



ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation (WisDOT)

DT2094 1/2016

BASIC SHEET 1 - PROJECT SUMMARY

Project ID 1007-10-02	Project Termini US 12/18 Interchange	Funding Sources (check all that apply) ☒ Federal ☒ State ☐ Local
Construction ID 1007-12-78, -79, -80		Estimated Project Cost & Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. \$84.1M - \$90.8M (see Appendix A)
Route Designation (if applicable) I-39/90	Nearest Community City of Madison and Town of Blooming Grove	Real Estate Acquisition Portion of Estimated Cost (YOE) \$2.0M
National Highway System (NHS) Route ☒ Yes ☐ No		Utility Relocation Portion of Estimated Cost (YOE) \$0.1M
Project Title Illinois State Line - Madison	Section / Township / Range Sections 14, 23, 25, and 26/T7N/R10E.	
County Dane		
Bridge Number(s) (if applicable) Old: B-13-458/462/463 (widen) C-13-044 (Culvert Extensions) New: B-13-XXX (4)	For an ER, indicate the date funding was authorized to begin preliminary engineering. For an EA, indicate the date the Process Initiation Letter was accepted by FHWA. 12/21/2017 (updated)	

Right of Way Acquisition	Acres*
Fee	4.0
TLE	0.5
PLE	0.0

* Note: An additional 3.66 acres of WisDOT owned land will be converted to highway right-of-way

Functional Classification of Existing Route (FDM 3-5-2)	Urban	Rural
Freeway/Expressway	☒	☐
Principal Arterial	☐	☐
Minor Arterial	☐	☐
Major Collector	☐	☐
Minor Collector	☐	☐
Collector	☐	☐
Local	☐	☐
No Functional Class	☐	☐

WisDOT Project Classification (FDM 3-5-2)	
Resurfacing	☐
Pavement Replacement	☐
Reconditioning	☐
Expansion	☐
Bridge Rehabilitation	☐
Bridge Replacement	☐
"Majors" Project (there are both state and federal majors)	☒
SHRM	☐
Reconstruction	☐
Preventive Maintenance	☐
Safety	☐
Other - Describe:	☐

☐ FHWA Draft Type 2c Categorical Exclusion (CE)/WisDOT Draft Environmental Report (ER). No significant impacts indicated by initial assessment.	
☒ FHWA/WisDOT Draft Environmental Assessment (EA). No significant impacts indicated by initial assessment.	
<i>John A. Vesperman</i> WisDOT - SUR ENGINEERING CHIEF (Print - Preparer Name, Title, Company/Organization)	(Date - m/d/yy)
<i>John A. Vesperman</i> (Signature, Title)	11/6/2018 (Date - m/d/yy)
<i>Michael J. Davis</i> (Signature, Title)	11-7-2018 (Date - m/d/yy)
☒ FHWA ☐ FAA ☐ FTA ☐ FRA	

☐ FHWA Final Type 2 Categorical Exclusion (CE)/WisDOT Final Environmental Report (ER). It has been determined no significant impacts will occur and a Public Hearing is not required.	
After reviewing and addressing substantive public comments, updating the Draft CE/ER or Draft EA and coordinating with other agencies, it is determined this action:	
☐ Will NOT significantly affect the quality of the human environment. This document is a Final CE/Final ER.	
☒ Will NOT significantly affect the quality of the human environment. This document is a Final EA/Finding of No Significant Impact.	
☐ Has potential to significantly affect the quality of the human environment. Draft Environmental Impact Statement (EIS) required.	
<i>John A. Vesperman</i> WisDOT - SUR ENGINEERING CHIEF (Print - Preparer Name, Title, Company/Organization)	(Date - m/d/yy)
<i>John A. Vesperman</i> (Signature, Title)	05-01-2019 (Date - m/d/yy)
<i>Michael J. Davis</i> (Signature, Title)	5-2-19 (Date - m/d/yy)
☐ Region ☐ Aeronautics ☐ Rails & Harbors	
X FHWA ☐ FAA ☐ FTA ☐ FRA	

ENVIRONMENTAL ADDENDUM A

Wisconsin Department of Transportation

Alternative I-39/90 & US 12/18 Beltline Interchange: ALT C	Total Length of Center Line of Existing Roadway 2.37 miles Length of This Alternative 2.37 miles
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1. **Date(s) of Public Notice:** November 16, 2018, November 29, 2018
2. **In (Name of Newspaper):** Wisconsin State Journal (see **Appendix I**)
3. **Dates Environmental Assessment made available to public:**

From: November 15, 2018

To: January 11, 2019

The following information and materials were sent (see **Appendix J**):

- November 15, 2018: An email was sent to federal, state, and local agencies and municipalities, Native American Tribes, and utilities informing them that a Notice of the Public Hearing and Availability of the Environmental Assessment (EA) for the I-39/90 and US 12/18 (Beltline) interchange project would be published in the Wisconsin State Journal on November 16, 2018. A copy of the notice was provided with the email as well as a link to additional information on the project website.
- November 29, 2018: A letter was sent to 211 property owners located within ¼-mile of the project announcing the public hearing and availability of the EA.
- November 29, 2018: A letter was sent inviting federal, state, and local agencies and municipalities for a meeting on December 3, 2018 at Wisconsin Department of Transportation (WisDOT) Southwest Region Office (Madison) at which attendees would have the opportunity to preview a presentation of project information, the preferred alternative identified in the EA, and exhibits that would be on display at the public hearing on December 13, 2018.
- November 30, 2018: An electronic invitation was sent to federal, state, and local agencies and municipalities for the meeting on December 3, 2018 at WisDOT SW Region (Madison) in addition to the letter that was sent on November 29, 2018.

In addition to sending the information as noted above, WisDOT used social media and coordinated with the media to provide information about the public hearing and availability of the EA as follows:

- November 28, 2018 – WisDOT sent a news release to media outlets in the project area.
- December 4, 2018 – WisDOT sent email update to I-39/90 Project email distribution list of more than 4,500 email subscribers.
- December 4, 2018 – WisDOT posted the first announcement of the public hearing on the I-39/90 Project Facebook page and the WisDOT Southwest Region Twitter page.
- December 11, 2018 – WisDOT posted a second notice about the public hearing on the I-39/90 Project Facebook page.
- December 13, 2018 – WisDOT posted the final notice about the public hearing on the I-39/90 Project Facebook page.
- December 13, 2018 – WISC (local CBS, Channel 3) and WMTV (local NBC, Channel 15) in Madison interviewed Steven Theisen (WisDOT Communication Manager) at the public hearing. A reporter from the Wisconsin State Journal and McFarland Thistle also attended the hearing. Spectrum News of Wisconsin interviewed John Vesperman (WisDOT Project Chief).
- December 14, 2018 – WisDOT posted a news story from WMTV on the coverage from the public hearing on the I-39/90 Project Facebook page.
- December 17, 2018 – WisDOT posted a reminder about the public hearing comment period on the I-39/90 Project Facebook page.

- January 9, 2019 – WisDOT posted a final reminder about the public hearing comment period on the I-39/90 Project Facebook page.

The EA was available for review at WisDOT Bureau of Technical Services at 4822 Madison Yards Way, Madison, WI 53705; WisDOT Southwest Region Office (Madison) at 2101 Wright Street, Madison, WI 53704; WisDOT Southwest Region Project Office (Edgerton) at 111 Interstate Boulevard, Edgerton, WI 53534; and E.D. Locke Public Library 5920 Milwaukee St, McFarland, WI 53558. The EA was also available on the project website at <https://projects.511wi.gov/i-39-90/us1218-beltline/>.

4. Public Hearing:

- ☐ Was not required, explain: _____
- ☐ Opportunity was given but no hearing was held.
- ☐ No requests for a public hearing were received.
- ☐ Requests for a public hearing were not substantial.
- ☒ Was held on December 13, 2018

5. Summarize comments from the Public Hearing and Public Notice of Availability. Characterize public support or opposition to the project. Include a summary of the changes to the environmental document and the project resulting from comments (Note: Alternatives proposed by the public and subsequently rejected should be identified and the reasons for rejecting them included):

A public hearing was held on Thursday, December 13, 2018 at Ho-Chunk Nation Teejop Hocira (Community Recreation Center) located at 4724 Tradewinds Parkway in Madison, Wisconsin from 4:30 pm to 6:30 pm during which time the public was able to review displays and other hearing materials, and talk to WisDOT project representatives. A court reporter was available during this time to record the reading of the project statement and to record private testimony. During the traditional style portion of the hearing, a brief project presentation was given and the public was given the opportunity to provide verbal testimony; a second court reporter was on hand to record the presentation that was given starting at 5:00 pm and the public testimony that followed. The hearing transcript is included in the official public hearing record (see **Appendix K**).

Responses to the Notice of Availability of the Draft EA were received from two municipalities, one agency, and one Tribe. Fifty-one (51) people attended the hearing, during which two individuals provided public verbal testimony. Nineteen (19) members of the public provided written comments.

A copy of the public hearing record is on file at WisDOT Bureau of Technical Services at 4822 Madison Yards Way, Madison, WI 53705; WisDOT Southwest Region Project Office (Edgerton) at 111 Interstate Boulevard, Edgerton, WI 53534; and Federal Highway Administration (FHWA) at 525 Junction Road, Suite 8000, Madison, WI 53717.

5.1 Response to Notice of Availability of the Draft EA (see Appendix L)

City of Madison, Engineering and Planning Departments

November 15, 2018 (meeting at city office): A meeting was held with the city of Madison to discuss the preferred alternative for the Beltline Interchange identified in the EA, WisDOT's decision to provide 2 lanes northbound through the core of the interchange, and the timeline for the construction of the 2 miles of I-39/90 immediately south of the Beltline Interchange.

Dane County Public Works, Solid Waste Division

November 19, 2018 (email correspondence): In follow up to the Notice of Availability of the EA, John Welch (Dane County Solid Waste Manager) inquired whether the proposed Beltline Interchange work would alter the entrance of the Rodefild Landfill or traffic patterns in/out of the landfill. Jennifer Grimes (WisDOT Environmental Coordinator) indicated that there would be no impact to the landfill driveway located along westbound US 12/18. A copy of the proposed Alternative C was also included in the response.

Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP)

November 30, 2018 (email correspondence): In follow up to the Notice of Availability of the EA, Jennifer Grimes (WisDOT Environmental Coordinator) provided an update to DATCP indicating there are no farmland impacts with the proposed project limits. The email also stated that no additional reviews by DATCP are anticipated at this time, but that the agency would remain on the mailing list for future project updates.

Forest County Potawatomi Community, Natural Resources Department

December 12, 2018 (email correspondence): In follow up to an invitation to the local officials meeting and public hearing sent by WisDOT to the agencies and municipalities, Michael LaRonge (Tribal Historic Preservation Officer) indicated that based on the information provided about the project activities, it appears that the project is unlikely to have an impact on historic properties. Therefore, the Tribal Historic Preservation Office, on behalf of the Tribe, provided concurrence with the State Historical Preservation Office's finding of no historic properties affected on the condition that in the event that human remains or archaeological materials are exposed, work must halt and the Tribe must be included in any consultation concerning treatment and disposition of the find if possible prior to removal.

City of Madison, Mayor

January 10, 2019 (letter correspondence, response requested): In response to the Notice of Availability of the EA, Paul Soglin (Mayor), on behalf of the city of Madison, formally provided his support of the project's focus on ensuring safety of the motoring public using the Beltline Interchange and roadways surrounding it. The letter goes on to say that the current design is cost-effective, improves traffic flow for the various movements through the interchange, and helps to alleviate safety issues for traffic utilizing the I-39/90 travel lanes and interchange ramps. The City also provided their concurrence with the decision to provide 2 lanes northbound through the core of the Beltline Interchange. The City requested a response providing confirmation that the new northbound structures would be constructed in a manner that would allow for the addition of a future third lane. The letter also included comments regarding the adjacent US 12/18 Freeway Conversion Study (WisDOT ID 3080-10-01) completed in 2016 and requested that WisDOT reconvene a meeting with the stakeholders of this study in the near future to evaluate and discuss a timeline for implementing various roadway and safety improvements.

United States Environmental Protection Agency (EPA), Region 5

February 7, 2019 (letter correspondence): In response to the Notice of Availability of the EA, the EPA provided comments pertaining to four specific areas. For stormwater management, the EPA encourages using the volume associated with a 500-year flood event to calculate the amount of stormwater retention needed to adequately protect the public from future large flood events. For air quality strategies, it was asked that consideration be given to implementing an anti-idle policy for vehicles and heavy equipment during construction. For pollinators, the EPA urged consideration for creating habitat in the project area for a diverse array of pollinators, including other bee species, butterflies, and birds. For wildlife and pedestrians, the installation of strategically-located crossings were recommended to allow easy, safe access to the east and south sides of the Beltline Interchange.

City of Madison, Director of Transportation

March 17, 2019 (letter correspondence): In response to the Notice of Availability of the EA, Tom Lynch (Director of Transportation), on behalf of the city of Madison, provided additional comments on issues surrounding the Beltline Interchange and requested grade-separated improvements at the US 12/18 at-grade intersections with Millpond Road and/or County AB. Response letters were sent from both WisDOT and FHWA to Mr. Lynch.

5.2 Public Hearing – Testimony and Public Comments and Responses (see Appendix M)

The following is a summary of the Public Verbal Testimony provided at the public hearing held on December 13, 2018.

1. Matt Schuenke (representing himself)

December 13, 2018 (public verbal testimony): Mr. Schuenke indicated at the start of his testimony that he is the Administrator for the Village of McFarland, and that while his views are his own, he believes the Village Board would agree with his statement. He feels that what is included in the environmental document is not inclusive of the environment in which the Beltline Interchange exists, and that additional area should have been studied (Stoughton Road, County AB intersection). He did comment that the presentation was helpful in explaining how the preferred alternative came to be, but does not agree with the decision to provide 2 lanes northbound through the core of the Beltline Interchange. Mr. Schuenke also stated that a letter was sent to WisDOT from the Ho-Chunk Nation, City of Madison, and Village of McFarland expressing their concerns that has gone unanswered.

2. Carly Lincoln (representing the Ho-Chunk Nation)

December 13, 2018 (public verbal testimony): Ms. Lincoln spoke on behalf of the Ho-Chunk Nation and indicated that they have concerns with the safety, public access, and the impact of the project on economic development. The proposed development of land owned by the Nation in the area of Ho-Chunk Gaming Madison (SE quadrant) will result in an increase in traffic volume, so it is pertinent that the safety and access issues be addressed now.

The following is a summary of responses received from the public by filling out a comment form via the project website. A copy of the full completed comment form and response (when requested) provided by WisDOT project staff is included in **Appendix M**.

1. Mr. Gary Jacobson (Edgerton, Wisconsin)
December 4, 2018 (project website comment form): Mr. Jacobson commented that based on his personal experience driving through the Beltline Interchange on a daily basis and witnessing the high volume of traffic merging from the Beltline onto northbound I-39/90, he is in agreement with WisDOT's decision to provide 2 lanes northbound through the core of the Beltline Interchange.
2. Mr. Bob Feggestad (Edgerton, Wisconsin)
December 5, 2018 (project website comment form): Mr. Feggestad commented that the video on Facebook provided a great explanation of WisDOT's decision to provide 2 lanes northbound through the core of the Beltline Interchange and is agreement with the approach.
3. Ms. Disa Patel (Janesville, Wisconsin)
December 5, 2018 (project website comment form): Ms. Patel commented that the video on Facebook provided a great explanation of WisDOT's decision to provide 2 lanes northbound through the core of the Beltline Interchange and is agreement with the approach. She also commented on the need for additional signage, which will be improved with the proposed project.
4. Mr. Joshua Slomski (Madison, Wisconsin)
December 6, 2018 (project website comment form): Mr. Slomski indicated his concern with the proposed design providing 2 lanes rather than 3 lanes northbound through the core of the Beltline Interchange and would like to see all left-side exit ramps removed.
5. Mr. Jerry Schippa (Sun Prairie, Wisconsin)
December 13, 2018 (project website comment form): Mr. Schippa commented that he is in agreement with WisDOT's decision to provide 2 lanes northbound through the core of the Beltline Interchange and would like to see the left-side exit ramps along the interstate be removed. He also believes that future expansion should be scaled back as much as possible.
6. Mr. William Barlow (Waunakee, Wisconsin)
7. December 14, 2018 (project website comment form): Mr. Barlow indicated his concern with the proposed design providing 2 lanes rather than 3 lanes northbound through the core of the Beltline Interchange, had questions regarding the cost of the project, and feels it would be more cost effective to build 3 lanes now than in the future.
8. Mr. Rex Hinrichs (Fitchburg, Wisconsin)
December 14, 2018 (project website comment form): Mr. Hinrichs indicated his concern with the proposed design providing 2 lanes rather than 3 lanes northbound through the core of the Beltline Interchange and his support for the change from a left-side to a right side exit for the northbound ramp to the westbound Beltline. He also stated that safety should be first consideration as congestion will only worsen.
9. Mr. Josh Bass (Lodi, Wisconsin)
December 14, 2018 (project website comment form): Mr. Bass indicated his concern with the proposed design providing 2 lanes rather than 3 lanes northbound through the core of the Beltline Interchange.
10. Mr. Edward Kuharski (Madison, Wisconsin)
December 14, 2018 (project website comment form): Mr. Kuharski indicated he feels that the proposed Beltline Interchange project is not needed and the money could be better used elsewhere, particularly for better accommodation of multi-modal transportation.
11. Ms. Brenda Larson (Janesville, Wisconsin)
December 14, 2018 (project website comment form): Ms. Larson indicated her concern with the proposed design providing 2 lanes rather than 3 lanes northbound through the core of the Beltline Interchange and her support for the change from a left-side to a right side exit for the northbound ramp to the westbound Beltline. She also stated that a law should be enacted to keep semis in the right lane unless passing.
12. Mr. Frank Signorile (Sun Prairie, Wisconsin)
December 14, 2018 (project website comment form): Mr. Signorile indicated his concern with the proposed design providing 2 lanes rather than 3 lanes northbound through the core of the Beltline Interchange and feels it would be more cost effective to build 3 lanes now than in the future.
13. Mr. Dan Sippola (Fitchburg, Wisconsin)
December 14, 2018 (project website comment form): Mr. Sippola indicated his concern with the proposed design providing 2 lanes rather than 3 lanes northbound through the core of the Beltline Interchange and stated that while it would cost more now, it will be more expensive to provide a third lane in the future.

14. Mr. Colin Stuart (Milwaukee, Wisconsin)
December 15, 2018 (project website comment form): Mr. Stuart commented that he is in agreement with WisDOT's proposed improvements for the Beltline Interchange and supports converting left-side exit ramps to right-side.
15. Mr. Michael Leitingner (Madison, Wisconsin)
December 17, 2018 (project website comment form): Mr. Leitingner commented that overall the changes being made with the project are good. He would like to see an improvement to the angle at which the US 12/18 on-ramp merges with northbound I-39/90, citing that it feels too sharp.
16. Mr. Max Vransy (Madison, Wisconsin)
December 26, 2018 (project website comment form, response requested): Mr. Vransy indicated he would like to see 3 lanes carried northbound through the core of the Beltline Interchange and would like to see all left-side exit ramps removed. He also expressed concerns that the project is not meeting modern design standards for freeway interchange design and would like all of the ramps to have 55 mile per hour design speeds. Mr. Vransy also stated that the project should be built to last 50 years or more. On January 25, 2019, Mark Vesperman (WisDOT Project Manager) provided additional project information via email to Mr. Vransy.
17. Ms. Katie Hollinger (McFarland, Wisconsin)
January 4, 2019 (project website comment form): Ms. Hollinger indicated her concern with US 12/18 at-grade intersection with County AB located approximately 1 mile east of the Beltline Interchange.
18. Mr. Tom Lybeck (McFarland, Wisconsin)
January 6, 2019 (project website comment form): Mr. Lybeck commented that the video provided a great explanation of WisDOT's decision to provide 2 lanes northbound through the core of the Beltline Interchange and is agreement with the approach. He also thinks using the electronic message signs to alert drivers of the approaching merge would be useful as well as using social media to educate the public.
19. Mr. Matt Friedhoff (Janesville, Wisconsin)
January 9, 2019 (project website comment form, response requested): Mr. Friedhoff indicated his concern with the proposed design providing 2 lanes rather than 3 lanes northbound through the core of the Beltline Interchange. He also had questions regarding the improvements being made with the project to and from the Beltline to the interstate. On January 25, 2019, Mark Vesperman (WisDOT Project Manager) provided additional project information via email to Mr. Friedhoff.
20. Mr. Jaren Arensdorf (Janesville, Wisconsin)
January 15, 2019 (project website comment form, response requested): Mr. Arensdorf indicated his concern with the proposed design providing 2 lanes rather than 3 lanes northbound through the core of the Beltline Interchange. On January 25, 2019, Mark Vesperman (WisDOT Project Manager) provided additional project information via email to Mr. Arensdorf.

