ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS Wisconsin Department of Transportation DT2094 12/2013

Project ID Project Termini Synth D0-0305/06 From: From: Fromess Code Consistention ID To: London Road Sinth D1 Consistention ID Synth D0-0387/3 Meanset Community Route Designation III applicable) Meanset Community WIS 73 and US 121/8 (US p. 24/8) Project Termini Description Description Description Stand US 121/8 Month Hybersy System (Hts) Fronte Description Description Stand US 121/8 Intersection Dane Schedule data faile monthy Project Terminity Protection Intersection Freeway/Expressway Intersection Principal Arcial Intersection	BASIC SHEET 1 - PROJECT S	SUMMAR	RΥ				1922 (Strategie and Statement of the strategies and statement			10000000,00000,00000000000000000000000
3070-00-7374 Celeval Y earl of Expondiume (YOE) dollars include delays cost. Route Designation (if applicable) Nearest Community Wis 73 and US 12/18 Yess Wis 73 and US 12/18 Cost 12/18 National Highway System (Wis) Route Deerfield Soute Designation (if applicable) Soute Ad /TG/R12E Status 11/16 Soute Ad /TG/R12E Wis 73 And US 12/18 Noticus 11/2 Wis 73 And US 12/18 Deerfield Soute Ad /TG/R12E Soute Ad /TG/R12E County Scheduled stant data - modity ypy Operational Refeat New Acquisition Portion of Estimated Cost (YOE) Bridge Runber(s) (if applicable) Scheduled stant data - modity ypy Operational TEE Punctional Classification of Science Research Paming Macing (YM) or Scappin Meeting WisDDT Project Classification (FDM 3-5-2) Proceexification (FDM 3-5-2) Urban Rural Research Didge Replacement Minor Callector Didge Replacement Didge Replacement Didge Replacement Didge Replacement Didge Replacement Major Callector Didge Replacement Didge Replacement Didge Replacement Didge Replacement Didge Replacement Didge Replacement <	•			s Road						
Reute Dasignation (# applicable) Vestre al Community \$14.7 million (2012) Wish 73 and US 12/18 Use 12/18 Notional Highway System (WIS) Route Participal Acting and ATGR/R12E Signature Data System (WIS) Route Section 1 Tomeship / Range Status and ATGR/R12E Status and ATGR/R12E Wish 73 All Data Signature Data Signate Data Signata Signature Data Signature Data Signature		T	o: London Ro	bad		federal). Year of Expenditure (YOE) dollars include delivery cost.				
National Highway System (HHS) Fourts Deeffield Real Estate Acquisitie Portion of Estimated Cost (VCE) \$800,000 (2012) Wiss 73) Socien / Township / Range S3 and 4/T6/R12E Socien / Township / Range S3 and 4/T6/R12E Socien / Township / Range S400,000 (2012) Utility Relocation Policed Cost (VCE) \$800,000 (2012) County Bane Socien / Township / Range S1 and 1.8-3002 Socien / Township / Range S27, 28, 33, and 34/T7/R12E Right of Way Acquisition of Estimated Cost (VCE) \$85,000 (2002) Pride Minor (Ning Acquisition Project S1 and 1.8-3002 Sochelded start date - m/d/ywy (Operational Planing Meeling (OPM) or Scoping Meeling) Pride Title Socient (Township / Range S1 and 1.8-3002 Pride Title Socient (Township / Range S1 and 1.8-3002 Pride Title Socient (Township / Range S1 and 1.8-3002 Pride Title Pride Title Pride Title Socient (Township / Range S1 and 1.8-3002 Pride Title Pride Title <t< td=""><td></td><td></td><td></td><td></td><td>d</td><td></td></t<>					d					
IVIS 73/US 12/18 Intersection S3 and 4/TG/R12E \$86,300 (2.c.12,) Reconstruction Project S27, 28, 33, and 34/T7/R12E Right of Way Acquisition Acres Darke S27, 28, 33, and 34/T7/R12E Right of Way Acquisition Acres Darke Scheduled start date - m/d/ypy (Operational Title - 1/2 (COM) of Scoping Meeting) Procession Procession Procession C-13-2074, C-13-3095 Functional Classification of Edisting Roule Urban Rural Procession Process	National Highway System (NHS) Route		eerfield			\$800,000 (2.0	nz)			
Reconstruction Project \$27, 28, 33, and 34/T7/R12E County Image: Stress of the stress of						Utility Relocation	Portion of Es	limated Cost (Y	DE)	
Dane Fee 39.27 Bridge Number(s) (if applicable) Scheduled start date = mid/yyyy (Operational Plansing Meeting) (OrW) or Scoping Meeting) TLE Functional Classification of Existing Route (FDII 3-5-2) Urban Rural FreewayExpressway D Principal Arterial D Minor Arterial D Minor Arterial D Minor Collector D Odlector D Collector D No Functional Class D No Functional Class D Preventive Maltheance D Bridge Replacement D Minor Collector D Collector D Local D No Functional Class D Preventive Malnenance D Stift/W D Other - Describe: D Preventive Malnenance D Stift/W D D Significant impacts Indicated by initial assessment. Explansion D FHWA Environmental Assessment (EA), Type 3/WisDOT Environmental Report (ER). No significant impacts will occur. Si					/R12E	\$86,300(20	12)			
Bridge Number(s) (if applicable) Scheduled start date - m/d/yyy (Operational Parinet Meeting (OPAN) or Scoping Meeting (OPAN) or Scoping Meeting (CPAN) or	County					Right of Way A	cquisition	A	cres	
B-13-801, B-13-802 Planning Meeling (OPM) or Scoping Meeling) Itel C-13-2074, C-13-3095 2/13/2012 PLE Functional Classification of Existing Route Urban Rural Freeway/Expressway Image: Provide and Prov	And the second	1					Fee	39	9.27	Second second second second
C-13.2074, C-13.3095 2/13/2012 PLE Functional Classification of Existing Route (FDM 3-5-2) WisDOT Project Classification (FDM 3-5-2) Freeway/Expressway Pavement Replacement Principal Arterial Pavement Replacement Minor Arterial Pavement Replacement Minor Collector Principal Arterial Minor Collector Project Classification Collector Proventive Maintenance Collector Proventive Maintenance Local Proventive Maintenance No Functional Class Proventive Maintenance StRikt Reconstruction Proventive Maintenance Proventive Maintenance Stafely Proventive Maintenance Priventive Maintenance Proventive Maintenance Stafely Proventive Maintenance Priventive Aprint Categorical Exclusion (CE), Type 224//SDOT Draft Environmental Report (ER). No significant impacts will occur. FHWA Environmental Assessment. Proventive Maintenance With Artword Part Categorical Exclusion (CE), Type 224//SDOT Final Environmental Assessment. Proventive Maintenance With Artword Part Categorical Exclusion (CE), Type 224//SDOT Final Environmental Assessment. Proventive Maintenance							TLE			
C-13207a, C-13-0803 WisDOT Project Classification (FDM 3-5-2) Functional Classification of Existing Route (FDM 3-5-2) WisDOT Project Classification (FDM 3-5-2) Principal Aferial Pavement Replacement Minor Arterial Recorditioning Minor Arterial Bidge Replacement Minor Collector Bidge Replacement Minor Collector Bidge Replacement Collector Bidge Replacement Collector Bidge Replacement No Functional Class Preventive Maintenance SHRM Preventive Maintenance No Functional Class Preventive Maintenance SHRM Preventive Maintenance Preventive Maintenance Safety Other - Describe: Other - Describe: FHWA Final Categorical Exclusion (CE), Type 2cWisDOT Final Environmental Report (ER). No significant impacts indicated by initial assessment. FHWA Final Categorical Exclusion CD, Trait Type 2cWisDOT Final Environmental Report (ER). No significant impacts indicated by initial assessment. FHWA Final Categorical Exclusion CD, Trait Type 2cWisDOT Environmental Assessment (EA). No significant impacts indicated by initial assessment. Gignature - Company/Organization) Coate - midry) Gignature - Director, Bureau of Techinda Se				ocoping in	County		PLE			
(FDM 3-5-2) Urban Rural Freeway/Expressway Image: Comparison of the second				T						2070/212/10/10/00/2010
Freeway/Expressway		ung route		Rural			Classification	on (FDM 3-5-2)		
Principal Arterial				Π						H
Minor Arterial Image: Construction Major Collector Image: Construction Odlector Image: Construction Collector Image: Construction Local Image: Construction No Functional Class Image: Construction Image: Construction Image: Construction StifkM Reconstruction No Functional Class Image: Construction Image: Construction										H
Major Collector Bridge Rehabilitation Minor Collector Bridge Rehabilitation Collector Bridge Replacement Local Bridge Replacement No Functional Class Bridge Replacement FHWA Functional Class Bridge Replacement Bridge Replacement Bridge Replacement 'Majors' Project (there are both state and federal majors) Bridge Replacement 'Majors' Project (there are both state and federal majors) Bridge Replacement 'Majors' Project (there are both state and federal majors) Bridge Replacement 'Majors' Project (there are both state and federal majors) Bridge Replacement 'Majors' Project (there are both state and federal majors) Bridge Replacement 'State Bridge Replacement Bridge Replacement 'State Brid										片
Minor Collector										片
Immon Collector Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Collector Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Icocal Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Icocal Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Icocal Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Icocal Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Icocal Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Image: Stream of the state and federal majors) Image: Stream of the state a				<u> </u>						片
Collector SHRM SHRM Local SHRM Reconstruction No Functional Class Other - Describe: Other - Describe: Safety Other - Describe: Other - Describe: FHWA Final Categorical Exclusion (CE), Draft Type 2c/WisDOT Draft Environmental Report (ER). No significant impacts will occur. Significant impacts indicated by initial assessment. FHWA Final Categorical Exclusion (CE), Type 2c/WisDOT Final Environmental Report (ER). No significant impacts will occur. Significant impacts indicated by initial assessment. FHWA Final Categorical Exclusion (CE), Type 2c/WisDOT Final Environmental Assessment (EA). No significant impacts indicated by initial assessment. Significant impacts indicated by initial assessment. FHWA Environmental Assessment (EA). No significant impacts indicated by initial assessment. Significant impacts indicated by initial assessment. Significant impacts indicated by initial assessment. Significant impacts indicated by initial assessment. Significant impacts indicated by initial assessment. Significant impacts indicated by initial assessment. Significant impacts indicated by initial assessment. Significant impacts indicated by initial assessment. Significant impact indicated by initial assessment. Significant impacts indicated by initial assessment. Significant impact indicated by initial assessment. Significantimpact indicated by	Minor Collector						e hoth state	and federal main	vre)	H
Local Reconstruction Reconstruction No Functional Class Preventive Maintenance Safety Other - Describe: Cher - Describe: Cher - Describe: FHWA Draft Categorical Exclusion (CE), Draft Type 2cWisDOT Draft Environmental Report (ER). No significant impacts indicated by initial assessment. FHWA Final Categorical Exclusion (CE), Type 2cWisDOT Final Environmental Report (ER). No significant impacts will occur. E FHWA Environmental Assessment (EA), Type 3/WisDOT Environmental Assessment (EA). No significant impacts indicated by initial assessment. FHWA Environmental Assessment (EA), Type 3/WisDOT Environmental Assessment (EA). No significant impacts indicated by initial assessment. Gignature - Company/Organization (Date - m/d/yr) (Signature - Company/Organization) (Date - m/d/yr) (Region Aeronautics Ratis & Harbors Signature (Date - m/d/yr) (Signature - Company/Organization) (Date - m/d/yr) (Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report. Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report. Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report. Will NOT significantly affect the	Collector				·····		e Dotti state	and rederar maje		\exists
No Functional Class Preventive Maintenance Safety Other - Describe: Other - Describe: Image: Construction of CE), Draft Type 2c/WisDOT Draft Environmental Report (ER). No significant impacts indicated by initial assessment. FHWA Final Categorical Exclusion (CE), Type 2c/WisDOT Environmental Report (ER). No significant impacts indicated by initial assessment. FHWA Final Categorical Exclusion (CE), Type 2c/WisDOT Environmental Report (ER). No significant impacts indicated by initial assessment. With Final Categorical Exclusion (CE), Type 3/WisDOT Environmental Assessment (EA). No significant impacts indicated by initial assessment. (Signature - Company/Organization) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report. Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report. Will NOT significantly affect the quality of the human environment. Draft Environmental Impact Statement (EIS) required. PREPARER (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Director, Bureau of Technical Services)	Local									
Safety	No Functional Class									H.
Other – Describe: FHWA Draft Categorical Exclusion (CE), Draft Type 2c/WisDOT Draft Environmental Report (ER). No significant impacts indicated by initial assessment. FHWA Final Categorical Exclusion (CE), Type 2c/WisDOT Final Environmental Report (ER). No significant impacts will occur. FHWA Environmental Assessment (EA), Type 3d/WisDOT Environmental Assessment (EA). No significant impacts indicated by initial assessment. Wight and the set of the s	£		· ·							\square
No significant impacts indicated by initial assessment. B FHWA Final Categorical Exclusion (CE), Type 2c/WisDOT Final Environmental Report (ER). No significant impacts will occur. B FHWA Environmental Assessment (EA), Type 3/WisDOT Environmental Assessment (EA). No significant impacts indicated by initial assessment. Will Not Significant Significant impacts indicated by initial assessment. Will NOT significant impacts indicated by initial assessment. Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report. Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report. Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report. PREPARER (Signature - Company/Organization) (Date - m/d/yy)					Other	- Describe:				
Signature - Company/Organization (Date - m/d/yy) (Title) Signature - Company/Organization S-1-2e/14 Field offs Field Field offs Field Signature - Company/Organization Aeronautics Rails & Harbors Signature - Company/Organization (Date - m/d/yy) (Title) After reviewing and addressing substantive public comments, updating the Environmental Assessment (EA) and coordinating with other agencies, it is determined this action: FHWA FAA FTA FRA Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report. Will NOT significantly affect the quality of the human environment. This document is a Finding of No Significant Impact (FONSI). Has potential to significantly affect the quality of the human environment. Draft Environmental Impact Statement (EIS) required. PREPARER (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Director, Bureau of Technical Services) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature) (Date - m/d/yy) (Title)	No significant impacts indicated	by initial a (CE), Type	issessment. 2cWisDOT Fina	I Environm	ental Report	(ER). No significa			al assessr	ment.
Signature - Company/Organization (Date - m/d/yy) (Title) Signature - Company/Organization S-1-2e/14 Field offs Field Field offs Field Signature - Company/Organization Aeronautics Rails & Harbors Signature - Company/Organization (Date - m/d/yy) (Title) After reviewing and addressing substantive public comments, updating the Environmental Assessment (EA) and coordinating with other agencies, it is determined this action: FHWA FAA FTA FRA Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report. Will NOT significantly affect the quality of the human environment. This document is a Finding of No Significant Impact (FONSI). Has potential to significantly affect the quality of the human environment. Draft Environmental Impact Statement (EIS) required. PREPARER (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Director, Bureau of Technical Services) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature) (Date - m/d/yy) (Title)	TZ: tokal	Ph	a 21.	-10	2.1	RAAR	A. O		21-1-	
(Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature) (Date - m/d/yy) (Title) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature) (Date - m/d/yy) (Title) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Director, Bureau of Technical Services) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Director, Bureau of Technical Services) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Director, Bureau of Technical Services) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature) (Date - m/d/yy) (Title)	(Signature - Company/Organization)	(Date -	- m/d/yy) (Tille)	(Signature	- Director, Bureau ol	Technical Ser	vices) (I	Date - m/d/y	-1 yy)
(Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature) (Date - m/d/yy) (Title) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature) (Date - m/d/yy) (Title) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Director, Bureau of Technical Services) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Director, Bureau of Technical Services) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Director, Bureau of Technical Services) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature) (Date - m/d/yy) (Title)	1 and PE	\mathbf{X}	2-6-	-19	Tubin	An H. IN		Cal-2014 B	5. 1 1 . 12	× 5.
Region Aeronautics Rails & Harbors FHWA FAA FTA FRA After reviewing and addressing substantive public comments, updating the Environmental Assessment (EA) and coordinating with other agencies, it is determined this action: Mill NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report. Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report. Will NOT significantly affect the quality of the human environment. This document is a Finding of No Significant Impact (FONSI). Has potential to significantly affect the quality of the human environment. Draft Environmental Impact Statement (EIS) required. PREPARER (Signature - Company/Organization) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature) (Date - m/d/yy) (Title)	(Signature - Company/Organization)	(Date -	or an a second					Construction of the second	Semining a brought on the same	
agencies, it is determined this action: Will NOT significantly affect the quality of the human environment. This document is a Final Categorical Exclusion / Final Environmental Report. Will NOT significantly affect the quality of the human environment. This document is a Finding of No Significant Impact (FONSI). Has potential to significantly affect the quality of the human environment. This document is a Finding of No Significant Impact (FONSI). Repare (Signature - Company/Organization) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Tille) (Signature) (Date - m/d/yy) (Tille)		Rails	& Harbors					🗌 FRA		
Has potential to significantly affect the quality of the human environment. Draft Environmental Impact Stalement (EIS) required. PREPARER (Signature - Company/Organization) (Date - m/d/yy) (Signature) (Date - m/d/yy)	agencies, it is determined this action	1:								rt.
PREPARER (Signature - Company/Organization) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Signature) (Date - m/d/yy) (Signature) (Date - m/d/yy)										
(Signature - Company/Organization) (Date - m/d/yy) (Tille) (Signature - Director, Bureau of Technical Services) (Date - m/d/yy) (Signature - Company/Organization) (Date m/d/yy) (Tille) (Signature) (Date m/d/yy) (Tille)	Has potential to significantly affe	ect the qua	lity of the human	environme	ent. Draft Env	ironmental Impact	Stalement (E	IS) required.		
(Signature – Company/Organization) (Date – m/d/yy) (Tille) (Signature) (Date – m/d/yy) (Tille)	PREPARER									
(Signature – Company/Organization) (Date – m/d/yy) (Tille) (Signature) (Date – m/d/yy) (Tille)										
	(Signature - Company/Organization)	(Dale -	- m/d/yy)	(Tille)	(Signatur)	e Director, Bureau o	f Technical Se	rvices) (Dale – m/d/	'yy)
				(Tille)	-		🗌 FTA		(Til	lle)

مستعفت

1. Purpose and Need

WIS 73 is a two lane highway with a southern terminus at I-39/90, approximately 20 miles south of the city of Madison. From this point it heads in a northerly direction, crossing US 12/18, I-94 and US 151, and terminates in Wisconsin Rapids.

US 12 is a 2,500-mile east-west United States highway, running from Grays Harbor, WA to Detroit, MI. US 18 is an eastwest United States highway with a western terminus in Orin, Wyoming and an eastern terminus in Milwaukee, Wisconsin. US 12 and 18 share a roadway between the cities of Madison and Cambridge, a distance of approximately 23 miles, before diverging from each other.

The WIS 73/US 12/18 Intersection Reconstruction Project discussed in this report is 2.7 miles in length beginning at Fadness Road in the town of Christiana and terminating at London Road in the village of Deerfield. It is a rural two-lane minor arterial roadway with offset intersections at US 12/18. Vehicles traveling north/south on WIS 73 must access US 12/18 and travel east/west for approximately 0.5 miles before continuing on WIS 73 as shown below in the Project Location Map.



Purpose

The purpose of the WIS 73/US 12/18 Intersection Reconstruction Project is to provide an intersection that is safe and meets the operational needs of WIS 73, which is a minor arterial roadway and an alternate route for I-39/90.

Because of its proximity to I-39/90, WIS 73 serves as the posted alternate route for I-39/90 traffic (Exhibit 1 - Alternate Route Map). The future six-lane expansion of I-39/90 from Madison to the Wisconsin/Illinois state line includes the removal and reconstruction of the existing freeway lanes, the addition of a third lane in each direction to create a six-lane facility, and reconstruction of interchanges. WIS 73 will continue to serve as an alternate route for I-39/90 during the I-39/90 reconstruction project and after the completion of the I-39/90 expansion.

The WIS 73/US 12/18 intersections are offset, creating two T-intersections with US 12/18. The purpose of this project is to create a continuous route of WIS 73.

Need

Two needs have been identified that must be addressed so that this purpose can be achieved: correct roadway deficiencies and improve intersection safety.

Roadway Deficiencies

Horizontal Geometric Deficiencies (curves)

Assuming a 60 mph design speed along WIS 73, the minimum acceptable radius for horizontal curves along the roadway according to the Wisconsin Department of Transportation (WisDOT) Facilities Development Manual (FDM) 11-10, Attachment 5.1 - Sight Distance Values (publication date - July 22, 2009), is 1,330 feet. Existing horizontal geometry is 1,165 feet (deficient) at the WIS 73/US 12/18 intersections. The WIS 73/US 12/18 intersection will be reconstructed to meet desired standards.

Vertical Geometric Deficiencies (hills/valleys)

The FDM chapter 11-10, Attachment 5.4 – Sight Distance for Crest Vertical Curves (publication date – July 22, 2009) establishes minimum requirements for crest (hill) and sag (valley) vertical curves. One existing crest curve on the south leg of WIS 73 has a K value of 68. The minimum K value for a 55 mph crest is 114. Reconstruction will bring this vertical curve up to desirable design standards.

Pavement

The existing pavement structure on WIS 73 is deteriorating and currently has a pavement distress index (PDI) of 43 from Hillcrest Road to US 12/18. The PDI scale is zero to 100, with the zero value representing a pavement with no distress. Moderate to severe cracking and wheel path rutting is present throughout the project. The pavement substructure requires substantial improvement to accommodate heavier vehicles that use WIS 73 on a regular basis and when traffic from I-39/90 is diverted to this route.

Boring logs indicate the pavement structure consists of 8" to 12" of asphalt over 2" to 4" of roadway base over a sub-grade of silt, clay, peat, and/or sand. Based on a review of the Natural Resource Conservation Service (NRCS) Web Soil Surveys of the project area, potentially poor sub-grade soils were mapped within the project limits.

Intersection Safety

Deficient Intersection Spacing

The desired spacing between minor arterials on US 12/18 is at least one mile (5,280 feet) according to the Rural Access Spacing Guidelines, FDM 11-5-5 Attachment 5.1 – Access Spacing Guidelines (published August 23, 2005). The current spacing between the WIS 73 south leg and the WIS 73 north leg is 2,500 feet, which does not meet the spacing criteria.

Anticipated Diversionary Traffic

It is anticipated that diversionary traffic would utilize WIS 73 while I-39/90 is under construction from 2015 to 2021. WIS 73 will be reconstructed to accommodate 15% diversionary traffic or 473 vehicles per hour (vph) during peak hours in peak direction from I-39/90.

The offset WIS 73/US 12/18 intersections create multiple conflict points, thereby increasing safety concerns and the potential for crashes. There would be a positive long-term impact on both safety and operations, especially in the event of a major incident along I-39/90 when traffic will be rerouted onto WIS 73. By proactively reconfiguring the offset intersections to current design standards into a single intersection and a continuous route for WIS 73, WisDOT is ensuring safety and operational efficiency is continued at this intersection.

It has become increasingly difficult to make a left turn from WIS 73 southbound to US 12/18 eastbound and from WIS 73 northbound to US 12/18 westbound. The lack of gaps to enter US 12/18 from WIS 73 and increased delay is causing users to take risky and unsafe turning maneuvers.

From 2005 through 2009 there were 22 crashes at the WIS 73/US 12/18 offset intersections (18 at the north intersection, 4 at the south intersection) (Appendix A – Crash Statistics). The south intersection had a crash rate of 0.17 per million entering vehicles (MEV). The north intersection had a crash rate of 0.64. Both intersections were below the statewide average crash rate of 1.5 according to the *Intersection Crash Summary Statistics for Wisconsin* published by the TOPS lab in June 2005.

In 2009, Annual Average Daily Traffic (AADT) on WIS 73 from Fadness Road to US 12/18 was 2,600 and 5,800 from US 12/18 to London Road. Forecasted AADT in 2034 is 4,200 and 7,800, respectively. This represents a 61.5% increase in traffic from Fadness Road to US 12/18 and a 34.5% traffic increase from US 12/18 to London Road. The section of US 12/18 that is utilized by WIS 73 had Annual Average Daily Traffic (AADT) of 13,500 vehicles per day with forecasted volumes of 18,300 in 2034.

US 12/18 is a National Highway System (NHS)¹ route, and as such, the Level of Service (LOS) requirements for the design year traffic is "C", which equates to an AADT of approximately 8,700 for rural highways. The 2014 AADT is estimated to be 14,500 and the projected 2034 design year traffic is estimated to be 18,300 vehicles per day.

The need for this project is based on WIS 73 and not US 12/18. Expansion of US 12/18 would go well beyond WIS 73, both east and west. Traffic projections on US 12/18 indicate the future need for a four-lane divided highway typical section. The Proposed Action will not preclude alternatives for future expansion of US 12/18 to a four-lane divided highway. Any future expansion of US 12/18 through the WIS 73 area will likely have additional impacts that would be evaluated closer to that time.

2. Summary of Alternatives

An initial range of concepts was developed early in the environmental documentation process. Most of these concepts were dismissed for reasons explained in Appendix B – Project History. Three concepts were brought forward as Alternatives for further consideration into the Environmental Assessment (EA): No Build, Alternative 2B, and Alternative 4A.

No Build Alternative

Under the No Build Alternative the highway will continue to receive regularly scheduled maintenance, though no improvements will be performed. The existing WIS 73 has geometric deficiencies, pavement improvement needs, and intersection design problems that will not be addressed in the No Build Alternative. The No Build Alternative will not meet the purpose and need requirements of this project.

Build Alternatives

Alternative 2B (Exhibit 2 – Build Alternatives 4A and 2B)

Alternative 2B includes a grade separated intersection (overpass of US 12/18) near the WIS 73 south leg designed to avoid the United States Department of Agriculture (USDA)/Natural Resources Conservation Service (NRCS) Wetlands Reserve Program (WRP) easement. It was not selected as the Preferred Alternative because it requires a residential relocation, creates an undesirable intersection on a curve, and generates more indirection between Madison and Deerfield. This alternative will be selected as the Preferred Alternative if Alternative 4A, the current Preferred Alternative, is unable to proceed with the mitigation of the USDA/NRCS WRP easement.

Alternative 4A (Preferred Alternative) (Exhibit 2 – Build Alternatives 4A and 2B)

The Preferred Alternative, Alternative 4A, will realign the south leg of WIS 73 to the west to create a continuous route for WIS 73 to the north. A bridge will be constructed on US 12/18 over the new alignment of WIS 73. Jug-handle type ramps will connect all turning movements between WIS 73 and US 12/18 to eliminate left turning movements on US 12/18.

The National Highway System consists of roadways important to the nation's economy, defense, and mobility. The National Highway System (NHS) includes the following subsystems of roadways (note that a specific highway route may be on more than one subsystem): Interstate, Other Principal Arterials, Strategic Highway Network (STRAHNET), Major Strategic Highway Network Connectors, and Intermodal Connectors.

The following is a list of reasons for selecting Alternative 4A as the Preferred Alternative:

- 1. Accomplishes the goal of making WIS 73 a continuous route through US 12/18.
- 2. Eliminates left-turn and crossing movements onto US 12/18.
- 3. Lowest wetland impact to accomplish items #1 and #2 above.
- 4. Lowest property impact to accomplish items #1 and #2 above.
- 5. Does not require residential or business relocations.
- 6. Reduces the construction cost by \$3.6 million compared to Concept 4. Concept 4 is the same as 4A but with WIS 73 over US 12/18.
- 7. Requires 800,000 cubic yards less of borrow material than Concept 4. This will reduce the construction duration and length of road closures.
- 8. Reduces closure time because the bridge will be completely built away from traffic leaving no short term closures for girder placement.
- 9. Reduces right of way taking compared to Concept 4.
- 10. Improves access to farming operations compared to Concept 4.

3. Description of Proposed Action

The proposed project is located in Dane County in South-Central Wisconsin along WIS 73 at the offset US 12/18 intersections in the towns of Christiana and Deerfield. The project begins at Fadness Road and continues north to London Road. The project is approximately 2.7 miles in length (see Exhibit 1 – Project Location Map).

The Proposed Action (Preferred Alternative) will realign the south leg of WIS 73 to the west to create a continuous route for WIS 73 to the north. A bridge will be constructed on US 12/18 over the new alignment of WIS 73. Jug-handle type ramps will connect all turning movements between WIS 73 and US 12/18 to eliminate left turning movements on US 12/18. Five-foot paved shoulders will accommodate bicycles on WIS 73. Approximately 2.7 miles of new roadway will be constructed including, 1.3 miles on US 12/18 and 1.4 miles on WIS 73. The Proposed Action will require approximately 39.27 acres of new right of way (Exhibit 2 – Preferred Alternative).

The Proposed Action will require the acquisition of a portion (16 acres) of a parcel currently enrolled in the USDA-NRCS Wetlands Reserve Program (WRP) which is located south of US 12/18 and west of WIS 73, in the southwest quadrant of the south leg of WIS 73 (see Exhibit 3 – USDA-NRCS WRP Easement). The 16 acres will need to be mitigated on adjacent, contiguous land. Coordination with the NRCS has been ongoing (see Appendix E – NRCS WRP Easement coordination). The On-Site Mitigation Assessment Findings Report (OTIE, March 2012) discussing the contiguous land acceptable for mitigation can be found in Appendix F.

Two concrete box culverts will be replaced and one concrete box culvert will be extended. See Exhibit 2 – Preferred Alternative, for locations of the box culverts:

C-13-2074, WIS 73 over Mud Creek, will be a new culvert to replace the existing concrete box culvert B-13-359 that is two-cell, each cell at 9 feet (wide) x 8 feet (high) and 50 feet long. The new culvert will be two-cell, each cell at 12 feet (wide) x 8 feet (high) and 130 feet long. The invert will be lowered 1 foot to allow for the box culvert to fill in with natural materials over time. This culvert is in the 100-year floodplain and is a crossing encroachment.

B-13-802, US 12/18 over Mud Creek, will be a 30-foot culvert extension on the north side of the existing concrete box culvert, B-13-358. The existing culvert is a two-cell, each cell at 12 feet (wide) x 7 feet (high) and 80 feet long.

C-13-3095, WIS 73 over drainage ditch, will be a new culvert to replace the existing concrete box culvert C-13-105 that is one-cell, 8 feet (wide) x 7 feet (high) and 56 feet long. The new culvert will be one-cell at 10 feet (wide) x 7 feet (high) and 96 feet long.

The proposed grade separation over WIS 73 is identified as structure B-13-801. US 12/18 will continue its two-lane rural highway cross section over WIS 73.

The Proposed Action will improve slope treatments relative to existing conditions. The existing slopes along the WIS 73 and US 12/18 corridors in the project area vary from very flat (minimal ditching) to a maximum rate of approximately 4:1. Some segments of steeper side slopes may be present in areas near existing drainage structures such as box culverts. The existing roadway profile varies along the corridor with a maximum slope of approximately 4.0 percent.

Ditching utilizing 4:1 slopes (or flatter within the roadway clear zone) will be applied wherever practical. This will provide a more consistent means to convey and treat the storm water along WIS 73. The flatter longitudinal roadway grade of 2.1 percent maximum will have a positive effect of the speed of the ditch flows along WIS 73.

The Proposed Action will match into an adjacent project planned to reconstruct WIS 73 from Pierce Road in the town of Albion north to Fadness Road in the town of Christiana (WisDOT ID 3070-00-02).

Traffic projections on US 12/18 indicate the future need for a four-lane divided highway typical section. The Proposed Action will not preclude alternatives for future expansion of US 12/18 to a four-lane divided highway. Exhibit 4 shows proposed typical sections for the Proposed Action and a possible future US 12/18 four-lane divided highway. Any future expansion of US 12/18 through the WIS 73 area will likely have additional impacts that would be evaluated closer to that time.

The transportation management plan (TMP) detour route proposes the south leg WIS 73 detour to be US 12/18 west to I-39/90 south to WIS 73. The north leg detour will be US 12/18 west to I-39/90 north to I-94 East to WIS 73.

4. Construction and Operational Energy Requirements

Energy requirements for construction of the Preferred Alternative will be greater than those required for the No Build Alternative.

However, the No Build Alternative will perpetuate the use of an inefficient transportation system, resulting in more congestion, loss of time, higher consumption of energy, and increased crashes and safety problems. Over the design life of the facility, savings in operational energy will be greater than the energy required to construct the facility and thus in the long-term will result in net savings in energy usage.

5. Land use

a. Land use of properties that adjoin the project

The study area lies in the towns of Christiana and Deerfield and is in close proximity to the village of Deerfield in Dane County. Land use adjacent to the WIS 73 corridor is relatively consistent between the two towns. Land use is predominately agriculture with wetlands and uplands found intermittently along the corridor. Developed uses in the immediate area include a bank and a trucking business.

Commercial/Industrial

Commercial and industrial uses are located near the study termini of US 12/18. A bank is located between the offset WIS 73/US 12/18 intersections on the north side of US 12/18. A trucking business is located in the southeast quadrant of the WIS 73/London Road intersection.

Residential

Scattered residential uses are located adjacent to the project corridor while high-density residential developments are concentrated within the village of Deerfield, north of the project area.

Agricultural

Agriculture is the predominant land use within the study corridor. These agricultural lands produce crops, include agricultural forests (forested lands contiguous with agricultural land), and/or support livestock.

Parks and recreation

The Glacial Drumlin State Trail is a crushed limestone bike trail connecting the village of Cottage Grove to the west to the city of Waukesha to the east, a distance of approximately 52 miles. The trail passes through the village of Deerfield, one mile north of the project area. Snowmobile routes exist in the project area. Existing Route 15 crosses US 12/18 between WIS 73 and Nuland Road.

b. Land use surrounding project area:

Land use surrounding the project area is similar to that of the immediate area. Land use includes agriculture, residential, and limited commercial. Residential uses include homes as well as widely dispersed farmsteads and other rural residential land uses. Commercial and industrial land uses are located in the greater Madison area, approximately 20 miles west.

According to the Dane County Farmland Preservation Plan (March 2012), Dane County used 70 percent of the total land area for active farming in 2010. This included the cultivation of 15 different crops and extensive cattle herding.

The city of Madison is located approximately 20 miles west of the project area and is a regional commercial, industrial, employment, and retail hub.

6. Planning and Zoning

The Proposed Action (Preferred Alternative) is consistent with (and/or does not conflict with) the following plans and land use controls/regulations for the communities in the project area:

Municipality/Agency	Adopted Plans	Existing Land Use on WIS 73 corridor	Planned Land Use at WIS 73/US 12/18 intersection area
Town of Deerfield	Comprehensive Plan (2007)	Agricultural, 1 dwelling unit per 35 acres	The town supports appropriate improvements to the intersection of WIS 73 and US 12/18.
			General business is currently located and planned for at the WIS 73/US 12/18 intersection.
Town of Christiana	Comprehensive Plan (2003)	Agricultural, 1 dwelling unit per 35 acres	The town has no plans for more intensive development.
Village of Deerfield	Comprehensive Plan (2007)	Agricultural	Future land use map envisions commercial and business park development extending from the south village limits to US 12/18.
Dane County	Comprehensive Plan (rev. 2010)	General agricultural and rural residential uses.	Planned land use along WIS 73 is congruent with the goals and objectives of the communities and the WIS 73 reconstruction plan.
Madison Area Metropolitan Planning Organization (MPO)	2013-2016 Statewide Transportation Improvement Program (TIP)	Not applicable	Reconstruction from Fadness Road to London Road is identified as a major programmed transportation improvement project. The project currently has programmed Federal transportation funds under project ID 3070-00- 73 and is anticipated to begin in July 2014.
Madison Area MPO	Long Range Transportation Plan (LRTP)	Not applicable	The intersection area is outside of the MPO Planning Area.

7. Environmental Justice

How was information obtained about the presence of populations covered by EO 12898?					
X Windshield Survey	🗌 Official Plan				
X US Census Data	Survey Questionnaire				
Real Estate Company	WisDOT Real Estate				
X Public Information Meeting	Local Government				
Human Resources Agency Identify agency Identify plan, approval authority and date of approval					
Other (Identify)					

a. X No: Populations covered by EO 12898 are not present in project area.

b. TYes Factor Sheet B-4 must be completed

- 8. Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act Indicate whether or not individuals covered by Title VI have been identified. Title VI prohibits discrimination on the basis of race, color, or country of origin.
 - a. X No Individuals covered by the above laws were not identified.
 - **b**. \Box Yes Individuals covered by the above laws were identified.
 - Civil Rights issues were not identified.
 - Civil Rights issues were identified. Explain:

9. Public Involvement

In late July 2012, the WIS 73 Project was divided into two separate projects, 3070-00-02 and 3070-00-03. This EA analyzes the 3070-00-03 project which is the WIS 73/US 12/18 intersection from Fadness Road to London Road. The 3070-00-02 project analyzes the WIS 73 mainline from Pierce Road north to Fadness Road. Public involvement activities conducted through July 2012 covered both of these project areas.

A. Public Meetings

Date	Meeting Sponsor	Type of Meeting	Location	Approx. # Attendees
2/13/12	WisDOT	Operational Planning Meeting (OPM)	WisDOT – SW Region	20
3/6/12	WisDOT	Local Officials Meeting (LOM) #1	Village of Deerfield	10
3/21/12	WisDOT	Public Information Meeting (PIM) #1	town of Christiana	60
3/21/12	WisDOT	LOM #2	town of Christiana	20
5/8/12	WisDOT	Intersection PIM #1	village of Deerfield	45
6/18/12	WisDOT	Intersection PIM #2	town of Christiana	40
7/11/12	WisDOT	LOM #3	town of Christiana	15
7/11/12	WisDOT	PIM #2	town of Christiana	70
10/10/12	WisDOT	Intersection PIM #3	Christiana Town Hall	25
10/22/12	WisDOT	Village of Deerfield Board Meeting	Deerfield Town Hall	10
1/23/13	WisDOT	LOM and PIM #3 (joint -02 and -03)	Christiana Town Hall	60
4/10/13	WisDOT	Chamber of Commerce	village of Deerfield	10
1/27/14	WisDOT	Local Office Hours	Deerfield Library	12

The mailings for this project included notices of the public meetings and information about the project. Included on the mailing list were property owners within a 1/2-mile of the project corridor, local officials, Native American Tribes, and various state and federal agencies.

B. Other methods:

A dedicated website was created to keep the public informed of up to date information as it became available. The site is located at: <u>http://www.dot.state.wi.us/projects/swregion/73/</u>

The WisDOT Project Manager met with individual landowners at their residences to discuss the project's impacts to their property(ies). The meetings resulted in minor changes to the design and right of way acquisition locations.

C. Identify groups that participated in the public involvement process. Include any organizations and special interest groups including but not limited to:

None identified

D. Indicate plans for additional public involvement, if applicable.

An opportunity to request a public hearing will occur immediately following the Notice of Availability of the Draft Environmental Assessment (EA) for this project. Additional public involvement will occur closer to final design.

10. Briefly summarize the results of public involvement:

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

The general consensus from the public meetings was:

- The existing intersections have delays and safety concerns.
- Past construction projects have not fully addressed the offset WIS 73/US 12/18 intersections.
- WIS 73 should be connected to become a continuous route.
- There is a need for this project to address safety and operational concerns as well as concern from landowners about the potential effects.
- There was continued concern from landowners that all concepts had potentially high effects.
- Written comments from attendees indicated favorable response to Concepts 4 and 5.

 Several landowners residing near the US 12/18 intersections expressed written and verbal concern over the intersection alternatives presented at the Public Information Meetings. The landowners were opposed to impacts on their property as well as voiced safety concerns of the existing at-grade WIS 73/US 12/18 intersections.

B. Briefly describe how the issues identified above were addressed.

WisDOT provided the landowners written answers to each question they presented. WisDOT staff and consultants developed seven refined concepts for the US 12/18 intersections. Three intersection stakeholder meetings were held on 5/8/12, 6/18/12, and 10/10/12 to gather additional input and comments about the area. The Preferred Alternative was developed to minimize property owner impacts and provide a grade separated crossing.

11. Local/regional/tribal/federal government coordination

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

Unit of	Coordination	Coordination	Coordination	Comments
Government		Initiation Date	Completion Date	
MPO, RPC, City,	Correspondence			
County, Village,	Attached			
Town, etc.	Y/N			
Dane County	N	1/27/12	Ongoing	None
Village of Deerfield			Ongoing	Support for Preferred
	Y	1/27/12		Alternative 4A –
				See Appendix G
Town of Albion	N	1/27/12	Ongoing	None
Town of Christiana	N	1/27/12	Ongoing	None
Town of Deerfield	N	1/27/12	Ongoing	None
Capital Area				
Regional Planning	N	1/27/12	Ongoing	None
Commission	IN	1/2//12	Ongoing	none
(CARPC)				

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

The village of Deerfield provided written and verbal support for Preferred Alternative 4A. The village states the project will be a great improvement for the area. See Appendix G.

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

N/A

D. Indicate any unresolved issues or ongoing discussion.

None

	Coordination Required? Y = yes/N = no	Correspondence Attached? Y = Yes N = No	
			WisDOT
Regional Real Estate Section	Ν	Ν	Coordination is not required because no inhabited houses or active businesses will be acquired.
Bureau of Aeronautics	N	N	Coordination is not required. Project is not located within 2 miles (3.22 km) of a public or military use airport nor would the project change the horizontal or vertical alignment of a transportation facility located within 5 miles (6.44 km) of a public use or military airport.
Bureau of Rails & Harbors	Ν	N	Coordination is not required because no railways or harbors are in or planned in the project area.
	-	STA	TE AGENCY
Natural Resources (DNR)			WDNR was consulted for input at all phases of the project and has identified the areas of special concern, wetland locations, and desired construction commitments.
	Y	Y	The WDNR identified Mud Creek, Koshkonong Creek, and wetlands near the intersection of WIS 73/US 12/18 as sensitive areas that will require strict adherence to the sequencing process (avoid, minimize, mitigate).
			Wetland delineation concurrence occurred on 10/16/12. See Appendix I – WDNR Correspondence
State Historic Preservation Office (SHPO)			SHPO has been consulted as part of the formal scoping process and did not respond. The project area includes two properties deemed eligible for the National Register of Histori Places (NRHP); the Mikkelson Farmstead and the Berge Log House and Farmstead. No adverse effects will occur to either property as a result of implementing the Proposed Action.
	Y	Y	The historic Euro-American cemetery (BDA0062) is located adjacent to, but outside of, the WIS 73/US 12/18 right of way Survey results indicate that the Proposed Action will have no effect on archaeological resources or the cemetery/burial site
			The Section 106 form, DOE's, and DNAE were approved by SHPO on May 8, 2013.
			Additional survey was conducted on the Hoesly mitigation parcel and the Amended Section 106 was approved on 12/4/13.
			See Appendix J – Section 106 Documentation
Agriculture (DATCP)			The Draft AIS was sent for comments on 3/14/13. Revisions were submitted to DATCP on 3/29/13. Final AIS published or 4/4/13.
	Y	Y	An AIS update was sent to DATCP detailing the revised mitigation plan on 10/12/13. DATCP responded that an AIS revision is not needed (email from 11/27/13).
Other			See Appendix H – Agricultural Impact Statement (AIS)
	<u> </u>		RAL AGENCY

Federal Highway Administration (FHWA)	Y	Y	FHWA was sent the Project Initiation Letter (PIL) and invited to the Operational Planning Meeting. Agency officials were invited to provide comments throughout all phases of the project. See Appendix D – Project Initiation Letter dated 7/26/12
U.S. Corps of Engineers (USACE)	Y	Y	USACE has been consulted as part of the formal scoping process and responded about mitigation ratios on 7/16/13. The Wetland Delineation Report was sent to USACE for concurrence on 9/24/12. USACE permits will be needed and will be applied for closer to the time of construction. See Appendix K – USACE Correspondence
U.S. Fish & Wildlife Serv. (USFWS)	Y	Y	The USFWS has been given the opportunity to comment. Agency officials provided response that no federally-listed, proposed, or candidate species, or designated critical habitat occurs within the project area. An additional search was conducted on 9/27/13 through the website: <u>http://www.fws.gov/midwest/GreenBay</u> . No specie changes have occurred in the project location. See Appendix M – USFWS letter dated 3/15/12

Natural Resources Conservation Service (NRCS)	Υ	Y	 USDA-NRCS is a Cooperating Agency with WisDOT for this project. USDA-NRCS easements exist within the project area and acquired land will be mitigated on the adjacent, contiguous parcel known as Hoesly. Consultation with the USDA-NRCS was critical in arriving at the Preferred Alternative. See Appendix E for coordination letters and meeting minutes. The property of concern to the USDA-NRCS is a 60-acre conservation easement located west of WIS 73 and south of US 12/18. The easement is enrolled in the USDA-NRCS Wetlands Reserve Program (WRP). The Preferred Alternative, Alternative 4A, will require 16 acres from the conservation easement and will need to be mitigated on adjacent, contiguous land. Three landowners (Mikkelson, Hoesly, and Birkrem) were ranked in this order based on criteria outlined in Appendix F. Mikkelson was not a willing seller so the next best mitigation land was acquired from Hoesly, who was a willing seller. In addition to phone conference calls and emails, five meetings were held with USDA-NRCS to discuss the project and Alternatives 4A and 2B. The easement land that will be used for roadway improvements will be replaced with contiguous land of similar soil and use. WisDOT will restore the wetlands and uplands on the Hoesly parcel. WisDOT will deed it to the owner of the affected WRP land, who will then deed it to the WRP. The USDA provided support of the Preferred Alternative at a USDA/WisDOT meeting on 9/13/12. More detail regarding the proposed mitigation site can be found in Appendix F – Easement Mitigation Report. NRCS accepted an alternative mitigation plan on [insert date] and will continue to work cooperatively during final design and implementation of the site plan. On July 17, 2013, the NRCS requested their version of a NEPA analysis to be completed. NRCS provided a link to the required document: (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/wi/technical/? cid=nrcs142p2_020800) NRCS requires a NEPA document comparing
			easement and habitat with the proposed revised easement, restoration work, and habitat. The NRCS NEPA document is
			The NRCS response to the CPA-106 form indicated that this project is not subject to FPPA requirements because the scores are greater than 60.
			See Appendix L – CPA 106 Form
U.S. National Park Service (NPS)	Ν	Ν	No coordination with NPS required.
U.S. Coast	Ν	Ν	No coordination with USCG required.
Guard (USCG)			No appreciation with EDA required
U.S. Environmental Protection Agency (EPA)	Ν	Ν	No coordination with EPA required.

Advisory Council on Historic Preservation (ACHP)	Z	Ν	No coordination with ACHP required.
Federal Highway Administration (FHWA)	Y	Y	FHWA was sent the Project Initiation Letter (PIL) and invited to the Operational Planning Meeting. Agency officials were invited to provide comments throughout all phases of the project.
			See Appendix D – Project Initiation Letter (PIL)
		SOV	EREIGN NATIONS
American Indian Tribes	Y	Υ	 Bad River Band of Lake Superior Chippewa Indians of Wisconsin Forest County Potawatomi Community of Wisconsin Ho-Chunk Nation Lac Vieux Desert Band of the Lake Superior Chippewa Indians - Ketegitigaaning Ojibwe Nation Menominee Indian Tribe of Wisconsin Prairie Band Potawatomi Nation Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin Sac and Fox Nation of Missouri in Kansas and Nebraska Sac and Fox Nation of Oklahoma Sac and Fox of the Mississippi in Iowa Letters sent on 3/5/12, 9/12/12, and 10/21/13 to Tribes. The Bad River Band of Lake Superior Tribe of Chippewa Indians responded on 10/30/13 stating a review fee will be required for projects beyond the exterior boundaries of the Bad River Indian Reservation. See Appendix C – Agency/Native American Coordination Letters dated 1/30/12, 9/21/12, and 10/21/13. The 10/30/13 response from the Bad River Band of Lake Superior Tribe of Chippewa Indians is also included in Appendix C.

Environmental Factors Matrix - Basic Sheet 4

FACTORS	EFFECTS						
			σ				
	Adverse	Benefit	None Identified	Factor Sheet Attached			
			A	ECO	NOMIC FACTORS		
A-1 General Economics				\boxtimes	The Proposed Action will ensure the economic viability of the area by promoting safe and efficient transportation at the WIS 73/US 12/18 intersection.		
					The Proposed Action will require a major capital investment by WisDOT, cause temporary disruptions during construction, and require agricultural land for right of way acquisition. Some of the needed right of way is on new alignment.		
A-2 Business		\boxtimes			Generally positive effects due to improvements in safety for customers, suppliers, and the delivery of goods.		
					Geometric improvements to the roadway may provide better visibility for the businesses on the project corridor by providing more sight distance to signage or driveways. Access will be maintained to the bank and trucking company located near the intersection.		
					Temporary disruptions and changes in traffic circulation within the project area during construction are anticipated.		
A-3 Agriculture		\boxtimes			The Proposed Action will assist in ensuring safe and efficient access to farm operations along WIS 73 and across US 12/18 and support the movement of farm commodities. It will require acquisition of 11.57 acres of agricultural land from five farm operations. No drainage district exists within or directly adjacent to the project.		
					See Appendix H – Agricultural Impact Statement (AIS)		
		I	B. S(OCIAL	/CULTURAL FACTORS		
B-1 Community or Residential					The Proposed Action will improve safety for area residents using the corridor and will be consistent with current and planned land use in the area. It may cause temporary disruptions and changes in traffic circulation within the project area during construction.		
					Multiple residences will have driveway access changes as a result of the Proposed Action.		
B-2 Indirect Effects			\square		None identified		
B-3 Cumulative Effects			\square		None identified		
B-4 Environmental Justice					The document is in compliance with U.S. DOT and FHWA policies to determine whether a proposed project will have induced socioeconomic impacts or any adverse impacts on minority or low-income populations; and it meets the requirements of Executive Order on Environmental Justice 12898 – "Federal Actions to Address Environmental Justice on Minority and Low-Income Populations".		

		-		1	
					Neither minority nor low-income populations will receive disproportionately high or adverse impacts as a result of the Preferred Alternative. The majority of the community and residential population are supportive of the Proposed Action.
For B-5 through B-7, if any o	f these	e resc	ources	s are p	resent on the project, contact your REC.
B-5 Historic Resources					Determinations of Eligibility (DOE) have been completed for historic properties #4869 (Berge Log Cabin and Farmstead) and #220752 (Mikkelson Farmstead). Both were determined eligible for listing in the National Register of Historic Places (NRHP). The Section 106 documentation includes the Documentation of Determination of No Adverse Effect for both of these resources. See Appendix J – Section 106
			57		
B-6 Archaeological/burial Sites					Site BDA0062, The Hauge Cemetery, is an uncatalogued cemetery protected under Wisconsin State Statutes 157.70. The Proposed Action will not include any delineated right of way from the cemetery. See Appendix J – Section 106, which includes a diagram of the cemetery boundary
					Additional survey was conducted on the Hoesly mitigation parcel. The Amended Section 106 was approved on 12/4/13 and is included in Appendix J.
B-7 Tribal Coordination/Consultation					None identified
B-8 Section 4(f) and 6(f) or Other Unique Areas					None identified
B-9 Aesthetics			\boxtimes		The Proposed Action will not cause a substantial alteration to the visual character of the landscape as a whole. The Proposed Action will create a continuous route on WIS 73 by constructing a bridge over WIS 73 at the US 12/18/WIS 73 intersection that will be similar in appearance to the existing structures along US 12/18 nearer to Madison, WI.
	-	C.	NA	rurai	L RESOURCE FACTORS
C-1 Wetlands					The Proposed Action will require approximately 4.12 total acres of wetlands of which 3.85 acres will be filled. See Exhibit 5 – Wetland Impacts
					The WRP easement land that will be used for roadway improvements will be replaced with contiguous land of similar soil and use on the adjacent Hoesly parcel. WisDOT will restore the wetlands and uplands on the Hoesly parcel.
					WDNR wetland delineation concurrence occurred on 10/16/12. See Appendix I – WDNR Correspondence
C-2 Rivers, Streams and Floodplains					Mud Creek, a permanent flow warm water stream, crosses WIS 73 1,350 feet north of Fadness Road and US 12/18 1,100 feet west of Fadness Road. An unnamed ditch crosses WIS 73 approximately 1,800 feet north of Fadness Road. One box culvert (B-13-359) spanning Mud Creek and one box culvert (C-13-105) spanning the unnamed ditch will be replaced. One box culvert (B-13-802) spanning Mud Creek on US 12/18 will be extended. The Proposed Project is within a 100-year floodplain. The structure will be designed as to not back up water greater than 0.01 feet.

C-3 Lakes or Other Open Water		\square		Lakes and/or open water bodies are not present in the project area.
C-4 Groundwater, Wells, and Springs				The village of Deerfield is the only community within the project corridor that has a wellhead protection plan. None of the alternatives, including the Preferred Alternative, will affect the protected area.
C-5 Upland Wildlife and Habitat			\boxtimes	Approximately 23.48 acres of upland will be acquired as a result of implementing the Proposed Action. See Exhibit 6 – Upland Impacts
C-6 Coastal Zones		\square		The Proposed Action is not located within a coastal area.
C-7 Threatened and Endangered Species				A review of the Natural Heritage Inventory Database indicates no known endangered, threatened, or special concern species within the project limits.
	<u>.</u>	 D	. PH\	SICAL FACTORS
D-1 Air Quality				The project is exempt from permit requirements under Wisconsin Administrative Code – Chapter NR 411. No substantial impacts to air quality are expected.
D-2 Construction Stage Sound Quality			\boxtimes	Given that the project area is predominantly rural, there will be a relatively limited number of persons that could be potentially affected by increased noise levels during construction. Persons that could be affected primarily include residents in nearby households and agricultural operators. Any potential effects are anticipated to be localized, temporary, and transient in nature.
D-3 Traffic Noise			\boxtimes	The noise analysis showed no impact at any of the five (5) receptor sites.
		N		See Exhibit 7 – Traffic Noise Receptor Map
D-4 Hazardous Substances or Contamination				One potentially hazardous site was identified during the Phase 1 investigation. Historical land use information suggests contamination is not likely present on the site. The Phase 1 assessment recommends no additional investigations needed.
D-5 Stormwater				The overall stormwater management strategy will be to use roadside swales on both sides of all roadways in order to reduce TSS. All existing watershed sub-basins will be maintained as to not adversely re-direct overland flow from the existing condition. Cross culvert pipes will be replaced to current WisDOT standards. Any higher velocity concentrated flows at culverts will be mitigated with the appropriate size and type of riprap. The project will follow Wis. Adm. Code Trans 401 Post- Construction Stormwater standards due to the applicability of Wis. Adm. Code Trans 401 (401.03(1)(c)). This chapter applies to Post-construction performance standards for Construction or reconstruction of a highway designated under s. 86.32, Stats., as a connecting highway, or any improvement, as defined in s. 86.31 (1) (b), Stats., of a connecting highway. This project is defined as a Reconstruction project. The project does not fall within EPA's Phase I or Phase II stormwater management areas or a municipal separate storm sewer system (Wis. Adm. Code NR 216.02).

	_	1	
D-6 Erosion Control and Sediment Control	\boxtimes		Erosion Control shall follow the DNR/DOT Cooperative Agreement and Wis. Adm. Code Trans401. Erosion control best management practices shall be employed to keep sediment on the project site. Guidance for these measures is found in the Products Acceptability List the Erosion Control Matrix and the Facilities Development Manual.
		E. 0	THER FACTORS
E-1 USDA-NRCS WRP Easement			The property of concern to USDA-NRCS is a 60-acre conservation easement located west of WIS 73 and south of US 12/18, in the southwest quadrant of the south leg of WIS 73. The easement is enrolled in the USDA-NRCS Wetlands Reserve Program (WRP). The Preferred Alternative, Alternative 4A, will require 16 acres from the conservation easement. WisDOT will need to broker a real estate transaction that will deed the Hoesly mitigation land to the owner of the affected WRP land (Shaul), who will then deed it to the USDA/NRCS WRP. See Appendix E – NRCS Easement Coordination
E-2			

Alternatives Comparison Matrix - Basic Sheet 5

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

ENVIRONMENTAL	UNIT		ALTERNATIV	ES
ISSUE	MEASURE	No Build	Alternative 4A Preferred Alt.	Alternative 2B
Project Length	Miles	2.7	2.7	3.3
Preliminary Cost Estimate				•
Construction	Million \$	0	13.9	11.7
Real Estate	Million \$	0	0.8	1.9
Total	Million \$	0	14.7	13.6
Land Conversions				
Wetland Area Converted to ROW	Acres	0	4.12	5.1
Upland Habitat Area Converted to ROW	Acres	0	23.48	4.2
Other Area Converted to ROW	Acres	0	11.67	2.9
Total Area Converted to ROW	Acres	0	39.27	46.7
Mitigation Land	Acres	0	16	0
Real Estate				•
Number of Farms Affected	Number	0	5	5
Total Area Required From Farm	Acres	0	11.57	34.5
Operations		-		
AIS Required	Yes/No	No	Yes	Yes
Farmland Rating	Score	N/A	60	60
Total Buildings Required	Number	0	0	3
Housing Units Required	Number	0	0	1
Commercial Units Required	Number	0	0	0
Other Buildings or Structures Required	Number (Type)	0	0	2
Environmental Issues				
Indirect Effects	Yes/No	No	No	No
Cumulative Effects	Yes/No	No	No	No
Environmental Justice Populations	Yes/No	No	No	No
Historic Properties	Number	No	2	2
Archeological Sites	Number	No	1	1
106 MOA Required	Yes/No	No	No	No
4(f) Evaluation Required	Yes/No	No	No	No
Flood Plain	Yes/No	No	Yes	Yes
Total Wetlands Filled – Easement	Acres	0	2.58	0
Total Wetlands Filled – Non-Easement	Acres	0	1.27	4.2
Stream Crossings	Number	0	3	3
Endangered Species	Yes/No	No	No	No
Air Quality Permit Required	Yes/No	No	No	No
Design Year Noise Sensitive Receptors No Impact				
Impacted	Number	N/A	5	5
	Number	N/A	0	0
Contaminated Sites	Number	0	0	0

Traffic Summary Matrix - Basic Sheet 6

	ALTERN	ATIVES/SEC	TIONS
	No Build	Alternative 4A Preferred Alt.	Alternative 2B
TRAFFIC VOLUMES			
Existing ADT Yr. 2009	2,600-13,500*	2,600-5,800	2,600-5,800
Const. Yr. ADT Yr. 2014	2,900-14,500*	2,900-6,400	2,900-6,400
Const. Plus 10 Yr. ADT Yr. 2024	3,500-16,400*	3,500-7,200	3,500-7,200
Design Yr. ADT Yr. 2034	4,200-18,300*	4,200-7,800	4,200-7,800
DHV Yr. 2034	604	604	604
TRAFFIC FACTORS			
K [_{30/100/200}] (%)	11.4	11.4	11.4
D (%)	62/38	62/38	62/38
Design Year T (% of ADT)	8.0	8.0	8.0
T (% of DHV)	6.4	6.4	6.4
Level of Service	А	А	А
SPEEDS			
Existing Posted	55	55	55
Future Posted	55	55	55
Design Year Project Design Speed	55	55	55
OTHER (Specify)			
P (% of ADT)	N/A	N/A	N/A
K (% OF ADT)	N/A	N/A	N/A

*AADT includes section of WIS 73 shared with US 12/18. Alternatives 4A, 4, and 2B propose grade separation of US 12/18.

 $[\]begin{array}{l} \mbox{ADT} = \mbox{Average Daily Traffic} \\ \mbox{DHV} = \mbox{Design Hourly Volume} \\ \mbox{K} \left[$_{301100200} \right]: K_{30} = \mbox{Interstate}, K_{100} = \mbox{Rural}, K_{200} = \mbox{Urban}, \% = \mbox{ADT} \mbox{in DHV} \\ \mbox{D} = \% \mbox{DHV} \mbox{in predominate direction of travel} \\ \mbox{T} = \mbox{Trucks} \\ \mbox{P} = \% \mbox{ADT} \mbox{in peak hour} \\ \mbox{K}_8 = \% \mbox{ADT} \mbox{occurring in the average of the 8 highest consecutive hours of traffic on an average day. (Only required when a carbon monoxide analysis must be performed per Wisconsin Administrative Code - Chapter NR 411.) \end{array}$

	EIS Significance Criteria - Basic Sheet 7
the of a cor	determining whether a proposed action is a "major action significantly affecting the quality of the human environment", a proposed action must be assessed in light of the following criteria (1) if significant impact(s) will result, the preparation an environmental impact statement (EIS) should commence immediately. Indicate whether the issue listed below is a incern for the proposed action or alternative and (2) if the issue is a concern, explain how it is to be addressed or where it addressed in the environmental document.
1	Will the proposed action stimulate substantial indirect environmental effects?
	 No Yes – Explain or indicate where addressed.
2	Will the proposed action contribute to cumulative effects of repeated actions?
	 No Yes – Explain or indicate where addressed.
3	 Will the creation of a new environmental effect result from this proposed action? ☑ No ☑ Yes – Explain or indicate where addressed.
4	 Will the proposed action impact geographically scarce resources? ➢ No ☑ Yes – Explain or indicate where addressed.
5	 Will the proposed action have a precedent-setting nature? No Yes – Explain or indicate where addressed.
6	Is the degree of controversy associated with the proposed action high?
7	 Will the proposed action be in conflict with official agency plans or local, state, tribal, or national policies, including conflicts resulting from potential effects of transportation on land use and transportation demand? No Yes – Explain or indicate where addressed.

