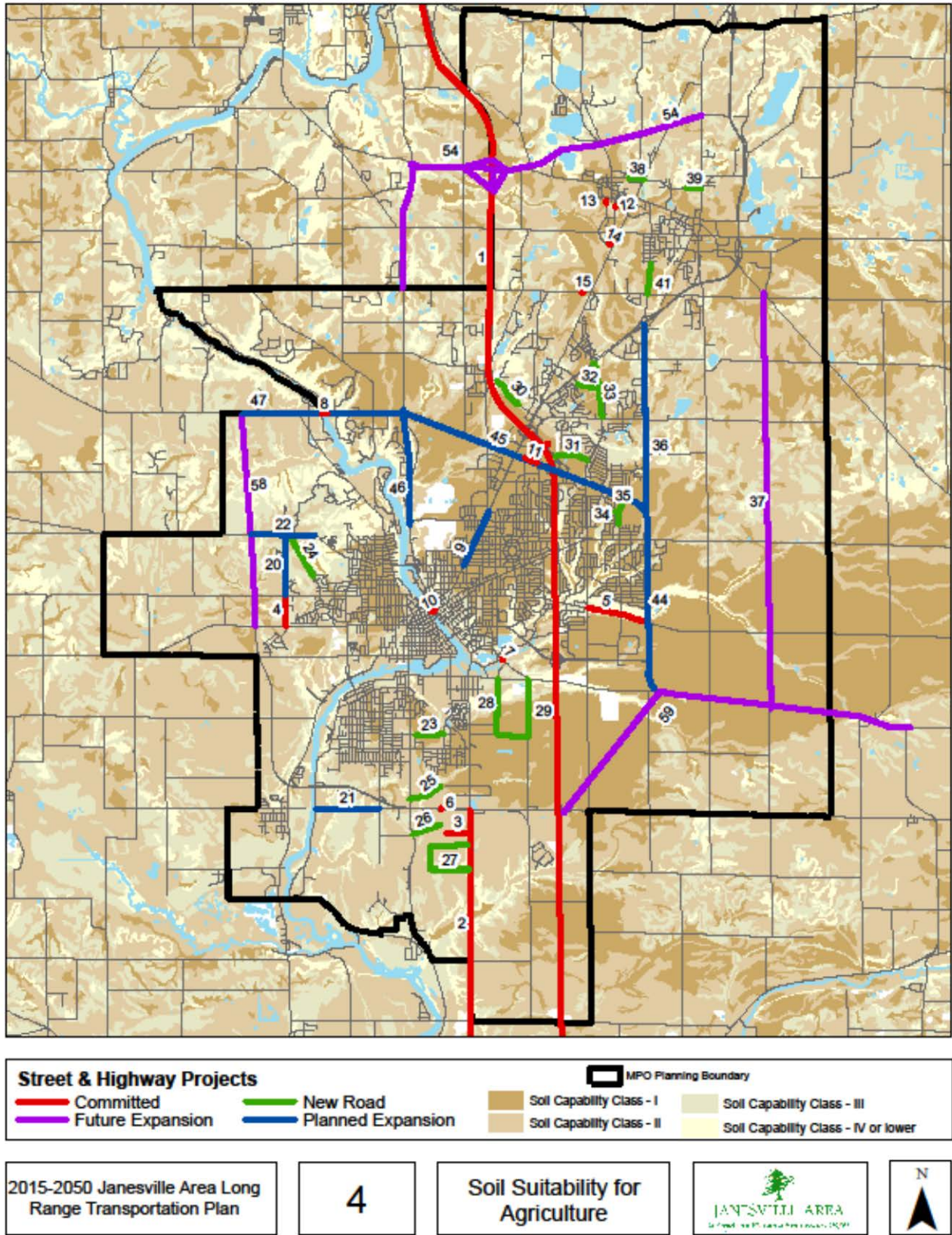


Figure 10: STREET & HIGHWAY PROJECTS WITH HISTORICAL AND ARCHEOLOGICAL