6. Describe selected alternative:

- ☒ Selected alternative is the same as that described on form DT2094, Environmental Evaluation of Facilities Development Actions.

Alternative C includes a two-lane northbound cross section (Alternative A) and three-lane southbound cross section (Alternative B) along I-39/90 through the core of the Beltline Interchange. Northbound I 39/90 is shifted approximately 400 feet west through the core of the interchange with the roadway reconstructed to more closely align with southbound I-39/90. Southbound I-39/90 will remain in place and be widened to the inside to allow a third lane through the core of the interchange.

In addition to the I-39/90 mainline improvements, Alternative C includes the following:

1. The northbound I-39/90 to westbound US 12/18 exit ramp is be reconstructed as a right-side exit and combined with the exit to eastbound US 12/18.
2. The addition of a dedicated exit-only lane to southbound I-39/90 near the exit ramp to westbound US 12/18.
3. Increased length of the acceleration lane at the southbound I-39/90 ramp merge with eastbound US 12/18.
4. The addition of an acceleration lane for the westbound US 12/18 ramp at the merge with the eastbound US 12/18 ramp to northbound I-39/90.
5. The roadway subgrade along the inside median of northbound I-39/90 between westbound US 12/18 and Femrite Drive will be constructed to accommodate a future expansion the roadway.

6. The structures along northbound I-39/90 over the northbound I 39/90 exit ramp to westbound US 12/18 and Femrite Drive will be constructed full width to accommodate a third median lane in the future.

The project extends south of eastbound US 12/18 for approximately 3,400 feet south to Agriculture Ditch #4. This proposed section of roadway provides six lanes along I-39/90 with a concrete median barrier and is compatible with the I-39/90 Expansion Project from south of the Beltline Interchange to the Illinois State Line.

Revisions since Environmental Assessment Approval

Three revisions are being made to the Environmental Assessment (EA) since it was signed on November 13, 2018. Pages that have been revised in the EA/FONSI are identified in the text below and called out with highlights in the document. The page numbers below indicate the pages in the EA where the original information is found.

Page 12 of 54, Basic Sheet 3 – Purpose and Need; Safety

The crash statistics reported in this document use the 5-year period from 2011 through 2015. More recent crash data has been reviewed for the 2013-2017 period and has been found to be consistent with the main safety conclusions within this document. In agreement with FHWA, WisDOT will use the updated crash data from the 2013-2017 period in the Design Study Report that is approved prior to the start of final design. The updated crash statistics were presented to FHWA on January 23, 2019 and summarized in a memo entitled *WisDOT ID 1007-10-02: I-39/90 at US 12/18 Beltline Interchange Safety Analysis – 2013-2017 Update*, which is located in the project file and is available for review upon request.

Page 27 of 54, Basic Sheet 3 – Summary of Alternatives; Alternative C – Alternative Refinements

Two sub-options were considered with regards to how lanes could be developed along southbound I-39/90 prior to the exit ramp to westbound US 12/18. A decision has been made to develop one lane along the outside of southbound I-39/90 as an exit lane to westbound US 12/18 and one lane to the inside along the median southbound through the core of the interchange. Information supporting this decision was presented to FHWA on October 18, 2018 and is summarized in a memo entitled *WisDOT ID 1007-10-02: I-39/90 at US 12/18 Interchange Preferred Alternative Refinement – Southbound I-39/90 Lane Development*, which is located in the project file and is available for review upon request.

Page 45 of 54, Basic Sheet 8 – Environmental Commitments; B-7 Tribal Coordination/Consultation

A commitment has been added to the project that will require the contractor to contact the Ho-Chunk Nation Department of Labor to provide them with information on hiring procedures and future employment opportunities, and to gather information on the tribal work force. The contractor will also be required to conduct a Tribal Coordination Meeting with Tribal officials and leaders, and to notify and invite the Department Statewide Tribal Liaison to the meeting. The prime contractor and all subcontractors will be required to attend the meeting. Upon completion of the project, the contractor will be required to submit documentation summarizing communications regarding job opportunities throughout the life of the contract.

This commitment will be incorporated into the project special provisions by the designer with oversight by the WisDOT Environmental Coordinator, and implemented in the field by the contractor with oversight by the WisDOT Construction Engineer.

- ☐ Selected alternative is different from that described on form DT2094, Environmental Evaluation of Facilities Development Actions. Explain changes and why another alternative was selected.

The purpose of the I-39/90 and US 12/18 interchange project is to accommodate I-39/90 traffic levels with a focus on safety issues that affect interstate travel through the US 12/18 interchange. This project will consider improvements to high priority safety needs within the interchange's safety area of influence as supported by cost-effective benefits, with an emphasis on safety needs that are expected to impact I-39/90. **Table 3** identifies the merge, diverge, and freeway segments located along I-39/90 where crashes will have a direct impact on interstate operations. Also identified are ramp segments that are expected to have an indirect impact on interstate operations. Crashes along these exit ramps may potentially cause backups onto the interstate.

Table 3 - Crash Locations that Impact I-39/90

Segment	Crash Rating
Direct Impact	
Segment 1: I-39/90 NB from County AB to BIC Segment	Severe
Segment 2: I-39/90 NB to US 12/18 EB Diverge	Severe
Segment 3: I-39/90 NB to US 12/18 WB Diverge	Extreme
Segment 4: US 12/18 to I-39/90 NB Merge	Extreme
Segment 5: I-39/90 NB from BIC to Milwaukee Street	Acceptable
Segment 6: I-39/90 SB from Milwaukee Street to BIC	Acceptable
Segment 7: I-39/90 SB to US 12/18 WB Diverge	Extreme
Segment 8: US 12/18 WB to I-39/90 SB Merge	Marginal
Segment 9: I-39/90 SB to US 12/18 EB Diverge	Marginal
Segment 10: US 12/18 EB to I-39/90 SB Merge	Acceptable
Segment 11: I-39/90 SB from BIC to County AB Segment	Poor
Indirect Impact	
Segment 20: I-39/90 SB Ramp to US 12/18 WB Segment	No Comparable Rate
Segment 22: I-39/90 SB Ramp to US 12/18 EB Segment	No Comparable Rate
Segment 24: I-39/90 NB Ramp to US 12/18 EB Segment	No Comparable Rate

The following locations with a safety rating of "poor" or worse will not be addressed by the improvements within the range of alternatives for this project. Improvements at these locations are outside the scope of this project since the locations are not along I-39/90 nor are they along an exit ramp within the Beltline Interchange that could potentially cause backups onto the interstate.

- Segment 12: US 12/18 EB to I-39/90 SB Diverge
- Segment 17: US 12/18 WB to I-39/90 SB Diverge
- Segment 26: US 12/18 EB from BIC to 1,000 feet west of County AB
- Segment 27: US 12/18 WB from 1,000 feet west of County AB to Beltline Interchange

The crash statistics reported in this document use the 5-year period from 2011 through 2015. More recent crash data has been reviewed for the 2013-2017 period and has been found to be consistent with the main safety conclusions within this document. In agreement with FHWA, WisDOT will use the updated crash data from the 2013-2017 period in the Design Study Report that is approved prior to the start of final design. The updated crash statistics were presented to FHWA on January 23, 2019 and summarized in a memo entitled *WisDOT ID 1007-10-02: I-39/90 at US 12/18 Beltline Interchange Safety Analysis – 2013-2017 Update*, which is located in the project file and is available for review upon request.

Traffic and Operations

Traffic volumes through the US 12/18 (Beltline) interchange have increased over time with changes in land use, economic development and increases in population. Traffic forecasts for the Beltline interchange project are based on how traffic has grown in the past, as well as how future land use plans will affect traffic in the future. Local municipalities develop future land use plans that describe their long-term expectations regarding how urban and rural

Southbound I-39/90

The expected safety impact for southbound I-39/90 is a reduction of 23 crashes for the three-lane option and a reduction of zero crashes for the two-lane option, suggesting that the three-lane option would be expected to experience fewer crashes than the two-lane option, independent of other safety improvements included with the alternatives.

With respect to traffic operations along southbound I-39/90 through the core of the Beltline Interchange, the two-lane option is expected to operate at LOS 'D' in the design year of 2040 without consideration of outside congestion, while the three-lane option is expected to operate at LOS 'C'.

Providing three lanes southbound will result in higher environmental impact and cost, however, it is preferred due to the potential for crash reduction and improved level of service.

Alternative Refinements

Two locations have been identified within the Beltline Interchange that, as part of the refinements to Alternative C, could have the potential to further improve safety and/or operations. The evaluation is independent of the Range of Alternatives screening process and the alternative refinements do not preclude or favor one alternative over another.

Southbound I-39/90 Ramp Diverge to Westbound US 12/18: Sub-options under consideration for the southbound I-39/90 ramp diverge to westbound US 12/18 include maintaining the ramp diverge immediately adjacent to the southbound lanes of I-39/90 versus providing a 4-foot buffer between the ramp lanes and southbound mainline.

Southbound I-39/90 Lane Development Prior to the Exit Ramp to Westbound US 12/18: ~~Sub-options under consideration for how lanes are developed along southbound I-39/90 prior to the exit ramp to westbound US 12/18 include the addition of two "exit only" lanes along the outside of southbound I-39/90 to westbound US 12/18; and the addition of one lane along the outside of southbound I-39/90 as an exit lane to westbound US 12/18 and one lane to the inside along the median southbound through the core of the interchange.~~ Two sub-options were considered with regards to how lanes could be developed along southbound I-39/90 prior to the exit ramp to westbound US 12/18 which included the addition of two "exit only" lanes along the outside of southbound I-39/90 to westbound US 12/18; and the addition of one lane along the outside of southbound I-39/90 as an exit lane to westbound US 12/18 and one lane to the inside along the median southbound through the core of the interchange. A decision has been made to develop one lane along the outside and one lane to the inside. Information supporting this decision was presented to FHWA on October 18, 2018 and is summarized in a memo entitled *WisDOT ID 1007-10-02: I-39/90 at US 12/18 Interchange Preferred Alternative Refinement – Southbound I-39/90 Lane Development*, which is located in the project file and is available for review upon request.

The following is a list of technical memos and reports completed for the Beltline Interchange during the alternatives development process. These reports are located in the project file and available for review upon request.

- *WisDOT ID 1007-10-02: I-39/90 at US 12/18 Interchange – Design Year 2040 Traffic Volume Development:* This memo serves as a summary of the process used to identify base year traffic volumes and develop design year volumes (memo dated September 15, 2017; WisDOT Traffic Forecasting Section concurrence September 19, 2017).
- *WisDOT ID 1007-10-02: I-39/90 at US 12/18 Interchange – Beltline Interchange Safety Analysis:* This memo identifies safety concerns within the influence area of the Beltline Interchange by analyzing the historic crash rates and patterns (memo dated October 20, 2017; FHWA concurrence March 13, 2018).
- *WisDOT ID 1007-10-02: I-39/90 at US 12/18 Interchange – Crash Prediction for Major Design Concept Differentiators:* This memo summarizes the impact that the Beltline Interchange design concepts are expected to have on safety (memo dated April 5, 2018; FHWA concurrence April 20, 2018).
- *WisDOT ID 1007-10-02: I-39/90 at US 12/18 Interchange – Improvement Concepts Pre-Screening Memo:* This memo is a summary of the pre-screening process, its findings and provides a recommendation of the improvement concepts that should be considered for dismissal and those that should be carried forward for further evaluation as the Range of Alternatives (memo dated May 1, 2018; FHWA concurrence May 11, 2018).
- *WisDOT ID 1007-10-02: I-39/90 at US 12/18 Interchange – Cost Estimate Review:* This report is a summary of an unbiased risk-based review and the verification of the accuracy and reasonableness of the cost estimate and schedule to complete the project. The report includes a probability range for the cost estimate that represents the project's current level of design²⁰ (final report from FHWA dated July 26, 2018; see **Appendix A – Cost Estimate Review Summary**).

²⁰ USDOT Federal Highway Administration, Major Projects, Cost Estimating Process
https://www.fhwa.dot.gov/majorprojects/cost_estimating/process.cfm

BASIC SHEET 8 – ENVIRONMENTAL COMMITMENTS

Attach a copy of this page to the design study report and the PS&E submittal package.

Factor Sheet	Commitment (If none, include "No special or supplemental commitments required.")
A-1 General Economics	No special or supplemental commitments required.
A-2 Business	No special or supplemental commitments required.
A-3 Agriculture	No special or supplemental commitments required.
B-1 Community or Residential	No special or supplemental commitments required.
B-2 Indirect Effects	No special or supplemental commitments required.
B-3 Cumulative Effects	No special or supplemental commitments required.
B-4 Environmental Justice	No special or supplemental commitments required.
B-5 Historic Resources	Yahara Hills Golf Course, a property eligible for the National Register of Historic Places, and Yahara Hills Open Space (West), both Section 4(f) resources, are located along the northernmost 4,400 feet of the I-39/90 Corridor Expansion Project to the south of the Beltline Interchange. WisDOT will replace the box culvert at Agriculture Ditch #4 under the expansion project to the south (WisDOT ID 1007-12-75), prior to construction of the Beltline Interchange. Orange construction fencing will be placed along the historic boundary to serve as a visual aid for construction equipment operators to limit work within the limits of the right-of-way and permanent/temporary easements. These commitments will be incorporated into the design plans and special provisions by the designer with oversight by the WisDOT Environmental Coordinator, and implemented in the field by the contractor with oversight by the WisDOT Construction Engineer.
B-6 Archaeological/Burial Sites	No special or supplemental commitments required.
B-7 Tribal Coordination/ Consultation	No special or supplemental commitments required. The contractor will be required to contact the Ho-Chunk Nation Department of Labor and provide them with information on hiring procedures and future employment opportunities, and to gather information on the tribal work force. The contractor will also be required to conduct a Tribal Coordination Meeting with Tribal officials and leaders, and to notify and invite the Department Statewide Tribal Liaison to the meeting. The prime contractor and all subcontractors will be required to attend the meeting. Upon completion of the project, the contractor will be required to submit documentation summarizing communications regarding job opportunities throughout the life of the contract. This commitment will be incorporated into the project special provisions by the designer with oversight by the WisDOT Environmental Coordinator, and implemented in the field by the contractor with oversight by the WisDOT Construction Engineer.
B-8 Section 4(f) and 6(f) or Other Unique Areas	Yahara Hills Golf Course and Yahara Hills Open Space (West) are located along the northernmost 4,400 feet of the I-39/90 Expansion Project to the south of the Beltline Interchange, and qualify for protection under Section 4(f). A Finding of <i>de minimis</i> Impact on Parks, Recreation Areas and Wildlife and Waterfowl Refuges was prepared for the golf course property and approved by FHWA on 10/3/2018 under a previous design project (<i>I-39/90 North Segment, WisDOT ID 1007-10-01</i>) and included in a Letter to File under the EA Re-Evaluation and Supplementation (<i>I-39/90 Corridor Expansion, WisDOT ID 1001-10-02; FHWA concurrence 10/17/2018</i>). A Temporary Limited Easement (TLE) will be needed during construction of the corridor expansion project to the south for minor grading, tree removal, and the replacement of the box culvert at Agriculture Ditch #4. A Permanent Limited Easement (PLE) will be acquired with the expansion project to the south from the city of Madison for future maintenance of the box culvert and drainage ditch.

Appendix I

Notice of Availability of Environmental Assessment - Publications

Appendix J

Notice of Public Hearing and Availability of Environmental Assessment - Correspondence

Notification to Agencies, Municipalities, Native American Tribes, and Utilities (Email, 11/15/2018)

Notification to Property Owners (Letter, 11/29/2018)

Notification to Agencies, Municipalities, Native American Tribes, and Utilities (Email, 12/4/2018)

From: Grimes, Jennifer - DOT [<mailto:Jennifer.Grimes@dot.wi.gov>]

Sent: Thursday, November 15, 2018 6:33 PM

To: Holt, Daniel; Blankenship, Tracey; kerrie.j.hauser@usace.army.mil; Peter_Fasbender@fws.gov; westlake.kenneth@epa.gov; sedlacek.michael@epa.gov; adam.dowling@wi.usda.gov; Heggelund, Eric P - DNR; Matrise, Matthew J - DNR; Draeger, Jim R - WHS; Cook, Kimberly A - WHS; Halpin, Alice L - DATCP; Sen.Miller - LEGIS; Rep.Anderson - LEGIS; Rep.Hebl - LEGIS; Rep.Sargent@legis.wisconsin.gov; Sen.Petrowski - LEGIS; Rep.Spiros - LEGIS; Montesinos, David - DOT; Brown, Joel R - DOT; steves@capitalarearpc.org; wschaefer@cityofmadison.com; parisi@countyofdane.com; kolar.mary@countyofdane.com; wegleitner.heidi@countyofdane.com; eicher.analiese@countyofdane.com; kilmer.richard@countyofdane.com; young.hayley@countyofdane.com; chawla.yogesh@countyofdane.com; veldran@countyofdane.com; bayrd@countyofdane.com; nelson.paul@countyofdane.com; levin.jeremy@countyofdane.com; danner.kelly@countyofdane.com; rusk@countyofdane.com; erickson.chuck@countyofdane.com; nguyen-hilfiger.huong@countyofdane.com; peters.steven@countyofdane.com; kuhn.jamie@countyofdane.com; pertl.jeff@countyofdane.com; ritt.michele@countyofdane.com; clausius@countyofdane.com; schwellenbach.julie@countyofdane.com; schauer.andrew@countyofdane.com; mccarville.maureen@countyofdane.com; stubbs@countyofdane.com; buckingham.tanya@countyofdane.com; kiefer.timothy@countyofdane.com; corrigan@countyofdane.com; krause.dorothy@countyofdane.com; jones.nikole@countyofdane.com; ripp.david@countyofdane.com; downing@countyofdane.com; bolliq.jerry@countyofdane.com; knoll.jason@countyofdane.com; dye.jennifer@countyofdane.com; miles@countyofdane.com; chenoweth.carl@countyofdane.com; ratcliff.melissa@countyofdane.com; salov@countyofdane.com; county.clerk@countyofdane.com; violante@countyofdane.com; mandli@countyofdane.com; dunphy@countyofdane.com; danecountyhistory@gmail.com; clerk@cityofmadison.com; mayor@cityofmadison.com; rphillips@cityofmadison.com; dtrowbridge@cityofmadison.com; ytao@cityofmadison.com; district3@cityofmadison.com; district16@cityofmadison.com; jandrusz@ci.monona.wi.us; moconnor@ci.monona.wi.us; Suettinger, Cassandra M - MUN; brad.czebotar@mcfarland.wi.us; Banigan, Kim - Other; khampton@towncog.net; Wolf, Michael - MUN; Wolf, Michael - MUN; Hougan, Maria P - MUN; Dan.Brown@ho-chunk.com; Leoso, Edith; Michael LaRonge; Quackenbush, Bill; daisy.mcgeshick@lvdtribal.com; noah.white@piic.org; marvin.defoe@redcliff-nsn.gov; smassey@sacandfoxnation-nsn.gov; michaelbrodin@alliantenergy.com; ametz@atcllc.com; todd_brister@transcanada.com; ca2624@att.com; brandon.storm@charter.com; gfries@cityofmadison.com; ytao@cityofmadison.com; drew.suydam@fhr.com; grossing@mge.com; erich@madsewer.org; awiederhoeft@madisonwater.org; kevin.j.parris@windstream.com; Hemp, Kyle L - DOT; Palmer, Todd A - DOA; hking@cityofmadison.com; james.m.burton@sprint.com; jerry.myers@tdstelecom.com; hammetter@wins.net; Bie, Michael - DOT; Hoelker, Michael - DOT; Vieth, David - DOT; Siebert, David R - DNR

Cc: Vesperman, Mark - DOT; Schoenmann, Scott F - DOT; Vesperman, John - DOT; Theisen, Steven R - DOT; DOT I39 Project

Subject: WisDOT I-39/90 & US 12/18 Beltline Interchange, Madison, Dane County: Notice of Public Hearing and EA Availability

The Notice of the Public Hearing and the Availability of the Environmental Assessment (EA) for the I-39/90 & US 12/18 Beltline Interchange (BIC), will be published the WI State Journal tomorrow, Friday 11/16/18. A copy of the Notice is attached for your information and use.

A project location map, including the location of the hearing, is attached. Additional information for the project can be viewed online at <https://projects.511wi.gov/i-39-90/us1218-beltline/>

If you have any questions, please contact WisDOT Project Manager, Mark Vesperman, or myself.