Environmental Commitments - Basic Sheet 8

ATTACH A COPY OF THIS PAGE TO THE DESIGN STUDY REPORT AND THE PSE SUBMITTAL PACKAGE

Factor Sheet	
A-1 General Economics	No commitments needed
A-2 Business	Access to businesses along the project corridor will be maintained during construction. This commitment will be incorporated into the plans and special provisions by the designer, implemented in the field by the contractor, and overseen by WisDOT's construction engineer.
A-3 Agriculture	The contractor will be required to provide access to residences and farming operations during construction. WisDOT will consult with landowners where access is altered to ensure that farmland remains accessible by farm machinery.
	WisDOT will discuss design and construction plans with the Dane County Conservationist during the final design process for this project.
	Landowners will be consulted regarding the grade of the right of way adjacent to their land so that the grade does not interfere with the use of that land.
	Farmland owners and operators will be given advance notice of acquisition and construction schedules by the department's construction engineer so that farm activities can be adjusted accordingly. To the extent feasible, the timing of the acquisition and construction will be coordinated with them to minimize crop damage and disruption of farm operations.
B-1 Community or Residential	Access to residences along the project corridor will be open during construction. This commitment will be incorporated into the plans and special provisions by the designer, implemented in the field by the contractor, and overseen by the department's construction engineer.
	WisDOT will work with snowmobile clubs to address effects to the existing Route 15.
B-2 Indirect Effects	No commitments needed
B-3 Cumulative Effects	No commitments needed
B-4 Environmental Justice	No commitments needed
B-5 Historic Resources	No commitments needed
B-6 Archaeological Sites	Although Wisconsin Statute §157.70 requires only a 5 foot (ft) (1.5 meter [m]) buffer from graves, in accordance with the 2009 guidance from the WHS, a 15 ft (5 m) buffer is preferred (WHS 2012).
B-7 Tribal Coordination/Consultation	No commitments needed
B-8 Section 4(f) and 6(f) or Other Unique Areas	No commitments needed
B-9 Aesthetics	No commitments needed

C-1 Wetlands	A total of 3.85 acres of wetlands will be filled by the project. 1.27 acres of unavoidable wetland losses will be compensated by mitigation at the London Wetland Mitigation Bank Site (1.409 acres total bank site mitigation).
	Mitigation of the WRP easement wetland impacts (2.58 acres) will be restored on-site to adjacent, contiguous land at a ratio of 1.5:1 for a total of 3.87 mitigation acres.
	A mitigation assessment of the Shaul Parcel and three parcels directly adjacent to this parcel (Hoesly, Birkrem and Mikkelson Parcels) in the fall of 2012. This investigation was conducted due to the fact that Preferred Alternative 4A will require the acquisition of a portion (16 acres) of the Shaul Parcel; this parcel is currently enrolled in the USDA-NRCS Wetland Reserve Program. Results of the mitigation assessment were documented in a summary report prepared in November of 2012. Three landowners (Mikkelson, Hoesly, and Birkrem) were ranked in this order based on criteria outlined in Appendix F. Mikkelson was not a willing seller so the next best mitigation land was acquired from Hoesly, who was a willing seller. A total of 16 acres of on-site mitigation will be restored to wetlands and uplands on the adjacent Hoesly parcel.
	Pending: NRCS's acceptance of the mitigation plan and NRCS EA Pending: WDNR's acceptance of wetland banking numbers
C-2 Rivers, Streams & Floodplains	The two reconstructed culverts and one culvert extension will be sized and set appropriately as to not cause fragmentation to Mud Creek or its tributaries.
	The timing of construction in or near rivers, streams, and/or floodplains will be modified to avoid the wettest times of the year.
	All equipment must be properly cleaned and disinfected to address the spread of invasive species and Viral Hemorrhagic Septicemia (VHS).
	Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service. Therefore, the project will utilize measures to prevent nesting or obtain a depredation permit. The non-nesting season occurs between August 30 and May 1.
	The reach of Mud Creek is considered a warmwater system and all instream work and work that has the potential to adversely affect the water quality of the stream should be completed between June 15 and September 15. This will include activities such as bridge deck removal, abutment or pier removal, cofferdams, and construction of new abutments on the stream bank. Work in other areas may continue beyond September 15 provided appropriate measures are taken to control erosion.
	These commitments will be incorporated into the design plans and special provisions by the designer, implemented in the field by the contractor, and overseen by the department's construction engineer. Coordination with the WDNR and USACE will continue throughout the design process.
C-3 Lakes or other Open Water	No commitments needed
C-4 Groundwater, Wells and springs	No commitments needed
C-5 Upland Wildlife and Habitat	No commitments needed
C-6 Coastal Zones	No commitments needed
C-7 Threatened and Endangered Species	No commitments needed
D-1 Air Quality	No commitments needed

D-2 Construction Stage Sound Quality	Check all that apply:
	\underline{X} WisDOT Standard Specification 107.8(6) and 108.7.1 would apply.
	Special construction stage noise abatement measures will be required
D-3 Traffic Noise	No commitments needed
D-4 Hazardous Substances or Contamination	No commitments needed
D-5 Storm water	Coordination has taken place with WDNR throughout the design process and will continue through construction in compliance with Trans 401 and the DOT/DNR Cooperative Agreement.
D-6 Erosion Control	Non-netted erosion mat will be used in environmentally sensitive areas that have a high probability of having animals that could be entrapped in plastic netting.
	#30 seed should not be used if it contains Birdsfoot Trefoil.
	Water shall be treated to remove suspended solids before allowing it to enter any waterway or wetland. A settling basin, or other suitable means approved by the engineer (i.e. filter bags) with sufficient capacity and size shall filter the water from the dewatering operation before it is discharged back into the waterway or wetland. Dewatering shall conform to the WDNR Storm Water Management Technical Standards, Code #1061, "Dewatering."
	These commitments will be incorporated into the plans and special provisions by the designer, implemented in the field by the contractor, and overseen by the department's construction engineer.
E - Other (NRCS WRP Easement)	To allow USDA-NRCS to vacate some of their WRP easement, WisDOT will need to have the Hoesly parcel restored to NRCS requirement standards (shown in Appendix F).
	WisDOT will deed the Hoesly mitigation land to Shaul (owner of the affected WRP land), who will then deed it to the USDS/NRCS WRP.
	WisDOT will restore the wetlands and uplands on the Hoesly parcel.
	Pending: NRCS's acceptance of the mitigation plan and NRCS EA
F – Other (WDNR Oak Wilt)	WisDOT standard specification 201.3(4) addresses oak wilt: Prevent the spread of oak wilt by treating all cut surfaces and abrasions sustained between April 1 and September 30 by healthy oak trees and saplings with a thorough application of tree paint immediately upon discovering a wound. Between these dates, also paint the cut surfaces of the stumps of all healthy oak trees and saplings immediately after cutting whether remaining in place or grubbed.
	These commitments will be incorporated into the plans and special provisions by the designer, implemented in the field by the contractor, an overseen by the department's construction engineer.

FACTOR SHEETS

A1 – General Economics

A3 – Agricultural

B1 – Community or Residential

B5 – Historic Resource (Berge Log House & Farmstead)

B5 – Historic Resource (Mikkelson Farmstead)

C1 – Wetlands

C2 – Rivers, Streams, & Floodplains

C5 – Uplands

D2 – Construction Stage Sound Quality

D3 – Traffic Noise

D5 – Stormwater

D6 – Erosion Control

GENERAL ECONOMICS EVALUATION

Factor Sheet A-1

Alternative	Total Length of Center Line of Existing Roadway: 2.7 miles
WIS 73/US 12/18 Intersection Reconstruction: ALT 4A	Length of This Alternative 2.7 miles
Preferred	

1. Briefly describe the existing economic characteristics of the area around the project:

The Proposed Action is located in Dane County in south central Wisconsin.

Economic Activity	Description
a. Agriculture	Agriculture is an important industry for Dane County and in the project area. From 2002 to 2007 the number of farms in Dane County increased from 1,686 to 1,813 (8.0 percent). The number of acres of land in farms decreased slightly in Dane County from 2002 to 2007, from 367,373 acres to 364,970 acres (-1.0 percent). There are many large farm operations in the project area.
b. Retail business	A bank is located north of US 12/18 and east of the WIS 73 north leg. Retail business is generally concentrated in the Village of Deerfield and near the I-39/90/WIS 73 intersection, south of the project area.
c. Wholesale business	Dane County has a number of wholesale business operators. There are no known wholesale business operations in the project area.
d. Heavy industry	Dane County has a number of heavy industrial business operators. There are no known operators in the project area.
e. Light industry	Dane County has a number of wholesale business operators. There are no known wholesale business operators in the project area.
f. Tourism	Dane County is home to popular tourist destinations. The City of Madison is a strong tourist draw. The Village of Cambridge and the City of Edgerton, also draw tourists to some extent. An agritourism business is located on WIS 73, south of the project area.
g. Recreation	Dane County offers a wide range of recreation activities and facilities for residents and visitors alike. No recreation facilities exist on the project corridor.
h. Forestry	Small woodlots exist in the project area. Forestry is not a major industry in the project area.

Source: U.S. Dept. of Agriculture; U.S. Census Bureau; WI Dept. of Tourism (2010)

Table 1 shows the top three employers in Dane County by industry. The top three employers by industry for Dane County are educational services, retail trade, and manufacturing. Median household incomes are \$57,546 in Dane County. Dane County has 74.2 percent of the population over the age of 16 in the labor force.

Table 1
Economic Characteristics of the
Project Area

2005-2009	I	Dane County
Percent of Individuals in Labor Force (age 16 and over)		74.2 %
Top 3 Employers by	1	Educational
Industry		services
	2	Retail trade
	3	Manufacturing
Median Household Income		\$ 57,546

Source: American Community Survey (ACS) 2005-2009

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

The Proposed Action advantages include:

- Ensuring the economic viability of the area by promoting safe and efficient transportation at the WIS 73/US 12/18 intersection.
- Encouragement and promotion of collaborative planning for land use and transportation systems

The Proposed Action's disadvantages include:

- Major capital investment by WisDOT
- Temporary disruptions during construction
- Agricultural land will be taken along the outside edge of the current roadway due to right of way acquisition. Some of the new right of way will be on new alignment.

The project will help to support the existing agricultural activity in the area by providing a safer route that will better accommodate agricultural equipment and the movement of commodities. The enhanced safety of the route will benefit the area residents who use the road on a regular basis.

3. What effect will the proposed action have on the potential for economic development in the project area?

The proposed project will have no effect on economic development.

☐ The proposed project will have an effect on economic development.
☐ Increase, describe:

Decrease, describe: _____

AGRICULTURE EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-3

Alternative	To	tal Length of Center Lir	ne of Existing Roadway 2.7 miles
WIS 73/US 12/18 Intersection Reconstructi	ion: ALT 4A Le	ngth of This Alternative	2.7 miles
Preferred			
Yes No None identified			
1. Total acquisition interest, by type of a	agricultural land use	:	
		: uisition (acres)	Total Area
Type of Land			Total Area
			Total Area Acquired (acres)

Woodland	0	0	0
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	0	0	0
Totals	11.57	0	11.57

2. Indicate number of farm operations from which land would be acquired:

Acreage to be Acquired	Number of Farm Operations
Less than I acre	3
1 acre to 5 acres	1
More than 5 acres	1

3. Is land to be converted to highway use covered by the Farmland Protection Policy Act?

🗌 No

] The land was purchased prior to August 6, 1984 for the purpose of conversion.

The acquisition does not directly or indirectly convert farmland.

The land is clearly not farmland

The land is already in, or committed to urban use or water storage.

- Yes (This determination is made by the Natural Resources Conservation Service (NRCS) via the completion of the Farmland Impact Conversion Rating Form, NRCS Form AD-1006)
 - The land is prime farmland which is not already committed to urban development or water storage.
 - The land is unique farmland.
 - The land is farmland which is of statewide or local importance as determined by the appropriate state or local government agency.

4. Has the Farmland Impact Conversion Rating Form (AD-1006) been submitted to NRCS?

- ☐ No Explain.
 X Yes
 ☐ The Site Assess
 - The Site Assessment Criteria Score (Part VI of the form) is less than 60 points for this project alternative.
 - Date Form AD-1006 completed.
 - The Site Assessment Criteria Score is 60 points or greater. Date Form AD-1006 completed. 10/24/12

5. Is an Agricultural Impact Statement (AIS) Required?

- No
 Eminent Domain would not be used for this acquisition
 The project is a "Town Highway" project
 - The acquisition is less than 1 acre
 - The acquisition is 1-5 acres and DATCP chooses not to do an AIS.
 - Other. Describe ____

🛛 Yes

Eminent Domain may be used for this acquisition.

- The project is not a "Town Highway" project
- The acquisition is 1-5 acres and DATCP chooses to do an AIS.
- \boxtimes The acquisition is greater than 5 acres

6. Is an Agricultural Impact Notice (AIN) Required?

No, the project is not a State Trunk Highway Project - AIN not required but complete questions 7-16.

- Yes, the project is a State Trunk Highway Project AIN <u>may</u> be required.
 - Is the land acquired "non-significant"?
 - Yes (All must be checked) An AIN is <u>not</u> required but complete questions 7-16.

Less than 1 acre in size	-
Results in no severances	
Description of a local floor with a soliton of a second state.	

- Does not significantly alter or restrict access
- Does not involve moving or demolishing any improvements necessary to the operation of the farm
- Does not involve a high value crop
- 🛛 No
 - Acquisition 1 to 5 acres **AIN required**. Complete Pages 1 and 2, Form DT1999, (Pages 1 and 2, Figure 1, Procedure 21-25-30.)
 - Acquisition over 5 acres **AIN required**. Complete Pages 1, 3 and 4, Form DT1999. (Pages 1, 3 and 4, Figure 1, Procedure 21-25-30)

COMMUNITY OR RESIDENTIAL EVALUATION

Factor Sheet B-1

Alternative	Total Length of Center Line of Existing Roadway 2.7 miles
WIS 73/US 12/18 Intersection Reconstruction: ALT 4A	Length of This Alternative 2.7 miles
Preferred	

Yes No None identified

1. Give a brief description of the community or neighborhood affected by the proposed action:

Name of Community/Neigl Dane County	hborhood				
Incorporated					
\boxtimes Yes \square No					
Total Population 483,913					
Demographic Characterist	tice				
	Census Year 2010	% of Population]		
	White	82			
	Non White/Minority	18			
	Age 65+ 10				
	Below poverty level 12				
Name of Community/Neigl Census Tract 119 (Inclue Incorporated Yes No Total Population 6,247	des Town of Christiana, Town of Deerfi	eld, and Village of Deer	field)		
Demographic Characterist	iics				
	2011 ACS – 5-year estimates % of Population				
	White 91				
	Non White/Minority	9			
	Age 65+	11			
Below poverty level 0.05					

Source: U.S. Census Bureau (2010)

2. Identify and discuss existing modes of transportation and their importance within the community or Neighborhood:

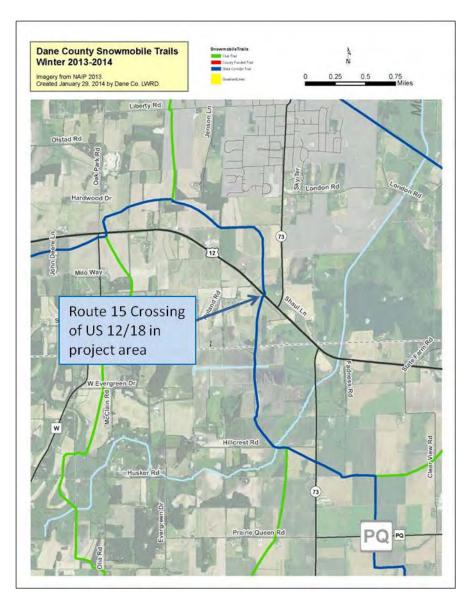
Automobiles and trucks are the most common forms of transportation at the WIS 73/US 12/18 intersection. WIS 73, US 12/18, county highways, and local roads all serve these modes of transportation. Traffic volumes ranged from 2,600 to 5,800 vehicles per day in 2009 along WIS 73 with forecasted volumes in 2034 ranging from 4,200-7,800. The section of US 12/18 that is utilized by WIS 73 had Annual Average Daily Traffic (AADT) of 13,500 vehicles per day with forecasted volumes of 18,300 in 2034. Agricultural machinery currently utilizes WIS 73 for cross highway farming operations.

Airports with controlled airspace greater than five miles from the corridor include Dane County Regional Airport (Madison), Wisersky Airport (Town of Christiana), Bassingbourn West Airport (Town of Christiana), T's Acres Dairy Airport (Town of Christiana), and the Ratmann landing strip (Town of Christiana). Dane County Airport serves more than 100 flights daily and serves over 1.6 million passengers yearly. Currently, transit services such as bus or train service is not available in the communities located along the corridor.

Bicycle and pedestrian accommodations are not present along the project corridor.

Several snowmobile routes are located within the project area. These routes are maintained and actively groomed by local snowmobile clubs. There are no specific snowmobile accommodations or special pavement treatments proposed with the Preferred Alternative because the crossing location is not designated by or the responsibility of WisDOT and the locations may vary from year to year as property owner permissions for route access can change. There is one

existing snowmobile route crossing of US 12/18 within the project area based on the *Dane County Snowmobile Trails Winter 2013-2014 Map* (see the figure below). WisDOT will work with snowmobile clubs to address effects to the existing Route 15.



3. Identify and discuss the probable changes resulting from the proposed action to the existing modes of transportation and their function within the community or neighborhood:

It is anticipated that there will be no substantial changes to transportation modes and functions in the corridor communities. Overall, automobile and truck transportation will not be significantly affected by the Proposed Action.

The potential exists for an increased number of bicyclists as the Proposed Action provides for 5-foot paved shoulders on the portion of WIS 73 to be reconstructed.

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

In general, land use within the project area will not change. The acquisition of agricultural land along the corridor is not expected to affect the overall agricultural character of the intersection area. Likewise, the existing pattern of scattered residential rural development and residential developments in the communities located throughout the corridor is not expected to change as a result of the Proposed Action.

5. Address any changes to emergency or other public services during and after construction of the proposed project:

Increased emergency response time during construction is possible as only one lane may be accessible in some locations during construction. Following the construction, response time will remain at current levels or even improve due to the roadway design improvements. The transportation management plan (TMP) detour route proposes the south leg WIS 73 detour to be US 12/18 west to I-39/90 south to WIS 73. The north leg detour will be US 12/18 west to I-39/90 north to I-94 East to WIS 73.

6. Describe any physical or access changes that will result. This could include effects on lot frontages, side slopes or driveways (steeper or flatter), sidewalks, reduced terraces, tree removals, vision corners, etc.:

Access points are not being added along WIS 73. Fadness Road will cul-de-sac, removing direct access to US 12/18. One property will no longer have direct access to US 12/18. Instead, the driveway will connect to the new alignment of WIS 73. Access to US 12/18 will be provided via the jug-handle ramps.

Driveways of four property owners will be altered in the following ways:

- Shaul (parcel 061204180008) One driveway moved and one parcel landlocked
- Mikkelson (parcel 071233490000) Driveway will be shortened
- Stark (parcel 071233485007) Parcel will be landlocked
- Simonson (parcels 071234392301 and 061203285808) Direct access to US 12/18 will be closed with the new Shaul Lane extension serving these two parcels.

7. Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have on the community/neighborhood:

No community/neighborhood facilities will be affected by the Proposed Action.

8. Identify and discuss factors that residents have indicated to be important or controversial:

Concern over the impacts to individual property owners was expressed at the public information meetings and considered when selecting the Preferred Alternative.

9. List any Community Sensitive Design considerations, such as design considerations and potential mitigation measures.

No CSD considerations are planned for this project.

- 10. Indicate the number and type of any residential buildings that will be acquired because of the proposed action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document. If item c) is checked, complete items 11 through 18 and attach the Conceptual Stage Relocation Plan to the environmental document:
 - a. \square None identified.
 - b. No occupied residential building will be acquired as a result of this project. Provide number and description of non-occupied buildings to be acquired.
 - c. Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc.

HISTORIC RESOURCES EVALUATION

Factor Sheet B-5

Alternative	Total Length of Center Line of Existing Roadway 2.7 miles
WIS 73/US 12/18 Intersection Reconstruction: ALT 4A	Length of This Alternative 2.7 miles
Preferred	
Yes No None identified	

Section 106 Form or other documentation, with all necessary approvals, must be attached to the Environmental Document for all projects.

1. Parties contacted:

		Comments Received		ents Received
Parties Contacted	Date Contacted	No	Yes	Check if Attached
State of Wisconsin Historic Preservation Office (SHPO)	1/30/12	x		
SHPO – Section 106 Form	3/28/13		х	🖂 See Appendix J
Members of the Berge Family	3/21/12		х	🛛 See Appendix N

- 2. Property Name: <u>AHI #4869, Berge Log House and Farmstead</u>
- 3. Location: 961 Nuland Road, Town of Deerfield, Dane County, WI
- 4. Use: Farm operation

5. Property type:

- Bridge
- Building
- Historic District

Other: Farmstead

6. Property Designations:

- National Historic Landmark (NHL)
-] National Register of Historic Places (NRHP)
- State Register of Historic Places
- Local Registry
- Tribal Registry

7. A Determination of Eligibility (DOE) has been prepared:

- □ No Property is already on NRHP or NHL.
- Yes DOE prepared.
- Other:

8. Describe the significance of the structures and/or buildings:

AHI #4869 is known as the Berge Log House and Farmstead and is located on the east side of WIS 73, south of US 12/18. The ten resources at 961 Nuland Road are collectively eligible for the National Register under Criterion C, as a farmstead. The basis for eligibility is the original 1855 log house that displays elements of Scandanavian log construction. The associated farm buildings contribute to the understanding of the context of the log house and the function of the farm as a combined dairy and tobacco operation.

SHPO indicated on May 8, 2013 in the DOE that The Berge Log House and Farmstead meets the NRHP criteria. SHPO concurred with the Determination of No Adverse Effects (DNAE) on May 8, 2013. See Appendix J – Section 106.

In compliance with the requirements of Section 106, of the National Historic Preservation Act, the proposed project's effects on the historic property, (e.g., structure or building) have been evaluated in the following report, a copy of which is:
 Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form). Documentation for determination of no adverse or conditional no adverse effect to historic properties. Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed.
 No. Consultation about effects is continuing. Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:
Do FHWA requirements for Section 4(f) apply to the project's use of the historic property?
 No Project is not federally funded. No right-of-way or Permanent Limited Easements will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the NRHP. Right-of-way will be acquired from the NRHP property but a <i>de minimus</i> finding has been proposed. Other – Explain: Yes – Complete Factor Sheet B-8, Section 4(f) and 6(f) or other Unique Areas.

HISTORIC RESOURCES EVALUATION

Factor Sheet B-5

Alternative	Total Length of Center Line of Existing Roadway 2.7 miles
WIS 73/US 12/18 Intersection Reconstruction: ALT 4A	Length of This Alternative 2.7 miles
Preferred	
Yes No None identified	

Section 106 Form or other documentation, with all necessary approvals, must be attached to the Environmental Document for all projects.

1. Parties contacted:

		Comments Received		ents Received
Parties Contacted	Date Contacted	No	Yes	Check if Attached
State of Wisconsin Historic Preservation Office (SHPO)	1/30/12	x		
SHPO – Section 106 Form	3/28/13		х	See Appendix J
Family Members of Mikkelson	3/21/12		Х	🛛 See Appendix O

- 2. Property Name: <u>AHI #220752 and 221471-221482</u>, Mikkelson Farmstead
- 3. Location: 881 Mikkelson Farm Road, Town of Deerfield, Dane County, WI
- 4. Use: Farm operation

5. Property type:

- Bridge
- Building
- Historic District
- Other: Farmstead

6. Property Designations:

- National Historic Landmark (NHL)
-] National Register of Historic Places (NRHP)
- State Register of Historic Places
- Local Registry
- Tribal Registry

7. A Determination of Eligibility (DOE) has been prepared:

- □ No Property is already on NRHP or NHL.
- Yes DOE prepared.
- Other:

8. Describe the significance of the structures and/or buildings:

AHI #220752 and 221471-221482 are known as the Mikkelson Farmstead and is located on the east side of WIS 73, south of US 12/18. The 13 resources at 881 Mikkelson Farm Road are collectively eligible for the National Register under Criterion C, as a good example of a combination tobacco and dairy farmstead of the early to mid-twentieth century.

SHPO indicated on May 7, 2013 in the DOE that the Mikkelson Farmstead meets the NRHP criteria. SHPO concurred with the Determination of No Adverse Effects (DNAE) on May 8, 2013. See Appendix J – Section 106.

9. In compliance with the requirements of Section 106, of the National Historic Preservation Act, the proposed project's effects on the historic property, (e.g., structure or building) have been evaluated in the following report, a copy of which is:

 In the project file, or Attached to this document: Documentation for determination of no historic properties affected (Reported on the Section 106 Review Form). Documentation for determination of no adverse or conditional no adverse effect to historic properties. Documentation for Consultation about adverse effect(s). A Memorandum of Agreement has been completed. No. Consultation about effects is continuing. Yes, a copy of the MOA is attached to this document. Summarize MOA stipulations below:
10. Do EHWA requirements for Section 4(f) apply to the project's use of the historic property?
10. Do FHWA requirements for Section 4(f) apply to the project's use of the historic property? No
Project is not federally funded.
 No right-of-way or Permanent Limited Easements will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the NRHP. Right-of-way will be acquired from the NRHP property but a <i>de minimus</i> finding has been proposed. Other – Explain:
Yes – Complete Factor Sheet B-8, Section 4(f) and 6(f) or other Unique Areas.

WETLANDS EVALUATION

Factor Sheet C-1

Alternative	Total Length of Center Line of Existing Roadway 2.7 miles
WIS 73/US 12/18 Intersection Reconstruction: ALT 4A	Length of This Alternative 2.7 miles
Preferred	

Yes No None identified

1. Describe Wetlands:

	Wetla	nd 1	Wetla	ind 2	Wetla	and 3	Wetla	and 4	Wetla	Wetland 5	
Name (If known)	WIS 73/US		WIS 73, north of		US 12/18 and		US 12/18 and		USDA-NRCS		
	12/18		US 12/18		Fadness Road		Mikkelson Farm		WRP		
	intersection area		intersection (W-		(W-6 from		Road (W-5 from		Easement (W-5		
	(W-8 from		10 from Wetland		Wetland		Wetland		from Wetland		
	Wetland		Delineation		Delineation		Delineation		Delineation		
	Delineation		Report)		Report)		Report)		Report)		
	Report)										
Location County	Dane		Dane		Dane		Dane		Dane		
Location (Section-	S3 T6 R12 and		S33 T7 R12		S3 T6 R12		S33 T6 R12		S33 T6 R12		
Township-Range)	S4 T6 R12						and		and		
							S4 T6 R12		S4 T6 R12		
Location Map	See Exhibit 5		See Exhibit 5		See Exhibit 5		See Exhibit 5		See Exhibit 5		
Wetland Type(s) ¹	M(D), RPF, WS		WS, M(D)		M(D), M, SS,		M(D)		M, WS, SS,		
					RPF, RPE				SM, M(D)		
Total Wetland Loss	0.73 Acres		0.080 Acres		0.43 Acres		0.030 Acres		2.58 Acres		
	M(D) – 0.45 ac.		WS – 0.05 ac.		M(D) – 0.22 ac.				M – 1.05 ac.		
	RPF – 0		M(D) – 0.03 ac.		M – 0.14 ac.				WS – 0.80 ac.		
	WS – 0	WS – 0.11 ac.				SS – 0.03 ac.				SS – 0.61 ac.	
					RPF – 0.02 ac.				SM – 0.1 ac.		
					RPE – 0.02 ac.				M(D) – 0.02 ac.		
Wetland is: (Check all	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
that apply) ²											
Isolated from stream,											
lake or other surface		Х		Х	Х	Х	Х		Х		
water body											
Not contiguous (in											
contact with) a stream,											
lake, or other water		Х	Х		Х	Х	Х		Х		
body, but within 5-year											
floodplain											
If adjacent or											
contiguous, identify	Mud Creek						West of Mud		West of Mud		
stream, lake or water	S3 T6 R12		2,500 LF east		Mud Creek		Creek		Creek		
body by Section-	S4 T6 R12		of Mud Creek		S3 T6 R12		S33 T6 R12		S33 T6 R12		
Township-Range	01101012						S4 T6 R12		S4 T6 R12		

¹Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3C"

²If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.

2.	Are any impacted wetlands considered "wetlands of special status" per WisDOT Wetland Mitigation Banking Technical Guideline, page 10? No Yes:
	Advanced Identification Program (ADID) Wetlands
	Other – Describe: The Proposed Action (Alternative 4A) will require the acquisition of a portion (16 acres) of NRCS-USDA land that is currently enrolled in the Wetland Reserve Program (WRP). The Proposed Action will require a total of 2.58 acres of wetlands inside of the WRP existing easement.
	According to the Tech Guideline (p. 10), the project will be impacting wetlands of special status because "public or private expenditure has been made to restore, protect or ecologically manage the wetland on either public or private land" through the NRCS WRP conservation easement program on private (Shaul) property. USACE recommended no initial involvement with the Interagency Review Team (IRT). See Appendix K for documentation.
3.	Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other:
	The work will involve excavation, placement of fill, grading, and drainage work. Work will also include changes to base course, concrete/asphaltic pavements, and adjustments to utilities.
4.	List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland: (List should include permanent, migratory and seasonal residents).
	No observed records on file with the WDNR. Wetland Mitigation Report does not report any wildlife inhabiting the wetlands.
5.	Federal Highway Administration (FHWA) Wetland Policy:
	Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.
	Statewide Wetland Finding: NOTE: All three boxes below must be checked for the Statewide Wetland Finding to apply.
	Project is either a bridge replacement or other reconstruction within 0.3 mile of the existing location.
	 The project requires the use of 7.4 acres or less of wetlands. The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.
6.	Erosion control or storm water management practices which will be used to protect the wetland are indicated
	on form: (Check all that apply)
	 Factor Sheet D-5, Stormwater Impact Evaluation. Neither Factor Sheet - Briefly describe measures to be used
7.	U S Army Corps of Engineers (USACE) Jurisdiction - Section 404 Permit (Clean Water Act) Not Applicable - No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.
	Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE. Indicate area of wetlands filled: Acres <u>3.85</u>
	Type of 404 permit anticipated:
	 Individual Section 404 Permit required. General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance.
	Indicate which GP or LOP is required:
	Provisional GP Provisional LOP
	Programmatic GP
	Expiration date of 404 Permit, if known: December 10, 2016

8.	Section 10 Waters (Rivers and Harbors Act). For navigable waters of the United States (Section 10) indicate vhich 404 permit is required:	
	ndicate whether Pre-Construction Notification (PCN) to the USACE is: Not applicable. Required: Submitted on: (Date)	
	Status of PCN JSACE has made the following determination on: (Date)	
	JSACE is in the process of review, anticipated date of determination is: (Date)	
9.	 Wetland Avoidance and Impact Minimization: [Note: Required before compensation is acceptable] A. Wetland Avoidance: Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.: 	
	Complete avoidance of wetlands is not possible on this project as all wetland areas are within or adjacent to the existing highway right of way. Relocation of the state highway will result in an alternative that is not cost effective, and will have significantly more environmental impacts including destruction of wetlands.	
	Initial Concept 2B had 12 more acres of wetland impacts than the Preferred Alternative.	
	 Indicate the total area of wetlands avoided: Acres: 12 	
	 Minimize the amount of wetlands affected: Describe methods used to minimize the use of wetlands, such as a steepening of side slopes or use of retaining walls, equalizer pipes, upland disposal of hydric soils, etc.: 	
	Avoidance of wetlands was considered when selecting the horizontal alignment location. The vertical profile height was considered in order to minimize the width of the roadway slopes into wetland areas.	;
	Minor shifts in alignment were considered where possible to minimize impacts to wetlands.	
	Side slopes will be examined during final design for steepening to minimize wetland impacts when possible without sacrificing safety features. Construction staging will not be conducted within adjacent wetlands.	
	 Indicate the total area of wetlands saved through minimization: Acres: 1.5 	
10	Compensation for Unavoidable Wetland Loss: Wetland compensatory mitigation procedures and sequencing will conform to the U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (EPA) joint rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332; and 40 CFR Part 230 – dated April 10, 2008).	
	Compensatory mitigation will be consistent with amendments to the Cooperative Agreement between DNR and WisDOT on compensatory mitigation for unavoidable wetland losses (July 2012), and the WisDOT Interagency Coordination Agreement and Wetland Mitigation Banking Technical Guidelines with DNR, USACE, EPA, USFW and FHWA (March 2002).	S
	The WDNR provided wetland delineation concurrence on 10/16/12. See Appendix I for WDNR letter.	
	Mitigation for the 1.27-acre wetland loss (WisDOT Bank Site) will occur at the London Wetland Mitigation Bankir Site in Jefferson County. Mitigation for the 2.58-acre wetland loss in the existing USDA-NRCS WRP easement will occur at the new, adjacent USDA-NRCS WRP Easement Site (Hoesly). (See Exhibit 5 – Wetland Impacts)	١g

The new mitigation site will acquire approximately 18.6 acres for restoration from adjacent property owner, Hoesly. Drain tile will be removed and seeding operations will occur.

	Туре	Acre(s) Loss		Ratio	Compensation Type and Acreage	
		Inside WRP easement	Outside WRP easement		On-site (WRP)	London Bank Site
RPF(N)	Riparian wetland (wooded)		0.19	1.5:1		M(0.285)
RPF(D)	Degraded riparian wetland (wooded)					
RPE(N)	Riparian wetland (emergent)		0.02	1.3:1		M(0.026)
RPE(D)	Degraded riparian wetland (emergent)					
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens	1.05	0.14	1:1 (outside easement) 1.5:1 (inside easement)	M(1.575)	M(0.14)
M(D)	Degraded meadow	0.02	0.73	1:1 (outside easement) 1.5:1 (inside easement	M(0.03)	M(0.73)
SM	Shallow marsh	0.10		1.5:1	M(0.15)	
DM	Deep marsh	0110			(erre)	
AB(N)	Aquatic bed					
AB(D)	Degraded aquatic bed					
SS	Shrub Swamp, shrub carr, alder thicket	0.61	0.03	1.2:1 (outside easement) 1.5:1 (inside easement	M(0.915)	M(0.036)
WS(N)	Wooded swamp	0.80	0.16	1.2:1 (outside easement) 1.5:1 (inside easement	M(1.2)	M(0.192)
WS(D)	Degraded wooded swamp					
Bog	Open and forested bogs					

D = Degraded

N = Non-degraded

11. If on-site compensation is proposed, describe how a search for a compensation site was conducted:

On-site compensation is not being proposed for this project – no search was conducted. The 1.27-acre wetland loss outside of the USDA-NRCS WRP Easement will be mitigated at the London Mitigation Banking Site as 1.409 acres of wet meadow.

The WRP Easement land required mitigation on adjacent contiguous land. Three landowners (Mikkelson, Hoesly, and Birkrem) were ranked in this order based on criteria outlined in Appendix F. Mikkelson was not a willing seller so the next best mitigation land was acquired from Hoesly, who was a willing seller. The Hoesly site will be used for the USDA-NRCS WRP Easement mitigation. This 33.3 acre parcel is located directly south of the WRP Easement and will be restored to wetlands and uplands.

12. Summarize the coordination with other agencies regarding the compensation for unavoidable wetland losses: Attach appropriate correspondence:

Coordination with the WDNR and USACE occurred throughout the entire environmental review process. USDA-NRCS is a Cooperating Agency with WisDOT for this project. USDA-NRCS easements exist within the project area and acquired land will be mitigated. Five meetings were held with USDA-NRCS to discuss the project and Alternatives 4A and 2B.

Date	Meeting Sponsor	Type of Meeting	Location	Approx. # Attendees
7/3/12	WisDOT	NRCSWRP easement meeting #1	NRCS Madison office	10
7/18/12	WisDOT	NRCS WRP easement meeting #2	NRCS Madison office	10

9/13/12	WisDOT	NRCS WRP easement meeting #3	NRCS Madison office	10
11/19/12	WisDOT	NRCS WRP easement meeting #4	NRCS Madison office	10
3/14/13	WisDOT	NRCS WRP easement meeting #5	NRCS Madison office	10

Consultation with the USDA-NRCS was critical in arriving at the Preferred Alternative. See Appendix E for coordination letters. The property of concern to the USDA-NRCS is a 60-acre conservation easement located west of WIS 73 and south of US 12/18. The easement is enrolled in the USDA-NRCS Wetlands Reserve Program (WRP). The Preferred Alternative, Alternative 4A, will require 16 acres from the conservation easement.

The USDA provided support of the Preferred Alternative at a USDA/WisDOT meeting on 9/13/12. In order for the NRCS to vacate some of their easement, WisDOT will need to acquire contiguous replacement land of similar soil and use to put under easement in the surrounding area, and have the land restored to NRCS requirement wetland standards. More detail regarding the proposed mitigation properties can be found in Appendix F, Easement Mitigation Report.

RIVERS, STREAMS AND FLOODPLAINS EVALUATION

Factor	Sheet	C-2
--------	-------	-----

Alternative WIS 73/US 12/18 Intersection Reconstruction: ALT 4A	Total Length of Center Line of Existing Roadway 2.7 miles Length of This Alternative 2.7 miles
Preferred	
1. Stream Name: Mud Creek	
 Stream Type: (Indicate Trout Stream Class, if known Unknown Warm water Cold water If trout stream, identify trout stream classification: Wild and Scenic River 	
3. Size of Upstream Watershed Area: (Square miles or Approximately 45,350 acres (Lower Koshkonong Creek	
 4. Stream flow characteristics: 	
 5. Stream Characteristics: A. Substrate: Sand Silt Clay Cobbles Other-describe: B. Average Water Depth: Approximately one foot C. Vegetation in Stream Absent Present - If known describe: Sago pondweed and 	nd Elodea where the creek is open to sunlight.
D. Identify Aquatic Species Present:	
Aquatic species may include sunfish, J. darter, bluntno	ose, stickleback, bluegill, white sucker, and fathead.
E. If water quality data is available, include this inform	ation:
receives an abundant silt load from agricultural fields,	
F. Is this river or stream on the WDNR's "Impaired Wa ⊠ No □ Yes - List:	aters" list?
 6. If bridge or box culvert replacement, are migratory to a second sec	bird nests present?

7. Is a Fish & Wildlife Depredation Permit required to remove swallow nests?

Not Applicable:

] Yes

No - Describe mitigation measures: The project will utilize measures to prevent nesting or work will occur between August 30 and May 1.

8. Describe land adjacent to stream:

The dominant land use within the project area is agricultural. Wetlands are located immediately adjacent to Mud Creek. The observed wetland types adjacent to Mud Creek are described as wet meadow, floodplain forest wooded swamp, scrub shrub, and shallow marsh.

According to the WDNR, the current ditches on the Mikkelson property were dug through the wetland during the late 1890s or early 1900s, most likely in order to drain and farm the wetland area at this location. There was a tributary but it did not go through this property. It is believed that the ditch was constructed and the original tributary was rerouted through this area, to the north and east of where it originally was located.

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

Mud Creek discharges into Koshkonong Creek 2-3 miles downstream of US 12/18. Mud Creek is depicted on Exhibit 1. There are several tributaries and irrigation ditches upstream.

10. Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment: [Note: Coast Guard must be notified when Section 10 waters are affected by a proposal. Also see Wetland Evaluation, Factor Sheet C-1, Question 8.]

Two concrete box culverts will be replaced and one concrete box culvert will be extended. (See Exhibit 2 – Preferred Alternative, for locations of the box culverts):

C-13-2074, WIS 73 over Mud Creek, will be a new culvert to replace the existing concrete box culvert B-13-359 that is two-cell, each cell at 9 feet (wide) x 8 feet (high) and 50 feet long. The new culvert will be two-cell, each cell at 12 feet (wide) x 8 feet (high) and 130 feet long. The invert will be lowered 1 foot to allow for the box culvert to fill in with natural materials over time. This culvert is in the 100-year floodplain and is a crossing encroachment.

B-13-802, US 12/18 over Mud Creek, will be a 30-foot culvert extension on the north side of the existing concrete box culvert, B-13-358. The existing culvert is a two-cell, each cell at 12 feet (wide) x 7 feet (high) and 80 feet long. This culvert is in the 100-year floodplain and is a crossing encroachment.

C-13-3095, WIS 73 over drainage ditch, will be a new culvert to replace the existing concrete box culvert C-13-105 that is one-cell, 8 feet (wide) x 7 feet (high) and 56 feet long. The new culvert will be one-cell at 10 feet (wide) x 7 feet (high) and 96 feet long. This culvert is in the 100-year floodplain and is a crossing encroachment.

11. Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be in compliance with NR 116 by creating 0.01 ft. backwater or less:

The proposed action is not expected to have any effect on the backwater. The Proposed Action has been analyzed to be in compliance with NR 116 and have 0.01 ft backwater or less.

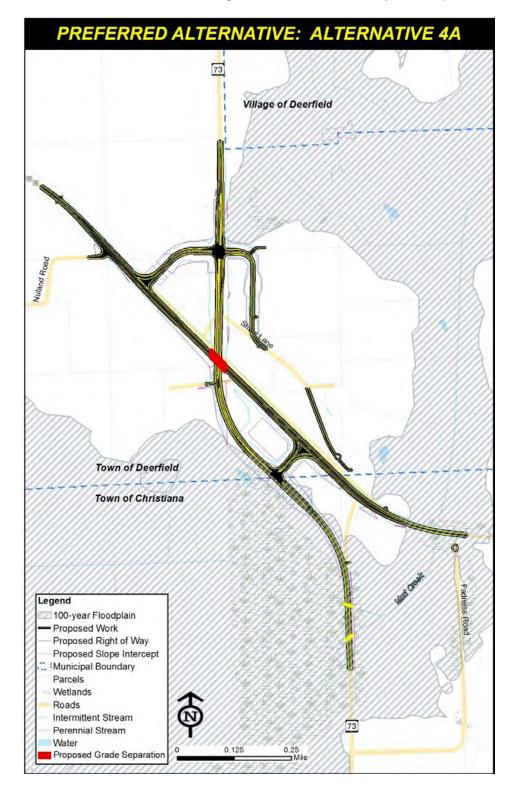
12. Describe and provide the results of coordination with any floodplain zoning authority:

Dane County was included on initial project scoping and invited to all Local Official Meetings and Public Information Meetings. Pursuant to Dane County Code of Ordinance Section 17.05(7), WisDOT reconstruction projects must meet regulations but are exempt from the local floodplain permitting.

- Significant interruption or termination of emergency vehicle service or a community's only evacuation route.
- Significant flooding with a potential for property loss and a hazard to life.
- Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.

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

The existing floodplain is predominantly wetland with some areas of agricultural use. The new alignment of WIS 73 is within a Zone A area (no base flood elevations determined) of approximate floodplain fringe area. Fill within the fringe area is not expected to increase the backwater. The figure below shows the 100-year floodplain.



Approximately 20 acres of farmland will be converted to an NRCS easement mainly used for wetlands as part of this project. These 20 acres are within the floodplain Zone A area.

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

No adverse impacts to water quality is expected within the floodplain during and after construction. Wis. Adm. Code Trans 401 *Construction Site Erosion Control and Storm Water Management Procedures for Department Actions* will apply to this project. Best management practices for TSS reduction by use of flatter roadside slopes and longitudinal ditches will be applied to have no increased adverse effect on plants, animals, or fish.

16. Are measures proposed to enhance beneficial effects?

□ No ⊠ Yes.

Specific measures are discussed in the Erosion Control and Stormwater Management Factor Sheets.

UPLAND WILDLIFE AND HABITAT EVALUATION

Factor Sheet C-5

Alternative WIS 73/US 12/18 Intersection Reconstruction: ALT 4A	Total Length of Center Line of Existing Roadway 2.7 miles Length of This Alternative 2.7 miles			
Preferred				
🛛 Yes 🗌 No 🗌 None Identified				

1. Proposed Work in Upland Areas:

A. Describe the nature of proposed work in the upland habitat area (e.g., grading, clearing, grubbing, etc.):

The Proposed Action will require clearing vegetation, removal of top soil and grading in upland areas during construction and will require the permanent conversion of approximately 23.48 acres of uplands (see Exhibit 6 – Upland Impacts).

2. Vegetation/Habitat:

A. Give a brief description of the upland habitat area. Include prominent plant community(ies) at the project site (list vegetation with a brief description of each community type if more than one present).

The project area is primarily rural in nature and consists of uplands, agricultural land, rural open space and some wetlands. Uplands in the project area consist primarily of grasses, shrubs and trees.

B. Will the project result in changes in the vegetative cover of the roadside?

The roadside areas that will be disturbed as a result of the Proposed Action will be re-seeded after construction.

3. Wildlife:

A. Identify and describe any observed or expected wildlife associations with the plant community(ies) listed in question #1:

Common types of wildlife species found in southern Wisconsin that will be expected to be in the project area include: various songbird species, crows, turkeys, raccoon, squirrels, waterfowl, herpitiles, raptors, and whitetail deer.

B. Identify and describe any known wildlife or bird use areas or movement corridors that will be severed or affected by the proposed action:

No known wildlife or bird use corridors will be severed or affected by the Proposed Action.

C. Discuss other direct impacts on wildlife and estimate significance:

There will be no known significant direct impacts to wildlife species. During construction, it is possible that some wildlife will be displaced. Suitable habitat exists in the project area to accommodate species that may be displaced during construction. It is not anticipated that there will be long-term effects to wildlife as a result of the Proposed Action. It should be noted that there are no known federal/state-listed threatened and/or endangered species in the project area.

D. Identify and discuss any probable indirect impacts on wildlife in the area expected due to the project:

The Proposed Action is not expected to cause unplanned indirect effects on wildlife in the project area. As previously noted, suitable wildlife habitat exists in the general project area and could likely accommodate any changes in wildlife habitat areas as a result of this project or other projects in the area.

E. Describe measures to avoid and/or minimize adverse effects or to enhance beneficial effects:

Measures to minimize adverse effects include the use of erosion control measures, re-vegetation of disturbed areas as soon as possible after construction, and implementation of standard maintenance practices throughout the project area and in upland area.

CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Factor Sheet D-2

Alternative WIS 73/US 12/18 Intersection Reconstruction: ALT 4A	Total Length of Center Line of Existing Roadway 2.7 miles Length of This Alternative 2.7 miles			
Preferred				
🛛 Yes 🗌 No 🗌 None Identified				

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

The project area is primarily rural in nature and adjacent land use is primarily agricultural. There are scattered residences located along the corridor that are primarily associated with farming operations. There are no known noise sensitive areas near the project area.

Given that the project area is predominantly rural, there would be a relatively limited number of persons that could be potentially affected by increase noise levels during construction. There are five households and agricultural operators located in close proximity to the project corridor that could be affected. Any potential effects are anticipated to be localized, temporary, and transient in nature.

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

The noise generated by construction equipment would vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet. See Figure 1 on the following page.

3. Describe the construction stage noise abatement measures to minimize identified adverse noise effects. Check all that apply:

WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply.

WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to _____ P.M. until _____A.M.

- WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to ______ P.M. until ______A.M.
- Special construction stage noise abatement measures will be required. Describe:

FIGURE 1, CONSTRUCTION EQUIPMENT SOUND LEVELS

The types of construction equipment that are likely to be used on the project along with the corresponding maximum level allowed by the USEPA in decibels (dBA) at 50 ft. (15.2 m) from specific machines are listed below. Data was estimated from Figure 2-36 of the Report to the President and Congress on Noise, prepared by USEPA, February, 1972.

Earthmoving	Approx. Max. dBA Allowed
Compactors (Rollers)	71 – 75
Front Loaders	74 – 86
Backhoes	72 – 94
Tractors	77 – 97
Scrapers, Graders	80 - 84
Pavers	86 - 89
Trucks	82 - 94
Materials Handling	Approx. Max. dBA Allowed
Concrete Mixers	75 – 88
Concrete Pumps	82 - 85
Cranes (Moveable)	75 – 88
Cranes (Derrick)	86 - 88
<u>Stationary</u>	Approx. Max. dBA Allowed
Pumps	68 – 72
Generators	72 – 83
Compressors	76 – 87
Impact Equipment	Approx. Max. dBA Allowed
Pneumatic Wrenches	82 - 88
Jack Hammers and Rock Drills	81 – 98
Impact Pile Drivers (Peaks)	93 – 106
Other	Approx. Max. dBA Allowed
Vibrator	68 - 82
Saws	72 – 83

TRAFFIC NOISE EVALUATION	Wisconsin Department of Transportation			
Factor Sheet D-3				
Alternative WIS 73/US 12/18 Intersection Reconstruction: 4A	Total Length of Center Line of Existing Roadway 2.7 miles Length of This Alternative 2.7 miles			
Preferred				

1. Need for Noise Analysis:

- A. Is the proposed action considered a Type I project? (A Type I project is defined as a project that involves construction of a roadway on new location or the physical alteration of an existing highway which substantially changes either the horizontal or vertical alignment or increases the number of through-traffic lanes).
 - No Complete only Factor Sheet D-2, Construction Stage Sound Quality Impact Evaluation.
 - Yes Complete Factor Sheet D-2, Construction Stage Sound Quality Impact Evaluation, and the rest of this sheet.

2. Traffic Data:

- A. Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on Basic Sheet 6, Traffic Summary Matrix:
 - 🛛 No

Yes – Indicate volumes and explain why they were used:

Automobiles	Veh/hr
Trucks	Veh/hr
Or Percentage (T)	%

B. Identify and describe the noise analysis technique or program used to identify existing and future sound levels: See attached receptor location map.

The Federal Highway Administration's Traffic Noise Model (TNM), version 2.5 was used to predict existing and future sound levels along the US 12/18 and WIS 73 Intersection Reconstruction project corridor.

C. Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound: See attached receptor location map.

The WIS 73/US 12/18 Intersection Reconstruction project is along an approximately 2.7-mile linear, predominantly rural corridor. There are five farming operations and two residences along the corridor. Representative receptors where noise levels were predicted are included. No areas were identified with potential receptors that would be impacted by noise.

- D. If this proposal is implemented will future sound levels produce a noise impact?
 - 🛛 No
 - Yes The impact will occur because:
 - The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) or exceeded.
 - Existing sound levels will increase by 15 dBA or more.
- E. Will traffic noise abatement measures be implemented?
 - Not applicable Traffic noise impacts will not occur.
 - No Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THE FINAL ENVIRONMENTAL DOCUMENT.
 - Yes Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented:

As indicated in the table below, TNM model predicted noise levels at representative receptors along the US 12/18 and WIS 73 Intersection Reconstruction corridor would not exceed the Noise Level Criteria (NLC) as specified in the WisDOT FDM Chapter 23, Section 30, Table 2.1, Noise Level Criteria (NLC) for Considering Barriers (July 28, 2011).

Since no noise impacted receptors were identified, construction of noise barriers was not investigated for this corridor.

		1		4		1		
			Sound Level L _{eq} ¹ (dBA)			Impact Evaluation		
Receptor	Distance from	Number of	Noise	Future	Existing	Difference	Difference	Impact ³
Location or	C/L of Near	Families or	Abatement	Sound	Sound	in Future	in Future	or No
Site	Lane to	People	Criteria ²	Level	Level	and	Sound	Impact
Identification	Receptor in	Typical of	(NAC)			Existing	Levels and	
(See	feet (ft.)	this				Sound	Noise	
attached		Receptor				Levels	Abatement	
map)		Site				(Col. e	Criteria	
						minus	(Col. e	
						Col. f)	minus	
							Col. d)	
(a)	(b)	(C)	(d)	(e)	(f)	(g)	(h)	(i)
REC 3	1,424	2 residences	67	63	54	9	-4	N
REC 4	464	1 residence	67	55	59	-4	-12	N
		1 business	72				-17	
REC 5	555	2 residences	67	52	57	-5	-15	N
		1 business	72				-20	
REC 6	644	2 residences	67	56	60	-4	-11	Ν
		1 business	72				-16	
REC 7	231	1 business	72	56	54	2	-16	Ν
	Intersection							
	Reconstruction							

¹ Use whole numbers only. ² Insert the actual Noise Abatement Criteria from Wisconsin Administrative Code, Chapter Trans. 405.04, Table 1. ³ An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, <u>or</u>, future sound levels approach or exceed the Noise Abatement Criteria ("approach" is defined as 1 dB less than the Noise Abatement Criteria, therefore an impact occurs when Column (h) is -1 db or greater). I = Impact, N = No Impact.

SI	ORMWATER EVALUATION	Wisconsin Department of Transportation					
	Factor Sheet D-5						
WI	ernative 5 73/US 12/18 Intersection Reconstruction: ALT 44	Total Length of Center Line of Existing Roadway 2.7 miles Length of This Alternative 2.7 miles					
	eferred Yes 🗌 No 🗍 None identified						
 Indicate whether the affected area may cause a discharge or will discharge to the waters of the stat 401.03). Special consideration should be given to areas that are sensitive to water quality degradation. Provide spe recommendations on the level of protection needed. 							
	 No water special natural resources are affected Yes - Water special natural resources exist in River/stream Wetland Lake Endangered species habitat Other – Describe 						
2.	Indicate whether circumstances exist in the pr such as an increase in peak flow, total suspen	ect vicinity that require additional or special consideration, ed solids (TSS) or water volume.					
	Stream relocations C Long or steep cut or fill slopes H Cold water stream III Large quantity flows E Increased backwater E	t. Indicate all that are present. eas of groundwater recharge rerland flow/runoff gh velocity flows paired waterway ceptional/outstanding resource waters atypical stormwater management measures to be used to					
3.	effects. The overall stormwater management strategy order to reduce TSS. The swale design will fo basins will be maintained as to not adversely	rategy to minimize adverse effects and enhance beneficial vill be to use roadside swales on both sides of all roadways in bw Wis. Adm. Code Trans 401.106(10). All existing watershed sub- direct overland flow from the existing condition. Cross culvert ards. Any higher velocity concentrated flows at culverts will be riprap.					
4.	The construction of WIS 73, south of US 12/1 an 80 percent TSS reduction. The reconstruct (approximately 1 mile) will be treated to a 40 p reconstructed within the existing right of way requirement will be the weighted average of th highway miles on the alignments of roadways	will be compatible with fulfilling Trans 401 requirements. will be new construction mainly on a new alignment and require on of WIS 73 north of US 12/18 and of US 12/18 itself recent TSS reduction level since these parts are largely th no additional through lanes. The project level TSS reduction e 40 percent and the 80 percent reductions, based upon the ctions. This project falls in the lower Rock River Basin Total this project does not have to meet the TMDL requirements Sewer System (MS4) reachshed.					
	WisDOT will follow Wis. Adm. Code Trans 40 stormwater requirements and standards.	and the DNR/DOT Cooperative Agreement for post construction					
5.	Trans 401.106(10)	to be utilized. line storm sewer treatment, such as catch basins, non-mechanical treatment systems. tention/retention basins – Trans 401.106(6)(3)					

	(perpendicular to flow) Distancing outfalls from waterway edge Constructed stormwater wetlands Infiltration – Trans 401.106(5) Buffer areas – Trans 401.106(6) Other Describe -
6.	Indicate whether any Drainage District may be affected by the project.
	 Yes Has initial coordination with a drainage board been completed? No - Explain Yes - Discuss results
7.	Indicate whether the project is within WisDOT's Phase I or Phase II stormwater management areas. Note: See Procedure 20-30-1, Figure 1, Attachment A4, the Cooperative Agreement between WisDOT and WisDNR Contact Regional Stormwater/erosion Control Engineer if assistance in needed to complete the following:
	 No - the project is outside of WisDOT's stormwater management area. Yes - The project affects one of the following and is regulated by a WPDES stormwater discharge permit, issued by the WisDNR: A WisDOT storm sewer system, located within a municipality with a population greater than 100,000. A WisDOT storm sewer system located within the area of a notified owner of a municipal separate storm sewer system. An urbanized area, as defined by the U.S. Census Bureau, NR216.02(3).
8	 A municipal separate storm sewer system serving a population less than 10,000. Has the effect on downstream properties been considered? No Yes - Coordination is in process.
9.	

EROSION CONTROL EVALUATION	Wisconsin Department of Transportation
	r Sheet D-6
Alternative WIS 73/US 12/18 Intersection Reconstruction: ALT 4A Preferred Yes No None identified	Total Length of Center Line of Existing Roadway 2.7 miles Length of This Alternative 2.7 miles
The terrain along WIS 73 varies from flat to gently rolli to 2.0 percent and from 0.5 percent to 4.0 percent on 0.5% to 2.0 percent and from 0.5 percent to 4.0 percent WIS 73 and US 12/18 are mostly 4:1. The proposed p	nd proposed slope length, percent slope and soil types. ng. The existing profile grades on WIS 73 vary from 0.5 percent US 12/18. The proposed profile grades on WIS 73 vary from nt on US 12/18. The existing perpendicular side slopes on both perpendicular side slopes on both WIS 73 and US 12/18 will ection on this project is approximately 12 feet above existing
loam materials as severely erodible. The soil types in	e majority of the project is classified as slightly erodible with the this area are mainly Kegonsa silt loam, Dresden silt loam, e presence of marshy muck soil exists along the new alignment s surrounding Mud Creek.
	he area affected by the project.
 Are there circumstances requiring additional or sp No - Additional or special circumstances are not Yes - Additional or special circumstances exist. Areas of groundwater discharge Overland flow/runoff Long or steep cut or fill slopes Areas of groundwater recharge (fractured bed Other - Describe any unique or atypical erosi or special circumstances 	present. Indicate all that are present.
followed. This will ensure proper erosion control techn	ize adverse effects and/or enhance beneficial effects. The WDNR/WisDOT Cooperative Agreement process will be iques are maintained, minimizing offsite sedimentation. Erosion and soils and areas will be stabilized as they are completed.
 5. Erosion control measures reached consensus with WisDNR County Land Conservation Department American Indian Tribe US Army Corps of Engineers 	h the appropriate authorities as indicated below: rol Plan) shall be coordinated through the WisDOT-WisDNR

liaison process and TRANS 401 except when Tribal lands of American Indian Tribes are involved. WisDNR's concurrence is not forthcoming without an Erosion Control Plan. In addition, TRANS 401 requires the contractor to prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WisDNR and to WisDOT 14 days prior to the preconstruction conference (Trans401.08(1)) and must be approved by WisDOT before implementation. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection

Agency (EPA). EPA or the tribes have the 401 water quality responsibility on Trust lands. Describe how the Erosion Control/Stormwater Management Plan can be compatible.

6. Identify the temporary and permanent erosion control measures to be utilized on the project. Consult the FDM, Chapter 10, and the Products Acceptability List (PAL).