POINTS OF INTEREST

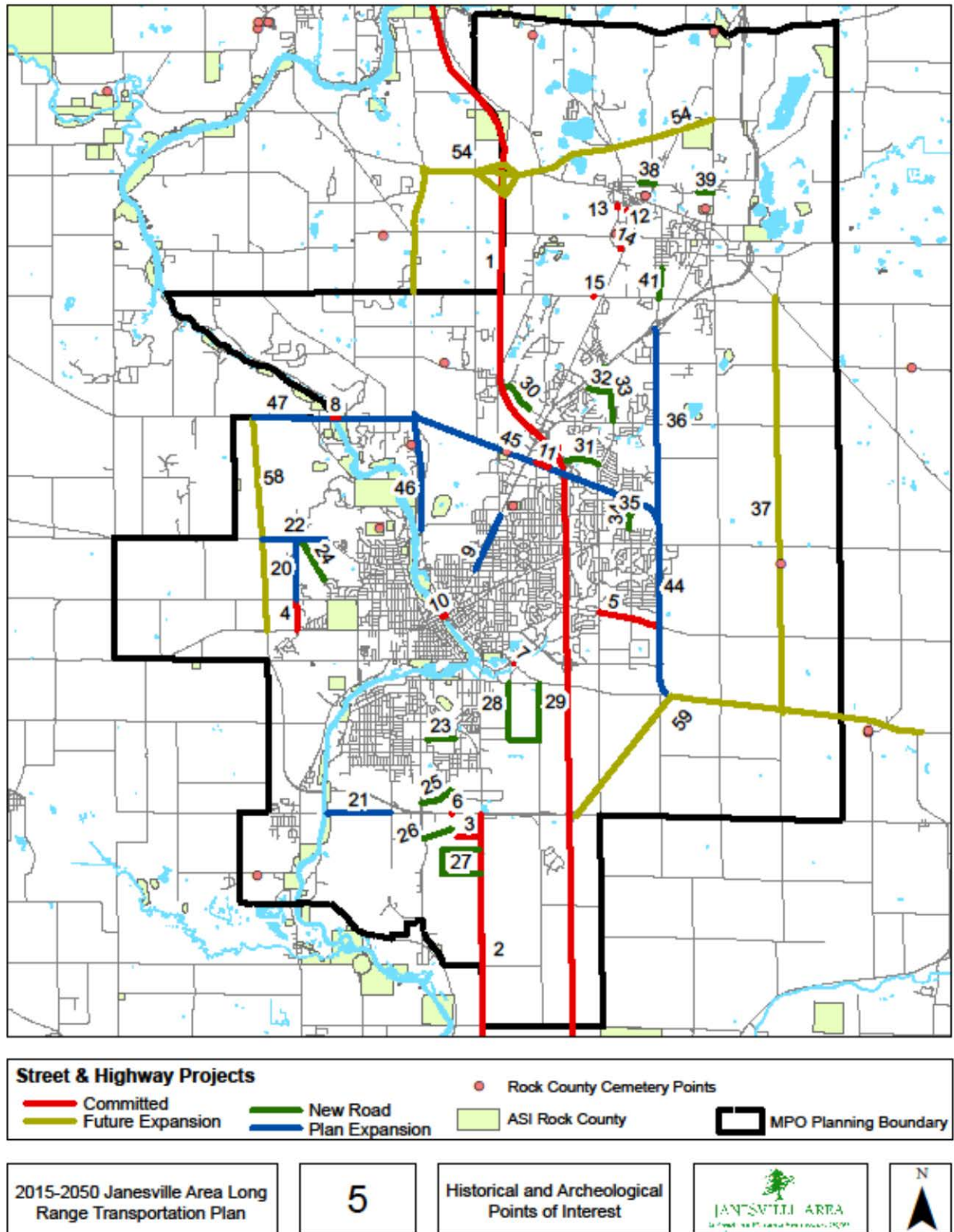
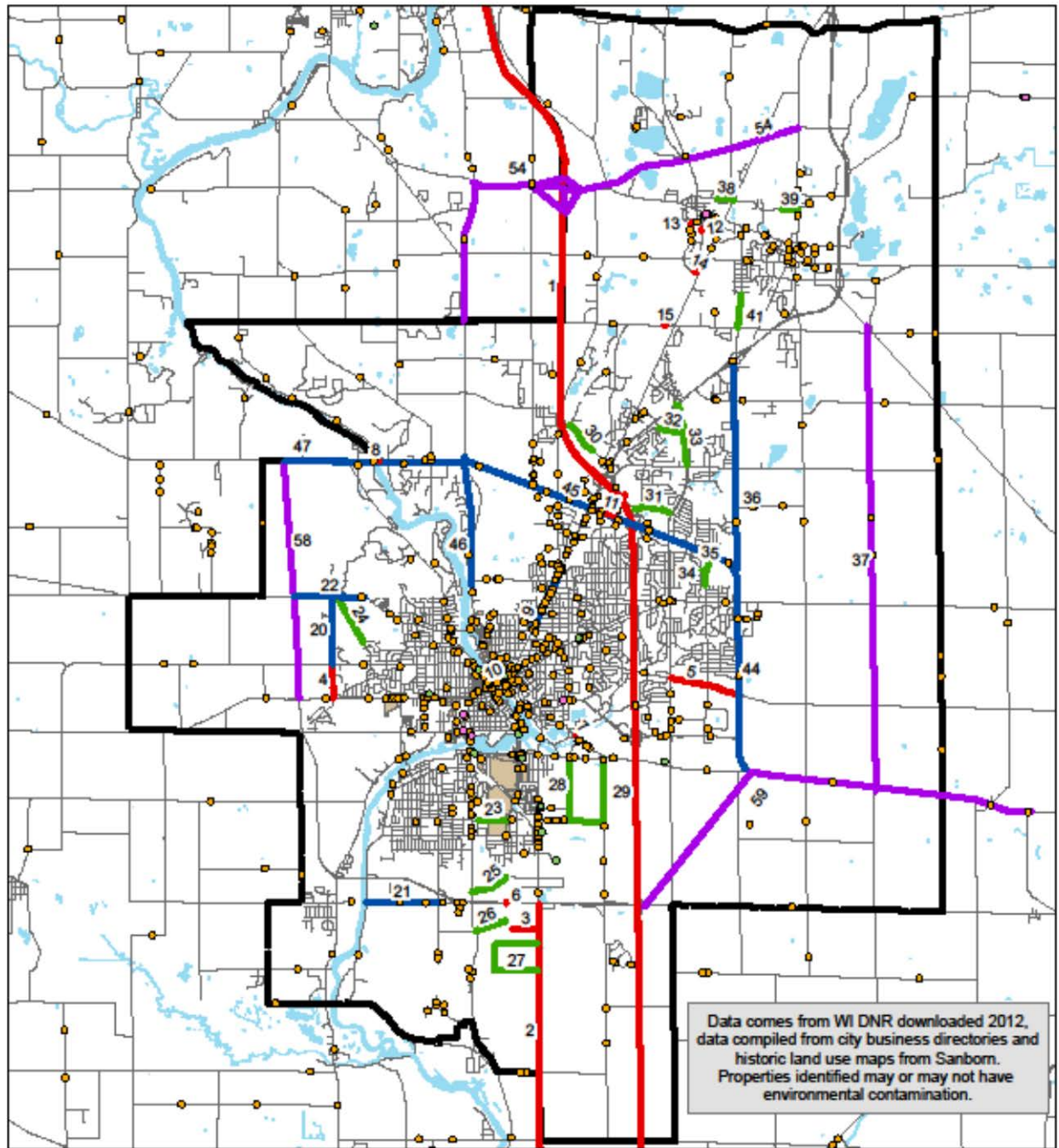