Jenny

Jennifer Grimes
Environmental Coordinator
Mega Team Projects & Planning Major Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
Phone 608.884.1147 | Cell 608.516.9760
jennifer.grimes@dot.wi.gov

Mark Vesperman, P.E.
Project Manager, I-39/90 and US 12/18 (Beltline) Interchange
WisDOT Southwest Region Project Field Office
111 Interstate Boulevard
Edgerton, WI 53534
608-884-1227
Mark.Vesperman@dot.wi.gov

**NOTICE OF PUBLIC HEARING AND NOTICE OF AVAILABILITY OF AN
ENVIRONMENTAL ASSESSMENT
ON THE ENVIRONMENTAL AND DESIGN ASPECTS
FOR THE PROPOSED IMPROVEMENT OF
INTERSTATE HIGHWAY 39/90
AT THE US 12/18 (BELTLINE) INTERCHANGE
DANE COUNTY**

ALL INTERESTED PERSONS are advised that the Wisconsin Department of Transportation (WisDOT) will hold a public hearing as provided by law to consider the environmental and design aspects of the proposed improvement of Interstate Highway 39/90 at the US 12/18 (Beltline) Interchange near Madison in Dane County, including those aspects that may require application to the US Army Corps of Engineers for the placement of fill materials into waters of the United States.

The purpose of the Interstate Highway (I) 39/90 and United States (US) 12/18 (Beltline) interchange project is to accommodate I-39/90 traffic levels with a focus on safety issues that affect interstate travel through the US 12/18 interchange and ensure compatibility with the I-39/90 reconstruction project south of the US 12/18 to the Illinois state line.

The purpose statement is focused on traffic and safety issues on I-39/90 through the Beltline Interchange and compatibility with the I-39/90 reconstruction project south of the interchange to the Illinois state line. The needs that will be addressed, either fully or substantially, are those that impact the safety and operations of the I-39/90 mainline and fall within the Beltline interchange traffic operations area of influence. Alternatives development will be focused on satisfying the purpose of the Beltline Interchange project.

Proposed improvements include constructing a new two-lane northbound roadway and the addition of a third lane southbound along I-39/90 through the core of the Beltline Interchange. In addition, the northbound I-39/90 to westbound US 12/18 exit ramp will be reconstructed as a right-side exit and a dedicated exit-only lane will be added to the southbound I-39/90 exit ramp to westbound US 12/18. It is anticipated that 4 acres of land will need to be acquired. Approximately 5 acres of wetlands and 2 acres of floodplain will be impacted.

Further information concerning the proposed improvement is available for inspection and copying at the Department's Southwest Region Project Office in Edgerton, Wisconsin at the address given below. Information can also be viewed online at <https://projects.511wi.gov/i-39-90/us1218-beltline/>.

The public hearing will be held on Thursday, December 13, 2018 at Ho-Chunk Nation Teejop Hocira (Community Recreation Center) located at 4724 Tradewinds Parkway in Madison, Wisconsin. The public hearing will be conducted from 4:30 p.m. to 6:30 p.m. during which time interested persons may review displays and other hearing materials, ask questions, and provide testimony.

The traditional-style portion of the public hearing will begin at 5:00 p.m. and will end when all interested persons have provided testimony or 6:30 pm, whichever occurs first. The traditional-style portion of the public hearing will begin with an informational project presentation prior to accepting traditional-style testimony from the public.

To allow for arranging assistance for special accommodations needed to participate, please contact the project manager no later than three working days prior to the public hearing. The meeting facility is wheelchair accessible. Hearing impaired persons needing assistance should contact the Wisconsin Telecommunications Relay System (dial 711).

WisDOT project staff will be available for informal discussion to explain the proposed improvements and answer questions. Exhibits of the proposal will be on display and a statement about the proposed improvement will be available for review.

All interested persons are invited to attend the hearing and to present relevant verbal and/or written testimony concerning the design aspects of the proposed improvement; the social, economic, and environmental impacts and effects of the proposed improvement (including those impacts and effects for which permit application to the US Army Corps of Engineers may be required pursuant to Section 404 of the Federal Clean Water Act); and whether the improvement is or is not in the public interest and consistent with the goals and objectives of area planning.

Land acquisition and schedules for construction will be discussed at the public hearing. There will be no relocation of persons or businesses as a result of the proposed improvement.

Provisions have been made for the submission of written statements or other exhibits in place of or in addition to the testimony presented at the public hearing. This additional testimony will be included in the hearing record if postmarked no later than January 11, 2019. Mail this additional testimony to the project manager contact listed below.

ALL INTERESTED PERSONS are further notified of the availability of an Environmental Assessment of the proposal's impacts and effects which has been prepared and filed according to the State and National Environmental Policy Acts. This document indicates that no significant environmental impacts are anticipated to occur as a result of this improvement. The Environmental Assessment is available for inspection and copying at the following locations:

Southwest Region Office
Wisconsin Dept. of Transportation
2101 Wright Street
Madison, WI 53704

Bureau of Technical Services
Wisconsin Dept. of Transportation
4822 Madison Yards Way
5th Floor South
Madison, WI 53705

Southwest Region Project Office
Wisconsin Dept. of Transportation
111 Interstate Boulevard
Edgerton, WI 53534-9399

E.D. Locke Public Library
Village of McFarland
5920 Milwaukee Street
McFarland, WI 53558-8962

Printed copies of the document may be obtained at these locations. There may be a charge for this service. An online copy can be viewed at the project website:

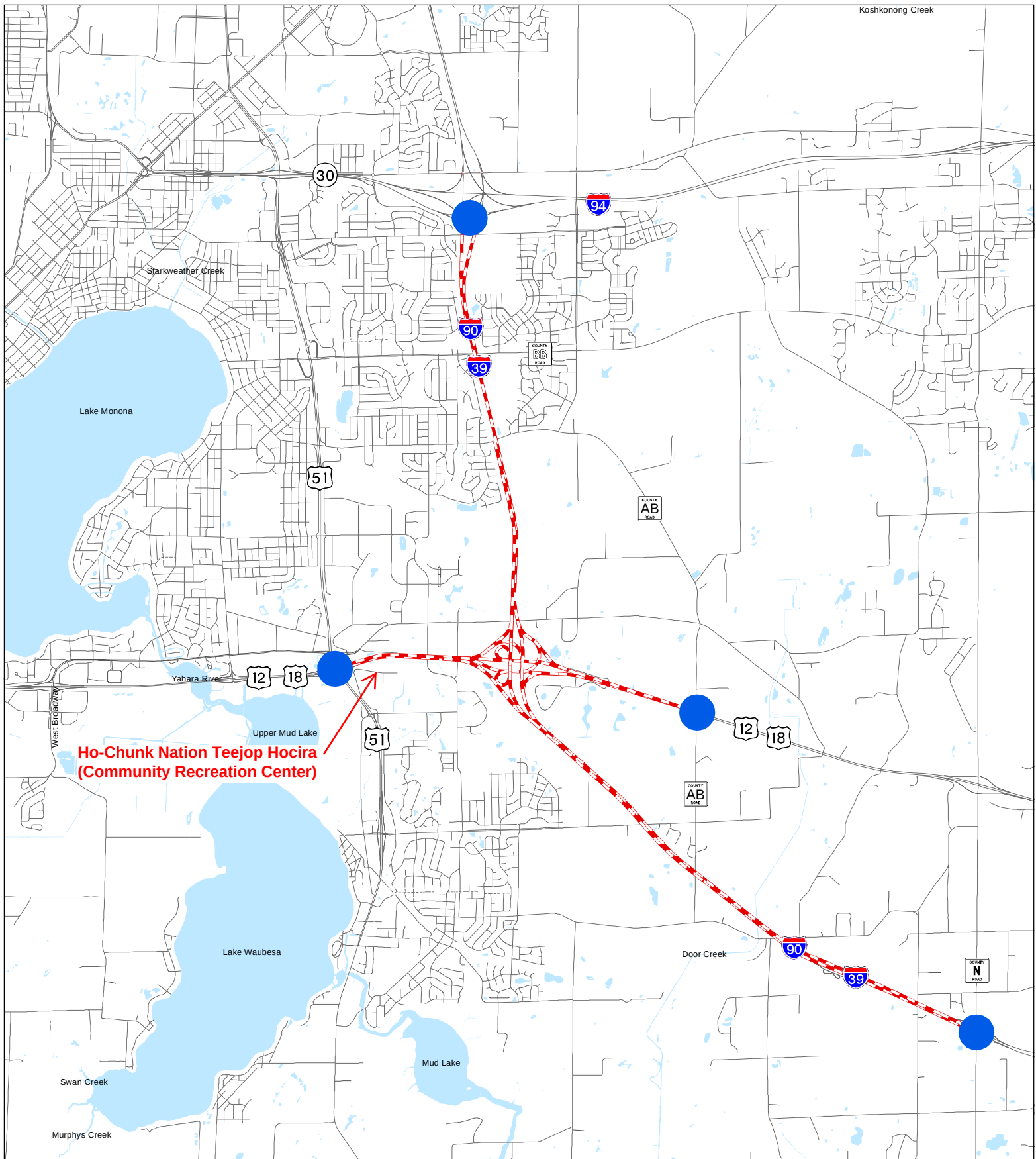
<https://projects.511wi.gov/i-39-90/us1218-beltline/>

Comments regarding the environmental impacts and effects of the proposed improvements will be addressed in the final environmental document if postmarked/received no later than January 11, 2019. Written comments on the Environmental Assessment should be sent via US mail or e-mail to the WisDOT contact person listed below.

Mark Vesperman, P.E.
Mark.Vesperman@dot.wi.gov
Southwest Region Project Office
Wisconsin Dept. of Transportation
111 Interstate Boulevard
Edgerton, WI 53534-9399

The Department of Transportation will review all comments and testimony presented as part of this public hearing process and reserves the right to make a final determination on the proposed improvements as described in this notice.

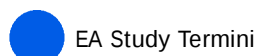
Wisconsin Department of Transportation
Division of Transportation System Development



I-39/90 and US 12/18 (Beltline) Interchange
Dane County
WisDOT ID: 1007-10-02



LEGEND



APPENDIX J (Page 4 of 10)

PROJECT LOCATION MAP



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Miles



Wisconsin Department of Transportation

111 Interstate Blvd., Edgerton WI 53534-9399 (608) 884-1234 FAX (608) 884-1220 www.dot.wisconsin.gov



November 13, 2018

RE: **Local Officials/Agency Meeting and Public Hearing**
I-39/90 at US 12/18 (Beltline) Interchange
WisDOT Project ID: 1007-10-02
Dane County

The Wisconsin Department of Transportation (WisDOT) – Southwest Region is continuing the environmental and design efforts for future improvements of Interstate 39/90 at the US 12/18 (Beltline) Interchange near Madison. In December 2017, WisDOT revised the project scope to reduce impacts and enable savings in the estimated cost of the interchange, while improving safety and utilizing the remaining life of the existing infrastructure. WisDOT has prepared an Environmental Assessment (EA) documenting the environmental effects of the project's preferred alternative. The current project limits are shown on a map on the back of this page.

WisDOT has scheduled a **Public Hearing** to provide an opportunity for local officials and the public to provide testimony specific to the Beltline Interchange design plans and environmental impacts. Exhibits will be on display and WisDOT project staff will be available for discussion and to explain the proposed improvements.

Public Hearing – Beltline Interchange

Date: Thursday, December 13, 2018

Time: 4:30 p.m. - 6:30 p.m.

Traditional-Style Public Hearing to begin at 5:00 p.m.

(A project presentation will be provided prior to the opening statement and included in the hearing record)

Location: Ho-Chunk Nation Teejop Hocira (Community Recreation Center) - see map
4724 Tradewinds Parkway, Madison WI 53718

Prior to the public hearing, local officials and agencies are invited to attend a meeting with WisDOT project staff to preview information that will be presented at the hearing, including information regarding the traffic operations and safety analyses completed for the project and to discuss the project's preferred alternative.

Local Officials and Agency Meeting – Beltline Interchange

Date: Tuesday, December 4, 2018

Time: 2:00 p.m.

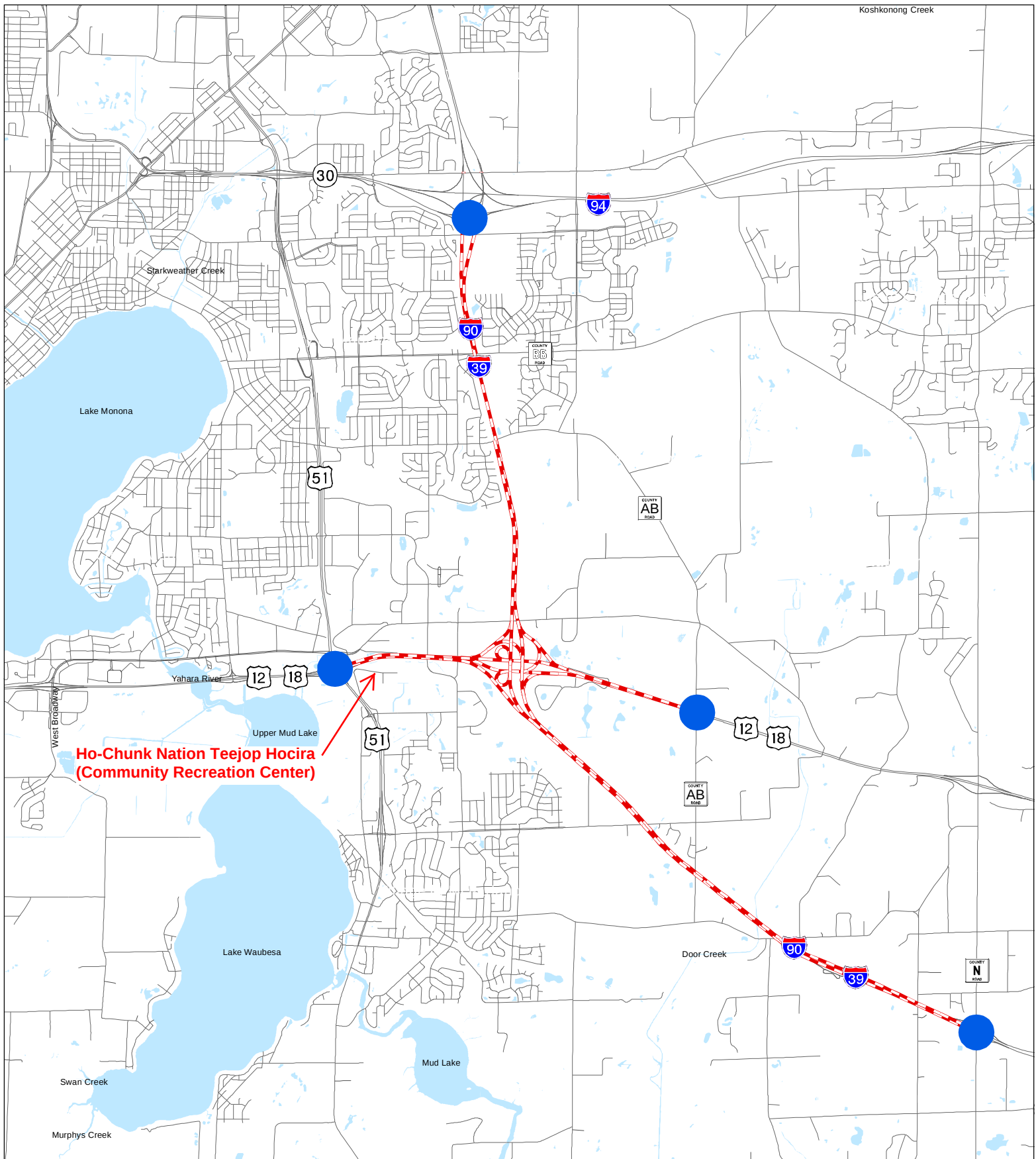
Location: WisDOT Southwest Region
2101 Wright Street, Madison, WI 53704

If you have any questions, please feel free to contact me at (608) 884-1227 or by email at Mark.Vesperman@dot.wi.gov.

Sincerely,

Mark Vesperman

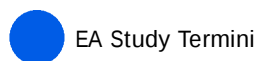
Mark Vesperman, P.E.
Project Manager, I-39/90 and US 12/18 (Beltline) Interchange
WisDOT Southwest Region Project Field Office
111 Interstate Boulevard
Edgerton, WI 53534



I-39/90 and US 12/18 (Beltline) Interchange
Dane County
WisDOT ID: 1007-10-02



LEGEND



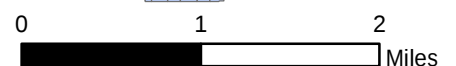
EA Study Termini



Project Area

APPENDIX J (Page 6 of 10)

PROJECT LOCATION MAP





Wisconsin Department of Transportation

111 Interstate Blvd., Edgerton WI 53534-9399 (608) 884-1234 FAX (608) 884-1220 www.dot.wisconsin.gov



November 29, 2018

RE: **Public Hearing**

Interstate 39/90 at US 12/18 (Beltline) Interchange
WisDOT Project ID: 1007-10-02
Dane County

The Wisconsin Department of Transportation (WisDOT) – Southwest Region is continuing the environmental and design efforts for future improvements of Interstate 39/90 at the US 12/18 (Beltline) Interchange near Madison. In December 2017, WisDOT revised the scope to reduce impacts and enable savings in the estimated cost of the interchange, while improving safety and utilizing the remaining life of the existing infrastructure. The project limits are shown on a map on the back of this page.

WisDOT has scheduled a **Public Hearing** to provide an opportunity for local officials and the public to provide testimony specific to the Beltline Interchange design plans and environmental impacts. Information regarding the traffic operations and safety analyses completed for the project will be presented and exhibits showing anticipated environmental and real estate impacts will be on display. An Environmental Assessment (EA) documenting the environmental effects of the project's preferred alternative has been prepared. A copy of the document will be available at the hearing to review.

Public Hearing – Beltline Interchange

Date: Thursday, December 13, 2018

Time: 4:30 p.m. - 6:30 p.m.

Traditional-Style Public Hearing to begin at 5:00 pm

(A project presentation will be given prior to the opening statement and included in the hearing record)

Location: Ho-Chunk Nation Teejop Hocira (Community Recreation Center) – see map
4724 Tradewinds Parkway, Madison WI 53718

The public hearing will be conducted from 4:30 p.m. to 6:30 p.m. during which time interested persons may review displays and other hearing materials, ask questions, and provide testimony. The traditional-style portion of the public hearing will begin at 5:00 pm and will end when all interested persons have provided testimony or 6:30 pm, whichever occurs first. The traditional-style portion of the public hearing will begin with an informational project presentation prior to accepting traditional-style testimony from the public.