Minimize the amount of land exposed at one time	Detention basin
Temporary seeding	🛛 Vegetative swales
Silt fence	Pave haul roads
🛛 Ditch checks	🛛 Dust abatement
Erosion or turf reinforcement mat	🖾 Rip rap
Ditch or slope sodding	Buffer strips

- Soil stabilizer
- Inlet protection
- Turbidity barriers
- Temporary settling basin
- Mulching
- Other Sediment Traps

- Dewatering Silt screen
- Temporary diversion channel
- Permanent seeding

EXHIBITS

1 – Alternate Route Map

2 – Build Alternatives (4A and 2B)

3 – USDA-NRCS WRP Easement

4 - Existing and Proposed Typical Sections

5 - Wetland Impacts

6 – Upland Impacts

7 - Traffic Noise Receptor Map

EXHIBIT 1 – Alternate Route Map

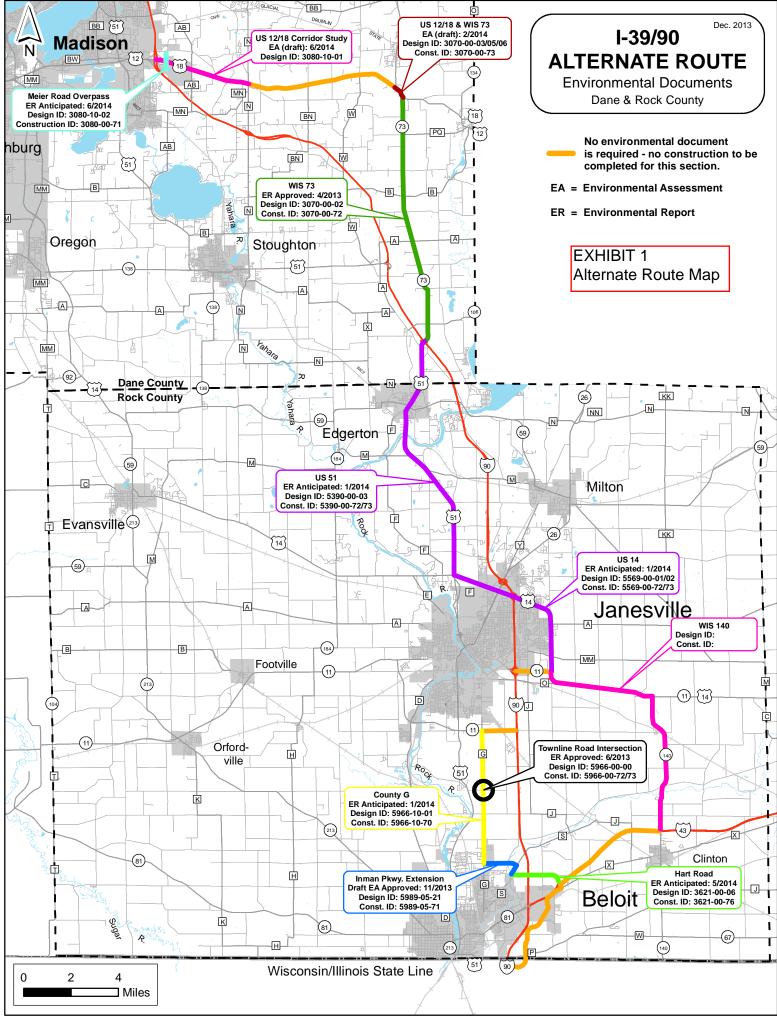
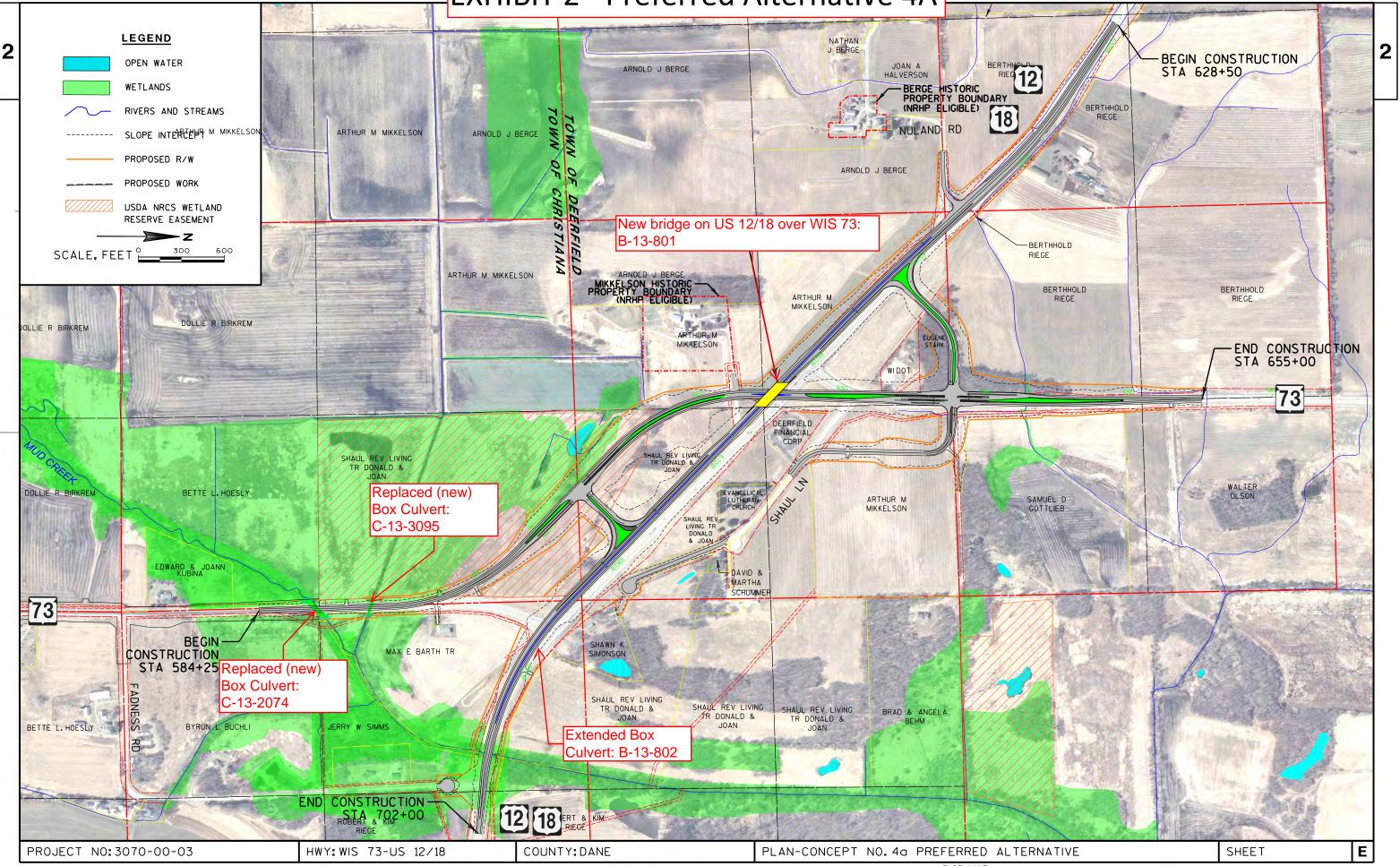


EXHIBIT 2 – Build Alternatives (4A and 2B)

EXHIBIT 2 - Preferred Alternative 4A



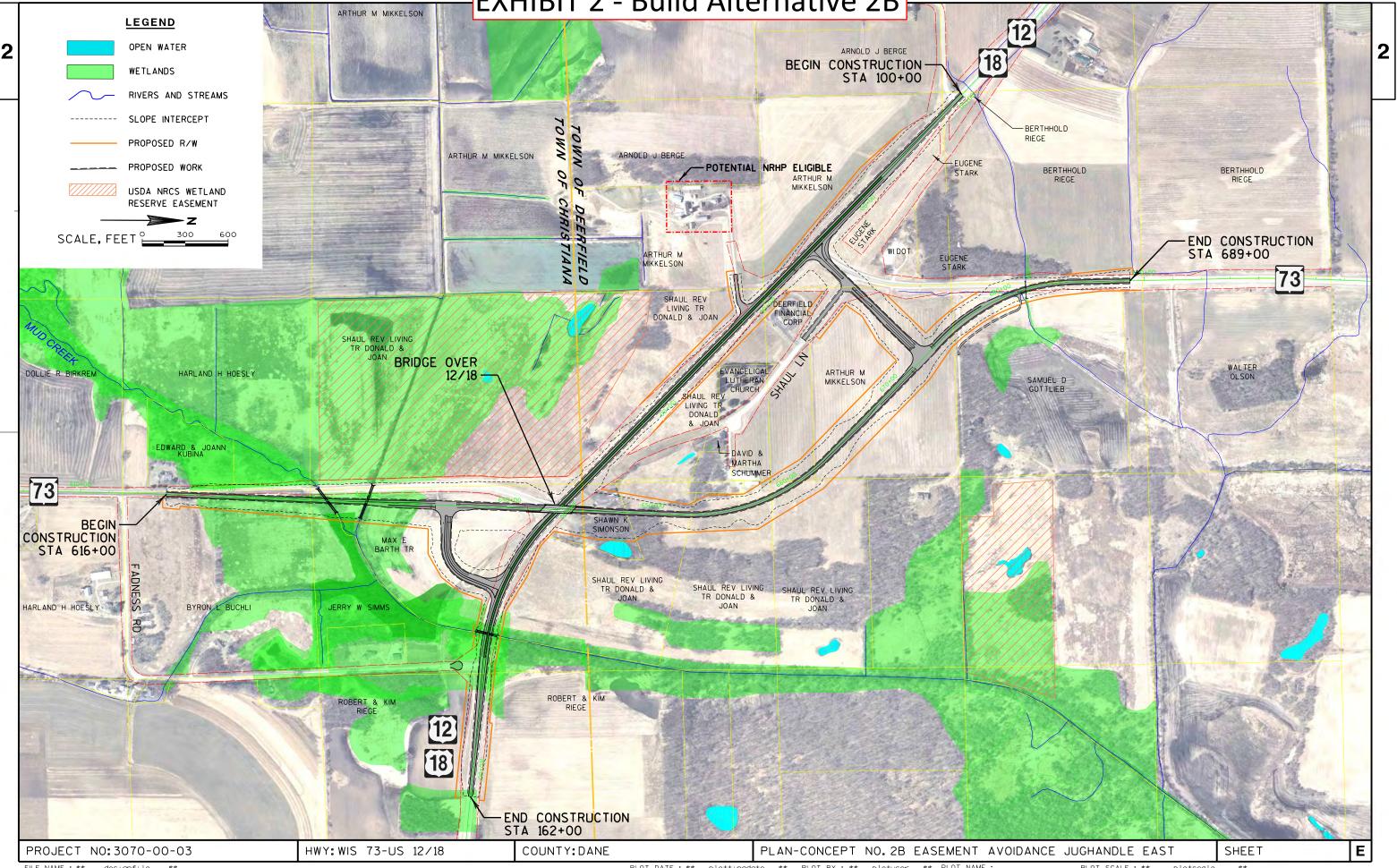
FILE NAME : \$\$....designfile....\$\$

Project 3070-00-03

PLOT DATE : \$\$...plottingdate...\$\$ PLOT BY : \$\$...plotuser...\$\$ PLOT NAME :

PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42

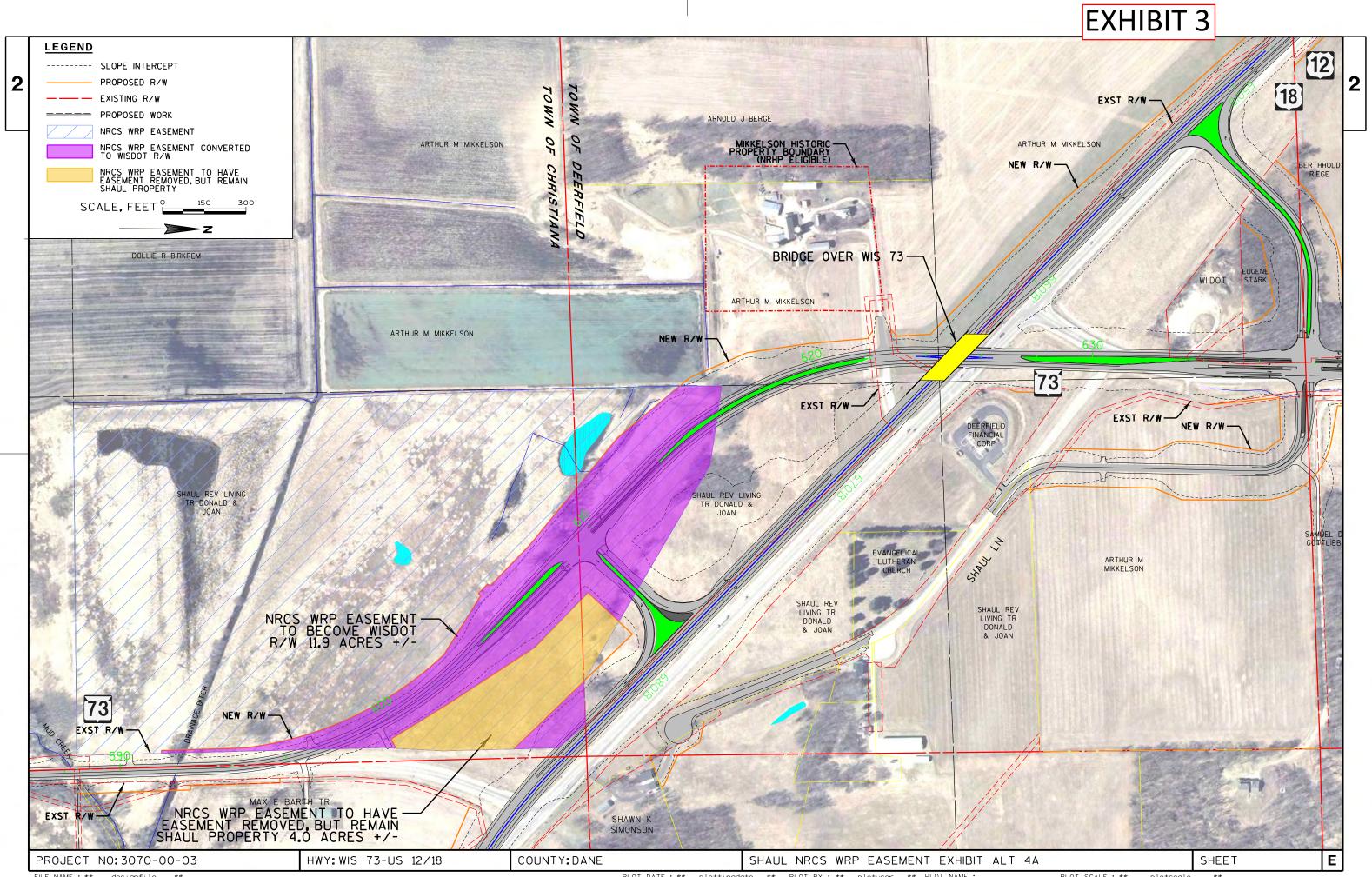
EXHIBIT 2 - Build Alternative 2B



FILE NAME : \$\$....designfile....\$\$

PLOT DATE : \$\$...plottingdate...\$\$ PLOT BY : \$\$...plotuser...\$\$ PLOT NAME :

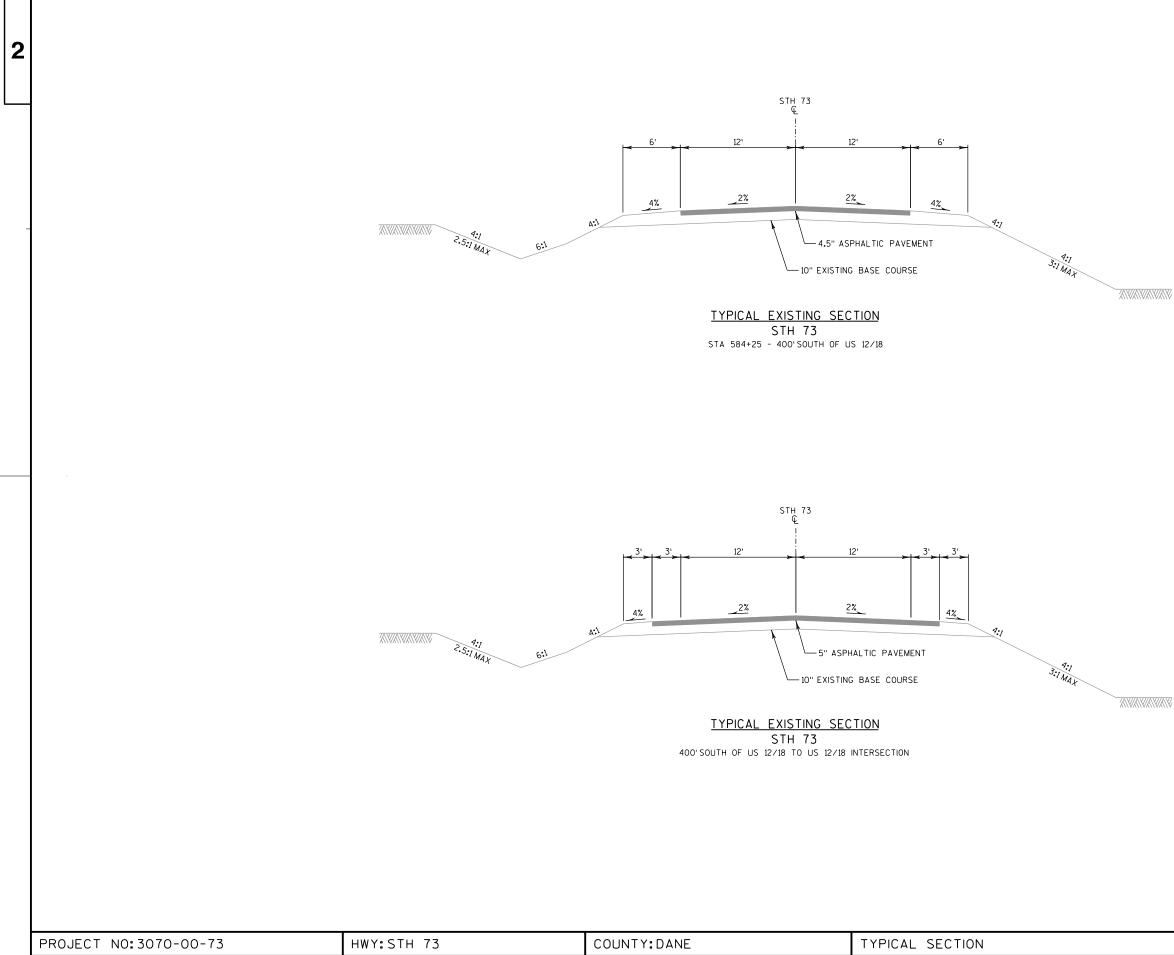
EXHIBIT 3 – USDA-NRCS WRP Easement



FILE NAME : \$\$....designfile....\$\$

PLOT DATE : \$\$...plottingdate...\$\$ PLOT BY : \$\$...plotuser...\$\$ PLOT NAME :

PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 42



FILE NAME : P:\47xx\4739.73_DP.STH73.DAN\CADDS\Plan\020301_ts.dgn

PLOT BY : smk

PLOT NAME :

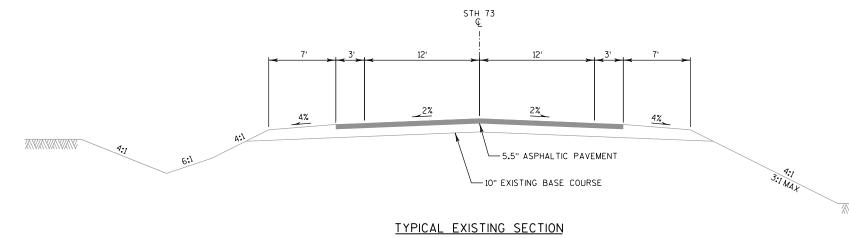
EXHIBIT

2

SHEET Ε

PLOT SCALE : 1:20

WISDOT/CADDS SHEET 42



STH 73 NORTH OF US 12/18

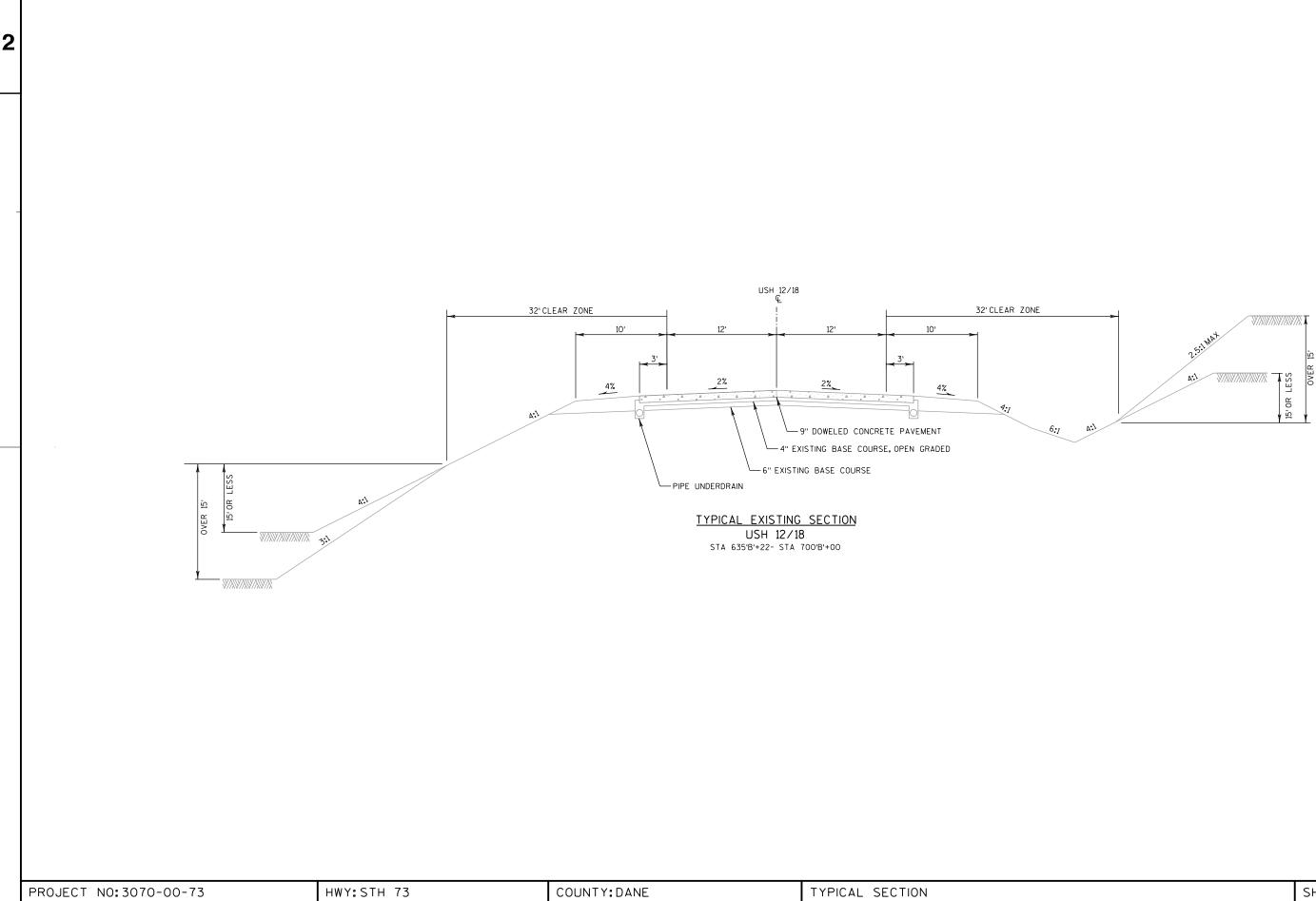
PROJECT NO:3070-00-73	HWY:STH 73	COUNTY:DANE		TYPICAL SECTION	
FILE NAME : P:\47xx\4739.73_DP.STH73.DAN\CADDS\Plan\020301_ts.dgn			PLOT DATE : 1/16/2013	PLOT BY : smk	PLOT NAME :

2

SHEET

E

2



FILE NAME : P:\47xx\4739.73_DP.STH73.DAN\CADDS\Plan\020301_ts.dgn

PLOT BY : smk

PLOT NAME :

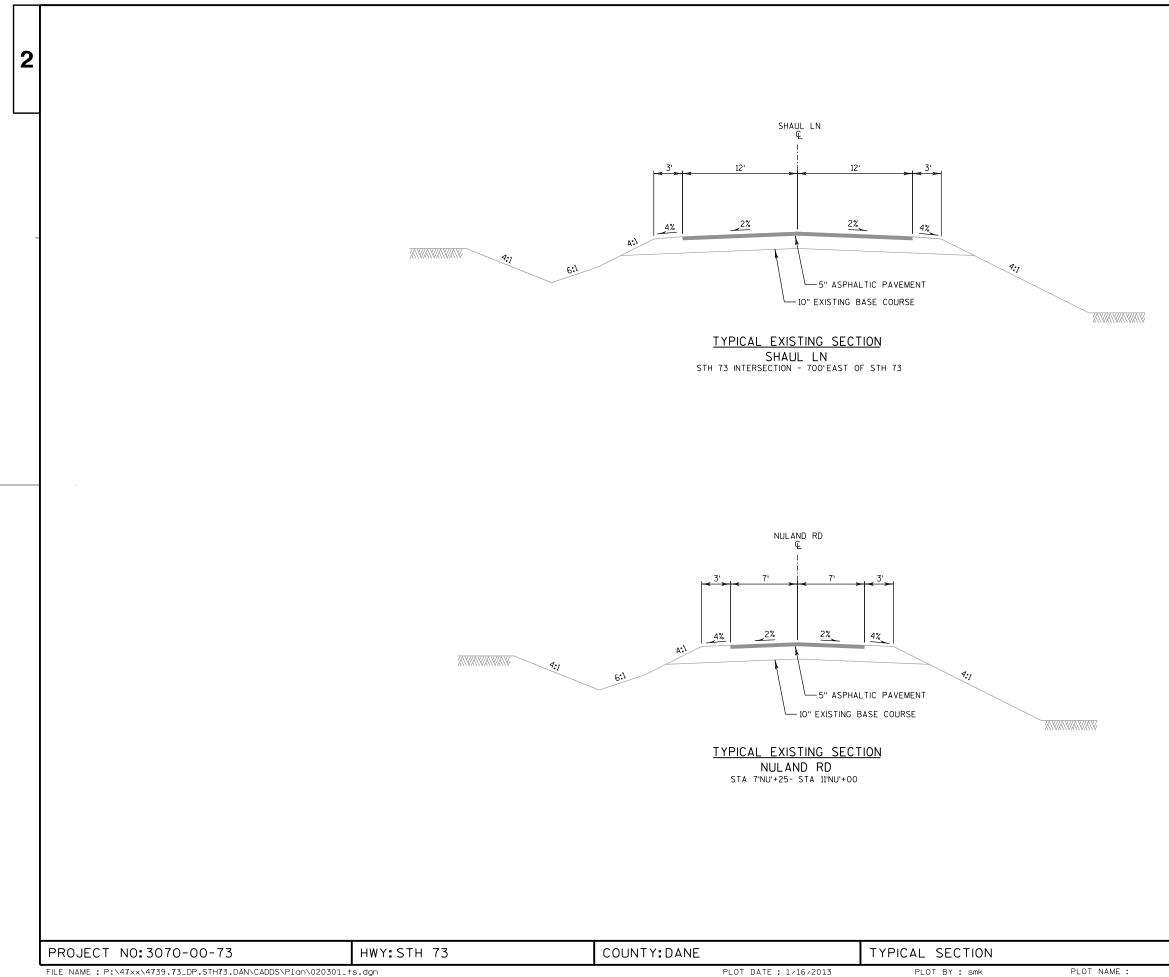
2

SHEET

PLOT SCALE : 1:20

WISDOT/CADDS SHEET 42

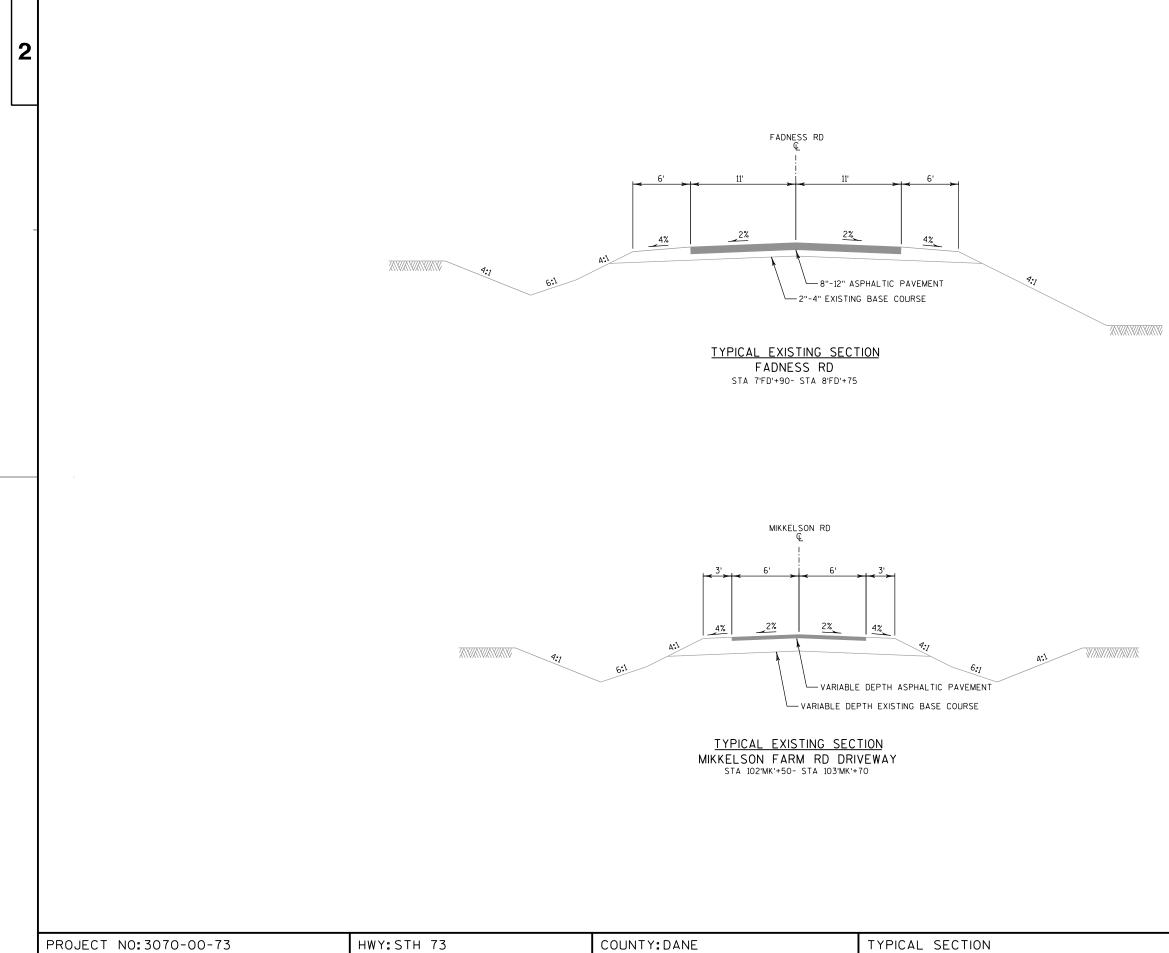
Ε



PLOT NAME :

2

Ε



FILE NAME : P:\47xx\4739.73_DP.STH73.DAN\CADDS\Plan\020301_ts.dgn

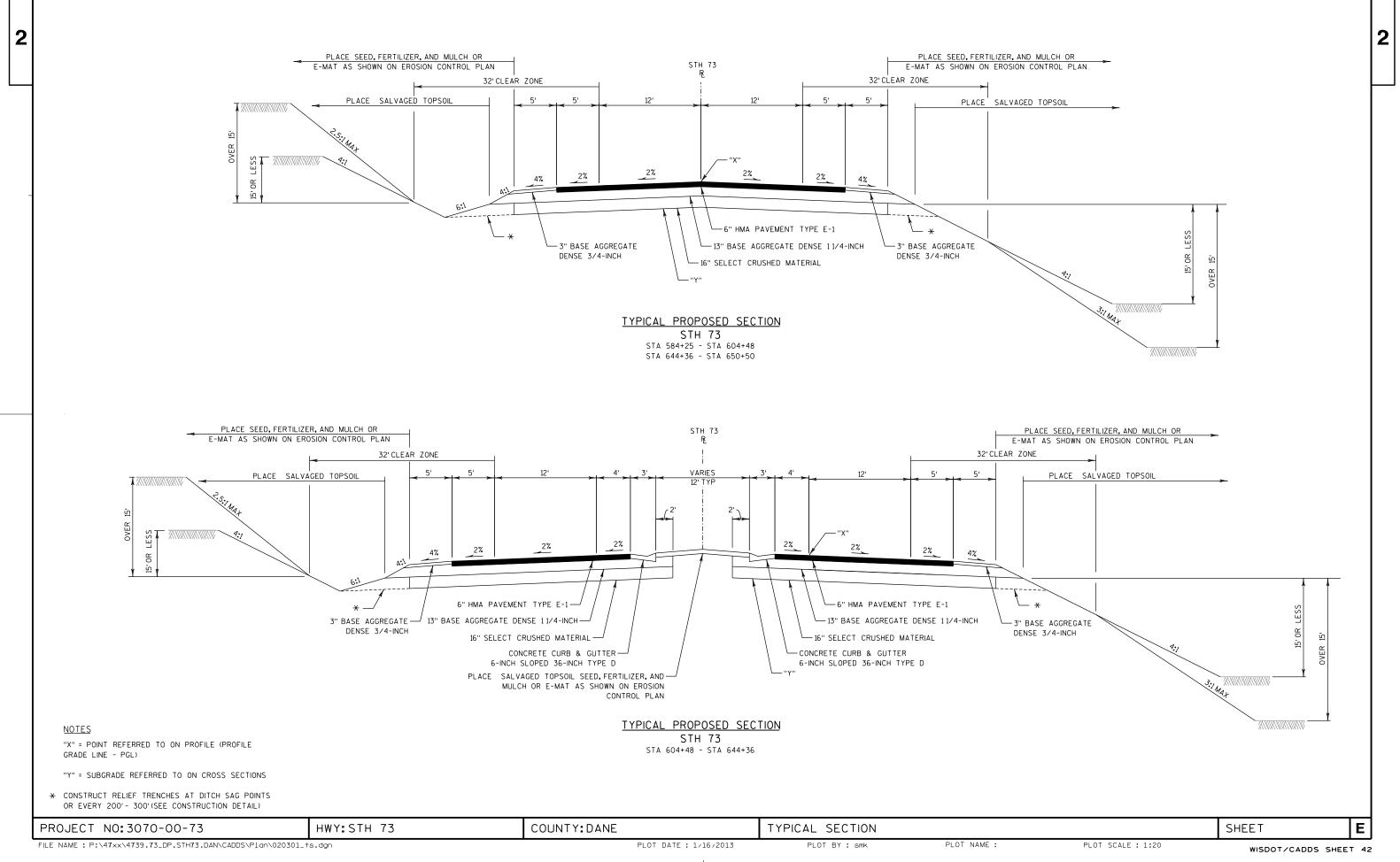
PLOT BY : smk

PLOT NAME :

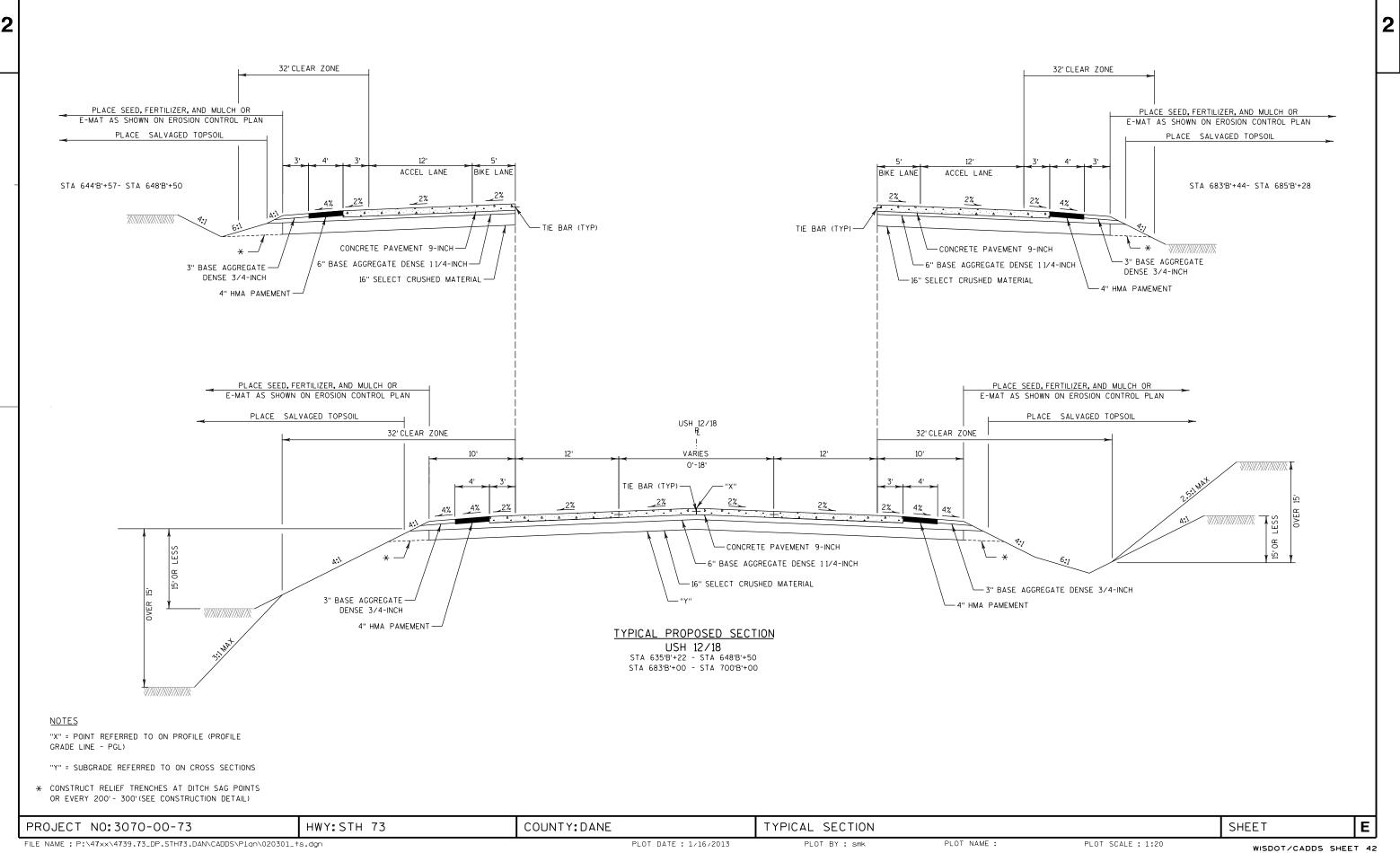
2

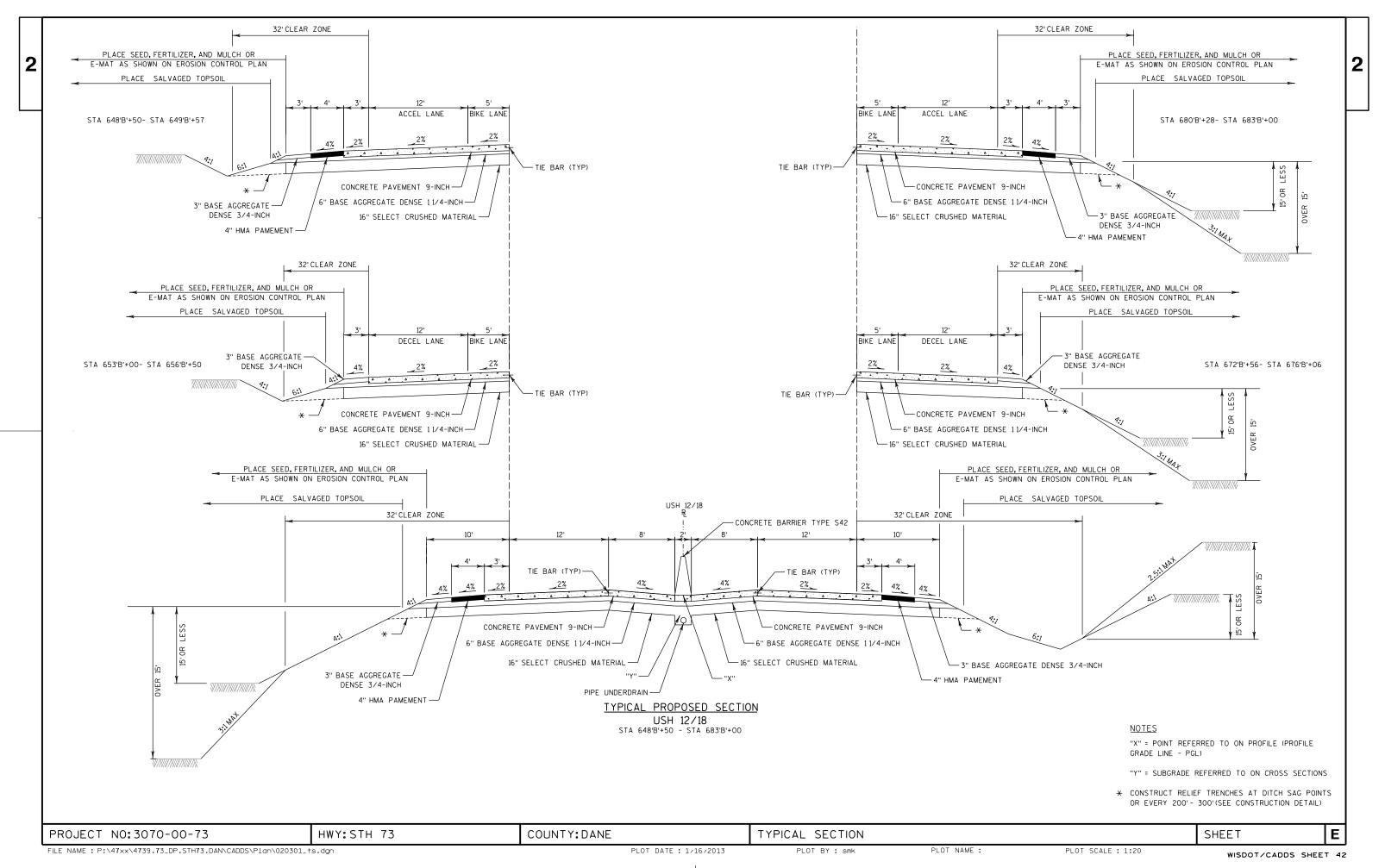
Ε

PLOT DATE : 1/16/2013

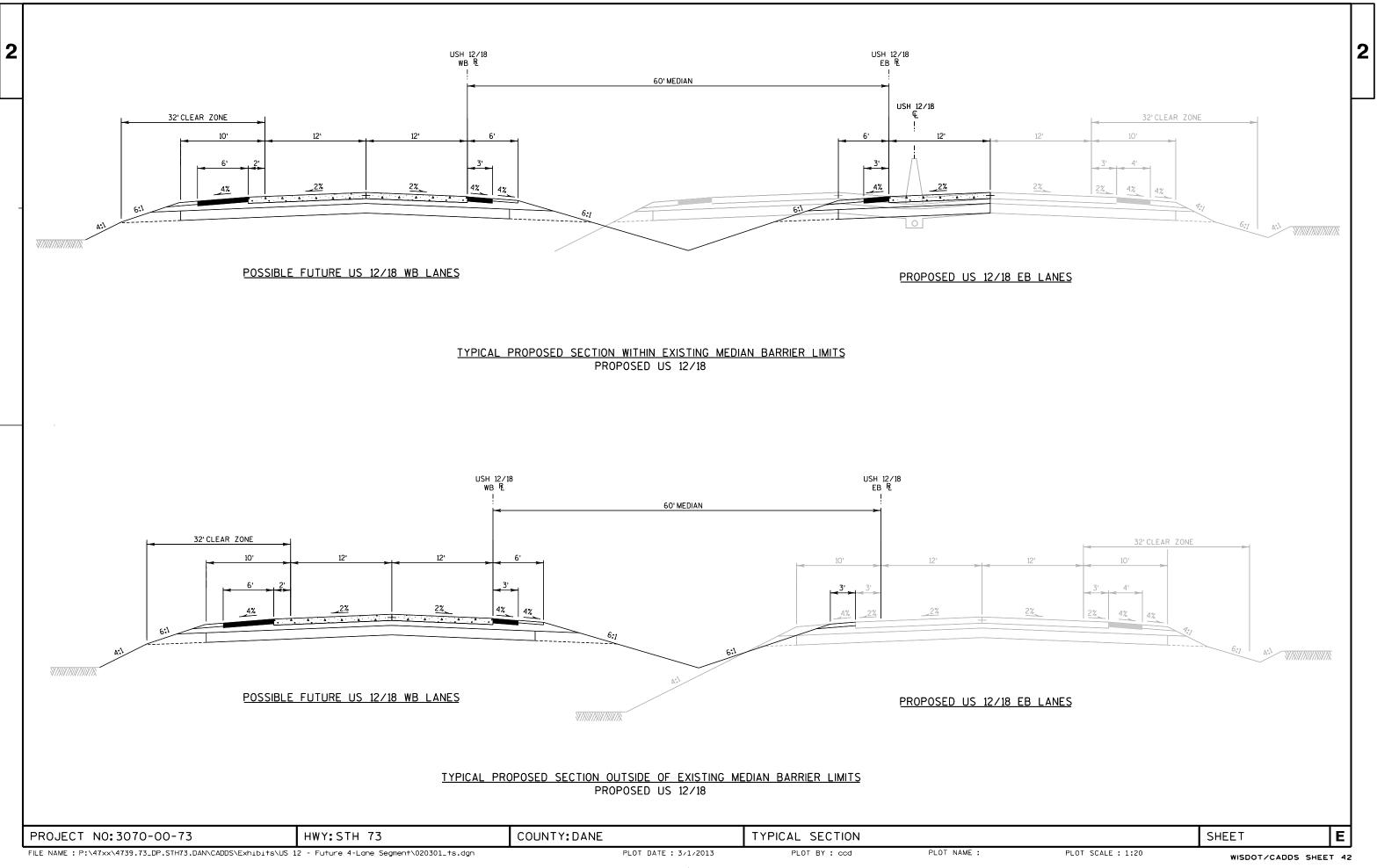


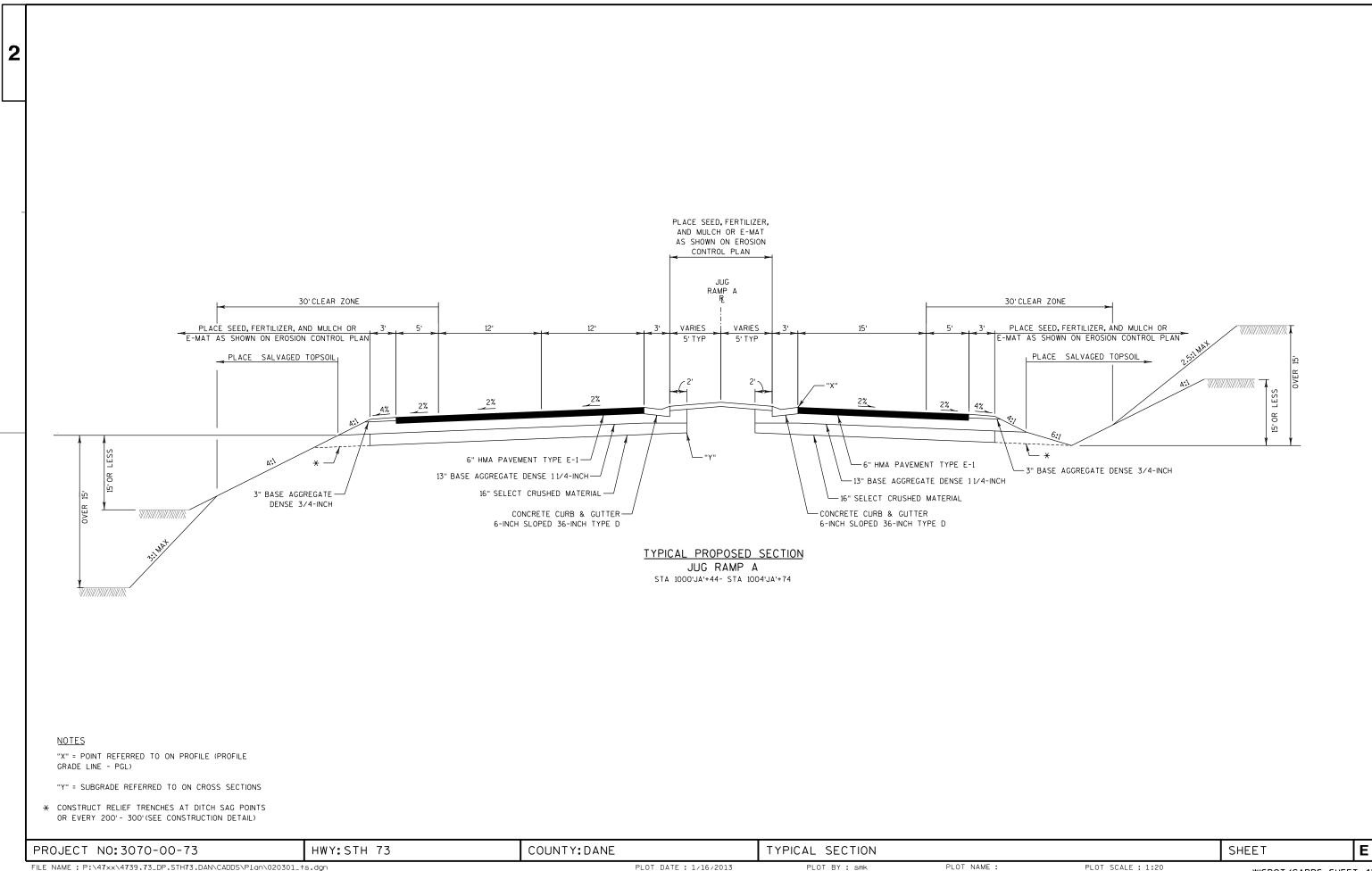
Project 3070-00-03





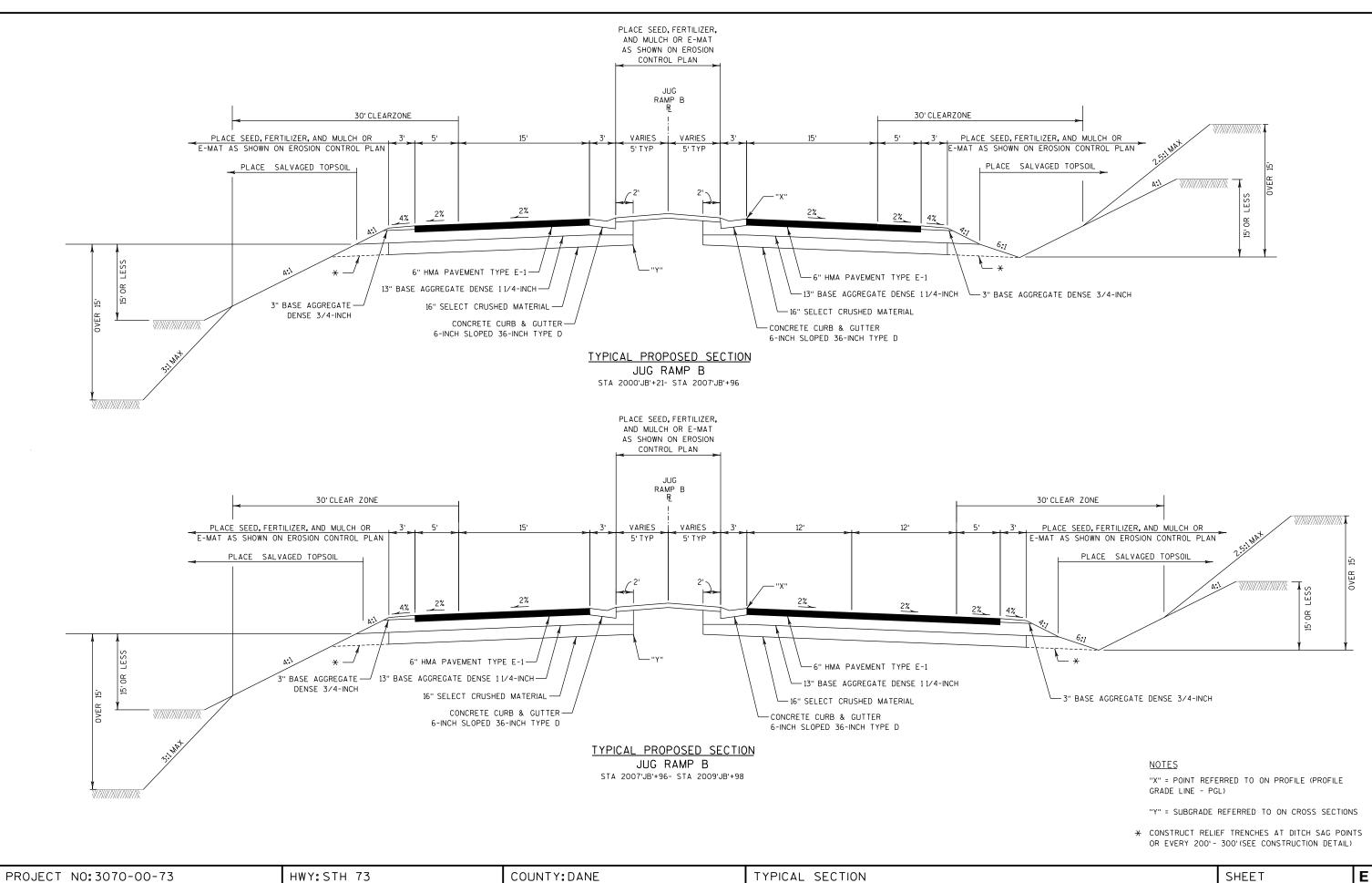
Project 3070-00-03





Project 3070-00-03

2



FILE NAME : P:\47xx\4739.73_DP.STH73.DAN\CADDS\Plan\020301_ts.dgn

PLOT DATE : 1/16/2013

PLOT BY : smk

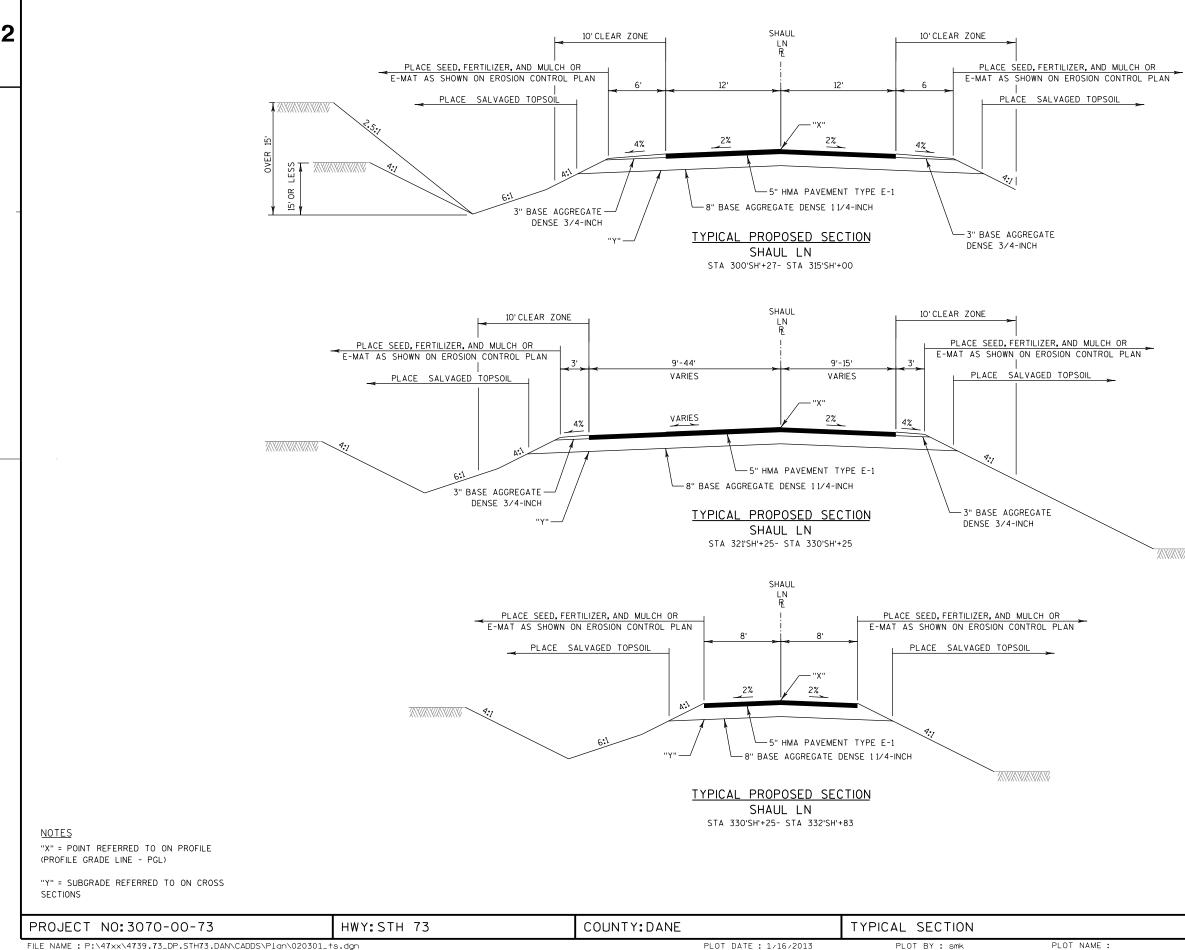
PLOT NAME :