Figure 11: STREET & HIGHWAY PROJECTS WITH POSSIBLE CONTAMINATED SITES



Street & Highway Projects		Open Sites		Brownfield Sites
Committed	New Road	ERP open	LUST open	MPO Planning Boundary
Future Expansion	Planned Expansion	Registered Underground Tanks		

2015-2050 Janesville Area Long Range Transportation Plan

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Possible Contaminated Sites



5. STREET & HIGHWAYS SECTION ENVIRONMENTAL CONSIDERATIONS

This section documents feedback provided through the environmental consultation process. Many of the suggestions from the March 2nd meeting have been integrated into this section, such as a summary table or matrix showing all of the possible impacts of the projects on the features analyzed. This analysis is a planning level review only. Each of these projects will require a thorough review of environmental conditions and resources when the project begins the design phase of implementation.

Table 4: POTENTIAL IMPACTS OF STREET & HIGHWAY PROJECTS

Project #	Project	Flood Areas	Natural Areas	Wetland	End. Species	Steep Slopes	Historic or Arch. Features	Suitable Ag Soils	Env. Cont.
1	I-39/90 Expansion				x		x	x	x
2	CTH G	x			x	x			
3	Dreiling Dr.								
4	Austin Rd.								
5	Ruger Ave.	x							
6	Progress Dr. connection								
7	Sharon Rd. Bridge				x				
8	4 Mile Bridge				x				
9	STH 26								x
10	Milwaukee St. Bridge				x				x
11	USH 14								
12	Rail safety								
13	Rail safety								
14	Rail safety								
15	Rail safety								
16	W. Milwaukee								
17	Kellogg Ave.								
18	Milwaukee St.								
19	Court St.								
20	Austin Rd.								
21	Avalon Rd.				x				
22	W. Memorial				x				
23	Conde St. Connection								x
24	Waveland Rd.				x				
25	Venture Dr.								
26	Innovation Dr.								
27	New Road							x	
28	Todd Dr.				x				
29	Conde St.				x				
30	Kettering St.								
31	Sandhill Rd.								
32	McCormick								
33	Wright Rd.								
34	N. Wuthering Hills Dr.								
35	Randolph Rd.								