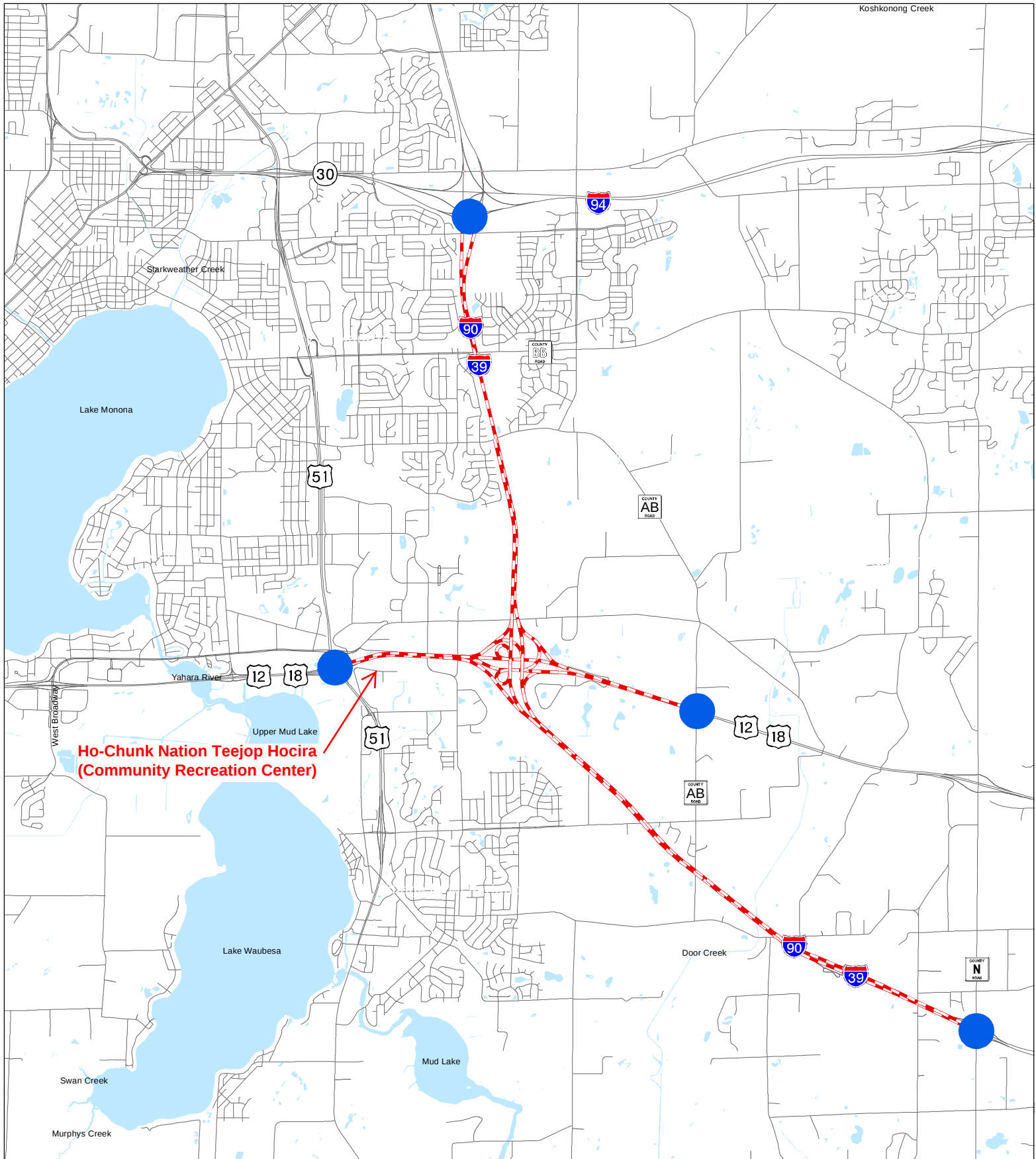
To allow for arranging assistance for special accommodations needed to participate, please contact the project manager no later than three working days prior to the public hearing. The meeting facility is wheelchair accessible. Hearing impaired persons needing assistance should contact the Wisconsin Telecommunications Relay System (dial 711).

If you have any questions, please feel free to contact either Jennifer Grimes at (608) 884-1147 or by email at Jennifer.Grimes@dot.wi.gov, or me at (608) 884-1227 or by email at Mark.Vesperman@dot.wi.gov.

Sincerely,

Mark Vesperman

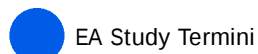
Mark Vesperman, P.E.
Project Manager, I-39/90 and US 12/18 (Beltline) Interchange
WisDOT Southwest Region Project Field Office
111 Interstate Boulevard
Edgerton, WI 53534



I-39/90 and US 12/18 (Beltline) Interchange
Dane County
WisDOT ID: 1007-10-02



LEGEND



EA Study Termini



Project Area

APPENDIX J (Page 8 of 10)

PROJECT LOCATION MAP



0 1 2
Miles

Subject: WisDOT I-39/90 & US 12/18 Beltline Interchange: Local Officials & Agency Meeting
Location: DOT CR DTSD SW MAD Columbia; DOT CR DTSD SW MAD Dane w/SMART Board;
DOT CR DTSD SW MAD Rock
Start: Tue 12/4/2018 2:00 PM
End: Tue 12/4/2018 7:00 PM

11/30/18:

WisDOT will be providing a run through of the presentation as well as have the exhibit boards available for review on Tuesday. We welcome any input, questions or comments you may have as we prepare for the public hearing on the preferred alternative on 12/13/18. An invitation for the Public Hearing was mailed to you yesterday.

The project presentation will be provided and entered into the public record at the public hearing prior to the request for public testimony, and all exhibits will subsequently be placed on the project website at <https://projects.511wi.gov/i-39-90/us1218-beltline/>

Provisions have been made for the submission of written statements or other exhibits in place of or in addition to the testimony presented at the public hearing. This additional testimony will be included in the hearing record if postmarked no later than January 11, 2019.

Thank you,

Jenny

Jennifer Grimes

Environmental Coordinator

Mega Team Projects & Planning Major Studies

WisDOT Southwest Region – Edgerton

111 Interstate Blvd, Edgerton, WI 53534

Phone 608.884.1147 | Cell 608.516.9760

jennifer.grimes@dot.wi.gov

All,

The Wisconsin Department of Transportation (WisDOT) – Southwest Region is continuing the design efforts for future improvements of Interstate 39/90 at the US 12/18 (Beltline) Interchange near Madison.

You are invited to a Local Officials and Agency Meeting that will be held on Tuesday 12/4/18 at the WisDOT SW Region – Madison Office (2101 Wright Street, Madison, WI), a little over a week prior to the Public Hearing on the Environmental Assessment to preview information and exhibits that will be presented to the public.

The Notice of the Public Hearing and the Availability of the Environmental Assessment for the I-39/90 & US 12/18 Beltline Interchange (BIC), will be published the WI State Journal tomorrow, Friday 11/16/18, and was sent to you separately.

A two-page Preferred Alternative Summary has been included to aid in your understanding the preferred alternative decision.

If you have any questions, please contact Mark Vesperman, WisDOT Project Manager, or myself.

Jenny

Jennifer Grimes

Environmental Coordinator

Mega Team Projects & Planning Major Studies

WisDOT Southwest Region – Edgerton

111 Interstate Blvd, Edgerton, WI 53534

Phone 608.884.1147 | Cell 608.516.9760

 jennifer.grimes@dot.wi.gov

Mark Vesperman, P.E.

Project Manager, I-39/90 and US 12/18 (Beltline) Interchange

WisDOT Southwest Region Project Field Office

111 Interstate Boulevard

Edgerton, WI 53534

608-884-1227

Mark.Vesperman@dot.wi.gov

Appendix K

Official Public Hearing Record

Appendix L

Responses to Notice of Availability of the Draft EA – Agencies/Government Officials

City of Madison, Engineering and Planning Departments (Meeting Exhibits, 11/15/2018)

Dane County Public Works, Solid Waste Division (Email, 11/19/2018)

Wisconsin Department of Agriculture, Trade, and Consumer Protection (Email, 11/30/2018)

Forest County Potawatomi Community, Natural Resources Department (Email, 12/12/2018)

City of Madison, Mayor (Letter, 1/10/2019)

United States Environmental Protection Agency, Region 5 (Letter, 2/7/2019)

City of Madison, Director of Transportation (Letter, 3/17/2019)



I-39/90 & US 12/18 Beltline Interchange

Preferred Alternative Summary



Purpose: The purpose of the I-39/90 and US 12/18 (Beltline) Interchange project is to accommodate I-39/90 traffic levels with a focus on safety issues that affect interstate travel through the US 12/18 interchange and to ensure compatibility with the I-39/90 reconstruction project south of US 12/18 to the Illinois State Line.

Needs: Four components make up the need for the Beltline Interchange project.

1. Safety Issues
2. Interchange Traffic and Operations as they would affect I-39/90
3. Interchange Geometrics
4. Connection to the I-39/90 Project from south of the Beltline Interchange to the Illinois State Line

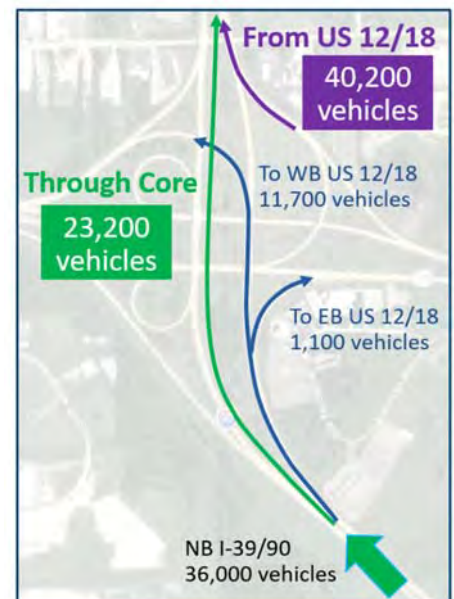
The needs for the Beltline Interchange project are inclusive to all needs within the project termini. **It is not WisDOT and FHWA's intention to address all project needs within the project termini. Needs will be addressed within the Beltline Interchange traffic operations area of influence as well as any needs on US 12/18 as they impact safety and operations on I-39/90.** The alternatives development focused on satisfying the purpose of the Beltline Interchange project.

Information Related to the Beltline Interchange Project

- WisDOT plans to improve the Beltline Interchange as part of the ongoing I-39/90 Expansion Project.
- The Interstate is currently under construction and is being expanded from four to six lanes between the Illinois State Line and the Beltline Interchange near Madison.
- The core of the interchange is the area of I-39/90 between the northbound ramps going to the Beltline and the northbound ramps coming from the Beltline. The proposed core is more than one mile long.

Unique Traffic Patterns at the Beltline Interchange

- Northbound traffic approaching the Beltline interchange is anticipated to be 36,000 vehicles per day by the year 2040.
- Madison is a major destination for Interstate travelers. WisDOT expects one-third of northbound vehicles on the Interstate to exit at the Madison Beltline each day, leaving a lower volume of traffic in the core.
- Approximately 23,200 vehicles per day will travel northbound through the core of the interchange.
- What's unique about the Beltline Interchange is that the daily traffic volume on I-39/90 within the core is significantly lower than the daily traffic volume on the ramp from the Beltline.
- The ramp from the Beltline onto I-39/90 northbound is anticipated to carry 40,200 vehicles per day by the year 2040, which is 73% more traffic than on I-39/90 traveling through the core of the interchange.
- Today, traffic volumes on the Beltline on-ramp are higher than I-39/90 at almost all hours of the day, even on Friday afternoons in the summer.



Daily Traffic Volumes – BIC Core

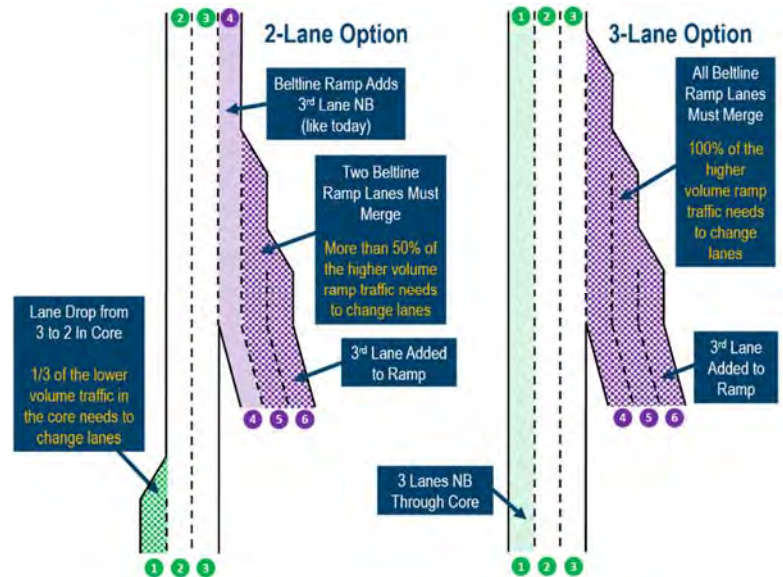
Alternatives Considered for the Beltline Interchange

Southbound

- Based on the purpose and need of the project, three lanes will be built along southbound I-39/90 through the core of the interchange. The two existing lanes will remain in place with a third lane added to the inside along with a new 12-foot shoulder and concrete median barrier.
- A dedicated exit-only lane will also be added to southbound I-39/90 near the exit ramp to westbound US 12/18.

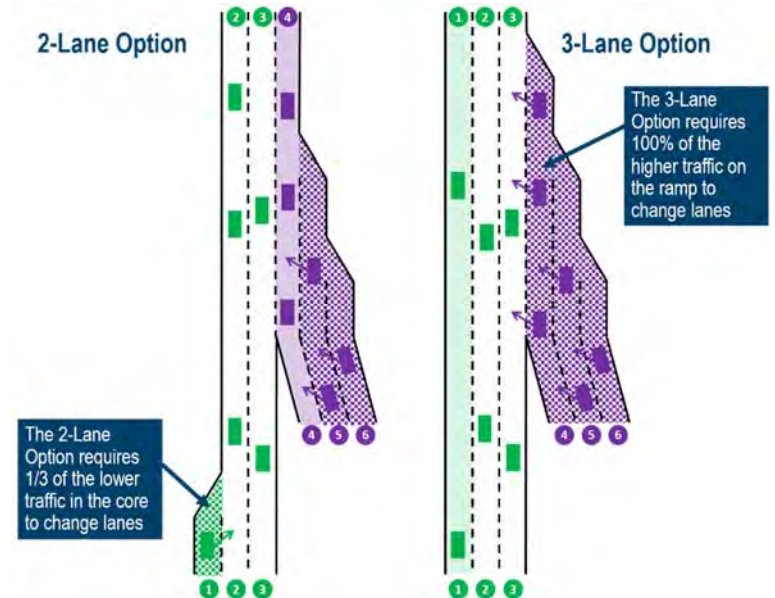
Northbound

- WisDOT is considering alternatives for two or three lanes northbound through the core of the interchange.
- The two-lane interchange improvement option carries three lanes of I-39/90 past the off-ramp to the Beltline and drops one lane in the core, prior to the northbound on-ramp from the Beltline. With this option, a third through lane is added back to the Interstate from the Beltline on-ramp, like it does today. The on-ramp will also have an extended acceleration lane.
- The three-lane interchange improvement option carries three lanes of I-39/90 through the core of the Beltline Interchange. With this option, all three proposed lanes of the higher volume on-ramp from the Beltline merge into I-39/90.
- The alternative that drops from three lanes to two lanes within the core is being considered as the preferred alternative because of its operational benefits. Normally, a single travel lane can accommodate about 2,000 vehicles in an hour before reaching capacity. On I-39/90, in the core of the Beltline Interchange, 2,165 vehicles per hour are anticipated during a summer Friday afternoon in the year 2040. These 2,165 vehicles only require two lanes of traffic – and with plenty of capacity to spare. There is a need for three lanes south of the Beltline, but between the on and off ramps in the core of the interchange, there is only demand for two lanes.
- For both alternatives, the northbound I-39/90 to westbound US 12/18 exit ramp is be reconstructed as a right-side exit and combined with the exit to eastbound US 12/18.



Safety Consideration for the Beltline Interchange Alternatives

- The most significant reason for dropping a lane in the core of the interchange, aside from the lack of traffic demand, is to improve the overall safety of the interchange. More vehicles required to change lanes often means more crashes.
- If two lanes continue through the core of the interchange, total traffic on the Interstate and the northbound on-ramp from the Beltline will make a minimum of approximately 36,000 lane changes per day.
- If three lanes travel through the core of the interchange, total traffic on the Interstate and the northbound on-ramp from the Beltline will make a minimum of approximately 68,500 lane changes per day, about 90% more than the two-lane option.
- Why the large difference? If there are three lanes of travel through the core of the interchange, the higher traffic volume – which is on the ramp, not the interstate – is required to merge at least one lane, and sometimes up to three lanes.



Summary

- At first glance, it might not seem like a good idea to drop a lane in the middle of an interchange, only to add another lane a few thousand feet later. Know that WisDOT considered the traffic and safety impacts of each alternative, and after thorough analysis and evaluation of each option, WisDOT determined that the two-lane alternative was the safest and most efficient of the alternatives considered.
- For more information, visit the project website at <https://projects.511wi.gov/i-39-90/us1218-beltline/>.

Crash Analysis



Analysis Details

- Evaluated 5-year crash period (2011-2015)
- 650 crashes including 4 fatalities
- One crash every 3 days which is equivalent to 2.5 crashes every week
- Every 17 days someone is injured in a crash

High-Crash Locations

- A location is flagged as being a “high-crash” location when the crash rate is significantly higher than the statewide average.
- 6 locations have been flagged as “high-crash” locations where a crash could potentially impact the safety and operations of the I-39/90 mainline.

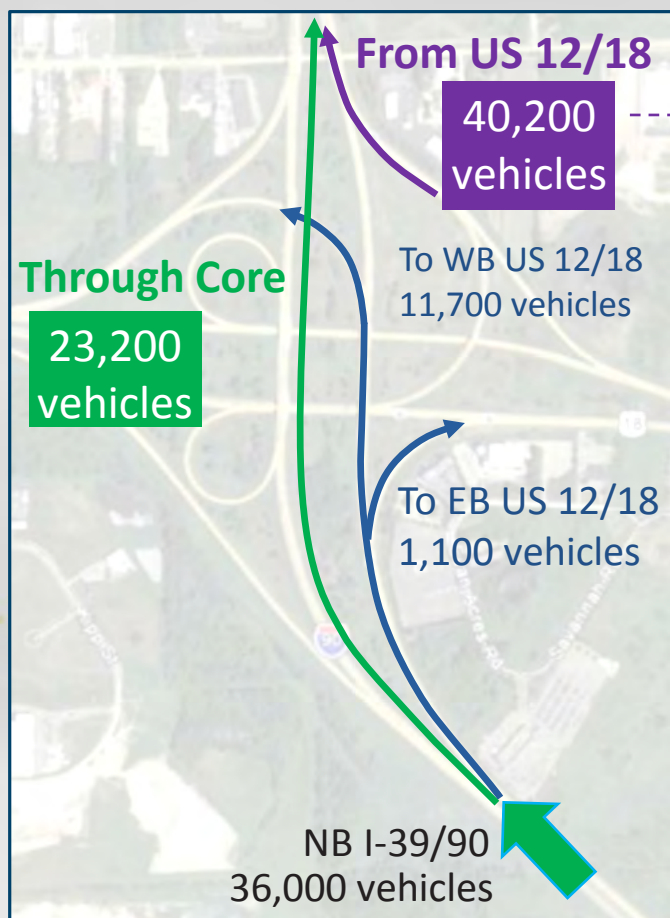


All High-Crash Locations on I-39/90 are Improved

- All 6 of the locations identified on I-39/90 as “high-crash” location where a crash can impact the safety and operations of the I-39/90 mainline are improved with the proposed project.
- 3 additional locations with crash rates that are “above the statewide average” but not identified as “high-crash” are also improved.
 - Westbound US 12/18 on-ramp merge with southbound I-39/90
 - Off-ramp diverge from southbound I-39/90 to eastbound US 12/18
 - Northbound I-39/90 on-ramp merge with eastbound US 12/18

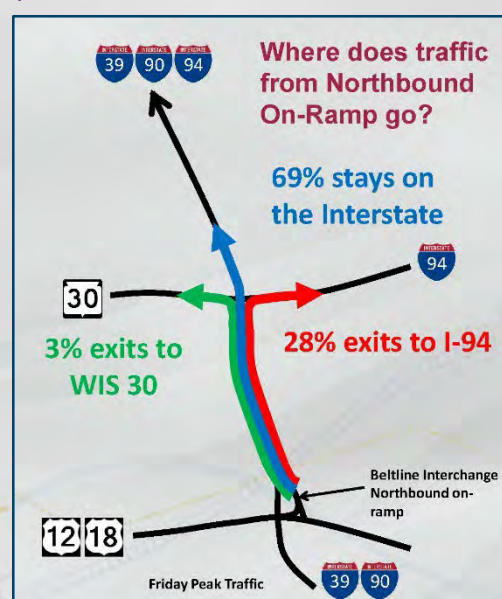


Northbound I-39/90 in Core



2040 Volumes (Daily)

- 2040 = Design Year, approximately 20 years after construction is complete
- 1/3 of all daily northbound traffic from south of the interchange exits to US 12/18 (12,800 vehicles)



- Daily traffic volumes in 2040 for the US 12/18 on-ramp are 73% higher than northbound I-39/90 in the core of the Beltline Interchange
 - 40,200 vehicles vs 23,200 vehicles