2

PLOT SCALE : 1:20

WISDOT/CADDS SHEET 42

2



PLOT DATE : 1/16/2013

PLOT BY : smk

FILE NAME : P:\47xx\4739.73_DP.STH73.DAN\CADDS\Plan\020301_ts.dgn

Project 3070-00-03

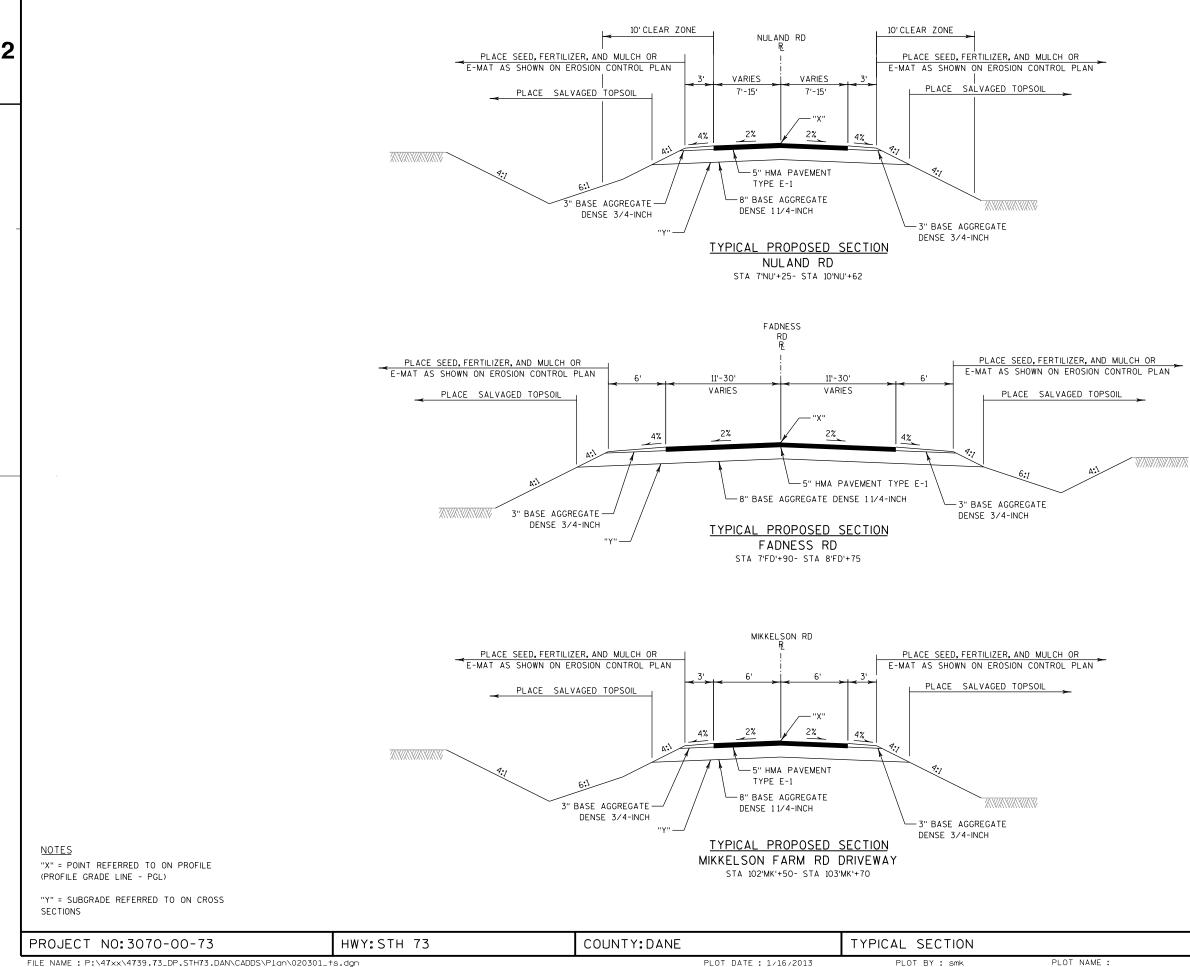
PLOT SCALE : 1:20

SHEET

WISDOT/CADDS SHEET 42

Ε

2



FILE NAME : P:\47xx\4739.73_DP.STH73.DAN\CADDS\Plan\020301_ts.dgn

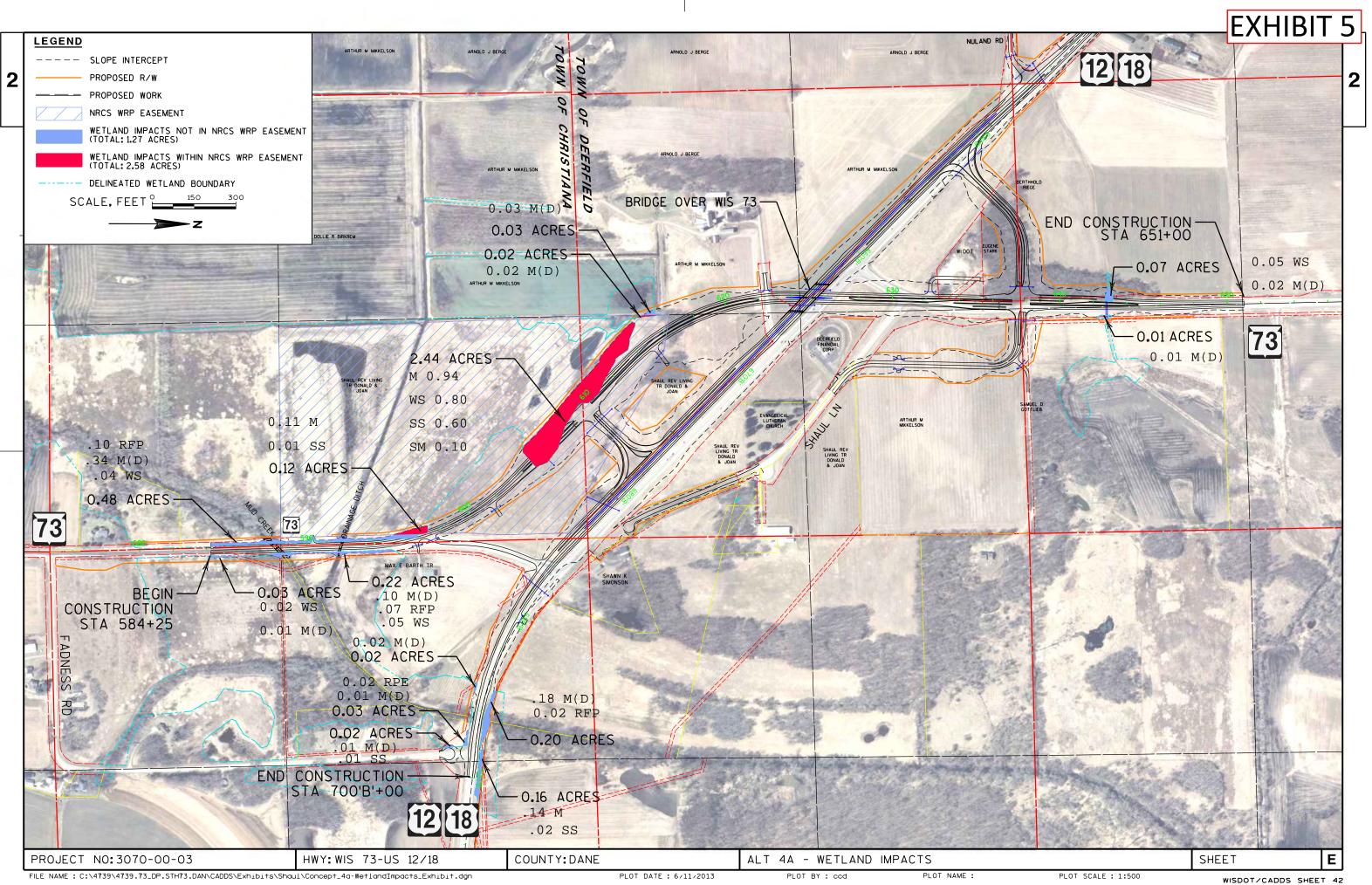
Project 3070-00-03

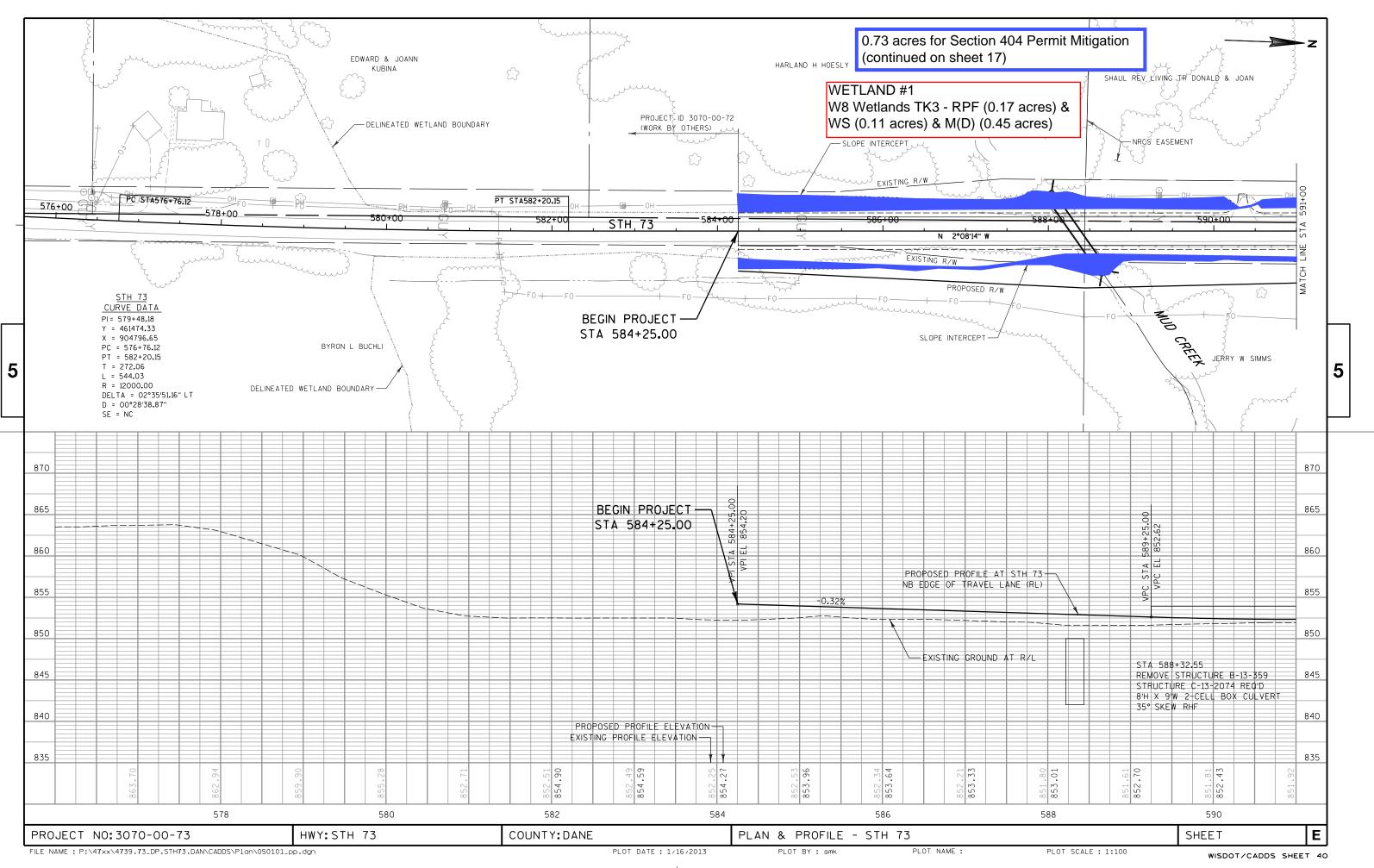
2

SHEET

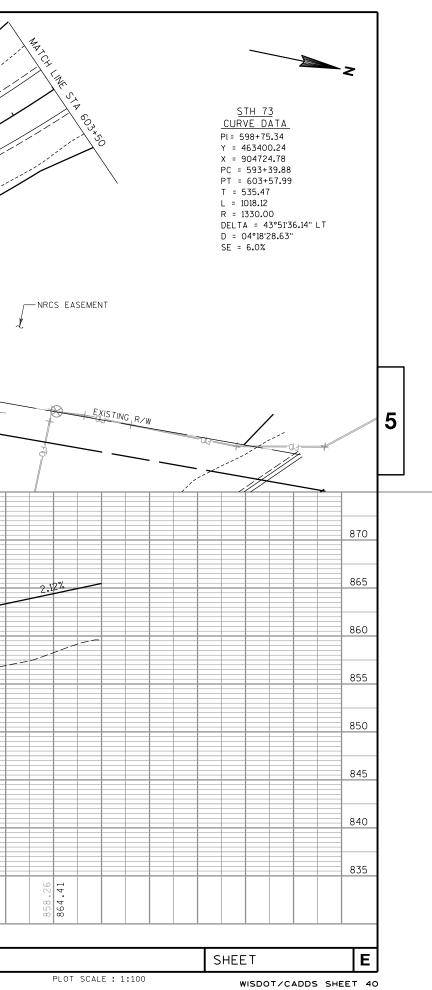
Ε

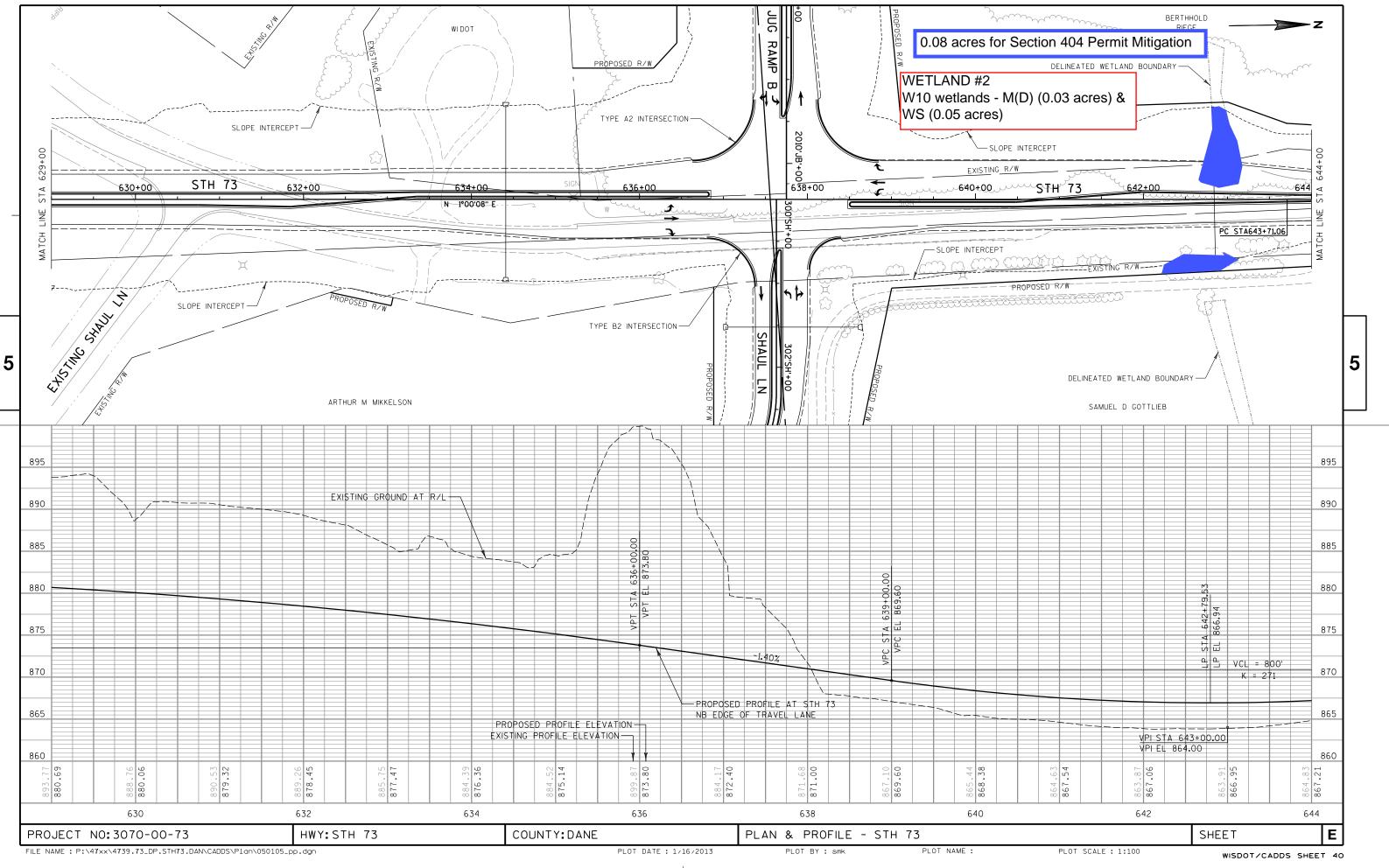
EXHIBIT 5 – Wetland Impacts

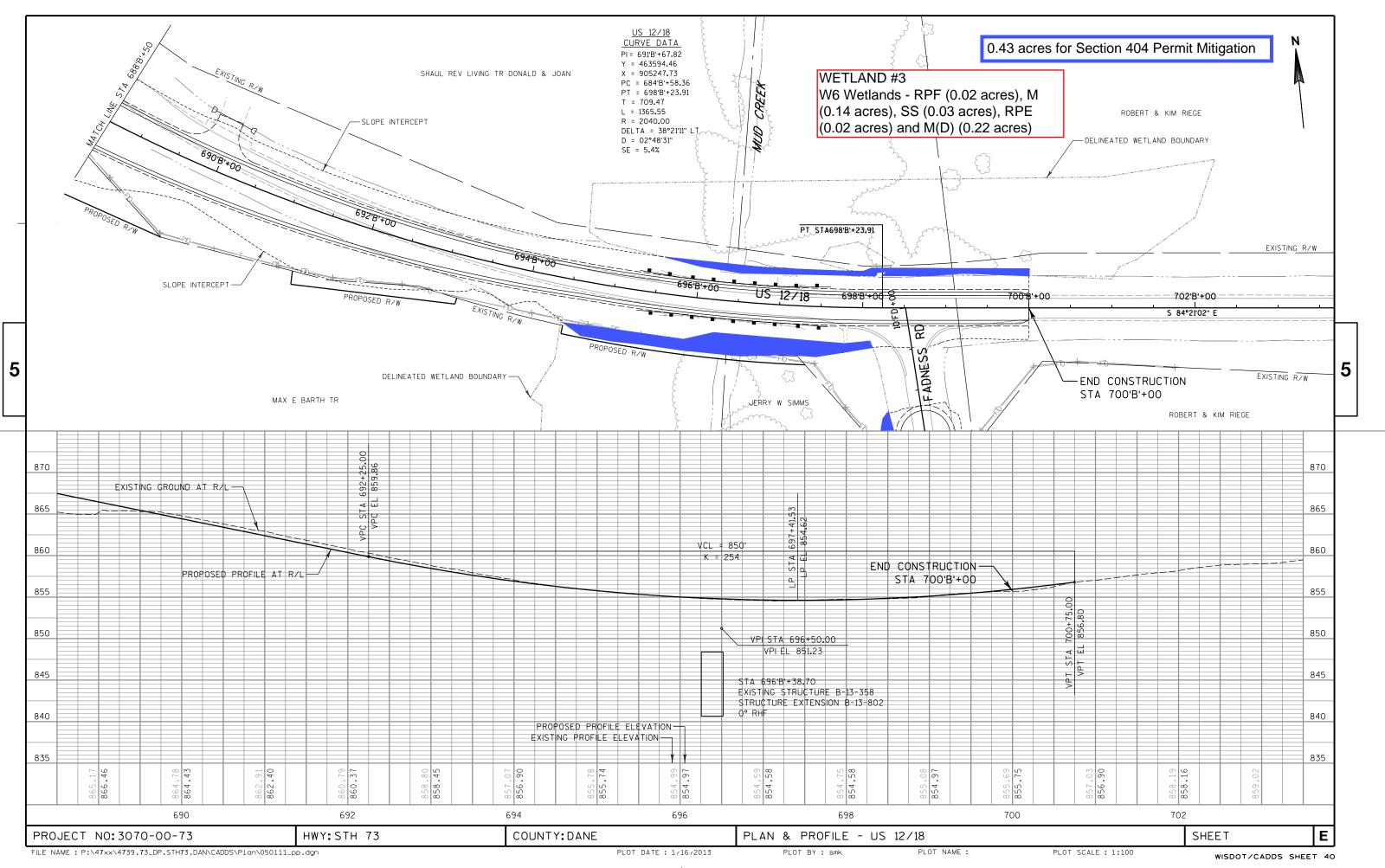


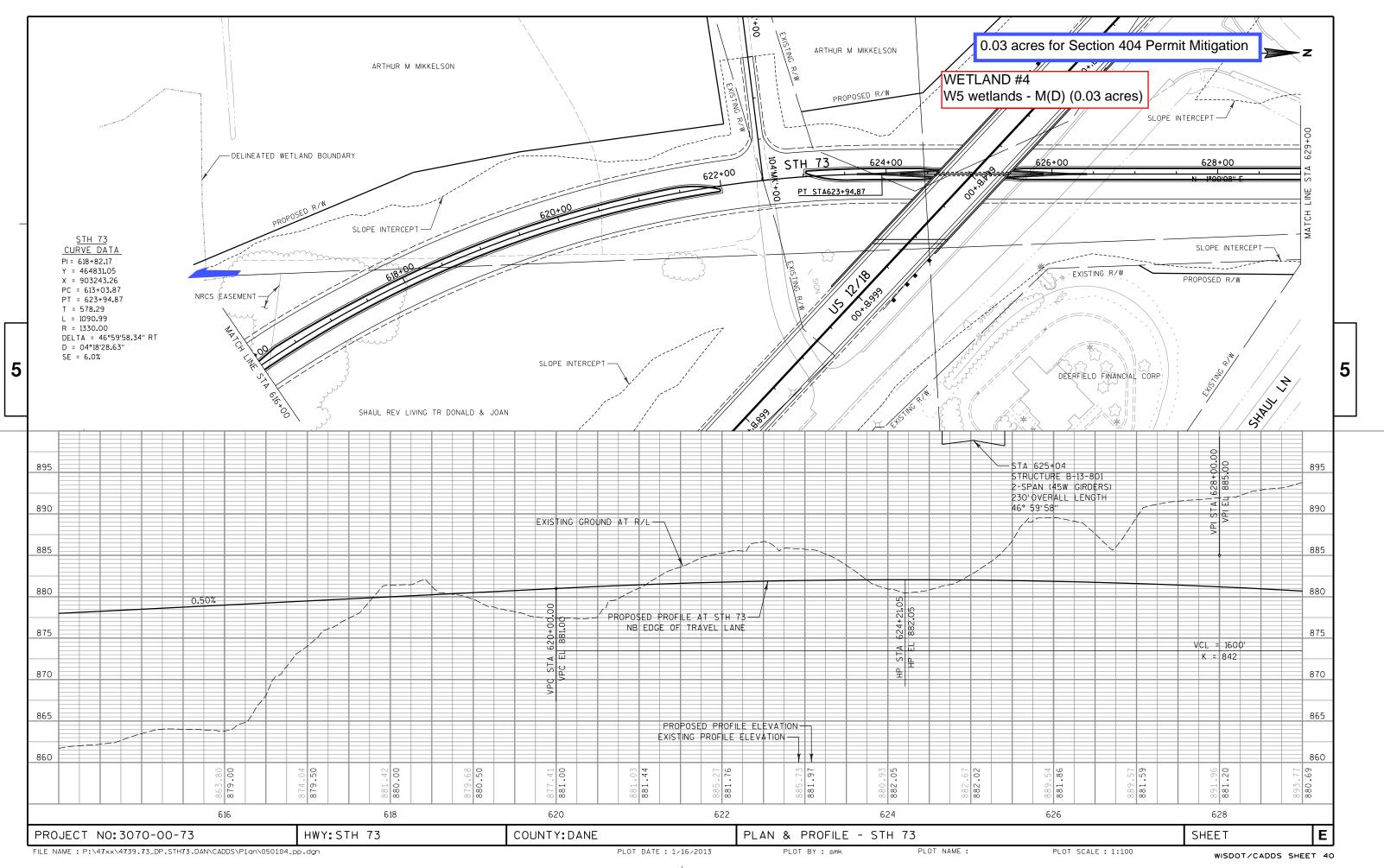


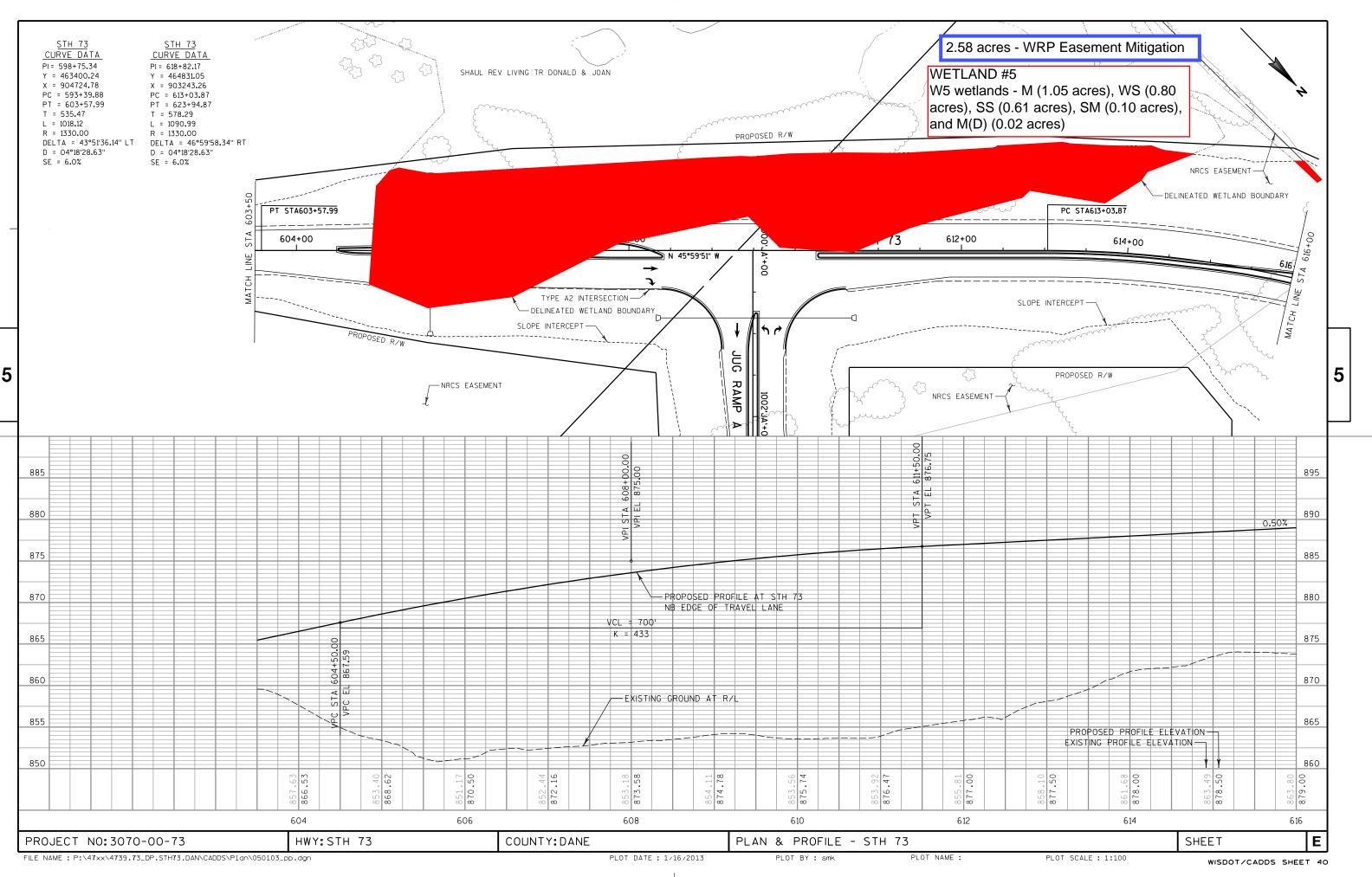
870 865	SLOPE INTERCE	MAX E BARTH TR	- DELINEATED WETLAND BO			
860 66 4 4 9 4 9 4 9 4 9 4 9 4 9 4 9 4 9 4	VCL = 500' K = 567 00 558 1 557 1 557 00 558 558 558 558 558 558 558	PROPOSED PROFILE AT S NB EDGE OF TRAVEL LAN	RL) VIS JAA	D AT R/L	2	VPT STA 601+50.00 VPT EL 861.23











E SHAUL	REV LIVING TR DONALD-& TOAN	SEMENT	DELINEATED WETLAND BOUNDARY
WHICH THE STING RXW BALLAND STING RXW EXISTING RXW EXISTING RXW EXISTING RXW EXISTING RXW EXISTING RXW EXISTING RXW	PC STA593+39.88		PROPOSED R/W PROPOSED R/W
PROPOSED R/W FOT		FQ FQ EXISTING R/W ETLAND BOUNDARY	
870 865 865 866 860 860 860 860 860 860 860	PROPOSED PROFILE AT STH 73- NB EDGE OF TRAVEL LANE (RL) 0.57%	VPC STA 596+50.00 VPC EL 854.52 VPC EL 854.52 X X X X X X X X X X X X X X X X X X X	22 901+2000 801-23 801-2000
K = 567 850 845 K = 567 K = 570 K = 570	5-105	G GROUND AT R/L PROPOSED PROFILE ELEVATION EXISTING PROFILE ELEVATION	
835			

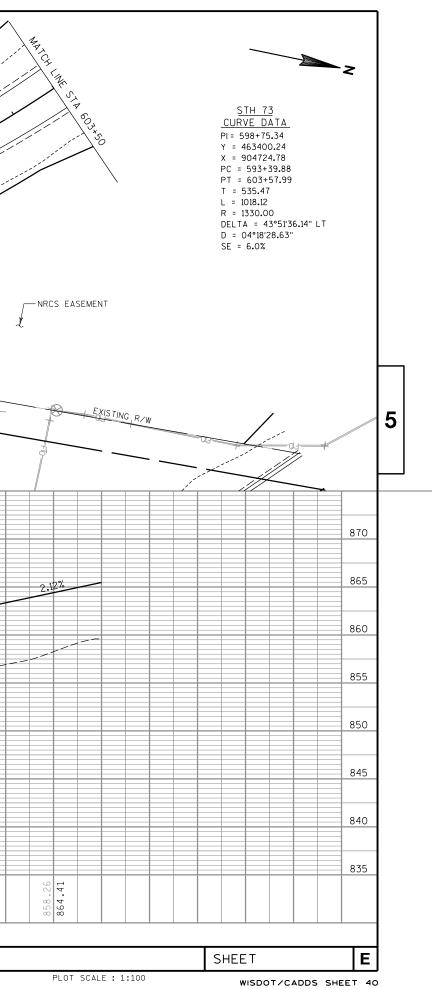
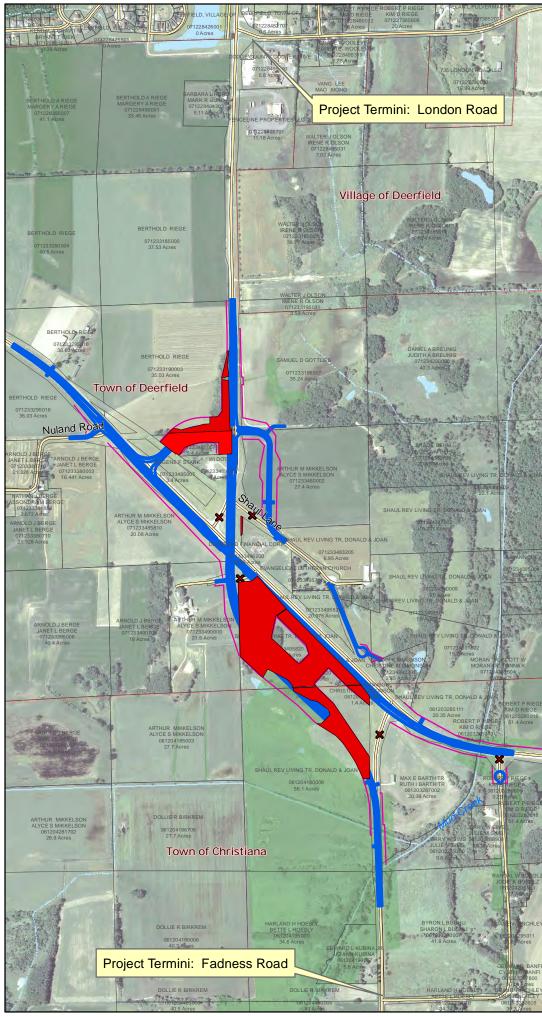


EXHIBIT 6 – Upland Impacts



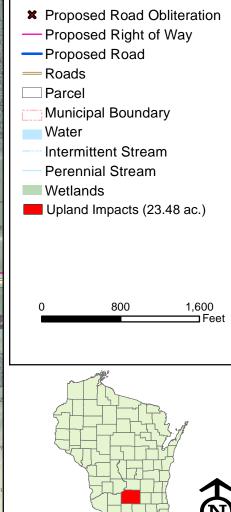


WIS 73/US 12/18 Intersection Reconstrucion Project

Preferred Alternative (4A)

Fadness Road to London Road Dane County

WisDOT ID: 3070-00-03



Project 3070-00-03

EXHIBIT 7 – Traffic Noise Receptor Map

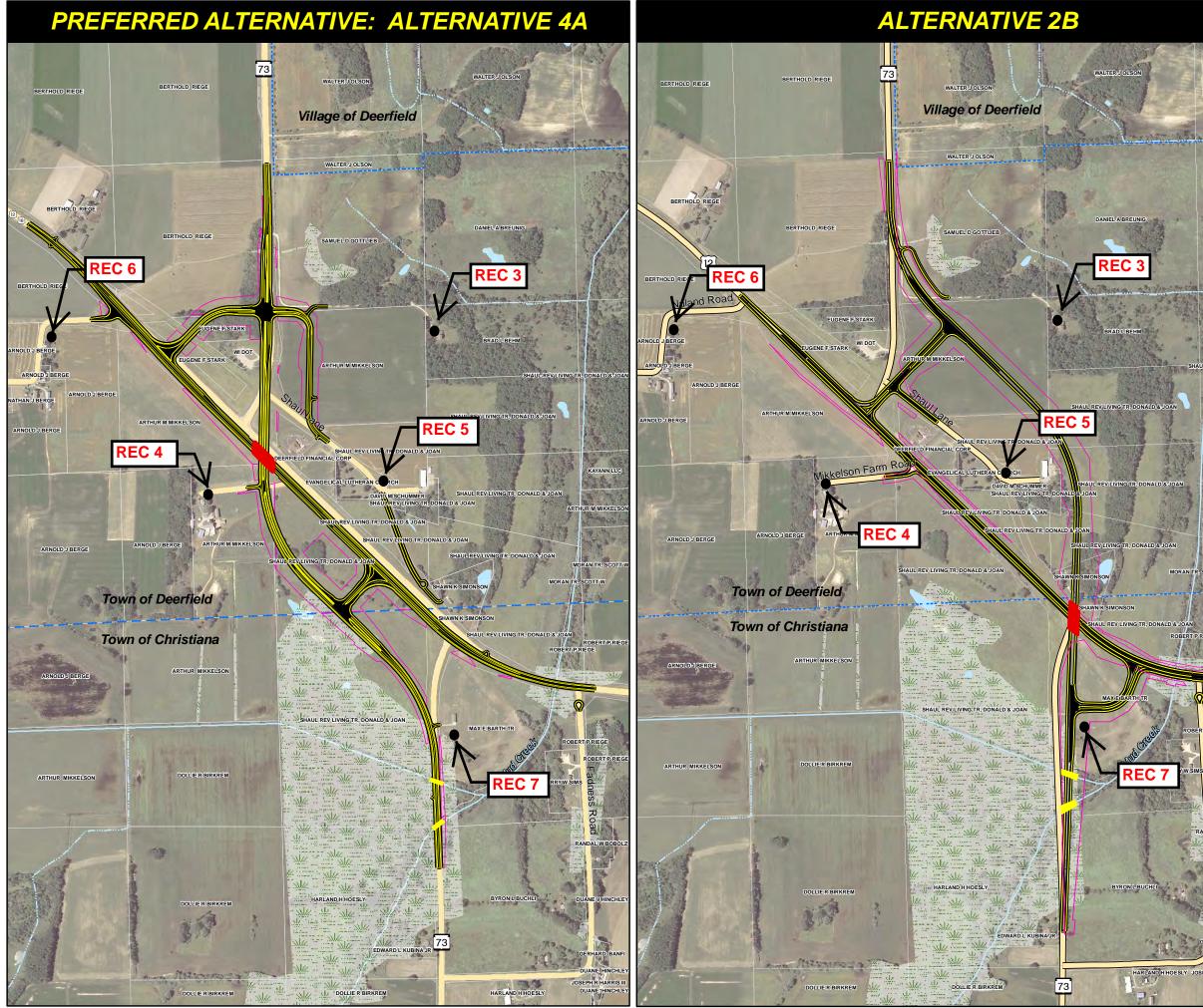


EXHIBIT 7



WIS 73/US 12/18 Intersection Fadness Road to London Road Dane County

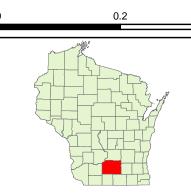
WisDOT ID: 3070-00-03

Legend

MORAN TR. SCOTT W

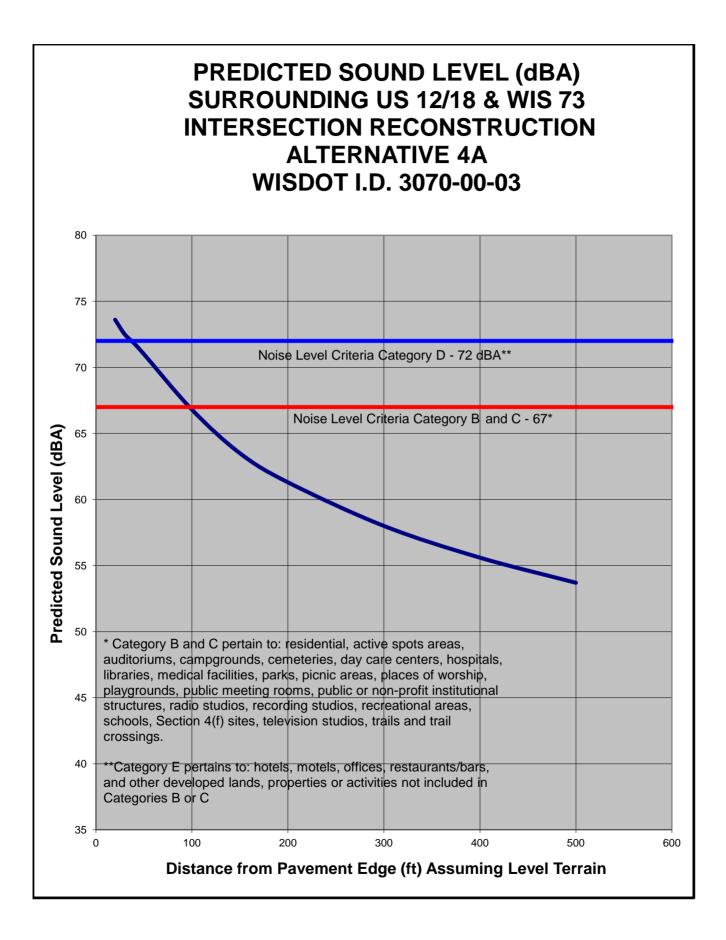
ROBERT P RIEGE

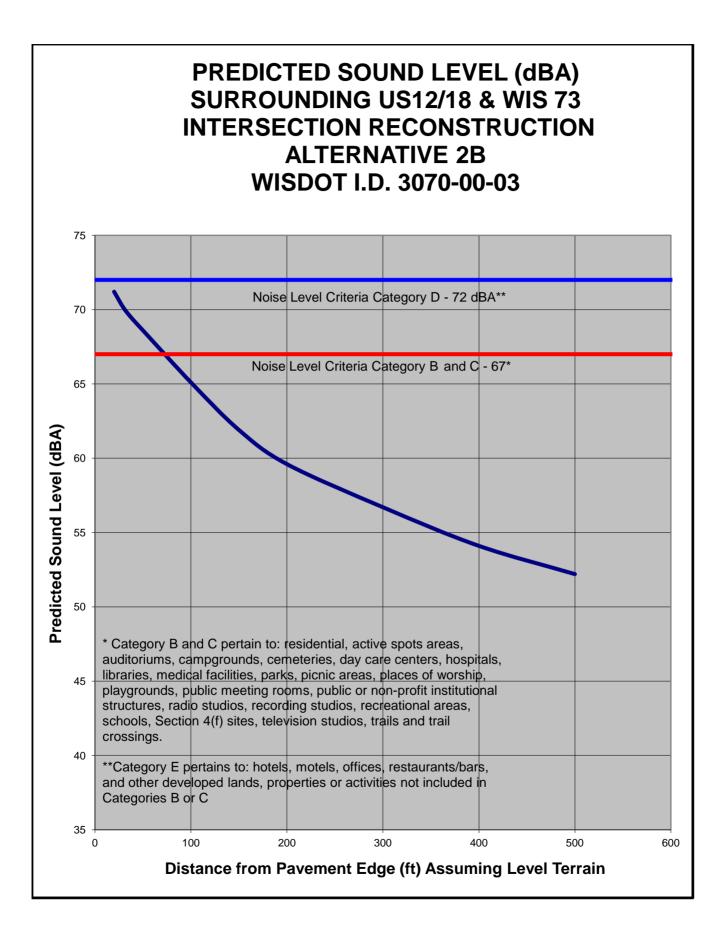
- Proposed Work
- Proposed Right of Way
- Municipal Boundary
- Parcels
- Wetlands
- Roads
- Intermittent Stream
- Perennial Stream
- Water
- Proposed Grade Separation





0.4 Mile





APPENDIX

A – Crash Statistics

B – Project History

C – Agency/Native American Coordination Letters

D – Project Initiation Letter (PIL)

E – NRCS Easement Coordination

F – Easement Mitigation Report

G – Village of Deerfield Letter

H– Agricultural Impact Statement (AIS)

I – WDNR Coordination

J - Section 106 and 157.70 Documentation

K – USACE Correspondence

L – NRCS CPA-106 Response

M – USFWS Letter

N – Property Owner Correspondence (Berge)

O – Property Owner Correspondence (Mikkelson)

P – NRCS Environmental Assessment (EA)

APPENDIX A – Crash Statistics

		merse	ction Cra	1911 JIGI	131115		Trans	Smar
ntersection:	US 12 & WIS 7	3 (south leg)					6	
Municipality:	Town of Deerfi			County:	Dane	State:	WI	
Period	2005 through 2			Months From:	1/1/2005	To:	12/31/2009	
Project ID:	3070-00	-03		Date:	5/3/2011			
			Intersection	Characteris	tics			
Traffic Control:		1-way stop	Posted Spe	ed Major:	55			
ntersection AA	DT (2009):	12,950	Posted Spe	ed Minor:	55			
Number of Legs	5:	3						
			Crash	Statistics				
Trash Fraguano	cy and Severity					Road Conditi	0.05	%
Year	PDO	Injury	Fatal	Total		Dry	2	50.0%
2005	1	0	0	1010.		Wet	0	0.0%
2006	0	1	0	1		Snow	2	50.0%
2007	0	0	0	0		Ice	0	0.0%
2008	1	1	0	2		Other	0	0.0%
2009	0	. 0	0	0		Total	4	100.0%
	U	U	U	0		10101	4	100.070
otal	2		0	4		Crash Type		%
Percent	50.00%	50.00%	0.00%	100.00%		Angle	1	25.0%
ear Avg.	0.4	0.4	0	0.8		Rear-End	1	25.0%
and the second						Head-On	0	0.0%
Crash Rates		per MEV				SS-Same	0	0.0%
Crash Rate		0.17				SS-Opposite	0	0.0%
njury Crash Rat		0.08				Pedestrian	0	0.0%
atal Crash Rate	e	0.00				Bicycle	0	0.0%
						Fixed	1	25.0%
ight Condition		%				Not Fixed	0	0.0%
Day	3	75.0				Deer	0	0.0%
Dark	1					Overturn	0	0.0%
Fotal	4	100.0				Other	1	25.0%
						Total	4	100.0%
Day and Time							-	
	Early Morning			PM Peak 3:00				
Day of Week	12:00 AM to 5:59 AM	AM Peak 6:00 AM to 9:59 AM	Midday 10:00 AM to 2:59 PM	PM to 6:59 PM	Late Evening 7:0 PM to 11:59 PM		d	
Monday							0	
luesday				1			1 4	
Wednesday			1				1 eet	
Thursday							0 '032	
Friday				1			1	
Saturday						1	1 W.	
Sunday			S - 20 0				Weekend	
Fotal	0	0	1	2		1	4	
Vehicle Types*	%	By Seaso	'n	%		x.		
Car	6 100%	Spring	0	0%				
Truck	0 0%		0	0%				
	0 0%		3	75%				
	6 100%		1	25%				
Total	0 100/0							
Total Total number of ve		Total	4	100%				

			interse		ash Stat	.154165		Tran	smar
Intersection:	US 12 8	& WIS 73	(north leg)						
Municipality:	Town o	f Deerfie	eld		County:	Dane	State:	WI	
Period	2005 th	nrough 2	009		Months From:	1/1/2005	То:	12/31/2009	
Project ID:	3070-	00-00	3		Date:	5/3/2011			
				Intersection	Characteris	tics			
Traffic Contro			1-way stop	Posted Spe	and the second second	55			
Intersection A Number of Le):	15,400	Posted Spe	ed Minor:	55			
		_		Crash	Statistics				
Crash Freque	ency and Se	verity	-				Road Conditi	ions	%
Year	PC	00	Injury	Fatal	Total		Dry	14	77.8%
2005		5	1	0	6		Wet	2	11.1%
2006		3	2	0	5		Snow	1	5.6%
2007		1	1	0	2		Ice	1	5.6%
2008		0	0	0	0		Other	0	0.0%
2009		3	2	0	5		Total	18	100.0%
Fotal		12	6	0	18		Crash Type		%
Percent		66.67%	33.33%	0.00%	100.00%		Angle	5	27.8%
/ear Avg.		2.4	1.2	0	3.6		Rear-End	6	33.3%
							Head-On	0	0.0%
Crash Rates			per MEV				SS-Same	0	0.0%
Crash Rate			0.64				SS-Opposite	0	0.0%
njury Crash I	Rate		0.21				Pedestrian	0	0.0%
Fatal Crash R			0.00				Bicycle	0	0.0%
							Fixed	2	11.1%
ight Conditi	ons		%				Not Fixed	2	11.1%
Day		15	83.3				Deer	0	0.0%
Dark		3	16.7				Overturn	0	0.0%
Total		18	100.0				Other	3	16.7%
							Total	18	100.0%
Day and Tim	e								
	Early N	Iorning			PM Peak 3:00			1.1	
		AM to	AM Peak 6:00	Midday 10:00	PM to 6:59	Late Evening 7:0	0		
Day of Week		MA	AM to 9:59 AM		PM	PM to 11:59 PM			
Monday				1	1			2	
Tuesday			1					1 4	
Wednesday				1	1			2 eeta	
Thursday			3	1			1	5 932	
Friday			1	1	2			5	
Saturday				1				1 Wear	
Sunday		1	1					1 Weekend	
Total		1	6	5	4		2 1	18	
Vehicle Type		%	By Seaso		%	6			
Car	28	93%	Spring	4		č.,			
Truck	2	7%	Summer	5					
Other	0	0%	Fall	6					
	30	100%	Winter	3	17%				
Total	10 P		Total	18	100%				

APPENDIX B – Project History

Project History (concept development to project alternatives)

It should be noted that the original termini for this project was 0.3 miles north of Pierce Road in the Town of Albion to 0.5 miles north of US 12/18 in the Village of Deerfield. In late July 2012, the WIS 73 Project was divided into two separate projects, 3070-00-02 and 3070-00-03. This Environmental Assessment (EA) analyzes the 3070-00-03 project which is the WIS 73/US 12/18 intersection from Fadness Road to London Road. Public involvement activities conducted through July 2012 covered both of these project areas. Agency/Native American coordination letters were sent in January 2012 (see Appendix C) and a Project Initiation Letter (PIL) was sent to FHWA in July 2012 (see Appendix D).

An initial Local Officials Meeting (LOM) was held on March 6, 2012 at Deerfield Village Hall to discuss the WIS 73/US 12/18 intersection. The purpose of this meeting was to gather background information on the existing intersections, identify issues, and discuss possible options to address the issues.

An initial range of **Concepts – 1, 1A, 2, 2A, and 3**, were presented to the public at the first Public Information Meeting (PIM) on March 21, 2012. These concepts were conceptual line drawings to identify potential options for re-aligning WIS 73.

Concept 1: At grade intersection near existing WIS 73 north leg

Concept 1A: Grade separated intersection near existing WIS 73 north leg

Concept 2: At grade intersection near existing WIS 73 south leg

Concept 2A: Grade separated intersection near existing WIS 73 south leg

Concept 3: At grade intersection near existing WIS 73 north leg

Initial Concepts 1, 1A, 2, 2A, and 3 were presented in more detail at the May 8, 2012 Intersections Stakeholder Meeting. The roadway design, slope limits, and proposed right-of-way lines were shown for each concept.

Concepts 4 and 5 were developed and presented to the public at the June 18, 2012 Intersection Stakeholder Meeting. These were developed after public input to reduce potential effects to local landowners.

Concept 4: Grade separated intersection near existing WIS 73 north leg (WIS 73 over US 12/18)

Concept 5: Offset intersection with US 12/18 improvements

Concept 2B was subsequently developed in July 2012 to avoid the United States Department of Agriculture (USDA)/Natural Resource Conservation Service (NRCS) Wetlands Reserve Program (WRP) easement which is located south of US 12/18 and west of WIS 73, in the southwest quadrant of the south leg of WIS 73.

Concept 2B: Grade separated intersection near existing WIS 73 south leg which avoids the USDA/NRCS WRP easement

Concept 4A was subsequently developed in December 2012. In this design modification to Concept 4, US 12/18 travels over WIS 73 (see Exhibit 2).

Concept 4A: Grade separated intersection near existing WIS 73 north leg (US 12/18 over WIS 73)

Listed below is a summary of the public outreach efforts:

- March 6, 2012 LOM: Deerfield Village Hall
- March 21, 2012 LOM/PIM #1: Christiana Town Hall (Concepts 1, 1A, 2, 2A, 3)

- May 8, 2012 Stakeholder Meeting: Deerfield Public Library (Concepts 1, 1A, 2, 2A, 3)
- June 18, 2012 Stakeholder Meeting: Christiana Town Hall (Concepts 1, 1A, 2, 2A, 3, 4, 5)
- July 11, 2012 LOM/PIM #2: Christiana Town Hall (Concepts 1, 1A, 2, 2A, 3, 4, 5)
- October 10, 2012 PIM #3: Christiana Town Hall (Concepts 2B, 4)
- January 23, 2013 PIM #4: Christiana Town Hall (Concepts 2B, 4, 4A)

Following is a summary of the Concepts Dismissed from Further Consideration.

Concepts Dismissed From Further Consideration

All at-grade **Concepts (1, 2, 3, and 5)** were dismissed from further consideration as they would not meet the purpose and need of this project to improve intersection safety. Public comments also indicate a strong desire for a grade-separated crossing of WIS 73/US 12/18.

While **Concepts 1A and 2A** provide a grade separated crossing of US 12/18, they were dismissed from further consideration because of the high level of impacts to sensitive resources.

Conceptual plan views for dismissed concepts are included in this Appendix.

The table below provides a summary of initial concepts considered but dismissed from further consideration.

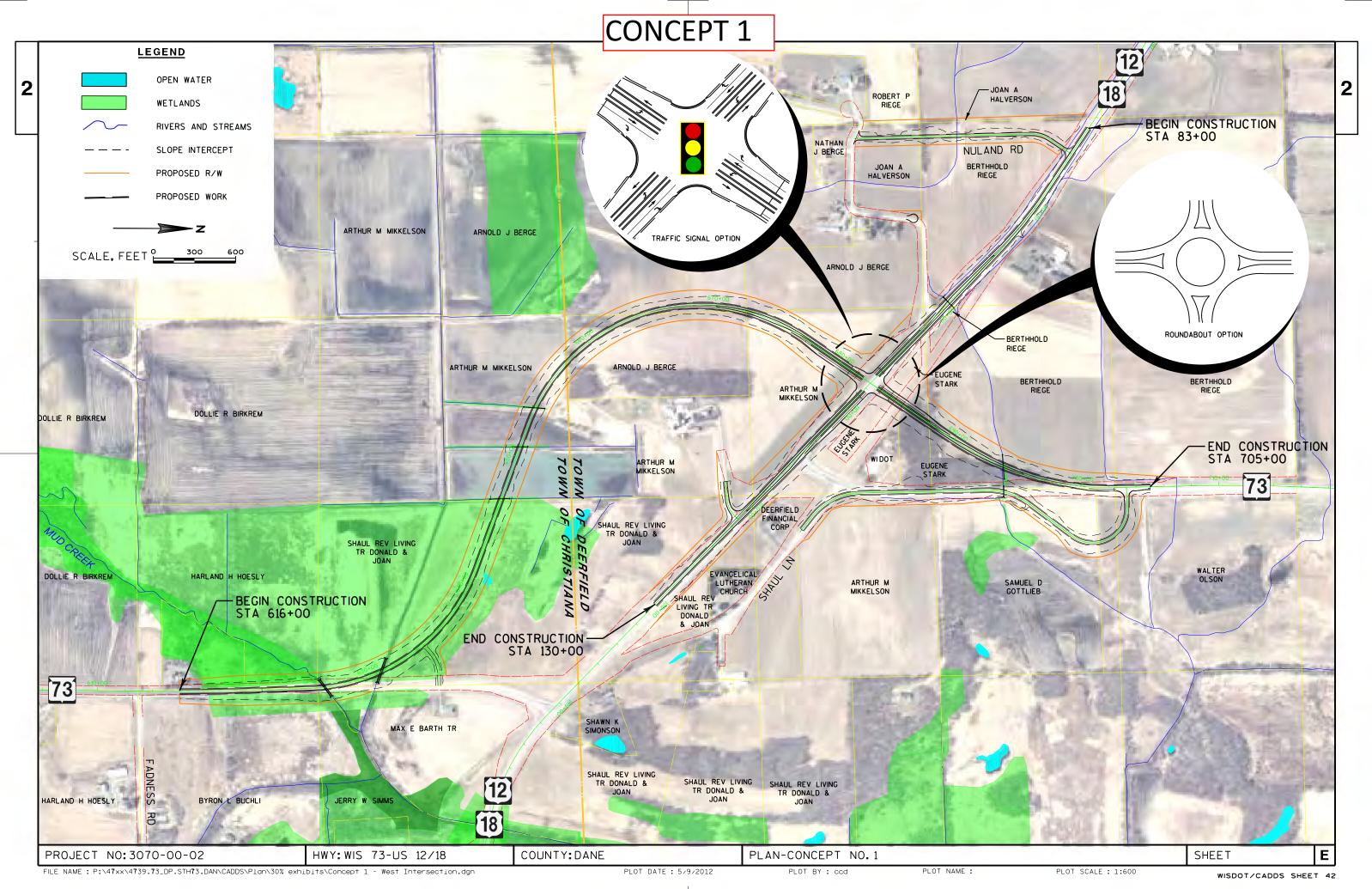
Concept Number/Name	Concept Description	Reasons for Being Dismissed
Concept 1 At-Grade Intersection - West	At grade intersection near existing WIS 73 north leg	 At-grade intersection not desired on US 12/18 because of safety concerns High impact to wetlands and floodplain
Concept 1A Jug-handle - West	Grade separated intersection near existing WIS 73 north leg	 High impact to wetlands and floodplain High impacts to private property
Concept 2 At-Grade Intersection - East	At grade intersection near existing WIS 73 south leg	 At-grade intersection not desired on US 12/18 because of safety concerns High impact to wetlands and floodplain Relocation of one property owner Creates more indirect route between Madison and Deerfield
Concept 2A Jug-handle - East	Grade separated intersection near existing WIS 73 south leg	 High impact to wetlands and floodplain, including lands in the WRP easement High impacts to private property Relocation of one property owner Creates more indirect route between Madison and Deerfield
Concept 3 At-Grade Intersection - Central	At grade intersection near existing WIS 73 north leg	 At-grade intersection not desired on US 12/18 because of safety concerns High impact to wetlands and floodplain Impact to one National Register of Historic Places (NRHP) eligible property

Initial Concepts Considered and Dismissed

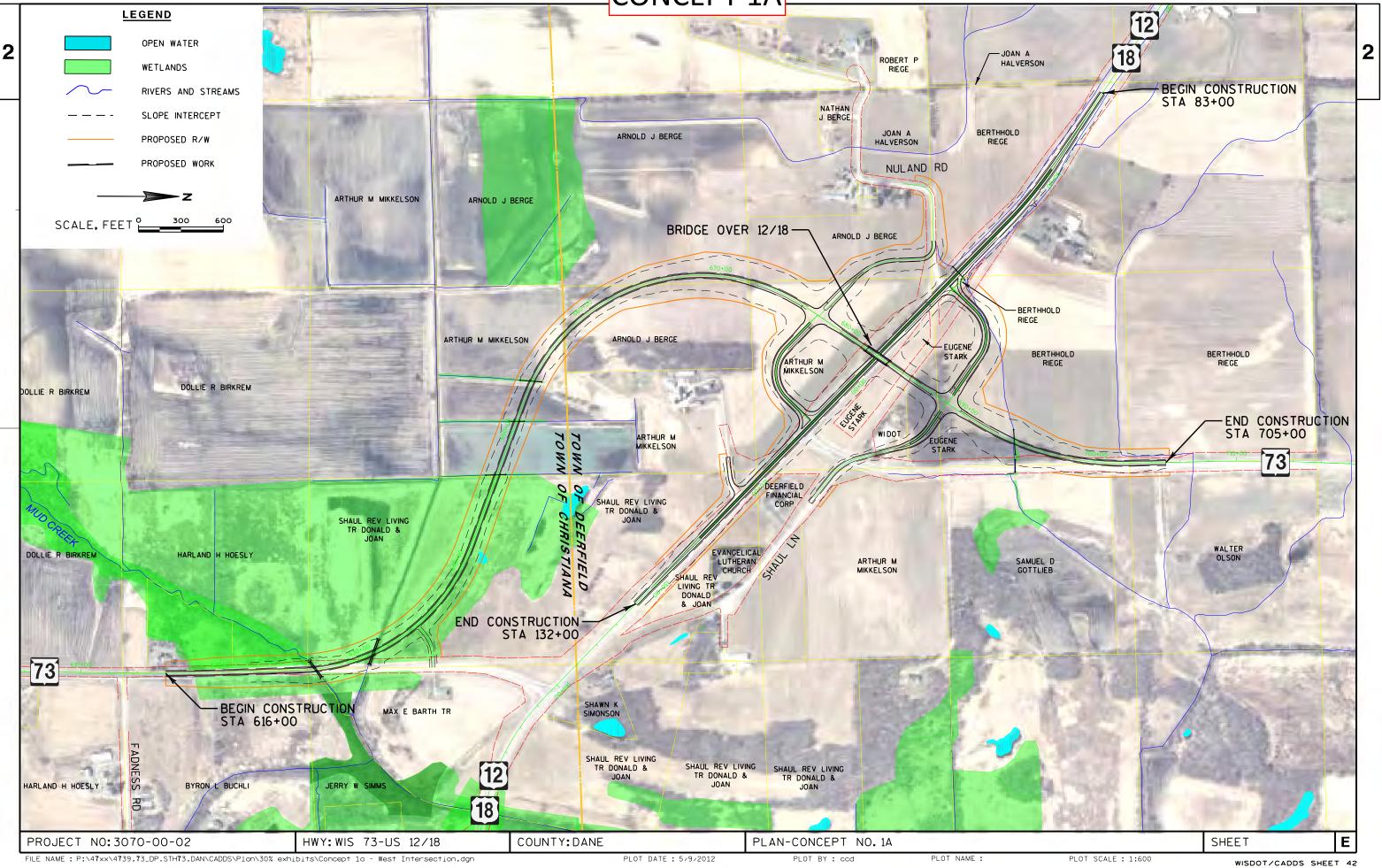
Concept 4 Wetland Minimization	Grade separated intersection near existing WIS 73 north leg	 Increased cost compared to Preferred Alternative 4A Increased amount of borrow material needed compared to Preferred Alternative 4A Increased staging time compared to Preferred Alternative 4A Increased amount of new right of way required compared to Preferred Alternative 4A
Concept 5 Offset At- Grade Intersection	Offset intersection with US 12/18 improvements (avoids USDA easement)	 At-grade intersection not desired on US 12/18 because of safety concerns Does not meet the project goal of a continuous WIS 73 route

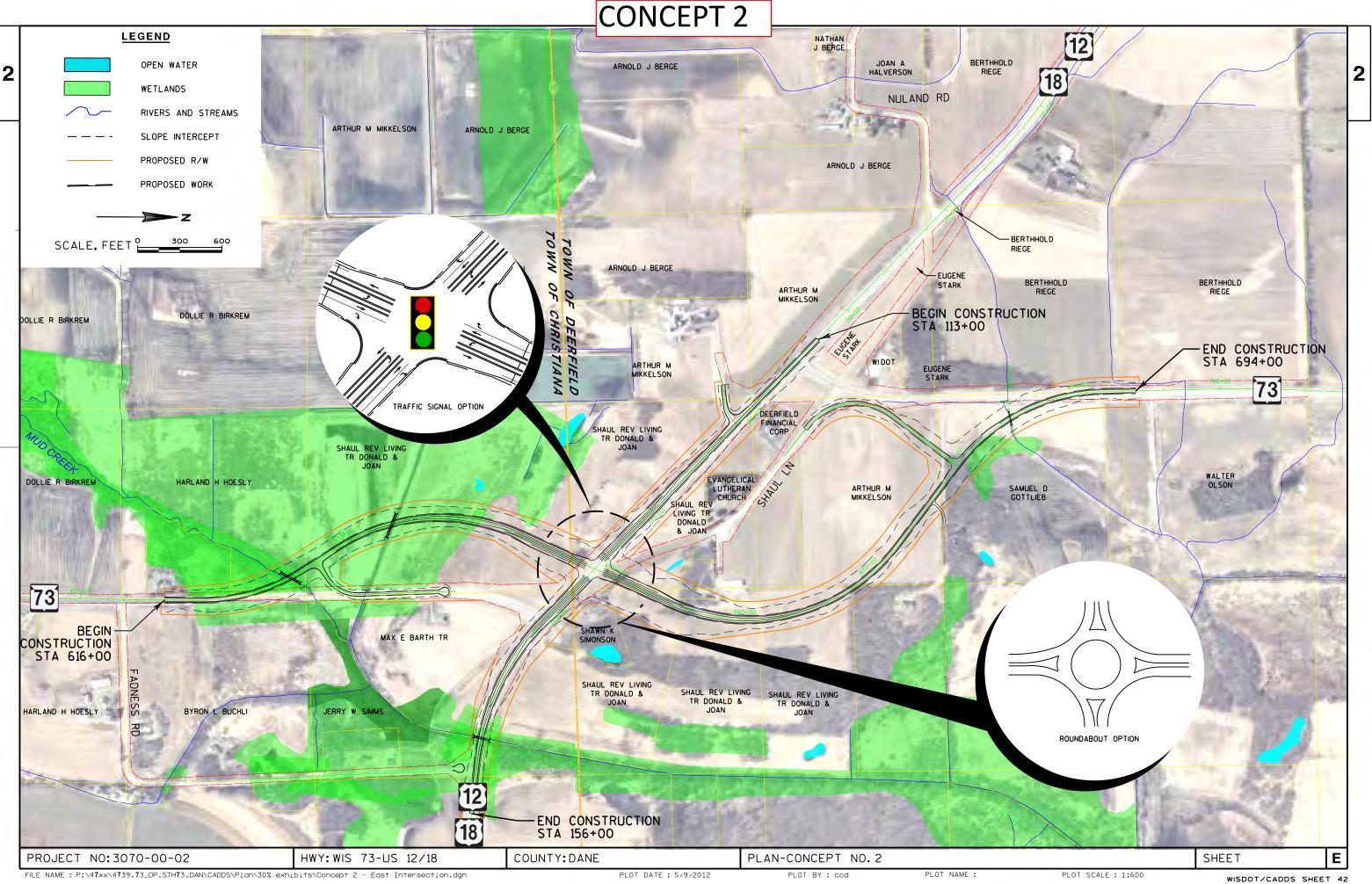
Three Concepts were brought forward as Alternatives for further consideration into the Environmental Assessment (EA):

- No Build
- Concept 2B
- Concept 4A

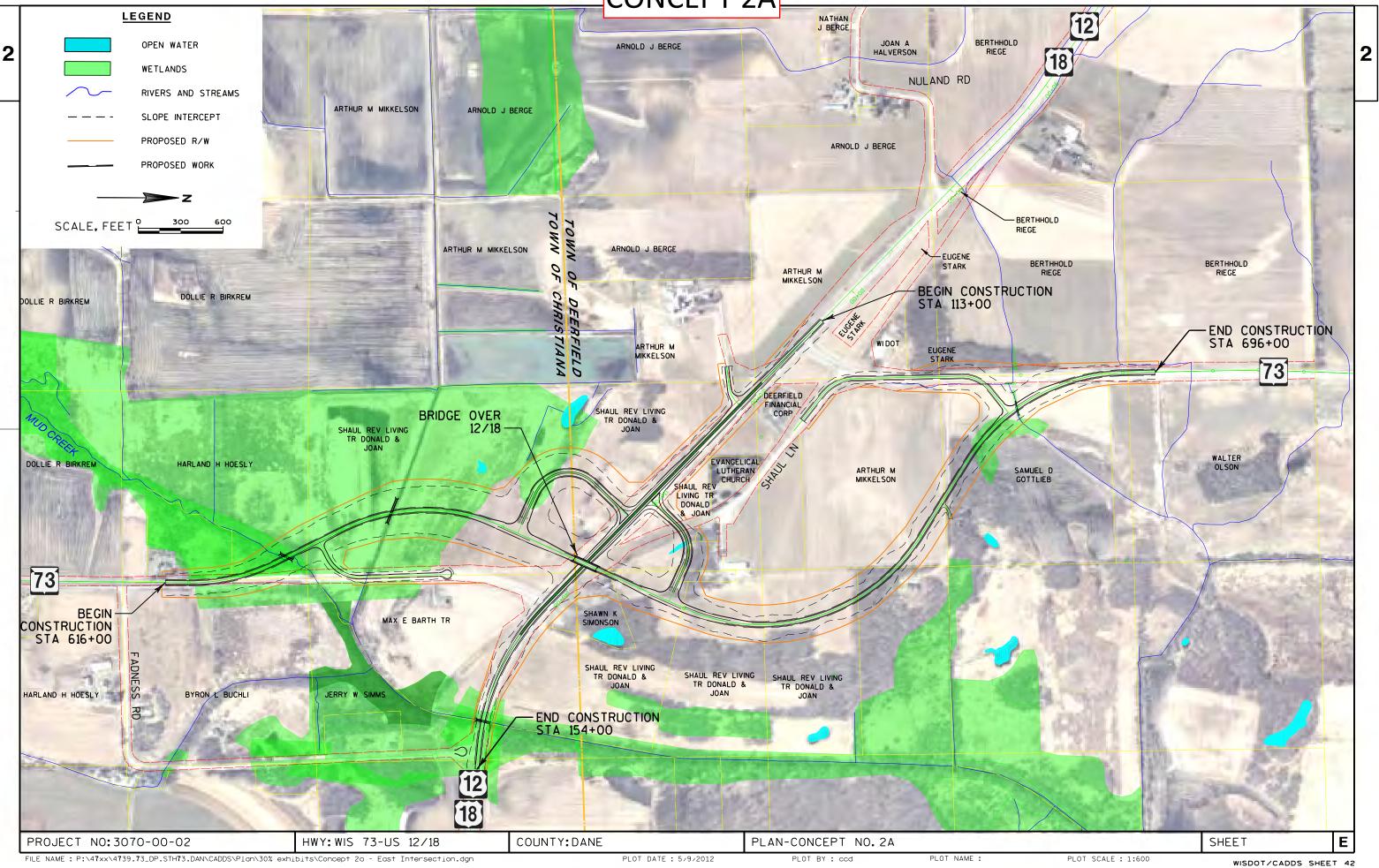


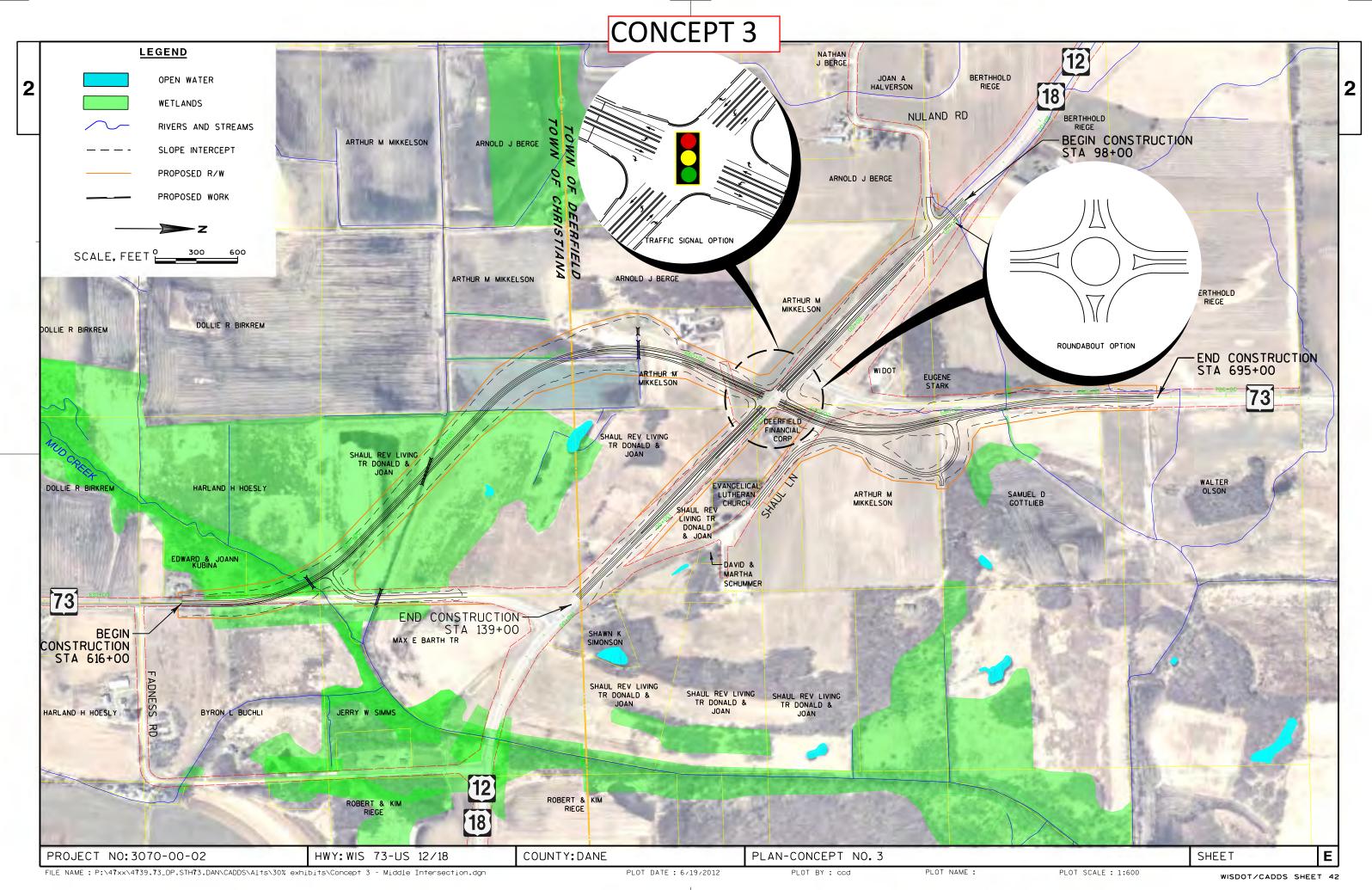
CONCEPT 1A

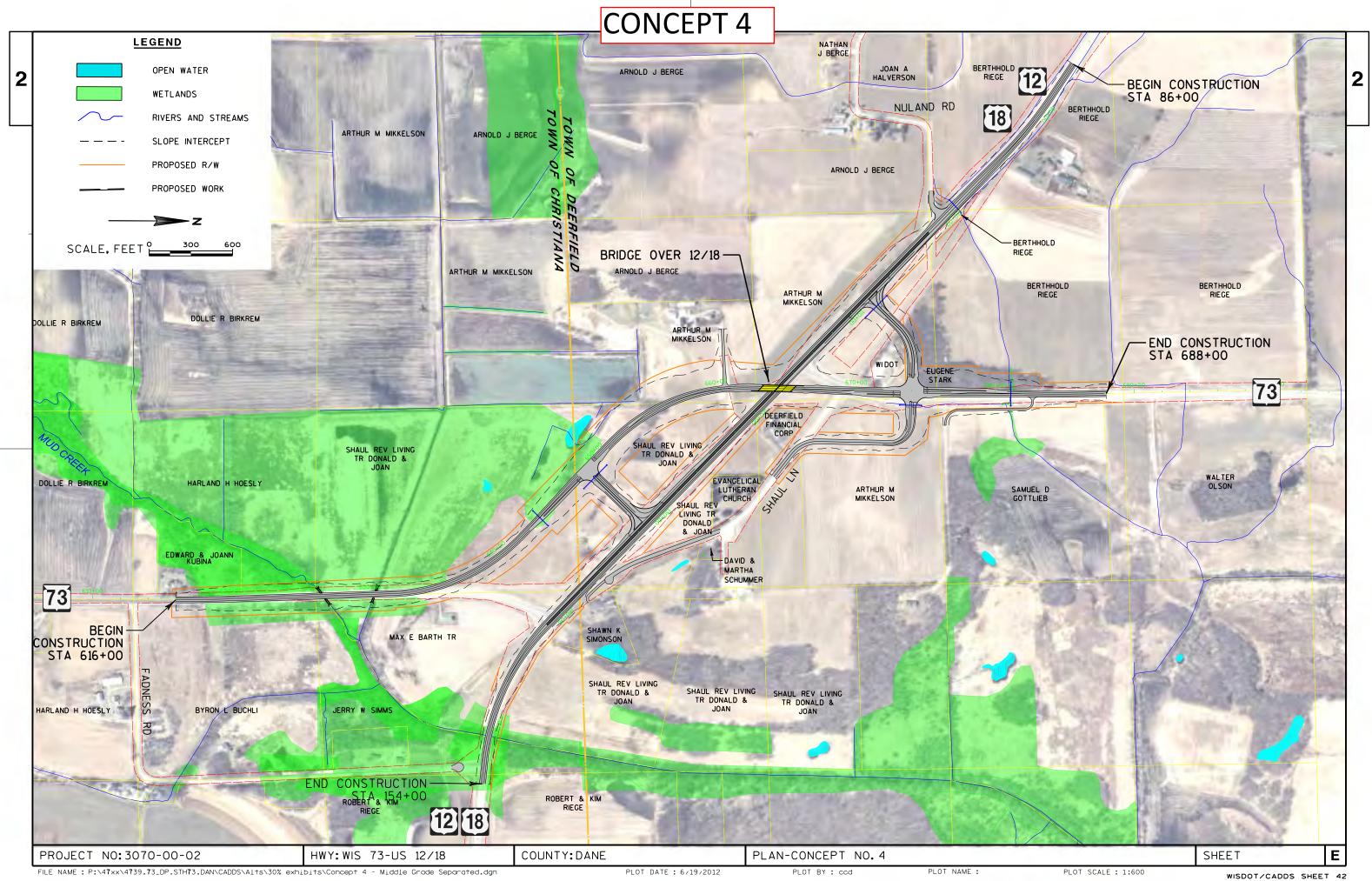


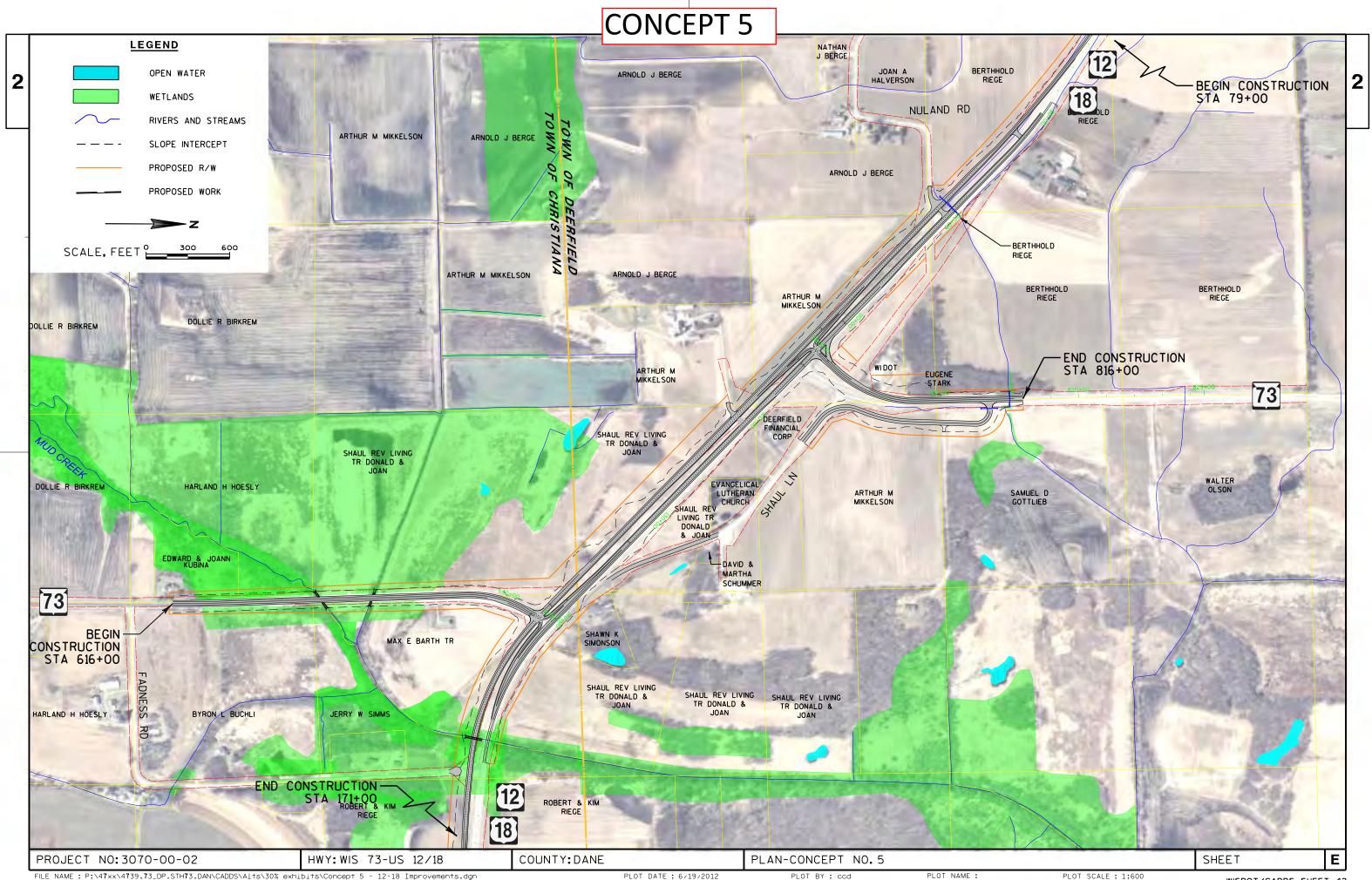


CONCEPT 2A









WISDOT/CADDS SHEET 42

APPENDIX C – Agency/Native American Coordination Letters



Division of Transportation System Development Southwest Region 2101 Wright Street Madison, WI 53704-2583 Scott Walker, Governor Mark Gottlieb, P.E., Secretary Internet: www.dot.wisconsin.gov

Telephone: 608-242-8058 Facsimile (FAX): 608-246-7996 E-mail: craig.pringle@dot.wi.gov

January 30, 2012

Operational Planning Meeting Project ID 3070-00-72 WIS 73 North Pierce Road to US 12/18 Dane County

Dear

The Wisconsin Department of Transportation (WisDOT) – Southwest Region has initiated a study for future improvements to WIS 73 in Dane County. The WIS 73 project starts at North Pierce Road and continues north along WIS 73 to US 12/18. The WIS 73 project will address roadway deficiencies along the corridor including poor pavement conditions, drainage issues, and safety issues at intersections. The proposed improvements for WIS 73 include making upgrades to the existing pavement and improving intersections and shoulders throughout the corridor. An Environmental Assessment (EA) will be included as part of this study.

