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# Environmental Impact Assessment

## Lakeshore Path Limnology Bypass

May 2, 2024

DFD#22A2N

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### PRESENTED TO

#### **Wisconsin Department of Administration**

101 E Wilson St  
Madison, WI 53703

#### **University of Wisconsin - Madison**

500 Lincoln Drive  
Madison, WI 53706

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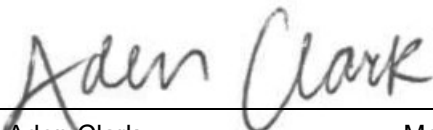
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Prepared by:



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May 2, 2024



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May 2, 2024

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## **EXECUTIVE SUMMARY**

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### **Summary of Project Description**

The State of Wisconsin Department of Administration, Division of Facilities Development (DOA DFD) retained Cornerstone Environmental Group, LLC - A Tetra Tech Company (Tetra Tech) to prepare an Environmental Impact Assessment (EIA) for the proposed Lakeshore Path Limnology Bypass project on the University of Wisconsin-Madison (UW-Madison) campus in Madison, Wisconsin. The EIA is required by the state guidelines in compliance with the Wisconsin Environmental Policy Act (WEPA), Section 1.11, Wis. Stats. The purpose of the EIA is to assess potential environmental effects of the project relative to the quality of the human environment. The Board of Regents is the project owner.

The project is to improve the Lakeshore Path bicycle route around the Hasler Laboratory of Limnology. The existing path is combined with vehicle traffic through the parking lot which causes vehicle and bicycle conflicts as well as safety issues. Advanced planning studies were conducted in 2018 and 2021 to identify safe route alternatives that connect the Howard Temin Lakeshore Path to North Park Street at the Memorial Union Terrace. The project will create a dedicated bicycle path around the south side of the Hasler Laboratory of Limnology. The area on the south side of the Hasler Laboratory of Limnology will be widened by construction of a retaining wall to support the adjacent hillside. Construction will include an asphalt surface path, asphalt parking area, path lighting, landscaping, retaining wall, signage and striping, stormwater management, and related restoration. Presently, the target construction period is anticipated to commence in September 2024 and reach substantial completion in May 2025.

### **EIA Process Summary**

The UW System WEPA compliance process began in August 2022 with authorization to prepare a Type II EIA. The need to prepare an EIA was identified early in the planning phase of the overall project.

### **Scoping**

A scoping letter to solicit input on potential environmental impacts of the project was sent on November 18, 2022, to potentially interested parties, individuals, or groups either in hard copy form or electronic mail. Following design changes, an updated scoping letter was sent on February 22, 2024. Copies of the scoping letters and list of recipients are located in Appendix B and responses received are included as Appendix C.

### **Draft EIA**

A public notice was posted in the legal notices section of the Wisconsin State Journal newspaper to request public input on the Draft EIA document as well as to provide notification of the Public Meeting. The EIA is available for public review beginning on May 2, 2024, and ending on May 16, 2024. A hard copy of the EIA is available at the City of Madison Public Library (201 W. Mifflin Street - Central Library location) and UW-Madison Steenbock Library (550 Babcock Dr.). Copies or notifications of the document availability were sent to 35 individual recipients (Appendix D). The document was made available online at <https://uwlakeshorelimnologypatheia.com/>. Comments were asked to be directed to:

Aden Clark  
8413 Excelsior Drive, Suite 160  
Madison, WI 53717  
aden.clark@tetratech.com

The deadline for verbal or written comments is May 16, 2024. A public meeting to present the project and EIA findings and to take verbal and written comments will be held on May 16, 2024, at 5:00 p.m. virtually. The public meeting will be attended by representatives of the DFD, UW-Madison, the design team (Short Elliott Hendrickson Inc. (SEH)), Tetra Tech, and interested members of the general public. The link for the virtual public meeting is noted on the website above.

## **Final EIA**

Following completion of the Draft EIA comment period and public meeting, a Final EIA will be prepared along with a determination of need, or lack thereof, for an Environmental Impact Statement (EIS). The report will be updated based upon comments received and with appropriate revised design information that may have been updated either due to the natural design process or as a result of comments or concerns expressed throughout the WEPA process. Comments received during the Draft EIA comment period, both written and oral, will be included in the Final EIA.

## **Potential Impacts**

Potential impacts that could result from construction and operation of the proposed path, as well as potential impacts resulting from the scenario under the no-action alternative, were evaluated in the areas of land use, aesthetics, air quality, geology, water resources, floodplains, wetlands, ecological resources, socioeconomic resources, waste management, human health, and noise. These potential impacts were generally compared to the existing project site and buildings and its current operations and operational impacts.

The following sections provide key findings for areas of potential concern related to construction and operation of the proposed facility. Resources and land area subject to indirect or cumulative impacts due to the proposed project, along with other existing or reasonably foreseeable future projects, are considered and include: 1) air quality; 2) water resources and related issues such as water consumption and water quality; 3) socioeconomic resources; 4) biological and ecological resources; 5) land use; and 6) traffic and parking.

Anticipated impacts from the project as described in this report include:

- Increased safety for pedestrian, bicycle, and vehicular traffic, and how they interact with each other in this area
- Earthwork and regrading a portion of the site; the site is partially contributing to the Bascom Hill Historic District
- Alteration of Lot 8. The proposed design permanently eliminates 11 parking stalls in Lot 8.
- Short-term construction impacts:
  - Noise
  - Air
  - Rerouting of pedestrians and bikes during construction for safety purposes and minor traffic impacts during select construction times.

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**ACRONYMS/ABBREVIATIONS**

Acronyms/Abbreviations	Definition
AHI	Architectural History Inventory
ARI	Archaeological Reports Inventory
ASI	Archaeological Sites Inventory
BMP	Best Management Practices
BRRTS	Bureau of Remediation and Redevelopment Tracking System
BOR	Board of Regents
DOA	Department of Administration
DFD	Division of Facilities Development
DPCED	Department of Planning, Community & Economic Development
EIA	Environmental Impact Assessment
EIS	Environmental Impact Statement
FEMA	Federal Emergency Management Agency
GSF	Gross Square Feet
LUST	Leaking Underground Storage Tank
MGE	Madison Gas & Electric
NAAQS	National Ambient Air Quality Standards
NPDES	National Pollutant Discharge Elimination System
WDNR	Wisconsin Department of Natural Resources
WEPA	Wisconsin Environmental Policy Act
WHPD	Wisconsin Historical Preservation Database

## 1.0 INTRODUCTION

### 1.1 GENERAL

The Wisconsin DOA DFD retained Tetra Tech to prepare an Environmental Impact Assessment for the proposed Engineering Building Replacement located at 1410 Engineering Drive, Madison, Wisconsin. The EIA is required by state guidelines in compliance with the WEPA, Section 1.11, Wis. Stats. The purpose of the EIA is to assess potential environmental effects of the project relative to the quality of the human environment. The Wisconsin DOA DFD is the project manager and the Wisconsin Board of Regents project owner.

#### 1.1.1 General Project Description

The project design is intended to improve the safety and functionality of the Lakeshore Path bicycle path around the Hasler Laboratory of Limnology. The existing path traverses the parking lot and driveway along the north side of the Hasler Laboratory of Limnology. This current path contains blind spots, short turning radii, and overlapping uses which increase the potential for conflicts between bicyclists, pedestrians, and truck delivery or motor vehicle traffic. The project will create a dedicated bicycle path around the south side of the Hasler Laboratory of Limnology. The area on the south side of the Hasler Laboratory of Limnology will be widened by construction of a retaining wall to support the adjacent hillside. Construction will include an asphalt surface path, asphalt parking area, path lighting, landscaping, retaining wall, signage and striping, stormwater management, and related restoration. Presently, the target construction period is anticipated to commence in September 2024 and reach substantial completion in May 2025.

### 1.2 EIA PROCESS

The WHS WEPA compliance process began in August 2022 with authorization to prepare a Type II EIA. A scoping letter to solicit input on potential environmental impacts of the project was sent on November 18, 2022, to potentially interested local, state, and federal parties, individuals, or groups either in hard copy form or electronic mail. Following design changes, a revised scoping letter was prepared and was re-sent on February 22, 2024. A copy of the scoping letters is located in Appendix B. Public comments were collected as part of the scoping process and are included as Appendix C.

A public notice was posted in the Wisconsin State Journal newspaper to request public input prior to finalizing the EIA as well as to provide notification of the Public Meeting. The EIA is available for public review as of May 2, 2024, and ending May 16, 2024. Copies of the EIA were sent to the 35 individual recipients listed on the Distribution List located in Appendix D. Hard copies are made available at the Madison Public Library (Central Library location) and UW-Madison Steenbock Library (550 Babcock Dr). This EIA is available for download online at <https://uwlakeshorelimnologypatheia.com/>. Comments are to be directed to:

Aden Clark  
8413 Excelsior Drive, Suite 160  
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[aden.clark@tetrattech.com](mailto:aden.clark@tetrattech.com)

The deadline for verbal or written comments is May 16, 2024. A public meeting to present the project and EIA findings and to take verbal and written comments will be held on May 16, 2024, at 5:00 p.m. virtually as noted on the website above. The public meeting will be attended by representatives of the DFD, UW-Madison, the design team (SEH), Tetra Tech, and interested members of the general public. The minutes of that meeting, attendees, public comments, and other information pertinent to the meeting will be included in the Final EIA document.

## 2.0 DESCRIPTION OF PROPOSED ACTION

### 2.1 TITLE OF PROPOSAL

Lakeshore Path Limnology Bypass  
DFD Project #22A2N

### 2.2 LOCATION

University of Wisconsin - Madison  
680 N Park St, Madison, WI 53706  
County: Dane  
Political Town: City of Madison, Wisconsin

### 2.3 PROJECT DESCRIPTION

The project is to improve the Lakeshore Path bicycle path around the Hasler Laboratory of Limnology. The existing path traverses the north side of Parking Lot 8 for the Hasler Laboratory of Limnology, contains blind spots, short turning radii, and overlapping uses which increase the potential for conflicts between bicyclists, pedestrians, and truck or motor vehicle traffic. Figure A below provides an overview of the existing path and building layout.



Figure A: Existing Howard Temin Lakeshore Path around the Hasler Laboratory of Limnology

The project will create a dedicated bicycle path around the south side of the Hasler Laboratory of Limnology. The area on the south side of the Hasler Laboratory of Limnology will be widened by construction of a retaining wall to support the adjacent hillside. Construction will include an asphalt surface path, asphalt parking area, path lighting, landscaping, retaining wall, signage and striping, stormwater management, and related restoration. A conceptual design overview is provided below as Figure B. Presently, the target construction period is anticipated to commence in September 2024 and reach substantial completion in May 2025.

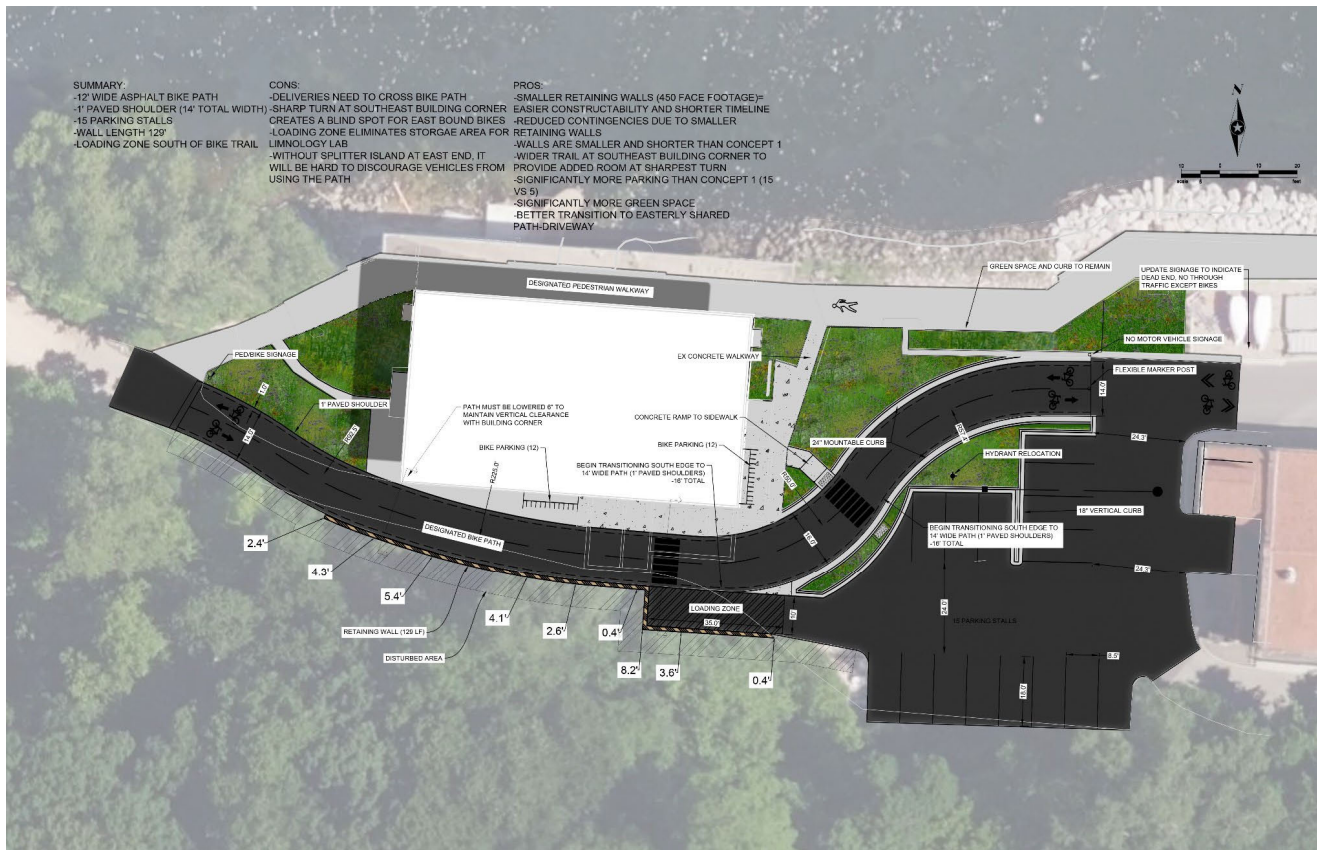


Figure B: Preliminary Design

## 2.4 PURPOSE AND NEED (OBJECTIVE, HISTORY, AND BACKGROUND)

The Howard Temin Lakeshore Path is a popular destination and major thoroughfare for pedestrians and cyclists that follows the south shore of Lake Mendota on the UW-Madison campus. The official eastern terminus of the path occurs at the Limnology building, less than a quarter mile from the Memorial Union Terrace, a BCycle bike sharing station, and Park Street which is a gateway to a larger bicycle/pedestrian network that extends east into campus and downtown Madison. With UW Housing developments on the near west campus and new resident halls, the Temin Lakeshore Path has become an even more important commuter route. New users are coming to the university from the west end of campus, the Health Sciences campus, Shorewood Hills, and the many new apartments and housing further west, travelling the Blackhawk Path to the Temin Path. This brings bicycle commuters into the campus and downtown Madison, extending its reach and adding to the density of users along this well-loved pathway.

The History of The Lakeshore Path, as provided on the University of Wisconsin – Madison Lakeshore Nature Preserve website (<http://lakeshorepreserve.wisc.edu/visit/places/the-lakeshore-path/>) is as follows (in *italics*):

*The Lakeshore Path developed over many years—indeed, thousands of years. There can be little doubt that the earliest people to arrive in this area, about 12,000 years ago, created footpaths along the shore to gain access to*



*the water or move between their habitations and ceremonial sites. When we travel along the lakeshore today, we are literally following in the footsteps of those who came before.*

*The first European-American settlers in this area no doubt followed many of the same well-established Indian routes around the lake. It should be noted, however, that with the construction in 1849 of a dam at Lake Mendota's outlet into the Yahara River (near the site of today's Tenney Park Lock), water levels rose at least 4 feet. Subsequent dam expansion raised the water level even higher. In places, this meant that formerly dry ground was flooded and is now under water. Some of the original Indian footpaths thus now lie beneath the waters of the lake.*

*The first segment of the Lakeshore Path constructed (or improved) was developed on the 198-acre parcel of land purchased by the university in 1866 west of the original campus on Bascom Hill. This tract was acquired to create an Experimental Farm, which came to support a variety of agricultural enterprises such as orchards, livestock pastures, and research fields.*

*A little-known consequence of early development of the farm was the construction of a network of farm roads and pleasure drives in the late 1860s.*

*The first university farm superintendent, Prof. Daniells, proudly described the drives in the student newspaper (University Press, April 15, 1871):*

*...one and three fourths miles of avenues have been constructed, three fourths of a mile extending along the shore of Lake Mendota. These avenues afford pleasant drives, and add greatly to the attraction of the grounds by giving an opportunity to visit in carriages localities from which may be seen some of the most beautiful landscape views in this vicinity....*

*The use of the Experimental Farm's shoreline road for recreational carriage drives was quite popular with the residents of Madison. With the rapid expansion of the city and the university populations, interest grew in linking the university road to the already constructed pleasure drive near Eagle Heights.*

*In 1892, a small group of energetic Madison leaders pooled their resources and built a westward extension to the Experimental Farm drives, crossing over what was then private land adjacent to University Bay. This new route required the construction of a bridge to span Willow Creek, then known as University Creek. Within two years of completing the new so-called Bay Road and rustic bridge, the group founded a new organization: the Madison Park and Pleasure Drive Association (MPPDA).*

*The new Bay Road was constructed on a sand bar ridge that separated University Bay from the marshy area to the west. Long rows of trees were planted along the sides of the 33-foot wide road. The tree planting was carefully overseen by John M. Olin, a law professor at the university and for many years the president of the Madison Park and Pleasure Drive Association.*

*Olin sought trees that would stabilize the highly erodible shoreline, produce shade quickly, and be able to tolerate wet soil conditions. Willow trees, primarily the crack and golden species, were selected to meet these conditions and were purchased from nurseries across the Midwest. For a time, Olin used his property (now part of the Preserve's Big Woods) as a plant nursery for his MPPDA landscaping projects. The first willows along the Bay Road were planted in 1900, and by 1910 a full canopy is evident in historic photographs.*

*It is not surprising, therefore, that the name of this route soon changed to reflect the double row of willow trees stretching from the rustic bridge at University Creek to the base of Picnic Point. Before long, the creek was being called "Willow Creek," and the Bay Road became "Willow Walk." (In subsequent years, other names for this road have included Willow Drive, University Drive, and Lake Road-not to mention the Preserve's own Lakeshore Path!)*

*Willows are not particularly long-lived trees, due in part to their habit of rapid growth. By the 1970s, most of the original trees planted in the early 1900s were in decline and posed a possible safety hazard from falling limbs. Many of the willows were removed and replaced at this time.*

*Additional willows were removed in 2004 in the course of a major restoration of the Howard Temin Lakeshore Path. This time, instead of exclusively planting non-native willows, landscape planners selected a combination of swamp white oaks and river birch (both native species) to mix with the replacement golden willows. As the remaining older willows along this part of the Lakeshore Path decline, new willows will be planted in combination with native trees to maintain this landscape heritage.*

*The construction of the Tripp and Adams Men's Residence Halls in 1925 and the Kronshage units a decade later led to much heavier student use of the path along the lake connecting the lakeshore dormitory area to the lower campus. The opening of Elizabeth Waters Hall on the north slope of Observatory Hill in 1940 increased still further student use of the lake path. The portion of the lake path between the present-day Charter Street extension and the Union was particularly challenging. This narrow and unimproved trail segment was slippery and muddy much of the time during inclement weather.*

*In the spring of 1941, a committee of the Student Board, the campus student government, decided to improve the lake path. Under the leadership of Robert Avery, Class of 1941, the group promoted an all-campus student work day to widen and resurface the lake path between the men's dorms and the Union, using cinders from the University heating plant. Calling themselves the campus WPA – We Pave Anything – they collected graders, steam rollers, a large supply of shovels and rakes borrowed from the real WPA office, and 1700 cubic yards of UW cinders for the undertaking.*

*By the scheduled date on Saturday, May 17, 1941, the project had become a competition between the Greeks of Langdon Street and the residents of the lakeshore dorms. That morning both groups marched behind two brass bands to the eastern terminus of the lake path at the Hydraulic Lab, where President Clarence Dykstra threw the first shovel of cinders.*

*Engineering students employed their surveying skills and others used the borrowed heavy equipment to widen and grade the path. Students, numbering 1,200 men and women, then worked so industriously with shovels and rakes that they ran out of cinders late in the day. This first student work day ended appropriately with a celebratory street dance at the Memorial Union and refreshments contributed by Madison's Fauerbach Brewery.*

*The University's Board of Regents was so impressed by this student volunteer effort that it adopted a special resolution thanking the student body for its "valuable service."*

*With the growing popularity of automobiles in the early part of the twentieth century, conflicts with horse-drawn carriages along Willow Walk were inevitable. Speed limits and restrictions on times and days of use only partially alleviated the tension between carriages and cars. Between 1928 and 1931, an additional lane was added to the Willow Walk, running parallel to the original route between Picnic Point and Willow Creek. It appears that at this time the name "Willow Drive" came into use, replacing earlier names.*

*Traffic volume continued to increase along the Willow Drive as the number of cars on the west end of campus rose. In response, proposals were made to add another new lane to the drive. Other people advocated extending Willow Drive all the way to the Memorial Union—from Elm Drive to North Park Street.*

*In 1957, a controversial recommendation was made to build a new "Shore Drive" that would have necessitated filling parts of the lake near the Lakeshore Residence Halls. A 350-space parking lot was also contemplated at this time—to be constructed on new land created by filling in Lake Mendota near the present-day Hasler Limnology Lab. Fortunately both proposals were rejected. Just imagine how different the Lakeshore Path would be today if these concepts hadn't been soundly defeated!*

*Despite the defeat of the Shore Drive and lake parking lot proposals, Willow Drive was expanded. In 1958, a decision was made to create a third lane—just to the west of the earlier roads. The new road (third lane) between Lake Mendota Drive and Walnut Street allowed planners to close the original lakeside lane to all but pedestrian, bicycle, and boat launching traffic. As an additional measure to control traffic, the portion of Willow Drive between Walnut Drive and Elm Drive was restricted to one-way auto traffic, moving from east to west.*



*Over the next 30 years, conflicts between pedestrians, bicyclists, and automobiles were not uncommon on sections of Willow Drive where a hodge-podge of lane restrictions applied. Bicycles and cars often were uncertain about (or ignored) the rules of the road. The confusion over road rights came into clear focus with a tragic accident in 1991. Along a segment of shoreline road near the beach at The Willows (also called Willow Beach), a cyclist was killed—due in part to the confusing confluence of cars, bicycles, and pedestrians all operating on a narrow road. Two bicyclists, traveling in opposite directions, collided head-on as they tried to pass each other in the narrow space allocated to bike riders. One of the bicyclists (the one not wearing a helmet) died from injuries sustained during the fall. Soon after, all non-official car travel was prohibited on these shoreline roads.*

*The most recent major modification of the Lakeshore Path occurred in 2004 as part of a \$411,000 project on the west end of the Howard Temin Lakeshore Path segment between Oxford Road and the Willow Creek Bridge.*

*The reconstruction project was designed to improve safety, promote accessibility, and prevent flooding. It involved:*

- *narrowing the width of the path to create more green space and reduce stormwater run-off*
- *improving biker and pedestrian/jogger safety by creating separate user lanes*
- *redesigning street intersections*
- *rerouting access to the boat launch area*
- *and resurfacing and raising portions of the path to prevent floodwaters from reaching University Bay Drive.*

*As a consequence of the regrading, hazardous willow trees were cut down and replaced with 51 new trees.*

*Today the Lakeshore Path is used by hundreds of visitors each day: as a source of recreation, as part of a daily commute to work or class, or as a daily ritual to clear the mind and reflect on more important things in the midst of a busy day.*

The Limnology building's location along the route that connects the Lakeshore path to these amenities creates a bottleneck that results in traffic hazards and conflicts with pedestrians and loading and service traffic that limit the efficacy and safety of the route for bicyclists. The sidewalk adjacent to the north side of the Limnology building is currently not wide enough to safely accommodate both pedestrians and cyclists. Cyclists are instead directed around the south end of the building and through Parking Lot 8 where they access Park Street via the service drive into the lot. This route forces cyclists to navigate a pinch point west of the building, pass a building exit door and loading zone, and turn several blind corners into and out of the parking lot. Transportation Services receives frequent reports of near misses in Lot 8 between cyclists and pedestrians, motorists, and, primarily, other cyclists.