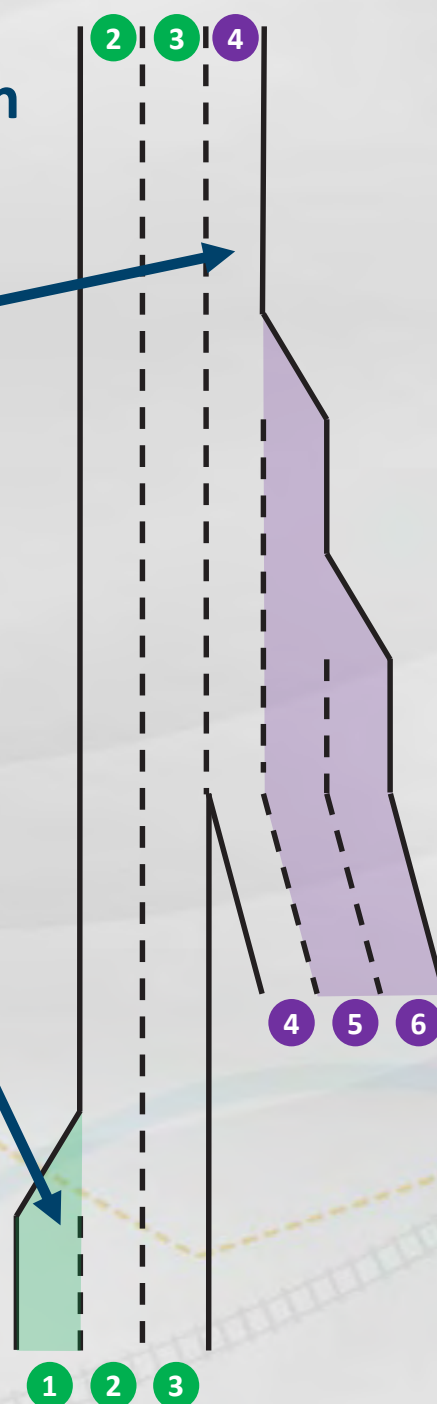
2-Lane Option

Beltline Ramp Adds Lane (like today)

Lane Drop from 3 Lanes to 2 Lanes In Core

1/3 of the lower volume traffic in the core needs to change lanes (approximately 7,700 vehicles)

The proposed lane drop is about ¾ mile past the exit to the Beltline

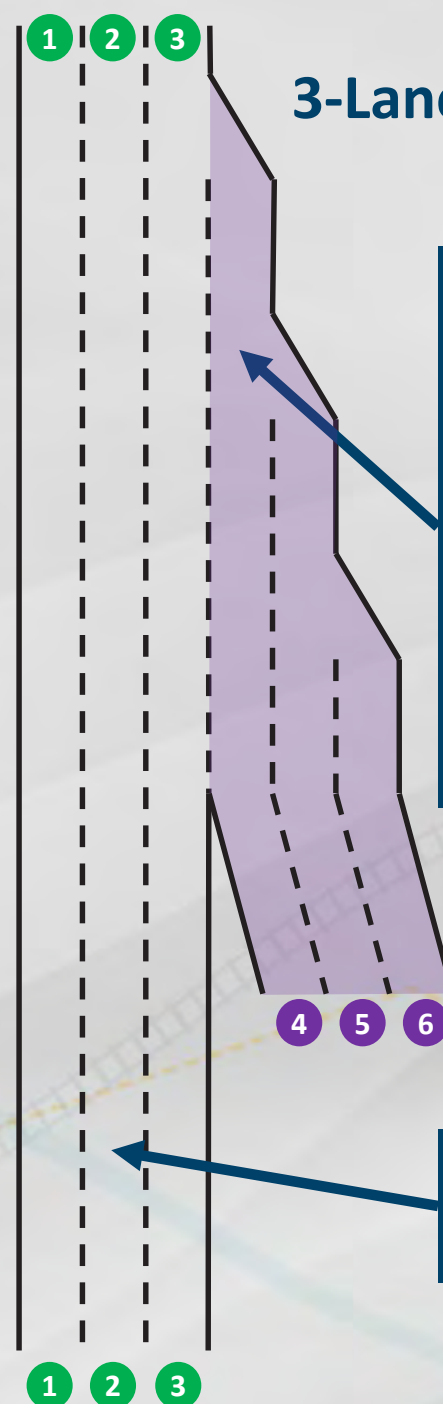


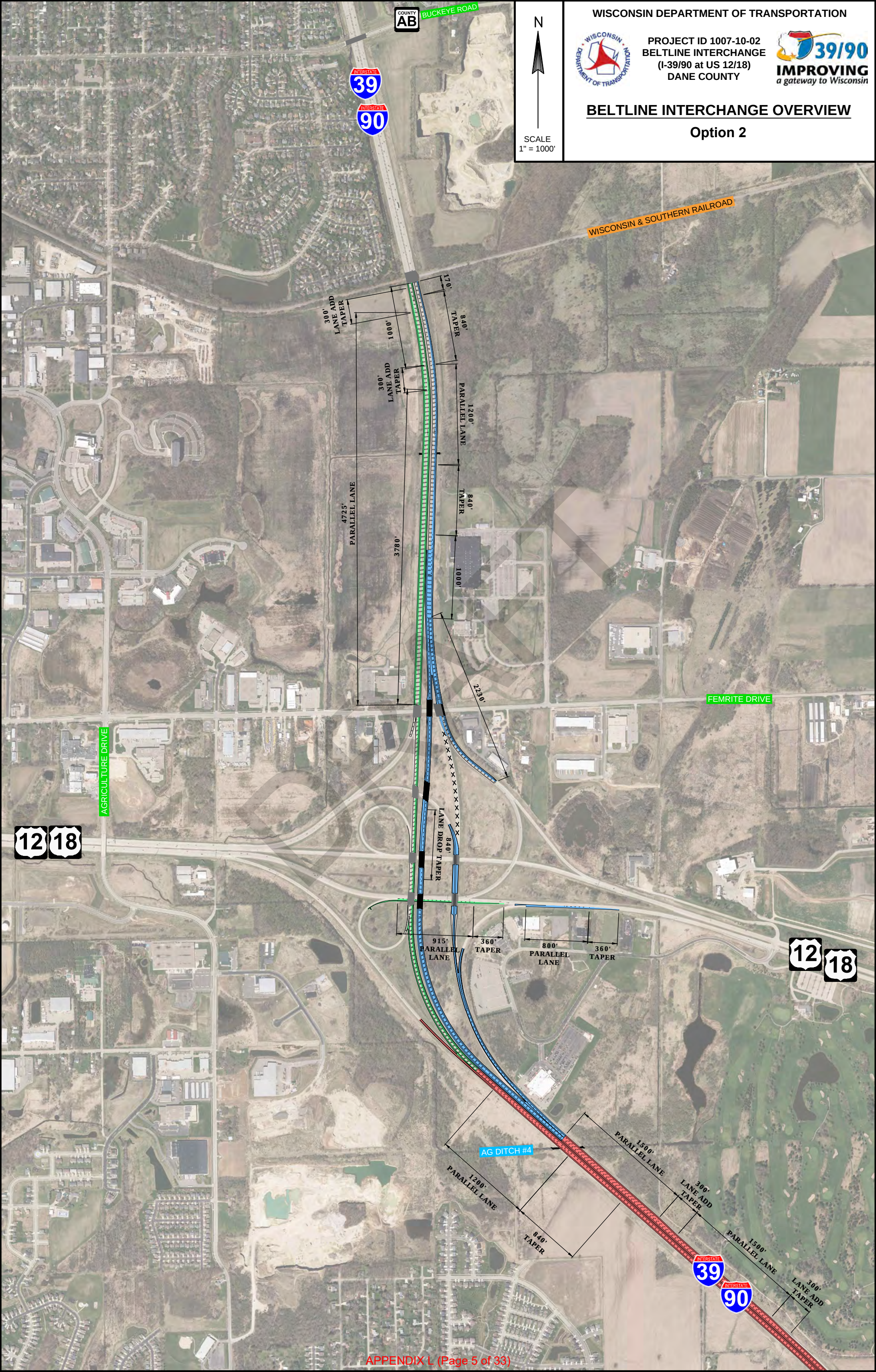
3-Lane Option

All Beltline Ramp Lanes Must Merge

100% of the higher volume ramp traffic needs to change lanes (40,200 vehicles)

3 Lanes Through Core





COUNTY AB BUCKEYE ROAD

INTERSTATE 39
INTERSTATE 90

N
SCALE
1" = 1000'

WISCONSIN DEPARTMENT OF TRANSPORTATION

PROJECT ID 1007-10-02
BELTLINE INTERCHANGE
(I-39/90 at US 12/18)
DANE COUNTY

39/90
IMPROVING
a gateway to Wisconsin

BELTLINE INTERCHANGE OVERVIEW

Option 2

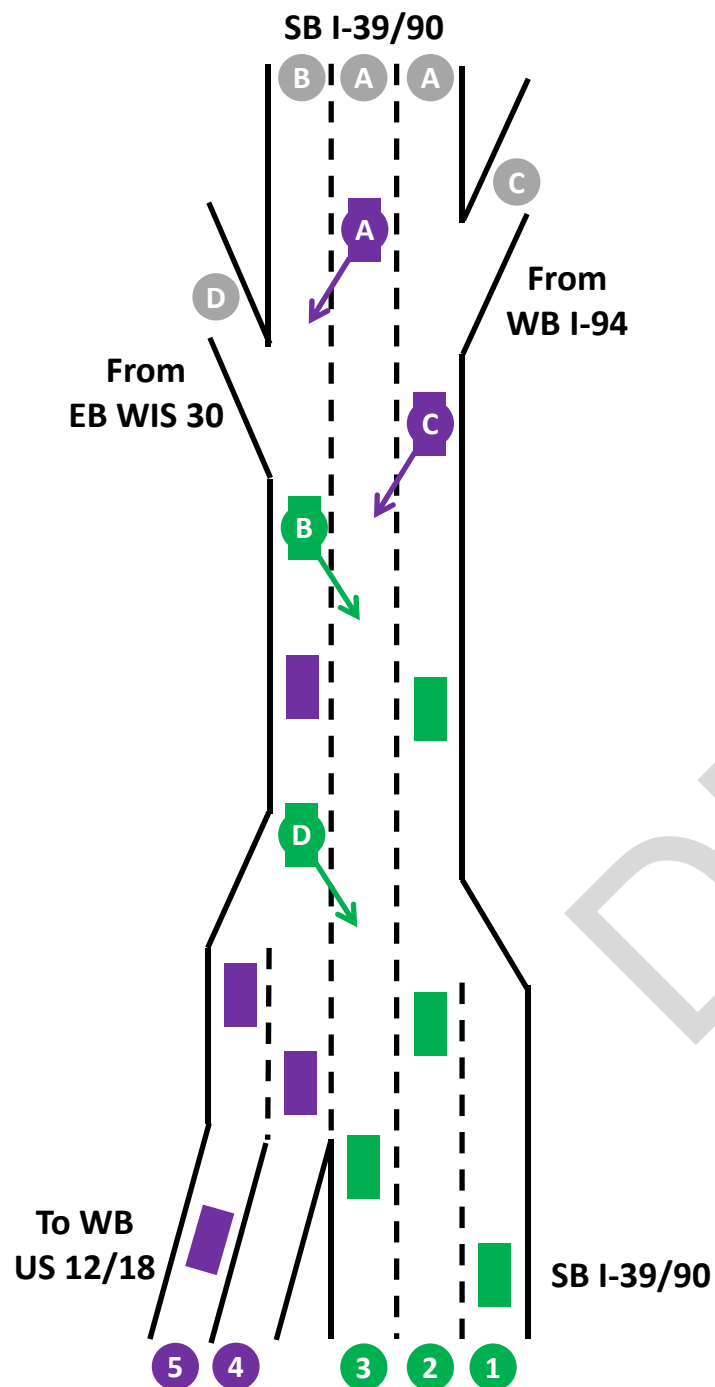
WISCONSIN & SOUTHERN RAILROAD

FEMRITE DRIVE

AGRICULTURE DRIVE

12 18

12 18



Lane Change Comparison

Weekday AM Peak Period

Option 2

- A From SB I-39/90 North of US 151
- B From US 151 and High Crossing Blvd
- C From WB I-94
- D From EB WIS 30

2040 MIN Weekday AM Peak Lane Changes To WB US 12/18

From A 720 x 1 Lane

+

From C 1,080 x 2 Lanes

2,880 Total Lane Changes

2040 MIN Weekday AM Peak Lane Changes To SB I-39/90

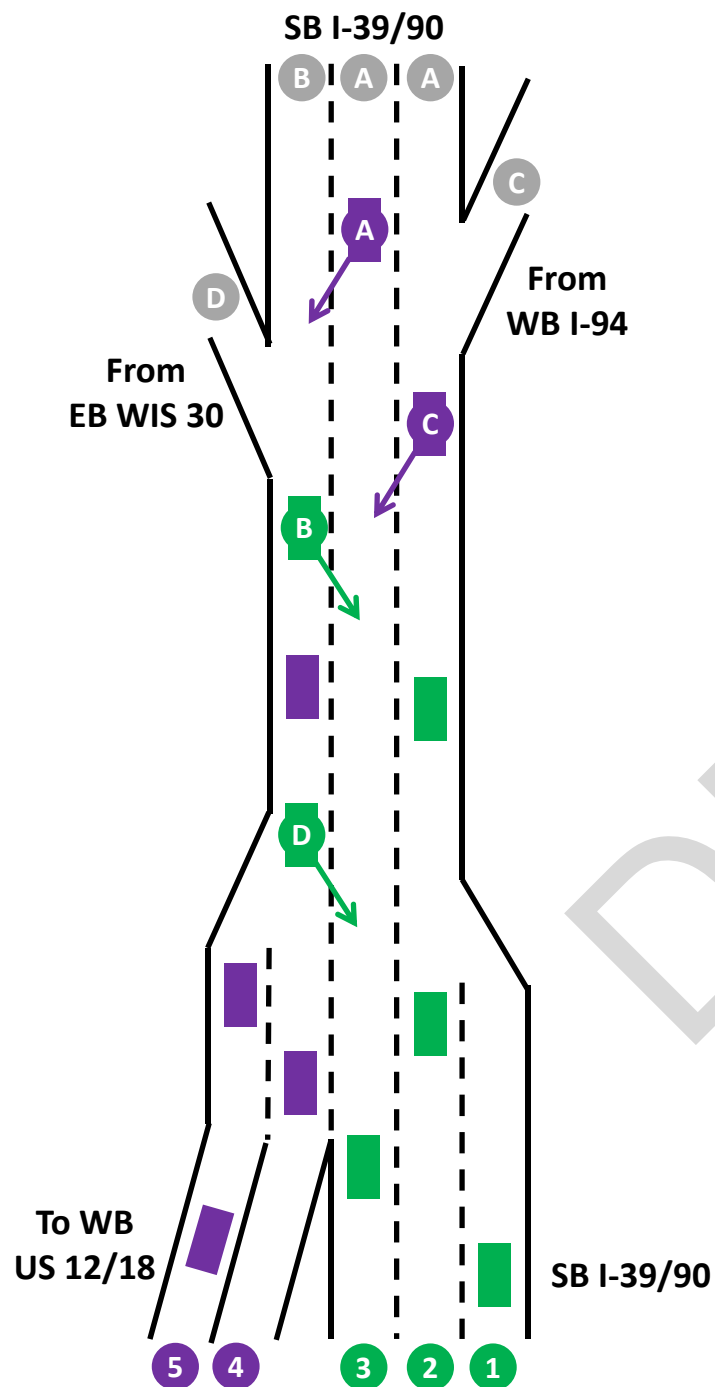
From B 305 x 1 Lane

+

From D 270 x 1 Lane

575 Total Lane Changes

3,455 Minimum Total Lane Changes



Lane Change Comparison

Sunday Peak Period

Option 2

- A From SB I-39/90 North of US 151
- B From US 151 and High Crossing Blvd
- C From WB I-94
- D From EB WIS 30

2040 MIN Sunday Peak Lane Changes To **WB US 12/18**

From ● A 540 x 1 Lane

+

From ● C 630 x 2 Lanes

1,800 Total Lane Changes

2040 MIN Sunday Peak Lane Changes To **SB I-39/90**

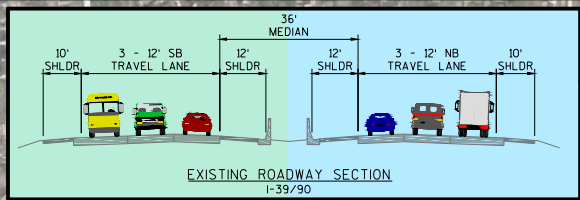
From ● B 625 x 1 Lane

+

From ● D 230 x 1 Lane

855 Total Lane Changes

2,655 Minimum Total Lane Changes



COUNTY AB BUCKEYE ROAD



WISCONSIN DEPARTMENT OF TRANSPORTATION



PROJECT ID 1007-10-02
BELTLINE INTERCHANGE
(I-39/90 at US 12/18)
DANE COUNTY



PREFERRED ALTERNATIVE
PROVIDE 2 LANES NB ON NEW ALIGNMENT
AND 3 LANES SB ON EXISTING ALIGNMENT
12/13/2018

EXISTING 3 LANES SB

EXISTING 3 LANES NB

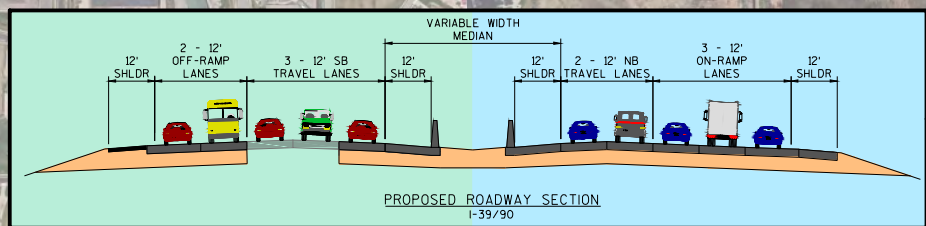
WISCONSIN & SOUTHERN RAILROAD

EXTEND BOX CULVERT (WEST)

EXTEND BOX CULVERT (EAST)

- POTENTIAL LOCATION FOR DESIGN REFINEMENT
- ONE LANE ADDED TO MEDIAN SIDE AND ONE LANE ADDED TO OUTSIDE (SHOWN)
 - TWO LANES ADDED TO OUTSIDE

PROPOSED NB I-39/90
3 THROUGH LANES
1 RAMP ACCELERATION LANE



- POTENTIAL LOCATION FOR DESIGN REFINEMENT
- SB-WB RAMP ADJACENT TO MAINLINE (SHOWN)
 - 4-FOOT BUFFER BETWEEN SB-WB RAMP AND SB MAINLINE

CONSTRUCT NEW NB STRUCTURE THAT IS ABLE TO ACCOMMODATE A FUTURE 3RD LANE

WIDEN EXISTING NB STRUCTURE

PROPOSED NB ON RAMP
2 EXISTING RAMP LANES
1 ADD-ON LANE

FEMRITE DRIVE

WIDEN EXISTING SB STRUCTURE

PROPOSED SB I-39/90
2 EXISTING LANES
1 ADD-ON LANE (MEDIAN)

ROADWAY TO BE REMOVED

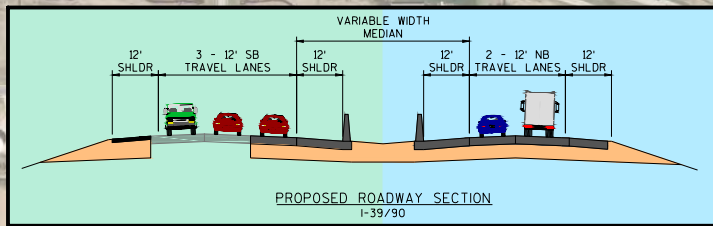
2 NB LANES PROPOSED ON NEW ALIGNMENT. EMBANKMENT THROUGH THE CORE OF THE INTERCHANGE WILL BE CONSTRUCTED TO ACCOMMODATE A FUTURE 3RD LANE.