Project #	Project	Flood Areas	Natural Areas	Wetlands	End. Species	Steep Slopes	Historic or Arch. Features	Suitable Ag Soils	Env. Cont.
36	Harmony Town Hall Rd.								
37	Milton Shopiere						x	x	
38	Sunset Dr.								
39	Sunset Dr.				x				
40	Traffic Signal								
41	Hilltop							x	
42	CTH F								
43	Townline Rd.								
44	USH 14							x	x
45	USH 14						x		x
46	USH 51				x		x		x
47	USH 14				x				x
48	USH 51								
49	USH 51								
50	E. Milwaukee								
51	W. Court								
52	E. Memorial								
53	Five Points								x
54	North Side Bypass					x	x	x	
55	Centerway/Main/Parker								x
56	USH 14 @ RR								
57	John Paul Rd. @ RR								
58	West Side Bypass	x				x		x	
59	11/14 east							x	

Summary of meeting comments:

- Mike Halstead, DNR, asked for the Plan document to include a caveat that the data and mapped locations of the resources may not be an exhaustive inventory. There may be wetlands, for example, that are not included in the maps.
- Randy Maass, DNR Remediation & Redevelopment, commented that historic industrial downtowns often have coal ash fill buried along riverfronts. Historic fill material might be found during the Milwaukee Street Bridge project (#10).
- DATCP officials suggested analyzing projects against current agricultural land use rather than soil suitability for agriculture. Mike Halstead, DNR, has seen maps identifying prime agricultural land.
- One potential mitigation strategy for endangered species is to time a bridge project to avoid certain bird nesting or fish spawning periods. The demolition of the Parking Plaza is utilizing this strategy, which will take place in winter months.

- Bridge projects may need strict erosion control measures to protect both endangered species and water quality.
- Review of endangered species is very project specific. A lot of projects, and especially projects near waterways, will get many “hits” in the DNR database that requires further review to analyze impacts.
- Impacts to agricultural soils may be mitigated in Project #59 by aligning the highway as close to the I-39/90 right-of-way as possible.

Summary of 3/8/16 conversation with Kimberly Zunker Cook, Wisconsin Historical Society:

- See comments in Bicycle & Pedestrian environmental consultation response because those considerations also apply to Streets & Highways.
- The process is different if federal funding is used on a project versus if state or local funding is used. WisDOT is very familiar with the process and the Cultural Resources Team (CRT) can assist local communities.
- Review of resources should also include architectural resources, including historic district designations and individual listings on the National Register.
- SHPO enforces the Burial Law (WI State Statute 157.70), which applies whenever human remains may be encountered in a project. The Dillonbeck Cemetery adjacent to USH 14 near Kennedy Road may be affected by the Burial Law.

The following comments were submitted via email to the MPO and are copied below verbatim.

Wisconsin Department of Agriculture, Trade, and Consumer Protection

Thank you for the opportunity to comment on the draft Janesville Area Metropolitan Planning Organization 2015 to 2050 Long Range Transportation Plan and identify impacts that potential road construction projects may have on agriculture. Agriculture is an important part of Rock County’s economy. According to a 2011 report published by UW Extension, the Rock County agriculture sector provides 8 percent of Rock County’s jobs and generates about 9 percent of the county’s total business sales.

Regarding the impacts that road construction can have on agriculture, the worst scenario is when new road right-of-way passes diagonally through farm fields. The impacts this type of project would cause include: the loss of farmland, the creation of smaller and irregularly-shaped fields that are more costly to farm, the separation of barns and equipment storage buildings from fields and pastures, changes to farm access, and damage to drainage and erosion control structures. Some of these impacts can be mitigated if new roads follow property lines or if existing roads are improved to meet the public’s transportation needs rather than establishing new corridors.