During the Lakeshore Path Limnology Route Study prepared by Ayres Associates in 2018, eighteen potential concepts for redesigning circulation around the Limnology building were developed. Of the eighteen preliminary design options, the bridge concept was selected by UW Transportation Services Commuter Solutions for a final round of refinement and cost estimation. The separation of vehicular traffic from pedestrians and bicyclists provided by the bridge concept improves safety by minimizing conflicts created when uses overlap.

Ayres Associates conducted further investigation as part of the Advanced Planning Study in 2021, expanding upon the "Bridge Concept" that resulted from the Lakeshore Path Limnology Route Study in 2018. The result was three bridge designs that act as an overpass for bike and pedestrian traffic around the Hasler Laboratory of Limnology. The first alternative from the Advanced Planning Study was originally selected for implementation which entailed a pedestrian and bicycle bridge being constructed on the northern side of the Hasler Laboratory of Limnology. Following design approach concerns from affected parties, the Advanced Planning studies were reevaluated, and an alternative design approach was selected for implementation. The new design approach forgoes the bridge concept and routes the bicycle path along the southern side of the Hasler Laboratory of Limnology as described in Section 2.3 above.

## 2.5 ESTIMATED COST AND FUNDING SOURCE

The target budget of the Lakeshore Path Pedestrian and Bicycle Limnology Bypass Route is approximately \$1,765,200 and will be funded using Agency Cash.

## 2.6 TIME SCHEDULE

Table 2-1 below outlines the anticipated project schedule as it is known at this time. Note that individual project components and detailed milestones are being developed and will be contingent upon Board of Regent and SBC approvals and other timeline milestones such as permitting approvals which may need to have supplementary information prepared.

Table 2-1: Anticipated Project Schedule

Milestone	Date
AE Selection	2022
Preliminary Design	April 2024
SBC Approval	May 2024
Bidding	July 2024
Start Construction	September 2024
Substantial Completion	May 2025

## 3.0 EXISTING ENVIRONMENT

### 3.1 PHYSICAL

#### 3.1.1 Land Use

The project construction will be in an area that is currently developed with asphalt, concrete, and urban landscaping. The current land use of the site is the existing bicycle path around the southern side of the Hasler Laboratory of Limnology. The University of Wisconsin-Madison, a land grant institution, owns the proposed project site. Surrounding the vicinity of the proposed site changes are buildings and vegetation that may support habitat for birds and small mammals. This vegetation includes trees, shrubbery, flower beds, and grass. Figure 1 in Appendix A shows an aerial of the existing site.

#### 3.1.2 Topography

The topography in the project area generally slopes from the south to the north, towards Lake Mendota, with the elevation of the proposed project site at approximately 863 feet mean sea level (MSL). There is a relatively significant grade change south of the Hasler Laboratory of Limnology which is why there is a need to utilize a retaining wall in the proposed design. Figure 2 in Appendix A shows the topography of the area.

#### 3.1.3 Soils

Soils in the project area are mapped on United States Department of Agriculture maps as 67.7% Kidder loam and 4.2% McHenry silt loam (Figure 3 in Appendix A). The remaining 28.2% in the area of interest is water. The Kidder loam soils consists of well drained soils from moraines at 12 to 20 percent slopes, eroded. The parent material of Kidder loam is loamy till. The mean annual precipitation ranges from 31 to 37 inches and the mean annual air temperature ranges from 45 to 50 degrees F. The McHenry silt loam soils consists of well-drained soils from moraines at 6 to 12 percent slopes, eroded. The parent material of McHenry silt loam is loess over loamy till. Mean annual precipitation ranges from 31 to 37 inches. Mean annual air temperature ranges from 45 to 48 degrees F (USDA-NRCS web soil survey).

#### 3.1.4 Utilities

Multiple utilities are located adjacent to and surrounding the proposed project site. Existing and proposed utilities are shown on Figure 4 and 5 in Appendix A, respectively. The existing hydrant located in Lot 8 will be relocated to be outside of the proposed path footprint.

#### 3.1.5 Stormwater

Throughout much of Lot 8 and the eastern side of the proposed path, stormwater flows to a bioretention stormwater system at Hoofers before discharging to Lake Mendota. Stormwater generated on the western side of the proposed path will be routed to a concrete pan section which outlets through a flume with riprap. A silt fence is proposed to be added following the riprap section, between the outlet and Lake Mendota.

#### 3.1.6 Surface Water

The project area is part of the Lower Rock River Basin and Yahara River and Lake Monona Watershed. Concerns within the Lower Rock River Basin as a whole include:

- Water quality impacts and increased runoff quantity from agriculture and urban land uses such that many of the rivers and streams are not meeting water quality standards.

- Loss of agricultural lands with its effect on wildlife habitat, recreational usages, the rural landowners, and the area economy.
- Loss of critical sensitive habitat and connection between habitats.
- Lower urban groundwater levels due to increased use and decreased groundwater infiltration due to more acres of impervious land.
- Significant groundwater contamination in areas of the Basin.

The existing project site has a minimum distance to Lake Mendota of approximately 35 ft. Lake Mendota has a surface area of 9,781 acres and has a maximum depth of 83 feet. Additional nearby surface water includes the other lakes in the chain of three lakes that start in the Madison, WI, area, Lake Monona and Lake Wingra. Lake Monona is located about 1.0 miles southeast of the project site, has a surface area of 3,359 acres, and has a maximum depth of 74 feet. Lake Wingra is located approximately 1.4 miles southwest of the project site, has a surface area of 336 acres, and has a maximum depth of 14 feet.

### **3.1.7 Wetlands and Flood Plains**

According to the U.S. Army Corps of Engineers (USACE), wetlands are “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.” Based on the methods outlined in the 1987 Corps of Engineers Wetlands Delineation Manual and its regional supplement, the presence of a wetland is determined based on three hydric criteria – vegetation, soils, and hydrology (USACE, 1987). The boundary of a wetland is where one or more of these hydric characteristics give way to upland features. Following this guidance, in addition to review of WWI maps, soil data, and topographic maps, it has been determined that mapped wetlands are not located within the project site boundaries. The Wisconsin Wetland Inventory (WWI) Map is provided on Figure 6 in Appendix A.

The online Federal Emergency Management Agency (FEMA) Flood Map Service Center was utilized to review the flooding potential for the project area. The project site is located within an area of very low flood risk.

### **3.1.8 Groundwater**

Regional groundwater in the project area is located in the sandstone aquifer which makes up the most important aquifer in the Lower Rock River basin, and shallow groundwater occurs within the glacial materials that overlie the bedrock. According to the Geotechnical Engineering Exploration and Analysis prepared by Giles Engineering Associates, the regional groundwater table (long-term water table) at the site will be at approximately El. 848 to El. 849, assuming a uniform groundwater surface gradient between Lake Mendota and Lake Monona. Groundwater conditions at the site will likely fluctuate, especially seasonally, depending on precipitation, surface run-off, and other factors.

A principal groundwater concern is the altering the area of impervious surfaces that limit surface water infiltration. This change can affect base flow and thus water temperature and quality in streams. In addition, elevated chloride and sodium levels in surface water and groundwater exist due to winter road and street salting.

### **3.1.9 Air**

Chapter NR 400 of the Wisconsin Administrative Code regulates air quality for new construction sites. Contaminants regulated by this chapter include the “criteria pollutants”: particulate matter, sulfur dioxide, organic compounds, nitrous oxides, and carbon monoxide. Hazardous air pollutants and visible emissions are also regulated. If an ambient monitor measures criteria pollutant concentrations or dispersion modeling indicates concentrations within the National Ambient Air Quality Standards (NAAQS), the region is designated as an attainment area for that pollutant. Dane County’s air monitoring station, which monitors the air quality of the county on regular intervals, is located in Madison, just east of Lake Mendota. All monitored pollutant concentrations in the project area are currently within ambient air quality standards. The air quality for the Madison area is quantified as good, according to monitoring station data.

Air quality in the area is affected by Madison Area Technical College Downtown Campus and AT&T Services in addition to other sources such as campus utility generation and MG&E-owned plant on the isthmus.

### 3.1.10 Miscellaneous

#### 3.1.10.1 Hazardous Materials

The Wisconsin Department of Safety and Professional Services tank database and the Wisconsin Department of Natural Resources Bureau for Remediation and Redevelopment Tracking System (WDNR BRRTS) database were searched for potential environmental hazards within the project area (Figure 7 in Appendix A).

One 550-gallon gasoline UST, located just east of the UW Hasler Laboratory of Limnology, was abandoned by Phiefer Brothers Construction Company, Inc. (Phiefer), of Neenah, Wisconsin, on April 24, 1992. Following the abandonment by removal of the gasoline UST, the site was clean-closed, and no further investigation or corrective action was needed. The tank removal is indicated on Figure 7 as No Action Required (NAR) Activity, although it is not displayed at the correct location of 680 N Park St.

Other sites noted in the database and located near the proposed project area include:

- UW Crew House (680 Babcock Dr) – NAR activity dated 1992-06-08.
- UW Memorial Union (800 Langdon St) – NAR activity dated 1989-10-17.

#### 3.1.10.2 Noise

Current permanent noise sources near to the project area include traffic, UW-Madison events, and general building operations in an urban environment. A noise study has not been conducted for the purposes of gathering pre- and post-development noise data for this project.

## 3.2 BIOLOGICAL

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### 3.2.1 Flora

The proposed project location is entirely within urban/institutional areas, or other artificial/paved surfaces.

Much of the flora within the terrestrial project area consists of minimal amounts of turfgrass with more groupings of trees and wooded area to the south of the project area. This vegetation in conjunction with the surrounding urban areas offers minimal cover and does not provide suitable habitat for large wildlife.

One plant species has the potential to be impacted by the proposed project. The Sheathed Pondweed, a Wisconsin Threatened plant, is found in shallow water of lakes and creeks. Erosion control measurements will be implemented to minimize the potential impact.

### 3.2.2 Fauna

As most of the site is currently developed, fauna that could use the project area is limited to species typical of urban areas. This could include songbirds, mice, squirrels, opossums, or raccoons. Due to the proximity to Lake Mendota, seagulls and Canada geese also have the potential to make use of the open areas.

According to the Wisconsin Department of Natural Resources and the U.S. Fish and Wildlife Service, threatened or endangered species are not suspected to be located within or nearby the project boundary. It was noted that the project site overlaps the Rusty Patched Bumble Bee (*Bombus affinis*) High Potential Zone. Although roads or pavement are not considered suitable habitats for the bee, the WDNR recommended using native flora in landscaping, providing plants that bloom from spring through fall, and the removal/control invasive plants be incorporated into the project plans, where possible, in an effort to create additional habitat for the bee. Due to the proximity of the project to Lake Mendota, much like with Sheathed Pondweed discussed above, erosion control

and runoff prevention measures will be implemented during the course of the project to limit the potential impact to Lake Sturgeon (*Acipenser fulvescens*).

This project was determined to have no or minimal impact to endangered or threatened species in the state of Wisconsin.

### 3.3 SOCIAL

Existing social aspects of the area are presented as context to the project and the social profile of potential beneficiaries or impacted parties that could result from project development.

#### 3.3.1 City of Madison

From the 2020 U.S. Census data, the latest to be fully released, City of Madison population is split nearly evenly between males and females, with 133,922 males (49.7%) within the city and 135,918 females (50.3%). According to the data, 21.4% of the population were under 20 years old, 33.7% between 20 and 34 years in age, 22.1% between 35 and 55 in age, 14.1% aged 55 to 70, and 8.7% aged 71 or older.

Of single ethnicity residents in Madison, residents are primarily White (71.0%) with the next highest single ethnicity being Asian (9.5%), followed by Black or African American (7.4%). American Indian or Alaskan Native (0.5%), other race (3.8%), or two or more races (7.8%) comprise the remaining 12.1% of the overall Madison population. Of this population, 8.7% identifies as Hispanic or Latino by Race.

Table 3-1 provides population data for Dane County and the City of Madison. Between 2010 and 2020, the most recent period for which complete U.S. Census Bureau data are available, each of these regions experienced a population increase.

Table 3-1: Population Data for Dane County and the City of Madison

Location	2010 Population	2020 Population	Percent Change from 2010-2020
Dane County	488,073	561,504	15.0
City of Madison	233,209	269,840	15.7

Source: U.S. Census Bureau June 2023.

According to the Wisconsin DOA Demographic Service Center, Dane County is classified as the sixth fastest growing county in Wisconsin with a projected population increase from 2010 to 2040 of 24.3%, increasing by nearly 118,547 in that time.

#### 3.3.2 UW-Madison Campus

UW-Madison, founded in 1848, stretches across 938 acres in downtown Madison. This campus is the oldest, largest, and flagship institution of the 13 University of Wisconsin System campuses. According to the UW-Madison Enrollment Report, the Fall 2023-2024 enrollment of 50,633 consists of 35,665 undergraduates, 10,241 graduate students, 2,574 clinical doctorates, and 2,153 special students.

UW-Madison employs 25,297 full-time equivalent (FTE) persons to support this enrollment, including 2,292 faculty members. The student body consists of roughly 47.0 percent male and 53.0 percent female. Approximately 56 percent of the student body is from Wisconsin, 35 percent are non-residents, and the remaining nine percent consist of Minnesota Compact students. UW-Madison has an estimated 476,939 living alumni (University of Wisconsin-Madison website).

There are approximately 70 people that are directly affiliated with the Center for Limnology (CLF), including faculty, Hasler Lab staff, Trout Lake Station staff, postdocs, graduate students, and other CFL affiliates.

### 3.3.3 Employment and Income

Table 3-2 provides employment and income data for residents of Madison, Dane County, Wisconsin, and the United States in 2020. The unemployment rate in Madison (2.8% as percent unemployed of civilian labor force) was similar to Dane County (2.5%) and lower than Wisconsin (3.9%) and the United States (5.4%) in 2020. Madison residents' per capita income was \$39,595 compared to \$41,755, \$34,450, and \$35,384 for Dane County, Wisconsin, and United States residents, respectively (U.S. Census Bureau, 2020).

Table 3-2: Employment and Income Data in 2020

Location	Civilian Labor Force	Number Employed	Number Unemployed	Unemployment Rate (%)	Per Capita Income (\$)
City of Madison	158,042	153,579	4,463	2.8	39,595
Dane County	317,520	309,685	7,835	2.5	41,755
Wisconsin	3,093,131	2,983,277	109,854	3.6	34,450
United States	164,759,496	155,888,980	8,870,516	5.4	35,384

Source: U.S. Census Bureau, 2020

### 3.3.4 Neighborhoods

Non-residential campus buildings primarily occupy the surrounding area. Work at the project site is not anticipated to directly impact residential halls or neighborhoods in the surrounding area. The project site is located entirely within the Campus Area Neighborhood Association (CANA), formerly State-Langdon and South Campus Neighborhood Associations.

### 3.3.5 Important Social Features and Buildings Located Near the Project Area

Noted below are socially important areas either directly adjacent to the project site or of significant importance near the project site:

- Hasler Laboratory of Limnology (680 N. Park St)
  - Departments include the Limnology and Marine Science Program and the Limnology Library
- Water Science and Engineering Laboratory (660 N. Park St)
  - Departments include the Environmental Chemistry Technology Program and the Water Science and Engineering Laboratory
- Muir Woods
  - Even though the 7-acre Muir Woods is located near the busiest part of campus, with literally thousands of people passing by each day as they travel up Bascom Hill and Observatory Drive, it remains a relatively secluded part campus. The formal name for this area is John Muir Park, a tribute to the great naturalist who once lived at North Hall just across the road.
- Helen C. White Hall (600 N. Park St)



### 3.3.6 Traffic

Pedestrian traffic is expected in high volumes daily. Path counts of combined bicyclists and pedestrians shows that the volume of users hovers around 2,500 per day much of the year but peaks in busy parts of year around 7,500 per day. The bicyclists and pedestrians combined path counts from May 20, 2023, to December 1, 2023, is provided in Appendix A as Figure 8. Vehicle traffic studies have yet to be conducted for the project site as it is the terminus to a dead-end driveway, and the only traffic are users of Lot 8, deliveries, or other general users of this drive.

## 3.4 ECONOMIC

The University of Wisconsin-Madison significantly impacts the local and State economy. Facilities along the project site are included in this impact. From the 2022-2023 Annual Budget (from UW System Annual Budget Document), UW-Madison had a total base budget of approximately \$3.739 billion which consisted of roughly \$529 million from state government revenue, \$1.127 billion from general purpose revenue (GPR) and tuition funds, \$1.302 from gifts, grants, and contracts, and a remaining balance made up of other categories including general program operations, auxiliary operations, and federal financial aid, among others. These revenues in 2022/2023 were expected to increase by 7.92% from the prior year with key drivers being increased undergraduate enrollment, increased room and board rates due to demand, and increased research spending. This offsets increased expenses due to inflation, challenging hiring market, and needed investment in capital projects. Additionally, GPR/Tuition balances are down \$51.6 million, or 17%, from the prior year in part due to frozen tuition according to a presentation by the Board of Regents for the FY 2024 budget.

UW-Madison had 23,917 budgeted faculty and staff positions in the Fall of 2019. Faculty had an average salary of \$104,900 in 2016 (Budget in Brief, 2016). UW-Madison, along with affiliated organizations and connected start-up companies, contributes \$30 billion per year to Wisconsin while supporting 189,202 Wisconsin jobs and generating \$718 million in state tax revenue (NorthStar Economics, 2020).

The Scoping phase of the project (included in Appendix C) note economic aspects of research conducted the Hasler Laboratory of Limnology. Assistant Professor at the Center for Limnology, Grace Wilkinson, noted across the proposed project duration, a total of approximately \$2.7 million in funding that supports 'over two dozen jobs' in research out of this building are potentially impacted during construction.

## 3.5 ARCHAEOLOGICAL AND HISTORICAL

The Wisconsin Historical Preservation Database (WHPD) was accessed on November 18, 2022, by Tetra Tech, and locally designated historical or archaeological properties were reviewed within the project areas. This database includes information from the Archaeological Reports Inventory (ARI), the Archaeological Sites Inventory (ASI), and the Architectural History Inventory (AHI). Copies of WHPD records are maintained on file with Tetra Tech and are available publicly through the Wisconsin Historical Society hosted database terminal.

The Hasler Laboratory of Limnology building has a contributing status to the Bascom Hill Historic District. The Hasler Laboratory of Limnology was enumerated in the 1974 NRHP nomination for the Historic District and is evaluated under the University of Wisconsin system planning purposes as a "contemporary building contributing to the district." Other buildings within the Bascom Hill Historic District are evaluated as either "essential to the district," "buildings of historic significance which must be recognized in future uses of the sites," "not essential to the district, removal desirable with no replacement," or "building occupies a key site and replacement will be critical." No measurable impacts are anticipated to affect the Hasler Laboratory of Limnology in association with the proposed Pedestrian and Bicycle Bypass Route.

John Muir Park is an approximately seven-acre wooded area formerly known as Bascom Woods. The site was formally dedicated in 1964. John Muir Park is also contributing to the Bascom Hill Historic District.

A Request for UWSA Review and Comment on a University Undertaking (Hist-A) was submitted on March 21, 2024, and is included as Appendix E. Attachments to the submittal, included in Appendix E of this document, includes the WHPD Summary, the WHDP Map, and the Bascom Hill Historic District Map.



## 4.0 PROPOSED ENVIRONMENTAL CHANGE

### 4.1 MANIPULATION OF TERRESTRIAL AND AQUATIC RESOURCES

The main site terrestrial manipulation will be from the excavation and regrading of the site to accommodate the proposed new path construction. In general, overall runoff will still flow in the same general direction, though localized runoff may be rerouted to new catch basins. Regrading on the south side of the building will require construction of an engineered retaining wall to address the change in topography to allow the path to traverse this area.

The site is in an urban setting with existing vegetated areas being non-building and non-paved with no surface water features. The majority, if not the entirety, of the natural vegetation has been redeveloped. Due to the proximity to Lake Mendota, the use of BMPs and other erosion control measures will be implemented to protect habitat near the lake as well as reducing the potential impact to waterfowl and aquatic life. There are no ponds, lakes, streams, or wetlands identified directly within the project boundaries. The minimum distance from disturbed areas to Lake Mendota is anticipated to be approximately 35 feet. Some of the existing vegetation, including some designated trees of minor significance, are likely to be removed.

Additional plantings and landscaping will be part of the landscape plan for this project. Landscape specifics have yet to be fully developed. Campus Planning and Landscape Architect Rhonda James noted the need to restore disturbed slopes with native species that conform and coordinate with requirements from the Lakeshore Nature Preserve staff, in addition to providing an approach for establishment of this new vegetation. The design team will develop this approach which will have the review process with the UW-Madison Campus Planning providing feedback and recommendations prior to finalizing. Additionally, the Limnology Garden on the west side of the building will need to be accommodated or replaced or replanted if disturbed. On the east side of the Limnology Building is a memorial that needs to be coordinated with Ms. James to coordinate with the family should changes be necessary that impact the memorial.

During construction, adequate grades will need to be set so that drainage and surface water runoff will be routed in a way that is compatible with WDNR requirements. Stormwater runoff produced at the site is subject to regulation under Chapter NR 216, Stormwater Discharge. A Stormwater Construction Site General Permit will be obtained in order to comply with state regulatory requirements. Stormwater control plans during and after construction will incorporate best management practices (BMPs) identified by the WDNR in order to comply with the requirements of that permit.