WisDOT has scheduled an Operational Planning Meeting to provide information about the study and to obtain your input about the corridor. You are invited to the meeting scheduled for:

February 13, 2012 8:00 a.m. WisDOT Southwest Region Dane/Columbia Rooms 2101 Wright Street Madison, WI 53704

A study location map and a list of local officials and invited agencies are also enclosed. If you believe we should be seeking comment from other agencies/utilities not included on the list, please let us know and we will contact them.

The environmental review will include considering impacts of the proposed study on the following:

- Community/neighborhood plans and issues
- Land use/zoning
- Economic development and business
- Air quality
- Agriculture, forestry, quarry operations
- Environmental justice
- Wetlands
- Fish and wildlife, and their habitats
- Threatened and engendered species
- Streams and floodplains
- Lakes or water bodies

- Erosion control and storm water management
- Drainage districts
- Upland habitat
- Unique areas (parks, bike trails, etc.)
- Historic structures/buildings
- Archaeological sites
- Hazardous substances
- Underground storage tanks
- Indirect and cumulative impacts
- Local transportation/transit/school bus operations
- Local bicycle and pedestrian facilities

WisDOT is seeking your comments specific to needs and issues that should be considered as part of the study. We will be obtaining information about local and regional plans that are available on community and agency websites, but we want to give you a chance to offer your thoughts on issues of particular concern to your agency or community.

The following items are enclosed: (over)

- Study Location Map
- List of Agencies/Local Officials

If you have any questions, please feel free to contact Craig Pringle, WisDOT Project Manager at (608) 242-8058, Jeff Hanson, Consultant Project Manager at (608) 827-8810 or Darren Fortney, Public Involvement Representative at (608) 620-6191. Thank you in advance for your cooperation.

Sincerely,

it

Craig Pringle Project Manager WisDOT Southwest Region 2101 Wright Street Madison, WI 53704 (608) 242-8058 craig.pringle@dot.wi.gov



Division of Transportation System Development Southwest Region 2101 Wright Street Madison, WI 53704-2583

Telephone: (608) 242-8058 Facsimile (FAX): (608) 246-7996 E-mail: craig.pringle@dot.wi.gov

September 21, 2012

«First_Name» «Last_Name» «Professional_Title» «Organization» «Address» «City», «State» «Zip_Code»

Dear «First_Name» «Last_Name»:

A scoping letter was sent to you in March 2012 seeking your comments specific to the needs and issues that should be considered as part of the following WisDOT project:

WIS 73 Reconstruction Project 0.3 miles north of Pierce Road to 0.5 miles north (London Road) of US 12/18 WisDOT ID # 3070-00-02 Environmental Review (ER)

The scope of this project has recently been separated into two projects to better coincide with project construction and timing. Although the total distance and termini of the original project have not changed substantially, separate environmental documents will be prepared for each project. The following information currently describes the two projects:

WIS 73 Reconstruction Project Pierce Road to Fadness Road WisDOT ID # 3070-00-02 Environmental Report (ER) WIS 73/US 12/18 Intersection Reconstruction Project Fadness Road to London Road WisDOT ID # 3070-00-03 Environmental Assessment (EA)

Both projects will address roadway deficiencies along the corridor including poor pavement conditions, drainage issues, substandard vertical and horizontal alignments and intersection safety. The proposed improvements for WIS 73 include replacing and reconstructing the existing pavement/roadway and intersections (including WIS 73/US 12/18) and shoulders throughout the corridor.

Project location maps of these two projects are attached (double-sided).

Please provide any additional comments for either/both project(s) to Craig Pringle, WisDOT Project Manager at (608) 242-8058, Jeff Hanson, Consultant Project Manager at (608) 827-8810 or Darren Fortney, Public Involvement Representative at (608) 620-6191. Thank you in advance for your cooperation.

Sincerely,

Craig Pringle Project Manager WisDOT Southwest Region 2101 Wright Street Madison, WI 53704 (608) 242-8058 craig.pringle@dot.wi.gov

cc: Johnny Gerbitz, FHWA Wisconsin Division Office Jenny Grimes, Regional Environmental Coordinator – WisDOT Southwest Region



Division of Transportation System Development Southwest Region 2101 Wright St Madison, WI 53704-2583

Telephone: 608-246-3800 Facsimile (FAX): 608-246-7996 E-mail: swr.dtsd@dot.wi.gov

October 21, 2013

NAME ADDRESS CITY STATE ZIP

Project ID 3070-00-03/05/06 WIS 73 Fadness Road to London Road Dane County

Dear NAME,

The Wisconsin Department of Transportation (WisDOT) – Southwest Region has initiated a project for future improvements to the WIS 73/US 12/18 intersections in Dane County. The WIS 73 Intersection Reconstruction Project starts at Fadness Road and continues north along WIS 73 to London Road (see enclosed map). The WIS 73 project will address roadway deficiencies along the corridor including poor pavement conditions, drainage issues, and safety issues at the offset intersection. The proposed improvements for WIS 73 include making upgrades to the existing pavement and improving the WIS 73/US 12/18 offset intersection. An Environmental Assessment (EA) is currently being prepared as part of this project.

This letter is to inform you that the Proposed Action would require the acquisition of a portion (16 acres) of a parcel currently enrolled in the USDA-NRCS Wetlands Reserve Program (WRP) which is located south of US 12/18 and west of WIS 73, in the southwest quadrant of the south leg of WIS 73. The 16 acres would be mitigated on adjacent, contiguous land south of the existing WRP easement (identified on the enclosed map). We are seeking your comments specific to needs and issues that should be considered as part of the study and the proposed mitigation land. Your input is vital in avoiding, minimizing, or mitigating negative impacts to the environment, as well as maximizing benefits for the public and users of the highway.

As part of the project, archaeological and architectural/history investigations will continue to be conducted to determine whether cultural resources are located in the project area and to assess the project's effect upon these resources.

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

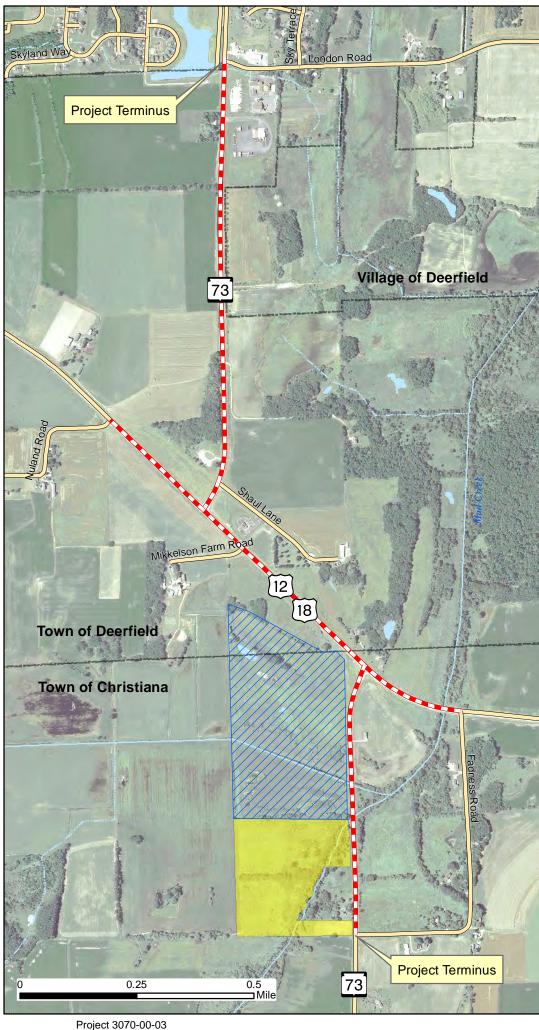
WisDOT Southwest Region – Madison Office 2101 Wright Street Madison, WI 53704 Sincerely,

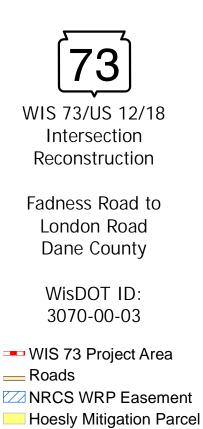
-1

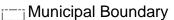
Craig Pringle Project Manager (608) 242-8058 craig.pringle@dot.wi.gov

CC: Jennifer Grimes, I-39/90 Corridor Environmental Coordinator – WisDOT Southwest Region Ian Chidister, Environmental Specialist – FHWA Wisconsin Division Office Rebecca Burkel, Transportation Historic Preservation Officer – WisDOT BTS - EPDS James Becker, Archaeology/Burial Site Program Manager – WisDOT BTS - EPDS Roger Larson, Madison Tribal Coordinator – WisDOT SW Region Darren Fortney, Consultant Project Manager – Short Elliott Hendrickson Inc.

enclosure

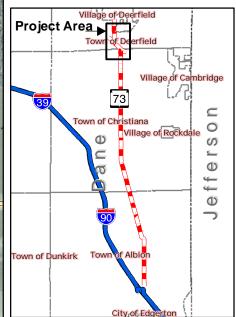








- Intermittent Stream
- **Perennial Stream**





113



Normal PagenetPagenetWacourn State General Alson State Diard 1Pagenet PagenetWacourn State General Alson State Diard 1Pagenet PagenetWacourn State General PagenetSouth State Diard 1hasenMagenetIncome State Diard 1Alson State Diard 1642 Patch Diarou Lane Campany 1ECWalson ReadWalsonWillWillhasenMakeIncome State Diarou Lane Campany 1EC642 Patch Diarou Lane Campany 1ECWalson ReadWillWillSouthhanaCamSuperitationerCambridge Extend Diarou Campany 1EC642 Patch Diarou Lane WillMarkenWillSouthhanaMachanSuperitationerCambridge Extend Diarou Campany 1ECCambridge Extend Diarou Extend Pagenet Diarou PagenetWalsenWillSouthhanaMachanSuperitationerCambridge Extend Diarou Campany 1ECWalsenWolfaceWillSouthhanaMachanSuperitationerCambridge Extend Diarou Campany 1ECWalsenWolfaceWillSouthhanaMachanSuperitationerCampany 1ECCampany 1ECWalsenWolfaceWillSouthhanaMachanSuperitationerCampany 1ECCampany 1ECWalsenWolfaceWolfaceWolfacehanaMachanSuperitationerCampany 1ECCampany 1ECWalsenWolfaceWolfaceWolfaceWolfacehanaMachanFileCampany 1ECCampany 1ECCampany 1ECSuperitatio	First Name	Last Name	Professional Title	Organization	Address	City	State	Zip Code
bits PERSPECT Witcords State Exercise PERSPECT PERSPECT </th <th>Thist Name</th> <th>Last Name</th> <th>FIDESSIONALTILE</th> <th>Organization</th> <th>Address</th> <th>City</th> <th>State</th> <th>Zip Code</th>	Thist Name	Last Name	FIDESSIONALTILE	Organization	Address	City	State	Zip Code
AssameHeightenPartialPartial Schrifts PrincipPart Albers RoadHeightenNiteRoad-RoadAssameHeightenControlAlaster interryBED More Billinger LaneSadsamNiteSafting 11AnnaGloonSuperinterlandControl Willinger LaneSadsamSalster Note PartialSadsamNiteSafting 11AnnaSuperinterlandSuperinterlandSuperinterlandSalster Note PartialSalster Note PartialSadsamSalster Note PartialSalster	Scott	Fitzgerald	Wisconsin State Senator	13th Senate District		Madison	W/I	53707
Brayerian Brownitan Brownitance Perform With an principal Boom Stations Ratio Lane Mackain Market instance Anson Person Reson Person	30011	Titzgeraid	Wisconsin State Senator		F.O. BOX 7002	Madison		55707
stane stagen Page Main Name Party Lice Nation Party Page Main Pag	loanne	Broughton			624 Albion Road	Edgerton	WI	53534
Alea Oben Index Advican Tarantinic Occupant Uticano By 194 Feat Pack P.O. Dor Porture Selection Selection <th< td=""><td>Joanne</td><td>Droughton</td><td></td><td></td><td>024 Albion Road</td><td>Lugenon</td><td></td><td>55554</td></th<>	Joanne	Droughton			024 Albion Road	Lugenon		55554
Alea Oben Index Advican Tarantinic Occupant Uticano By 194 Feat Pack P.O. Dor Porture Selection Selection <th< td=""><td>lason</td><td>Hogan</td><td></td><td>Alliant Energy</td><td>4902 North Biltmore Lane</td><td>Madison</td><td>WI</td><td>53718-2148</td></th<>	lason	Hogan		Alliant Energy	4902 North Biltmore Lane	Madison	WI	53718-2148
Nate Oten Openany LCD P119 P1199 P1199 P1191 Iserand Notary Superinarized Carteringes	583011	nogan		Allant Energy	4302 North Dianore Lane	Madison		33710-2140
Nikelay Signaritanian Cachebridge School Daries 63 Blue Jay Wey Cachebridge Wield 53523 Samman Netsah Deput Director Cachebridge School Daries 760 Barn. Lather Krag Jr. Bird. Room 322 Netsion 710 Barn. Lather Krag Jr. Bird. Netsion 710 Barn. Lather Krag Jr. Bird. Room 322 Netsion 710 Barn. Lather Krag Jr. Bird. Netsion 710 Barn. Lather Krag Jr. Bird. 710 Barn. Lather Krag	Miko	Olsen				DePere	M/I	5/115-6113
Median Deputy Director Contribution Direct Regional Planning Direct. Room Sect Median William SciTC3 David Machomy Sheff Dave County 115 Martin Lufter King Jr. Brd., Room Sect Machom William 53733 David Machomy Sheff Dave County 115 Martin Lufter King Jr. Brd., Room Sect Machom William 53733 David Presi David Spectrom Dave County 210 Martin Lufter King Jr. Brd., Br. Lufter King Jr. Machom William 53733 Store David Direct Dir F Exception Dave County Gast of Char	IVIIKe	Oisen			0113	Dereie	VVI	54115-0115
Median Deputy Director Contribution Direct Regional Planning Direct. Room Sect Median William SciTC3 David Machomy Sheff Dave County 115 Martin Lufter King Jr. Brd., Room Sect Machom William 53733 David Machomy Sheff Dave County 115 Martin Lufter King Jr. Brd., Room Sect Machom William 53733 David Presi David Spectrom Dave County 210 Martin Lufter King Jr. Brd., Br. Lufter King Jr. Machom William 53733 Store David Direct Dir F Exception Dave County Gast of Char	Bernard	Nikolay	Superintendent	Cambridge School District	403 Blue, Jay Way	Cambridge	Wi	53523
Kaman GammaMetada Populy DirectorCommission CommissionPol-C, Room 362 Tis W Dody StreetMedianWIS770030x4NationeyStartTDave County15 W Dody StreetMedianWIS7730tooPartaiCounty ExecutiveDave County210 Metin Luther King Jr. 210 Metin Luther King Jr. 210 Metin Luther King Jr. 2000 Pleasant DrMedianWIS7733tooSatorDavid StagenrisorDave County Stagenrisor210 Metin Luther King Jr. 210 Metin Luther King Jr. 210 Metin Luther King Jr.MedianWIS7733toolMudainMedianDavid StagenrisorDave County Stagenrisor210 Metin Luther King Jr. 210 Metin Luther King Jr.MedianWIS7733toolMudainMedianMedianWIS7733S7733S7733toolMudainMedianMedianWIS7733toolMudainMedianWIS7733S7733toolMudainMedianWIS7733S7733toolMudainMedianWIS7733S7733toolMudainMedianWIS7733S7733toolMudainMedianWIS7733S7733toolMudainMedianWIS7733S7733toolMudainMedianWIS7733S7733toolMudainMedianWIS7733S7733toolMudainMudainMedianWIS7733 <t< td=""><td>Domaid</td><td>Thiology</td><td></td><td></td><td></td><td>Cambridge</td><td></td><td>00020</td></t<>	Domaid	Thiology				Cambridge		00020
National Sheriff Date County 115 W Day Sheriff Madian Will 53703 be Partial County Executive Jame County 210 Matho Lufter King JL Madian Will 53703 Gram Derin County Dame County 210 Matho Lufter King JL Madian Will 53703 Statu Derin County Dame County 210 Matho Lufter King JL Madian Will 53703 Statu Derin 27 Supervisor Dame County 210 Matho Lufter King JL Back Madian Will 53703 Statu Derin 27 Supervisor Dame County Executive 210 Matho Lufter King JL Back Madian Will 53703 Statu Dame County Board Chain Dame County Executive 110 W Dop Street Madian Will 53703 Statu Dame County Board Chain Dame County Executive 110 W Dop Street Madian Will 53703 Statu Dame County Hator Addiant 202 Fish Hatchrey Road Madian Will 53713 Statu Dame County Hator Addiant	Kamran	Meshah	Deputy Director			Madison	WI	53703
be Partial County Executive Dane County 210 Martin Luther King Jr. BW Madison W1 \$3703 Garmen Pierra Olerk Dane County 2100 Martin Luther King Jr. BW Madison W1 \$3703 back Salov Disatici 37 Supervisor Dane County 2100 Pleasand Dr. Centring Jr. Madison W1 \$3703 back McDonell County Executive Dane County 2100 Pleasand Dr. Centring Jr. Madison W1 \$3703 back McDonell County Executive Dane County 2100 Martin Luther King Jr. BW Madison W1 \$3713 back Mandil Highway Commissioner Dane County Honwy 2502 Fish Hatchery Road Madison W1 \$3713 arran Durphy Assistant Commissioner Dane County Honwy 2502 Fish Hatchery Road Madison W1 \$3713 arran Durphy Assistant Commissioner Dane County Honwy 2502 Fish Hatchery Road Madison W1 \$3713 arran Durphy Assistant Commissioner Dane County WE botton 1100 Kourt, Room 208 Madison W1 \$3718 arran Durphy Assistant Commissioner Dane County WE botton 1	rtaman	Mesball	Deputy Director		Divd., 100111302	Madison		33703
be Partial County Executive Dane County 210 Martin Luther King Jr. BW Madison W1 \$3703 Garmen Pierra Olerk Dane County 2100 Martin Luther King Jr. BW Madison W1 \$3703 back Salov Disatici 37 Supervisor Dane County 2100 Pleasand Dr. Centring Jr. Madison W1 \$3703 back McDonell County Executive Dane County 2100 Pleasand Dr. Centring Jr. Madison W1 \$3703 back McDonell County Executive Dane County 2100 Martin Luther King Jr. BW Madison W1 \$3713 back Mandil Highway Commissioner Dane County Honwy 2502 Fish Hatchery Road Madison W1 \$3713 arran Durphy Assistant Commissioner Dane County Honwy 2502 Fish Hatchery Road Madison W1 \$3713 arran Durphy Assistant Commissioner Dane County Honwy 2502 Fish Hatchery Road Madison W1 \$3713 arran Durphy Assistant Commissioner Dane County WE botton 1100 Kourt, Room 208 Madison W1 \$3718 arran Durphy Assistant Commissioner Dane County WE botton 1	David	Mahoney	Sheriff	Dane County	115 W Doty Street	Madison	M/I	53703
besPrintiCounty ExecutiveDame CountyRm. 421MatisionWith\$773GranPatersOperDame CountyBMAdision finding it.MadisonWith\$773GranSatoDastict 37 SupervisorDame County2100 Pleasant DrCardbridgeWith\$573BothMadisonMadisonWithSatorSator\$773\$773\$773BothMadisonDastict 37 SupervisorDane County Department of Supervisor1500 Pleasant DrCardbridgeWith\$773BrandMadisonMadisonWithDastict 37 SupervisorDastict 37 SupervisorSator\$773\$773BrandMadisonDastict 37 SupervisorDastict 37 SupervisorSator\$773\$773\$773BrandMadisonMadisonWithSator\$773\$773\$773BrandMadisonMadisonWith\$773\$773\$773BrandMadisonMadisonWith\$773\$773\$773BrandMadisonMadisonWith\$773\$773\$773BrandMadisonMadisonWith\$773\$773\$773BrandMadisonMadisonWith\$773\$773\$773BrandMadisonMadisonWith\$771\$773\$773BrandDastict 17Dastict 17\$771\$773\$773\$773BrandDastict 17Dastict 17\$771\$771<	David	Manoney	onenn			Madison		33703
Carrin Paters Clerk Dane County 210 Martin Lather King Jr. Bird, Rm. 1064. Madison Will 53703 Sob Salov Dater 137 Supervisor Date County 2103 Pleasant Dr Cambridge Will 53273 Soci McDonell County Board Chair Date County Highway 2002 Flah Hatchery Road Madison Will 53713 Para County Board Chair Date County Highway 2002 Flah Hatchery Road Madison Will 53713 Geard Connors Drector Date County Highway 2100 Martin Luther King Jr. Madison Will 53713 <		Parici	County Executive	Dono County		Madison	10/1	52702
Game Peters Clerk Dame Courity Bokd, Rm, 166A Made Will 53703 bab Salov Danical 37 Sugervisor Dame Courity Board Chi 2103 Pleasant Dr Cambridge Will 53733 back MacDonel Courity Beard Chain Dame Courity Beard Chi 210 Mattin Luther King Jr. Bod Madson Will 53703 Dame Courity Beard Chain Dame Courity Beard Chain Dame Courity Beard Chain Salov Madson Will 53703 Danak Markin Harboner Dame Courity Beard Chain Salov Salov Madson Will 53713 Danak Markin Harbonery Hoffwary Salov Salov Salov Salov Salov Salov Salov Sa	306	Falloi		Darie County	KIII. 421	Madison		55705
Safe/ Datis 3 7 Supervisor Data County Board Chair 2103 Pleasant D/ Cambridge W1 53523 Scott McDonell County Board Chair Supervisors 210 Martin Luther King Jr. Bud. Modeon W1 5373 Scott Tubbe Duector Dama County Board Chair 116 W. Dory Strete, Room Modeon W1 5373 Scott Tubbe Duector Dama County Mghuray 2302 Flah Hatchery Rood Modeon W1 53713 Scott Dama County Historical Scott Dame County Historical Scott Modeon W1 53713 Paran Durphy Assistant Coronissioner Dame County Historical Scott Modeon W1 53713 County Gonors Director Dame County Historical Scott Modeon W1 53713 Codd Output Bane County Historical Scott 160 Choct T, Room 208 Modion W1 53703 Codd Output Bane County Historical Scott 160 Choct T, Room 138 Modion W1 53703 Codd	1/	Detere	Clark	Dana Cauntu		Madiana	14/1	50700
McDonell County Bourd Chair Dane County Board of Supervisors 210 Martin Luther King Jr. Bird. Madison WI 53703 charles Tubbs Director Director Director S3703 S3703 senald Mardii Highway Commissioner Director/IP Highway Department 2302 Fish Hatchery Road Madison WI S3713 *** Dunphy Assistant Commissioner Dane County Highway Department 2302 Fish Hatchery Road Madison WI S3713 *** Dunphy Assistant Commissioner Dane County Highway Department 2302 Fish Hatchery Road Madison WI S3713 *** Dunphy Assistant Commissioner Dane County Historical Society 3101 Lake Fam Road Madison WI S3713 Counton Dane County Historical Society 3101 Lake Fam Road Madison WI S3718 Counton Dane County Historical Society 1 Fon Oak Court, Room 138 Madison WI S3703 Counton Dane County Historical Society P.O. Box Goart16 toon 138 Madison WI<	Karen	Peters	Cierk	Dane County	Biva., Rm. 106A	Madison	VVI	53703
McDonell County Bourd Chair Dane County Board of Supervisors 210 Martin Luther King Jr. Bird. Madison WI 53703 charles Tubbs Director Director Director S3703 S3703 senald Mardii Highway Commissioner Director/IP Highway Department 2302 Fish Hatchery Road Madison WI S3713 *** Dunphy Assistant Commissioner Dane County Highway Department 2302 Fish Hatchery Road Madison WI S3713 *** Dunphy Assistant Commissioner Dane County Highway Department 2302 Fish Hatchery Road Madison WI S3713 *** Dunphy Assistant Commissioner Dane County Historical Society 3101 Lake Fam Road Madison WI S3713 Counton Dane County Historical Society 3101 Lake Fam Road Madison WI S3718 Counton Dane County Historical Society 1 Fon Oak Court, Room 138 Madison WI S3703 Counton Dane County Historical Society P.O. Box Goart16 toon 138 Madison WI<	Pob	Salay	District 27 Supervises	Dapa County	2102 Placent Dr	Combridge	14/1	52522
NetDonell County Board Chair Supervisors 210 Mutin Lubrer King Jr. Biol. Madion W1 53703 Charles Tubbs Director Bane County Department of Engery Management of 2107 15.00 Doty Street, Room Madion W1 53703 Banal Mandi Highway Commissioner Direc County Highway Department 2027 Flah Hatchery Road Malson W1 53713 Parm Durphy Assistant Commissioner Direc County Highway Department 2022 Flah Hatchery Road Malson W1 53713 Parm Durphy Assistant Commissioner Direc County Highway Department 2022 Flah Hatchery Road Malson W1 53713 Geno County Lingth & Bane County Highway County Dane County Highway Commissioner Paro County Lingth & Water Flan Cake Court, Room 208 Malson W1 53718 Good Director Director Director Planning Department Flan Cake Court, Room 138 Malson W1 53708-8911 County Sapart Analyst Dane County Highway Commissioner Director Director Room 138 Malson W1	BOD	Salov	District 37 Supervisor	Dane County	2103 Pleasant Dr	Cambridge	VVI	53523
Date Director Bane County Department Emergency Mangement 115 W. Doty Street, Room 2107 Mediaon Will 5703 Banel Mandli Highway Commissioner Department 202 Fish Hatchery Road Mediaon Will 53713 Banel Durphy Assistant Commissioner Department 202 Fish Hatchery Road Mediaon Will 53713 Bane County Highway Dane County Highway 202 Fish Hatchery Road Mediaon Will 53713 Bane County Land & Ware Jane County Highway 202 Fish Hatchery Road Mediaon Will 53713 Comors Director Dane County Hatontal Society 3101 Lake Farm Road Mediaon Will 53718 rodd Volante Plenning Director Dane County UW Extension 1 Fen Oak Court, Roon 138 Mediaon Will 53718 rodd Volante Impact Analyst DATCP P.O. Box B911 Mediaon Will 53718 rearie Harson Impact Analyst DATCP P.O. Box B911 Mediaon Will 537	C#	MaDanall	County Doord Chain		040 Martin Luthan King In Dhud	Madiana	14/1	50700
PharlesTubbsDirectorEmergency Management2107MadsonWill53703BanelMandialHighway CommissionenDame County Highway2022 Fish Hatchery RoadMadsonWill53713BanelDunphyAssistant CommissionenDame County Highway2322 Fish Hatchery RoadMadsonWill53713BanelComorsDirectorDame County Hatorical Sociel3101 Lake Farm RoadMadsonWill53713KevinComorsDirectorBane County Hatorical Sociel1101 Lake Farm RoadMadsonWill53713ToddComorsDirectorBane County Planning Department1101 Lake Farm RoadMadsonWill53713ToddComorsDirectorDane County Planning Department1101 Lake Farm RoadMadsonWill53713ToddValanePlanning DirectorDane County Planning Department1101 Lake Farm RoadMadsonWill53718CarlerReadPlanning DirectorDane County Planning Department110 Count, Room 118MadsonWill53718CarlerNauthImpact AnalystDATCPP.O. Box B911MadsonWill53718ParelNauthImpact AnalystDATCPP.O. Box B911MadsonWill53718AtterAnasonEdgerton School Diatict200 Deming Way, Suite 23MadsonWill53713AtterAnasonEdgerton EngineerForter Communications Will200 Weill Chanli Street	Scott	McDonell	County Board Chair	Supervisors	210 Martin Luther King Jr. Bivd.	Madison	VVI	53703
Jamelal Mandia Highway Commissioner Date County Highway Department 2302 Fish Hatchery Road Madison W1 53713 Parn Dunphy Assistant Commissioner Date County Highway Department 2302 Fish Hatchery Road Madison W1 53713 Parn Dunphy Assistant Commissioner Date County Highway Department 2302 Fish Hatchery Road Madison W1 53711 Comors Director Date County Historical Society 3101 Lake Farm Road Madison W1 53718 Todd Volante Planning Director Date County Historical Society 1 Fen Oak Court, Room 138 Madison W1 53703 Carrie Edgar Department Head Date County UW Extension 1 Fen Oak Court, Room 138 Madison W1 53718-8812 Pater Nauth Impact Analyst DATCP P.O. Box 8911 Madison W1 53734 Pater Nauth Impact Analyst DATCP P.O. Box 8911 Madison W1 53714 Pater Hanson EMCS 001 Deming Way, State 203 Madison W1 53717 Nike McCarthy EMCS 000 West Caral Street, Suite Mineukee W1 53717 State Oper		T 11.	D'au da					50700
BandalMandialHighway CommissionerDepartment2302 Fish Hatchery RoadMadisonWI53713ParmDunphyAssistant CommissionerDane County Highway Dane County Historical Society3302 Fish Hatchery RoadMadisonWI53713RevinConnorsDirectorDane County Historical Society3101 Lake Fam RoadMadisonWI53713GevinConnorsDirectorBane County Historical Society1 Fen Oak Court, Room 208MadisonWI53703ToddViolantePanning DirectorDane County Planning Director200 Marin Luther King Jr. Biol, Room 116MadisonWI53703CarrieEdgartDepartment HeadDane County UK Extension1 Fen Oak Court, Room 138MadisonWI53708-8911CarrieHansonMadisonMadisonWI53708-8911MadisonWI53708-8911ParentiHansonEdgerton School District200 Eim High DriveEdgertonWI53733AtkeeHansonEMCS901 Deming Way, Suite 203MadisonWI53733AtkeeGerbizField Operations Engineer Street Communications WI3100 West Canal Street, Suite Miseuse StreetMiseuseWI53714AtherCurchDirectorJana Airport406 Highway StreetEdgertonWI5373AtherDirectorJana Airport406 Highway StreetEdgertonWI5373AtherDirectorJana AirportAther Highway Street </td <td>Charles</td> <td>lubbs</td> <td>Director</td> <td>Emergency Management</td> <td>2107</td> <td>Madison</td> <td>VVI</td> <td>53703</td>	Charles	lubbs	Director	Emergency Management	2107	Madison	VVI	53703
Parm Dunphy Assistant Commissioner Dane County Highway Department 2302 Fish Hatchery Road Madison WI 53713 Parm Dunphy Assistant Commissioner Dane County Historical Society 3101 Lake Farm Road Madison WI 53713 Kevin Connors Director Dane County Historical Society 3101 Lake Farm Road Madison WI 53718 rodd Violante Panning Director Dane County Land & Water Resources Dept. 1 Fen Oak Court, Room 208 Madison WI 53718 rodd Violante Panning Director Dane County UW Extension 1 Fen Oak Court, Room 138 Madison WI 53718-8812 Partier Nauth Impact Analyst DATCP P.O. Box 8911 Madison WI 53718-8812 Peter Nauth Impact Analyst DATCP P.O. Box 8911 Madison WI 53718 Dennis Pauli Superintendent Edgeton School District 200 Elm High Drive Edgeton WI 53717 Mike McCarthy EMCS 901 Deming Way, Sule 203 Madison WI 53717 Mike Feld Operations Engineer - SW Feldreri Highway Administration 525 Junction Road, Suite 8000 Madison <	A 11							
Part Dunphy Assistant Commissioner Department 2302 Fiel Hatchery Road Madison Wil 53713 Cennors Connors Director Dane County Historical Sociely 3101 Lake Farm Road Madison Wil 53716 Kevin Connors Director Dane County Land & Water Resources Dept. 1 Fen Oak Court, Room 200 Madison Wil 53703 Todd Volente Planning Director Dane County UW Extension 1 Fen Oak Court, Room 138 Madison Wil 53703 Carrie Edgar Department Head Dane County UW Extension 1 Fen Oak Court, Room 138 Madison Wil 53708-8911 Dennis Pauli Superintendent Edgerton School District 200 Elm High Drive Edgerton Wil 53718-8912 Dennis Pauli Superintendent Edgerton School District 200 Elm High Drive Madison Wil 53733 Mathem Henson Feld Operations Engineer - SW Feldral Highway Administration 200 Madison Wil 53714 Nohorth	Gerald	Mandli	Highway Commissioner	Department	2302 Fish Hatchery Road	Madison	VVI	53713
Level Dame County Historical Society 3101 Lake Farm Road Madison Wi 53711 Kevin Connors Director Resources Dept. 1 Fen Oak Court, Room 208 Madison Wi 53718 Todd Volante Planning Director Dane County Hintorical Society 1 Fen Oak Court, Room 208 Madison Wi 53703 Todd Volante Planning Director Dane County Planning 210 Martin Luther King Jr. Madison Wi 53703 Carrie Edgar Department Head Dane County UW Extension 1 Fen Oak Court, Room 138 Madison Wi 53708-8911 Parter Nauth Impact Analyst DATCP P.O. Box 8911 Madison Wi 53708-8911 Parnis Pauli Superintendent Edgerton School District 200 Eim High Drive Edgerton Wi 53717 Alkie McCarthy EMCS 901 Deming Way, Suite 203 Medison Wi 53717 Alkie McCarthy Field Operations Engineer - SW Federal Highway Administration 525 Junction Road, Suite 8000 Madison Wi 53717 Alkie Church LC Field Operations Engineer - SW Federal Highway Administration 525 Junction Road, Suite 8000 Madis	-							
Connors Director Dane County Land & Water Resources Dept. 1 Fen Oak Court, Room 208 Madison W1 53718 Todd Violante Planning Director Dane County Planning Department 210 Martin Luther King Jr. Blvd., Room 116 Madison W1 53703 Carrie Edgar Department Head Dane County UW Extension 1 Fen Oak Court, Room 138 Madison W1 53708-8912 Pater Nauth Impact Analyst DATCP P.O. Box 8911 Madison W1 53708-8911 Dennis Pauli Superintendent Edgerton School District 200 Elm High Drive Edgerton W1 53717 Idike Maccarthy EMCS 901 Deming Way, Suite 203 Madison W1 53213 Idohnny Gerbitz Field Operations Engineer - SW Federal Highway Administration (FHWA) 525 Junction Road, Suite 8000 Madison W1 53717 Robert Church Field Operations Engineer - SW Federal Highway Administration (FHWA) 525 Junction Road, Suite 8000 Madison W1 53717 Don Backer Director Jana Airport 406 Highway Street	Pam	Dunphy	Assistant Commissioner	Department	2302 Fish Hatchery Road	Madison	VVI	53713
Connors Director Dane County Land & Water Resources Dept. 1 Fen Oak Court, Room 208 Madison W1 53718 Todd Violante Planning Director Dane County Planning Department 210 Martin Luther King Jr. Blvd., Room 116 Madison W1 53703 Carrie Edgar Department Head Dane County UW Extension 1 Fen Oak Court, Room 138 Madison W1 53708-8912 Pater Nauth Impact Analyst DATCP P.O. Box 8911 Madison W1 53708-8911 Dennis Pauli Superintendent Edgerton School District 200 Elm High Drive Edgerton W1 53717 Idike Maccarthy EMCS 901 Deming Way, Suite 203 Madison W1 53213 Idohnny Gerbitz Field Operations Engineer - SW Federal Highway Administration (FHWA) 525 Junction Road, Suite 8000 Madison W1 53717 Robert Church Field Operations Engineer - SW Federal Highway Administration (FHWA) 525 Junction Road, Suite 8000 Madison W1 53717 Don Backer Director Jana Airport 406 Highway Street								
GeninorsDirectorResources Dept.1 Fen Oak Court, Room 2008MadisonW153718ToddViolantePlanning DirectorDane County Planning Department210 Martin Luther King Jr. Blwd, Room 116MadisonW153703PartielEdgarDepartment HeadDane County UW Extension1 Fen Oak Court, Room 138MadisonW153708-8911PartielRauthImpact AnalystDATCPP.O. Box 8911MadisonW153708-8911PannisPauliSuperintendentEdgerton School District200 Elm High DriveEdgertonW153534PantisPauliSuperintendentEMCS901 Deming Way, Suite 203MadisonW153233MikeMaccarthyField Operations Engineer-SWFederal High way Administration (FMWA)1300 West Canal Street, SuiteMilwakeeW153717RobertChurchField Operations Engineer-SWFontier Communications of (FMWA)118 Division StreetPlymouthW153734DonBeckerDirectorJana Airport406 Highway StreetEdgertonW153734SarayHellRepresentative, 46th Assembly Ister Of Wisconsin711 North Jackson Street, Suita BOX 8952MadisonW153734SarayHellState Grant SupervisonState of WisconsinState Captol Room 17, P.O. BOX 8952MadisonW153734SarayMillerState Grant SupervisonState of WisconsinState Captol Room 17, P.O. BOX 8952				Dane County Historical Society	3101 Lake Farm Road	Madison	VVI	53711
ToddViolantePlanning DirectorDane County Planning Department210 Martin Luther King Jr. Bixd., Room 116MadisonWI53703CarrieEdgarDepartment HeadDane County UW Extension1 Fen Oak Court, Room 138MadisonWI53718-8912CarrieNauthImpact AnalystDATCPP.O. Box 8911MadisonWI53708-8911DennisPauliSuperintendentEdgerton School District200 Elm High DriveEdgertonWI53734DennisPauliSuperintendentEMCS901 Deming Way, Suite 203MadisonWI53717AlkeMcCarthyEMCS901 Deming Way, Suite 203MadisonWI53717AlkeMcCarthyField Operations Engineer - SWFederal Highway Administration FCHWA)525 Junction Road, Suite 8000MadisonWI53717RobertChurchField Operations Engineer - SWFederal Highway Administration FCHWA)525 Junction Road, Suite 8000MadisonWI53733Stole Representative, 46th Assembly DistrictJana Airport406 Highway StreetEdgertonWI53202AarkMillerState Gente Obstrict 16State of WisconsinState Capitol Room 317, P.O. BOX 7882MadisonWI53703AarkMillerState Representative,Room 320 West State Capitol, Box 7820With53703								
ToddViolantePlanning DirectorDepartmentBkd., Room 116MadisonWI53703CarrieEdgarDepartment HeadDane County UW Extension1 Fen Oak Court, Room 138MadisonWI53718-8812PaterNauthImpact AnalystDATCPP.O. Box 8911MadisonWI53708-8911DennisPauliSuperintendentEdgerton School District200 Elm High DriveEdgertonWI53534DennisHansonEMCS901 Deming Way, Suite 203MadisonWI53717AlkeMcCarthyFeld Operations Engineer - SWFederal Highway Administration (FHWA)525 Junction Road, Suite 800MadisonWI53734NohnyGerbitzField Operations Engineer - SWFontier Communications of WI LCC118 Division StreetPymouthWI53534DonBeckerDirectorJana Airport406 Highway StreetEdgertonWI53534DansBirkenheierOutside Plant SupervisorState of WisconsinState Capitol Room 120, P.O. BOX 8852MadisonWI53708-AlarkMillerState Senate District 16State of WisconsinState Capitol Room 317, P.O. BOX 8852MadisonWI53703AlarkNillerState Representative,State of WisconsinState Capitol Room 317, P.O. BOX 7882MadisonWI53708State Representative,State of WisconsinRoom 320 West State CapitolMadisonWI53707	Kevin	Connors	Director	Resources Dept.	1 Fen Oak Court, Room 208	Madison	VVI	53718
CarrieEdgarDepartment HeadDane County UW Extension1 Fen Oak Court, Room 138MadisonWI53718-8812PeterNauthimpact AnalystDATCPP.O. Box 8911MadisonWI53708-8911DennisPauliSuperintendentEdgerton School District200 Elm High DriveEdgertonWI53534DennisPauliSuperintendentEdgerton School District200 Elm High DriveEdgertonWI53717IdleHansonEMCS901 Deming Way, Suite 203MadisonWI53717IdleMcCarthyEMCS1300 West Canal Street, Suite 200MadisonWI53737IdohnnyGerbitzField Operations Engineer - SWFederal Highway Administration (FHWA)525 Junction Road, Suite 8000MadisonWI53733RobertChurchDirectorJana Airport406 Highway StreetEdgertonWI53534DonBeckerDirectorJana Airport406 Highway StreetEdgertonWI53534SaryHeblDistrictState of WisconsinState Capitol Room 120, P.O. BOX 8952MadisonWI53708AtarkMillerState Senate District 16State of WisconsinState Capitol Room 317, P.O. BOX 7882MadisonWI53707	-							
Peter Nauth Impact Analyst DATCP P.O. Box 8911 Madison WI 53708-8911 Dennis Pauli Superintendent Edgerton School District 200 Elm High Drive Edgerton WI 53534 Dennis Pauli Superintendent Edgerton School District 200 Elm High Drive Edgerton WI 53534 Iteff Hanson EMCS 901 Deming Way, Suite 203 Madison WI 53717 Vilke McCarthy EMCS 1300 West Canal Street, Suite 200 Milwaukee WI 53233 Iohnny Gerbitz Field Operations Engineer - SW Federal Highway Administration (FHWA) 525 Junction Road, Suite 8000 Madison WI 53717 Robert Church Frontier Communications of WI LLC 118 Division Street Plymouth WI 53073 Don Becker Director Jana Airport 406 Highway Street Edgerton WI 53202 Sary Hebl Outside Plant Supervisor PAETEC (McCleod USA Telecommunications) 731 North Jackson Street, Suite 410 Milwaukee WI 53708 Sary	lodd	Violante	Planning Director	Department	Blvd., Room 116	Madison	VVI	53703
Peter Nauth Impact Analyst DATCP P.O. Box 8911 Madison WI 53708-8911 Dennis Pauli Superintendent Edgerton School District 200 Elm High Drive Edgerton WI 53534 Dennis Pauli Superintendent Edgerton School District 200 Elm High Drive Edgerton WI 53534 Iteff Hanson EMCS 901 Deming Way, Suite 203 Madison WI 53717 Vilke McCarthy EMCS 1300 West Canal Street, Suite 200 Milwaukee WI 53233 Iohnny Gerbitz Field Operations Engineer - SW Federal Highway Administration (FHWA) 525 Junction Road, Suite 8000 Madison WI 53717 Robert Church Frontier Communications of WI LLC 118 Division Street Plymouth WI 53073 Don Becker Director Jana Airport 406 Highway Street Edgerton WI 53202 Sary Hebl Outside Plant Supervisor PAETEC (McCleod USA Telecommunications) 731 North Jackson Street, Suite 410 Milwaukee WI 53708 Sary	- .							
DennisPauliSuperintendentEdgerton School District200 Elm High DriveEdgertonWI53534leffHansonImage: Comparison of the temperature of	Carrie	Edgar	Department Head	Dane County UW Extension	1 Fen Oak Court, Room 138	Madison	WI	53718-8812
DennisPauliSuperintendentEdgerton School District200 Elm High DriveEdgertonWI53534leffHansonImage: Comparison of the temperature of	-							
Instrument Instrument <td>Peter</td> <td>Nauth</td> <td>Impact Analyst</td> <td>DATCP</td> <td>P.O. Box 8911</td> <td>Madison</td> <td>WI</td> <td>53708-8911</td>	Peter	Nauth	Impact Analyst	DATCP	P.O. Box 8911	Madison	WI	53708-8911
Instrument Instrument <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
MikeMcCarthyImage: McSMileMileMileMileMileMileS3233JohnnyGerbitzField Operations Engineer - SWFederal Highway Administratio (FHWA)525 Junction Road, Suite 8000MadisonWI53717RobertChurchField Operations Engineer - SWFederal Highway Administration (FHWA)525 Junction Road, Suite 8000MadisonWI53717RobertChurchField Operations Engineer - SWFrontier Communications of WI LLC118 Division StreetPlymouthWI53073DonBeckerDirectorJana Airport406 Highway StreetEdgertonWI53534JamasBirkenheierOutside Plant SupervisorPAETEC (McCleod USA Telecommunications)731 North Jackson Street, Suite 410MilwaukeeWI53202GaryHeblRepresentative, 46th Assembly DistrictState of WisconsinState Capitol Room 120, P.O. BOX 8952MadisonWI53708AarkMillerState Senate District 16State of WisconsinState Capitol Room 317, P.O. BOX 7882MadisonWI53707	Dennis	Pauli	Superintendent	Edgerton School District	200 Elm High Drive	Edgerton	VVI	53534
MikeMcCarthyImage: McSMileMileMileMileMileMileS3233JohnnyGerbitzField Operations Engineer - SWFederal Highway Administratio (FHWA)525 Junction Road, Suite 8000MadisonWI53717RobertChurchField Operations Engineer - SWFederal Highway Administration (FHWA)525 Junction Road, Suite 8000MadisonWI53717RobertChurchField Operations Engineer - SWFrontier Communications of WI LLC118 Division StreetPlymouthWI53073DonBeckerDirectorJana Airport406 Highway StreetEdgertonWI53534JamasBirkenheierOutside Plant SupervisorPAETEC (McCleod USA Telecommunications)731 North Jackson Street, Suite 410MilwaukeeWI53202GaryHeblRepresentative, 46th Assembly DistrictState of WisconsinState Capitol Room 120, P.O. BOX 8952MadisonWI53708AarkMillerState Senate District 16State of WisconsinState Capitol Room 317, P.O. BOX 7882MadisonWI53707								
MikeMcCarthyMcCarthyEMCS200MilwaukeeWI53233IohnnyGerbizField Operations Engineer - SVFederal Highway Administration (FHWA)525 Junction Road, Suite 8000MadisonWI53717RobertChurchInter Communications of WI LICE Communications of WI118 Division StreetPlymouthWI53073DonBeckerDirectorJana Airport406 Highway StreetEdgertonWI53534JamasBirkenheierOutside Plant SupervisorPAETEC (McCleod USA Telecommunications)731 North Jackson Street, Suit MilwaukeeWI53202GaryHeblRepresentative, 46th Assembly DistrictState of WisconsinState Capitol Room 317, P.O. BOX 7882MadisonWI53708MarkMillerState Representative,Etae of WisconsinState Capitol Room 317, P.O. BOX 7882MadisonWI53707	Jeff	Hanson		EMCS	901 Deming Way, Suite 203	Madison	WI	53717
JohnnyGerbitzField Operations Engineer - SWFederal Highway Administration (FHWA)525 Junction Road, Suite 8000MadisonWI53717RobertChurchField Operations Engineer - SWFrontier Communications of WI LLC118 Division StreetPlymouthWI53073DonBeckerDirectorJana Airport406 Highway StreetEdgertonWI53534Jana AirportPAETEC (McCleod USA Telecommunications)731 North Jackson Street, Suite 								
IohnnyGerbitzField Operations Engineer - SW(FHWA)525 Junction Road, Suite 8000MadisonWI53717RobertChurchImage: ChurchFrontier Communications of WL LLC118 Division StreetPlymouthWI53073DonBeckerDirectorJana Airport406 Highway StreetEdgertonWI53534JamesBirkenheierOutside Plant SupervisorPAETEC (McCleod USA Telecommunications)731 North Jackson Street, Suite 410MilwaukeeWI53202GaryHeblRepresentative, 46th Assembly DistrictState of WisconsinState Capitol Room 120, P.O. BOX 7882MadisonWI53708MarkMillerState Senate District 16State of WisconsinState Capitol Room 317, P.O. BOX 7882MadisonWI53707	Mike	McCarthy		EMCS	200	wilwaukee	VVI	53233
RobertChurchFrontier Communications of WI LLC118 Division StreetPlymouthWI53073DonBeckerDirectorJana Airport406 Highway StreetEdgertonWI53534Jana Airport406 Highway StreetEdgertonWI53534JamasBirkenheierOutside Plant SupervisorPAETEC (McCleod USA Telecommunications)731 North Jackson Street, Suite 410MilwaukeeWI53202SaryHeblRepresentative, 46th Assembly DistrictState of WisconsinState Capitol Room 120, P.O. BOX 8952MadisonWI53708MarkMillerState Senate District 16State of WisconsinState Capitol Room 317, P.O. BOX 7882MadisonWI53707								
RobertChurchChurchLLC118 Division StreetPlymouthWI53073DonBeckerDirectorJana Airport406 Highway StreetEdgertonWI53534JamesBirkenheierOutside Plant SupervisorPAETEC (McCleod USA Telecommunications)731 North Jackson Street, Suite 410MilwaukeeWI53202GaryHeblRepresentative, 46th Assembly DistrictState of WisconsinState Capitol Room 120, P.O. BOX 8952MadisonWI53708MarkMillerState Senate District 16State of WisconsinState Capitol Room 317, P.O. BOX 7882MadisonWI53707	Johnny	Gerbitz	Field Operations Engineer - SW	(FHWA)	525 Junction Road, Suite 8000	Madison	vvI	53717
Don Becker Director Jana Airport 406 Highway Street Edgerton WI 53534 lames Birkenheier Outside Plant Supervisor PAETEC (McCleod USA Telecommunications) 731 North Jackson Street, Suite 410 Milwaukee WI 53202 Sary Hebl District State of Wisconsin State Capitol Room 120, P.O. BOX 8952 Madison WI 53708 Mark Miller State Senate District 16 State of Wisconsin State Capitol Room 317, P.O. BOX 7882 Madison WI 53707								
James Birkenheier Outside Plant Supervisor PAETEC (McCleod USA Telecommunications) 731 North Jackson Street, Suite 410 Milwaukee W1 53202 Gary Hebl Representative, 46th Assembly District State of Wisconsin State Capitol Room 120, P.O. BOX 8952 Madison W1 53708 Mark Miller State Senate District 16 State of Wisconsin State Capitol Room 317, P.O. BOX 7882 Madison W1 53707	Robert	Church		LLC	118 Division Street	Plymouth	VVI	53073
James Birkenheier Outside Plant Supervisor PAETEC (McCleod USA Telecommunications) 731 North Jackson Street, Suite 410 Milwaukee W1 53202 Gary Hebl Representative, 46th Assembly District State of Wisconsin State Capitol Room 120, P.O. BOX 8952 Madison W1 53708 Mark Miller State Senate District 16 State of Wisconsin State Capitol Room 317, P.O. BOX 7882 Madison W1 53707								
Iames Birkenheier Outside Plant Supervisor Telecommunications) 410 Milwaukee W1 53202 Sary Hebl Representative, 46th Assembly District State of Wisconsin State Capitol Room 120, P.O. BOX 8952 Madison W1 53708 Mark Miller State Senate District 16 State of Wisconsin State Capitol Room 317, P.O. BOX 7882 Madison W1 53707	Don	Becker	Director	Jana Airport	406 Highway Street	Edgerton	WI	53534
Sary Hebl Representative, 46th Assembly District State of Wisconsin State Capitol Room 120, P.O. BOX 8952 Madison WI 53708 Mark Miller State Senate District 16 State of Wisconsin State Capitol Room 317, P.O. BOX 7882 Madison WI 53707 State Representative, State Representative, Room 320 West State Capitol, VI 53707								
Gary Hebl District State of Wisconsin BOX 8952 Madison WI 53708 Mark Miller State Senate District 16 State of Wisconsin State Capitol Room 317, P.O. BOX 7882 Madison WI 53707 State Representative, State Representative, Room 320 West State Capitol, VI 53707	James	Birkenheier	Outside Plant Supervisor	Telecommunications)	410	Milwaukee	WI	53202
Mark Miller State Senate District 16 State of Wisconsin State Capitol Room 317, P.O. BOX 7882 Madison WI 53707 State Representative, State Representative, Room 320 West State Capitol, Image: Capitol, Capito								
Mark Miller State Senate District 16 State of Wisconsin BOX 7882 Madison WI 53707 Label{eq:state_s	Gary	Hebl	District	State of Wisconsin	BOX 8952	Madison	WI	53708
State Representative, Room 320 West State Capitol,								
	Mark	Miller	State Senate District 16	State of Wisconsin	BOX 7882	Madison	WI	53707
	Andy	Jorgensen	Assembly District 37	State of Wisconsin	P.O. Box 8952	Madison	WI	53708

Local Officials Database - 3070-00-03

Beth	Smith	TerraVenture, Inc	TerraVenture, Inc.	4641 West Forest Home Avenue	Milwaukee	wi	53219
Julie	Hanewall	Clerk	Town of Albion	620 Albion Road	Edgerton	wi	53534
Thad	Andrews	Supervisor	Town of Albion	131 Lakeview Avenue	Edgerton	wi	53534
Roger	Olson	Chairman	Town of Albion	645 Albion Road	Edgerton	wi	53534
Debert	Vecha	Quantina			Education		52524
Robert	Veske	Supervisor	Town of Albion	170 Hillside Road	Edgerton	WI	53534
Robert	Cusick	Supervisor	Town of Albion	136 Forest Avenue	Edgerton	WI	53534
Bruce	Hudson	Supervisor	Town of Albion	21 Goede Road	Edgerton	wi	53534
Jim	Lowery	Supervisor	Town of Christiana	2316 Berge Hinny Road	Cambridge	wi	53523
Virgina	Kravik	Supervisor	Town of Christiana	11 East Rockdale Road	Cambridge	wi	53523
Tom	Jelinek	Planning Commission Chair	Town of Christiana	2193 Highway 73	Cambridge	wi	53523
Sandra	Everson	Clerk	Town of Christiana	773 Koshkonong Road	Cambridge	wi	53523
Gary	Rattman	Chairman	Town of Christiana	2586 Highland Drive	Cambridge	wi	53523
0	14/			770 //			50500
George	Waag	Public Works	Town of Christiana	773 Koshkonong Road	Cambridge	WI	53523
Pat	Annen	Supervisor	Town of Deerfield	4239 Oak Park Road	Deerfield	WI	53531
Betty	Duckert	Clerk	Town of Deerfield	3611 County Road O	Cambridge	wi	53523
Tom	Peterson	Supervisor	Town of Deerfield	1400 Olstad Road	Deerfield	wi	53531
Mike	Schlobohm	Supervisor	Town of Deerfield	992 Robert Nelson Road	Deerfield	wi	53531
Art	Mikkelson	Supervisor	Town of Deerfield	3428 Thorstad Lane	Deerfield	wi	53531
Bob	Riege	Chairman	Town of Deerfield	140 Fair Oak Road	Deerfield	wi	53531
Simone	Kolb	Project Manager		20711 Watertown Road, Suite F	Waukesha	wi	53186
Sinone	Kolb	r loject manager	US Army Corps of Engineers-	Sibley Square at Mears Park,	Waukesila		55160
Jeff	Olson	Wisconsin Section Chief	St. Paul District	190 5th Street East, Suite 401	St. Paul	MN	55101-1638
Peter	Fasbender	Wisconsin Field Office Supervisor	US Fish and Wildlife Service USDA - Natural Resource	2661 Scott Tower Drive	New Franken	wi	54229
Adam	Dowling	District Conservationist	Conservation Service, Madison Service Center	1 Fen Oak Court	Madison	WI	53718-8812
Elizabeth	McCreedie	Clerk	Village of Deerfield	P.O. Box 66	Deerfield	wi	53531
Patrick	Vander Sanden	Administrator	Village of Deerfield	P.O. Box 66	Deerfield	WI	53531
Mary	Chadwick-Kiefer	President	Village of Deerfield	P.O. Box 66	Deerfield	wi	53531
John	Doyle	Director of Public Works/Streets	Village of Deerfield	P.O. Box 66	Deefield	wi	53531
Dan	Sande	Project Manager	We Energies	333 W. Everett St - A 279	Milwaukee	wi	53203
Eric	Heggelund	Dane County Transportation Liaison	Wisconsin Department of Natural Resources	3911 Fish Hatchery Road	Fitchburg	wi	53711
Michael	Stevens	SHPO	Wisconsin Historical Society	816 State Street	Madison	wi	53706
	1	1	· · · · · · · · · · · · · · · · · · ·		1	1	

Eric	Callisto		Wisconsin Public Service Commission	610 North Whitney Way, PO Box 7854	Madison	wi	53707-7854
Captain Charles R.	Teasdale	Commander	Wisconsin State Patrol, SW Region	911 W. North Street, P.O. Box 610	DeForest	wi	53532-0610
Mark	Pfundheller		WisDOT - Bureau of Aeronautics	PO Box 7914	Madison	wi	53707-7914
Jenny	Fredrickson	Environmental Coordinator	WISDOT - SW Region	2101 Wright Street	Madison	wi	53704
Jennifer	Grimes	Environmental Coordinator	WISDOT - SW Region	2101 Wright Street	Madison	wi	53704
John	Vesperman		WisDOT - SW Region	2101 Wright Street	Madison	wi	53704
Steven	Theisen		WisDOT - SW Region	2101 Wright Street	Madison	wi	53704
Craig	Pringle	Project Manager	WisDOT - SW Region	2101 Wright Street	Madison	wi	53704
lim	Buschkopf		WisDOT - SW Region	2101 Wright Street	Madison	wi	53704
John	Steiner		WisDOT - SW Region	2101 Wright Street	Madison	wi	53704
Kim	Schauder		WisDOT - SW Region	2101 Wright Street	Madison	WI	53704

Native American Database - 3070-00-03

First Name	Last Name	Professional Title	Organization	Address	City	State	Zip Code
			Bad River Band of Lake				
		Tribal Historic Preservation	Superior Chippewa Indians of				
Edith	Leoso	Officer	Wisconsin	PO Box 39	Odanah	WI	54861
		Tribal Historic Preservation	Forest County Potawatomi				
Melissa	Cook	Officer	Community of Wisconsin	Tribal Office, PO Box 340	Crandon	wi	54520
		Tribal Historic Preservation					
William	Quackenbush	Officer	Ho-Chunk Nation	Executive Offices, PO Box 667	Black River Falls	WI	54615
			Lac Vieux Desert Band of Lake				
		Tribal Historic Preservation	Superior Chippewa Indians -				
giiwegiizhigookway	Martin	Officer	Ketegitigaaning Ojibwe Nation	PO Box 249	Watersmeet	WI	49969
_	a ·	Tribal Historic Preservation	Menominee Indian Tribe of				
Dave	Grignon	Officer	Wisconsin	PO Box 910	Keshena	WI	54135
Hettie	Mitchell		Prairie Band Potawatomi Nation	16281 Q Road	Mayetta	KS	66509
		Tribel Historie Dresservetion	Ded Oliff Dand of Lake Overarian				
Larry	Balber	Tribal Historic Preservation Officer	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin		Bayfield	wi	54814
	Baiboi						0.011
			Sac and Fox Nation of Missouri				
Edmore	Green		in Kansas and Nebraska	305 N. Main	Reserve	KS	66434
			Sac and Fox Nation of				
Sandra	Massey	NAGPRA Representative	Oklahoma	RR 2, Box 246	Stroud	ОК	74079
			Cas and Fay of the Missississi				
lonothon	Duffele		Sac and Fox of the Mississippi	240 Maakuvaki Daad	Tomo	14	50000 0600
Jonathan	Buffalo	NAGPRA Representative	in Iowa	349 Meskwaki Road	Tama	IA	52339-9629

BAD RIVER BAND OF LAKE SUPERIOR TRIBE OF CHIPPEWA INDIANS

CHIEF BLACKBIRD CENTER

P.O. Box 39 • Odanah, Wisconsin 54861

Tribal Historic Preservation Office

October 30, 2013

Craig Pringle, Project Manager DTSD Southwest Region 2101 Wright Street Madison, WI 53704-2583

RE: Project ID 3070-00-03/05/06 WIS 73 Dane County

Dear Mr. Pringle:

The Bad River Tribal Historic Preservation Office has received a request for review of your federal undertaking under Section 106 of the National Historic Preservation Act.