CONSTRUCT NEW NB STRUCTURES THAT ARE ABLE TO ACCOMMODATE A FUTURE 3RD LANE

EXISTING NB STRUCTURES TO REMAIN

CONSTRUCT NEW NB STRUCTURES THAT ARE ABLE TO ACCOMMODATE A FUTURE 3RD LANE

12 18



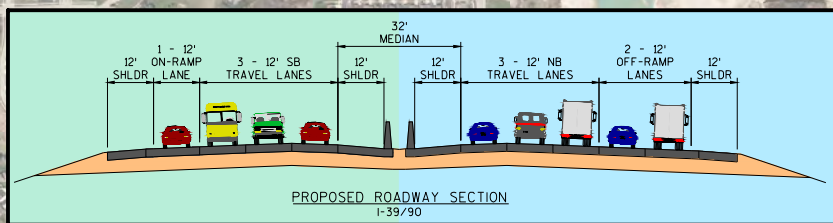
EXTEND EXISTING SB-EB RAMP ACCELERATION LANE

PROPOSED SB I-39/90 AT RAMP GORE
3 THROUGH LANES
1 RAMP ACCELERATION LANE (SOUTH LEG)

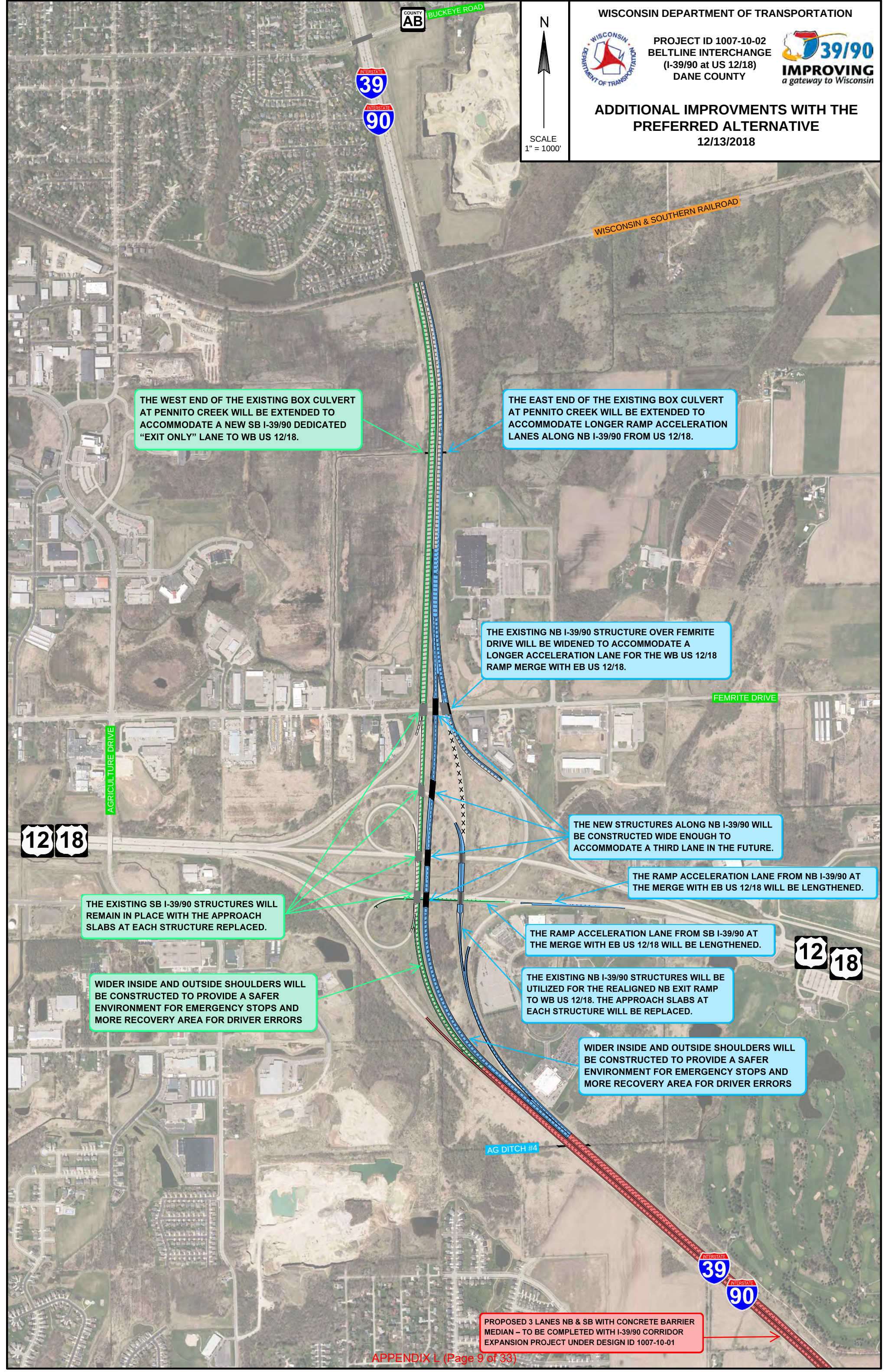
ENVIRONMENTAL IMPACTS FOR CONSTRUCTION OF THE 6-LANE SECTION OF I-39/90 FROM AG DITCH #4 SOUTH TO THE COUNTY AB OVERPASS (INCLUDING THE AG DITCH #4 BOX CULVERT REPLACEMENT) ARE INCLUDED WITH THE 2014 EA RE-EVALUATION (1001-10-02)

AG DITCH #4

12 18



PROPOSED 3 LANES NB & SB WITH CONCRETE BARRIER MEDIAN - TO BE COMPLETED WITH I-39/90 CORRIDOR EXPANSION PROJECT UNDER DESIGN ID 1007-10-01



ADDITIONAL IMPROVMENTS WITH THE
PREFERRED ALTERNATIVE
12/13/2018

SCALE
1" = 1000'

THE WEST END OF THE EXISTING BOX CULVERT AT PENNITO CREEK WILL BE EXTENDED TO ACCOMMODATE A NEW SB I-39/90 DEDICATED "EXIT ONLY" LANE TO WB US 12/18.

THE EAST END OF THE EXISTING BOX CULVERT AT PENNITO CREEK WILL BE EXTENDED TO ACCOMMODATE LONGER RAMP ACCELERATION LANES ALONG NB I-39/90 FROM US 12/18.

THE EXISTING NB I-39/90 STRUCTURE OVER FEMRITE DRIVE WILL BE WIDENED TO ACCOMMODATE A LONGER ACCELERATION LANE FOR THE WB US 12/18 RAMP MERGE WITH EB US 12/18.

THE NEW STRUCTURES ALONG NB I-39/90 WILL BE CONSTRUCTED WIDE ENOUGH TO ACCOMMODATE A THIRD LANE IN THE FUTURE.

THE RAMP ACCELERATION LANE FROM NB I-39/90 AT THE MERGE WITH EB US 12/18 WILL BE LENGTHENED.

THE EXISTING SB I-39/90 STRUCTURES WILL REMAIN IN PLACE WITH THE APPROACH SLABS AT EACH STRUCTURE REPLACED.

WIDER INSIDE AND OUTSIDE SHOULDERS WILL BE CONSTRUCTED TO PROVIDE A SAFER ENVIRONMENT FOR EMERGENCY STOPS AND MORE RECOVERY AREA FOR DRIVER ERRORS

THE RAMP ACCELERATION LANE FROM SB I-39/90 AT THE MERGE WITH EB US 12/18 WILL BE LENGTHENED.

THE EXISTING NB I-39/90 STRUCTURES WILL BE UTILIZED FOR THE REALIGNED NB EXIT RAMP TO WB US 12/18. THE APPROACH SLABS AT EACH STRUCTURE WILL BE REPLACED.

WIDER INSIDE AND OUTSIDE SHOULDERS WILL BE CONSTRUCTED TO PROVIDE A SAFER ENVIRONMENT FOR EMERGENCY STOPS AND MORE RECOVERY AREA FOR DRIVER ERRORS

AG DITCH #4

PROPOSED 3 LANES NB & SB WITH CONCRETE BARRIER MEDIAN - TO BE COMPLETED WITH I-39/90 CORRIDOR EXPANSION PROJECT UNDER DESIGN ID 1007-10-01

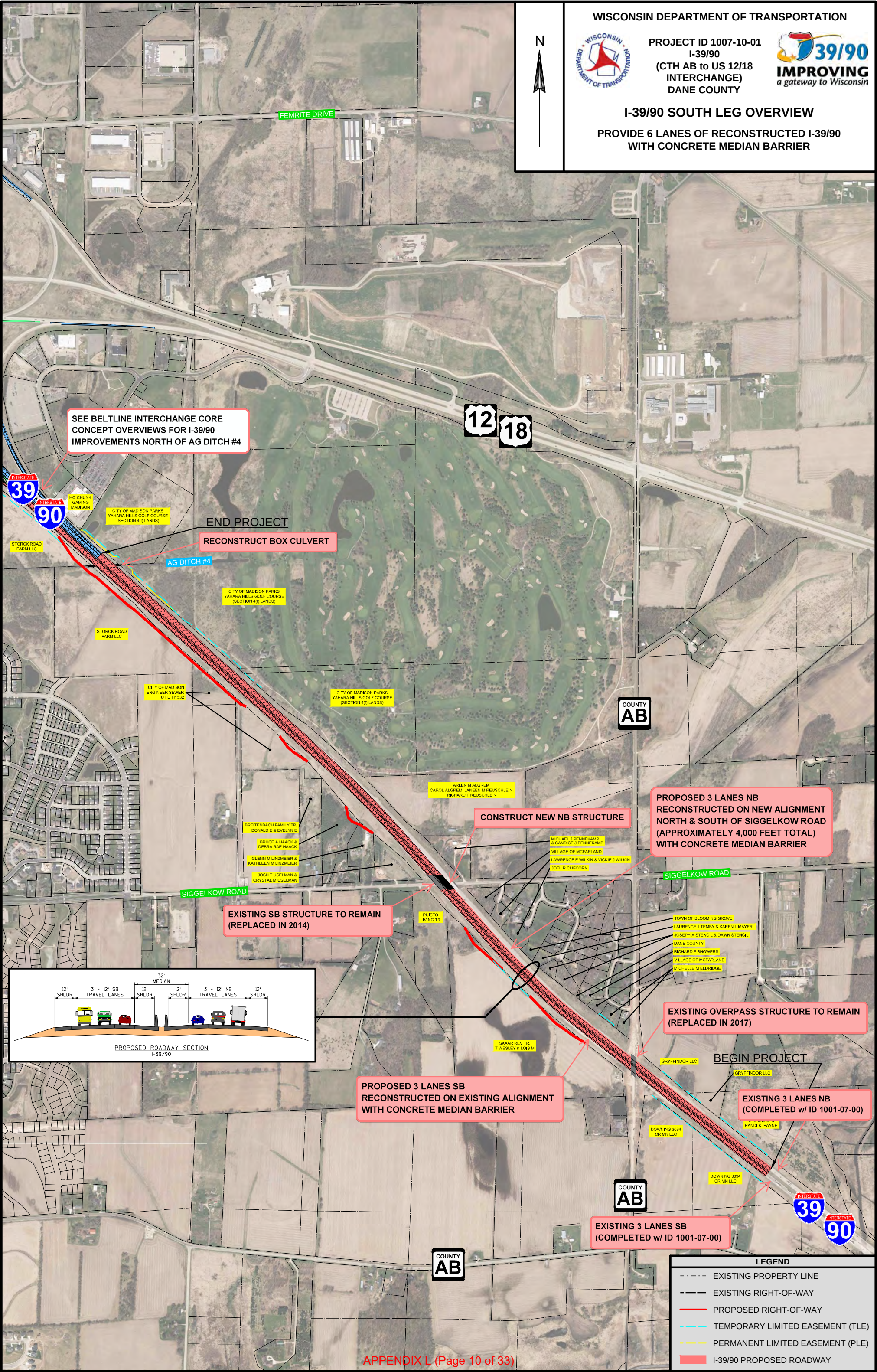


PROJECT ID 1007-10-01
I-39/90
(CTH AB to US 12/18
INTERCHANGE)
DANE COUNTY



I-39/90 SOUTH LEG OVERVIEW

PROVIDE 6 LANES OF RECONSTRUCTED I-39/90
WITH CONCRETE MEDIAN BARRIER

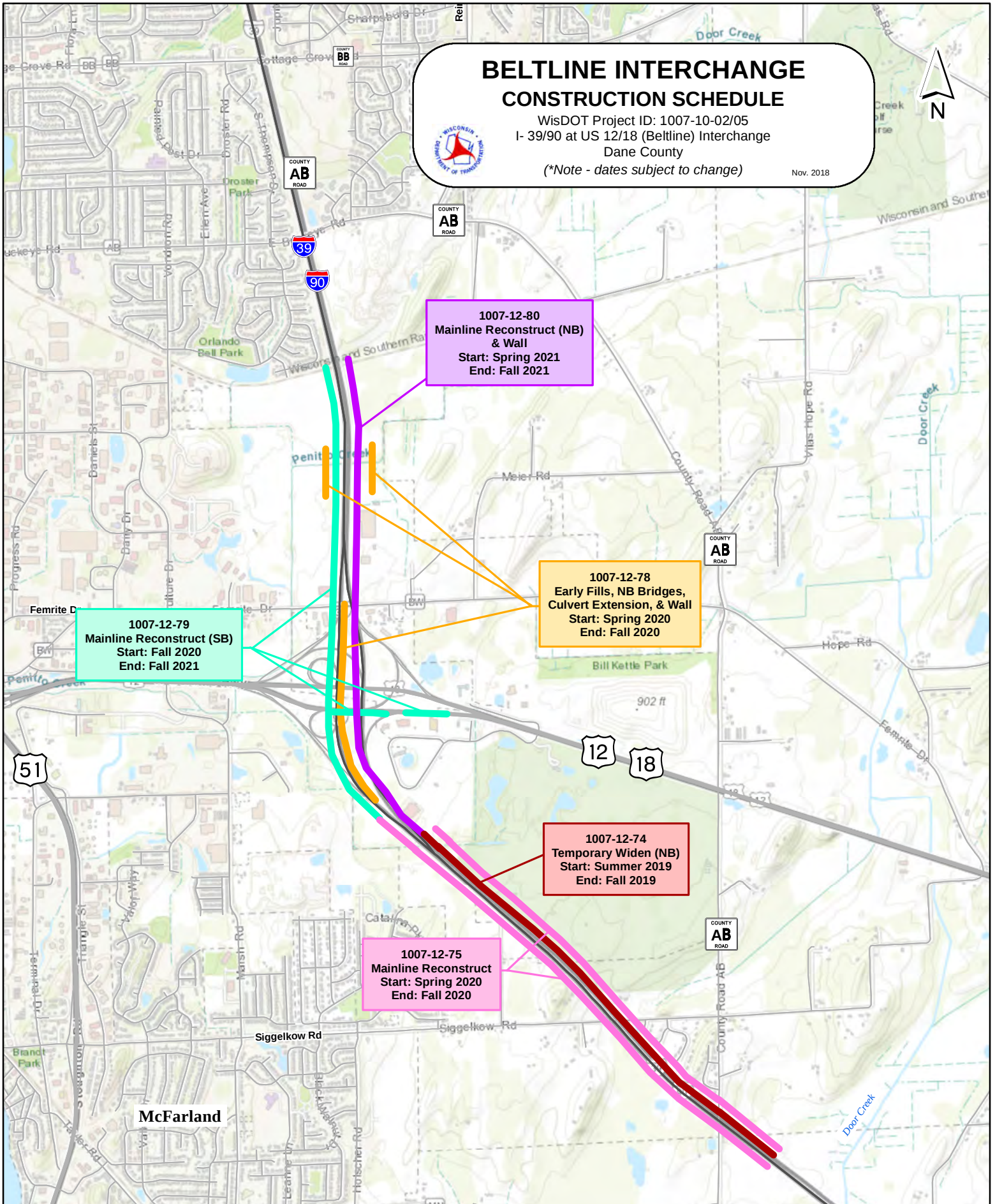


BELTLINE INTERCHANGE CONSTRUCTION SCHEDULE

WisDOT Project ID: 1007-10-02/05
I- 39/90 at US 12/18 (Beltline) Interchange
Dane County

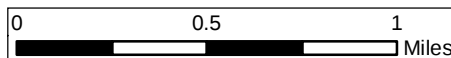
(*Note - dates subject to change)

Nov. 2018



Construction Project IDs

- | | | |
|------------|------------|------------|
| 1007-12-74 | 1007-12-75 | 1007-12-78 |
| 1007-12-79 | 1007-12-80 | |



More info: www.i39-90.wi.gov
Sign up for project email updates!

From: Grimes, Jennifer - DOT

Sent: Tuesday, November 27, 2018 10:35 AM

To: Welch@countyofdane.com

Cc: Mark - DOT Vesperman (Mark.Vesperman@dot.wi.gov) <Mark.Vesperman@dot.wi.gov>; Theisen, Steven R - DOT (Steven.Theisen@dot.wi.gov) <Steven.Theisen@dot.wi.gov>; DOT I39 Project <I39Project@dot.wi.gov>

Subject: FW: WisDOT I-39/90 & US 12/18 Beltline Interchange: Local Officials & Agency Meeting - response to John Walsh, Dane County Landfill (11/27/18)

John,

Thanks for inquiring about the project. There should be no impact to the landfill driveway. We will be extending the eastbound ramp acceleration lanes but nothing along westbound US 12/18.

A copy of the proposed Alternative C is attached.

Jenny

Jennifer Grimes

Environmental Coordinator

Mega Team Projects & Planning Major Studies

WisDOT Southwest Region – Edgerton

111 Interstate Blvd, Edgerton, WI 53534

 Phone 608.884.1147 | Cell 608.516.9760

 jennifer.grimes@dot.wi.gov

From: Welch, John [<mailto:Welch@countyofdane.com>]

Sent: Monday, November 19, 2018 11:11 AM

To: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>

Subject: FW: WisDOT I-39/90 & US 12/18 Beltline Interchange: Local Officials & Agency Meeting

Hi Jennifer,

Do you know if the proposed interchange work would alter the entrance of the landfill or traffic patterns in/out of the landfill? I'm trying to determine if I need to go to this meeting.

Thanks,

John Welch, P.E.

Solid Waste Manager

Dane County Public Works, Solid Waste Division

office: 608-267-8815

cell: 608-516-4154

From: Weiss, Marilyn - DATCP <Marilyn.Weiss@wisconsin.gov>
Sent: Friday, November 30, 2018 1:23 PM
To: Grimes, Jennifer - DOT; Halpin, Alice L - DATCP
Cc: Vesperman, Mark - DOT; DOT I39 Project
Subject: RE: WisDOT I-39/90 & US 12/18 Beltline Interchange: DATCP update (11/30/18)

Thanks for the update.

Marilyn M. Weiss

DATCP, Agricultural Impact Statement Program
608-224-4650
Marilyn.weiss@wisconsin.gov

From: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>
Sent: Friday, November 30, 2018 1:14 PM
To: Halpin, Alice L - DATCP <Alice.Halpin@wisconsin.gov>; Weiss, Marilyn - DATCP <Marilyn.Weiss@wisconsin.gov>
Cc: Vesperman, Mark - DOT <Mark.Vesperman@dot.wi.gov>; DOT I39 Project <I39Project@dot.wi.gov>
Subject: RE: WisDOT I-39/90 & US 12/18 Beltline Interchange: Local Officials & Agency Meeting 12/4

Alice and Marilyn,

There are no farmland impacts with this project, as presented in the Draft EA. I would not expect any additional review needed from DATCP, but you will remain on our agency mailing list for project updates.

Pg 60 of 104:

Note: A Farmland Conversion Impact Rating for (NRCS-CPA-106) and Agricultural Impact Notice (AIN, DT1999) were completed for Project 1007-10-02 in June 2014; and DATCP published an Agricultural Impact Statement (AIS) in August 2014. At that time, the Beltline Interchange project scope proposed a full interchange reconstruction, as well as the reconstruction of US 12/18 with a new interchange along US 12/18 at County AB. In December 2017, WisDOT revised the project scope to reduce impacts and enable savings in the estimated cost of the interchange. This change resulted in a change in acquisition totals required from 86.7 acres from 14 farmland owners to 0 acres of agricultural land impacts. Follow up coordination was completed with DATCP to provide an update on the change in impacts (see Appendix E – Agency & Local Officials Coordination). As a result of this coordination, DATCP determined they would not prepare an addendum to the AIS or new AIS for the Beltline Interchange project. Additional coordination with NRCS was not required, the completed CPA 106 form for the full interchange reconstruction alternative resulted in a site assessment score less than 60 points.

1. Total acquisition interest, by type of agricultural land use (revised project scope):

There is 3.66 acres of WisDOT owned land that will be converted to highway right-of-way. The land was a 40-foot upland buffer that was set aside along the eastern boundary of the WisDOT World Dairy wetland mitigation bank site [Mitigation Banking Instrument (11/2/15)]. This acreage has been included in the "Total Area Converted to ROW" on Basic Sheet 6, but is not included as "Total Area Required From Farm Operations".

Type of Land Acquired From Farm Operations	Type of Acquisition (acres)		Total Area Acquired (acres)
	Fee Simple	Easement	
Crop land and pasture	0	0	0
Woodland	0	0	0
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	0	0	0
Totals	0	0	0

Jenny

Jennifer Grimes

Environmental Coordinator

Mega Team Projects & Planning Major Studies

WisDOT Southwest Region – Edgerton

111 Interstate Blvd, Edgerton, WI 53534

Phone 608.884.1147 | Cell 608.516.9760

jennifer.grimes@dot.wi.gov

From: Halpin, Alice L - DATCP

Sent: Friday, November 30, 2018 12:55 PM

To: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>

Subject: Automatic reply: WisDOT I-39/90 & US 12/18 Beltline Interchange: Local Officials & Agency Meeting

I will be out of the office until Wednesday, December 12. I have received your message and will respond to it then. If you need immediate assistance, please contact Marilyn Weiss at marilyn.weiss@wisconsin.gov.