Construction site erosion control and sedimentation control shall comply with the requirements of the City of Madison, DFD, and UW-Madison erosion control requirements. Erosion control methods will be employed as shown in the Department of Natural Resources technical standards which can be found at: [http://dnr.wi.gov/topic/stormwater/standards/const\\_standards.html](http://dnr.wi.gov/topic/stormwater/standards/const_standards.html). All erosion control measures shall be adjusted to meet field conditions at the time of construction and shall be installed prior to any grading or disturbance of existing surface material on the site.

Spills from construction related activities have the potential to cause hazardous materials to be released. These may include solvents, oil, grease, gasoline, caulk, paint, or hydraulic fluids. The BMPs implemented to clean up spills include absorbent blankets and storage containers to minimize the potential for overland flow.

### 4.2 STRUCTURES

No direct impact to surrounding structures is anticipated as part of the proposed Lakeshore Path Bike/Pedestrian Limnology Bypass Route. Structures in the project vicinity include the Hasler Laboratory of Limnology and the Water Science Engineering Laboratory. All the project components will be subject to DFD standard sustainability guidelines.

## 4.3 SOCIOECONOMIC

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As with most construction projects, traffic rerouting will cause inconvenience to students, faculty, and vendors supplying goods and services to adjacent buildings. Most significant will be faculty, students, staff, and technicians that base their research out of the Center for Limnology. As noted in the comments (Appendix C), during the proposed project duration, nearly \$2.7 million in research funding supporting over two dozen jobs, is being conducted. The project construction design and specifications will need to consider the timing and elements of site disturbance to minimize the sensitive research being conducted. Design elements have changed from the original scope based on feedback by site stakeholders on the adverse impacts to access to the building and moving sampling gear. Moving the path from the lake-side access to the rear of the building addresses many of the concerns of the comments.

Based on a study entitled *The Impact of Construction on the Wisconsin Economy* by C3 Statistical Solutions published in January 2011, every \$1 spent directly on construction projects produces an overall economic impact of approximately \$1.92. For the proposed Lakeshore Path Bike/Pedestrian Limnology Bypass Route, this translates into an economic impact of over \$3.389 million based on a combined project cost of \$1.765 million. Using a related formula that 17 jobs are created for every \$1 million of construction, this project should create approximately 30 jobs split between design, construction, manufacturing and the service industry and direct, indirect, and induced jobs.

In addition to construction labor and supervision, there are additional primary jobs for design engineers, architects, designers, and construction quality assurance personnel. This provides short-term impacts from employment of workers in the construction industry in addition to secondary and indirect employment from the various equipment manufacturers and vendors, transportation, and material providers. These people provide various goods and services essential to the construction and operations of the project.

Long-term economic impacts will be influenced by the proposed by allowing for the increase in density of users into the campus and downtown Madison along the well-loved Temin Lakeshore Path. The proposed project will increase pedestrian and bicycle safety and reduce risk for the university.

## 4.4 OTHER

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### 4.4.1 Hazardous Materials

Based on the lack of any evidence for contamination on the site, project development and building modifications are not expected to result in any release or soil excavation that would need to be handled as a waste material.

No existing materials proposed to be removed are assumed to contain asbestos.

### 4.4.2 Utilities

Relatively little utility integration is needed to support the proposed project area as shown on the site plan (Figure 5 in Appendix A). No new utilities will be added as part of the proposed bypass route. A hydrant, currently located in Lot 8, will be relocated to the end of the lead, approximately 10 feet southeast of the existing location. New lighting is proposed to be added along the bypass route to support visibility and safety.

### 4.4.3 Noise

Permanent ambient noise levels are not expected to be altered by the project. However, noise impacts will occur during the construction period, including some work that may occur on nights and weekends (if approved). A noise permit must be obtained from the City of Madison before construction begins, allowing for the proposed construction activities to occur at the scheduled times. Major construction elements that will produce elevated noise levels include saw cutting of pavement, breaking up pavement, excavating, shoring, hauling, grading, landscaping, and clearing. Anticipated noise will most directly impact those living or working in or near the project.

Construction noise is expected to be of short durations with standard hours of operation between 7:00 a.m. and 7:00 p.m. per City of Madison ordinances. However, certain project phases may be required to take place at off-peak hours, on nights, or on weekends. All construction work will comply with the applicable City of Madison noise permit and local ordinances. When construction is outside the standard work hours of 7:00 a.m. to 7:00 p.m., a noise ordinance variance must be requested through FP&M and approved by the City of Madison.

Figure B below lists typical peak operating noise levels of construction equipment at 50 feet, grouping construction equipment by mobility and other operating characteristics.

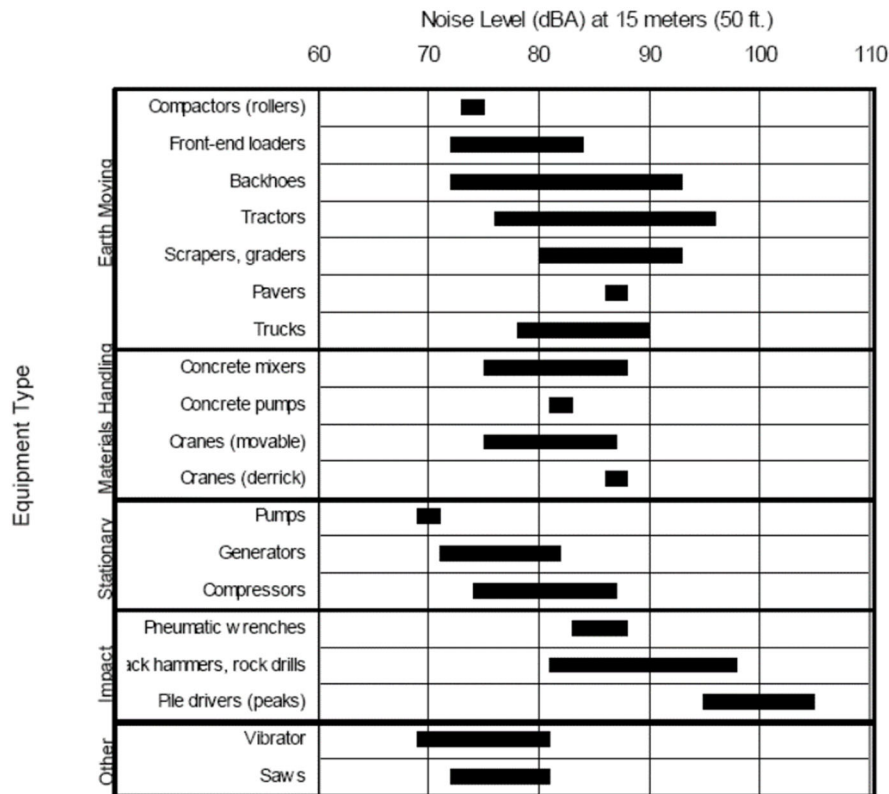


Figure C: Typical Construction Equipment Noise Levels

Source: U.S. report to the president and congress on noise, February 1972

#### 4.4.4 Traffic and Parking

The parking lot located next to the Hasler Laboratory of Limnology (Lot 8) has service/vendor stalls that will be removed as a result of the new project site. The lot currently requires valid permit and/or payment required at all times. The existing lot contains 21 stalls which will be reduced to 10 with the proposed project design. The overall campus parking plan maintains the general parking allowance for the campus with the various projects that add or remove parking. The overall campus parking plan can accommodate the loss of 11 stalls from this project.

#### 4.4.5 Air

Construction aspects will likely result in the need to address dust emissions from the site. This could potentially be addressed through construction watering or other mitigative efforts to reduce particulate matter emissions. No long-term air impacts are anticipated as a result of the proposed project. The project promotes the use of alternative transportation and, in doing so, reduces air impacts from fossil fuels from vehicles not used.

#### 4.4.6 Sustainable Guidelines

The project will utilize the DFD Sustainability Guidelines based on the AIA Framework for Design Excellence (formerly known as the COTE Top 10) to guide the initial planning/design. The DFD Sustainability Guidelines are intended to promote the effective use of existing space, conserve natural resources, reduce detrimental effects on the environment, ensure energy efficiency, and consider life-cycle costs of equipment. Full DFD Sustainability Guidelines are available for download at <https://doa.wi.gov/Pages/DoingBusiness/Sustainability.aspx>.

## 5.0 PROBABLE ADVERSE AND BENEFICIAL IMPACTS

### 5.1 PHYSICAL IMPACTS

Because this project is being constructed on a mostly developed area of the campus, physical impacts are limited in nature and primarily consist of reworking site features that have previously been disturbed during past construction activities and from on-going use. Short-term noise and dust as well as inconvenience in facility or building access during construction activities are adverse impacts expected from the site development and are not atypical of other construction activities. After construction, accessibility and circulation will be improved along with the physical appearance of surface features and associated walkways and is a beneficial impact.

During construction, there will be short-term vehicular and pedestrian access limitations due to construction equipment, construction site parking, and materials delivery. Construction vehicles will be routed in accordance with the construction staging and routing plan. The most apparent impacts would be felt by pedestrians and students in transit through the area and vehicular and pedestrian access to the adjacent buildings. Pedestrian traffic will be routed around the construction area and equipment access routes. Care will be taken to keep the area clear during construction for health and safety purposes.

Construction actions should not threaten water or soil quality provided that typical measures are taken to control erosion. Short-term air impacts are expected from construction vehicle emissions and dust from construction activities. Contractors are required to follow BMPs for dust control as set forth by the Wisconsin DNR. Madison's air quality is classified as "good" according to the NAAQS, and the proposed project is not anticipated to have an identifiable impact on air quality.

A beneficial physical impact of the project will be the increased pedestrian and bicycle safety by removing the existing blind spots, increasing the turning radii, and limiting the overlapping uses between bicyclists, pedestrians, and service trucks or motor vehicle traffic.

In summary, the physical effects of this project have minimal adverse impacts and are anticipated to be limited to short-term construction activities. Short-term noise, traffic, and minor air impacts from construction activities are expected to affect the campus for the duration of the construction project. No groundwater, surface water, or soil impacts are expected to arise as a result of this project. Beneficial impacts will be realized long-term by the incorporation of an upgraded path increase pedestrian and bicycle safety and reduce risk for the university.

### 5.2 BIOLOGICAL IMPACTS

Long-term adverse biological impacts are not anticipated as the project site is in a developed area. It is not considered a wildlife habitat of any significance beyond birds or small mammals such as squirrels. The project site does overlap a Rusty Patched Bumble Bee High Potential Zone. Although pavement areas are not considered suitable habitats for the bee, conservation measures were recommended to be added to the project plans to create additional habitat for the bee. Erosion control measures are also recommended to be implemented during construction to decrease the potential impact to Sheathed Pondweed and Lake Sturgeon.

Minor topographic changes will result from grading and surface disturbance due to excavation and construction activities. Total impervious areas are anticipated to decrease as a result of the proposed path and greenspace traversing through Lot 8. Much of the east side of the proposed project area flows to a bioretention area at Hoofers promoting stormwater infiltration prior to entering Lake Mendota. A Stormwater Management Plan (to be developed and permitted prior to construction) and practices will be carried out according to standards required by the Wisconsin Department of Natural Resources. BMPs will be used before and after construction. Appropriate stormwater management and erosion control measures will be used to control discharge. Snow management will be similar to how the existing Lot 8 is being managed, and is expected to be similar in impacts to the existing conditions.

## 5.3 SOCIOECONOMIC IMPACTS

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Not unlike other construction projects of this nature, adverse construction impacts will be unavoidable despite staging strategy to maintain building and site access and building functionality. Impacts from construction are an aspect of the process for long-term improvements which result in long term beneficial impacts. Potential short-term and long-term impacts are listed below.

### Short-term impacts

- Social impacts from building employment, staff, and visitors as they accommodate construction activities. Construction activities will need to accommodate research for stakeholders at the site, especially with regard to vibration and noise impacts from more invasive construction activities when employed, as well as access across Lot 8 that may need to accommodate both construction and research elements.
- Detours of pedestrian, moped, and bicycle routes in the vicinity to accommodate construction creating delays and the need for additional effort to traverse the area.
- Beneficial economic impacts include employment of design, architectural, and construction team members.
- Fire access during construction will need to be managed to maintain access to the Limnology building.

### Long-term Impacts

Long term impacts that will be present compared to existing conditions and following construction and include:

- Commitment of financial resources in the amount of \$1,765,200 to construct the project.
- Increased safety from pedestrian, bicycle, and traffic interactions and reduced risk for the university as well as students, faculty, staff, and the general public who use this path.
- Potential light impacts from site lighting will be subject to City of Madison and Dark Sky ordinances to reduce or minimize light pollution. As per Madison Wisconsin Code of Ordinances, Section 29.36 - Outdoor Lighting, all fixtures greater than 500 initial lumens must be full cutoff.
- Additional lighting for the new path orientation may have minor to de minimis impacts to nocturnal habitat species in the area.
- The redesign to the south minimizes the impacts to the students, faculty, and staff of Hasler Laboratory of Limnology that were noted in the alternative design options. This maintains boat access to Lake Mendota with no further impacts to existing conditions.

In summary, the socioeconomic impacts associated with this project are anticipated to have ancillary beneficial impacts by increasing safety, allowing for more users, and public finance in the region of influence on the north portion of the UW-Madison campus. Waste generated during construction would be adequately managed by the construction management team and disposed of adequately off-campus with recycling goals and tracking of these items a standard part of construction reporting. Adverse effects related to construction noise are anticipated to be localized, temporary, and transient. To reduce the potential impact of construction noise following City ordinances, motorized equipment shall comply with applicable state and federal laws and regulations relating to permissible noise levels within and adjacent to the project construction site. Some construction may occur outside standard work hours of 7:00 a.m. to 7:00 p.m. A noise ordinance variance from the City of Madison will be necessary to allow this to happen.

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## 5.4 OTHER

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### 5.4.1 Energy and Utilities

There will be a continued commitment of energy resources to construct the project, including fossil fuel consumption used by construction vehicles and equipment. The energy that will irreversibly be consumed includes fuel and electricity used to run construction equipment and to operate construction material manufacturing plants and quarries. Other electrical needs may include lighting, compressors, and tools.

### 5.4.2 Archeological and Historical

The proposed activities are not anticipated to adversely impact archeological or historical sites within or adjoining the project site. No known archeological sites lie within the project limits according to the Historic Areas Districts Map exported from the WHDP terminal on November 11, 2022 (Attachment 5 in Appendix E). No measurable impacts are anticipated to occur to the Hasler Laboratory of Limnology. UW-Madison is coordinating with the Wisconsin Historical Society on any mitigative measures or construction specifications that may be needed for disturbance in this area.

### 5.4.3 Hazardous Materials

Impacts associated with hazardous materials or environmental conditions on-site are not anticipated. None of the identified ASTs or BRRTS sites will be impacted by the project. Asbestos-containing materials are not anticipated to be encountered.

## 6.0 PROBABLE ADVERSE IMPACTS THAT CANNOT BE AVOIDED

Adverse, unavoidable short-term impacts include noise, dust, alternative routing, possible building access and parking limitations, and traffic impacts from materials delivery and project implementation. Mitigation measures may need to be employed to minimize the adverse impacts to building occupants. This may mean limited windows of time for select construction activities, on-going meetings or coordination by the construction team with the building stakeholders, or other elements that will be developed and refined as part of the design and approval process.

Dust can be a health concern for workers as well as plants when they are totally covered in dust. Dust suppression can be used to minimize the dust that becomes airborne, and construction hours will be set to minimize the impact of noise pollution. However, these adverse effects will likely not be completely eliminated. Existing staff and students that utilize the Hasler Laboratory of Limnology will likely not have to relocate during construction but will likely be impacted by the adverse, unavoidable short-term impacts listed above. Pedestrian traffic through this area will be detoured around the construction area.

An unavoidable impact of the proposed action is the commitment of energy, materials, and financial resources in the amount of approximately \$1,765,200.

Other unavoidable adverse impacts which will be mitigated to the extent possible through construction methodology or design aspects include:

- Removal of trees and other minor established vegetation located around the existing path. This will be mitigated through the implementation of the landscaping plan that has replacement tree and shrub plantings.
- Traffic changes and changes to pedestrian routes in the short-term during construction will result in minor rerouting of bike and pedestrian travel as well as potential short-term closures due to construction.

Potential light impacts from lighting will be subject to City of Madison and Dark Sky ordinances to reduce or minimize light pollution but may have a higher impact than existing building conditions.



## 7.0 IRREVERSIBLE OR IRRETRIEVABLE COMMITMENTS OF RESOURCES IF ACTION IS IMPLEMENTED

Many of the resource commitments would be irreversible for the proposed project. Irreversible is defined as resources that are neither renewable nor recoverable for future use. Construction of the proposed path results in the irreversibly or irretrievably committed resources of construction materials that cannot be recovered or recycled including the consumption of fuel and other committed construction fluids.

Resources used during construction of the facility would include crushed stone, concrete, sand, lumber, water, diesel fuel, gasoline, hydraulic fluid, natural gas, asphalt, and water. None of these resources are in short supply relative to the size and location of the project. Additionally, reuse or recycling of some of these items such as the sand, metal piping, and asphalt for other purposes is possible.

The proposed project would require irretrievable commitment of human and financial resources that would not be available for other endeavors or alternative projects. As a sunk opportunity cost, these cannot be regained; however, the commitment of these resources is consistent with the purpose and need of the proposed action and was deemed better to meet this purpose than the identified alternatives.

## 8.0 ALTERNATIVES

Alternatives to the proposed project are described below and were evaluated on their merits and impacts. The design alternative presented here and in the most recent design reports was selected as the preferred alternative.

### No Action/Defer the Project Request

This alternative would allow the existing path to remain as it currently exists and to continue to support the functions and activities associated. This alternative does not support the university's strategic goals of creating a vibrant campus community, enhancing the teaching and educational achievement experience, meeting sustainability goals by supporting alternative modes of transportation, and creating a healthy, sustainable, resilient, and adaptable campus environment. The current path cannot provide a safe route as it traverses Parking Lot 8 east of the Hasler Laboratory of Limnology and contains blind spots, short turning radii, and overlapping uses which increase the potential for conflicts between bicyclists, pedestrians, and service trucks or motor vehicle traffic.

### Different Project Designs

The proposed project went through multiple iterations and solicited input throughout the design process to adequately identify, address, and implement project components while balancing the overall needs and goals of the area.

The Lakeshore Path Limnology Route Study conducted in 2018 was commissioned to identify safe route alternatives that connect the Howard Temin Lakeshore Path to Park Street at the Memorial Union Terrace. Several options were evaluated, with the final selected concepts to be expanded on including the Bridge, Green Space (Modified) - Long Wall, and Green Space (Modified) - Short Wall (Figure 9, Appendix A). The bridge concept supported separation of vehicular traffic from pedestrians and bicyclists and improved safety by minimizing conflicts created when uses overlap while maintaining the existing Lot 8. DNR approval was initially the primary concern regarding the bridge concept. The greenspace concept with south retaining wall was selected by UW Transportation Services Commuter Solutions for use if the bridge option proved infeasible. A channeled bike path would completely separate cyclists from vehicular traffic within the parking lot, and pedestrians would continue to use the existing concrete walk north of the building. One of the primary concerns with this option is 90-degree turns from a 24' drive aisle were difficult for trucks comparable in size to those that service Lot 8. An option with a shorter retaining wall would reduce cost but eliminate necessary clearance for the full 12'-wide path plus 2' clear zone on either side. In order to maintain wide enough clearance, additional wall is required to hold back the slope south of the Limnology Building. The existing 9'-wide path would continue to be utilized west of the loading zone.

An Advanced Planning Study of the Lakeshore Path Limnology Bypass Bridge was completed in 2021 which expanded on the Bridge concept from the 2018 Study that moves the bike circulation for the Howard Temin Lakeshore Path from the backside of Hasler Laboratory of Limnology building to the north side and over the shoreline of Lake Mendota. Several alternatives considered for the proposed bypass bridge were evaluated based on information regarding bridge sizing, structure-type alternatives, cost estimates, and additional considerations that affect the project. Following design approach concerns from affected parties (some of which are reflected in comments received during the WEPA Scoping process, and are included in Appendix C), the Advanced Planning studies were reevaluated, and the greenspace concept with south retaining wall was selected for implementation.

Multiple design workshops were held to facilitate the balance of core vision of the project with budget, local input, and the need to provide functional space for students and staff. Ultimately, the selected alternative presented herein was settled upon.

## 9.0 EVALUATION

### 9.1 SIGNIFICANT EFFECTS TO THE ENVIRONMENT

*As a result of this action, is it likely that other events or actions will happen which may significantly affect the environment? If so, list and discuss. (Secondary effects)*

No, this project is self-contained and in an upland urban developed environment with similar uses.

### 9.2 NEW ENVIRONMENTAL EFFECTS

*Does the action alter the environment so a new physical, biological, or socioeconomic environment would exist? (New environmental effect)*

No. Site conditions may change to a degree, but proposed on-going use and environment is similar to what currently exists at the site.

### 9.3 GEOGRAPHICALLY SCARCE RESOURCES

*Are the existing environmental features that would be affected by the proposed action, scarce, either locally or statewide? If so, list and describe. (Geographically scarce)*

No. Environmental features may change to a degree, but proposed on-going use and environment is similar to what currently exists at the site. The project area does not contain any geographically scarce resources or features.

### 9.4 PRECEDENT SETTING FROM ACTION

*Does the action and its effects require a decision, which would result in influencing future decisions? Describe. Is the decision precedent setting?*

The decision to build the project does not restrict future decisions or development in the area, nor is it precedent-setting from a site development or permitting aspect.

### 9.5 HIGHLY CONTROVERSIAL ISSUES

*Discuss and describe concerns which indicate a serious controversy? (Highly controversial)*

Concerns indicative of serious controversy were not identified during the course of this Environmental Assessment. Several comments regarding concerns with the bridge design were obtained in the scoping process. The main concerns associated with the bridge design, presented mainly from faculty and students that utilize the Hasler Laboratory of Limnology, included environmental, access, and safety concerns. The proposed design alleviates a majority of the concerns presented during the initial scoping process. Site use will remain the same as existing conditions.

### 9.6 CONSISTENCY WITH LONG-TERM PLANS AND POLICIES

*Does the action conflict with official agency plans or with any local, state or national policy, if so, how? (Is the action inconsistent with long-range plans or policies?)*

This action does not appear to conflict with official agency plans or any local, state, or national policy. The project is consistent with the UW-Madison 2015 Campus Master Plan and institutional long-range planning.

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## 9.7 CUMULATIVE IMPACTS

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*While the action itself may be limited in scope, would repeated actions of this type result in major or significant impacts to the environment? (Cumulative impacts)*

Cumulative impacts could include combined construction impacts from other nearby construction projects that are occurring or will occur. These combined impacts from construction could include construction traffic, dust, noise, and construction worker traffic. Following construction, it is not anticipated that further cumulative impacts will occur.