In order for us to process your request, the Bad River Tribal Historic Preservation Office requires payment of a processing fee of \$650.00 for each request for review of each federal undertaking received for projects beyond the exterior boundaries of the Bad River Indian Reservation.

The Bad River Tribal Historic Preservation Office - *106 Review Processing Fees* not only expedites your request for review, but also supports our efforts to obtain self-sufficiency. Further, this fee will enable us to provide other educational development efforts to enhance public knowledge of the history of the Bad River Band of the Lake Superior Tribe of the Chippewa.

To process your request, please make checks payable to: **Bad River Tribe – THPO/NAGPRA** Services

Insert this Reference: RE: #106-2013-October-1114
And mail your payment to: Bad River Band of Lake Superior
Tribe of Chippewa Indians
ATTN: Accounting
P.O. Box 39
Odanah, WI 54861

Once payment is received, our office will promptly respond to your request.

Your efforts to maintain compliance with Section 106 of the National Historic Preservation Act is greatly appreciated.

Sincerely,

Loretta F. Livingston

Loretta Livingston, Bad River THPO Processing Clerk

APPENDIX D – Project Initiation Letter (PIL)



Division of Transportation Systems Development Bureau of Technical Services P.O. Box 7965, Rm. 451 Madison, WI 53707-7965 Scott Walker, Governor Mark Gottlieb, P.E., Secretary Internet: www.dot.wisconsin.gov

Telephone: 608-267-9806 E-mail: <u>Jay.Waldschmidt@dot.wi.gov</u>

July 26, 2012

ATTN: Johnny Gerbitz FHWA Wisconsin Division Office City Center West 525 Junction Road, Suite 8000 Madison, WI 53717

Dear Mr. Gerbitz:

The Wisconsin Department of Transportation proposes to initiate the environmental review process for the following project:

Project ID: 3070-00-04

Route: WIS 73 in Dane County

Route is on the National Highway System (NHS) 🛛 🗌 Yes 🖾 No

Project Location & Study Termini: The proposed study area along WIS 73 includes the staggered intersections of WIS 73/US 12/18 from Fadness Road in the south to London Road in the north. See the attached project location map (Exhibit 1).

Length: 2.6 miles

County: Dane

Project Description: The section of WIS 73 discussed in this letter is 2.6 miles in length and located from Fadness Road to London Road in Dane County. It is a rural two-lane minor arterial roadway traveling in a north/south direction with staggared intersections at US 12/18. WIS 73 travels east/west along US 12/18 for 0.5 miles. Existing right-of-way along WIS 73 is typically 66-feet wide, although there are segments that are significantly wider. In order to maintain a safe and efficient transportation system, the Wisconsin Department of Transportation (WisDOT) will develop a plan for this section of WIS 73 that addresses roadway deficiencies including poor pavement conditions, drainage issues, substandard vertical and horizontal alignments and intersection safety. The final product will be the completion of an environmental document and 60% plan submittal.

Anticipated Timeframe to Initiate Environmental Review Process:

Preparation of the EA will begin in July 2012.

Proposed Environmental Document Type: It is proposed that an Environmental Assessment (EA) will serve as the environmental documentation for this proposed project. It has been determined that the document will not follow the environmental documentation process elements of Section 6002 of SAFETEA-LU.

Project 3070-00-03

Anticipated federal approvals necessary if a Build Alternative is selected:

U.S. Army Corps of Engineers, Section 404 permit Approvals and coordination related to Section 106 of the National Historic Preservation Act Approvals and coordination related to Section 4(f) of 23 CFR Part 774

Please provide confirmation of your receipt of this letter and supporting documentation. If you have questions, please call Jay Waldschmidt, TSS-ESS Regional Environmental Liaison, at (608) 267-9806.

Sincerely,

MU

Rebecca Burkel, Bureau of Technical Services Director

cc: George Poirier, P.E., Division Administrator
 Bethaney Bacher-Gresock, Environmental Specialist – FHWA Wisconsin Division Office
 Jay Waldschmidt, TSS-ESS Regional Environmental Liaison – WisDOT C.O.
 Jenny Grimes, Regional Environmental Coordinator – WisDOT Southwest Region
 Robert Reukema, Bureau of Project Development Regional Liaison
 Craig Pringle, Project Manager – WisDOT Southwest Region
 John Steiner, Project Supervisor – WisDOT Southwest Region

Enclosure: Location map

APPENDIX E – NRCS Easement Coordination



Federal Highway Administration Wisconsin Division Office

December 28, 2012

525 Junction Road, Suite 8000 Madison, WI 53717 (608) 829-7500 (608) 829-7526 www.fhwa.dot.gov/widiv/

> In Reply Refer To: HDA-WI

Ronald Howard Assistant State Conservationist for Easements National Resources Conservation Service Wisconsin State Office 8030 Excelsior Drive, Suite 200 Madison, WI 53717-2905

Re: Invitation to Become a Cooperating Agency Project I.D.3070-00-03 STH 73, Proposed STH 12/18 Interchange (Potential WRP Easement Impact) Dane County, Wisconsin

Dear Mr Howard:

Your letter of December 5, 2012 to Mr. John Vesperman of the WiSDOT stated your agency would like to be a Cooperating Agency in the environmental review process for the proposed STH 73 & USH 12/18 Interchange project in Dane County, Wisconsin.

The purpose of this letter is to formally invite and accept your agency to be a Cooperating Agency in that process.

The Federal Highway Administration (FHWA) in cooperation with the Wisconsin Department of Transportation (WisDOT) is preparing an Environmental Assessment (EA) for the proposed STH 73 & USH 12/18 Interchange project

The purpose for the project is to address the highway safety and traffic operational issues at the existing split intersections of STH 73 & USH 12/18 to the south and to the north near the Village of Deer Field .

One of the proposed interchange alternatives being considered would impact part of the existing Shaul Wetland Reserve Program (WRP) easement.

We understand you have been in contact with WisDOT on potential suitable lands adjacent to the Shaul WRP easement, which may be used to replace the Shaul easement lands that would be needed in order to construct the proposed interchange.

Also, being a Cooperating Agency in the development and processing of the EA may help fulfill the NEPA requirements for your Federal Action on a possible WRP Easement land swap.

As a Cooperating Agency you will have an opportunity to review and comment on information being prepared for the environmental document, and to share views or concerns regarding the need for the proposed improvements, alternatives being considered, potential impacts, mitigation, and other environmental aspects. Also, please share with WisDOT any additional information you may request be included in the EA in order to fulfill any special NEPA requirements you may have before the Final EA before the FONSI is issued.

If you have any questions etc, please contact me by mail or e-mail at: Johnny Gerbitz Field Operations Engineer FHWA Wisconsin Division 525 Junction Road, Suite 8000 Madison, WI 53717-2157 (608) 829-7500 Johnny.Gerbitz@dot.gov

With a copy to:

John Vesperman WisDOT I-39/90 Project Chief WisDOT SW Region, Madison Office 2101 Wright St. Madison, WI 53704 (608) 246-3850 John.Vesperman@dot.wi.gov

Sincerely,

/s/ Johnny M Gerbitz

Johnny Gerbitz, PE Field Operations Engineer FHWA Wisconsin Division

cc: Craig Ficenec, NRCS, Madison, Wisconsin John Vesperman, WisDOT I-39/90 Project Chief, SW Region, Madison Office Craig Pringle, WisDOT I-39/90 Project Mgr (North Sec) SW Region, Madison Office Jennifer Grimes, WisDOT I-39/90 Project Env Coordinator, SW Region Madison Office Jay Waldschmidt, Regional Env Liaison - WisDOT Bureau of Technical Services Ian Chidister, Env Program Coord, FHWA, Wisconsin Division Tracey Blankenship, Major Projects Mgr, FHWA, Wisconsin Division

United States Department of Agriculture



December 5, 2012

John Vesperman, Wisconsin Department of Transportation WisDOT I-39/90 Project Chief Wisconsin Department of Transportation (WisDOT) Southwest Region, Madison Office 2101 Wright St. Madison, WI 53704

RE: Wisconsin STH73-USH12/18 project potential WRP easement impact

NRCS is requesting to participate as a cooperating agency in the planning and development of the Wisconsin DOT STH73-USH12/18 intersection project Environmental Assessment (AE). The proposed project has the potential to impact an NRCS Wetland Reserve Program easement. Additionally, NRCS has jurisdiction over the conversion of prime farmland as well as special expertise (as identified in 49 Fed. Reg. 49750, December 21, 1984) in the following areas that may be applicable to this project:

- Erosion and sediment control
- Land use data
- Soil and water condition data
- · Protection of environmentally sensitive areas in rural regions
- Soil and related resource surveys
- · Land conversion and utilization
- Water resources protection
- Fish and wildlife habitat

Thank you for your timely assistance and cooperation with this project. If you have any questions or comments, please contact me at 608-662-4422 x252 or ron.howard@wi.usda.gov.

Sincerely,

nald Howard

Ronald Howard Assistant State Conservationist for Easements, NRCS, Madison, WI

CC:

Mike Hubbs, Acting Director, Easement Programs Division, NRCS, Washington, DC Jessica Groves, National WRP/FPE Manger, NRCS, Washington, DC Colleen Oestreich, Acting State Conservationist, NRCS, Madison, WI Jessica Schmidt, Attorney, USDA Office of the General Council, Milwaukee, WI

Helping People Help the Land

The USDA is an equal opportunity provider and employer.

NRCS determination that the mitigation lands must be contiguous to the affected WRP easement (12/4/12)

From: Ficenec, Craig - NRCS, Madison, WI [mailto:Craig.Ficenec@wi.usda.gov]
Sent: Tuesday, December 04, 2012 3:38 PM
To: Pringle, Craig - DOT; Hodge, Robby - NRCS, Madison, WI; Howard, Ron - NRCS, Madison, WI
Cc: Grimes, Jennifer - DOT; DOT 139 Project; Steiner, John - DOT; Vesperman, John - DOT; Buschkopf, James - DOT; Nate Day; 'Darren Fortney'; 'Jeff Hanson'
Subject: RE: STH 73 Wetland Determination - USDA Easement

Hi Craig:

Regarding points 2 and 3 below, we are reviewing the report and are aiming to get a response to you by end of this week if not sooner, along with a letter regarding cooperative agency status.

Regarding point 1, we received not a formal letter but instead an email from our staff in our Washington DC office who works closely with our Office of General Council (OGC). I'm pasting it here.

NRCS has modification authority identified at 16 USC 3837E(b)(1):

"16 USC 3837E(b)(1):

(1) MODIFICATION.—The Secretary may modify an easement acquired from, or a related agreement with, an owner under this subchapter if—

(A) the current owner agrees to such modification; and
(B) the Secretary determines that such modification is desirable—

(i) to carry out this subchapter;
(ii) to facilitate the practical administration of this subchapter; or
(iii) to achieve such other goals as the Secretary determines are appropriate and consistent with this subchapter."

Our Office of the General Counsel has advised that this modification authority does not encompass the ability to make land exchanges. NRCS only has authority to modify the current easement's terms or its boundaries – not to acquire land that is not adjacent or contiguous to the existing easement. NRCS has identified further requirements in its regulation at 7 CFR part 1467.13: *"§ 1467.13 Modifications."*

(a) Easements.

(1) After an easement has been recorded, no modification will be made in the easement except by mutual agreement with the Chief and the participant. The Chief will consult with FWS and the Conservation District prior to making any modifications to easements.

(2) Approved modifications will be made only in an amended easement, which is duly prepared and recorded in conformity with standard real estate practices, including requirements for title approval, subordination of liens, and recordation.

(3) The Chief may approve modifications to facilitate the practical administration and management of the easement area or the program so long as the modification will not adversely affect the wetland functions and values for which the easement was acquired or when adverse impacts will be mitigated by enrollment and restoration of other lands that provide greater wetland functions and values at no additional cost to the government. (4) Modifications must result in equal or greater environmental and economic values to the United States and address a compelling public need, as determined by the Chief."

Let me know if you have questions, Craig

Craig Ficenec - Easement Programs Coordinator USDA Natural Resources Conservation Service 8030 Excelsior Drive, Madison, WI 53717 608-662-4422 ext 259 (office) 608-208-2322 (cell)

From: Pringle, Craig - DOT [mailto:Craig.Pringle@dot.wi.gov]
Sent: Monday, December 03, 2012 9:04 AM
To: Ficenec, Craig - NRCS, Madison, WI; Hodge, Robby - NRCS, Madison, WI; Howard, Ron - NRCS, Madison, WI
Cc: Grimes, Jennifer - DOT; DOT 139 Project; Steiner, John - DOT; Vesperman, John - DOT; Buschkopf, James - DOT; Nate Day; 'Darren Fortney'; 'Jeff Hanson'
Subject: FW: STH 73 Wetland Determination - USDA Easement

Good morning

Attached you will find the final mitigation assessment report for the areas surrounding the Shaul easement. I also wanted to follow up on a few items from our last meeting:

1 - We are still hoping to get a letter from your OGC stating the NRCS's position that the mitigation lands must be contiguous to the affected easement. Craig I know you had sent an email to me on Nov 6th letting me know you had talked with them, and were still waiting for something in writing from them. I assume you haven't received anything from them yet?

2 - We would like to have a letter from the NRCS stating that your desire to be listed as a cooperating agency on our environmental document. Craig - at the last meeting it sounded like you thought drafting a letter expressing that interest wouldn't be a problem.

3 - The NRCS was going to check with US Fish and Wildlife, as well as the County Conservation District personnel to make sure there were no 'show stoppers' as far as the possible mitigation lands on those three parcels. NRCS was also (after consulting with those folks) going to prioritize, or rank, the three parcels if there was any preferences on which lands might be of more interest to the NRCS. I think the general feeling after our last few meetings has been that any of the three parcels has the potential for being restored, but if the NRCS has a preference for a particular area, we would like to know that.

We have been learning more details about our internal process to acquire the mitigation lands. We should be ready to talk with the property owners to make initial contact and gauge their interest in selling land for this purpose. I hope to be doing that very soon.

Please let me know about the three items above and if there is anything else you need to help keep this process moving.



Minutes

WIS 73/US 12/18 Intersection Reconstruction Wetlands Reserve Program (WRP) Easement Mitigation Meeting

WisDOT Project ID 3070-00-03 March 14, 2013 9:00 a.m. – 11:00 a.m.

> NRCS Madison Office 8030 Excelsior Dr. Suite 200 (2nd Floor) Madison, WI 53717

Action Items:

- WisDOT to provide NRCS with a copy of the Draft Environmental Assessment (EA) for review.
- Scott Horzen to modify/straighten the proposed boundary between Mikkelson's land and the proposed mitigation land.
- WisDOT to share data collection plan for this spring with NRCS prior to going out in the field; WisDOT to notify NRCS of planned field dates.
- WisDOT to provide NRCS with the hydrology survey when it becomes available.
- WisDOT will begin drafting language for the MOU between WisDOT and NRCS for the WRP easement property subordination and transfer of mitigation acreage.
- WisDOT to prepare a schedule of milestone dates related to the overall project, the EA and the restoration and property transfer.

Attending:

- WisDOT: Craig Pringle, Jennifer Grimes, John Steiner
- Dane Partners: Darren Fortney, Nate Day, Chris Dry
- NRCS: Craig Ficenec, Robby Hodge, Ronald Howard, Kristin Westad, Laurel Qualy

Agenda:

- I. Introductions
- II. Update on NRCS OGC letter regarding contiguous lands
- III. Discussion of environmental document requirements
- IV. Mitigation evaluation report from Scott Horzen
- V. Mikkelson parcel purchase update

Discussion of Each Agenda Item:

I. Introductions

• Craig Pringle supplied the agenda and asked everyone for introductions.

II. Update on NRCS OGC letter regarding contiguous lands

- Ronald Howard provided a signed letter indicating NRCS's desire to be a Cooperating Agency. FHWA responded with an acceptance letter. The EA will include a notation of NRCS as a Cooperating Agency on the cover page.
- NRCS email from Craig Ficenec (12/4/12) discussing NRCS OGC concerns with easement modifications is acceptable documentation for the EA.

III. Discussion of environmental document requirements

- The Section 106 documentation has been submitted to the WI State Historic Preservation Office (SHPO) and the Agricultural Impact Statement (AIS) is currently being drafted by the Department of Agriculture, Trade, and Consumer Protection (DATCP).
- Archaeological survey will be required for the potential mitigation land on Mikkelson's property.
- WisDOT will provide a Draft EA to NRCS (WI) for review and comment .NRCS will not create their own environmental document but will adopt WisDOT's Final EA/FONSI.
- The Easement Mitigation Report will be added to the EA as an appendix.
- WisDOT will likely hold a Public Hearing in May 2013 and provide the Final EA to FHWA for the Finding of No Significant Impact (FONSI) in June 2013 public hearing comments would be noted with substantial comments and agency comments addressed.
- NRCS would then send the Final EA/FONSI to NRCS in Washington for acceptance. NRCS (Wash. D.C.) would likely need a 30- to 60-day review of the Final EA/FONSI.
- An MOU between WisDOT and NRCS for the DOT acquisition and transfer of the mitigation lands/NRCS acceptance of the mitigation lands would be needed to free up the 16.2 acres of the Shaul property needed for road construction. WisDOT will begin drafting language for the MOU.

IV. Mitigation evaluation report from Scott Horzen

V. Mikkelson parcel purchase update

- An offer to purchase Mikkelson's land for easement purposes will be presented on 3/19/13. In this situation, Mikkelson would need to be a willing land owner as condemnation is not an option for WisDOT.
- •

Project schedule:

- Restoration work on mitigation lands hoping for Fall 2014
- Road Construction Fall of 2014 possible for off-alignment work/Spring of 2015 for mainline work
- NRCS requested a schedule of milestone dates related to the overall project, the EA and the restoration and property transfer, including critical dates (i.e. Hydrologic Plan completion, etc...)

Minutes

WIS 73/US 12/18 Intersection Reconstruction Wetlands Reserve Program (WRP) Easement Mitigation Meeting

WisDOT Project ID 3070-00-03						
November 19, 2012	10:00 a.m. – 11:30 a.m.					
NRCS Madison Office						
8030 Excelsior Dr.						
Suite 200 (2 nd Floor)						
Madison, WI 53717						

Action Items:

- Dane Partners to finalize Mitigation Evaluation Report by November 30, 2012.
- WisDOT to send final Mitigation Evaluation Report to NRCS.
- WisDOT to draft a Memorandum of Understanding (MOU) between NRCS and WisDOT.
- WisDOT to obtain drain tile location information from Birkrem, Hoesley, and Mikkelson.
- NRCS to send signed letter or email to WisDOT agreeing to be a cooperating agency.
- NRCS to provide their perspective and Preferred Alternative from final Mitigation Evaluation Report by December 15, 2012.

Attending:

- WisDOT: Craig Pringle, Jennifer Grimes, John Steiner, Jim Buschkopf, John Vesperman
- Dane Partners: Chris Dry, Nate Day, Scott Horzen
- NRCS: Craig Ficenec, Robby Hodge

Agenda:

- I. Introduction
- II. Update on NRCS OGC letter regarding contiguous lands
- III. Update on Draft Mitigation Evaluation Report
- IV. Discussion of NRCS preference for mitigation lands between the three potential parcels
- V. Environmental document requirements

Discussion of Each Agenda Item:

I.

• Craig Pringle supplied the agenda and asked everyone for introductions.

II.

- The regional OGC office is located in Milwaukee.
- Any land considered for the Shaul/WRP easement would have to be contiguous land owned by the same person. In this case, Shaul would need to accept the land and have USDA accept it as part of the WRP easement.
- The Burlington Bypass had a similar situation with a Wetlands Reserve Program (WRP) easement.

III.

- Scott Horzen briefly updated the group, via phone, the results of the Draft Mitigation Evaluation Report.
- 16.2 acres of the WRP easement would be impacted by the Preferred Alternative (Alternative 4).
- Three adjacent property owners to the WRP easement could be potential candidates: Birkrem, Hoesley, and Mikkelson.

- All three owners have the approximately 16.2+ acres that would be needed for the impacted Shaul WRP easement.
- Hoesley's land appeared to have been occasionally cropped during the past 12 years. The site appears to be reverting back to wetlands.
- 85% of Birkrem's land would be suitable for wetland restoration.
- 75% of Mikkelson's land would be suitable for wetland restoration.

IV.

- Craig Pringle asked NRCS what their preference for easement land generally is: wetland or upland?
 - The WRP easement land would prefer wetlands. However, land that could be converted to wetlands or have the potential for this to naturally occur would also be acceptable. WisDOT would burden the cost of restoring the farmland/upland to wetlands.
 - Restoration activities may include: ditch filling, tile breaking and or drain tile removal, along with invasive species management.
 - A ratio of 1:1 is required for replacement land. The land could be equal or greater in value.
- The plan/approach moving forward would include the following steps:
 - NRCS to provide their perspective and Preferred Alternative from final Mitigation Evaluation Report by December 15, 2012.
 - WisDOT to meet with each of the land owners individually (Birkrem, Hoesley, and Mikkelson).
 - WisDOT to purchase land.

V.

- NRCS will adopt WisDOT's NEPA document.
- NRCS will coordinate with U.S. Fish and Wildlife (USFWS) and Dane County.

----- Message from "Pringle, Craig - DOT" <Craig.Pringle@dot.wi.gov> on Tue, 3 Jul 2012 21:23:52 -0500

To: "ron.howard@wi.usda.gov" <ron.howard@wi.usda.gov>

cc: "Steiner, John - DOT" <John.Steiner@dot.wi.gov>, "Vesperman, John - DOT" <John.Vesperman@dot.wi.gov>, "Grimes, Jennifer - DOT" <Jennifer.Grimes@dot.wi.gov>

Subject: Conceptual drawings for STH 73 & USH 12/18 Intersection

Hi Ron

Attached you should find the drawings for each alternative that now have the easement shaded in, as well as an updated impact chart that shows the specific impacts to USDA NRCS lands, broken out by wetland and upland areas.

If you recall, the alternative WisDOT feels has the most merit to carry forward would be alternative 4. Alternatives 1, 1A, 2, 2A, 3, and 5 all have disadvantages in either wetland impacts (alternatives 1-3) and/or have concerns associated with traffic operations and safety (alternatives 1,2,3, and 5 - all at grade intersection alternatives).

Please let me know if you need any other information. I will be in and out of the office on Thursday and Friday this week, but will be checking my email periodically.

Thanks! Craig



Concept Drawings-STH73-US12-070312.pdf

STH 73_Alt Impacts_2012-7-03.pdf

APPENDIX F – Easement Mitigation Report

NRCS APPROVED CONCEPT



STATE OF WISCONSIN **DEPARTMENT OF TRANSPORTATION** MITIGATION PROJECT PLAT 3070-00-24 - 4.01 HOESLY CONSERVATION EASEMENT MITIGATION NON HIGHWAY, TOWN OF CHRISTIANA

CONVENTIONAL SIGNS

SECTION LINE QUARTER LINE SIXTEENTH LINE NEW REFERENCE LINE NEW R/W LINE EXISTING R/W LINE PROPERTY LINE LOT, TIE AND OTHER MINOR LINES UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)

FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)

TEMPORARY LIMITED EASEMENT AREA EASEMENT (HIGHWAY, PERMANENT LIMITED OR RESTRICTED DEVELOPMENT) AREAS ACCESS RESTRICTED

TRANSMISSION STRUCTURES-(LINE OPTIONAL)

	SECTION CORNER
P.L.	NOTATION FOR COMBUSTABLE -CAUTION FLUIDS
	NOTATION FOR HIGH VOLTAGE TRANS- MISSION LINES
(TYPE)	
7775	ELECTRIC POLE

TELEPHONE POLE PEDESTAL (LABEL TYPE -(COMMUNICATIONS, ELECTRIC)

> NO ACCESS (BY PARCEL ACQUISITION) NO ACCESS (BY STATUTORY AUTHORITY) (BY PREVIOUS PROJECT/CONTROL)

R/W MONUMENT

NON-MONUMENTED

R/W POINT

IRON PIN

SIGN

VALVE (GAS

WATER, ETC.

OFF-PREMISE SIGN

. ------**00000 000 0000**

NON-COMPENSABL

Ø (TYPE

ABBREVIATIONS

P.L.

BUILDING CORNER DOCUMENT NUMBER LEFT MONIMENT PAGE POINT OF BEGINNING PROPERTY LINE

В	REFERENC
COR.	RIGHT
DOC.	RIGHT OF
LT.	SECTION
MON.	VOLUME
PG.	
P.O.B.	

FERENCE LINE GHT OF WAY

R/L

RT.

R∕W

SEC.

VOL.

PROJECT LOCATION

PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 4, T6N, R12E, TOWN OF CHRISTIANA, DANE COUNTY, WISCONSIN.

NOTES:

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT OF WAY FOR STH 73 ESTABLISHED FROM PREVIOUS PROJECT 3070-00-22, (TPP 3070-00-22-4.08 AMENDMENT NO.1).

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83 (2007) IN U.S. SURVEY FEET, VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO THE COMPLETION OF THE PROJECT. RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

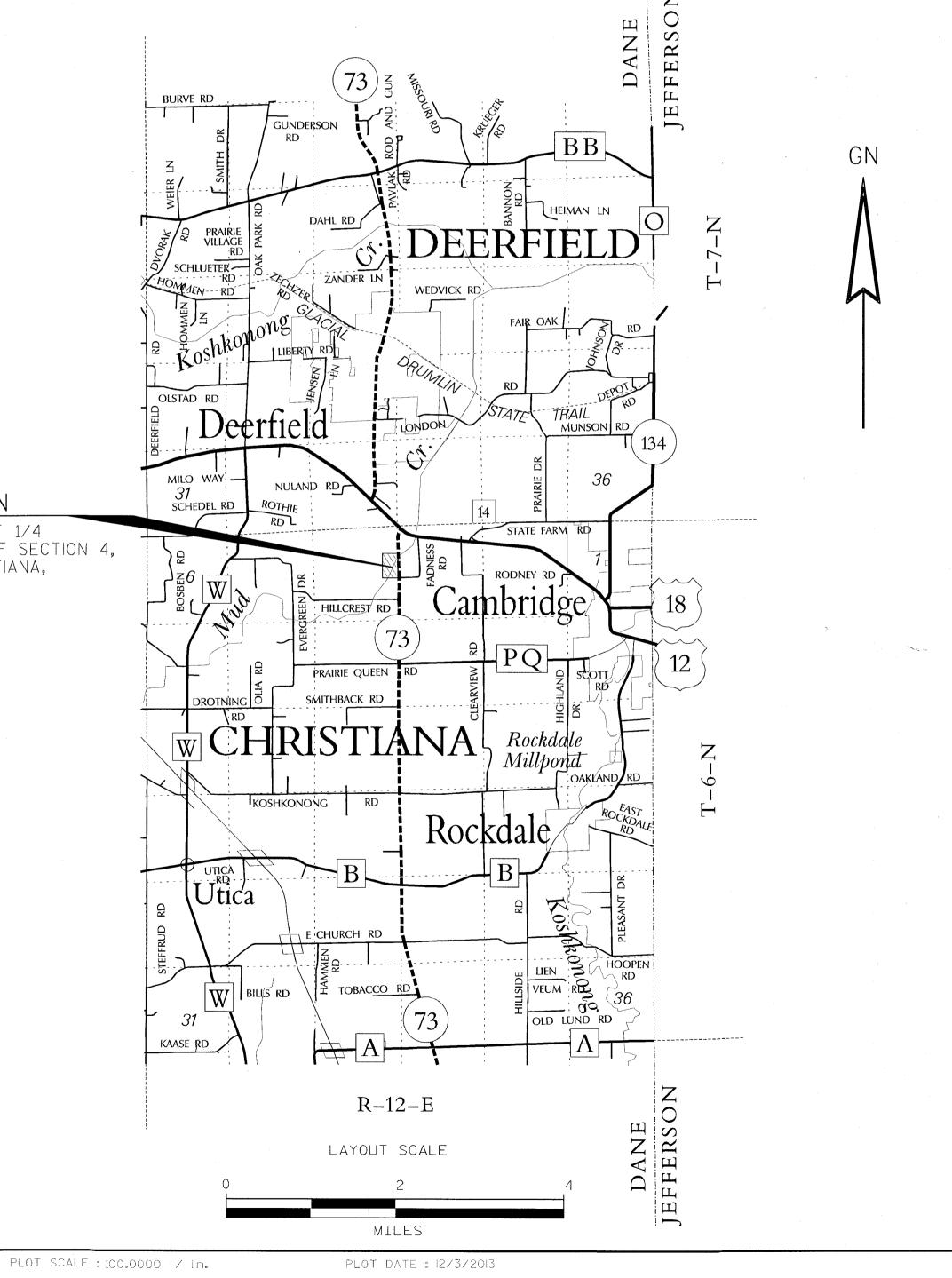
ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PROJECTS.

ACCESS CONTROL ESTABLISHED FROM PREVIOUS ACCESS CONTROL PROJECT 3070-00-29. FOR THE LATEST ACCESS CONTROL INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

Project 3070-00-03

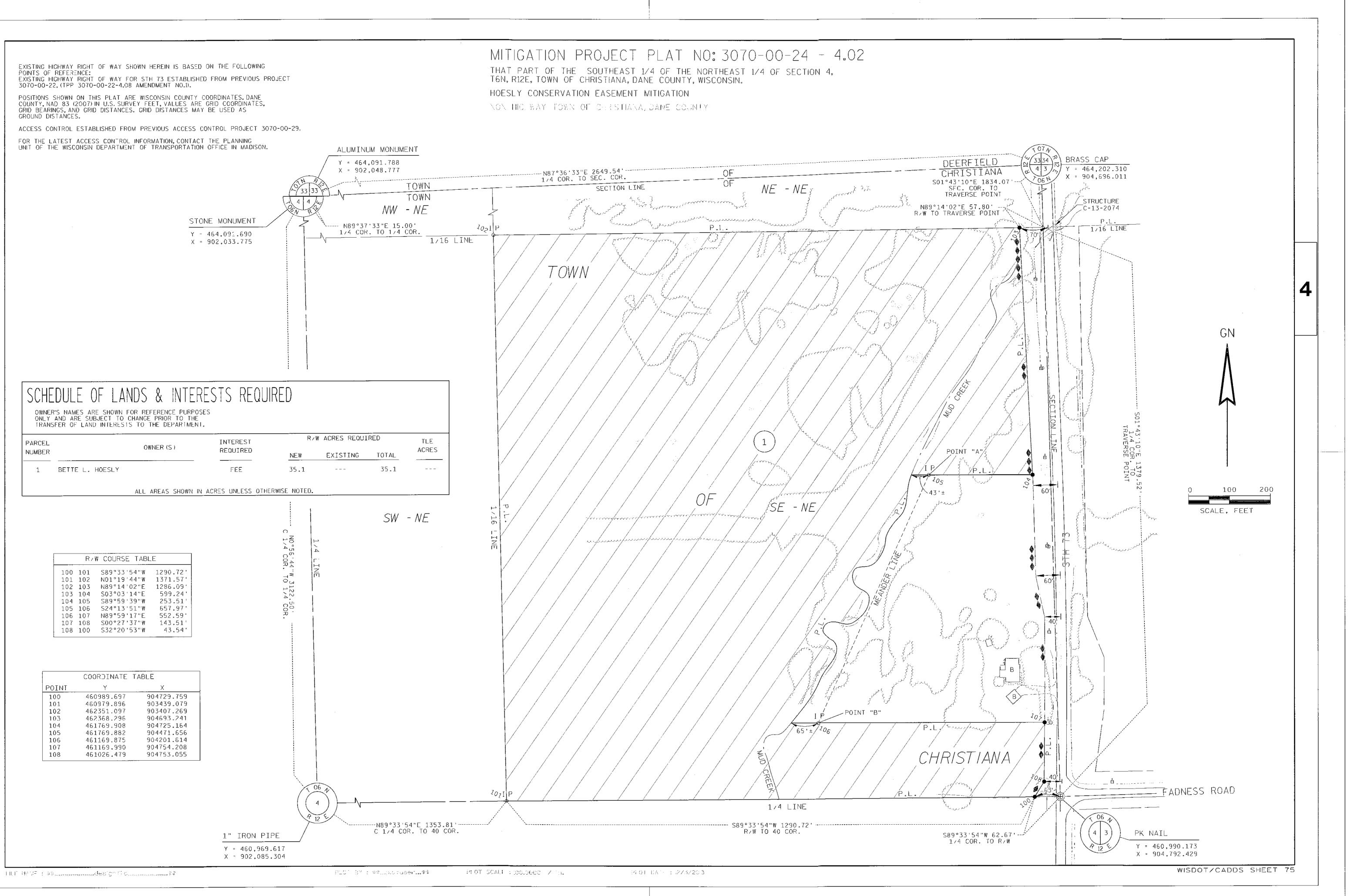
PLOT BY : \$\$...plotuser...\$\$

DANE COUNTY



	ORIGINAL PLAT PREPARED BY
	Onelda Total Integrated Enterprises
	JAMES M. JAMES M. BAKER S-2530 NEW GLARUS NEW GLARUS
	THIS SURVEY IS PREPARED AT THE REQUEST OF THE DEPARTMENT. THE FIELD SURVEY WAS PERFORMED IN OCTOBER 2013. THIS SURVEY IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.
	(SIGNATURE) Quer M. Bleen
	(DATE)12-3-2013
	(PRINTED NAME)JAMES M. BAKER
	(REGISTRATION NUMBER) <u>S-2530</u>
VISION DATE	STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
	APPROVED FOR THE DEPARTMENT
	DATE: 12/5/13 Anguanture) (Signature)
	WISDOT/CADDS SHEET 50
	WISDOT/CADDS SHEET SO

4



Project 3070-00-03

PROJECT WITH: Ē ယ \mathbf{C} 0-00-7

4

COUNTY:

C

ANE

Section No. 1 Title Section No. 2 Typical Sections and Details Estimate of Quantities Section No. 3 Section No. 3 Miscellaneous Quantities Section No. 4 Right of Way Plat Section No. 5 Plan and Profile Section No. 6 Standard Detail Drawings Section No. 7 Sign Plates Section No. 8 Structure Plans Section No. 9 Computer Earthwork Data Section No. 9 Cross Sections

TOTAL SHEETS =

ORDER OF SHEETS

DESIGN DESIGNATION

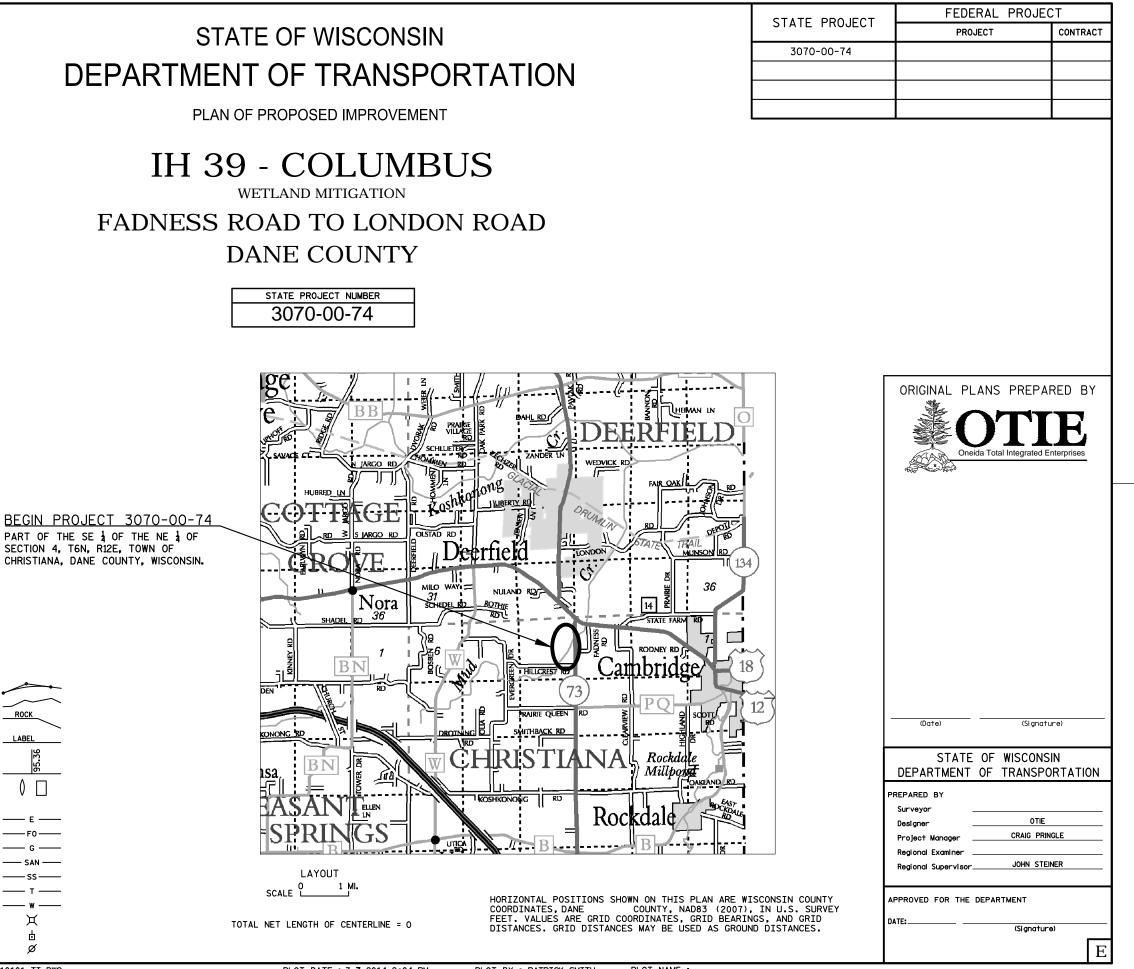
A.A.D.T.	=	N/A
A.A.D.T.	=	N/A
D.H.V.	=	N/A
D.D.	=	N/A
т.	=	N/A
DESIGN SPEED	=	N/A
ESALS	=	N/A

CONVENTIONAL SYMBOLS PROFILE PI AN CORPORATE LIMITS <u>///////</u> PROPERTY LINE LOT LINE LIMITED HIGHWAY EASEMENT EXISTING RIGHT OF WAY PROPOSED OR NEW R/W LINE SLOPE INTERCEPT REFERENCE LINE EXISTING CULVERT PROPOSED CULVERT GAS (Box or Pipe) COMBUSTIBLE FLUIDS MARSH AREA

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

FADNESS ROAD TO LONDON ROAD DANE COUNTY

> STATE PROJECT NUMBER 3070-00-74



GRADE LINE ORIGINAL GROUND MARSH OR ROCK PROFILE (To be noted as such) SPECIAL DITCH GRADE ELEVATION CULVERT (Profile View) UTILITIES ELECTRIC FIBER OPTIC SANITARY SEWER STORM SEWER TELEPHONE WATER UTILITY PEDESTAL POWER POLE WOODED OR SHRUB AREA TELEPHONE POLE

FILE NAME : Q:\2013 PROJECTS\2013063 - MIKKELSON MITIGATION\CIVIL3D\PLANSET\010101_TI.DWG

ROCK

I ARFI

д

Ŀ.

ø

WISDOT/CADDS SHEET 10

WISDOT CONTACT

JENNIFER GRIMES WISDOT SW REGION PROJECT FIELD OFFICE 111 INTERSTATE BLVD. EDGERTON, WI 53534 (608) 884-1147 JENNIFER.GRIMES@DOT.WI.GOV

CRAIG PRINGLE WISDOT SW REGION PROJECT FIELD OFFICE 111 INTERSTATE BLVD. EDGERTON, WI 53534 CRAIG.PRINGLE@DOT.WI.GOV

OTHER AGENCIES

DANE COUNTY PUBLIC WORKS SCOTT CARLSON (608) 266-4179 (608) 575-8767 (MOBILE) carlson.scott@countyofdane.com

US ARMY CORPS OF ENGINEERS SIMONE KOLB 20711 WATERTOWN ROAD, SUITE F WAUKESHA, WI 53186 (262) 547-4171 SIMONE, E.KOLBOUSACE, ARMY, MIL

DNR CONTACT

WISCONSIN DEPARTMENT OF NATURAL RESOURCES ERIC HEGGELUND 3911 FISH HATCHERY ROAD FITCHBURG, WI 53711 ERIC.HEGGELUND@WISCONSIN.GOV

CONSULTANT CONTACT

ONEIDA TOTAL INTEGRATED ENTERPRISES SCOTT HORZEN 1033 N. MAYFAIR ROAD, SUITE 200 MILWAUKEE, WI 53226 (414) 607-6773



Call 811 3 Work Days Before You Dig Or Toll Free (800) 242-8511 Hearing Impaired TDD (800) 542-2289 www.DiggersHotline.com

UTILITY CONTACTS

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS, EXCEPT FOR THE PLANTING ZONES ARE TO BE SEEDED AND MULCHED IMMEDIATELY FOLLOWING COMPLETION OF WORK ACTIVITIES OR AT THE DIRECTION OF THE ENGINEER.

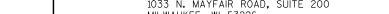
TEMPORARY STORAGE OF EQUIPMENT AND MATERIALS IN EXISTING WETLANDS IS NOT PERMITTED UNLESS AUTHORIZED BY THE ENGINEER.

ACCESS TO THE SITE IS PERMITTED ONLY AT THE SITE ACCESS POINTS SHOWN ON THE PLANS, EXACT LOCATION OF THE SITE ACCESS POINTS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

UTILITIES EXIST ADJACENT TO THE PROJECT AND MAY BE AFFECTED BY THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING DIGGERS HOTLINE AND ANY UTILITIES IN THE AREA THAT ARE NOT A MEMBER OF DIGGERS HOTLINE.

ALL EROSION CONTROL MEASURES ARE TO BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND ARE TO BE INSTALLED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL ON THE SITE.

TURBIDITY BARRIER IS TO BE USED IN PLACE OF SILT FENCE IF WATER DEPTH ON SITE EXCEEDS FOUR FEET. OR IF DIRECTED BY THE ENGINEER.

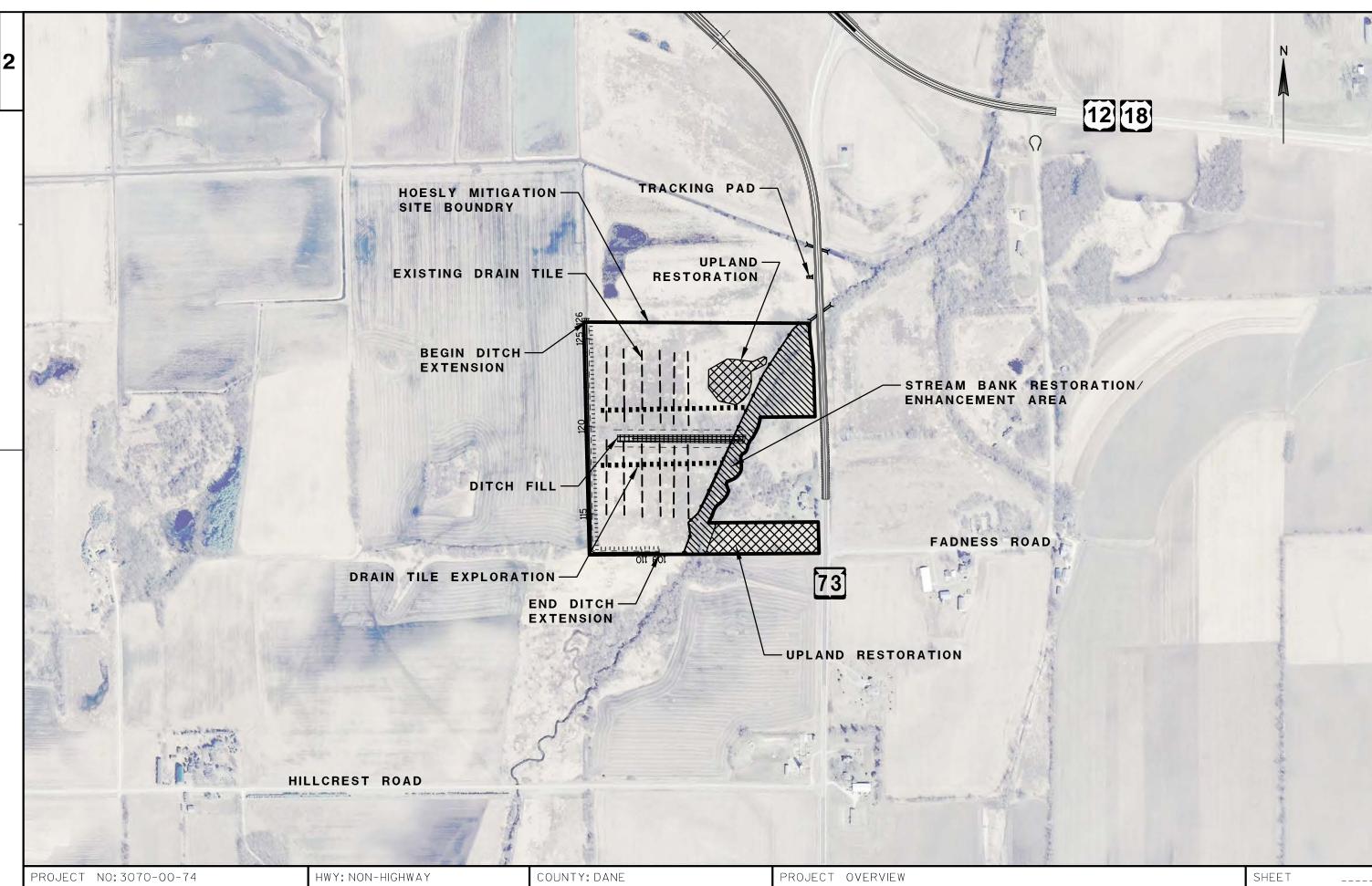


SHORZEN@OTIE.COM

PROJECT NO:3070-00-74	HWY: NON-HIGHWAY	COUNTY: DANE	GENERAL NOTES	
FILE NAME : Q:\2013 PROJECTS\2013063 - MIKKELSON MITIGATION\	CIVIL3D\PLANSET\020101_GN.DWG	PLOT DATE : 3/7/2014	PLOT BY : OTIE	PLOT NAME :

2

Ε



FILE NAME :Q:\2013 PROJECTS\2013063 - MIKKELSON MITIGATION\CIVIL3D\PLANSET\STH 73_HOESLY DETAILS.DWG

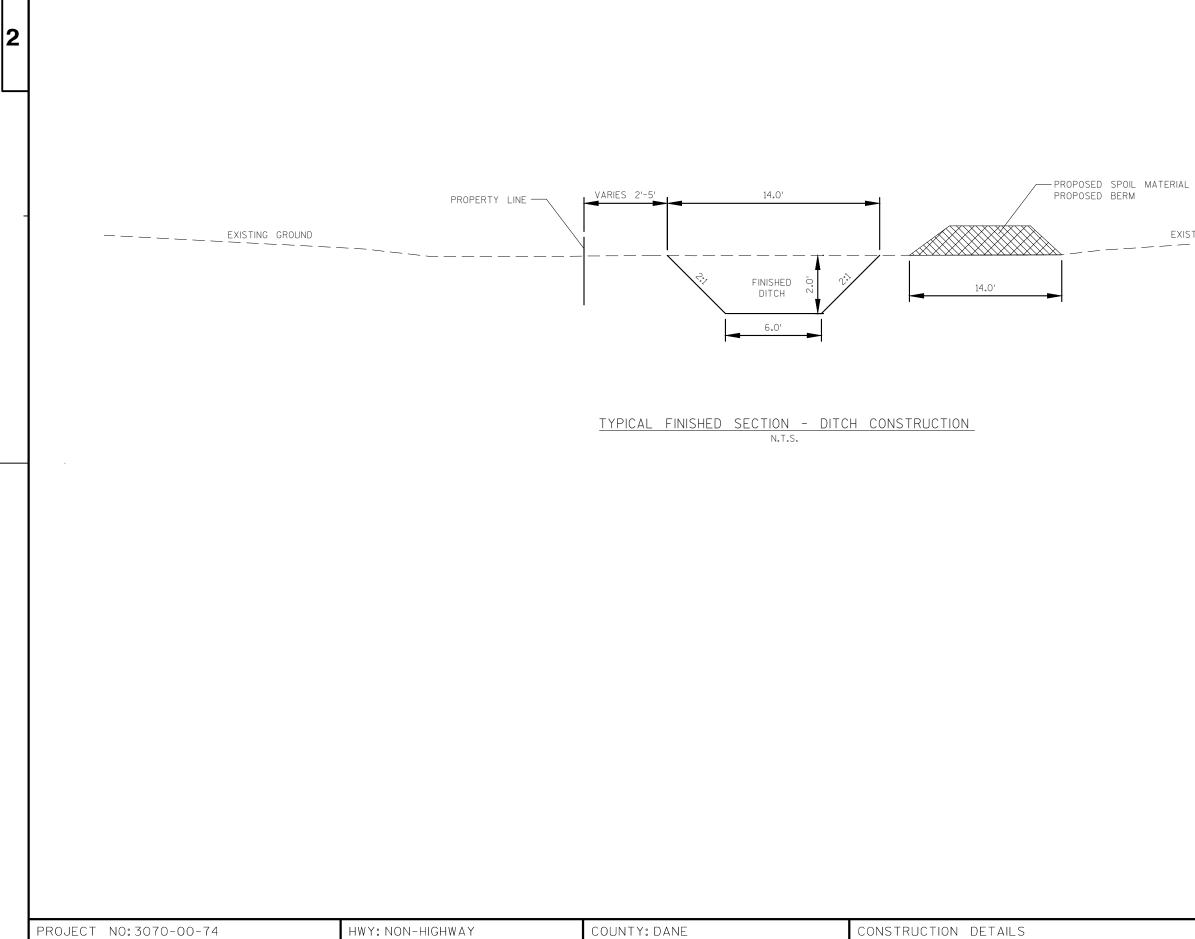
PLOT DATE : 3/7/2014 2:07 PM

PLOT BY : PATRICK SMITH

PLOT NAME : _____PLOT SCALE :1 IN:500 FT

WISDOT/CADDS SHEET 42

Ε



FILE NAME :0:\2013 PROJECTS\2013063 - MIKKELSON MITIGATION\CIVIL3D\PLANSET\STH 73_HOESLY DETAILS.DWG

PLOT BY : PATRICK SMITH

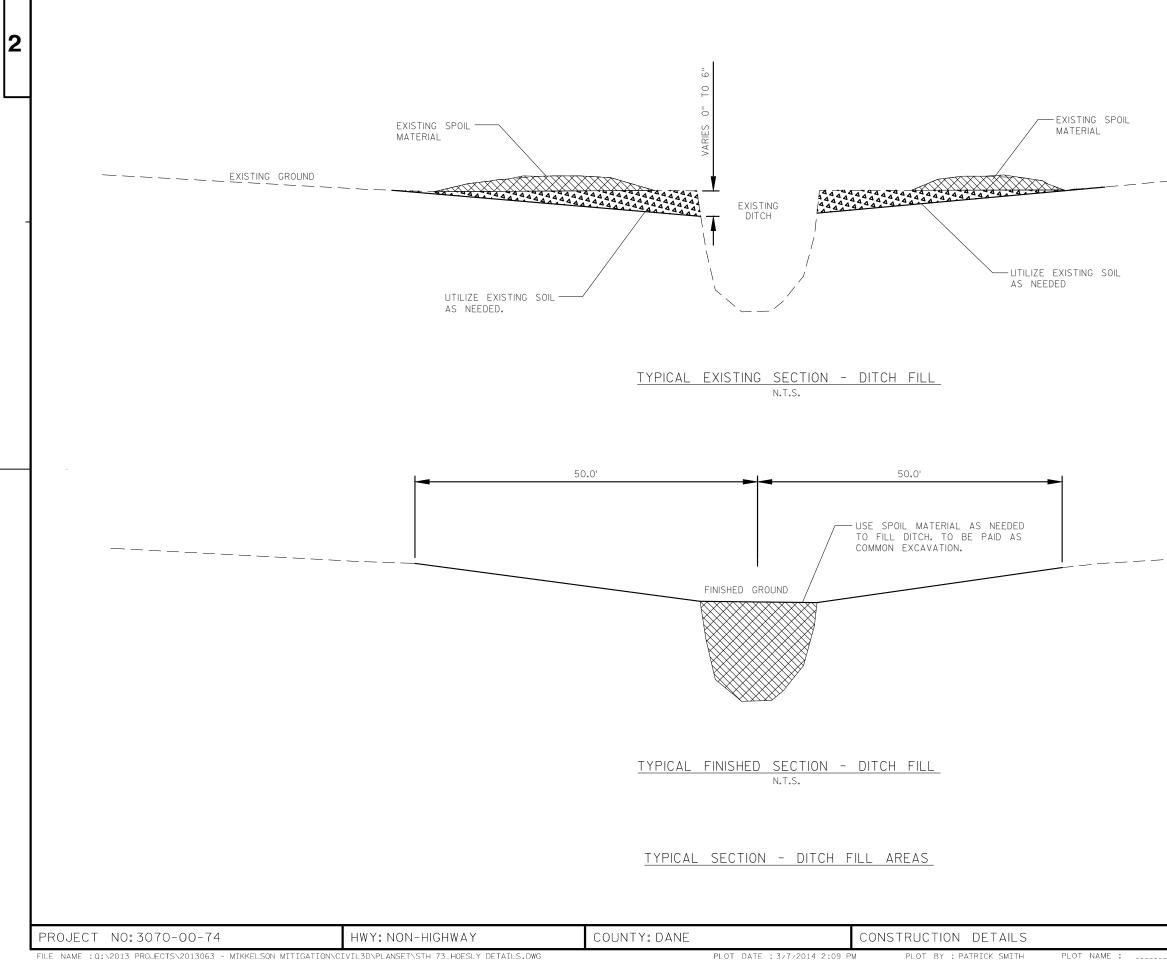
2

EXISTING GROUND

SHEET

_ _ _ _

E

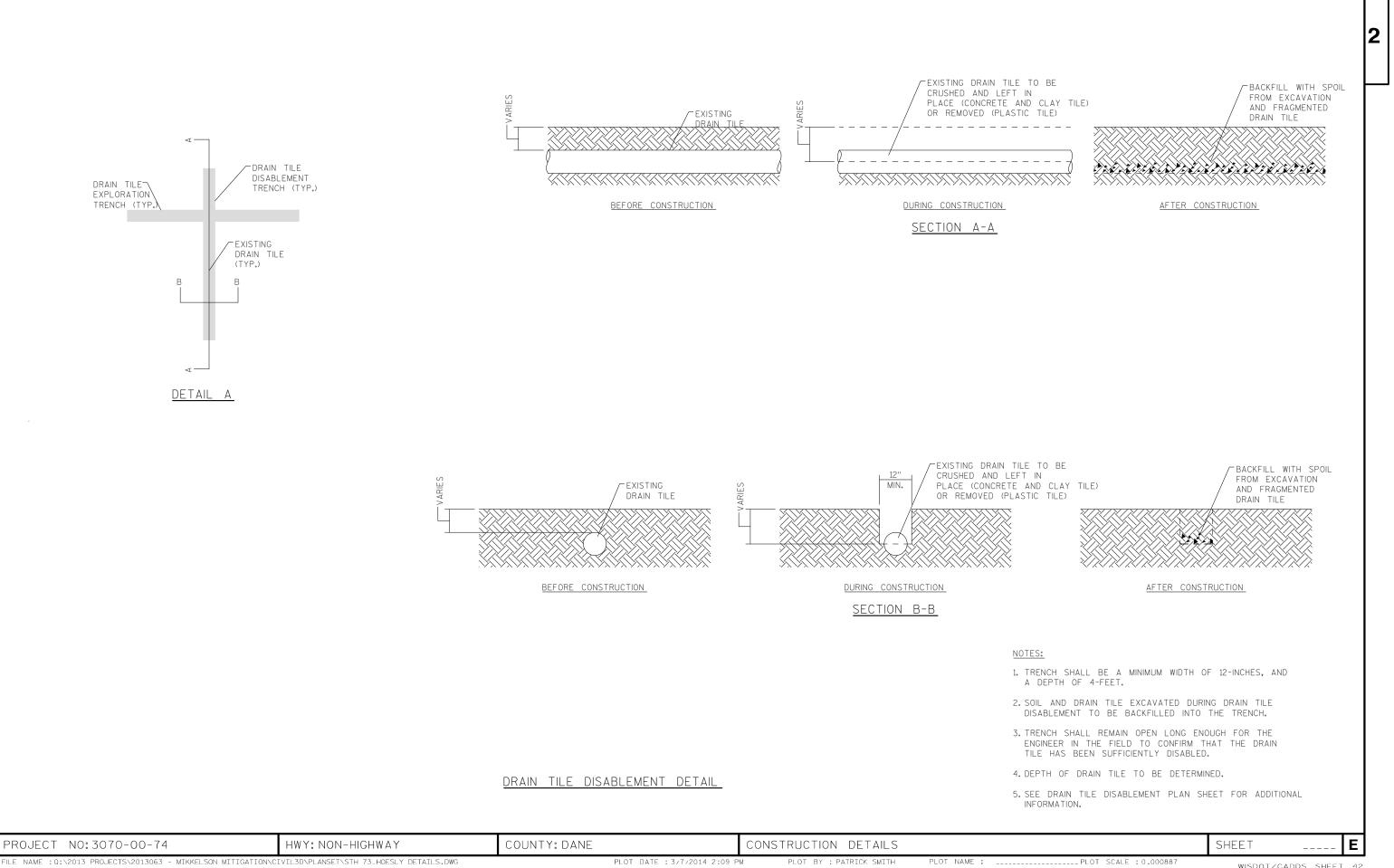


FILE NAME :0:\2013 PROJECTS\2013063 - MIKKELSON MITIGATION\CIVIL3D\PLANSET\STH 73_HOESLY DETAILS.DWG

Project 3070-00-03

		2
EXISTING GROUND		
PLOT SCALE :0.047858	SHEET E	J

2

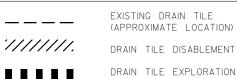


FILE NAME :Q:\2013 PROJECTS\2013063 - MIKKELSON MITIGATION\CIVIL3D\PLANSET\STH 73_HOESLY DETAILS.DWG

PLOT DATE : 3/7/2014 2:09 PM

WISDOT/CADDS SHEET 42

DRAIN TILE DISABLEMENT LEGEND DRAIN TILE LOCATION AND SPACING IS ASSUMED



DRAIN TILE DISABLEMENT DRAIN TILE EXPLORATION

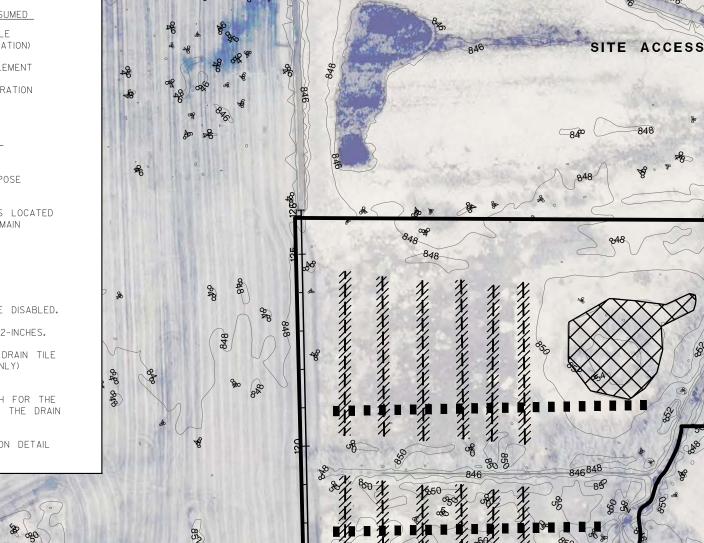
SUGGESTED DRAIN TILE DISABLEMENT SEQUENCE OF EVENTS

- 1. USE DRAIN TILE EXPLORATION TO EXPOSE THE DRAIN TILE LINES.
- 2. DISABLE ALL OTHER DRAIN TILE LINES LOCATED DURING DISABLEMENT OF DRAIN TILE MAIN LINE.