Regarding the draft LRTP, the Department of Agriculture, Trade and Consumer Protection (DATCP) supports the Janesville Area MPO’s plans to include maps showing the existing and future land uses in the area. This will allow readers to see the extent of agricultural production happening in the

Janesville area and also see the areas where farmland is expected to be developed for other uses. I would also like to make you aware that there is an Agricultural Enterprise Area (AEA) that covers most of the town of La Prairie and part of the town of Turtle. An AEA is an area of land for which at least five local landowners have requested, and DATCP has approved, AEA designation. This land must be contiguous and primarily in agricultural use. AEA designation allows for increased Farmland Preservation tax credits where property within the AEA is either zoned for Exclusive Agricultural use or covered by a Farmland Preservation Agreement. AEA designation is an indication of a community's intention to maintain and promote agricultural production in the area. I have attached a map showing the location of the La Prairie AEA. To see additional information about the program and the Petition for AEA Designation by the agricultural community in La Prairie, visit DATCP's website at:

http://datcp.wi.gov/Environment/Working_Lands_Initiative/AEA/Designated_Agricultural_Enterprise_Areas/index.aspx . It should be noted that project #59, the Avalon Road interchange connection to USH 11/14 East, would pass diagonally through the northwest corner of the La Prairie AEA.

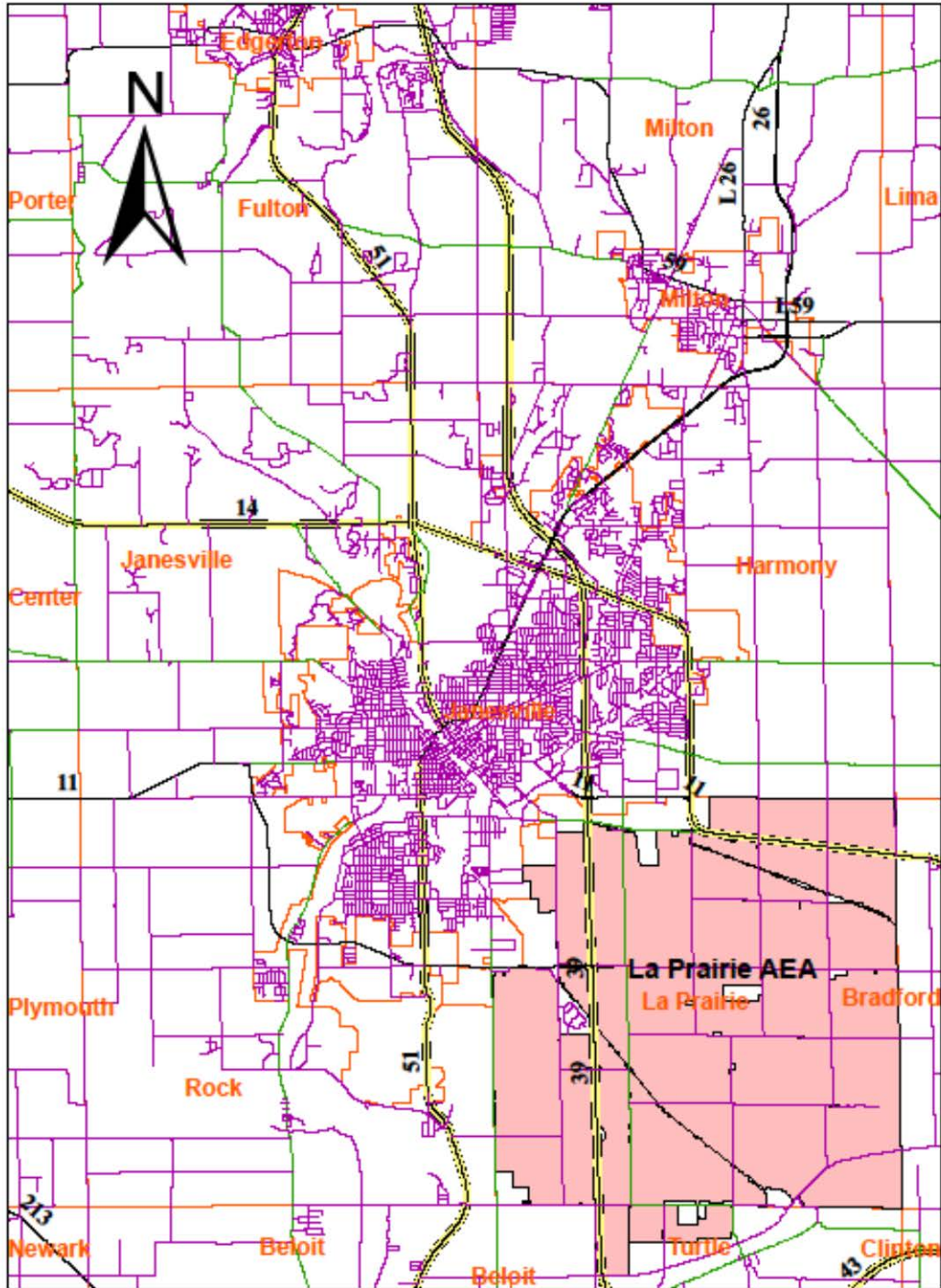
Highway and road projects that affect farmland may require the preparation of an Agricultural Impact Statement (AIS) by DATCP. An AIS typically includes a description of the project, a description of the local agricultural setting, a discussion of the project's potential impacts on agriculture, and a list of recommendations to avoid, minimize, or mitigate the project's impacts on agriculture. An AIS is required when a project initiator will acquire an interest in more than 5 acres from at least one farm operation. If the largest acquisition from a farm operation is 1 through 5 acres, DATCP has discretion over whether or not to prepare an AIS. If the largest acquisition from a farm operation is less than 1 acre, the project is released from having an AIS prepared and any acquisitions of farmland are designated as non-significant. Town roads are exempt from the AIS process. Also, if a project is located entirely within a city or village, DATCP has discretion over whether or not to prepare an AIS. For additional information about the AIS program, visit DATCP's website at http://datcp.wi.gov/Environment/Agricultural_Impact_Statements/index.aspx .