---

## 9.8 HISTORICAL, SCIENTIFIC, ARCHAEOLOGICAL IMPACTS

---

*Will the action modify or destroy any historical, scientific, or archaeological site?*

No historically significant, scientific, or archaeological sites will be destroyed. The Hasler Laboratory of Limnology, a contributing building to the Bascom Hill Historic District, is adjacent to the project site; however, no measurable impacts are anticipated to affect the building. A small portion of the area designated to be within John Muir Park, a contributing park to the Bascom Hill Historic District, will be regraded to accommodate widening the path. No archaeological sites are anticipated to be encountered. Any further requirements from Wisconsin Historical Society will be included with the construction documents.

---

## 9.9 FUTURE IMPACTS

---

*Is the action irreversible? Will it commit a resource for the foreseeable future? (Does it foreclose future options?)*

The proposed action is irreversible in the sense that it would take considerable construction and financial effort to undo the main aspects of proposed project construction. Construction of the project components limits extensively what can be constructed on the site in the future.

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## 9.10 ETHNIC OR CULTURAL IMPACTS

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*Will action result in direct or indirect impacts on ethnic or cultural groups or alter social patterns?*

The project is not anticipated to result in any direct or indirect impacts on ethnic or cultural groups. Social patterns may be temporarily altered during construction as users of the path will have to traverse the construction area. Impacts are not relegated to a specific ethnicity or cultural group and are felt across all social, economic, and cultural classes.

---

## 9.11 OTHER

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No other impacts are anticipated.

## 10.0 LIMITATIONS

The work product included in the attached was undertaken in full conformity with generally accepted professional consulting principles and practices, and, to the fullest extent as allowed by law, we expressly disclaim all warranties, express or implied, including warranties of merchantability or fitness for a particular purpose. The work product was completed in full conformity with the contract with our client, and this document is solely for the use and reliance of our client (unless previously agreed upon that a third party could rely on the work product), and any reliance on this work product by an unapproved outside party is at such party's risk.

The work product herein (including opinions, conclusions, suggestions, etc.) was prepared based on the situations and circumstances as found at the time, location, scope, and goal of our performance and thus should be relied upon and used by our client recognizing these considerations and limitations. Cornerstone Environmental Group, LLC - A Tetra Tech Company shall not be liable for the consequences of any change in environmental standards, practices, or regulations following the completion of our work, and there is no warrant to the veracity of information provided by third parties, or the partial utilization of this work product.

## APPENDIX A: FIGURES

Figure 1 – Existing Site Aerial

Figure 2 – Topography

Figure 3 – Soils

Figure 4 – Existing Conditions

Figure 5 – Proposed Conditions

Figure 6 – Wisconsin Wetland Inventory (WWI) Map

Figure 7 – RR Sites Map

Figure 8 – Path Counts

Figure 9 – Final Selected Concepts from 2018 Safe Routes Alternatives Study





Existing Site Aerial



Environmental Impact Assessment  
University of Wisconsin - Madison  
Lakeshore Path Pedestrian and Bicycle Limnology  
Bypass Route  
DFD #22A2N

FIGURE NO.

1

PROJECT NO.  
209-4231027

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Topography



Environmental Impact Assessment  
 University of Wisconsin - Madison  
 Lakeshore Path Pedestrian and Bicycle Limnology  
 Bypass Route  
 DFD #22A2N

FIGURE NO.

2

PROJECT NO.  
 209-4231027

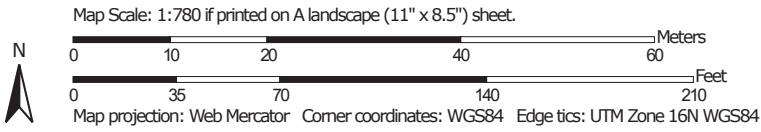
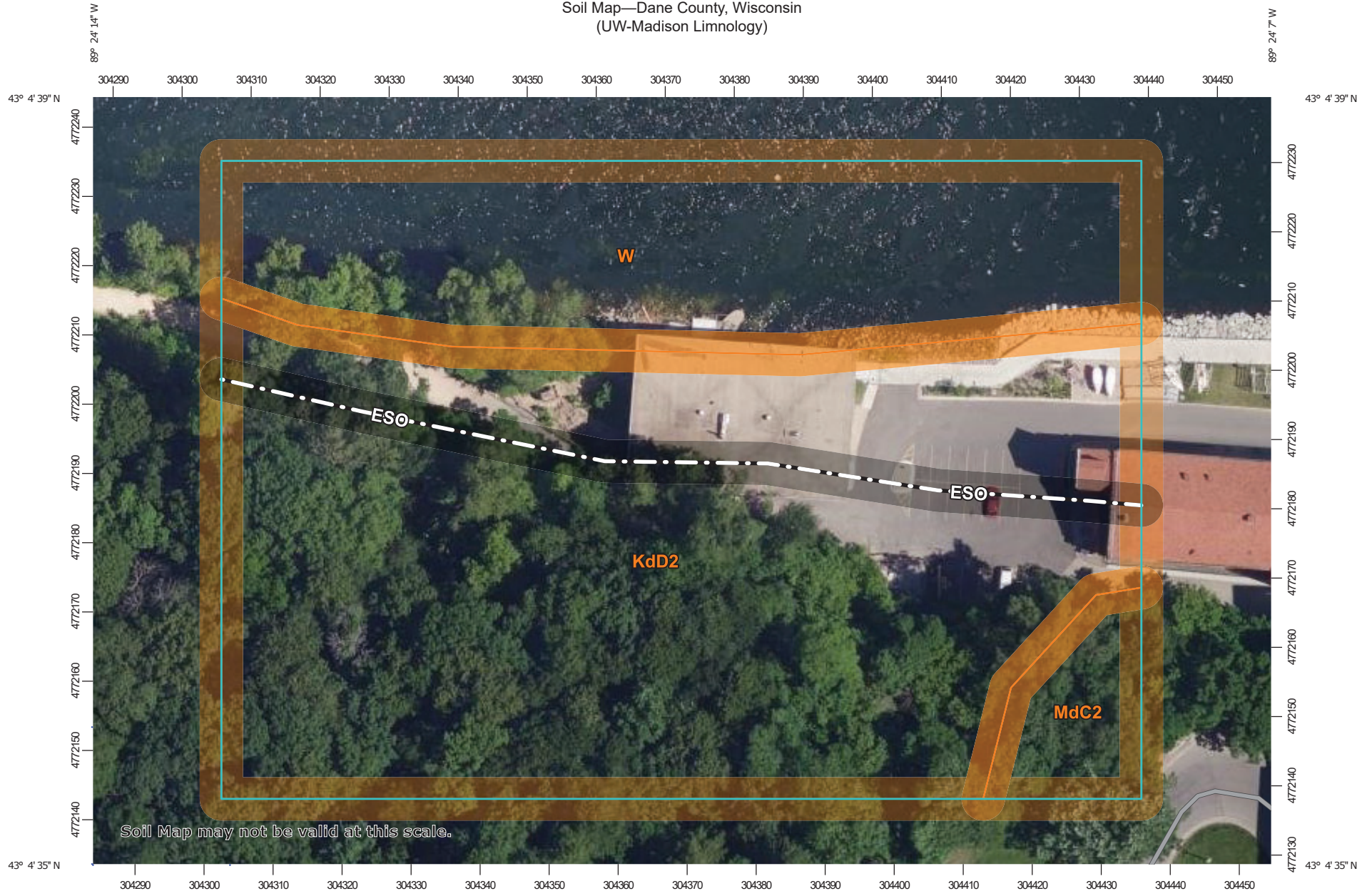
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# Figure 3

Soil Map—Dane County, Wisconsin  
(UW-Madison Limnology)




# Figure 3

Soil Map—Dane County, Wisconsin  
(UW-Madison Limnology)

## MAP LEGEND

### Area of Interest (AOI)

 Area of Interest (AOI)

### Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

### Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

### Water Features



Streams and Canals

### Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

### Background



Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

**Warning:** Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Dane County, Wisconsin

Survey Area Data: Version 22, Sep 8, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 13, 2020—Jul 31, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

# Figure 3

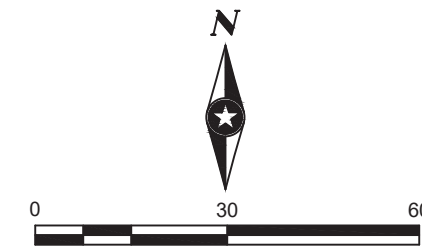
## Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
KdD2	Kidder loam, 12 to 20 percent slopes, eroded	2.1	67.7%
MdC2	McHenry silt loam, 6 to 12 percent slopes, eroded	0.1	4.2%
W	Water	0.9	28.2%
<b>Totals for Area of Interest</b>		<b>3.0</b>	<b>100.0%</b>

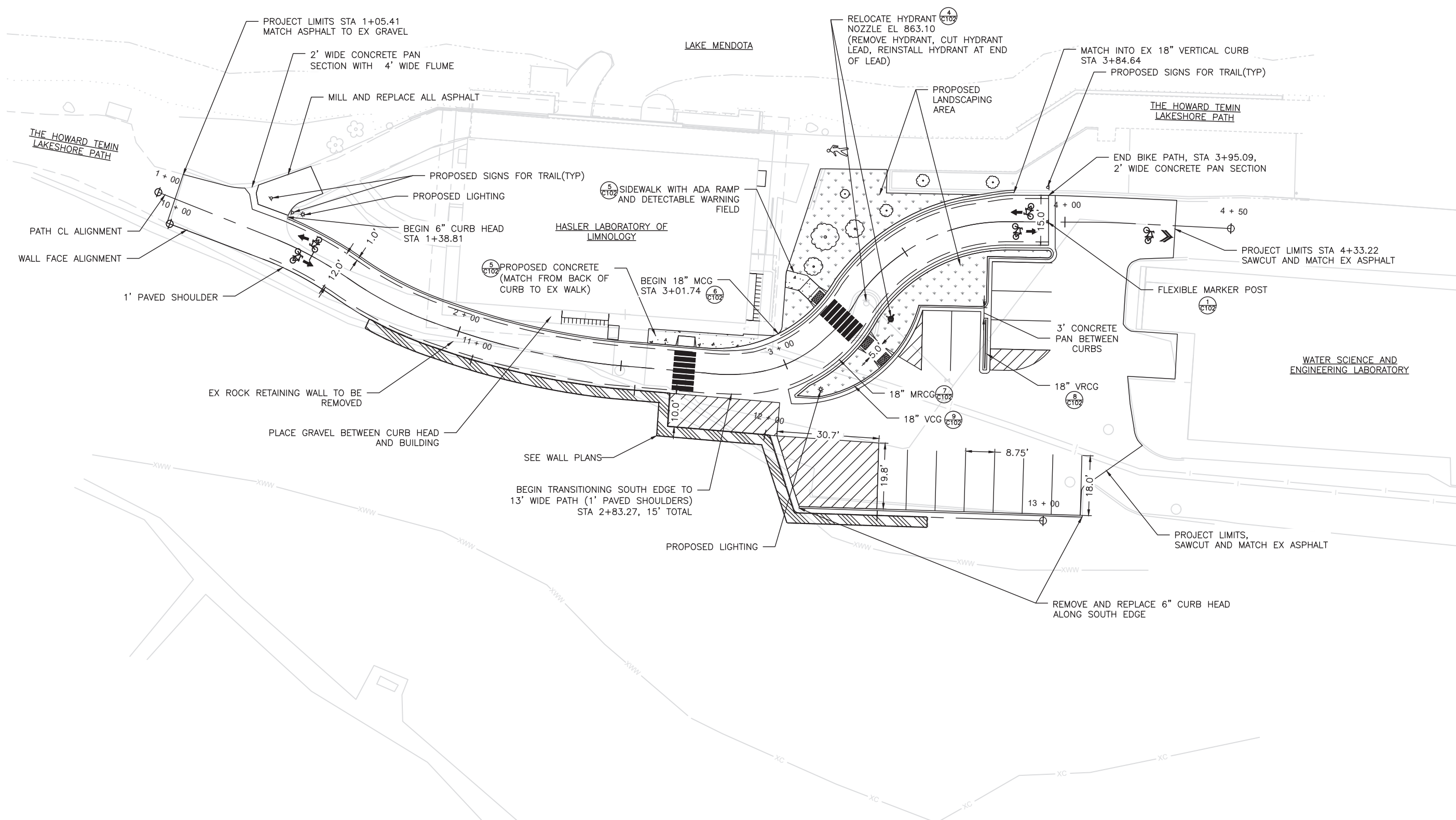





# Figure 5




**PAVING NOTE:**  
 -BASE: 8" CRUSHED AGGREGATE (MILLINGS ACCEPTABLE FOR BASE)  
 -BINDER: 2.5" 3LT HMA  
 -SURFACE: 1.5" 5LT HMA





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State of Wisconsin  
 Department of Administration  
 Division of Facilities Development



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**LAKESHORE BYPASS PATH  
 HASLER LABORATORY OF LIMNOLOGY  
 UNIVERSITY OF WISCONSIN - MADISON  
 MADISON, WISCONSIN**

Sheet Title:  
 SITE PLAN

---

Revisions:		
No.	Date:	Description:

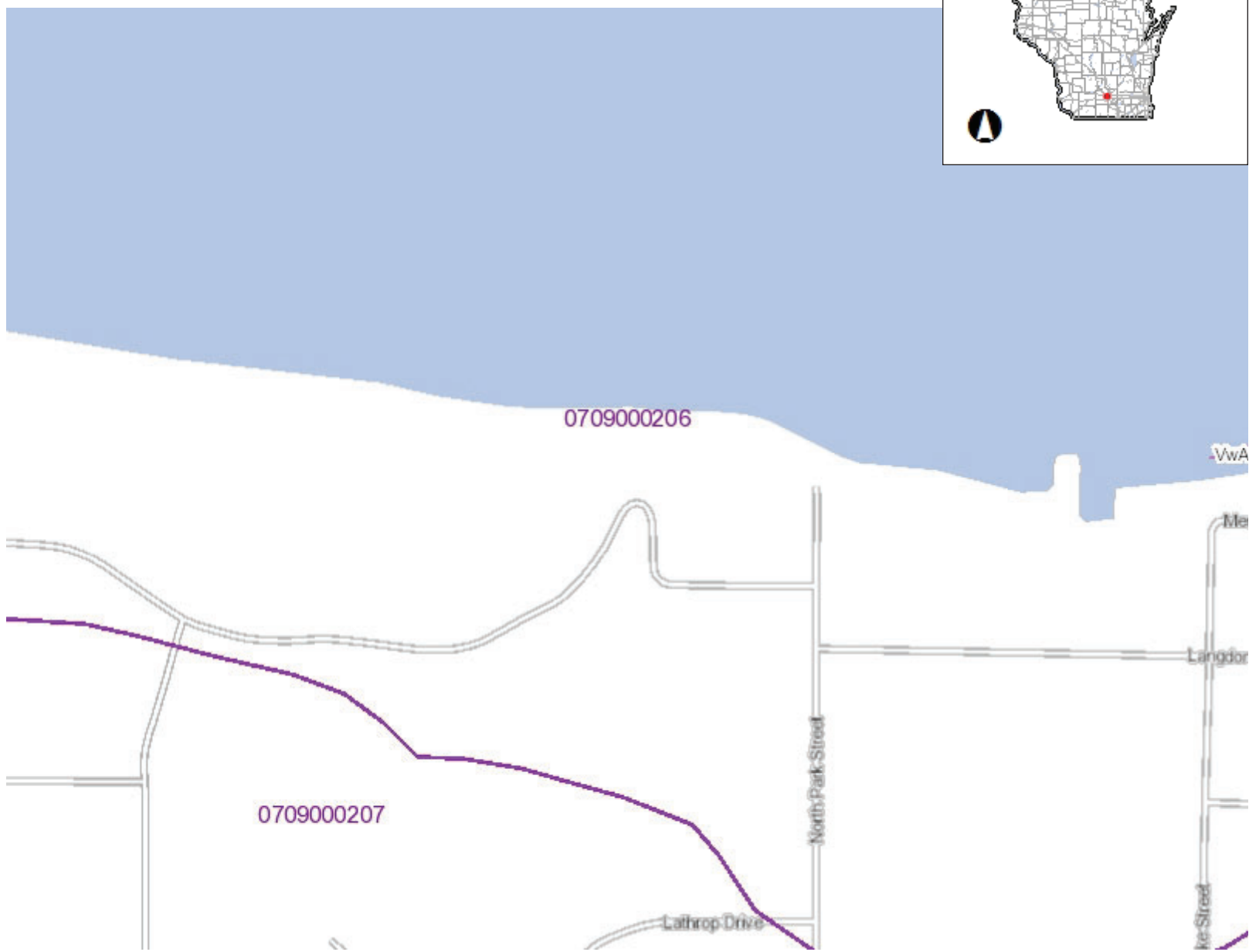
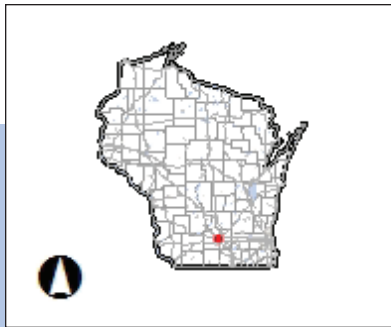
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Graphic Scale	SEE PLAN
DFD Number	<b>22A2N</b>
Set Type	<b>PR</b>
Date Issued	<b>04/01/2024</b>
Sheet Number	<b>C203</b>





# Figure 6 - Wisconsin Wetland Inventory Map



- ### Legend
- Wetland Indicators
  - Lake Class Areas
  - Riverine/ditch Class Areas
  - Wetland Class Areas
  - Wetland Class Points**
    - Dammed pond
    - Excavated pond
    - Filled/draind wetland
    - Wetland too small to delineate
    - Filled excavated pond
  - Filled Points
  - Wetland Class Areas
  - Filled Areas
  - Lake Class Areas
  - Riverine/ditch Class Areas
  - Wetland Class Areas
  - Wetland Class Points**
    - Dammed pond
    - Excavated pond
    - Filled/draind wetland
    - Wetland too small to delineate
    - Filled excavated pond
  - Filled Points
  - Wetland Class Areas
  - Filled Areas
  - Wetland Identifications and Confirmations
  - NRCS Wetspots
  - 10-digit HUCs (Watersheds)
  - Municipality
  - State Boundaries
  - County Boundaries
  - Major Roads**
    - Interstate Highway



NAD\_1983\_HARN\_Wisconsin\_TM

1: 3,960

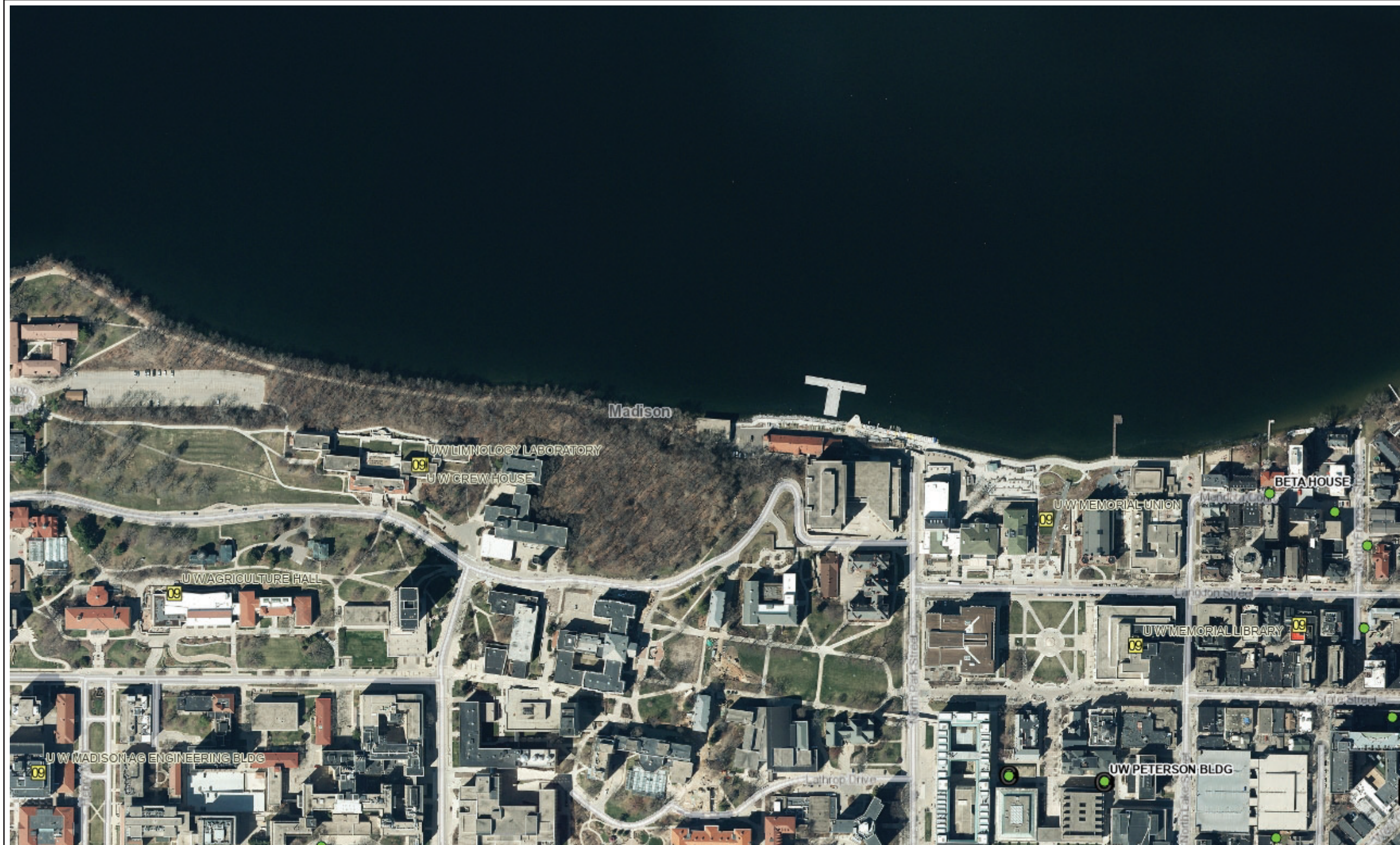
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### Notes





# Figure 7 - RR Sites Map



### Legend

- Open Site
- Closed Site
- Continuing Obligations Apply
- Affected Another Property or Right-of-Way
- Facility-wide Site
- 09 No Action Required (NAR) Activity
- ♦ Dry Cleaner Environmental Response Fund (DERF)
- ♦ Green Space Grant (2004-2009)
- ♦ Ready for Reuse
- ♦ Site Assessment Grant (2001-2009)
- ♦ Sustainable Urban Development Zone (SUDZ)
- ♦ Wisconsin Assessment Monies (WAM) A
- ▼ Liability Clarification Letter Site
- ▼ Superfund NPL
- ▼ Voluntary Party Liability Exemption (VPL)
- Affected by Contamination from Another Property
- + Railroads

0.1                      0                      0.06                      0.1 Miles

NAD\_1983\_HARN\_Wisconsin\_TM

© Latitude Geographics Group Ltd.