Alice Halpin, DATCP

-----Original Appointment-----

From: Grimes, Jennifer - DOT

Sent: Friday, November 30, 2018 12:54 PM

To: Holt, Daniel; Tracey Blankenship - FHWA; kerrie.j.hauser@usace.army.mil; Peter_Fasbender@fws.gov; westlake.kenneth@epa.gov; sedlacek.michael@epa.gov; adam.dowling@wi.usda.gov; Heggelund, Eric P - DNR; Matrise, Matthew J - DNR; Kimberly Cook (kimberly.cook@wisconsinhistory.org); Halpin, Alice L - DATCP; steves@capitalarearpc.org; wschaefer@cityofmadison.com; parisi@countyofdane.com; violante@countyofdane.com; mandli@countyofdane.com; dunphy@countyofdane.com; mayor@cityofmadison.com; rphillips@cityofmadison.com; dtrowbridge@cityofmadison.com; ytao@cityofmadison.com; brad.czebotar@mcfarland.wi.us; khampton@towncg.net; Dan.Brown@hchunk.com; tlynch@cityofmadison.com

Cc: Mark - DOT Vesperman (Mark.Vesperman@dot.wi.gov); Theisen, Steven R - DOT; Vesperman, John - DOT; Schoenmann, Scott F - DOT; Jeff Hanson (JHanson@emcsinc.com); Jess Billmeyer (jess.billmeyer@aecom.com); Cowan, Alex (cowana@ayresassociates.com); Zach Freeman; Lisa Dreifuerst (LDreifuerst@oesllc.com); Welch, John

Subject: WisDOT I-39/90 & US 12/18 Beltline Interchange: Local Officials & Agency Meeting

When: Tuesday, December 04, 2018 2:00 PM-3:30 PM (UTC-06:00) Central Time (US & Canada).

Where: DOT CR DTSD SW MAD Columbia; DOT CR DTSD SW MAD Dane w/SMART Board; DOT CR DTSD SW MAD Rock

11/30/18:

WisDOT will be providing a run through of the presentation as well as have the exhibit boards available for review on Tuesday. We welcome any input, questions or comments you may have as we prepare for the public hearing on the preferred alternative on 12/13/18. An invitation for the Public Hearing was mailed to you yesterday.

The project presentation will be provided and entered into the public record at the public hearing prior to the request for public testimony, and all exhibits will subsequently be placed on the project website at <https://projects.511wi.gov/i-39-90/us1218-beltline/>

Provisions have been made for the submission of written statements or other exhibits in place of or in addition to the testimony presented at the public hearing. This additional testimony will be included in the hearing record if postmarked no later than January 11, 2019.

Thank you,
Jenny

Jennifer Grimes
Environmental Coordinator
Mega Team Projects & Planning Major Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
Phone 608.884.1147 | Cell 608.516.9760
jennifer.grimes@dot.wi.gov

All,

The Wisconsin Department of Transportation (WisDOT) – Southwest Region is continuing the design efforts for future improvements of Interstate 39/90 at the US 12/18 (Beltline) Interchange near Madison.

You are invited to a Local Officials and Agency Meeting that will be held on Tuesday 12/4/18 at the WisDOT SW Region – Madison Office (2101 Wright Street, Madison, WI), a little over a week prior to the Public Hearing on the Environmental Assessment to preview information and exhibits that will be presented to the public.

The Notice of the Public Hearing and the Availability of the Environmental Assessment for the I-39/90 & US 12/18 Beltline Interchange (BIC), will be published the WI State Journal tomorrow, Friday 11/16/18, and was sent to you separately.

A two-page Preferred Alternative Summary has been included to aid in your understanding the preferred alternative decision.

If you have any questions, please contact Mark Vesperman, WisDOT Project Manager, or myself.

Jenny

Jennifer Grimes
Environmental Coordinator
Mega Team Projects & Planning Major Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
Phone 608.884.1147 | Cell 608.516.9760
jennifer.grimes@dot.wi.gov

Mark Vesperman, P.E.
Project Manager, I-39/90 and US 12/18 (Beltline) Interchange
WisDOT Southwest Region Project Field Office
111 Interstate Boulevard
Edgerton, WI 53534
608-884-1227
Mark.Vesperman@dot.wi.gov

From: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>
Sent: Wednesday, December 12, 2018 6:24 PM
To: Michael LaRonge
Cc: Vesperman, Mark - DOT; DOT I39 Project
Subject: RE: WisDOT I-39/90 & US 12/18 Beltline Interchange, Madison, Dane County: Forest County Potawatomi Community response (12/12/18)

Michael,

Thank you for the response. We will include your comments in the public hearing record.

WisDOT has a procedure for inadvertent discoveries in place during construction activities; we will include your contact information on behalf of the Forest County Potawatomi Community as an interested consulting party in the case of a discovery.

Thank you,
Jenny

Jennifer Grimes
Environmental Coordinator
Mega Team Projects & Planning Major Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
Phone 608.884.1147 | Cell 608.516.9760
jennifer.grimes@dot.wi.gov

From: Michael LaRonge [mailto:Michael.LaRonge@fcpotawatomi-nsn.gov]
Sent: Wednesday, December 12, 2018 4:48 PM
To: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>
Subject: RE: WisDOT I-39/90 & US 12/18 Beltline Interchange, Madison, Dane County: Forest County Potawatomi Community response (12/12/18)

Re: WisDOT Project I-39/90 and USH 12 (Beltline) Interchange Draft Environmental Assessment, Dane County, Wisconsin.

Dear Ms. Grimes,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi, a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

This project falls within the current geographic area of interest of the Forest County Potawatomi Community. Based on the information you provided about the project activities it appears that this project is unlikely to have an impact on historic properties. Therefore the Tribal Historic Preservation Office, on behalf of the Tribe, is pleased to concur with the SHPO finding of no historic properties affected, with one condition. In the event that human remains or archaeological materials are exposed during the dredging work must halt and the Tribe must be included in any consultation concerning treatment and disposition of the find if possible prior to removal.

Your interest in protecting Wisconsin's cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Michael LaRonge
Tribal Historic Preservation Officer
Natural Resources Department
Forest County Potawatomi Community
5320 Wensaut Lane
P.O. Box 340
Crandon, Wisconsin 54520
Phone: 715-478-7354
Fax: 715-478-7225
Email: Michael.LaRonge@FCPotawatomi-nsn.gov

From: Grimes, Jennifer - DOT [<mailto:Jennifer.Grimes@dot.wi.gov>]

Sent: Thursday, November 15, 2018 6:33 PM

To: Holt, Daniel; Blankenship, Tracey; kerrie.j.hauser@usace.army.mil; Peter_Fasbender@fws.gov; westlake.kenneth@epa.gov; sedlacek.michael@epa.gov; adam.dowling@wi.usda.gov; Heggelund, Eric P - DNR; Matrise, Matthew J - DNR; Draeger, Jim R - WHS; Cook, Kimberly A - WHS; Halpin, Alice L - DATCP; Sen.Miller - LEGIS; Rep.Anderson - LEGIS; Rep.Hebl - LEGIS; Rep.Sargent@legis.wisconsin.gov; Sen.Petrowski - LEGIS; Rep.Spiros - LEGIS; Montesinos, David - DOT; Brown, Joel R - DOT; steves@capitalareaRPC.org; wschaefer@cityofmadison.com; parisi@countyofdane.com; kolar.mary@countyofdane.com; wegleitner.heidi@countyofdane.com; eicher.analiese@countyofdane.com; kilmer.richard@countyofdane.com; young.hayley@countyofdane.com; chawla.yogesh@countyofdane.com; veldran@countyofdane.com; bayrd@countyofdane.com; nelson.paul@countyofdane.com; levin.jeremy@countyofdane.com; danner.kelly@countyofdane.com; rusk@countyofdane.com; erickson.chuck@countyofdane.com; nguyen-hilfiger.huong@countyofdane.com; peters.steven@countyofdane.com; kuhn.jamie@countyofdane.com; pertl.jeff@countyofdane.com; ritt.michele@countyofdane.com; clausius@countyofdane.com; schwellenbach.julie@countyofdane.com; schauer.andrew@countyofdane.com; mccarville.maureen@countyofdane.com; stubbs@countyofdane.com; buckingham.tanya@countyofdane.com; kiefer.timothy@countyofdane.com; corrigan@countyofdane.com; krause.dorothy@countyofdane.com; jones.nikole@countyofdane.com; ripp.david@countyofdane.com; downing@countyofdane.com; bolliq.jerry@countyofdane.com; knoll.jason@countyofdane.com; dye.jennifer@countyofdane.com; miles@countyofdane.com; chenoweth.carl@countyofdane.com; ratcliff.melissa@countyofdane.com; salov@countyofdane.com; county.clerk@countyofdane.com; violante@countyofdane.com; mandli@countyofdane.com; dunphy@countyofdane.com; danecountyhistory@gmail.com; clerk@cityofmadison.com; mayor@cityofmadison.com; rphillips@cityofmadison.com; dtrowbridge@cityofmadison.com; ytao@cityofmadison.com; district3@cityofmadison.com; district16@cityofmadison.com; jandrusz@ci.monona.wi.us; moconnor@ci.monona.wi.us; Suettinger, Cassandra M - MUN; brad.czebotar@mcfarland.wi.us; Banigan, Kim - Other; khampton@towncog.net; Wolf, Michael - MUN; Wolf, Michael - MUN; Hougan, Maria P - MUN; Dan.Brown@ho-chunk.com; Leoso, Edith; Michael LaRonge; Quackenbush, Bill; daisy.mcgeshick@lvdtribal.com; noah.white@piic.org; marvin.defoe@redcliff-nsn.gov; smassey@sacandfoxnation-nsn.gov; michaelbrodin@alliantenergy.com; ametz@atcllc.com; todd_brister@transcanada.com; ca2624@att.com; brandon.storm@charter.com; gfries@cityofmadison.com; ytao@cityofmadison.com; drew.suydam@fhr.com; grossing@mge.com; erich@madsewer.org; awiederhoeft@madisonwater.org; kevin.j.parris@windstream.com; Hemp, Kyle L - DOT; Palmer, Todd A - DOA; hking@cityofmadison.com; james.m.burton@sprint.com; jerry.myers@tdstelecom.com; hammetter@wins.net; Bie, Michael - DOT; Hoelker, Michael - DOT; Vieth, David - DOT; Siebert, David R - DNR
Cc: Vesperman, Mark - DOT; Schoenmann, Scott F - DOT; Vesperman, John - DOT; Theisen, Steven R - DOT; DOT I39 Project
Subject: WisDOT I-39/90 & US 12/18 Beltline Interchange, Madison, Dane County: Notice of Public Hearing and EA Availability

The Notice of the Public Hearing and the Availability of the Environmental Assessment (EA) for the I-39/90 & US 12/18 Beltline Interchange (BIC), will be published the WI State Journal tomorrow, Friday 11/16/18. A copy of the Notice is attached for your information and use.

A project location map, including the location of the hearing, is attached. Additional information for the project can be viewed online at <https://projects.511wi.gov/i-39-90/us1218-beltline/>

If you have any questions, please contact WisDOT Project Manager, Mark Vesperman, or myself.

Jenny

Jennifer Grimes
Environmental Coordinator
Mega Team Projects & Planning Major Studies
WisDOT Southwest Region – Edgerton
111 Interstate Blvd, Edgerton, WI 53534
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Mark Vesperman, P.E.
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Office of the Mayor

Paul R. Soglin, Mayor

City-County Building, Room 403
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Madison, Wisconsin 53703
Phone: (608) 266-4611
Fax: (608) 267-8671
mayor@cityofmadison.com
www.cityofmadison.com

January 10, 2019

Mark Vesperman, P.E.
Southwest Region Project Office
Wisconsin Department of Transportation
111 Interstate Boulevard
Edgerton, WI 53534-9399

RE: Comments on Environmental Assessment for the I-39/90 and USH 12/18 (Beltline) Interchange

Dear Mr. Vesperman:

At this time, the City of Madison would like to offer the following comments on the Environmental Assessment (EA) for the I-39/90 and Beltline Interchange (BIC). We are very appreciative of the cooperative working relationship we have had with the Department of Transportation staff throughout the past several years.

WisDOT's Purpose and Need Statement states that "the purpose statement is focused on traffic and safety issues on I-39/90 through the Beltline Interchange and compatibility with the I-39/90 reconstruction project south of the interchange to the Illinois state line." It further states that "the needs that will be addressed, either fully or substantially, are those that impact the safety and operations of the I-39/90 mainline and fall within the Beltline interchange traffic operations area of influence." The City fully supports the Department's focus on ensuring the safety of the motoring public using the interchange and roadways in the areas surrounding it.

Overall, the City of Madison supports the proposed interchange design. The City feels that the current design is cost-effective, improves traffic flow for the various movements through the interchange, and also helps to alleviate safety issues for traffic utilizing the I-39/90 travel lanes and interchange ramps. Madison is also supportive of and would like confirmation of the decision to build the northbound interchange bridges in a manner that will allow for conversion of the northbound mainline travel lanes to 3 lanes in the future. We concur with the current engineering decision to build two lanes northbound through the core, given the higher I-39/90 northbound on ramp volumes and the weaving movements associated with them. Given the City's and WisDOT's shared interest to ensure traffic safety in the area, the City feels the need to point out that certain segments of roadway and intersections within the BIC project's area of influence are experiencing serious safety issues.

In particular, the intersections of USH 12/18 and Millpond Road - as well as the intersection of USH 12/18 and CTH AB - are currently experiencing serious traffic safety issues. City of Madison Traffic Engineering crash data show that, since 2002, there have been 4 fatalities and 104 people injured as a result of crashes at the intersection of USH 12/18 and Millpond Road. The vast majority of those serious incidents involve vehicles exiting Millpond Road, intending to head westerly toward Madison via the Beltline. Similarly, at the CTH AB intersection, there has been a fatality and 25 people injured as a result of crashes there. Traffic volumes are projected to increase on USH 12/18. Left as is, the occurrence of additional serious crashes, in some cases involving fatalities, is highly likely.

The current WisDOT USH 12/18 Freeway Conversion project evaluated a number of roadway improvements that were intended to directly address these safety concerns (including a Meier Road overpass of USH 12/18, and modifications to the Millpond Road and CTH AB intersections). The City requests that WisDOT reconvene a group of USH 12/18 Freeway Conversion stakeholders in the near future, continue to evaluate various roadway improvements (and their safety impacts) and develop a plan/timeline to program them for construction. We are confident that these projects will address safety issues for current traffic and land use conditions, and for many years to come.

We request that the Department continue to prioritize public safety in this area. Given the high number of injuries and fatalities, we request that WisDOT include grade-separated solutions at Millpond Rd and CTH AB in the BIC project, or program these improvements as a separate project to be competed in the next 5 years. We thank you for your attention and hope these comments will lead to additional collaboration among City and WisDOT staff in the near future.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul R. Soglin".

Paul R. Soglin
Mayor
City of Madison

cc: Ald. Michael Tierney, City of Madison, District 16
Thomas Lynch, City of Madison, Director of Transportation
Rob Phillips, City Engineer, City of Madison
Yang Tao, City Traffic Engineer, City of Madison
Eric Knepp, Parks Superintendent, City of Madison
David Trowbridge, Principal Planner, Madison Department of Transportation



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590
EEB 0 7 2019

REPLY TO THE ATTENTION OF:

Ian Chidister
Federal Highway Administration
525 Junction Road, Suite 8000
Madison, Wisconsin 53717-2157

**Re: Draft Environmental Assessment for the Madison Beltline Interchange Project,
Dane County, Wisconsin**

Dear Mr. Chidister:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced document dated November 13, 2018, which was produced by the Wisconsin Department of Transportation (WisDOT), in coordination with the Federal Highway Administration (FHWA). We are providing comments pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and as a Cooperating Agency under the NEPA-Clean Water Act Section 404 (NEPA/404) merger process.

The proposed project involves redesign and reconstruction of the US 12/18 and I-39/90 interchange, also called the Madison Beltline Interchange (MBIC).

Redesign and reconstruction of the MBIC was initially analyzed in a 2008 Environmental Assessment (EA) and 2010 Finding of No Significant Impact (FONSI). During this process, FHWA and WisDOT determined the preferred alternative no longer met the project's needs, therefore, an EA was produced with new alternatives that included adjacent transportation systems. EPA provided comments on purpose and need (in a letter dated April 31, 2016), and on the selection of alternatives to be brought forward (in a letter dated December 29, 2016). Two alternatives are presented in the EA:

No Action Alternative. The project would not proceed; and
Alternative C. Redesign and reconstruction of the MBIC.

Alternative C, which is the preferred alternative, includes the following components:

- Northbound I-39/90 will be shifted approximately 400 feet west through the core of the MBIC, with the roadway reconstructed to more closely align with southbound I-39/90;

- Southbound I-39/90 will remain in place and will be widened to the inside to construct a third lane through the MBIC;
- The northbound I-39/90 to westbound US 12/18 exit ramp will be reconstructed as a right-side exit and combined with the exit to eastbound US 12/18;
- A dedicated exit-only lane to southbound I-39/90 will be added near the exit ramp to westbound US 12/18.
- The length of the acceleration lane located at the southbound I-39/90 ramp merge with eastbound US 12/18 will be increased;
- The length of the acceleration lane located at the westbound US 12/18 ramp at the merge with the eastbound US 12/18 ramp to northbound I-39/90 will be increased;
- The roadway subgrade along the inside median of northbound I-39/90 between westbound US 12/18 and Femrite Drive, will be reconstructed to accommodate future roadway expansion; and
- The structures along northbound I-39/90 over the northbound I-39/90 exit ramp to westbound US 12/18 will be reconstructed.

Based on our review, we have comments relating to stormwater management, air quality strategies, promoting all pollinators, and wildlife and pedestrian crossings, as stated below.

Stormwater Management

We appreciate FHWA and WisDOT voluntarily committing to install green stormwater management infrastructure. If feasible, we encourage using the volume associated with a 500-year flood event to calculate the amount of stormwater retention needed to adequately protect the public from future large flood events.

Air Quality Strategies

We recommend FHWA consider implementing an anti-idle policy for vehicles and heavy equipment used during the construction phase of this project. We have included an enclosure entitled, *U.S. Environmental Protection Agency Diesel Emission Reduction Checklist*, which describes some methods that may be used to reduce air pollution.

Promoting All Pollinators

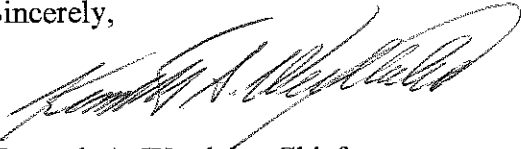
We applaud FHWA and WisDOT for committing to creating habitat for the endangered Rusty Patched Bumble Bee. Because all pollinators are critical contributors to our nation's economy, food system, and environmental health, we urge FHWA and WisDOT to consider creating habitat in the project areas for a diverse array of pollinators, including (but not limited to) other bee species, butterflies, and birds.

Wildlife and Pedestrian Crossings

Urban development on both the east and south sides of the MBIC is anticipated in the future. We highly recommend FHWA and WisDOT consider installing strategically-located wildlife and pedestrian crossings to allow easy, safe access for wildlife and people to the east and south sides of the MBIC.

We are available to discuss these comments at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at sedlacek.michael@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth A. Westlake", written over a horizontal line.

Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Encl: U.S. Environmental Protection Agency Diesel Emission Reduction Checklist

cc: Mark Vesperman, Wisconsin Department of Transportation
Jenny Grimes, Wisconsin Department of Transportation

U.S. Environmental Protection Agency
Diesel Emission Reduction Checklist

- Use low-sulfur diesel fuel (15 ppm sulfur maximum) in construction vehicles and equipment.
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use enclosed, climate-controlled cabs pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Regularly maintain diesel engines, which is essential to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance. For example, blue/black smoke indicates that an engine requires servicing or tuning.
- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.
- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards. Purchase new vehicles that are equipped with the most advanced emission control systems available.
- Use electric starting aids such as block heaters with older vehicles to warm the engine reduces diesel emissions.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.
- Per Executive Order 13045 on Children's Health¹, EPA recommends operators and workers pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, daycare centers, and playgrounds. Diesel emission reduction measures should be strictly implemented near these locations in order to be protective of children's health.

¹ Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed and their growing organs are more easily harmed. EPA views childhood as a sequence of life stages, from conception through fetal development, infancy, and adolescence.