NOTES:

2

- 1. THE ENTIRE DRAIN TILE SYSTEM IS TO BE DISABLED.
- 2. TRENCH SHALL BE A MINIMUM WIDTH OF 12-INCHES.
- SOIL AND DRAIN TILE EXCAVATED DURING DRAIN TILE DISABLEMENT (CONCRETE OR CLAY TILE ONLY) TO BE BACKFILLED INTO THE TRENCH.
- 4. TRENCH SHALL REMAIN OPEN LONG ENOUGH FOR THE ENGINEER IN THE FIELD TO CONFIRM THAT THE DRAIN TILE HAS BEEN SUFFICIENTLY DISABLED.





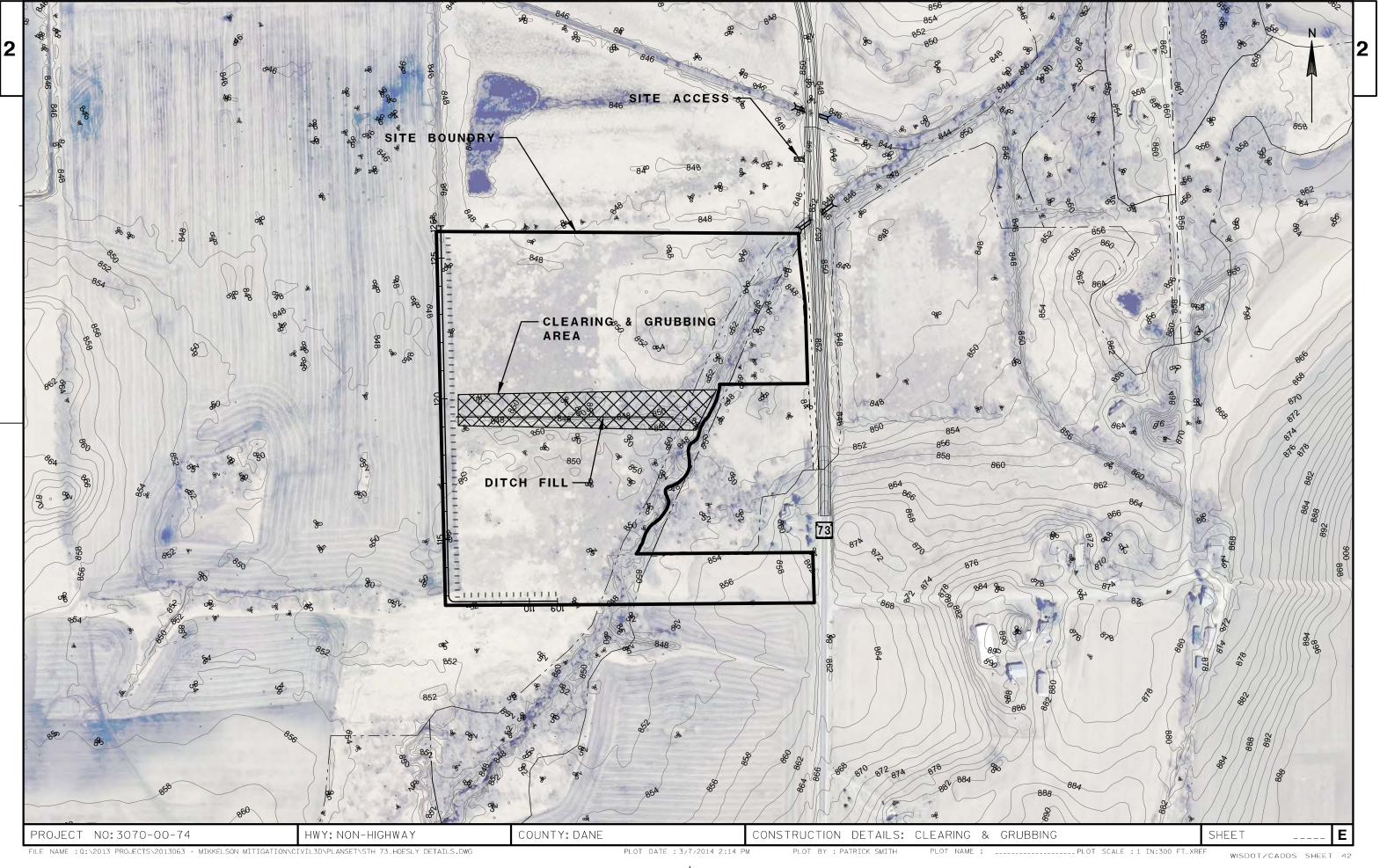
FILE NAME :Q:\2013 PROJECTS\2013063 - MIKKELSON MITIGATION\CIVIL3D\PLANSET\STH 73_HOESLY DETAILS.DWG



856

73

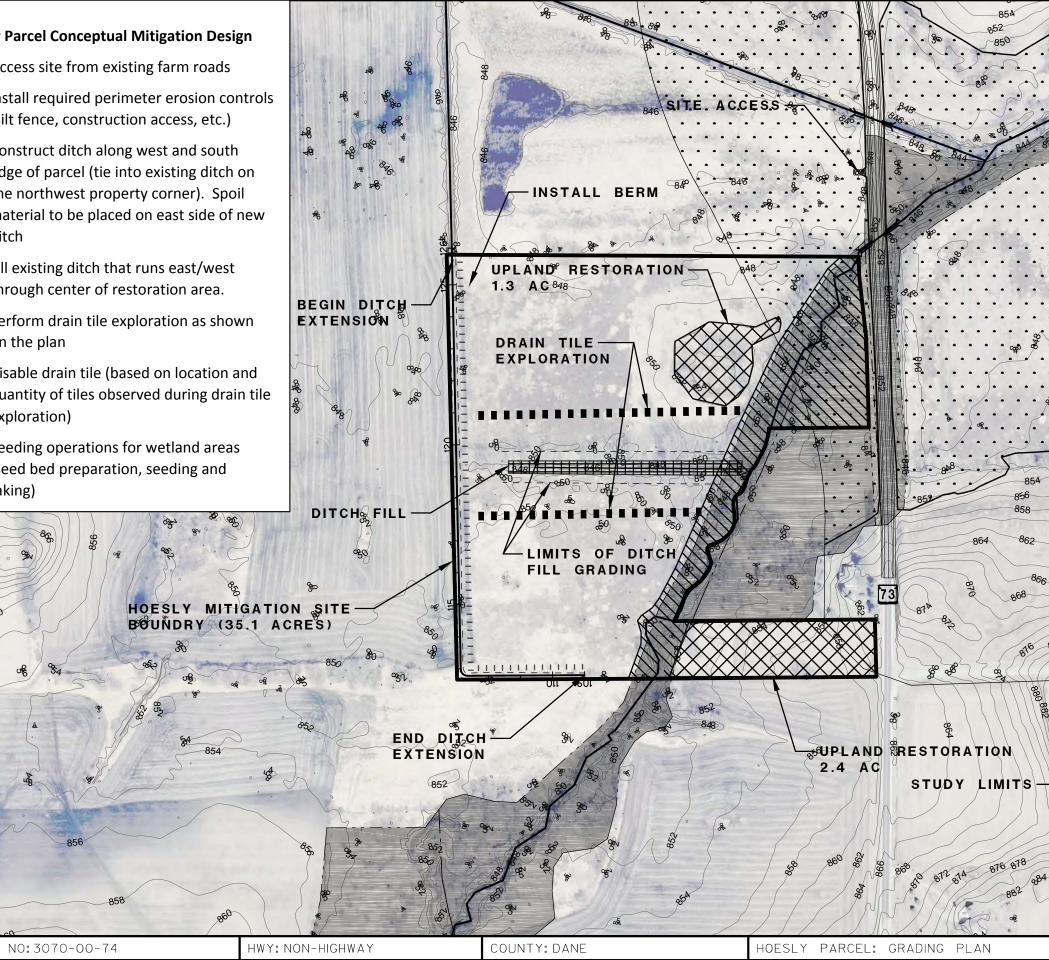
PLOT DATE : 3/7/2014 2:13 PM



Hoesly Parcel Conceptual Mitigation Design

2

- Access site from existing farm roads
- Install required perimeter erosion controls (silt fence, construction access, etc.)
- Construct ditch along west and south edge of parcel (tie into existing ditch on the northwest property corner). Spoil material to be placed on east side of new ditch
- Fill existing ditch that runs east/west through center of restoration area.
- Perform drain tile exploration as shown on the plan
- Disable drain tile (based on location and quantity of tiles observed during drain tile exploration)
- Seeding operations for wetland areas (seed bed preparation, seeding and raking)



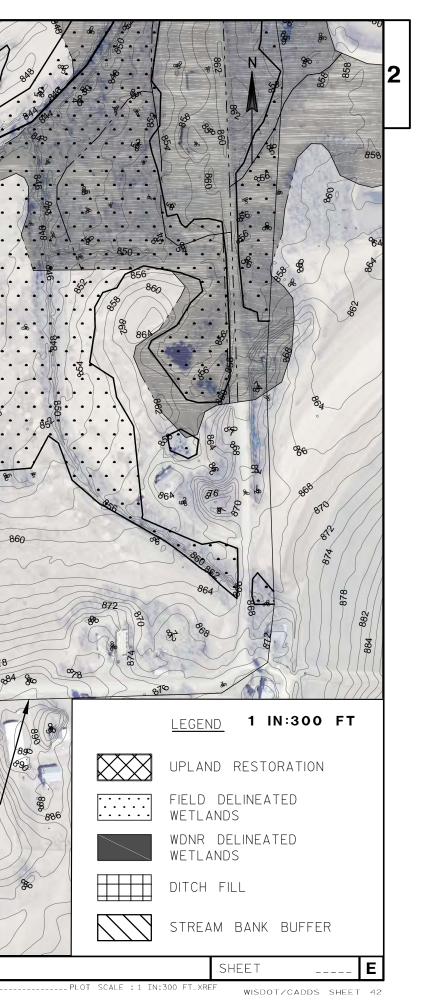
FILE NAME : 0:\2013 PROJECTS\2013063 - MIKKELSON MITIGATION\CIVIL3D\PLANSET\STH 73_HOESLY DETAILS.DWG

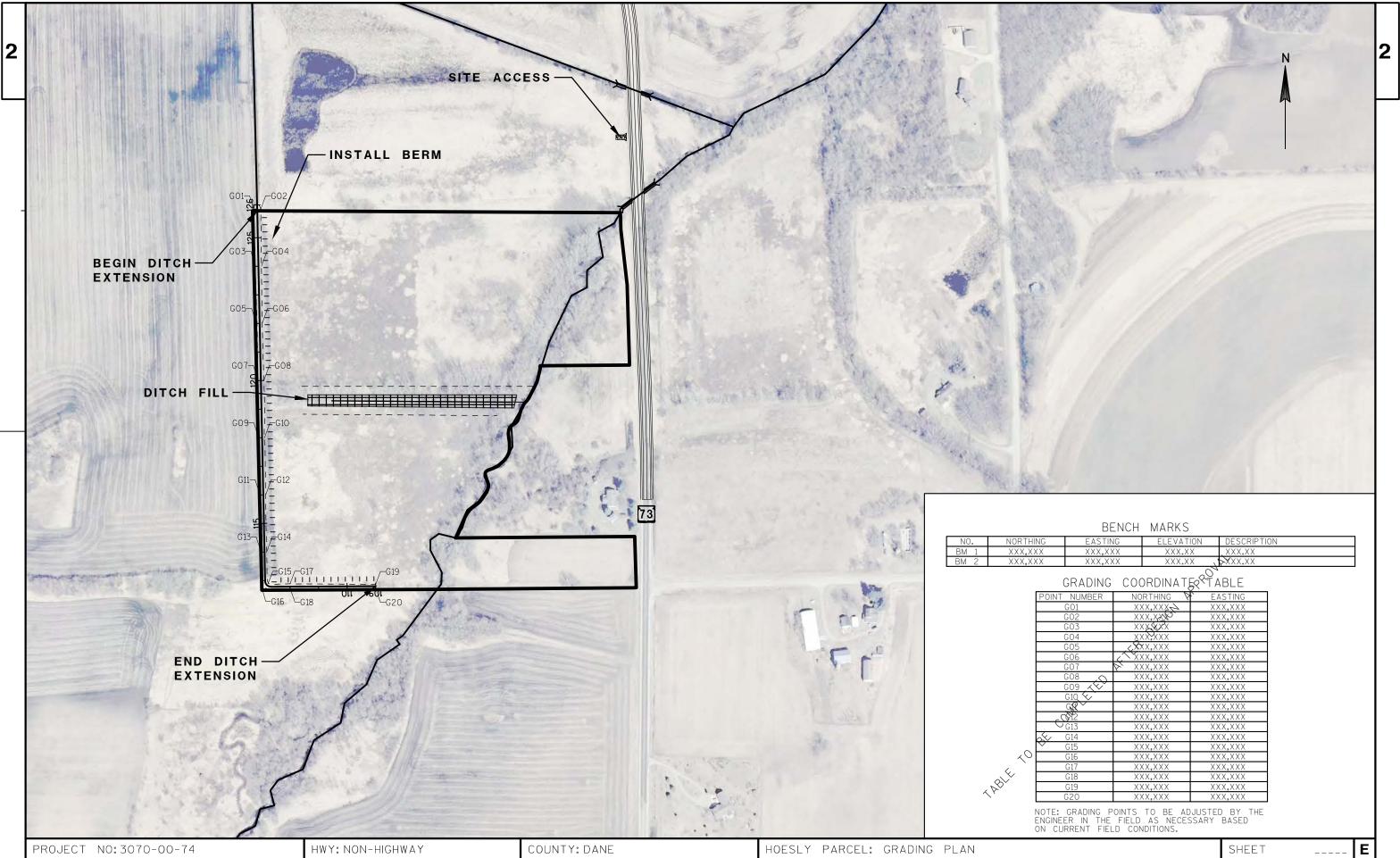
PLOT DATE : 3/7/2014 2:15 PM

PLOT PATRICK SMITH

PLOT NAME

PROJECT



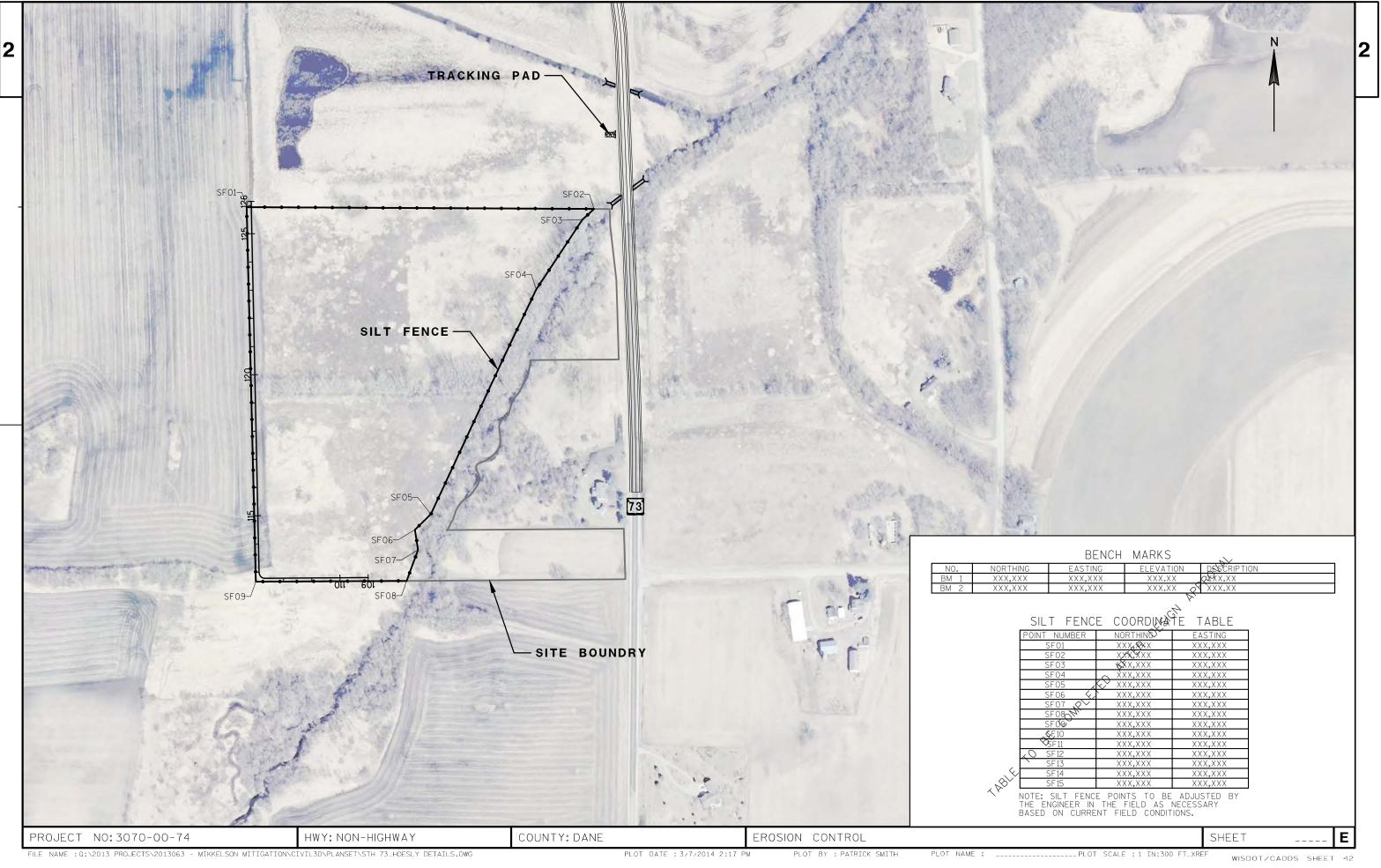


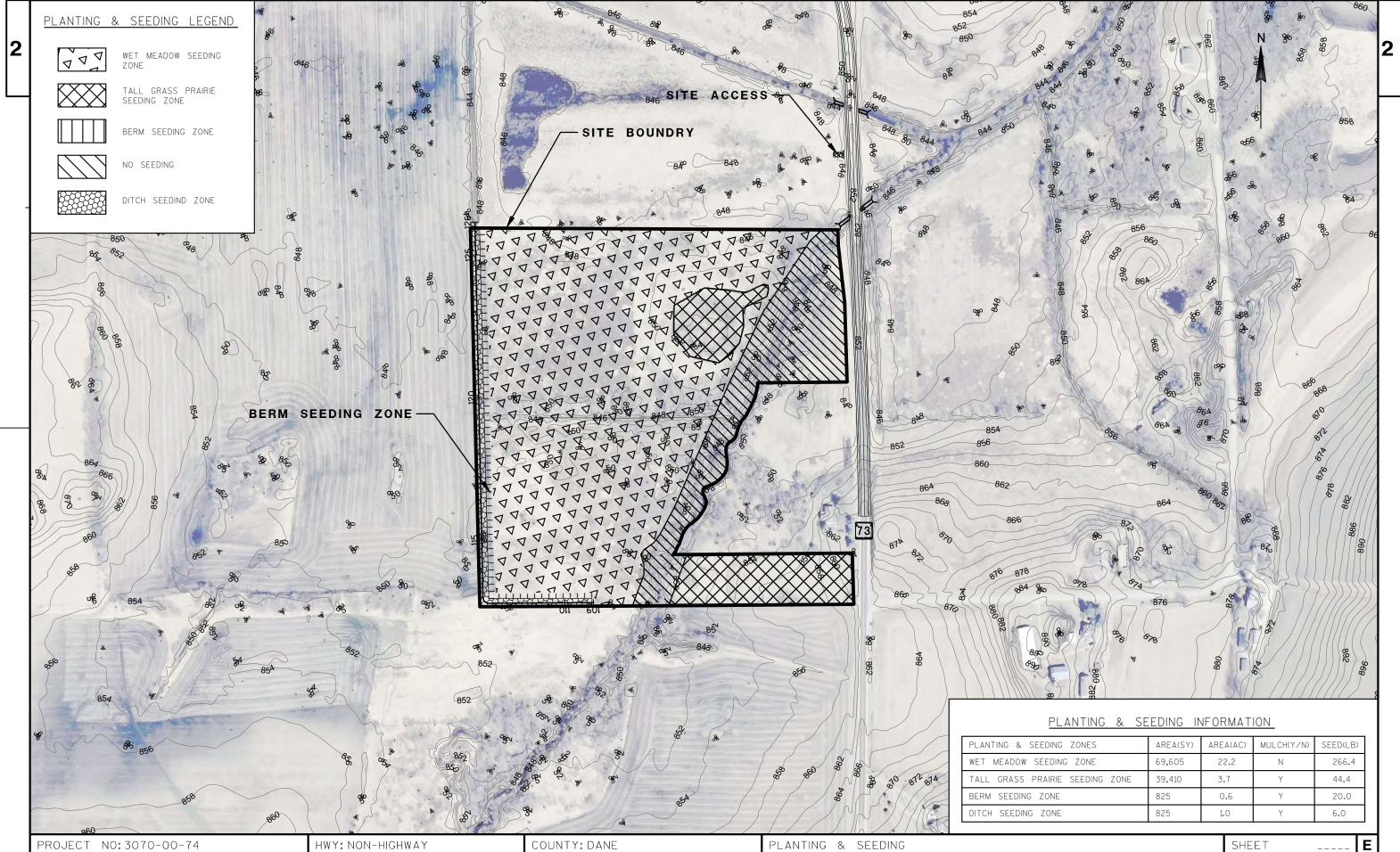
FILE NAME :0:\2013 PROJECTS\2013063 - MIKKELSON MITIGATION\CIVIL3D\PLANSET\STH 73_HOESLY DETAILS.DWG

PLOT DATE : 3/7/2014 2:16 PM

PLOT NAME : ____ PLOT BY : PATRICK SMITH

	BE	ENCH	MARKS					
G	EASTIN	IG	ELEVATI	ON	DESCRIF	PTION		
X	XXX,X>	(X	XXX.XX		XXX.XX			
X	XXX,XX	<x td="" 🛛<=""><td>XXX.XX</td><td>X</td><td>XXXXX</td><td></td><td></td><td></td></x>	XXX.XX	X	XXXXX			
(GRADING	C00	DRDINAT	28T/	ABLE			
POINT	NUMBER	NO	RTHING 🏼 🕅	• E	ASTING			
	G01		$\langle X, X X \rangle \sim$	XX	<x,xxx< td=""><td></td><td></td><td></td></x,xxx<>			
	G02		(X,XXX)		XX,XXX			
	G03		$(\chi\chi\chi\chi)$		XX,XXX			
	<u>G04</u>		(X,X)		<x,xxx< td=""><td></td><td></td><td></td></x,xxx<>			
	G05		(X,XXX		<u> </u>			
	<u>G06</u>		(X,XXX		<u> </u>	_		
	G07 G08		(X,XXX (X,XXX		<x,xxx <x,xxx< td=""><td></td><td></td><td></td></x,xxx<></x,xxx 			
	G08 G09		(X,XXX		(X,XXX			
	G10		(X,XXX		××,×××			
	GR		(X,XXX		X,XXX			
C	\$12		(X,XXX		(X.XXX			
	G13		(X.XXX		X.XXX			
	G14		(X.XXX		XXXXX			
.	G15	X>	(X,XXX	XX	XX,XXX			
	G16	X>	X,XXX	XX	XX,XXX			
	G17	X>	X,XXX	XX	XX,XXX			
	G18		X,XXX		XX,XXX			
	G19		X,XXX		XX,XXX			
(G20	X>	X,XXX	X)	X,XXX			
NGINE		FIELD	TO BE AD AS NECES IDITIONS.			ΗE		
					SHEE	T		Ε
	PLOT	SCALE	:1 IN:300	FT_XR	EF w	ISDOT/CADDS	SHEET	42





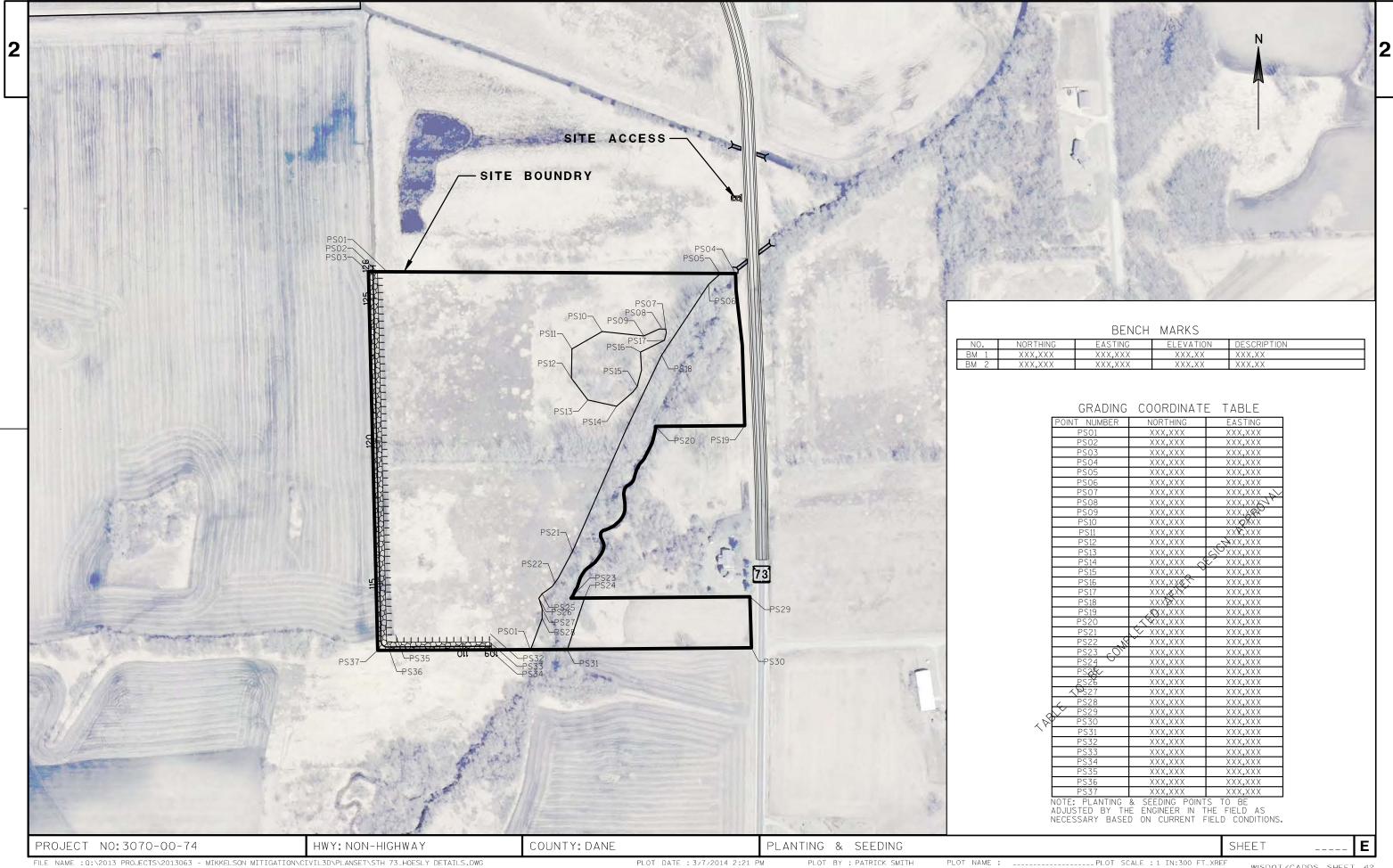
FILE NAME : Q:\2013 PROJECTS\2013063 - MIKKELSON MITIGATION\CIVIL3D\PLANSET\STH 73_HOESLY DETAILS.DWG

PLOT DATE : 3/7/2014 2:19 PM PLOT BY : PATRICK SMITH

DING ZONES	AREA(SY)	AREA(AC)	MULCH(Y/N)	SEED(LB)	
EDING ZONE	69,605	22.2	22.2 N		
AIRIE SEEDING ZONE	39,410	3.7	Y	44.4	
ONE	825	0.6	0.6 Y		
ZONE	825	1.0	Y	6.0	
		SHE	ΕT		E

PLOT NAME : _____PLOT SCALE :1 IN:300 FT_XREF

WISDOT/CADDS SHEET 42



Project 3070-00-03

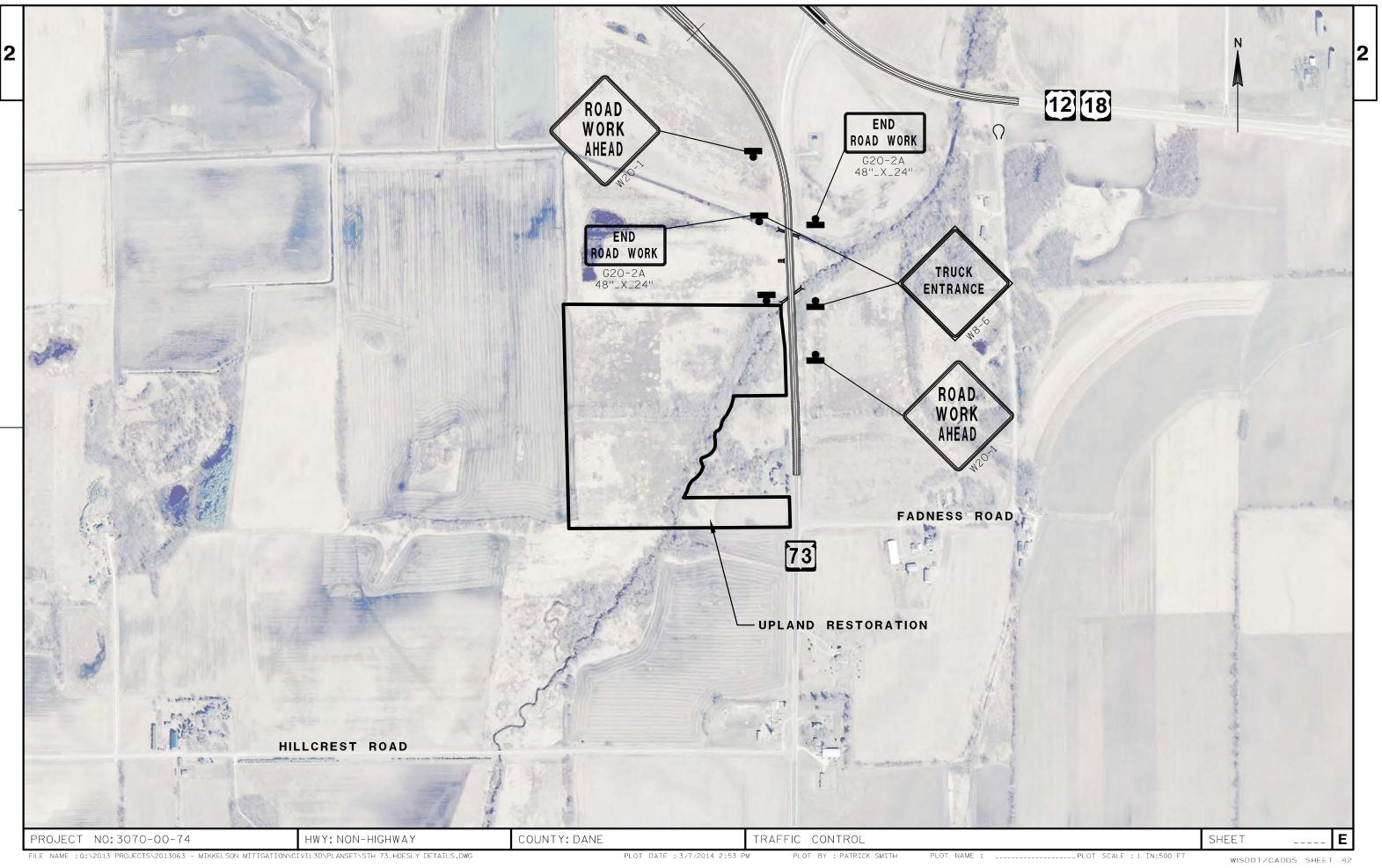
PLOT DATE : 3/7/2014 2:21 PM

PLOT BY : PATRICK SMITH PLOT NAME : _____

	BENCH	MARKS	
HING	EASTING	ELEVATION	DESCRIPTION
XX	XXX,XXX	XXX.XX	XXX.XX
XX	XXX,XXX	XXX.XX	XXX.XX
			-

GRADING	COORDINATE	TABL F

GRADING	COORDINA I	E TABLE	
POINT NUMBER	NORTHING	EASTING	
PS01	XXX,XXX	XXX,XXX	
PS02	XXX,XXX	XXX,XXX	
PS03	XXX,XXX	XXX,XXX	
PS04	XXX,XXX	XXX,XXX	
PS05	XXX,XXX	XXX,XXX	
PS06	XXX,XXX	XXX,XXX	
PS07	XXX,XXX	XXX,XXX	
PS08	XXX,XXX	XXX,XXX	
PS09	XXX,XXX	XXX,XXX	
PS10	XXX,XXX	XXXXXXX	
PS11	XXX,XXX	XXXX,XXX	
PS12	XXX,XXX	XXX,XXX	
PS13	XXX,XXX		
PS14	XXX,XXX		
PS15 PS16	XXX,XXX XXX,XXX	×××,×××	
PS16 PS17	×××,×××	×××,××× ×××,×××	
PS18	×××××××	 XXX,XXX	
PS19	XX,XXX	×××,×××	
PS20		×××,×××	
PS21	✓ XXX,XXX	XXX,XXX	
PS22	×××,×××	XXX,XXX	
PS23 cON	XXX.XXX	XXX.XXX	
PS24	XXX,XXX	XXX,XXX	
PS25	XXX,XXX	XXX,XXX	
PS26	XXX,XXX	XXX,XXX	
< P527	XXX,XXX	XXX,XXX	
PS28	XXX,XXX	XXX,XXX	
Y PS29	XXX,XXX	XXX,XXX	
PS30	XXX,XXX	XXX,XXX	
PS31	XXX,XXX	XXX,XXX	
PS32	XXX,XXX	XXX,XXX	
PS33	XXX,XXX	XXX,XXX	
PS34	XXX,XXX	XXX,XXX	
PS35	XXX,XXX	XXX,XXX	
PS36	XXX,XXX	XXX,XXX	
PS37	XXX,XXX	XXX,XXX	
DJUSTED BY TH		THE FIELD AS FIELD CONDITIONS.	
		SHEET	E
PLOT S	CALE : 1 IN:300 F	T_XREF WISDOT/CAD	DS SHEET ·



		CLEARING AND	GRUBBING				205 0100			DRAINTIL	E	
3	CATEGORY 0010	LOCATION STAGE 1	201.105 CLEARING STA	201.205 GRUBBING STA	-	CATEGORY 0010	205.0100 EXCAVATION COMMON LOCATION DITCH EXTENSION	CY 10,470	CATEGORY	LOCATION	612.0700 DRAINTILE EXPLORATION LF	SPV.0090.01 DRAINTILE DISABLEMENT LF
		UNDISTRIBUTED	1	1	_		DITCH FILL	2,410	0010	PROJECT UNDISTRIBUTED	1,600 160	5,400 540
		PROJECT TOTAL:	10	10			PROJECT TOTAL:	12,880		PROJECT TOTAL:		5,940

Location	205.0100 Common Excavation (1)		Salvaged/ Unusable Pavement Material (4)	Unexpanded Fill	Expanded Fill (6)	Mass Ordinate +/- (7)	Waste	Borrow	Comment:	
	Cut (2)	EBS* (3)				Factor 1.00				
Ditch Extension	10,470	0	C	10,470	0	0	10,470	10,470	0	
Ditch Fill	2,410		0	2,410	0	0	2,410	2,410	0	
Subtotal	12,880	0	0	12,880	0	0	12,880	12,880	0	
Total	12,880	0	0	12,880	0	0	12,880	12,880	0	
Total Comr	non Excavation:	12,880								

1) Common Excavation is the sum of the Cut and EBS Excavation columns.

2) Salvaged/Unusable Pavement Material is included in Cut.

3) EBS Excavation is an Undistributed Quantity and is to be backfilled with Breaker Run.

4) Salvaged/Unusable Pavement Material

5) Available Material = Cut - Salvaged/Unusable Pavement Material*90%

6) Expanded Fill. Factor = 1.25

7) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

PROJECT NO: 3070-00-06 HWY: NON-HIGHWAY COUNTY: DANE MISCELLANEOUS QUANTITIES	
---	--

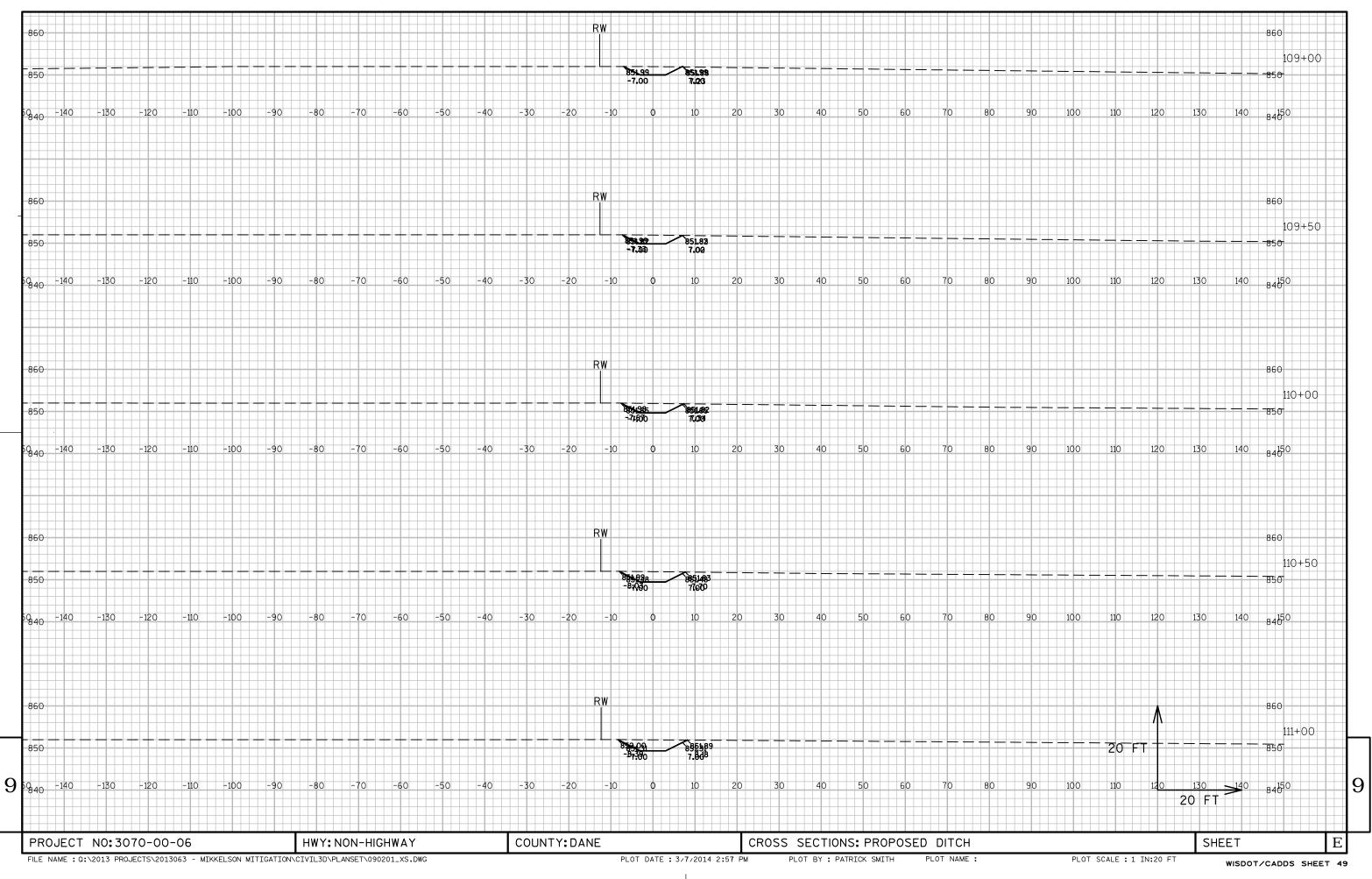
3

Ε

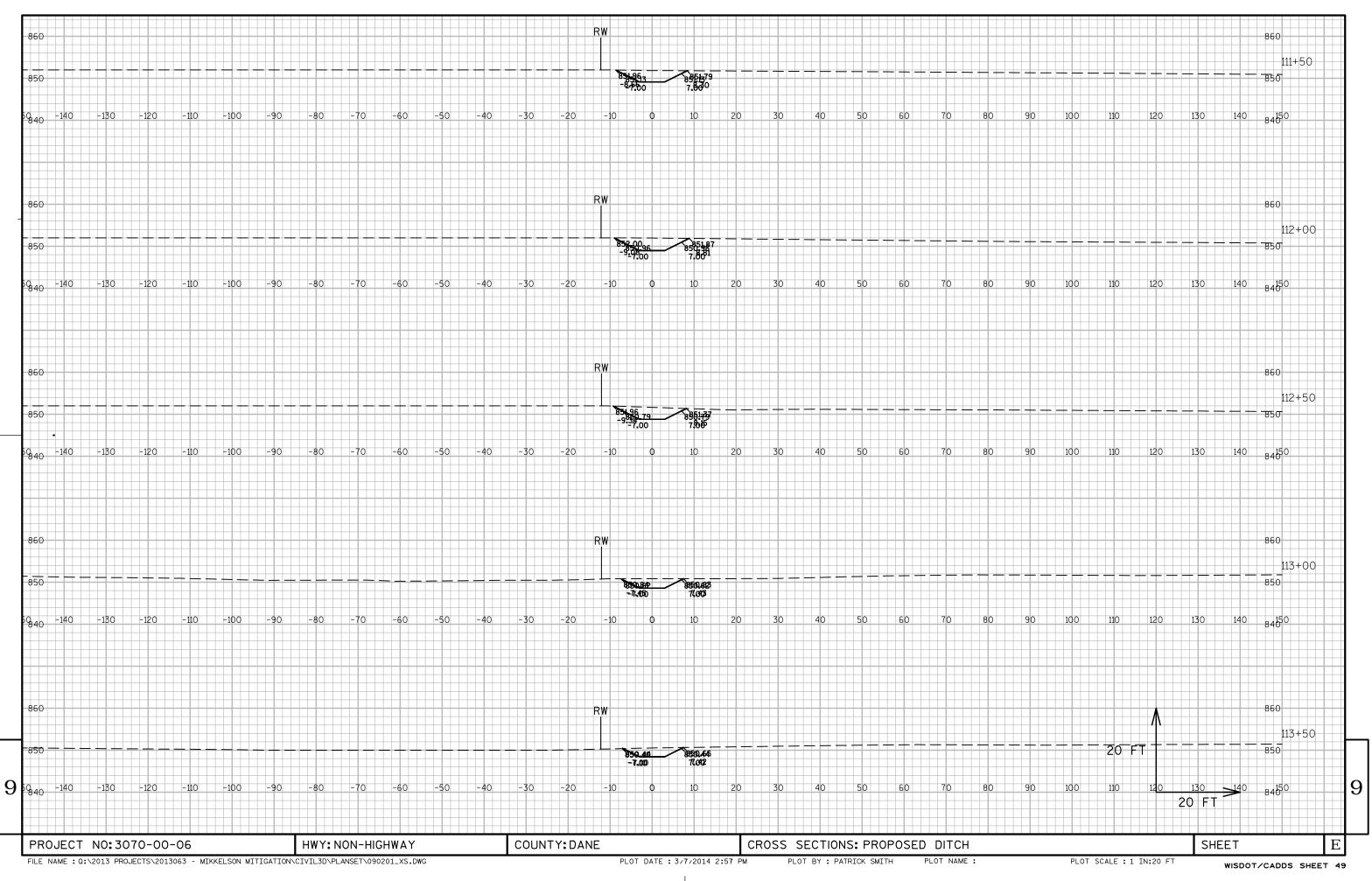
						Erosion	Control			
	625.0500 VAGED TOPSOIL					628.1504 SILT FENCE	628.1520 SILT FENCE MAINTENANCE	628.1905 MOBILIZATIONS EROSION CONTROL	628.1910 MOBILIZATIONS EMERGENCY	
	H EXTENSION 12,250	-	_	CATEGORY	LOCATION	LF	LF		EROSION CONTROL EACH	
BERM PROJ	1,400 ECT TOTAL: 13,650	—	_	0010	PROJECT SITE UNDISTRIBUTED	4,600 460	4,600 460	1 	1	
					PROJECT TOTAL:	5,060	5,060	1	1	
						PLANTING	AND SEEDING			
						627.0200 MULCHING	SPV.0005.01 SEED BED PREPARATION	SPV.0005.02 SEEDING	SPV.0085.01 SEED MIX SPECIAL	
			-	CATEGORY	LOCATION WET MEADOW	SY	ACRE	ACRE	LB 174	
				0010	TALL GRASS PRAIRIE BERM DITCH	38,750 1,500 1,000	8.0 0.3 0.2	8.0 0.3 0.2	96 6 4	
			-		PROJECT TOTAL:	42,750	22.9	22.9	279.6	