1: 3,960



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**Note: Not all sites are mapped.**

Notes



# Daily traffic

05/20/2023 → 12/01/2023

LimnologyWest-#610



Path Counts



**TETRA TECH**

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Environmental Impact Assessment  
University of Wisconsin - Madison  
Lakeshore Path Pedestrian and Bicycle Limnology  
Bypass Route  
DFD #22A2N

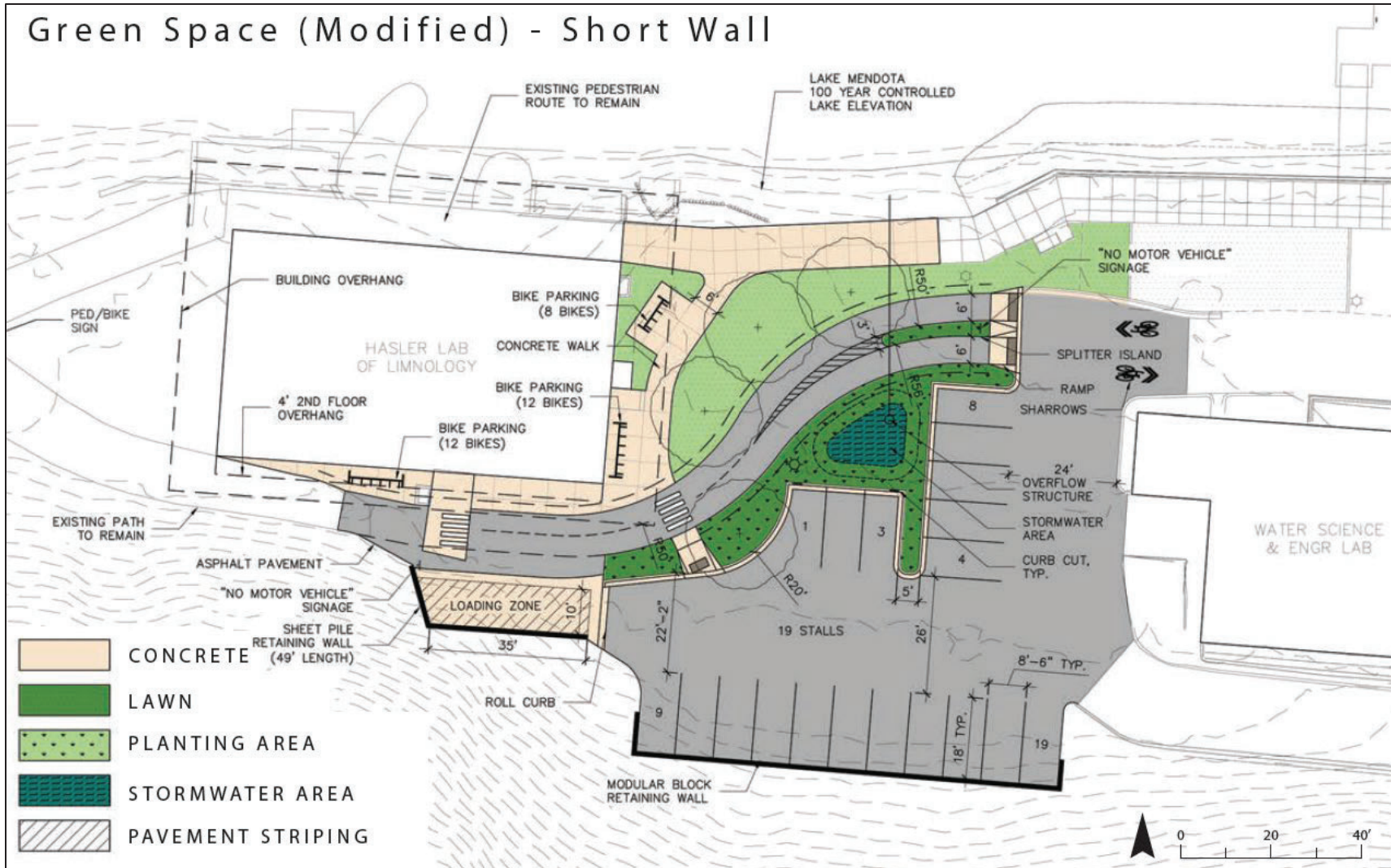
FIGURE NO.

8

PROJECT NO.  
209-4231027



# Figure 9 - Final Selected Concepts from 2018 Safe Routes Alternatives Study







## APPENDIX B: SCOPING LETTER

November 18<sup>th</sup>, 2022

Re: Lakeshore Path Limnology Pedestrian and Bike Bridge  
DFD #22A2N

Dear Potentially Interested Party:

The State of Wisconsin Department of Administration, Division of Facilities Development (DFD) has retained Cornerstone Environmental Group, a Tetra Tech company, on behalf of the University of Wisconsin System to prepare an Environmental Impact Assessment (EIA) of the proposed UW-Madison Lakeshore Path Limnology Pedestrian and Bike Bridge. The EIA will be prepared in accordance with the Wisconsin Environmental Policy Act (WEPA), Wisconsin Statutes 1.11, and University of Wisconsin System Administration (UWSA) guidelines. An initial component of this EIA is the scoping process to identify at an early stage any potential impacts of the project on the physical, biological, social, and economic environments. Because you, your agency, or group may have an interest in the project, or are representing neighbors near the project vicinity, we are inviting you to participate in the scoping process.

Known project components and identification of potential impacts to be studied in the EIA will be collected at this early phase of design development. All identified stakeholders will be afforded a reasonable opportunity to identify in writing any support, issues, or concerns they believe should be addressed during the EIA process for this proposed project.

This project will construct a new pedestrian and bike path bridge adjacent to the Hasler Laboratory of Limnology, located at 680 North Park Street. The new path will connect the Howard Temin Lakeshore Path with the Memorial Union Terrace and bicycle routes to the south and southeast via North Park Street. Advanced Planning studies were conducted in 2018 and 2021 to identify safe route alternatives that connect the Howard Temin Lakeshore Path to North Park Street at the Memorial Union Terrace. To support the separation of vehicle traffic from pedestrians and bicyclists, the bridge concept was selected for implementation by UW FP&M and DFD. The total cost of this project is projected to be \$3,174,000. The target construction period is anticipated to commence in January 2024 and reach substantial completion in August 2024.

Impacts that are identified during this process will be incorporated into a draft EIA report which will be made available to the public for a minimum of 15 days as a review period and will be circulated to appropriate federal, state, and local agencies. Comments and inquiries of the draft EIA document and a recommendation on the findings of the EIA will be developed for release by the UW System as either *the project does not significantly affect the quality of the human environment* or as a *Major and Significant Action* thereby requiring the preparation of an Environmental Impact Statement (EIS).

If you are interested in this project or have any information relevant to it, we welcome your comments, suggestions, or other input by December 14, 2022, to be considered in the draft EIA. Comments received after that date will be considered in preparation of the final EIA. The Draft EIA is anticipated to be released in early

November 18th, 2022

February 2023. Related information and comments form can be obtained via the project website at: <https://lakeshorelimnologybridgeeia.flywheelsites.com>. Send your comments to:

Aden Clark  
8413 Excelsior Drive, Suite 160  
Madison, WI 53717  
[aden.clark@tetrattech.com](mailto:aden.clark@tetrattech.com)

If no comments are received from you or your agency, we will assume there are no project issues that negatively impact you. You will have additional opportunities to provide comments during the upcoming public comment period and public meeting. If you have any questions or concerns regarding this process, please contact Aden Clark at (608) 422-9083.

Sincerely,

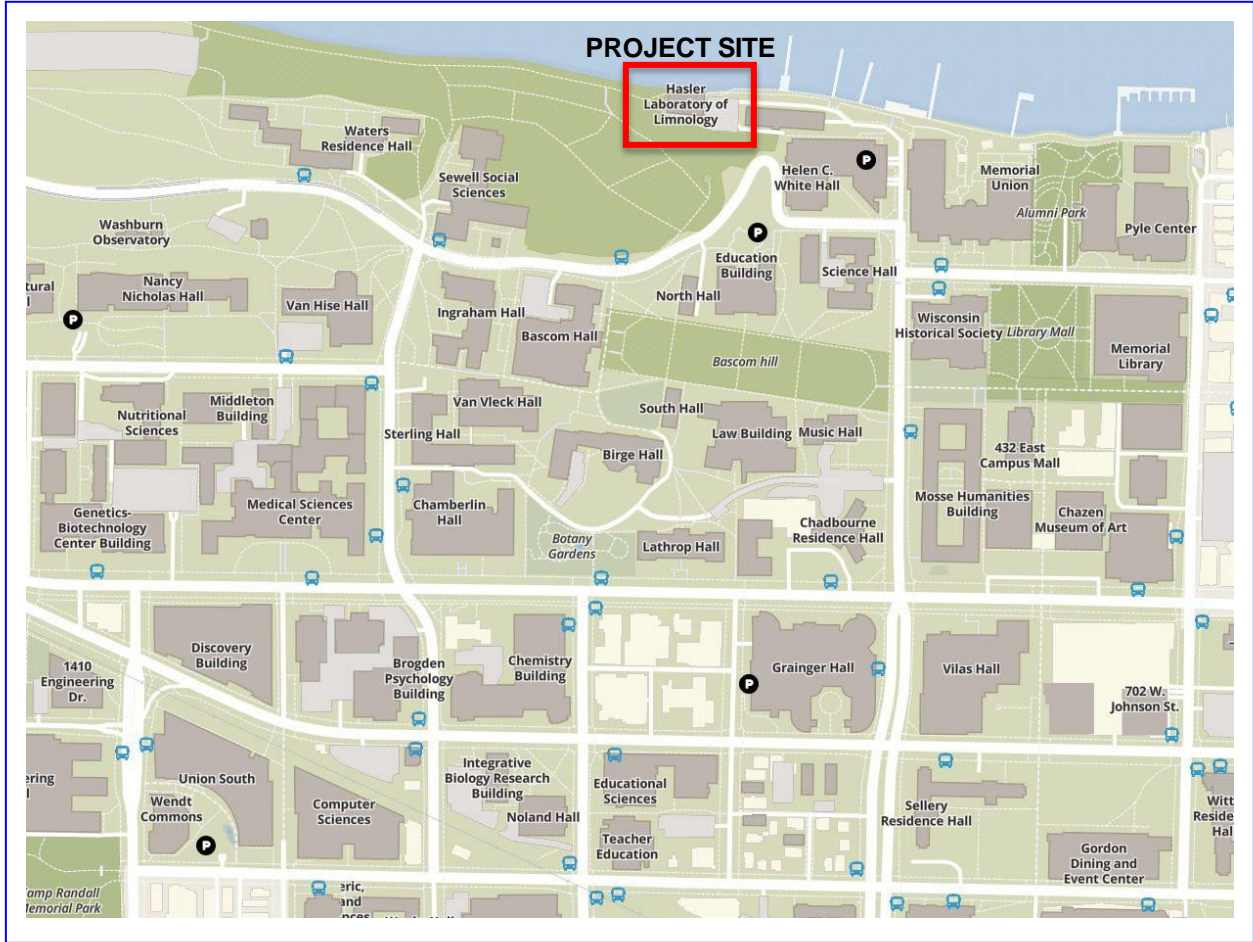
**CORNERSTONE ENVIRONMENTAL GROUP, LLC – A TETRA TECH COMPANY**



Ben Peotter, P.E.  
Client Manager

Enclosure:      Attachment A: Site Map  
                         Attachment B: Comment Form

# ATTACHMENT A







## COMMENT FORM

Environmental Impact Assessment Scoping Process  
Lakeshore Path Pedestrian and Bike Bridge  
680 North Park Street  
Madison, Wisconsin  
DFD Project #: 22A2N

I have the following comments regarding this project and items to be considered as part of the scoping process:

[Please write comment(s) here. Attach additional pages if necessary.]

Please complete the following information and sign if submitting comments:

Name: \_\_\_\_\_

Title/Representing: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_

Signature: \_\_\_\_\_

I am interested in continuing my involvement in the public participation components of this project. Please continue to send me project notices.

I am NOT interested in continuing my involvement in the public participation of this project. Please do NOT continue to send me project notices.

Please return this form by **December 14, 2022**, to:

Aden Clark  
Tetra Tech  
8413 Excelsior Drive, Suite 160  
Madison, WI 53717  
[aden.clark@tetrattech.com](mailto:aden.clark@tetrattech.com)



February 22, 2024

Re: Lakeshore Path Pedestrian and Bicycle Limnology Bypass Route  
DFD #22A2N

Dear Potentially Interested Party:

The State of Wisconsin Department of Administration, Division of Facilities Development (DFD) has retained Cornerstone Environmental Group, a Tetra Tech company (Tetra Tech), on behalf of the University of Wisconsin System to prepare an Environmental Impact Assessment (EIA) of the proposed UW-Madison Lakeshore Path Pedestrian and Bicycle Limnology Bypass Route. The EIA will be prepared in accordance with the Wisconsin Environmental Policy Act (WEPA), Wisconsin Statutes 1.11, and University of Wisconsin System Administration (UWSA) guidelines. An initial component of this EIA is the scoping process to identify at an early stage any potential impacts of the project on the physical, biological, social, and economic environments. Because you, your agency, or your group may have an interest in the project or are representing neighbors near the project vicinity, we are inviting you to participate in the scoping process.

Known project components and identification of potential impacts to be studied in the EIA will be collected at this early phase of design development. All identified stakeholders will be afforded a reasonable opportunity to identify in writing any support, issues, or concerns they believe should be addressed during the EIA process for this proposed project.

This project proposes to construct a new path on the southern side of the Hasler Laboratory of Limnology, located at 680 North Park Street. The new path would connect the Howard Temin Lakeshore Path with the Memorial Union Terrace and bicycle routes to the south and southeast via North Park Street. Advanced Planning studies were conducted in 2018 and 2021 to identify safe route alternatives that connect the Howard Temin Lakeshore Path to North Park Street at the Memorial Union Terrace. Originally, a bridge concept was selected for implementation by UW Facilities Planning and Management and DFD, which would route pedestrian and bicycle traffic to a bridge around the northern side of the Hasler Laboratory of Limnology. With this design concept in mind, a scoping letter was sent out by Tetra Tech on November 18, 2022. Following design approach concerns from affected parties, the Advanced Planning studies were reevaluated, and an alternative design approach was selected for implementation. The new design approach forgoes the bridge concept and routes the bicycle path along the southern side of the Hasler Laboratory of Limnology. Presently, the target construction period is anticipated to commence in September 2024 and reach substantial completion in January 2025.

Impacts that are identified during this process will be incorporated into a draft EIA report which will be made available to the public for a minimum of 15 days as a review period and will be circulated to appropriate federal, state, and local agencies. Comments and inquiries of the draft EIA document and a recommendation on the findings of the EIA will be developed for release by the UW System as either *the project does not significantly affect the quality of the human environment* or as a *Major and Significant Action* thereby requiring the preparation of an Environmental Impact Statement (EIS).

**TETRA TECH**  
8413 Excelsior Drive, Suite 160, Madison, WI 53717  
Tel 877.294.9070 Fax 877.845.1456 [tetratech.com](http://tetratech.com)

February 22, 2024

If you are interested in this project or have any information relevant to it, we welcome your comments, suggestions, or other input by March 15, 2024, to be considered in the draft EIA. Comments received after that date will be considered in preparation of the final EIA. The Draft EIA is anticipated to be released in early May 2024. Related information and comments form can be obtained via the project website at: <https://uwlakeshorelimnologypatheia.com/>. Send your comments to:

Aden Clark  
8413 Excelsior Drive, Suite 160  
Madison, WI 53717  
[aden.clark@tetrattech.com](mailto:aden.clark@tetrattech.com)

If no comments are received from you or your agency, we will assume there are no project issues that negatively impact you. You will have additional opportunities to provide comments during the upcoming public comment period and public meeting. If you have any questions or concerns regarding this process, please contact Aden Clark at (608) 422-9083.

Sincerely,

**CORNERSTONE ENVIRONMENTAL GROUP, LLC – A TETRA TECH COMPANY**



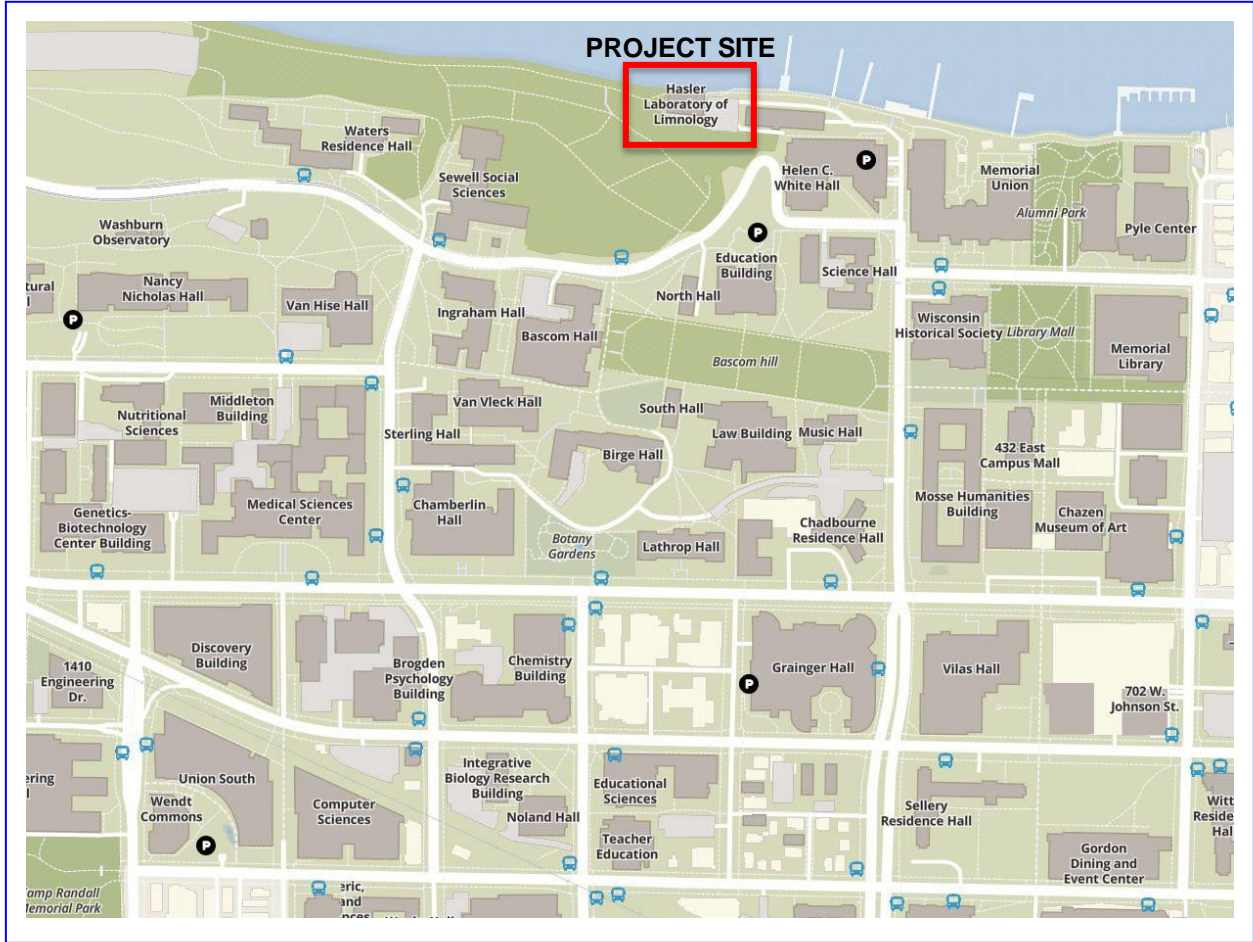
Ben Peotter, P.E.  
Client Manager

Enclosure:      Attachment A: Site Map  
                         Attachment B: Comment Form

# **ATTACHMENT A**

Site Map

# ATTACHMENT A





## **ATTACHMENT B**

Comment Form



## COMMENT FORM

Environmental Impact Assessment Scoping Process  
Lakeshore Path Pedestrian and Bicycle Limnology Bypass Route  
680 North Park Street  
Madison, Wisconsin  
DFD Project #22A2N

I have the following comments regarding this project and items to be considered as part of the scoping process:

[Please write comment(s) here. Attach additional pages if necessary.]

Please complete the following information and sign if submitting comments:

Name: \_\_\_\_\_

Title/Representing: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_

Signature: \_\_\_\_\_

I am interested in continuing my involvement in the public participation components of this project. Please continue to send me project notices.

I am NOT interested in continuing my involvement in the public participation of this project. Please do NOT continue to send me project notices.

Please return this form by **March 15, 2024**,

to:

Aden Clark  
Tetra Tech  
8413 Excelsior Drive, Suite 160  
Madison, WI 53717  
[aden.clark@tetrattech.com](mailto:aden.clark@tetrattech.com)

## APPENDIX C: PUBLIC COMMENTS

**From:** [Ellen Albright](#)  
**To:** [Clark, Aden](#)  
**Subject:** Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N)  
**Date:** Wednesday, December 14, 2022 2:32:23 PM  
**Attachments:** [Bike Bridge EIA Comment.pdf](#)

---

Hello -

Attached is my public comment in support of requiring an Environmental Impact Assessment for the proposed Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N).

Thank you for your time.

Best,

Ellen

Ellen Albright, PhD  
Postdoctoral Researcher  
Center for Limnology  
University of Wisconsin-Madison  
she/her



14 December 2022

**Public Comment in Favor of Requiring an Environmental Impact Assessment for the Proposed Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N)**

I am a postdoctoral research associate at the Center for Limnology. I received my PhD in Freshwater and Marine Sciences from the University of Wisconsin-Madison, and have relevant research experience in lake nutrient pollution, nearshore habitats, and aquatic plants. I am writing to express my support for requiring an Environmental Impact Assessment for the proposed Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N). My primary concerns are (1) that the proposed design will not address safety concerns in the Lot 8 parking lot, and (2) that adverse impacts to Lake Mendota during the construction and maintenance of the bridge have not been fully explored.

I am a year-round bike commuter. As such, I value bike infrastructure and take bike and pedestrian safety concerns very seriously. I am heartened that the University is exploring options to better direct car, bike, and foot traffic in and around Lot 8. However, I am not convinced that the proposed bike and pedestrian bridge around the Hasler Laboratory will actually reduce potential collision points in Lot 8. Specifically, it seems that bikes will be able to enter Lot 8 at a higher rate of speed and there will still be a blind corner on the north-east side of the building. It seems that there are several alternative approaches that could be taken first to address safety concerns in Lot 8, and the bridge could be explored in the future if those alternatives are not effective. As a bike commuter, I think that signage, additional mirrors, and even painted lanes in the parking lot could help a great deal. I am especially concerned about the blind corner on the north-west corner of the Water Science and Engineering building. In short, I am not convinced that the proposed bike bridge will address safety concerns in Lot 8 and assert that less costly and destructive approaches be explored first.