Department of Transportation

Thomas Lynch, PE, PTOE, PTP, AICP, Director of Transportation

Madison Municipal Building
215 Martin Luther King Jr Blvd
Suite 109
P.O. Box 2986
Madison, Wisconsin 53701-2986
Phone: (608) 266-4761
Fax: (608) 267-1158

March 17, 2019

Tracy Blankenship	Acting Assistant Division Administrator	John Vesperman	Section Chief
Daniel Holt	Project Manager	WisDOT SW Region	
FHWA Wisconsin Section		111 Interstate Blvd	
525 Junction Road, Suite 8000		Edgerton, Wisconsin 53534	
Madison, Wisconsin 53717			

RE: Project ID 1007-10-02
I-39/90 and US 12/18 (Beltline Interchange) EA

Thank you again for the opportunity to comment on the issues surrounding the I-39/90 and US 12/18 Beltline Interchange (BIC). In November of 2018, WisDOT released their Environmental Assessment (EA) for the BIC interchange and the City of Madison submitted a comment letter in January 2019. With this letter we would like to re-emphasize the urgent safety need and request a grade separated solution that addresses safety and access to the US 12/18 intersections with Millpond and/or County AB. Recent crash statistics from 2014 to 2018 continue to show this safety need:

- Millpond Road – 55 crashes, of which 17 involved injuries and 1 fatality.
- County AB – 35 crashes, of which 19 involved injuries with 1 fatality.

Since 1998, WisDOT has evaluated various solutions for the safety problems that exist at both of these intersections. Over the past 5 years three projects have had the Millpond Road and County AB intersections within their logical termini.

- Project ID 3080-10-01 US 12/18 Freeway Conversion study
 - The 2016 EA shows Millpond Road and County AB within the project limits
 - The 2016 EA Project Need incorporates Millpond Road and states *“the crash rate in the west section is 220 crashes per 100 MVM (million vehicle miles), which is well above the statewide average of 67 for similar roadways. The injury crash rate in the west section is 89 per 100 MVM, which is higher than the statewide average of 23.8 for similar roadways. The crash rate for incidents resulting in fatality on the west section is 7.7 per 100 MVM which greatly exceeds the statewide rate of 0.9 per 100 MVM”*
 - The 2016 FONSI does not address Millpond Road access. Instead in the responses to comments the FONSI states that Millpond Road concerns will be addressed in the Meier Road Extension and Overpass (WisDOT ID 5992-10-02). The 2016 FONSI referenced a potential future frontage road system connecting to a future interchange, but did not provide a programmed project.
- Project ID 5992-10-02 Meier Road Extension and Overpass
 - WisDOT distributed alternatives in 2016 with both BIC and US 12/18 Freeway Conversion projects.
 - The Meier Road Extension and Overpass is referenced in the 2016 BIC Range of Alternatives and 2016 US 12/18 FONSI

- The Meier Road Extension and Overpass project was cancelled in January 2018. The cancellation letter did not give specific reasons. Other correspondence suggests it was related to the rescoping of the BIC interchange.
- Project ID 1007-10-02 BIC Interchange
 - The 2018 EA includes Millpond Road intersection and County AB intersection within project limits.
 - The 2018 EA states the US 12/18 section with Millpond Road has an extreme safety need a total crash rate or KAB crash rate more than 3 standard deviations above the statewide average rate for similar facilities
 - In the 2016 Range of Alternatives referenced a grade separated solution to Millpond Road intersection (Meier Road extension – now cancelled) and a Phase 3 County AB interchange.
 - The 2018 EA narrows the Project Purpose to focus solely on I-39 operations, without addressing critical needs within the logical termini of the project.

As stated, these three state and federal projects included the Millpond Road intersection in the logical termini, reference the extreme safety need of the intersection, yet these three projects have no proposed action addressing that need. FHWA's own guidance defines logical termini as, "*(1) rational end points for a transportation improvement, and (2) rational end points for a review of the environmental impacts.*"¹ In reference to (1), the proposed action for the BIC omits 0.8 miles of high crash US 12/18 corridor within the logical termini – the supposed rational endpoint for the transportation improvement. If three state and federal actions include these intersections within their scope, and yet do not address the need, what recourse does the City have?

These safety concerns were raised during the rescoping process for the BIC in MATPB's July 2018 letter, yet the concerns were unheeded in the narrowing of the BIC project purpose.

The Millpond Road intersection is well within the influence area typically allocated to a system interchange, on a state highway that is within the National Highway System (NHS). This precludes the opportunity to install more conventional and less costly intersection treatments such as signals. Because US 12/18 is on the NHS, only actions by WisDOT and FHWA can address this problem.

We understand and applaud WisDOT's and FHWA's efforts to implement performance based practical design. We would like to work with WisDOT and FHWA to identify/develop a cost effective grade-separated solution that satisfies the urgent safety need of these intersections in the next five years. At-grade solutions (such as J-turns), while effective for lower volume intersections, would not address the full set of needs associated with the high auto and truck volumes at Millpond Road and County AB.

Thank you for reviewing this set of additional comments as you consider approval of the I-39/90 EA, and we look forward to working together to address these important needs.

Sincerely,



Thomas W. Lynch, PE, PTOE, PTP, AICP
Director of Transportation
City of Madison

¹ https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_project_termini.aspx

April 15, 2019

Re: WisDOT Project ID 1007-10-02
I-39/90 at US 12/18 (Beltline) Interchange
Dane County

Dear Mr. Tom Lynch,

Thank you for your letter dated March 17, 2019 in which additional comments were provided on behalf of the City of Madison in response to the Environmental Assessment (EA) prepared for the I-39/90 at US 12/18 (Beltline) interchange. Your letter, as well as this response, will be included in the final document. It is WisDOT's hope that by providing some project background, this letter will offer some clarification as to why the Meier Road overpass and County AB interchange are no longer included as grade-separated crossings with the Beltline Interchange project.

A series of meetings began in November 2012 with FHWA, WisDOT Statewide Bureaus, WisDOT Southwest Region staff, and the I-39/90 Corridor Management Team (a combined WisDOT/consultant mega-project oversight team for the I-39/90 Corridor, including the US 12/18 (Beltline) interchange, at its 45-mile northern terminus). The purpose of the meetings was to discuss key design parameters for the Beltline Interchange including traffic operations, utilities, structures, constructability, right-of-way, environmental impacts, and construction costs.

As WisDOT developed alternatives for a full-system interchange design, the concepts included wide sweeping curves for the turbine interchange, as well as incorporating collector-distributor system roadways resulting in the project limits being expanded. With the ramps extending east past the Millpond Road intersection, the closure of this at-grade intersection was required and the Meier Road overpass and County AB interchange with a frontage road along the south side of US 12/18 was proposed. Since the closure of the Millpond Road intersection was necessitated by Beltline Interchange, costs associated with the Meier Road overpass and County AB interchange were considered in the project costs. As WisDOT developed concepts for a full system interchange design, the project then transitioned into evaluating Performance-Based Practical Design solutions in late-2015.

In December 2017, WisDOT and FHWA revisited the scope of the Beltline Interchange project with consideration given to Performance-Based Practical Design in an effort to reduce impacts and enable savings in the estimated cost of the interchange. The primary purpose of the revised project is to focus on safety issues that affect interstate travel through the Beltline Interchange and ensure compatibility with the I-39/90 Corridor reconstruction project south of the US 12/18 interchange to the Illinois State Line.

With the change in project scope, the limits and impacts associated with the Beltline Interchange project were greatly reduced. It was decided, and agreed upon with FHWA, that the needs addressed with the project either fully or substantially, would be those that impact the safety and operations of the I-39/90 mainline and

fall within the Beltline interchange traffic operations area of influence. The influence area on each leg of the interchange was determined with guidance from Chapter 14 of the Highway Capacity Manual and are detailed in the EA and shown as Figure 7. An exhibit showing the influence area is also included with this letter. The logical termini described in the EA, and mentioned in your letter, are the NEPA rational end points determined for the project area for analyzing all social, environmental, and technical aspects to determine the potential effect(s) of the project.

When WisDOT began moving forward with a new design approach, the concept of the Meier Road overpass fell outside of the revised scope and was no longer consistent with the newly defined purpose and need. Since the changes to the project allowed the Millpond Road intersection to remain open, the associated need for the County AB interchange and frontage road along US 12/18 are no longer necessitated by the Beltline Interchange and exceed the goals of the project.

In keeping with WisDOT's concern for safety, the department evaluated crash data which resulted in the Southwest Region submitting applications which propose safety improvements at both the Millpond Road and County AB at-grade intersections as separate projects for consideration through the Highway Safety Improvement Program (HSIP). WisDOT has recently reconvened and discussed issues at both locations with stakeholders in the area including the City of Madison, Dane County, Ho-Chunk Nation and others to develop short-term and long-term solutions along US 12/18. The department looks forward to continued communication with the newly formed work group as future US 12/18 options are examined.

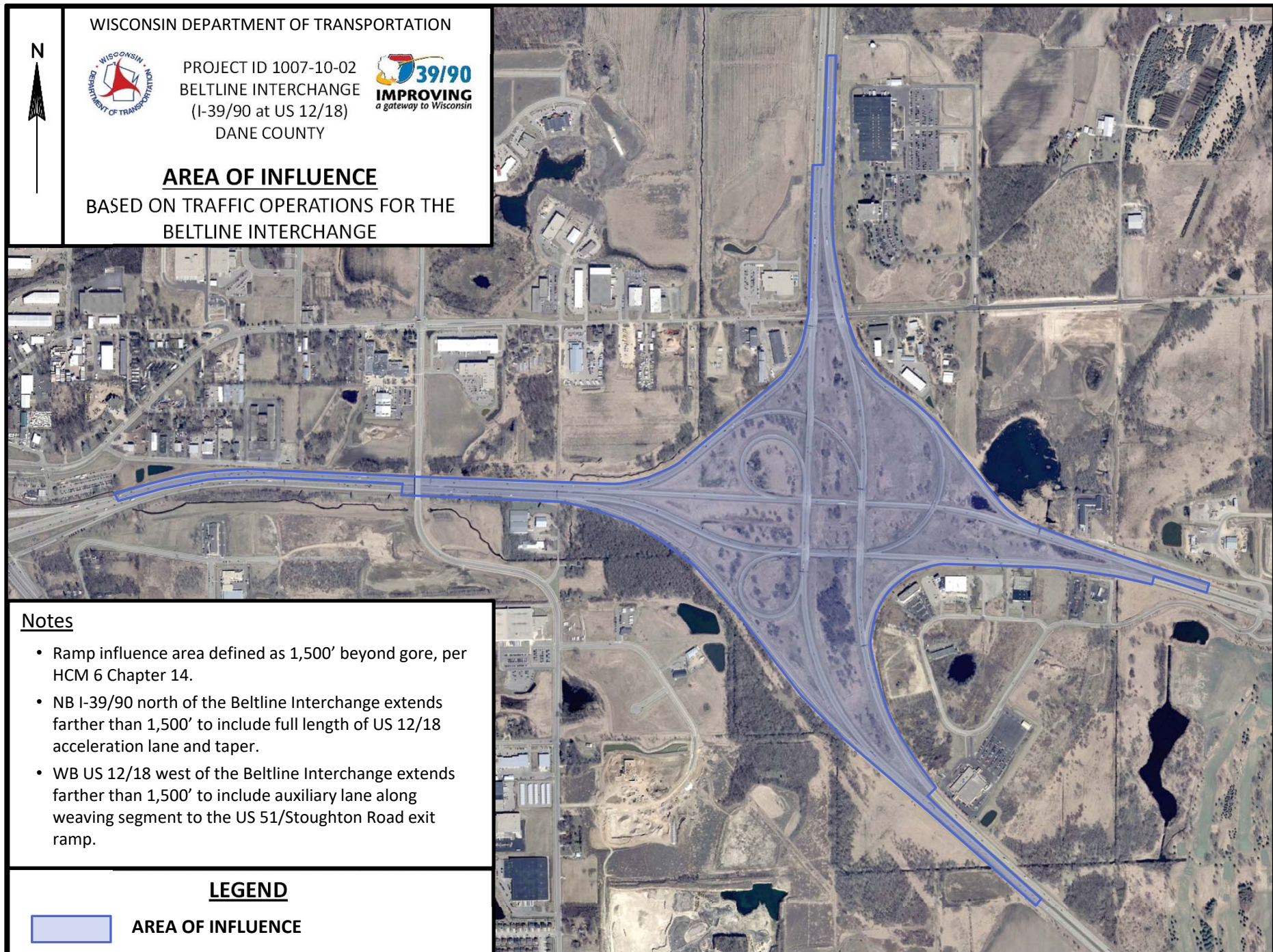
As always, WisDOT is open to continued communication with all interested area stakeholders. If you would like to discuss the project in more detail, or if you have any questions, please feel free to contact me at me at (608) 884-1221 or by email at John.Vesperman@dot.wi.gov.

Sincerely,

John Vesperman

John Vesperman, P.E.
Major/Mega Project Chief
WisDOT Southwest Region
111 Interstate Boulevard
Edgerton, WI 53534

Cc/encl: Mayor Paul Soglin, City of Madison
Rob Phillips, City of Madison
Mark Vesperman, WisDOT I-39/90 North Segment Project Manager
Jennifer Grimes, WisDOT I-39/90 Corridor Environmental Coordinator
Tim Marshall, Federal Highway Administration
Tracey Blankenship, Federal Highway Administration
Bill Schaefer, Madison Area Transportation Planning Board (MPO)
Jerry Mandli, Dane County Highway Commissioner





U.S. Department
of Transportation
**Federal Highway
Administration**

Wisconsin Division

April 19, 2019

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In Reply Refer To:
HDA-WI

Thomas Lynch, P.E., PTOE, PTP, AICP
Director of Transportation
City of Madison Department of Transportation
215 Martin Luther King, Jr. Blvd.
Madison, WI 53701-2986

Dear Mr. Lynch:

We are writing in response to your March 17, 2019 letter which provided additional comments on the Interstate (I)-39/90 and United States (U.S.) Highway 12/18 Beltline Interchange Environmental Assessment (EA). Your message was primarily focused on safety concerns at the Millpond Road and County Highway AB intersections and asked for consideration of solutions to include grade-separated access for Millpond Road and County AB.

The Federal Highway Administration (FHWA) understands the safety concerns expressed by the City of Madison and has verified with the Wisconsin Department of Transportation (WisDOT) that there is a safety need associated with these intersections. Our understanding is that WisDOT has recently met with the City of Madison and is in the process of discussing possible safety projects to address these intersections. FHWA supports these efforts and hope that we can achieve a mutually acceptable solution.

In the letter, you note the City of Madison's support for a grade-separated solution which was previously considered as an alternative with three past WisDOT projects. Based on FHWA's involvement with these projects, we have enclosed a summary that provides our understanding as to why a grade-separated facility is no longer being pursued.

In addition, your letter also asked what recourse the City of Madison has if past project proposals considered these intersections, but perhaps not the need. In response, we hope the enclosed summaries also provide you adequate explanations as to why these intersection improvements are not within the range of these projects. In terms of recourse, FHWA encourages you to continue working with WisDOT to determine an appropriate scope for a project that adequately addresses the safety concerns at these locations.

Lastly, your March 2019 letter follows up your January 2019 letter which provided comments on the proposed Beltline Interchange project EA. This letter asked FHWA to review additional remarks in our consideration of the approval of the Beltline Interchange EA. As you are aware, the Draft EA was approved on November 13, 2018, and WisDOT is currently in the process of completing the environmental studies. While we believe most of your concerns have been

addressed in the Draft EA, WisDOT and FHWA agree that all your comments will be considered before making a final environmental decision.

We hope that we have thoroughly responded to your questions. We will continue to work cooperatively with WisDOT in support of the Beltline Interchange project as well as appropriate safety improvements at the Millpond Road and County AB intersections. If you have any questions, or would like to discuss further, please contact Tracey Blankenship (608-829-7510 or tracey.blankenship@dot.gov) or myself (608-829-7515 or daniel.holt@dot.gov).

Sincerely,

A handwritten signature in blue ink that reads "Daniel L. Holt". The signature is fluid and cursive, with the first name "Daniel" being more prominent than the last name "Holt".

Daniel L. Holt, P.E., PTOE
Program Delivery Team Leader

For: Timothy C. Marshall, P.E.
Acting Division Administrator

enclosure

FHWA Summary of Why a Grade-Separated Improvement is not Part of Ongoing and Previous Study Projects

Project ID 3080-10-01, the U.S. Highway 12/18 Conversion study, is a study intended to officially map a portion of the U.S. Highway 12/18 corridor for possible future conversion to a freeway. With mapping studies, possible future improvements are identified as a means of determining the areas to be officially mapped under Wisconsin Statute 84.295. Mapping/conversion studies do not directly lead to improvements. Additional National Environmental Policy Act (NEPA) studies are needed before moving forward with a proposed improvement. Therefore, while a potential interchange at County AB is shown within the project limits, that interchange was used to define the area to be mapped and is not considered to be an approved improvement.

Project ID 5992-10-02, the Meier Road Extension and Overpass project, is a project that WisDOT canceled in early 2018. This project was originally developed to address access issues that existed due to the previous alternatives being studied as part of the Beltline Interchange, prior to revising the purpose and need. Prior to re-scoping, the Beltline Interchange purpose and need led to a range of alternatives that had the interchange ramps tying in much further to the east along U.S. Highway 12/18. This necessitated more robust improvements to address access that fell within the limits of the proposed improvements for the Beltline Interchange. When the Beltline Interchange was officially down-scoped in early December of 2017, this eliminated the need for the Meier Road Extension as part of the Beltline Interchange project.

Project ID 1007-10-02, the Beltline Interchange project, is an ongoing project currently in the NEPA phase. One of your main concerns regarding the 2018 Draft EA is related to the reduced scope of the Beltline Interchange. You are specifically concerned that not all needs within the logical termini are being addressed. FHWA accepted the revised scope with acceptance of WisDOT's December 13, 2017 Process Initiation Letter (PIL) and publication of the rescission of the previous Notice of Intent (NOI) to Prepare an Environmental Impact Statement (EIS) that was published in the January 29, 2018 *Federal Register*.

FHWA supported this 2017 change in scope for the Beltline Interchange Project based on concerns with transportation funding and a new emphasis on performance-based practical design. The originally-scoped Beltline Interchange improvement was developed as part of the I-39/90 reconstruction and expansion environmental document which was first approved in 2010. That scope was focused on ensuring an effective tie in of the I-39/90 expansion to the south. The Beltline Interchange project scope was significantly modified in May of 2013 when new environmental studies were initiated that looked at reconstruction and expansion of I-39/90 and I-94 to the north of the interchange, U.S. Highway 12/18 (the Beltline) both east and west of the interchange, and along U.S. Highway 51 (Stoughton Road) immediately west of the interchange. With the substantial change in scope, the project was advanced under a new, and separate environmental document. In early 2017, following questions over transportation funding, WisDOT cancelled, or put on hiatus, most of their environmental studies for major expansion projects, including those surrounding the Beltline Interchange. This resulted in an appropriate down-scoping of the Beltline Interchange improvement.

The current purpose and need for the Beltline Interchange reconstruction project is unique in that it is not intended to address all the needs within the entire system interchange. Instead, the purpose of the I-39/90 and U.S. Highway 12/18 Beltline Interchange project is to accommodate I-39/90 traffic levels

with a focus on safety issues that affect interstate travel through the U.S. Highway 12/18 interchange and ensure compatibility with the I-39/90 corridor project to the south. The needs that will be addressed, either fully or substantially, are those that impact the safety and operations of the I-39/90 mainline and fall within the Beltline interchange traffic operations area of influence. The alternatives development process included performance-based practical design considerations that would yield cost-effective improvements to address deficiencies within the project's purpose and need.

As you've indicated in your letter, the proposed improvements associated with the Beltline Interchange do not extend to the logical termini. Logical termini, as you've pointed out, are defined as (1) rational end points for a transportation improvement, and (2) rational end points for a review of the environmental impacts. The environmental impact review frequently covers a broader geographic area than the strict limits of the transportation improvements. Generally, when the purpose and need includes an operational component, the logical termini are usually based on points of major traffic generation or diversion, especially intersecting roadways. Thus, this is what led to the selection of the logical termini currently identified for the Beltline Interchange project.

The purpose and need of a project will drive the range of alternatives and the end points for the improvements associated with those alternatives. As indicated above, the purpose and need for this project is to accommodate I-39/90 traffic levels with a focus on safety issues that affect interstate travel through the U.S. Highway 12/18 interchange and ensure compatibility with the I-39/90 corridor project to the south. This is what determined the extent of the proposed improvements. Therefore, the previously proposed interchange at County AB was removed from further consideration as part of the Beltline Interchange project.

Appendix M

Responses to Notice of Availability of the Draft EA – Public (via project website)

Public comments are included in the project file