Thanks again for the opportunity to comment on the draft LRTP. Please feel free to contact me if you have any questions or need further information.

Alice Halpin
Agricultural Impact Statements Program
Wisconsin Department of Agriculture, Trade and Consumer Protection
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Figure 12: LA PRAIRIE AGRICULTURAL ENTERPRISE AREA

Location of La Prairie Agricultural Enterprise Area



Wisconsin Department of Natural Resources

We talked about a lot of different types of potential resource impacts at the meeting on Wednesday, but I wanted to pass along some clarifying language for a threatened/endangered species and wetlands. If the information is useful for your report, please feel free to use it. Most DNR resource impacts are assessed at the time of permit application/coordination, when the project impacts are more specifically known.

Threatened/Endangered Species:

All construction projects are to be conducted in compliance with State and Federal Endangered Species Laws. Information related to State of Wisconsin threatened and endangered species in a certain geographic area can be accessed in several ways. There are general information tools available that can be used for planning and assessment purposes over a large geographic area. An appropriate place to start is the NHI (Natural Heritage Inventory) public portal (<http://dnr.wi.gov/topic/ERReview/PublicPortal.html>). Alternatively, NHI reviews for most projects are conducted at the time of permit application, by DNR permitting staff. When a permit application is submitted to the Department, there is a requirement that the proposed activity be reviewed for potential impacts to threatened & endangered resources. DNR staff screen the site for potential NHI impacts and communicate with the applicant about any potential avoidance measures or additional on-site surveys that may be required prior to moving forward with the project. If the Endangered Resource review is desired BEFORE the permit application is submitted (this would help facilitate the timely resolution of any potential issues and reduce any project delays), there is a fee-based option to have the review completed outside of the permitting process (<http://dnr.wi.gov/topic/ERReview/Review.html>). Nearly all transportation-related projects are currently reviewed at the time of permit application, without major delays to project schedules.

Wetlands:

The Department expects that impacts to wetlands are avoided and minimized. Mapped wetlands from the Wisconsin Wetland Inventory can be found online on the DNR Surface Water Data Viewer (<http://dnrmaps.wi.gov/SL/Viewer.html?Viewer=SWDV&runWorkflow=Wetland>). This mapping interface also includes a layer of wetland indicators (hydric soils), which show soils that are favorable for wetland conditions. When wetland indicators are shown within a project site, DNR typically requires that a wetland delineation be completed to determine the presence or absence of wetlands in a project area. Any impacts to wetlands require permits and/or mitigation.

If you need any other information related to DNR coordination, please let me know.

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Laura Bub

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6. CONCLUSION

The Janesville Area MPA is rich in natural and cultural resources. The considerations and recommendations in this section are preliminary in nature. Detailed environmental analysis of individual transportation projects occurs later in the project development process, normally during the preliminary engineering stage. It is at this stage that design elements such as alignment, capacity, etc. are refined and the environmental mitigation strategies can be properly identified.