I further support requiring an Environmental Impact Assessment because I want to know that anticipated impacts to riparian and nearshore habitats and water quality in Lake Mendota have been fully analyzed and the appropriate solutions planned. My specific concerns are:

- Reduced shoreline vegetation and increased impervious surfaces next to the lake
- Potential for increased shoreline erosion, which can release nutrients into the lake and degrade nearshore habitats (Adams and Minor 2002; Wensink and Tiegs 2016)
- Maintenance of the bridge, including snow removal and whether or not the bridge will be salted. Freshwater salinization is a significant water quality concern, especially for urban lakes like Lake Mendota (Ladwig et al. 2021; Hébert et al. 2022; Hintz et al. 2022).

I understand that these concerns could be adequately addressed through careful construction and maintenance planning. However, I believe that an Environmental Impact Assessment is necessary to ensure that impacts to Lake Mendota are addressed in a satisfactory manner.

- Ellen Albright, PhD ([ealbright2@wisc.edu](mailto:ealbright2@wisc.edu))

## Literature Cited

1. Adams, K.D., and T.B. Minor. 2002. Historic shoreline change at Lake Tahoe from 1938 to 1998 and its impact on sediment and nutrient loading. *Journal of Coastal Research*, 18(4): 637-651.
2. Hébert, M.P., et al. 2022. Lake salinization drives consistent losses of zooplankton abundance and diversity across coordinated mesocosm experiments. *Limnology and Oceanography Letters*. <https://doi.org/10.1002/lol2.10239>
3. Hintz, W. D., L. Fay, and R. A. Relyea. 2022. Road salts, human safety, and the rising salinity of our fresh waters. *Frontiers in Ecology and the Environment* 20: 22-30. <https://doi.org/10.1002/fee.2433>
4. Ladwig, R., L.A. Rock, and H.A. Dugan. 2021. Impact of salinization on lake stratification and spring mixing. *Limnology and Oceanography Letters*. <https://doi.org/10.1002/lol2.10215>
5. Wensink, S.M., and S.D. Tiegs. 2016. Shoreline hardening alters freshwater shoreline ecosystems. *Freshwater Science*, 35(3): 764-777. <https://doi.org/10.1086/687279>

**From:** [Jessica Briggs](#)  
**To:** [Clark, Aden](#)  
**Subject:** Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N) Comment  
**Date:** Wednesday, December 14, 2022 2:22:07 PM  
**Attachments:** [Briggs Bike Bridge Comment.pdf](#)

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Hello,

I have attached my comments regarding the Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N) to this email.

Thank you for your consideration,

Jess Briggs

PhD Student in Freshwater and Marine Sciences

Center for Limnology at UW Madison

To whom it may concern:

My name is Jessica Briggs and I am a PhD student based out of the Hasler Laboratory of Limnology on the UW-Madison campus. I am writing to express my concern over shared plans and design of the Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N) proposed to be built next to our building. Based on information shared with our community so far, I am strongly in favor of the development of an Environmental Impact Statement for this project. I am concerned about the impact this project will have on our community for several reasons:

- As a student working in the Hasler Lab and neighboring Water Science and Engineering Laboratory (WSEL), the consequences of the area becoming a construction zone for an extended period of time (8 months) are worrisome. Construction noise would be incredibly detrimental to productivity in our office spaces. The introduction of a construction zone may require us to be moved to outside working spaces for an extended period of time. One of the best things about working at the Center for Limnology is the close proximity to our coworkers. While we all work on different research topics, having a group of experts on aquatic ecology as a constant support system and group to share ideas with is central to our productivity. If we are separated across campus, a year's worth of collaborations, knowledge sharing, and network building would be lost. This is particularly damaging for graduate students who only have a short amount of time to be a member of this special community. Our lab spaces in WSEL are also home to expensive (\$50,000) and delicate pieces of equipment that may need to be relocated during the construction process. . Additionally, our work requires frequent movement of samples and equipment across the Lot 8 parking lot, which may be impacted by this work.
- My research requires the regular use of small watercraft such as kayaks and canoes. These boats are currently stored in the outside 'cages' on the Hasler Lab dock. The construction of this bridge is set to remove our current access point used for moving boats from the lower to upper levels. No answers have been provided on how we will be able to access this storage space without travelling through the building, which our boats cannot do. In addition, the resulting structure will loom directly overhead of our storage space, limiting our access once equipment has reached the dock based on the low clearance.
- As a regular user of the Lot 8 parking lot vehicles, I don't believe the proposed project will fully solve the problem with bike and car collisions. Bikes coming off this bridge will still have to cross against the flow of traffic to reach the road. This more direct bike route will also remove the incentive for bikes to slow down, resulting in this merge being taken at a higher speed than before. Finally, our bike storage racks will remain behind the building, meaning bikers will still be entering the roadway from this direction anyways. Overall, I believe the cost of this endeavor does not have a proper balance with any increase in safety that may be brought about. There are other options for

directing traffic, such as implementing stop signs/lights or traffic flow lines in the parking lot that should be tested first before moving forward with a \$3.1 million project.

These are a few of my unresolved concerns surrounding this project. I hope to see an Environmental Impact Statement produced that better addresses the community's concerns before this project proceeds. Thank you for your consideration.

Jessica Briggs



**From:** [TYLER J BUTTS](#)  
**To:** [Clark, Aden](#)  
**Subject:** Comments for Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N)  
**Date:** Wednesday, December 14, 2022 2:37:03 PM  
**Attachments:** [Comment for DFD Project - 22A2N lakeshore path bike bridge.pdf](#)

---

Dear Aden,

Attached you will find my comments for the proposed project for the lakeshore limnology pedestrian and bike bridge. Please let me know if you require any additional information.

All the best,

Tyler J. Butts

Pronouns: he, him, his

Ph.D Candidate, FMS

Center for Limnology

Wilkinson Limnology Lab

## **Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N)**

My name is Tyler J. Butts, and I am currently a Ph.D candidate within the Freshwater and Marine Sciences graduate program at the University of Wisconsin-Madison. As such, my office and working space is located within the Hasler Laboratory of Limnology, or Center for Limnology (CFL), situated along the lakeshore path at 680 N Park Street. The lakeshore path is directly outside of my office, such that I often hear passing conversations of students, faculty, and Madisonians enjoying the beauty of Lake Mendota. Additionally, when loading gear for teaching classes over at Noland Hall or for going on sampling trips I regularly use the parking lot to ferry gear and or samples back and forth to the Center for Limnology. As such, I have many concerns about the proposed lakeshore path bike bridge: key missing information about the project, the impact on my work experience and ability to perform as a student in the CFL, the proposed problem not being effectively addressed, and the negative ecological impact that is not sufficiently addressed. I will go over each of these issues below:

### ***Key missing information within the proposal***

The proposed project will have a significant impact on the human environment of grad students, faculty, and staff at the Center for Limnology that will severely limit the research capability of the Center, as well as the ability to conduct work. The proposal has not sufficiently stated the timelines for the duration of disruptive construction work nor the intensity of work that will be conducted. Will there be drilling and hammering for a 1-week period outside and near the limnology building? Or will the construction be a months-long disruption? The proposal has not sufficiently demonstrated how the work and research activities of the CFL will be facilitated during and after the construction process (economic impact). Will the boat slip and cages which hold canoes and other sampling gear be freely accessible and available during construction? How will we move canoes from the lakeshore path down to our boat slip? Currently, we move the canoe over the current lakeshore path, down the shoreline armoring on the side, and to the boat slip as there is no feasible way to move the canoe within the building. Removal of canoe access would severely limit multiple research projects on urban ponds within the greater metropolitan Madison area, even for a short period of time (economic impact).

### ***Impact on my work experience and ability to perform as a student in the CFL***

The proposed project will severely limit my ability to work in the building as well as make progress towards my degree at the Center for Limnology (economic impact, social impact). In addition to limiting the other grad students and faculty present at the center A months-long construction project in and around the building will make it extremely difficult to have a calm and productive work environment that a massive construction project, like the one proposed, will impede upon. The use of the parking lot will be severely limited, reducing the research capabilities of the Center and my own personal research needs going in and out of the research lab at all times of the year. Furthermore, the proposed project will remove our outdoors working space by covering it with, essentially, an overpass (social impact). This reduces the safety of the space for graduate students working late at night doing nighttime sampling creating a secluded space which may invite dangerous elements to our pier area. We already have issues with individuals moving to our boat slip and pier area that we do not control and hiding that area from easy public view as well as the camera on the Center for Limnology building is an extreme safety risk.

### ***The problem being 'addressed' by the proposal is not effectively addressed.***

The creation of a bike bridge extending out from the Center for Limnology may reduce bike traffic behind the building, but it does not ameliorate the safety concerns of bikes moving swiftly through the parking lot. The proposed project invites pedestrians and bikers to collide at either end of the bike bridge as they merge into a single path and at no point would a biker be forced to slow down before entering the bridge.

As such, I do not believe other alternative solutions have been effectively explored, especially considering the cost: benefit ratio of the bridge. A turnstile-type structure, similar to the one placed at the entrance of Picnic Point further down the lakeshore path would force bikers to stop and walk their bike through. This would effectively eliminate the high-speed bike traffic within lot 8. This would solve the issue and only have an estimated cost of \$1600 - \$200000 (**Hayward Turnstile, Inc.**) which is far less than the \$3 million dollar budget of the currently proposed project. Additionally, simply painting a bike path from behind the building to across the parking lot such that bikers make their turn at the Water Engineering Science building rather than taking a sharp turn to the left cutting across the face of the parking lot would be extremely helpful. Providing such a path would eliminate many accidents that occur between vehicles coming towards the CFL down the lakeshore path and bikes cutting diagonally through the parking lot that I have personally witnessed several times.

### ***Proposal insufficiently addresses environmental impact concerns***

The proposed bike bridge extends the physical footprint of the CFL over Lake Mendota which has several concerning ramifications that have not been sufficiently addressed (environmental impact). The extension of the bike bridge over our boat slip, along with the addition of a permanent pier, will dramatically increase the shading in and around the CFL building. A DNR report in southeast Wisconsin found that shading from piers reduced aquatic plant abundance and altered the community composition of fish and macroinvertebrates which are crucial species inhabiting littoral areas by our building (Garrison et al. 2005). Furthermore, it has not been sufficiently addressed what the impacts of increased shoreline armoring will be on the Lake Mendota shoreline. Armoring structures like riprap and bulkheads deteriorate habitats for fish species, disrupt aquatic-terrestrial connectivity, and reduce ecosystem health which has been widely demonstrated in coastal studies (Lee et al. 2018). However, there are far fewer comprehensive studies in freshwater ecosystems, and thus a comprehensive environmental impact assessment will be necessary before additional shoreline armoring should be considered. Additionally, the extended footprint of the bike bridge will necessitate increased salting, which will increase the already rising salinization of Lake Mendota and expedite the myriad negative impacts of increased salinization on freshwater organisms in Lake Mendota (<https://www.wisaltwise.com/>).

### ***In conclusion:***

I have several significant concerns for the proposal to build a bike bridge and I hope that my issues, concerns, and comments are addressed before moving forward with any project. Additionally, I hope the project that moves forward has significantly less social, economic, and environmental impacts than the current proposal.

Tyler J. Butts  
Ph.D Candidate  
Center for Limnology

### ***References***

Garrison, PJ, Marshall, DW, Stremick-Thompson, L., Cicero, P.L., and Dearlove, P.D. 2005. Communities in lakes Ripley and Rock, Jefferson County, Wisconsin. Wisconsin Department of Natural Resources. [chrome-extension://efaidnbnmnibpcjpcglclefindmkaj/https://www3.uwsp.edu/cnr-ap/UWEXLakes/Documents/ecology/shoreland/background/pier\\_shading\\_jefferson\\_cty\\_final\\_report\\_2005.pdf](chrome-extension://efaidnbnmnibpcjpcglclefindmkaj/https://www3.uwsp.edu/cnr-ap/UWEXLakes/Documents/ecology/shoreland/background/pier_shading_jefferson_cty_final_report_2005.pdf)

Hayward Turnstiles, Inc. 2022. How Much Does a Turnstile Cost?

<https://www.haywardturnstiles.com/learning-center/how-much-does-a-turnstile-cost-price/#:~:text=Turnstile%20prices%20can%20range%20anywhere,beyond%20depending%20on%20project%20needs.>

Lee, TS, Toft, JD, Cordell, JR, Dethier, MN, Adams, JW, and Kelly RP. 2018. Quantifying the effectiveness of shoreline armoring removal on coastal biota of Puget Sound. *Peer J* 6: e4275. [29492331](#)

**From:** [James Lazarcik](#)  
**To:** [Clark, Aden](#)  
**Subject:** DFD Project #: 22A2N comments  
**Date:** Tuesday, December 13, 2022 4:24:44 PM  
**Attachments:** [bridgecomments.pdf](#)

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Hi Aden,

I'm glad I learned about the public comment period in time. I had a few questions, concerns, and comments regarding the planned scope of work and the impact to operations at the next nearest facility, the Water Science and Engineering Laboratory at 660 N Park St. Please provide receipt of these comments.

Looking forward to learning more!

Thank you,  
James

James Lazarcik  
Lab Manager

Office #142  
Water Science and Engineering Laboratory  
660 N Park St  
Madison, WI 53706

(608) 262-2899  
[lazarcik@wisc.edu](mailto:lazarcik@wisc.edu)





## COMMENT FORM

Environmental Impact Assessment Scoping Process  
Lakeshore Path Pedestrian and Bike Bridge  
680 North Park Street  
Madison, Wisconsin  
DFD Project #: 22A2N

I have the following comments regarding this project and items to be considered as part of the scoping process:

**Please make the 'frequent near miss reports' held by UW Transportation regarding the blind corners at the south-east corner of Limnology (680 N Park St) and in Lot 8 available for review at least to UW/CFL stakeholders, if not the public.**

**Of note, the 25-year flood water elevation table has been eclipsed at least twice in the last 4.5 years, leading to flooding of the lower level of the Limnology building. Additionally, consideration should probably be given to the average wave height at the south end of Lake Mendota during the summer. While prevailing currents may not be noteworthy from a construction standpoint, the waves may be. In fact, the new Hoofers pier had to be modified after installation due to it being unable to withstand the force of the waves. Installation and removal of the docks along the entire Hoofers shoreline is done during periods of low wave intensity, though they are using only a small waterborne crane.**

**Has adequate consideration been given to the impact of deicing measures (e.g., salting) of the to-be-constructed walkway on the overall structure of the walkway? I would suggest that the project personnel request information related to the degradation and ongoing repair work occurring at present in Helen C White parking structure, where salting of the parking structure has led to the failure of the reinforcement substrate in the concrete. Worse case scenario here is that a piece of the new concrete structure damages life or property beneath the structure once sufficient degradation has taken place.**

**A primary goal of this project is to eliminate the crossover of pedestrian, bicycle, and vehicular traffic. Will the project address the crossover of pedestrian, bicycle, and vehicular traffic that occurs on N Park St between the Lakeshore Path and the Water Science and Engineering building? The 2018 and 2021 use surveys should have demonstrated that pedestrians frequently traverse the N Park St drive in the dead of winter to avoid the frigid wind coming off of the lake and the sometimes icy conditions of the lake shore path, and during the warm seasons to avoid the Hooper's operation which often impedes all travel on the Lakeshore path. One of the renderings for the project shows a cyclist heading east in Lot 8, which seems like a demonstration counter to eliminating the crossover of vehicular and bicycle traffic.**

**In all of the design documents, the bike rack and path at the south end of the Limnology building (680 N Park St) is drawn. Presumably, this means that UW Transportation is still intending for bicycle and pedestrian traffic be allowed to go to the south of the Limnology building. Bike racks are available to the public and specifically this bike rack is used by personnel using the Limnology building, the Water Science and Engineering building, and HC White Library. Is an alternative planned to be put in place to eliminate the risk of the blind corner and reduce the number of near-miss reports submitted to UW Transportation for people that traverse to the south of Limnology to use the bike rack, or for any other reason?**

**Has consideration been given to how to route pedestrian, bicycle, and vehicular traffic during construction? Will access to Lot 8 be preserved during the duration of the project? Several FP&M, and departmental fleet vehicles park in Lot 8 overnight, and Lot 8 in general is used to make deliveries to CFL and WSEL, including but not limited to campus mail, UPS, FedEx, Amazon, etc.**

The Water Science and Engineering Laboratory receiving dock is on the west end of the building, or the east end of Lot 8. Some materials can only be received at this dock and any interruption in service needs to be planned beforehand.

The Water Science and Engineering Laboratory contains an AAALAC facility that cannot suffer from unplanned utility outages without undue harm, including receiving of life sustaining products such as food.

The Center for Limnology and the Water Science and Engineering Laboratory share all of their utility with each other including electrical service, water main, force main, compressed air (for pneumatic control AHUs), etc. An interruption to Center for Limnology utility that does not occur at the service entrance to the facility needs to be planned well in advance.

Has consideration been given to the location of utility piping that extends from the shoreline out into Lake Mendota? The WSEL lakewater access pipe or the Charter St cooling water pipe are both in this area, though I'm not precisely sure of their location. There may be other utility; our past locates for the Hoofers rebuild and utility under Park St. rework have turned up numerous pipes that have required additional consideration.

Please complete the following information and sign if submitting comments:


Name: James Lazarcik

Title/Representing: Laboratory Manager, Facility Manager, Water Science and Engineering Laboratory at UW-Madison

Address: 660 N Park St, Madison, WI, 53706

Telephone Number: 608/262-2899

E-mail Address (optional): lazarcik@wisc.edu

Signature:  12/13/2022

I am interested in continuing my involvement in the public participation components of this project. Please continue to send me project notices.

I am NOT interested in continuing my involvement in the public participation of this project. Please do NOT continue to send me project notices.

Please return this form by **December 14, 2022**, to: Aden Clark  
Tetra Tech  
8413 Excelsior Drive, Suite 160  
Madison, WI 53717  
[aden.clark@tetrattech.com](mailto:aden.clark@tetrattech.com)

**From:** [Daniel Szydlowski](#)  
**To:** [Clark, Aden](#)  
**Subject:** Comment for Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N)  
**Date:** Wednesday, December 14, 2022 2:53:42 PM  
**Attachments:** [Bridge Comments.docx](#)

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Hello Aden,

Please find attached my comment for consideration for the initial draft of the environmental impact assessment of the Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N).

Thank you,  
Danny Szydlowski



## COMMENT FORM

Environmental Impact Assessment Scoping Process  
Lakeshore Path Pedestrian and Bike Bridge  
680 North Park Street  
Madison, Wisconsin  
DFD Project #: 22A2N

I have the following comments regarding this project and items to be considered as part of the scoping process:

My name is Danny Szydlowski, and I am a PhD student at UW-Madison's Center for Limnology. I am concerned about the construction of the proposed bike path as a researcher, as a cyclist, and as an engineer. I am a daily user of the Hasler Laboratory and my research would be negatively impacted by the construction of the pedestrian and bike bridge. As a daily biker, I fail to see how the proposed bridge would address the issue of traffic flow in the limnology parking lot. Finally, my thoughts on the proposed project are influenced not just by my role as a limnologist, but as a professionally trained engineer. I received my bachelor's degree from the department of Civil and Environmental Engineering at the University of Notre Dame in 2019, where I learned that the principal goal of an engineer is to serve the public. In my opinion, the proposed project is in conflict with that mission, and a full environmental impact assessment is needed to more clearly understand the proposed project's effects.

As a researcher, I am concerned about the impact of the proposed construction on my work. I consider myself very fortunate to work in a world-renowned program like the Center for Limnology, and I make it a point to work on-site as often as I can to take advantage of the community here and all the resources available to me. The construction of the bridge threatens to disrupt this community and resources for an extended period of time, with restricted access to the lake and construction interrupting the use of office space. The space near the lake which I use for teaching students, a primary mission of the university, would be covered by the proposed bridge and inaccessible to my class. Additionally, my office is located on the first floor with a window overlooking the lake and the site of the proposed bike path, and I am particularly worried about the sounds of construction interfering with my ability to use that space. Even if we are relocated to another site during construction, I fear the disruption of the community I have come to cherish here at the Center for Limnology and economic and social losses associated with impaired ability to do our work.

As a daily bike commuter on the lakeshore path, I believe that the re-routing of bike traffic will not solve the problem of conflicts between path users and vehicles in the Lot 8 parking lot, and in many ways could make the situation worse. For example, there is a hill just before the current bike route behind the building which slows down bikers before they enter the parking lot. The proposed plan would instead provide a straight, flat lane that cyclists could use to accelerate before merging back into the parking lot, where they would still encounter vehicle traffic, perhaps at an increased speed. The two lanes of bike traffic in the proposal will also increase conflicts between pedestrians and bikers as both merge on either end of the proposed bridge. Finally, the proposed project does nothing to address bikers who use the Hasler Laboratory, who will still have to go around the building to lock their bikes in the rack. I believe that other, more cost-effective measures such as signs directing the flow of traffic should at least be reconsidered, perhaps with a trial run, before investing a significant amount of funds in the bridge.

Finally, as an engineer, I am concerned that the proposed project is in conflict with an engineer's primary mission: to serve the public. As outlined above, I fail to see how the proposed bridge would alleviate the issues it claims to be addressing. I would at least like other options to be reconsidered, and a full environmental impact statement put together to address my concerns for impacted groups such as the workers at the Center for Limnology. As it stands, it is unclear to me that this bridge is an appropriate use of funds, and instead could even have negative social and economic impacts on workers at the Hasler Laboratory.

Please complete the following information and sign if submitting comments:

Name: Daniel Szydlowski

Title/Representing: PhD Student, UW Madison Center for Limnology

Address: 609 Eagle Heights Drive, Madison, Wisconsin, 53705

Telephone Number: 224-545-6136

E-mail Address (optional): dszydlowski@wisc.edu

Signature: Daniel Szydlowski

- I am interested in continuing my involvement in the public participation components of this project. Please continue to send me project notices.
- I am NOT interested in continuing my involvement in the public participation of this project. Please do NOT continue to send me project notices.

Please return this form by **December 14, 2022**, to: Aden Clark  
Tetra Tech  
8413 Excelsior Drive, Suite 160  
Madison, WI 53717  
[aden.clark@tetrattech.com](mailto:aden.clark@tetrattech.com)



**From:** [Carol Warden](#)  
**To:** [Clark, Aden](#)  
**Subject:** Comments on Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N)  
**Date:** Tuesday, December 13, 2022 3:55:10 PM

---

Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N)

Dear Aden,

My name is Carol Warden and I am employed with UW Madison's Center for Limnology. I have a Master's Degree in Water Resources Management, and have fifteen years of experience in the field of limnology, lake ecology, lake water quality, and lake biology.

I request an Environmental Impact Statement be done to provide comprehensive data on how such an impervious structure as this bridge affects water quality, habitat, traffic flow, and how it affects work flow for the Hasler Lab.

The Center for Limnology houses world-class research, much of which is done right on Lake Mendota. This proposed bridge path will undoubtedly hinder that research as it will be exceedingly more difficult to bring sampling gear in and out of the building as well as making it exceedingly more difficult to park boats of all sizes at the dock. These boats are used not only for research but to host public outreach events as well. Currently we are able to provide services to the public by getting them on a boat to learn about the lake in all its facets and see first-hand the troubles and the beauty Mendota has to offer. It would be a tremendous loss to the entire University if we could no longer provide this community good due to not being able to house or park boats because of an overarching bridge path.

There is no evidence that this plan will improve the safety of traffic as it will likely even cause more of the incidents campus is looking to reduce because bikes will not have a reason to slow down and look for oncoming traffic. It may stand to reason that the most effective way to reduce incidents with a multi-use trail/road is to employ a stop sign at the convergence of the path and the parking lot, rather than add even more impervious surface. Over the last fifteen years I've used the bike path and parking lot on foot, bike, and in a vehicle while trailering boats. I know first hand that the answer to a cramped situation is to ensure stops and/or slow-down areas so one can be sure of all of their surroundings. Making a path that allows traffic to continue with no cautionary slow-downs will very likely result in more accidents or incidents than what occurs now.

Regarding the health of the lake, it is well established that impervious surface directly contributes to higher amounts of contaminants into lakes, and directly contributes to lower volume and quality of any habitat for any living thing in or around the lake. Perhaps an alternative would be to reduce parking in the current lot and dedicate part of it solely to bikes.

It is imperative that an Environmental Impact Statement be completed before any part of this project commences.

Carol Warden  
LTER Research Scientist  
UW Trout Lake Station  
warden@wisc.edu  
608-890-4721

**From:** [Grace Wilkinson](#)  
**To:** [Clark, Aden](#)  
**Subject:** Wilkinson Comment on DFD Project #: 22A2N  
**Date:** Wednesday, December 14, 2022 3:57:00 PM  
**Attachments:** [22A2N-Comment-Form-WILKINSON.pdf](#)

---

Good Afternoon -

Attached please find my comment on DFD Project #: 22A2N. Please confirm receipt of this comment through email.

Sincerely,  
Grace Wilkinson

Dr. Grace Wilkinson  
Center for Limnology  
University of Wisconsin - Madison



## COMMENT FORM

Environmental Impact Assessment Scoping Process  
Lakeshore Path Pedestrian and Bike Bridge  
680 North Park Street  
Madison, Wisconsin  
DFD Project #: 22A2N

I have the following comments regarding this project and items to be considered as part of the scoping process:

Please see following attached pages for full comment.

Please complete the following information and sign if submitting comments:

Name: Grace Wilkinson

Title/Representing: Assistant Professor, Center for Limnology

Address: 680 N Park, Madison, WI

Telephone Number: 608-262-3014

E-mail Address (optional): gwilkinson@wisc.edu

Signature: *Grace Wilkinson*



I am interested in continuing my involvement in the public participation components of this project. Please continue to send me project notices.



I am NOT interested in continuing my involvement in the public participation of this project. Please do NOT continue to send me project notices.

Please return this form by **December 14, 2022**, to:

Aden Clark  
Tetra Tech  
8413 Excelsior Drive, Suite 160  
Madison, WI 53717  
[aden.clark@tetrattech.com](mailto:aden.clark@tetrattech.com)

I am submitting a comment for consideration in the development of the Environmental Impact Assessment for project 'Lakeshore Path Limnology Pedestrian and Bike Bridge (DFD Project #22A2N)'. I am a faculty member at the Center for Limnology (CFL) at the University of Wisconsin-Madison and hold a PhD in Environmental Sciences from the University of Virginia. ***I strongly urge the UW System to conclude that the project is a major and significant action requiring an Environmental Impact Statement.***

The project will have a severe impact on the physical, biological, social, and economic environment surrounding the Hasler Limnology Laboratory and it has yet to be sufficiently demonstrated that the proposed project will meet the safety objectives. Alternative, more cost-effective, and less environmentally ruinous solutions have not been fully explored or tested despite having fewer identified cons in the original Planning studies. Below I detail the environmental impacts that have not been adequately addressed by the project to date, thereby requiring development of an environmental impact statement.

**Economic Environment Impacts:** As a limnologist at the CFL, I supervise a laboratory with active research projects on Lake Mendota and on waterbodies throughout the state of Wisconsin that rely on space, resources, and equipment housed at the Hasler Limnology Lab. We receive federal and state funding for our research including one current federal project (2021-2025) at over \$700,000 USD. My research funding supports three PhD students, one postdoctoral research scholar, one full time staff scientist, and three hourly technicians. The construction period for this project will impede all major research endeavors, halting most activities. The construction will require moving personnel and sensitive instruments out of the building or shutting down research. We will also suffer from a lack of access to Lake Mendota, boats, and vehicles in Lot 8. Moving sensitive analytical instruments will cost between \$2,000-4,000 per instrument; funds that would otherwise be used for research and salaries. Not only will the halt in research activity jeopardize current funding and jobs, but it will also jeopardize securing future funding and jobs tied to previous performance.

I am one of eight principal investigators housed at the Hasler Limnology Lab. Combining across investigators during the project period we have approximately \$2.7 million USD in funding supporting over two dozen jobs in jeopardy if the project proceeds.

**Social Environment Impacts:** In addition to the negative impacts this project will have on our research capacity at the CFL, both during construction and long-term, I commute daily to the proposed project site by bike, on foot, and occasionally by vehicle. Having experienced the pedestrian-bike-vehicle conflicts that this project purports to address, I am confident that this design will do little (if anything) to increase safety. The proposed design instead 1) increases biker speed around the building, 2) deposits bikers into Lot 8 at a higher speed at a prime location for vehicle and pedestrian conflict, and 3) does nothing to protect bikers commuting to the Hasler Limnology Laboratory that park on the south side of the building.

The university has done very little to educate bikers and drivers about the potential conflicts in Lot 8 (e.g., no warning signs about oncoming bike or motor traffic, no use of green boxes signifying shared lanes) or slow down bike and motor vehicle traffic (e.g., installing turn styles on the lakeshore path or other barriers that require bikers to walk). Yet, they are proposing a costly and drastic measure with no demonstrable efficacy. It is imperative that these cheaper and less environmentally ruinous options be fully studied and tested before bridge construction proceeds and that the environmental impacts are fully considered.



**Physical and Biological Environment Impacts:** Increasing impervious surface over the shores of Lake Mendota will likely have detrimental impacts on the water chemistry and biota of Lake Mendota. There is currently no understanding of if and how snow will be removed, where it will be stored, and if and how much salting will occur. Chloride, a component of road salt, is toxic in high concentrations to freshwater aquatic organisms. Additionally, the bridge structure will reduce light to the benthic surface influencing photosynthesis and provide substrate for invasive species such as zebra mussels (*Dreissena polymorpha*) to persist. The full physical and biological environmental impacts of the proposed project, both during construction and long-term, have not yet been fully evaluated and require an environmental impact statement.

**From:** [RHONDA H JAMES](#)  
**To:** [Clark, Aden](#)  
**Cc:** [Aaron Williams](#)  
**Subject:** RE: DFD #22A2N: UW-Madison Lakeshore Path Pedestrian and Bicycle Limnology Bypass Route – EIA Scoping Letter and Request for Comment  
**Date:** Friday, March 15, 2024 9:06:45 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[22A2N-Comment-Form Lakeshore Path at Limnology EIA RJ.pdf](#)

---

Aden,

Please find attached comments on the above project.

Rhonda James  
Senior Landscape Architect  
Campus Planning & Landscape Architecture, FP&M, UW-Madison

[rhonda.james@wisc.edu](mailto:rhonda.james@wisc.edu)

608-263-3032

---

**From:** Clark, Aden <ADEN.CLARK@tetrattech.com>  
**Sent:** Thursday, February 22, 2024 3:55 PM  
**To:** Alexandria Roe <aroe@uwsa.edu>; pdavis <pdavis@uwsa.edu>; MANNY TARIN III <manuel.tarinii@wisc.edu>; Gabe Mendez <gabe.mendez@wisc.edu>; RHONDA H JAMES <rhonda.james@wisc.edu>; Dar Ward <darwin.ward@wisc.edu>; Mark Guthier <mark.c.guthier@wisc.edu>; Laura A Wyatt <laura.wyatt@wisc.edu>; AARON F NOLAN <afnolan@wisc.edu>; aaron.williams@wisc.edu; Rob Kennedy <rob.kennedy@wisc.edu>; ASM Chair <chair@asm.wisc.edu>; Sam Hagedorn <president@hoofers.org>; .limnology@mhub.limnology.wisc.edu <limnology@mailplus.wisc.edu>; peter\_fasbender@fws.gov; Kolaszewski, Peter - DOA <peter.kolaszewski@wisconsin.gov>; Naomi.DeMers@wisconsin.gov; hicklin.laura@countyofdane.com; parisi@countyofdane.com; hstouder@cityofmadison.com; govinfo@wisconsin.gov; Rep.Stubbs@legis.wisconsin.gov; sen.roys@legis.wisconsin.gov; info@cleanlakesalliance.org; Fortney, Darren <dfortney@sehinc.com>; bzellers@cityofmadison.com; MARY CZYNSZAK-LYNE <mary.czynszaklyne@wisc.edu>; Ellen Albright <ellen.albright@wisc.edu>; Jessica Briggs <jtbriggs@wisc.edu>; TYLER J BUTTS <tjbutts@wisc.edu>; Hilary Dugan <hdugan@wisc.edu>; James Lazarcik <lazarcik@wisc.edu>; Daniel Szydowski <dszydowski@wisc.edu>; Carol Warden <warden@wisc.edu>; Grace Wilkinson <gwilkinson@wisc.edu>  
**Cc:** Peotter, Ben <BEN.PEOTTER@tetrattech.com>  
**Subject:** DFD #22A2N: UW-Madison Lakeshore Path Pedestrian and Bicycle Limnology Bypass Route – EIA Scoping Letter and Request for Comment

Dear Potentially Interested Party:

The State of Wisconsin Department of Administration, Division of Facilities Development (DFD), has

retained Cornerstone Environmental Group, a Tetra Tech company (Tetra Tech), on behalf of the University of Wisconsin System to prepare an Environmental Impact Assessment (EIA) of the proposed Lakeshore Path Pedestrian and Bicycle Limnology Bypass Route. The EIA will be prepared in accordance with the Wisconsin Environmental Policy Act (WEPA), Wisconsin Statutes 1.11, and University of Wisconsin System Administration (UWSA) guidelines. An initial component of this EIA is the scoping process to identify at an early stage any potential impacts of the project on the physical, biological, social, and economic environments. Because you, your agency, or your group may have an interest in the project or are representing neighbors near the project vicinity, we are inviting you to participate in the scoping process.

Attached is the Scoping Letter with additional information, including a site location map, and a comment form. The project website where information will be hosted through the conclusion of the EIA process is: <https://uwlakeshorelimnologypatheia.com/>

Please send any comments to me at [aden.clark@tetrattech.com](mailto:aden.clark@tetrattech.com)

Please do not 'reply all.' If you would like to be removed from this distribution list, please reply to me with the subject line 'REMOVE FROM EIA LIST,' and you will not receive further correspondence on this project.

Thank you,

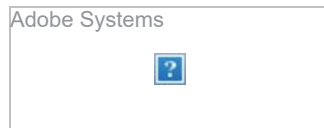
**Aden Clark** | Project Engineer | Solid Waste East  
Mobile (608) 422-9083 | [ADEN.CLARK@tetrattech.com](mailto:ADEN.CLARK@tetrattech.com)

**Tetra Tech** | *Leading with Science*<sup>®</sup>  
8413 Excelsior Drive, Suite 160 | Madison, WI 53717 | [tetrattech.com](http://tetrattech.com) | [tetrattech.com/waste](http://tetrattech.com/waste)

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## APPENDIX D: DEIA DISTRIBUTION LIST

Scoping  
Environmental Impact Assessment (EIA) Document and Notification Distribution List  
Lakeshore Path Limnology Bypass Route  
University of Wisconsin - Madison  
DFD Project #: 22A2N

Contact Name	Organization	Address Line 1	Address Line 2	City	State	Zip Code	Email Address	Document Distribution
<b>University of Wisconsin System</b>								
Alex Roe	UW System Administration	780 Regent Street	Suite 239	Madison	WI	53715-2635	<a href="mailto:aro@uwsa.edu">aro@uwsa.edu</a>	Y
Peter Davis	UW System Administration	781 Regent Street	Suite 240	Madison	WI	53715-2635	<a href="mailto:pdavis@uwsa.edu">pdavis@uwsa.edu</a>	Y
<b>University of Wisconsin - Madison</b>								
Manny Tarin III	UW-Madison FP&D Proj. Manager & WEPA Coordinator	21 N Park Street		Madison	WI	53715	<a href="mailto:manuel.tariniii@wisc.edu">manuel.tariniii@wisc.edu</a>	Y
Gabe Mendez	UW-Madison Dir. Of Transportation Operations	Warf Office Building	610 Walnut St	Madison	WI	53726	<a href="mailto:gabe.mendez@wisc.edu">gabe.mendez@wisc.edu</a>	Y
Rhonda James	UW-Madison Campus Landscape Architect						<a href="mailto:rhonda.james@wisc.edu">rhonda.james@wisc.edu</a>	Y
Dar Ward	UW-Madison Commuter Solutions Manager						<a href="mailto:darwin.ward@wisc.edu">darwin.ward@wisc.edu</a>	Y
Mark Guthier	UW-Madison	Box 103 Memorial Union	800 Langdon St	Madison	WI	53706	<a href="mailto:mcguthier@wisc.edu">mcguthier@wisc.edu</a>	Y
Laura Wyatt	UW-Madison Lakeshore Nature Preserve						<a href="mailto:laura.wyatt@wisc.edu">laura.wyatt@wisc.edu</a>	Y
Aaron Nolan	UW-Madison						<a href="mailto:afnolan@wisc.edu">afnolan@wisc.edu</a>	Y
Aaron Williams	UW-Madison Interim Director, Campus Planning						<a href="mailto:aaron.williams@wisc.edu">aaron.williams@wisc.edu</a>	Y
Rob Kennedy	UW-Madison Transportation Planner						<a href="mailto:rob.kennedy@wisc.edu">rob.kennedy@wisc.edu</a>	Y
<b>University of Wisconsin - Madison Student Representatives</b>								
Kevin Jacobson	Chair, Associates Students of Madison	4301 Student Activity Center	333 East Campus Mall	Madison	WI	53715	<a href="mailto:chair@asm.wisc.edu">chair@asm.wisc.edu</a>	Y
	Hoofers President						<a href="mailto:president@hoofers.org">president@hoofers.org</a>	Y
	Hasler Lab of Limnology						<a href="mailto:limnology@mailplus.wisc.edu">limnology@mailplus.wisc.edu</a>	Y
<b>Federal Government Agencies</b>								
Peter Fasbender	U.S. Fish and Wildlife						<a href="mailto:peter_fasbender@fws.gov">peter_fasbender@fws.gov</a>	Y
<b>State Government Agency Contacts</b>								
Peter Kolaszewski	Wisconsin Department of Administration	P.O. Box 7866		Madison	WI	53707	<a href="mailto:peter.kolaszewski@wisconsin.gov">peter.kolaszewski@wisconsin.gov</a>	Y
Naomi De Mers	DFD Administrator						<a href="mailto:Naomi.DeMers@wisconsin.gov">Naomi.DeMers@wisconsin.gov</a>	Y
<b>Dane County</b>								
Laura Hicklin	Land and Water Resources Department						<a href="mailto:hicklin.laura@countyofdane.com">hicklin.laura@countyofdane.com</a>	Y
Joe Parisi	County Executive	210 Martin Luther King Jr Bldg	City County Bldg, Rm 421	Madison	WI	53703	<a href="mailto:parisi@countyofdane.com">parisi@countyofdane.com</a>	Y
<b>City of Madison</b>								
Heather Stouder	Director, City of Madison Planning Dept.	215 Martin Luther King Jr Bldg	ELL100	Madison	WI	53703	<a href="mailto:hstouder@cityofmadison.com">hstouder@cityofmadison.com</a>	Y
<b>State Elected Officials</b>								
Governor Tony Evers	State of Wisconsin		115 East Capitol	Madison	WI	53702	<a href="mailto:govinfo@wisconsin.gov">govinfo@wisconsin.gov</a>	Y
Rep. Shelia Stubbs	State of Wisconsin						<a href="mailto:rep.stubbs@legis.wisconsin.gov">rep.stubbs@legis.wisconsin.gov</a>	Y
Senator Kelda Roys	State of Wisconsin						<a href="mailto:sen.roys@legis.wisconsin.gov">sen.roys@legis.wisconsin.gov</a>	Y
<b>Miscellaneous Contacts</b>								
Clean Lake Alliance							<a href="mailto:info@cleanlakesalliance.org">info@cleanlakesalliance.org</a>	Y
<b>Design Architect/Engineer</b>								
Darren Fortney	Short Elliott Hendrickson Inc.						<a href="mailto:dfortney@sehinc.com">dfortney@sehinc.com</a>	Y
<b>Neighborhood Associations</b>								
Ben Zellers	Secretary, Joint Campus Area Committee	215 Martin Luther King Jr Bldg	ELL100	Madison	WI	53703	<a href="mailto:bzellers@cityofmadison.com">bzellers@cityofmadison.com</a>	Y
Mary Czyszczak-Lyne	UW Rep, Regent Neighborhood Assoc.						<a href="mailto:mary.czyszczaklyne@wisc.edu">mary.czyszczaklyne@wisc.edu</a>	Y
<b>Local Libraries</b>								
UW-Madison	Steenbock Library Reference Desk							Y
Madison Public Library	Reference Desk							Y



Scoping  
 Environmental Impact Assessment (EIA) Document and Notification Distribution List  
 Lakeshore Path Limnology Bypass Route  
 University of Wisconsin - Madison  
 DFD Project #: 22A2N

Contact Name	Organization	Address Line 1	Address Line 2	City	State	Zip Code	Email Address	Document Distribution
<b>Public Comment Submittals</b>								
Ellen Albright							<a href="mailto:ealbright2@wisc.edu">ealbright2@wisc.edu</a>	Y
Jessica Briggs							<a href="mailto:jbriggs@wisc.edu">jbriggs@wisc.edu</a>	Y
Tyler Butts							<a href="mailto:tjbutts@wisc.edu">tjbutts@wisc.edu</a>	Y
Hilary Dugan							<a href="mailto:hdugan@wisc.edu">hdugan@wisc.edu</a>	Y
James Lazarcik							<a href="mailto:lazarcik@wisc.edu">lazarcik@wisc.edu</a>	Y
Daniel Szydlowski							<a href="mailto:dszydlowski@wisc.edu">dszydlowski@wisc.edu</a>	Y
Carol Warden							<a href="mailto:warden@wisc.edu">warden@wisc.edu</a>	Y
Grace Wilkinson			680 N Park	Madison	WI	53703	<a href="mailto:gwilkinson@wisc.edu">gwilkinson@wisc.edu</a>	Y

## APPENDIX E: HIST-A SUBMITTAL

# List of Attachments

Attachment 1 – Project Summary

Attachment 2 – Project Location Map

Attachment 3 – Preliminary Design Concept Plan

Attachment 4 – WHPD Summary

Attachment 5 – WHPD Map

Attachment 6 – Bascom Hill Historic District Map

## ATTACHMENT 1 – PROJECT SUMMARY

**Project Summary**  
**Lakeshore Path Pedestrian and Bicycle Limnology Bypass Route**  
**University of Wisconsin – Madison**  
**DFD #22A2N**

**Background**

The Hasler Limnology Laboratory Building was completed in late 1963 and named after its champion, Arthur D. Hasler, former chair of the Limnology Department and internationally known freshwater ecologist. The Howard Temin Lakeshore Path is a long-standing, historically used shoreline path for pedestrians and bicyclists and was once used by the Madison Park and Pleasure Drive Association for leisurely drives into the countryside by urban dwellers in the late 1800s and turn-of-the-19th century Madison. With the construction of the Limnology Lab, the building literally halted the planning for a much larger Shore Drive contemplated by the city and the university consistent with actions taken by many lakeside cities around the country in the 1950s.

The Temin Path was named for Howard M. Temin in 1998, an American geneticist and virologist known for his 1975 Nobel Prize work on campus in oncology research who often used the path commuting to work on his bicycle and for quiet reflection, walking the path for contemplation as many campus users do today in support of their wellness and wellbeing. The Temin Lakeshore Path likely was used for thousands of years by the Native Americans who lived and thrived in this Four Lakes (Tee-jope) area.

With UW Housing developments on the near west campus and new resident halls, the Temin Lakeshore Path has become an even more important commuter route. New users are coming to the university from the west end of campus, the Health Sciences campus, Shorewood Hills, and the many new apartments and housing further west, travelling the Blackhawk Path to the Temin Path. This brings bicycle commuters into the campus and downtown Madison, extending its reach and adding to the density of users along this well-loved pathway.

**Proposed Project**

The intent of this project is to complete the design and construction of a proposed pedestrian and bicycle by-pass bridge around the south side of the Limnology Building. A project location map and preliminary design concept map are provided in Attachments 2 and 3, respectively. This project will increase pedestrian and bicycle safety and reduce risk for the university. This project meets the university's strategic goals of creating a vibrant campus community, enhancing the teaching and educational achievement experience, meeting sustainability goals by supporting alternative modes of transportation, and creating a healthy, sustainable, resilient, and adaptable campus environment.

This project will design and construct a new pedestrian and bike path bridge adjacent to the Hasler Laboratory of Limnology (MSN #0483), connecting the Howard Temin Lakeshore Path with the Memorial Union Terrace and bicycle routes to the south and southeast via North Park Street. The 2015 Campus Master Plan includes a vision for improving this existing bike route and enhancing alternative modes of transportation on campus.

The Hasler Limnology building is a contributing building to the Bascom Hill Historic District and is listed on the National Register of Historic Places. As such, the final design must be clearly delineated as separate from the original historic structure and include review by the Wisconsin Historical Society.

The 2018 and 2021 Advanced Planning studies were commissioned to identify safe route alternatives that connect the Howard Temin Lakeshore Path to North Park Street at the Memorial Union Terrace. This route as it exists today traverses Parking Lot #8 east of the Hasler Laboratory of Limnology, and contains blind spots, short turning radii, and overlapping uses which increase the potential for conflicts between bicyclists, pedestrians, and service trucks or motor vehicle traffic.

The Advanced Planning Study completed by Ayres Associates in August 2021 (DFD Project #20E1A), provided an analysis of three potential concepts for redesigning the pedestrian and bicycle circulation around the Hasler Limnology building. UW FP&M and DFD chose three concepts for the AE team to develop in more detail and provide cost estimates. Of these options, the bridge concept was originally selected for implementation. Following design approach concerns from affected parties, the Advanced Planning studies were reevaluated, and an alternative design approach was selected for implementation. The new design approach forgoes the bridge concept and routes the bicycle path along the southern side of the Hasler Laboratory of Limnology. Presently, the target construction period is anticipated to commence in September 2024 and reach substantial completion in January 2025. The project is anticipated to cost around \$1,765,200.

### **Historic/Archaeological Findings**

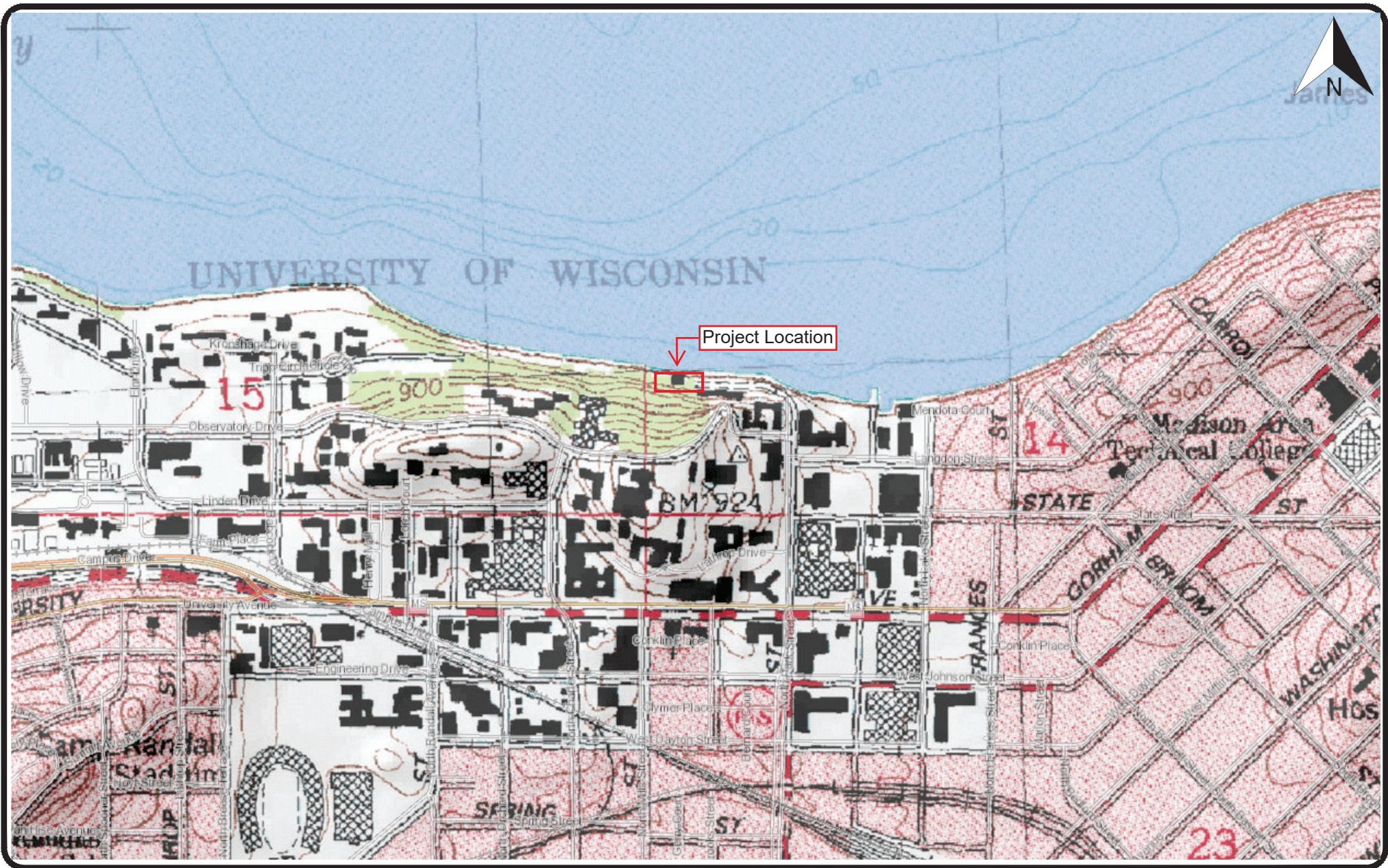
The Wisconsin Historical Preservation Database (WHPD) was accessed on November 18, 2022 by Tetra Tech, and locally designated historical or archaeological properties were reviewed nearby and/or adjoining the Area of Potential Effect (APE). This database includes information from the Archaeological Reports Inventory (ARI), the Archaeological Sites Inventory (ASI), and the Architectural History Inventory (AHI). A summary of the findings is included as Attachment 4. Copies of WHPD records are maintained on file with Tetra Tech and are available publicly through the Wisconsin Historical Society hosted database terminal. The WHPD Map is provided as Attachment 5.

As noted above, the Hasler Limnology building, otherwise known as the Limnology Laboratory (Arthur D. Hasler Laboratory of Limnology), has a contributing status to the Bascom Hill Historic District. The Hasler Limnology Laboratory was enumerated in the 1974 NRHP nomination for the Historic District and is evaluated under the University of Wisconsin system planning purposes as a “contemporary building contributing to the district”. Other buildings within the Bascom Hill Historic District are evaluated as either “essential to the district”, “buildings of historic significance which must be recognized in future uses of the sites”, “not essential to the district, removal desirable with no replacement”, or “building occupies a key site and replacement will be critical”. No measurable impacts are anticipated to impact the Hasler Limnology Laboratory in association with the proposed Pedestrian and Bicycle Bypass Route.

John Muir Park is an approximately seven-acre wooded area formerly known as Bascom Woods. The site was formally dedicated in 1964. John Muir Park is also contributing to the Bascom Hill Historic District, as shown on Attachment 6.



## ATTACHMENT 2 – PROJECT LOCATION MAP



Site Location Map



Environmental Impact Assessment  
 University of Wisconsin - Madison  
 Lakeshore Path Pedestrian and Bicycle Limnology  
 Bypass Route  
 DFD #22A2N

ATTACHMENT  
 NO.

1

PROJECT NO.  
 209-4231027

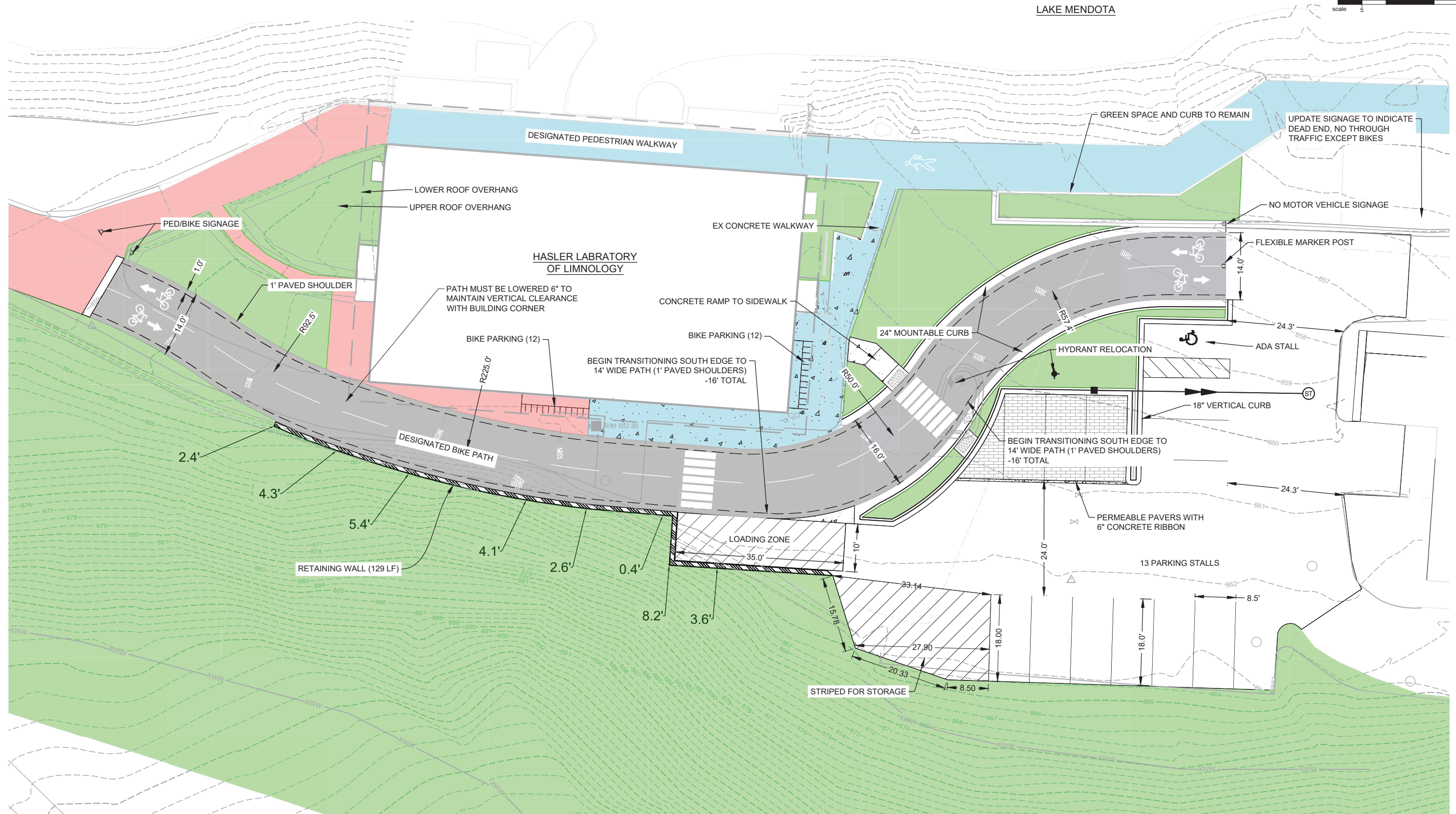
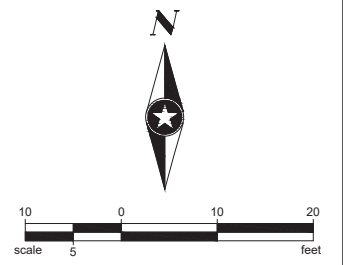
This drawing represents intellectual property of Tetra Tech. Any modification to the original by other than Tetra Tech personnel violates its original purpose and as such is rendered void. Tetra Tech will not be held liable for any changes made to this document without express written consent of the originator.

ALL PROFESSIONAL ENGINEERING WORK IS PERFORMED BY DULY LICENSED PROFESSIONAL ENGINEERS UNDER THE APPROPRIATE STATE REGISTERED PROFESSIONAL ENTITY.



**ATTACHMENT 3 – PRELIMINARY DESIGN CONCEPT PLAN**

SUMMARY:  
 -12' WIDE ASPHALT BIKE PATH  
 -1' PAVED SHOULDER (14' TOTAL WIDTH)  
 -15 PARKING STALLS  
 -WALL LENGTH 129'  
 -LOADING ZONE SOUTH OF BIKE TRAIL



Save: 12/15/2023 1:42 PM Ictelhut Plot: 12/15/2023 1:55 PM X:\UZ\W\WID\1685075-final-dsgn\51-drawings\10-Civil\cad\dwg\168507CONCEPT-10.dwg

SEH Project	168507	Rev.#	Revision Issue Description	Date	Rev.#	Revision Issue Description	Date
Drawn By	LJK						
Designed By	##						
Checked By	##						



UW-PATH  
MADISON, WI

CONCEPT PLAN - 2

## ATTACHMENT 4 – WHPD SUMMARY

Wisconsin Historical Preservation Database Summary  
Environmental Impact Assessment  
University of Wisconsin - Madison  
Lakeshore Path Pedestrian and Bicycle Limnology Bypass Route  
DFD #22A2N

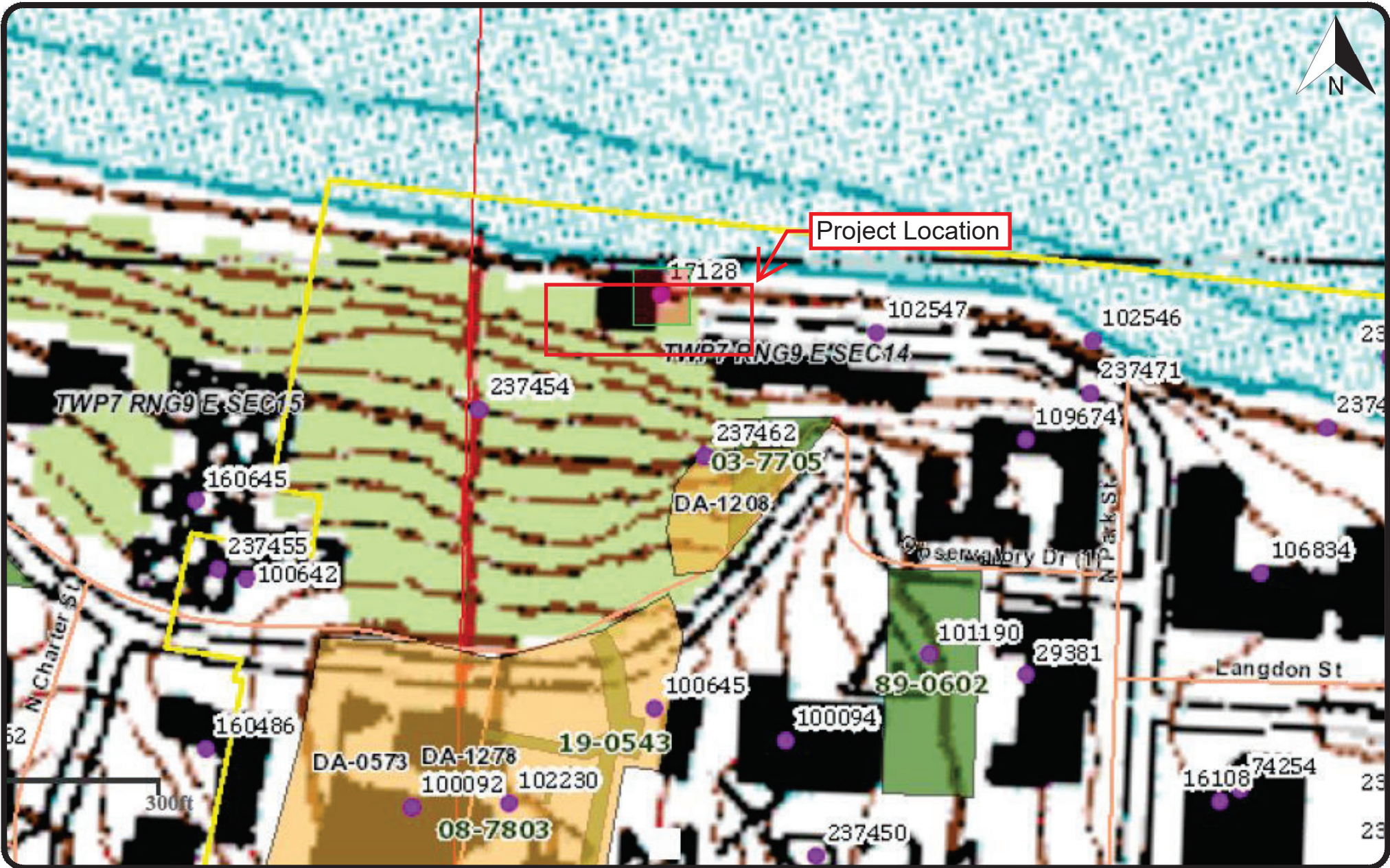
Database	Property Historic Name	Address	Reference Number	Notes
AHI	Hydrobiology Lab	680 N Park St	17128	Contributing to the Bascom Hill Historic District
	Science Hall	550 N Park St	29381	Madison Historic Landmark: 9/18/2007; National Historic Landmark: 11/4/1933 Contributing to the Bascom Hill Historic District
	Metal and Mining Engineering	975 Observatory Dr	101190	Contributing to the Bascom Hill Historic District
	Lake Lab	C 610 N Park St	102546	Noncontributing
	Hydraulic Laboratory	660 N Park St	102547	Contributing to the Bascom Hill Historic District
	John Muir Park	Bounded by Lake Mendota, Observatory Drive, and the William H. Sewell Social Sciences Building	237454	Contributing to the Bascom Hill Historic District
	Helen C. White Hall	600 N Park St	109674	Contributing to the Bascom Hill Historic District
	Robert E. Gard Storytellers Circle	Muir Knoll	237462	Noncontributing
	Lake Safety Tower	North end of Park Street near Helen C. White	237471	Noncontributing
ARI	The Proposed Radio Hall Electrical Substation Improvements	-	89-0602	The survey demonstrated that the area has been previously leveled with fill and no apparent archaeological resources will be impacted by this proposed construction project.
	Muir Knoll	-	03-7705.	Site area is somewhat removed from planned construction at the overlook, the OSA does recommend that construction vehicles and activities be routed to non-artifact producing areas of the knoll.
	Bascom Hall East Side	-	08-7803.	A soil probe indicated that at least 25 cm of fill is present. A solid structure of some sort was present below the aggregate, nature unknown. No human remains were observed.
	Bascom Hill Utility Upgrades	-	19-0543	The areas monitored consisted largely of previously disturbed soils, including historic fill. However, a single historic feature was found within DA-0573, consisting of a refuse/burned deposit of debris presumed to be associated with adjacent North Hall (built 1851). The feature did not yield diagnostic materials. All observed soils within DA-1278 were disturbed.
ASI	Muir Knoll	-	DA-1208	Previous investigations suggested a loss of archaeological integrity.
	Bascom Hill Mounds	-	DA-0573	This human burial site is protected under Wis. Stats 157.70.
	Bascom Hall Burial Ground	-	DA-1278	This human burial site is protected under Wis. Stats 157.70.

Notes:

1. AHI = Architectural History Inventory
2. ARI = Archaeological Reports Inventory
3. ASI = Archaeological Sites Inventory
4. "-" indicates that no property address was listed on the associated WHPD abstract. Locations of the properties can be observed on Attachment 5.



## ATTACHMENT 5 – WHPD MAP



### Historic Areas Districts Map

Exported from the WHPD Terminal on 11/18/2022

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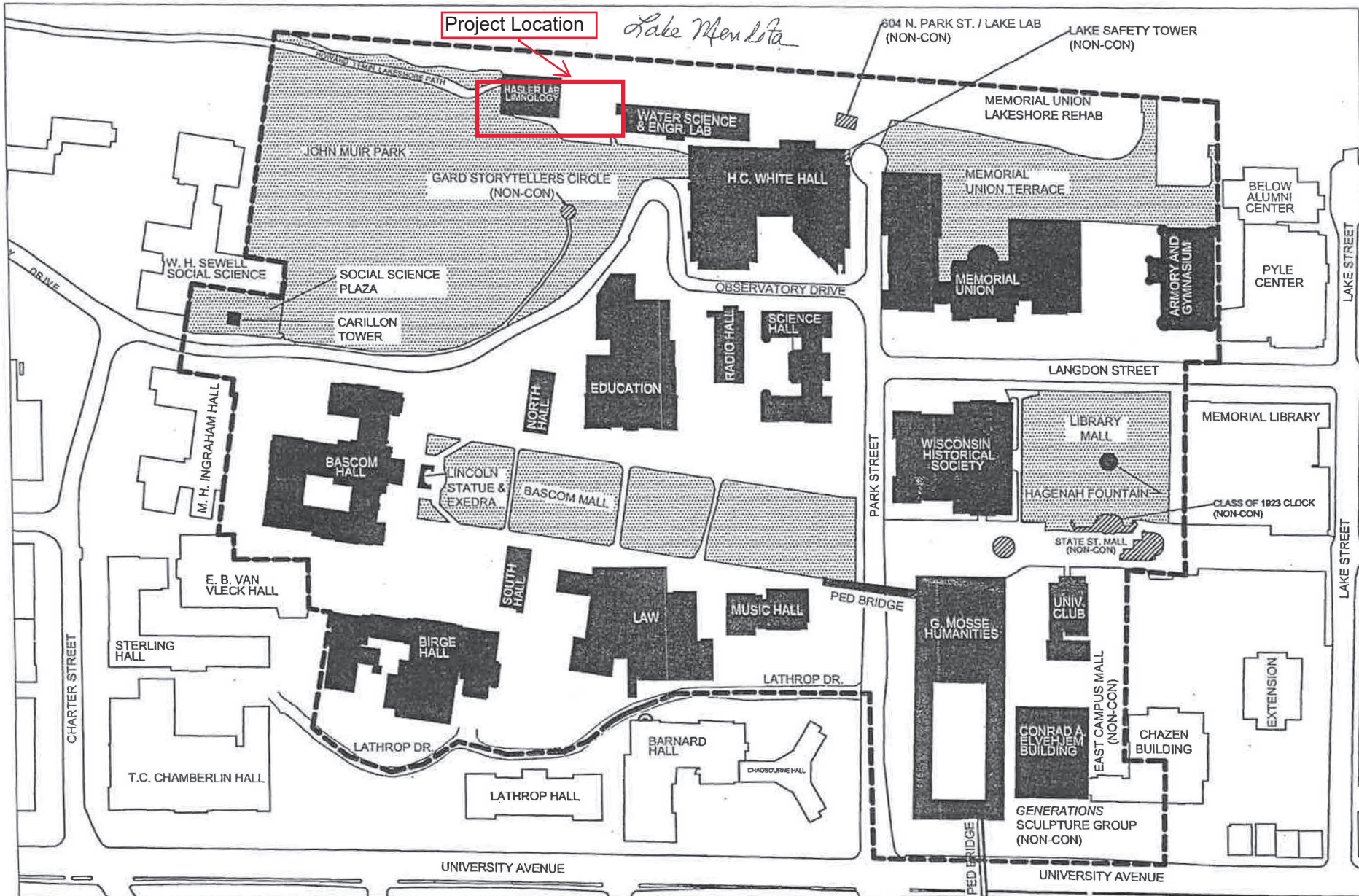
ATTACHMENT  
 NO.

5

PROJECT NO.  
 209-4231027





**ATTACHMENT 6 - BASCOM HILL HISTORIC DISTRICT MAP**





**FIGURE 1: BASCOM HILL HISTORIC DISTRICT**  
 (Additional Documentation)  
**UNIVERSITY OF WISCONSIN-MADISON**  
**MADISON, DANE COUNTY, WISCONSIN**  
 REVISION: AUGUST 2012

**Legend**

-  Non-contributing properties
-  Contributing buildings, structures, & objects
-  Contributing malls, plazas, & parks
-  National Register Historic District Boundary

Scale 1"=250'