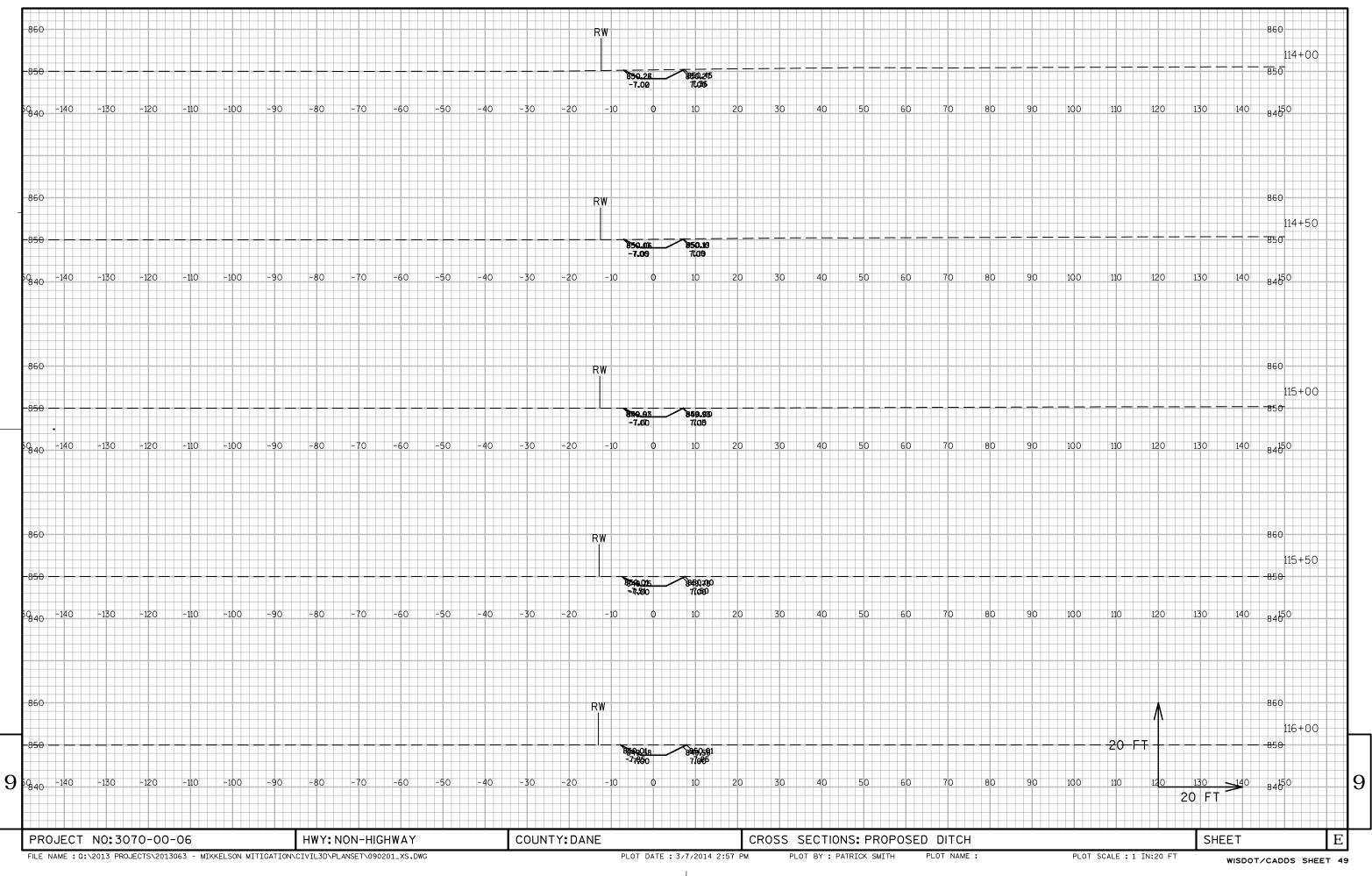
SHEET

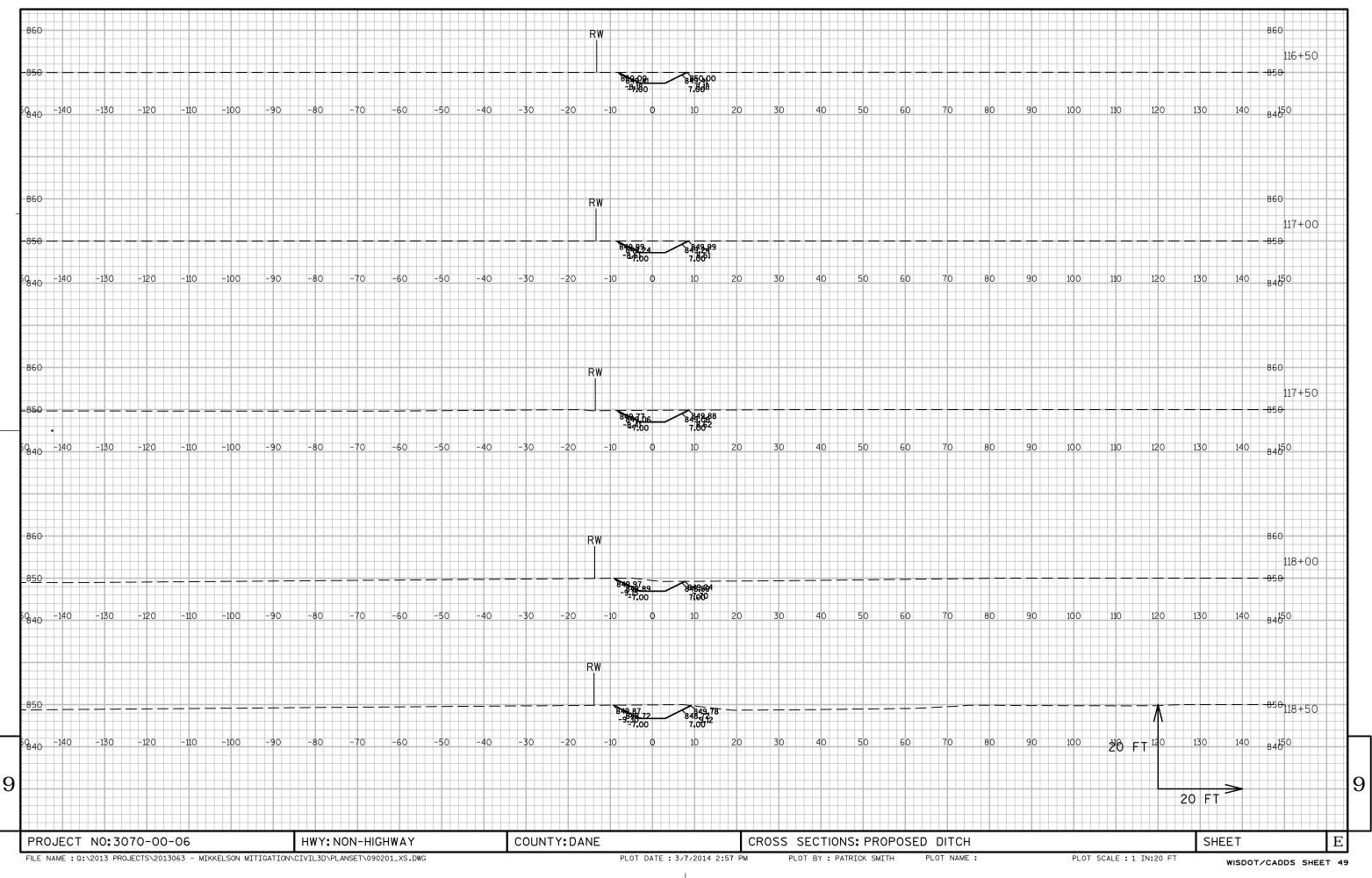
3

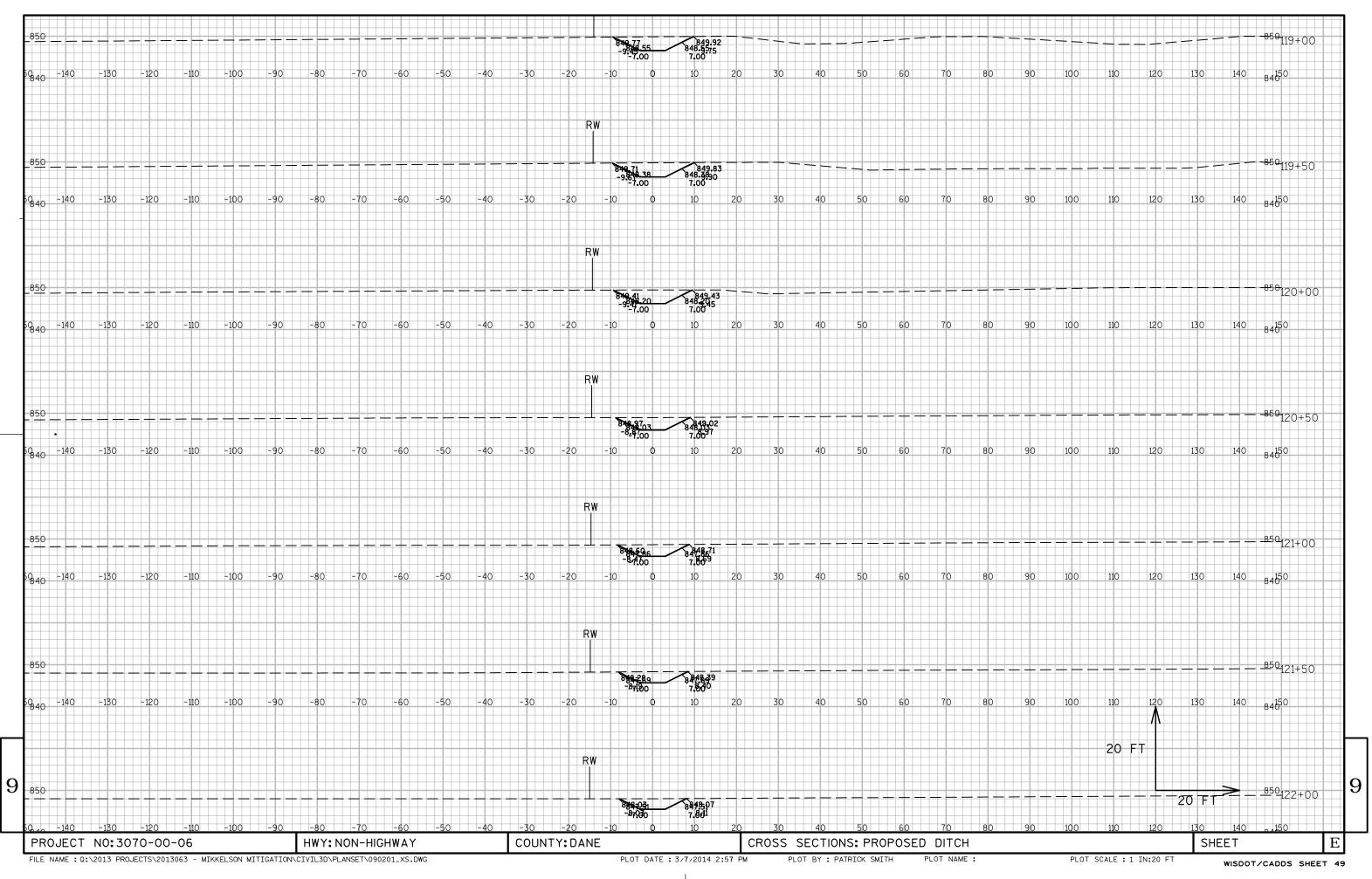


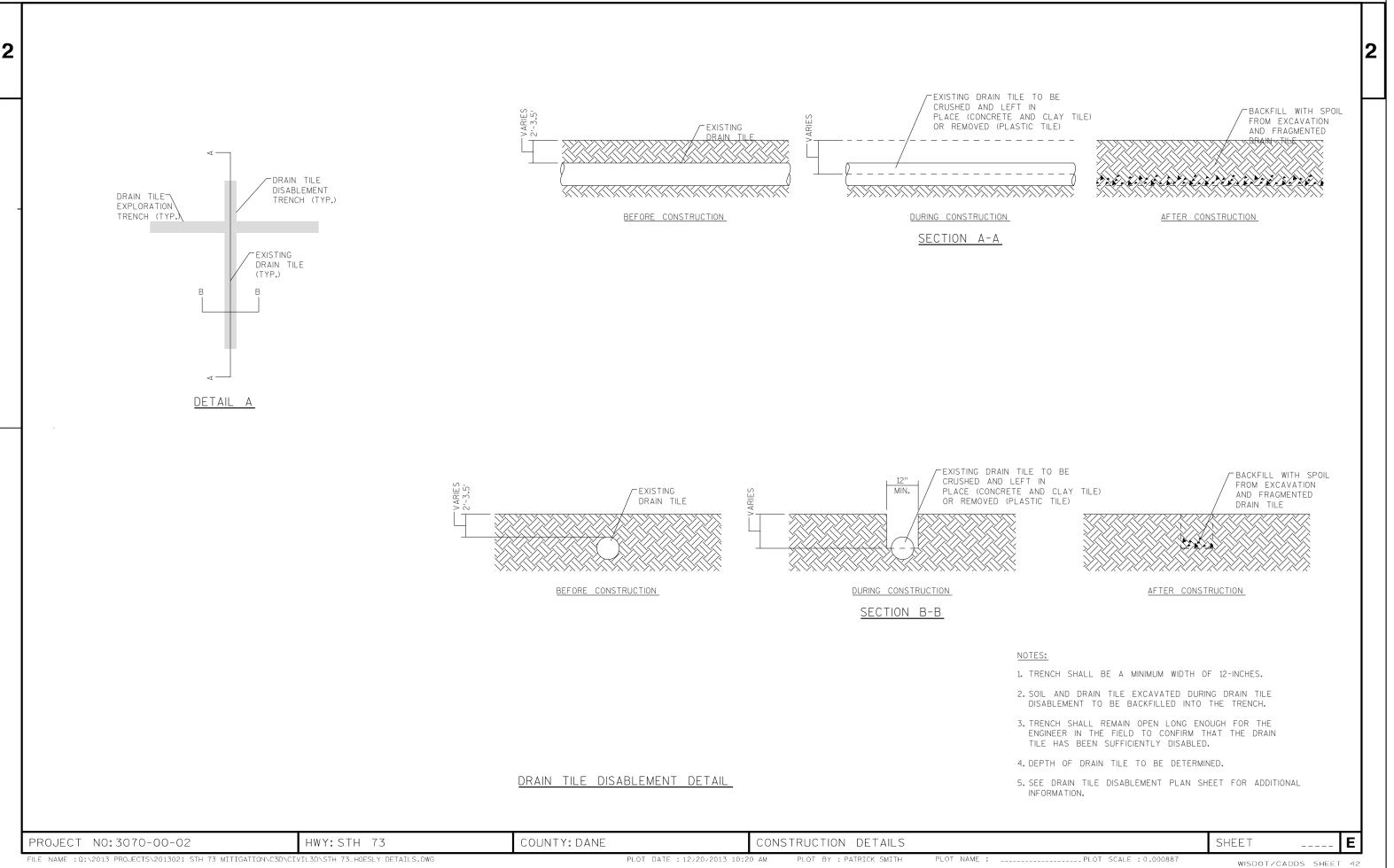
Project 3070-00-03



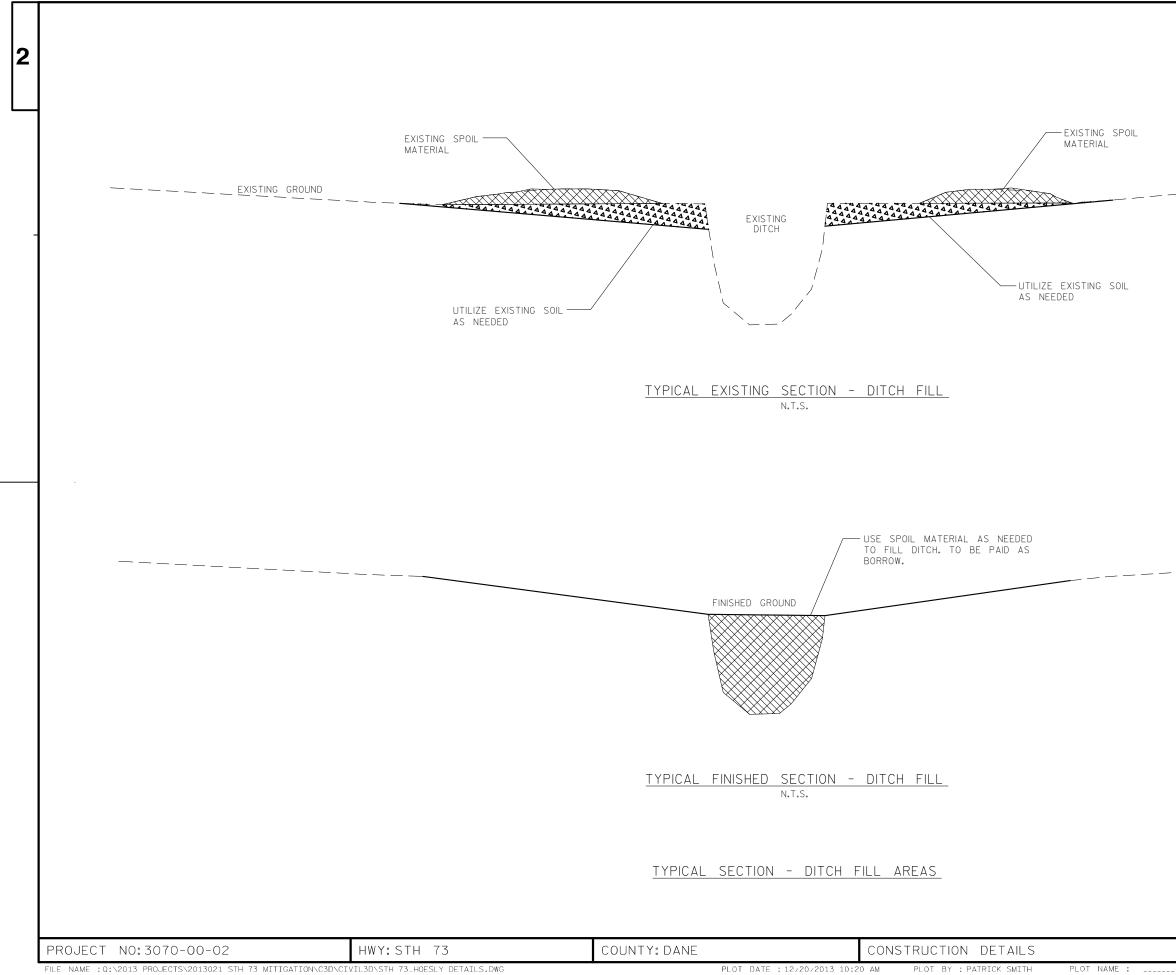




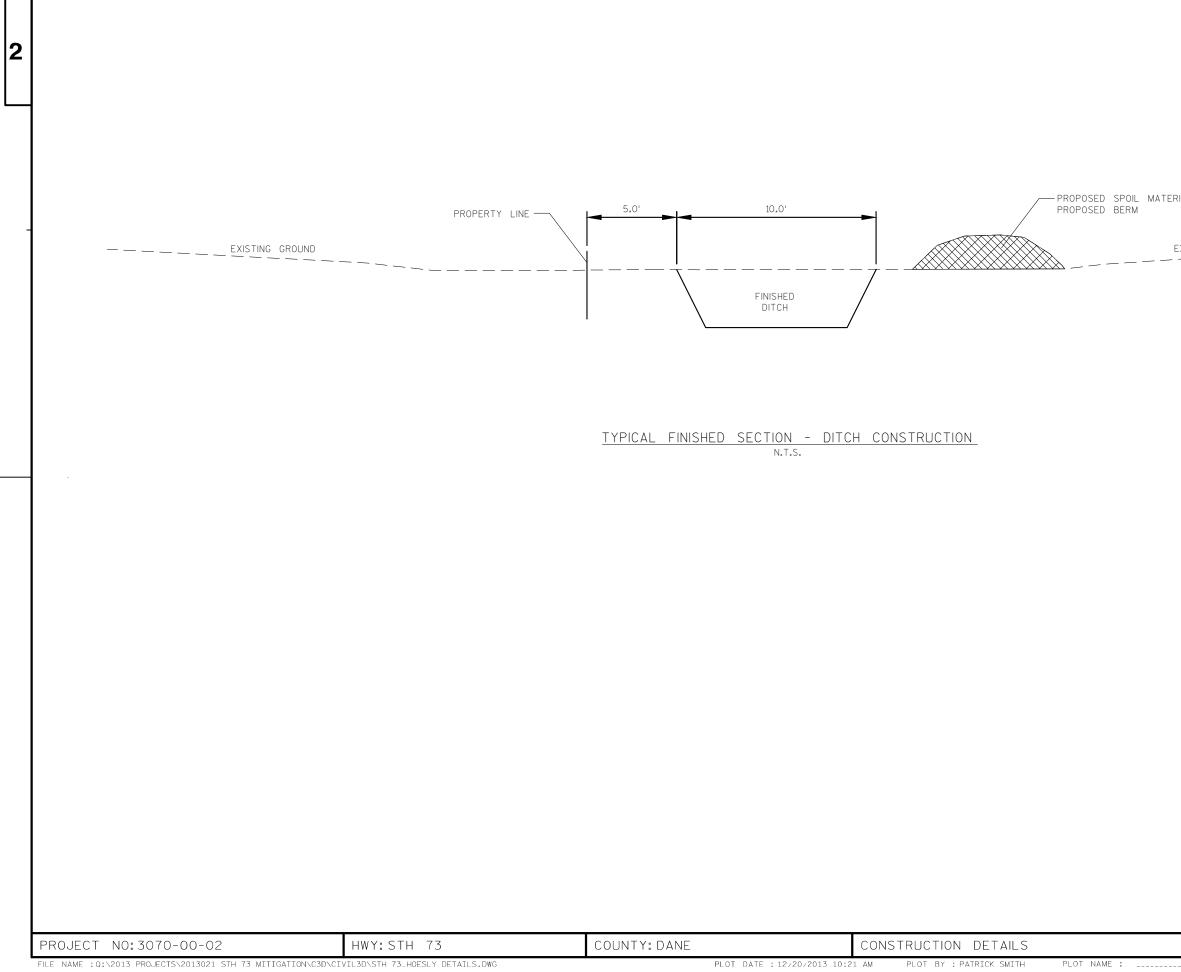




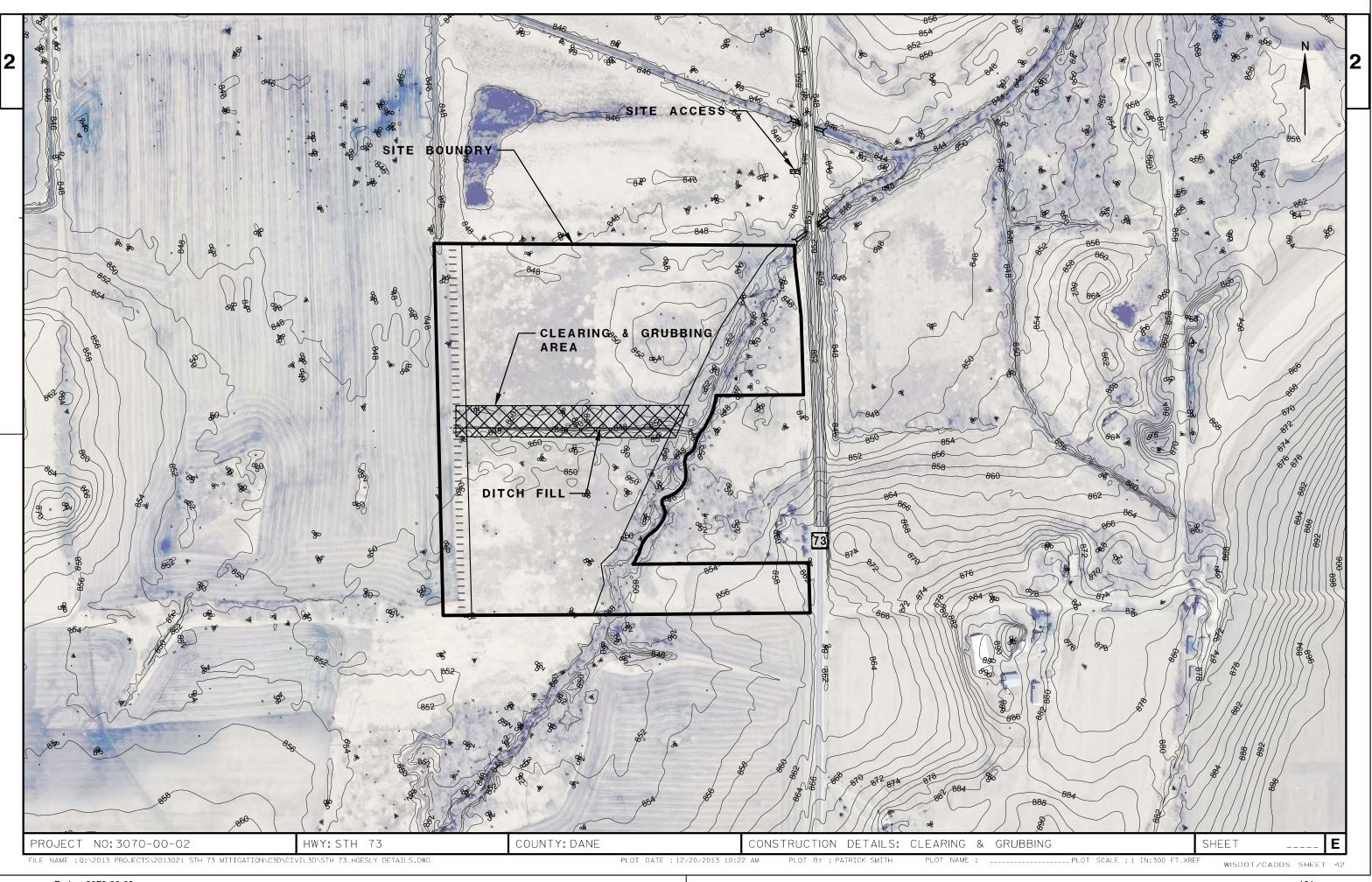
Project 3070-00-03



		2
EXISTING GROUND		
PLOT SCALE : 0.047858	SHEET E wisdot/cadds sheet 42	



		0
		2
RIAL		
EXISTING GROUND		
	SHEET E	
PLOT SCALE :0.000770	WISDOT/CADDS SHEET 42	•



¹⁶¹

DRAIN TILE DISABLEMENT LEGEND DRAIN TILE LOCATION AND SPACING IS ASSUMED



DRAIN TILE DISABLEMENT DRAIN TILE EXPLORATION

SUGGESTED DRAIN TILE DISABLEMENT SEQUENCE OF EVENTS

- 1. USE DRAIN TILE EXPLORATION TO EXPOSE THE DRAIN TILE LINES.
- 2. DISABLE ALL OTHER DRAIN TILE LINES LOCATED DURING DISABLEMENT OF DRAIN TILE MAIN LINE.

NOTES:

2

- 1. THE ENTIRE DRAIN TILE SYSTEM IS TO BE DISABLED.
- 2. TRENCH SHALL BE A MINIMUM WIDTH OF 12-INCHES.
- SOIL AND DRAIN TILE EXCAVATED DURING DRAIN TILE DISABLEMENT (CONCRETE OR CLAY TILE ONLY) TO BE BACKFILLED INTO THE TRENCH.
- 4. TRENCH SHALL REMAIN OPEN LONG ENOUGH FOR THE ENGINEER IN THE FIELD TO CONFIRM THAT THE DRAIN TILE HAS BEEN SUFFICIENTLY DISABLED.
- 5. DEPTH OF DRAIN TILE RANGES FROM 2.5-FEET TO 4.5-FEET BELOW GROUND SURFACE.
- 6. SEE DRAIN TILE DISABLEMENT CONSTRUCTION DETAIL FOR ADDITIONAL INFORMATION.

(APPROXIMATE LOCATION) SITE ACCESS キャキャキャキャチャ キキキ XXXX それれ キキキキキキ X

PROJECT NO: 3070-00-02 HWY:STH 73 COUNTY: DANE DRAIN TILE DISABLEMENT FILE NAME : Q:\2013 PROJECTS\2013021 STH 73 MITIGATION\C3D\CIVIL3D\STH 73_HOESLY DETAILS.DWG PLOT DATE : 12/20/2013 10:21 AM PLOT BY : PATRICK SMITH

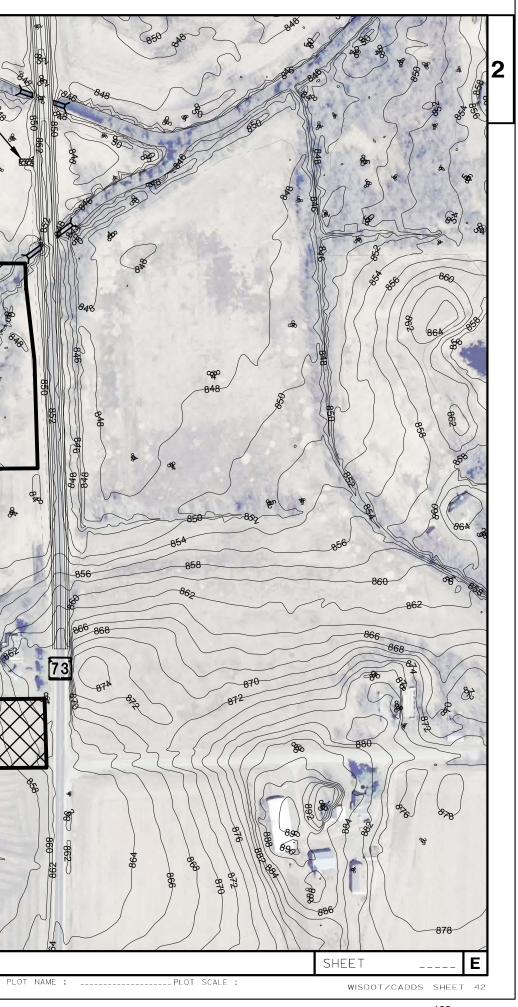
キキキキキ

シャンシャンシャン

キモキキ

80

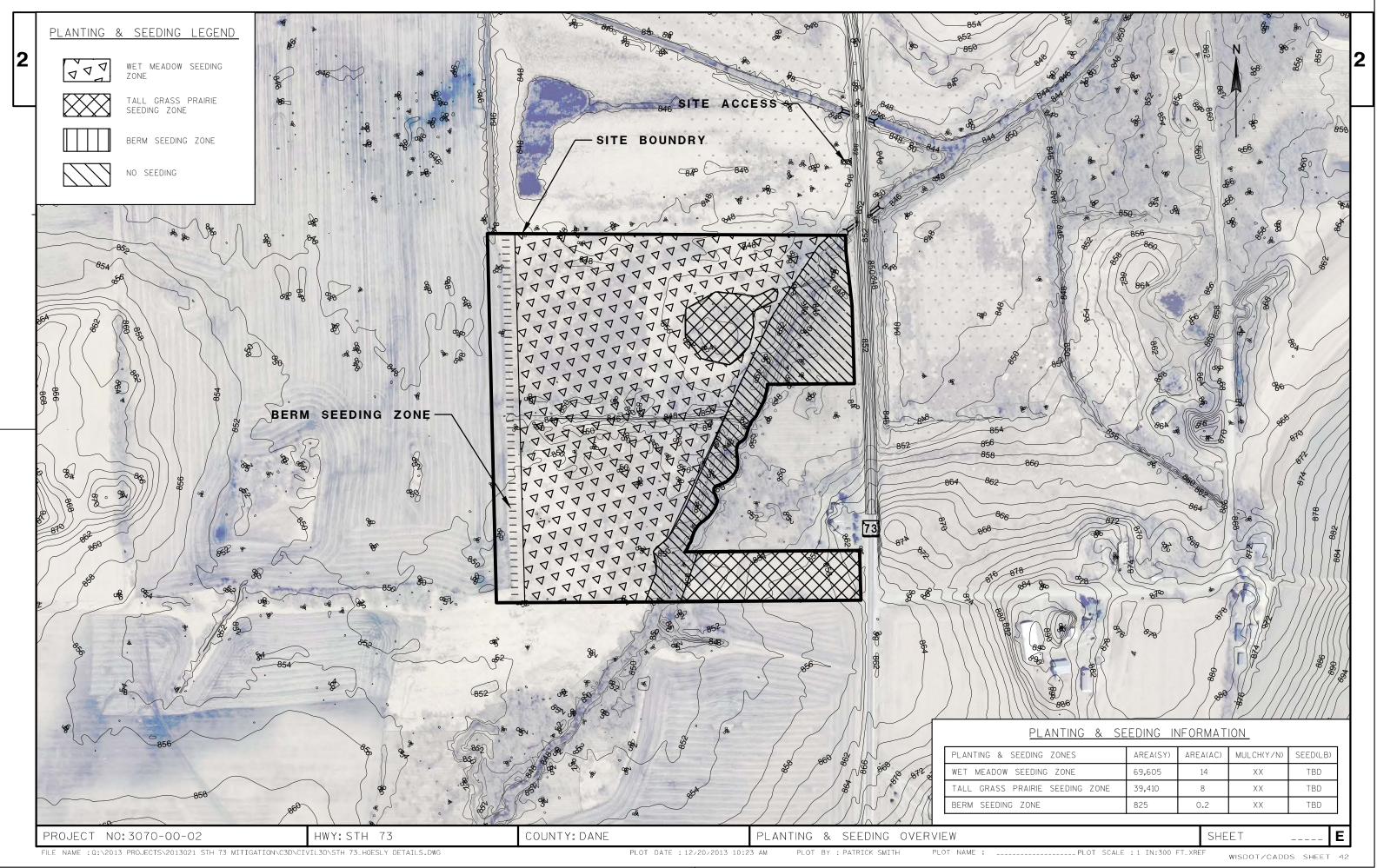
KKKKK



866 868

73

¹⁶²



On-Site Mitigation Assessment Findings Report

FOR

WisDOT SW Region Project # 3070-00-03 IH 39/90 Corridor Dane County

Prepared by:



1033 N. Mayfair Road Suite 200 Milwaukee, WI 53226

March 2012

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	METHODS	1
3.	.0 Results	2
3.	1 Hosely Parcel Description	2
	3.1.1 Mitigation Development	2
	3.1.2 Mitigation Costs	3
	3.1.3 Wetland Mitigation Feasibility	3
	3.1.4 Other Considerations	3
3.	2 Birkrem Parcel	4
	3.2.1 Mitigation Development	4
	3.2.2 Mitigation Costs	4
	3.2.3 Wetland Mitigation Feasibility	5
	3.2.4 Other Considerations	5
3.	.3 Mikkelson Parcel	6
	3.3.1 Mitigation Development	6
	3.3.2 Mitigation Costs	6
	3.3.3 Mitigation Feasibility	7
	3.3.4 Other Considerations	7
4.0	CONCLUSION	
5.0	REFERENCES	9

APPENDICES

Appendix A:	Figures Figure 1: Hosely Parcel Conceptual Mitigation Design Figure 2: Birkrem Parcel Conceptual Mitigation Design Figure 3: Mikkelson Parcel Conceptual Mitigation Design
Appendix B:	Soils Information

- Appendix C: Detailed Cost Estimates
- Appendix D: Table 1. On-Site Mitigation Assessment Matrix



1.0 INTRODUCTION

Oneida Total Integrated Enterprises (OTIE) performed a mitigation assessment of the Shaul Parcel and three parcels directly adjacent to this parcel (Hosely, Birkrem and Mikkelson Parcels) in the fall of 2012. This investigation was conducted due to the fact that one of the project alternatives (Project # 3070-00-03, Alternative 4A) would require the acquisition of a portion (16.2 acres) of the Shaul Parcel; this parcel is currently enrolled in the USDA-NRCS Wetland Reserve Program. Results of the mitigation assessment were documented in a summary report prepared in November of 2012.

Following the previous investigation, a more detailed examination of the three potential mitigation sites (Hosely, Birkrem and Mikkelson Parcels) was conducted and included a more indepth analysis of the sites with respect to feasibility, cost and likelihood of success. More specifically, the assessment included examining the feasibility of restoring the required wetland/upland acreage, parcel size, topography, mapped soils, wetland status, existing drainage features, feasibility of construction, cost of required real-estate, likelihood of restoration success, and cost of construction. Additional information included costs required design, hydrologic studies, additional survey; as well as the potential to utilize each parcel as wetland mitigation.

2.0 METHODS

The On-Site Mitigation Assessment consisted of (1) preliminary data assessment and (2) reporting. Preliminary data reviewed for the project area included the following materials:

- Wetland Delineation Report, 3070-00-02 and 3070-00-03 (Horzen, 2012)
- Mitigation Assessment Report (Shaul Parcel) 3070-00-03 (Horzen, 2012)
- U.S. Department of Agriculture Natural Resources Conservation Service (2010). National Cooperative Soil Survey: Web Soil Survey. Obtained at: http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx
- U.S. Department of Agriculture Natural Resources Conservation Service (2005). Hydric Soils of the United States.
- Wisconsin Department of Natural Resources Wisconsin Wetlands Inventory (WWI)
- Topographic Maps
- Google Earth Aerial Photographs (2000, 2005, 2006, 2008 and 2010).

1

• Proposed project alternatives/alignments



• Drain tile Maps (Mikkelson Parcel, provided by Mikkelson)

3.0 Results

All available data (see Section 2) was reviewed and considered during the conceptual mitigation design for each parcel. For each parcel (Hosely, Birkrem and Mikkelson), variables such as the feasibility of restoring the required wetland/upland acreage, parcel size, topography, mapped soils, wetland status, existing drainage features, feasibility of construction, cost of required real-estate, likelihood of restoration success, and cost of construction were considered. Additional information such as costs required for design, hydrologic studies, wetland mitigation feasibility and additional survey were analyzed and are summarized below.

3.1 Hosely Parcel Description

The Hosely Parcel is approximately 33.3 acres and is located directly adjacent (south) to the Shaul Parcel. This parcel appears to have been occasionally cropped during the past 12 years; portions of this parcel had been mowed prior to the site visit on October 24, 2012. Aerial photographs from 2000, 2005, 2006, 2008 and 2010 show a portion of the parcel west of Mud Creek farmed; however, from 2005-2010, it appears this parcel has not been plowed/planted. Mud Creek runs through the site from the northeast corner to the center of the southern boundary. The Creek and adjacent land is mapped as wetland (Wisconsin Wetland Inventory and Field Delineation in 2012). Vegetation in this area consists of cottonwood, box elder, crack willow, American elm, buckthorn, garlic mustard, stinging nettle and reed canary grass. The areas that appear to be occasionally farmed / mowed are dominated by reed canary grass and giant ragweed with smaller patches of Canada goldenrod and curly dock. There is also a ditch running east-west and meeting up with Mud Creek along the eastern property boundary, the ditch area is dominated by cottonwood and crack willow.

According to the soil maps reviewed for this assessment, approximately 95% of the soils within this parcel are classified as hydric, which are generally conducive to wetland restoration. The majority of the site is relatively flat with topography ranging from 848 feet above mean sea level to 854 (Appendix A, Figure 1).

3.1.1 Mitigation Development

In order to provide 16.2 acres of mitigation for impacts to the Shaul Parcel, a minimum of 18.6 acres of the Hosely Parcel would be required for the restoration area (Figure 1, Appendix A). Restoration activities would include the disablement of existing drain tiles (following drain tile exploration), creation of ditch/berm system on west property line, maintenance of the existing ditch to facilitate drainage from west and southern portion of Hosely site. Following the drainage modifications, the site would be seeded (seed bed preparation, seeding and raking).

Post construction management of invasive species would likely be required due to the existing vegetation and seed bank of invasive species (reed canary grass, giant ragweed and common buckthorn).



Mapped soils within the proposed restoration area include Montgomery silty clay loam, Palms muck and Wacousta silty clay loam (Appendix B). All of the soils within the proposed restoration area are classified as hydric, which are generally conducive to wetland restoration. The majority of the proposed restoration area is relatively flat with topography ranging from 848 feet above mean sea level to 854.

3.1.2 Mitigation Costs

The largest cost associated with development of this parcel would be the real estate acquisition. As mentioned earlier, a minimum of 18.6 acres of land would be required. The cost per acre of land is \$9,500, for a minimum cost of \$176,700. Additionally, the land owner may not be willing to sell only a portion of this property. Purchasing the entire property would cost approximately \$318,250.

Other related costs of site development include design, pre-construction activities, construction costs and post construction maintenance and monitoring. The design cost would be approximately \$45,000, which would include a detailed hydrologic analysis (including installing several shallow groundwater monitoring wells) and full PS&E. Including the mitigation plan with an associated roadway project could reduce design costs by as much as \$10,000.

Pre-construction costs would include a survey to verify critical elevations in ditches and adjacent properties; the cost for this survey would be approximately \$4,000. Additional costs of groundwater monitoring well installation and data collection has already been included with the design costs, although if broken out, would be approximately \$10,000 (depending on the number of monitoring wells installed). The cost to restore a portion (18.6 acres) of this parcel this parcel would be approximately \$79,000. Post construction maintenance and monitoring (required if the site is utilized as wetland mitigation or wetland enhancement/protection) would cost approximately \$10,000 per year.

3.1.3 Wetland Mitigation Feasibility

A majority of the land within the proposed restoration area appears to be reverting back to wetland naturally, so it is highly likely that once drainage features are removed and the site is seeded with native species the floral diversity would increase along with the quality of the wetland and wildlife habitat. It should be noted that a drain tile map for this parcel has not been obtained and an assumption was made that tiles were installed at the site similar to that of other agricultural fields in the vicinity.

3.1.4 Other Considerations

This site would likely provide adequate mitigation for impacts to the Shaul Parcel. Approximately 18.6 acres would be enhanced/restored to wetland. This site may not be suitable for wetland mitigation because a majority of the parcel appears to be reverting back to wetland already. Additional coordination with WDNR, Corps of Engineer and USDA-NRCS will be required if this site would be utilized as wetland mitigation by WisDOT. Sites being used as



wetland mitigation typically require invasive species management as well as annual site monitoring and reporting (See Table 1).

As mentioned in Section 3.1.2, a detailed hydrologic study would need to be conducted to ensure the restoration of this site would not impact neighboring properties. Potential areas of concern include the Birkrem property to the west and remaining Hosely parcel to the south (portion outside of the restoration area). The conceptual plan proposes extending the ditch along the western boundary and performing maintenance activities such as brush removal, grading and shaping in the ditch the divides the Hosely parcel. These features would be designed in more detail following the hydrologic study and once additional survey information is available.

3.2 Birkrem Parcel

The Birkrem Parcel is a contiguous field made up of two adjacent parcels; the north parcel is 27.9 acres and the southern parcel is 41.2 acres for a total of 69.1 acres. The parcel is located directly adjacent (southwest) to the Shaul Parcel. This parcel is currently being utilized for row cropping and contains several upland wooded areas in the southern portion of this parcel. Several ditches exist along the north, portions of the west and portions of the east property boundary.

According to the soil maps reviewed for this assessment, approximately 95% of the soils within this parcel are classified as hydric. The majority of the site is relatively flat with topography ranging from 848 feet above mean sea level to 854; and up to 868 along the west property boundary (Appendix A, Figure 2).

3.2.1 Mitigation Development

In order to provide 16.2 acres of mitigation for impacts to the Shaul Parcel, a minimum of 18.9 acres of the Birkrem Parcel would be required for the restoration area (Figure 2, Appendix A). Restoration activities would include the disablement of existing drain tiles (following drain tile exploration) and creation of ditch/berm system along the proposed southern restoration boundary. Following the drainage modifications, the site would be seeded (seed bed preparation, seeding and raking).

The proposed restoration area soils are all mapped as Palms muck (Appendix B). All of the soil within the proposed restoration area is classified as hydric soil (which is generally conducive to wetland restoration). The majority of the proposed restoration is relatively flat with topography ranging from 846 feet above mean sea level to 848.

3.2.2 Mitigation Costs

The largest cost associated with development of this parcel would be the real estate acquisition. As mentioned earlier, a minimum of 18.9 acres of land would be required. The cost per acre of land is \$9,500, for a minimum cost of \$179,550. Additionally, the land owner



On-Site Mitigation Assessment Findings Report Project # 3070-00-03 IH 39/90 Corridor March 2013

may not be willing to sell only a portion of this property. Purchasing the entire northern property (27.9 acres; north field only) would cost approximately \$265,050.

Other related costs of site development include design, pre-construction activities, construction costs and post construction maintenance and monitoring. The design cost would be approximately \$45,000 which would include a detailed hydrologic analysis (including installing several shallow groundwater monitoring wells) and full PS&E. Including the mitigation plan with an associated roadway project could reduce the design costs by as much as \$10,000.

Pre-construction costs would include a survey to verify critical elevations in ditches and adjacent properties, the cost for this survey would be approximately \$4,000. Additional costs for groundwater monitoring well installation and data collection has been included in the design costs, although, if broken out, would be approximately \$10,000 (depending on the number of monitoring wells installed). The restoration cost for this parcel would be approximately \$103,000 (for the 18.9 acres). Post construction maintenance and monitoring (required if the site is utilized as wetland mitigation) would cost approximately \$9,000 per year. Maintenance and monitoring would be generally less expensive than the Hosely parcel due to the fact this site is not dominated by invasive species.

3.2.3 Wetland Mitigation Feasibility

This parcel, especially the proposed restoration area, appears to be significantly tiled. Aerial photographs also reveal saturated soils throughout the proposed restoration area (northern third of the parcel). Due to the relatively flat terrain and drained hydric soils, it is likely that once drainage features (drain tiles) are removed and the site is seeded with native species, the site would revert to a wetland and add to the wildlife habitat in the area. It should be noted that a drain tile map for this parcel has not been obtained but the neighbor to the north (Mikkelson) indicated that there are drain tiles throughout this parcel running east-west and north-south.

3.2.4 Other Considerations

This site would likely provide adequate mitigation for impacts to the Shaul Parcel. Approximately 18.9 acres would be restored to wetland. The restored wetland may also qualify for wetland mitigation. Additional coordination with WDNR, Corps of Engineer and USDA-NRCS will be required if this site were to be utilized as wetland mitigation by WisDOT. Sites being used as wetland mitigation typically require invasive species management as well as annual site monitoring and reporting.

As mentioned in Section 3.2.2, a detailed hydrologic study would need to be conducted to ensure the restoration of this site would not impact neighboring properties. Potential areas of concern include the Hosely Parcel to the east, Mikkelson parcel to the west and remaining Birkrem parcel(s) to the south. The conceptual plan proposes to construct a berm along the southern boundary of the restoration area. The exact location and dimensions of the ditch and



associated berm would be designed in more detail following the hydrologic study and once additional survey information is available.

3.3 Mikkelson Parcel

The Mikkelson Parcel consists of a 20.6 acre parcel and 27.7 acre parcel for a total of 48.3 acres and is located directly adjacent (west) to the Shaul Parcel. This parcel is currently being utilized for row cropping (corn in 2012) and contains several ditches to aid in the drainage of this parcel. These ditches are dominated by reed canary grass and other wetland plants such as stinging nettle, elderberry and purple stem angelica.

According to the mapping reviewed for this assessment, approximately 80% of the soils within this parcel are classified as hydric (which is generally conducive to wetland restoration). This site is relatively flat with topography ranging from 844 feet above mean sea level (ditch bottoms) to 850 (Appendix A, Figure 3).

3.3.1 Mitigation Development

In order to provide 16.2 acres of mitigation for impacts to the Shaul Parcel, a minimum of 18.4 acres of the Mikkelson Parcel would be required for the restoration area. This area is relatively flat with topography ranging from 846 feet above mean sea level to 850. Restoration activities would include the disablement of existing drain tiles (following drain tile exploration) and realigning, modifying or maintaining the existing ditches (see Figure 3, Appendix A). Following the drainage modifications, the site would be seeded (seed bed preparation, seeding and raking).

Mapped soils in this proposed restoration area include Houghton Muck, Montgomery silty clay loam, Palms muck and Wacousta silty clay loam (Appendix B). According to the NRCS Official Series Descriptions, Houghton muck typically consists of marsh grasses, sedges, reeds, buttonbush, and cattails; with some water-tolerant trees near the margins of the bogs; Montgomery silty clay loam of herbaceous wetland, mixed with deciduous hardwood trees; and Palms muck of marsh vegetation of grasses, reeds, and sedges; and alder, aspen, willow, and dogwood.

3.3.2 Mitigation Costs

The largest cost associated with development of this parcel would be the real estate acquisition. As mentioned earlier, a minimum of 18.4 acres of land would be required. The cost per acre of land is \$9,500, for a minimum cost of \$175,800. Additionally, the land owner may not be willing to sell a portion of this property. Purchasing the entire property (minus the homestead) would cost approximately \$290,700.

Other related costs of site development include design, pre-construction activities, construction costs and post construction maintenance and monitoring. The design cost would be approximately \$40,000 which would include a hydrologic analysis (including installing several



On-Site Mitigation Assessment Findings Report Project # 3070-00-03 IH 39/90 Corridor March 2013

shallow groundwater monitoring wells) and full PS&E. Including the mitigation plan with an associated roadway project could reduce the costs by as much as \$10,000.

Pre-construction costs would include a survey to verify critical elevations in ditches and adjacent properties, the cost for this survey would be approximately \$4,000. Additional costs of monitoring well installation and monitoring have been included in the design costs, although if broken out, would be approximately \$5,000 (depending on the quantity of monitoring wells installed). The cost to restore this parcel would be approximately \$85,000 (for the 18.4 acres. Post construction maintenance and monitoring (required if the site is utilized as wetland mitigation) would cost approximately \$9,000 per year. Maintenance and monitoring would be generally less expensive than the Hosely parcel due to the fact this site is not dominated by invasive species.

3.3.3 Mitigation Feasibility

This parcel, especially the proposed restoration area, is significantly tiled (according to the tile map provided by the land owner, see tile locations on Figure#3). Aerial photographs also reveal saturated soils throughout the proposed restoration area (northern third of the parcel). Due to the relatively flat terrain and presence of drained hydric soils, it is likely that once drainage features (drain tiles) are removed and the site is seeded with native species the area would revert to a wetland and contribute to the wildlife habitat in the area.

3.3.4 Other Considerations

This site would likely provide adequate mitigation for impacts to the Shaul Parcel. Approximately 18.4 acres would be restored to wetland. The restoration may also qualify for wetland mitigation. Additional coordination with WDNR, Corps of Engineer and USDA-NRCS would be required if this site were to be utilized as wetland mitigation by WisDOT. Sites being used as wetland mitigation typically require invasive species management as well as annual site monitoring and reporting.

As mentioned in Section 3.3.2, a hydrologic study would need to be conducted to ensure the restoration of this site would not impact other adjacent Mikkelson Parcels. Potential areas of concern include the remaining Mikkelson parcel to the north and west and Mikkelson parcel to the west. The conceptual plan proposes to realign, modify or maintain the existing ditches on, and adjacent to the site. The exact location of any ditch modifications would be determined following the hydrologic study and once additional survey information is available.

4.0 CONCLUSION

This report summarizes the findings of the On-Site Mitigation Assessment completed for the three potential mitigation parcels (Hosely, Birkrem and Mikkelson). Details such as feasibility of restoring the required wetland/upland acreage, parcel size, topography, mapped soils, wetland status, existing drainage features, feasibility of construction, cost of required real-estate, likelihood of restoration success, and cost of construction and post construction activities were



examined. The results of the assessment are included in the parcel descriptions above and are summarized in Table 1, Appendix D, On-Site Mitigation Assessment Matrix.

Results of this investigation show that all of the potential mitigation parcels would likely provide suitable mitigation for impacts to the Shaul Parcel; however, when factors such as cost of design, potential risk of impacting neighboring parcels and future management costs are considered, the Mikkelson and Hosely Parcels appear to be the most economical choices at about \$350,000 and \$355,000 respectively; these costs include parcel acquisition, design, construction (restoration) and post construction activities. When factors such as success potential and risk/potential of drainage issues are considered, the Mikkelson Parcel is slightly less of a risk to develop than the Hosely Parcel.

When variables such as wetland mitigation potential are factored in, the Mikkelson and Birkrem Parcels appear to be the most economical choices; however, when the risk of potential drainage issues is considered, the Mikkelson Parcel is slightly less risk to develop than the Birkrem Parcel. Due to the fact that Hosely Parcel contains large areas of existing wetland, this site may not be suitable for wetland mitigation.

This analysis was based on data collected during the on-site mitigation assessment and made assumptions with regards to the purchase cost per acre and amount of land required for each parcel development. Once negotiations with land owners is underway, additional comparisons and analysis may be required to determine which parcel is the most economical and best fit to provide mitigation for impacts to the Shaul parcel.



8

5.0 REFERENCES

Gleason, H.A. and Cronquist, A. 1963. Manual of Vascular Plants of Northeastern United States and Adjacent Canada. D. Van Nostrand Company, New York. 810pp.Martin, Lawrence. 1965.

Natural Resource Conservation Service 2012. *Official Soil Series Description.* http://www.soils.usda.gov/technical/classification/osd/index.html. last accessed October 2012.

State of Wisconsin –NWPL Final Draft Ratings 2012, U.S. Army Corps of Engineers, Cold Regions Research and Engineering Laboratory (CRREL).

The Physical Geology of Wisconsin. The University of Wisconsin Press, Madison, Wisconsin. 608 pp.

U.S. Department of Agriculture Natural Resources Conservation Service (NRCS). 2012. *Hydric Soils of the United States* (list).

U.S. Department of Agriculture Natural Resources Conservation Service (2012). National Cooperative Soil Survey: Web Soil Survey of portions section 27, 28, 33 and 34 of the Township of Deerfield (T7N-R12E); Dane County, Wisconsin at: http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Wisconsin Department of Natural Resources (WDNR). 2010. Wisconsin Wetlands Inventory, section 27, 28, 33 and 34 of the Township of Deerfield (T7N-R12E) Dane County, Wisconsin; available on line at: <u>http://dnrmaps.wisconsin.gov/imf/imf.jsp?site=SurfaceWaterViewer</u>



APPENDIX A FIGURES

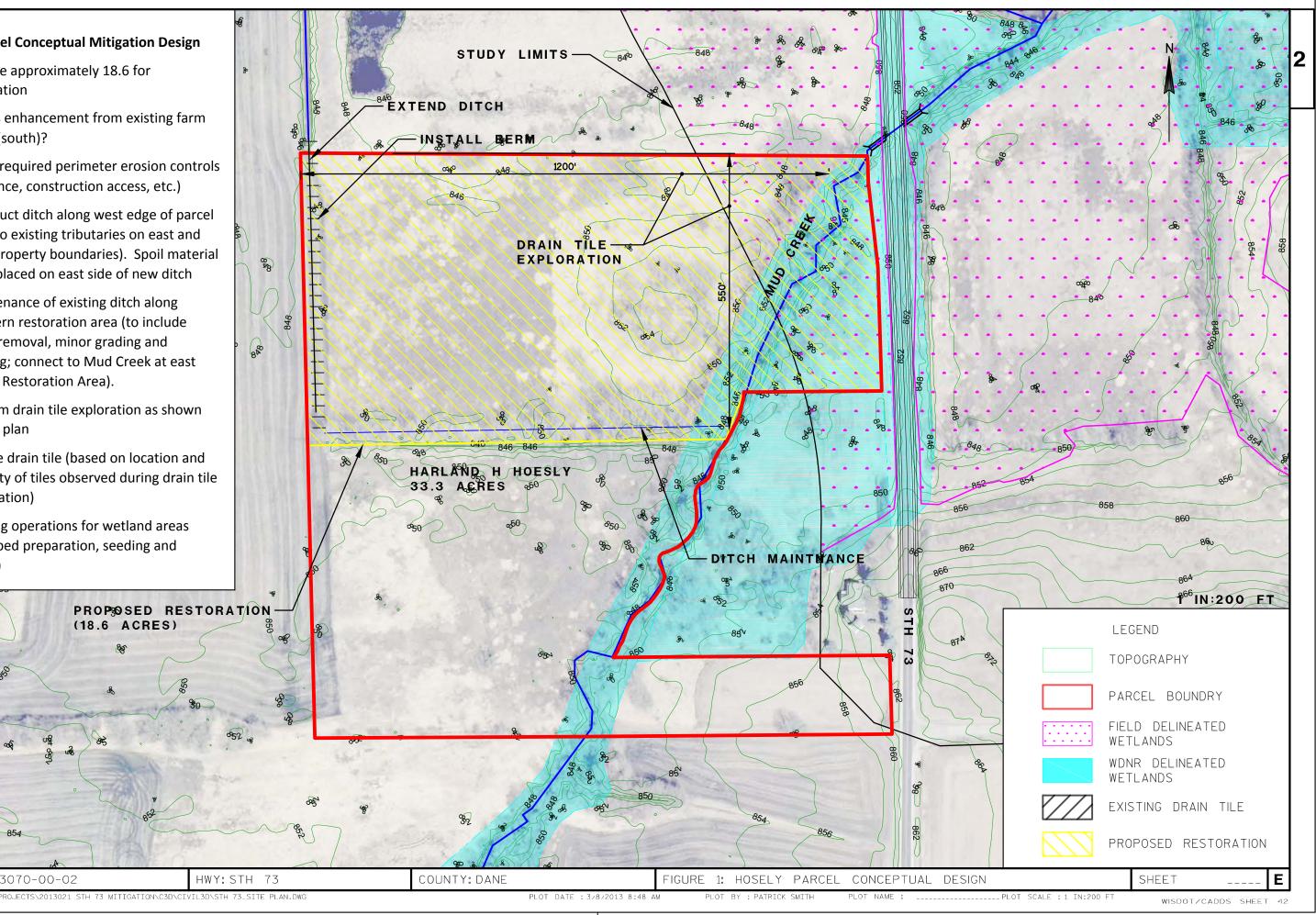
Hosely Parcel Conceptual Mitigation Design

• Acquire approximately 18.6 for restoration

2

- Access enhancement from existing farm roads (south)?
- Install required perimeter erosion controls (silt fence, construction access, etc.)
- Construct ditch along west edge of parcel (tie into existing tributaries on east and west property boundaries). Spoil material to be placed on east side of new ditch
- Maintenance of existing ditch along southern restoration area (to include brush removal, minor grading and shaping; connect to Mud Creek at east end of Restoration Area).
- Perform drain tile exploration as shown on the plan
- Disable drain tile (based on location and quantity of tiles observed during drain tile exploration)
- Seeding operations for wetland areas (seed bed preparation, seeding and raking)





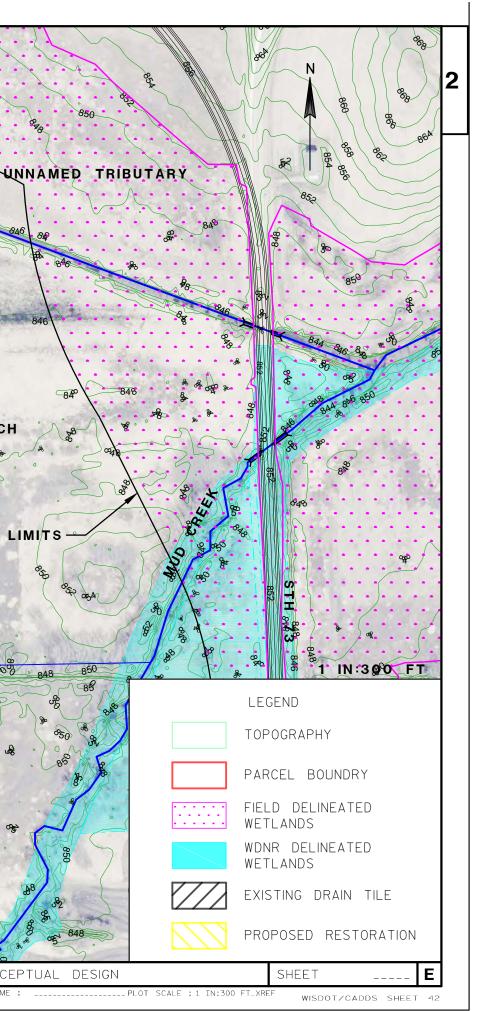
2 DRAIN TILE 1340' PROPOSED RESTORATION-UNNAMED TRIBUTARY DOLLIE R BIRKREM 27.9 ÁCRES CREATE DITCH DITCH STUDY LIMITS **Birkrem Parcel Conceptual Mitigation Design** • Acquire approximately 18.9 for restoration • Access enhancement from existing farm roads? • Install required perimeter erosion controls (silt DOLLIE R BIRKREM fence, construction access, etc.) 41.2 ACRES • Construct ditch along south end of parcel (tie into existing tributaries on east and west property 84 boundaries). Spoil material to be placed on north side of ditch • Perform drain tile exploration as shown on the plan • Disable drain tile (based on location and quantity of tiles observed during drain tile exploration) • Seeding operations for wetland areas (seed bed preparation, seeding and raking) HWY:STH 73 COUNTY: DANE BIRKREM PARCEL PROJECT NO: 3070-00-02 FIGURE 2: CONCEPTUAL

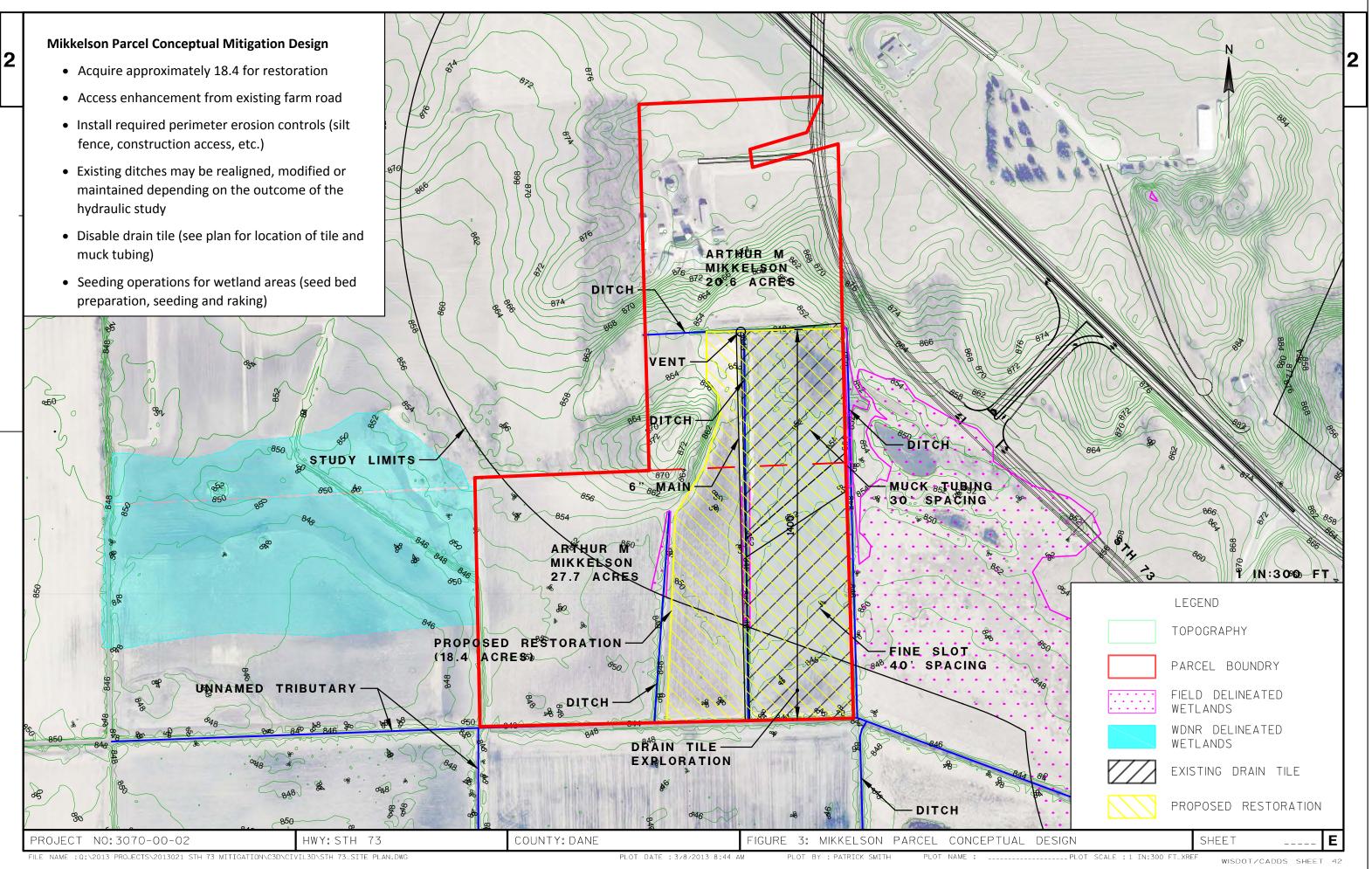
Project 3070-00-03

PROJECTS\2013021 STH 73 MITIGATION\C3D\CIVIL3D\STH 73_SITE PLAN.DWG

PLOT BY : PATRICK SMITH PLOT NAME :

PLOT DATE : 3/8/2013 8:46 AM





Project 3070-00-03

APPENDIX B

SOIL DESCRIPTIONS

Custom Soil Resource Report Soil Map



	MAP L	EGEND		MAP INFORMATION
Area of Inter	rest (AOI)	a	Very Stony Spot	Map Scale: 1:3,730 if printed on A size (8.5" × 11") sheet.
Soils	Area of Interest (AOI)	¥	Wet Spot	The soil surveys that comprise your AOI were mapped at 1:15,840.
	Soil Map Units	•	Other	
Special Po	pint Features	Special	Line Features Gully	Warning: Soil Map may not be valid at this scale.
•	Blowout		Short Steep Slope	Enlargement of maps beyond the scale of mapping can cause
\boxtimes	Borrow Pit	~~	Other	misunderstanding of the detail of mapping and accuracy of soil line
*	Clay Spot	Political F		placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.
•	Closed Depression		Cities	
×	Gravel Pit	Water Fea	tures	Please rely on the bar scale on each map sheet for accurate map
۸. ^۱	Gravelly Spot	\sim	Streams and Canals	measurements.
۵	Landfill	Transport	ation	Source of Map: Natural Resources Conservation Service
٨	Lava Flow	+++	Rails	Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov Coordinate System: UTM Zone 16N NAD83
علد	Marsh or swamp	~	Interstate Highways	
8	Mine or Quarry	\sim	US Routes	This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.
0	Miscellaneous Water	~~	Major Roads	
۲	Perennial Water	\sim	Local Roads	Soil Survey Area: Dane County, Wisconsin Survey Area Data: Version 10, Jun 26, 2012
~	Rock Outcrop			Survey Area Data. Version 10, Juli 20, 2012
+	Saline Spot			Date(s) aerial images were photographed: 6/23/2005
	Sandy Spot			The orthophoto or other base map on which the soil lines were
=	Severely Eroded Spot			compiled and digitized probably differs from the background
\$	Sinkhole			imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.
3	Slide or Slip			
ø	Sodic Spot			
3	Spoil Area			
٥	Stony Spot			

Dane County, Wisconsin (WI025)						
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI			
BoC2	Boyer sandy loam, 6 to 12 percent slopes, eroded	4.3	8.7%			
BoD2	Boyer sandy loam, 12 to 20 percent slopes, eroded	1.3	2.7%			
DsB	Dresden silt loam, 2 to 6 percent slopes	0.8	1.7%			
DsC2	Dresden silt loam, 6 to 12 percent slopes, eroded	0.3	0.7%			
НаА	Hayfield silt loam, 0 to 3 percent slopes	0.8	1.7%			
Но	Houghton muck	13.2	26.8%			
КеВ	Kegonsa silt loam, 2 to 6 percent slopes	5.7	11.5%			
Мс	Marshan silt loam	1.3	2.6%			
МоА	Montgomery silty clay loam, 0 to 3 percent slopes	9.8	19.8%			
Os	Orion silt loam, wet	1.2	2.4%			
Ра	Palms muck	9.1	18.4%			
Wa	Wacousta silty clay loam	1.5	2.9%			
Totals for Area of Interes	st	49.3	100.0%			

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally

Custom Soil Resource Report Soil Map



	MAP LEGEND		MAP INFORMATION
Area of Interest (A	AOI) 🔿	Very Stony Spot	Map Scale: 1:3,700 if printed on A size (8.5" × 11") sheet.
Area o Soils	of Interest (AOI)	Wet Spot	The soil surveys that comprise your AOI were mapped at 1:15,840.
	lap Units	Other	
Special Point Fe		Line Features Gully	Warning: Soil Map may not be valid at this scale.
U Blowo	ut 👘	Short Steep Slope	Enlargement of maps beyond the scale of mapping can cause
Borrov	w Pit	Other	misunderstanding of the detail of mapping and accuracy of soil line
💥 Clay S			placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.
Closed	d Depression	Cities	
🗙 Grave	l Pit Water Fea	itures	Please rely on the bar scale on each map sheet for accurate map
. Grave	Ily Spot 🛛 📈	Streams and Canals	measurements.
🛆 Landfi	II Transport	ation	Source of Map: Natural Resources Conservation Service
∧ Lava F	Flow +++	Rails	Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov Coordinate System: UTM Zone 16N NAD83
<u>مان</u> Marsh	i or swamp 🛛 😽	Interstate Highways	
🙊 Mine d	or Quarry 🔨 📈	US Routes	This product is generated from the USDA-NRCS certified data as of the version data(a) listed below.
Miscel	llaneous Water	Major Roads	the version date(s) listed below.
Pereni	nial Water	Local Roads	Soil Survey Area: Dane County, Wisconsin
V Rock (Outcrop		Survey Area Data: Version 10, Jun 26, 2012
+ Saline	Spot		Date(s) aerial images were photographed: 6/23/2005
Sandy	/ Spot		The orthophoto or other base map on which the soil lines were
😑 Severe	ely Eroded Spot		compiled and digitized probably differs from the background
Sinkho	ole		imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.
Slide of	or Slip		
ø Sodic	Spot		
🖀 Spoil A	Area		
Stony	Spot		

Dane County, Wisconsin (WI025)					
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI		
DrD2	Dresden loam, 12 to 20 percent slopes, eroded	0.9	1.3%		
DsB	Dresden silt loam, 2 to 6 percent slopes	1.5	2.1%		
DsC2	2 Dresden silt loam, 6 to 12 percent slopes, eroded		1.3%		
НаА	Hayfield silt loam, 0 to 3 percent slopes	2.4	3.4%		
МоА	Montgomery silty clay loam, 0 to 3 percent slopes	4.1	6.0%		
Ра	Palms muck	34.7	50.5%		
Wa	Wacousta silty clay loam	24.3	35.3%		
Totals for Area of Interes	st	68.7	100.0%		

Map Unit Legend

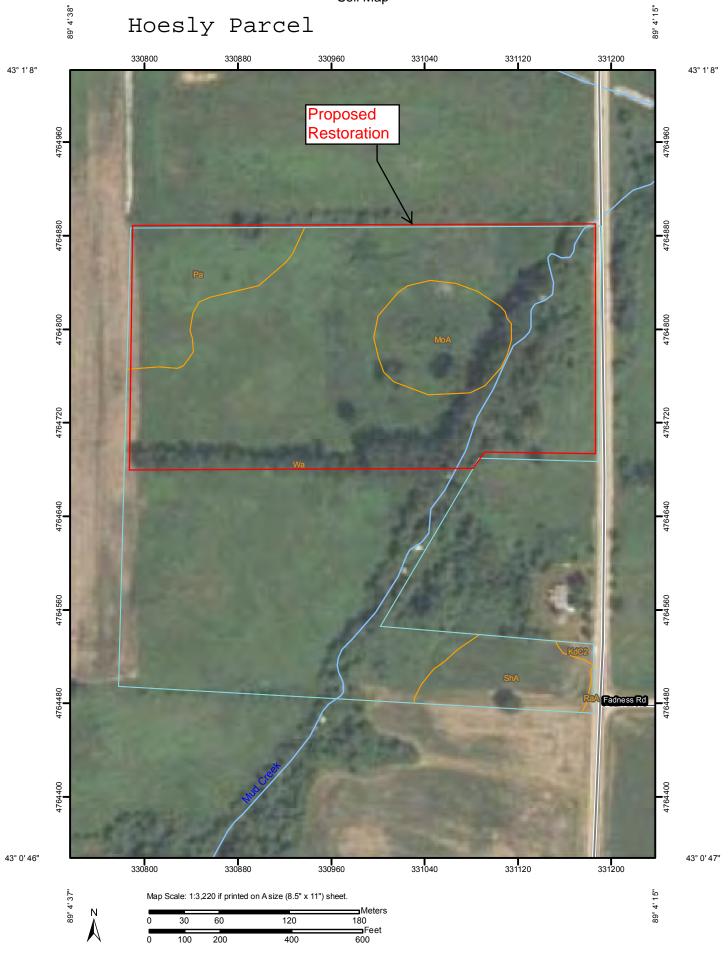
Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

Custom Soil Resource Report Soil Map



MAPI	EGEND	MAP INFORMATION
Area of Interest (AOI)	Very Stor Very Sto	y Spot Map Scale: 1:3,220 if printed on A size (8.5" × 11") sheet.
Area of Interest (AOI)	Wet Spot	The soil surveys that comprise your AOI were mapped at 1:15,840.
Soil Map Units	▲ Other	
Special Point Features	Special Line Featu	es Warning: Soil Map may not be valid at this scale.
• Blowout	Short Ste	Enlargement of maps beyond the scale of mapping can cause
Borrow Pit	Other	misunderstanding of the detail of mapping and accuracy of soil line
💥 Clay Spot	Political Features	placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.
Closed Depression	Cities	
🗙 Gravel Pit	Water Features	Please rely on the bar scale on each map sheet for accurate map
Gravelly Spot		nd Canals measurements.
💩 Landfill	Transportation	Source of Map: Natural Resources Conservation Service
人 Lava Flow	+++ Rails	Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov Coordinate System: UTM Zone 16N NAD83
Marsh or swamp	Interstate	Highways
🛠 Mine or Quarry	NS Route	· · · · · · · · · · · · · · · · · · ·
Miscellaneous Water	Major Ro	ds the version date(s) listed below.
Perennial Water	Local Roa	ds Soil Survey Area: Dane County, Wisconsin Survey Area Data: Version 10, Jun 26, 2012
Rock Outcrop		Survey Area Data. Version 10, Juli 20, 2012
+ Saline Spot		Date(s) aerial images were photographed: 6/23/2005
Sandy Spot		The orthophoto or other base map on which the soil lines were
Severely Eroded Spot		compiled and digitized probably differs from the background
Sinkhole		imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.
Slide or Slip		
ø Sodic Spot		
🛎 Spoil Area		
Stony Spot		

Dane County, Wisconsin (WI025)					
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI		
KdC2	Kidder loam, 6 to 12 percent slopes, eroded	0.1	0.3%		
МоА	Montgomery silty clay loam, 0 to 3 percent slopes	2.2	6.4%		
Ра	Palms muck	2.7	7.7%		
RaA	Radford silt loam, 0 to 3 percent slopes	0.0	0.1%		
ShA	Salter sandy loam, wet variant, 0 to 3 percent slopes	1.8	5.3%		
Wa	Wacousta silty clay loam	28.2	80.3%		
Totals for Area of Interes	st	35.2	100.0%		

Map Unit Legend

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic classes rarely, if ever, can be mapped without including areas of other taxonomic classes for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

APPENDIX C

DETAILED CONSTUCTION COST ESTIMATES

ESTIMATE OF QUANTITIES

Hosely Parcel Wetland Mitigation (18.6 Acres) 3070-00-02 STH 73 IH 39/90

Dane County

#	Item Description	Quantity	Units	Unit Cost	Total Cost	Category
1	Excavation Common (Ditch Extension)	600	CY	\$5.00	\$3,000.00	0010
2	Drain tile Exploration	1,800	LF	\$1.50	\$2,700.00	0010
3	Mobilization	1	LS	\$10,000.00	\$10,000.00	0010
4	Salvaged Topsoil	1,500	SY	\$1.00	\$1,500.00	0010
5	Silt Fence	3,600	LF	\$1.50	\$5,400.00	0010
6	Silt Fence Maintenance	360	LF	\$0.10	\$36.00	0010
7	Mobilizations Erosion Control	1	EACH	\$250.00	\$250.00	0010
8	Mobilizations Emergency Erosion Control	1	EACH	\$500.00	\$500.00	0010
9	Access Road Improvements	1	LS	\$1,500.00	\$1,500.00	0010
10	Existing Ditch Maintenance	850	LF	\$2.55	\$2,167.50	0010
11	Tracking Pads	1	EACH	\$1,100.00	\$1,100.00	0010
12	Traffic Control	1	EACH	\$2,500	\$2,500.00	0010
13	Seed Bed Preparation	15	ACRE	\$200.00	\$2,960.00	0010
14	Seeding	15	ACRE	\$300.00	\$4,440.00	0010
15	Seed Mix Special	178	LB	\$150.00	\$26,700.00	0010
16	Drain tile Disablement	5,000	LF	\$2.50	\$12,500.00	0010
17	17Construction Staking Seeding and Planting Zones1		LS	\$2,000	\$2,000.00	0010
	Category 0010 Subtotal =					

ESTIMATE OF QUANTITIES

Birkem Parcel Wetland Mitigation (18.9 Acres)

3070-00-02 STH 73

IH 39/90

Dane County

#	Item Description	Quantity	Units	Unit Cost	Total Cost	Category
1	Excavation Common	2,800	CY	\$5.00	\$14,000.00	0010
2	Draintile Exploration	1,950	LF	\$1.50	\$2,925.00	0010
3	Mobilization	1	LS	\$10,000.00	\$10,000.00	0010
4	Silt Fence	3,800	LF	\$1.50	\$5,700.00	0010
5	Silt Fence Maintenance	380	LF	\$0.10	\$38.00	0010
6	Mobilizations Erosion Control	1	EACH	\$250.00	\$250.00	0010
7	Mobilizations Emergency Erosion Control	1	EACH	\$500.00	\$500.00	0010
8	Tracking Pads	1	EACH	\$1,000.00	\$1,000.00	0010
9	Traffic Control	1	EACH	\$1,500	\$1,500.00	0010
10	Access Road Enhancement	1	EACH	\$3,500	\$3,500.00	0010
11	Seed Bed Preparation	18	ACRE	\$175.00	\$3,150.00	0010
12	Seeding	18	ACRE	\$300.00	\$5,400.00	0010
13	Seed Mix Special	216	LB	\$175.00	\$37,800.00	0010
14	Draintile Disablement	6,000	LF	\$2.50	\$15,000.00	0010
15	Construction Staking Seeding and Planting Zones	1	LS	\$2,500	\$2,500.00	0010
		Category 0010 Subtotal =			\$103,263.00	

ESTIMATE OF QUANTITIES

Mikkelson Parcel Wetland Mitigation (18.4 Acres)

3070-00-02 STH 73

IH 39/90

11 39/90

Dane County

#	Item Description	Quantity	Quantity Units Unit Co		Total Cost	Category
1	Excavation Common	2,200	CY	\$5.00	\$11,000.00	0010
2	Draintile Exploration	1,500	LF	\$1.50	\$2,250.00	0010
3	Mobilization	1	LS	\$7,500.00	\$7 <i>,</i> 500.00	0010
4	Silt Fence	3,400	LF	\$1.50	\$5,100.00	0010
5	Silt Fence Maintenance	340	LF	\$0.10	\$34.00	0010
6	Mobilizations Erosion Control	1	EACH	\$250.00	\$250.00	0010
7	Mobilizations Emergency Erosion Control	1	EACH	\$500.00	\$500.00	0010
8	Tracking Pads	1	EACH	\$1,000.00	\$1,000.00	0010
9	Traffic Control	1	EACH	\$1,500	\$1,500.00	0010
10	Seed Bed Preparation	18	ACRE	\$175.00	\$3,150.00	0010
11	Seeding	18	ACRE	\$300.00	\$5,400.00	0010
12	Seed Mix Special	216	LB	\$175.00	\$37,800.00	0010
13	Draintile Disablement	6,000	LF	\$1.25	\$7,500.00	0010
14	14 Construction Staking Seeding and Planting Zones		LS	\$2,000	\$2,000.00	0010
		Category 0010 Subtotal =			\$84,984.00	

APPENDIX D: MITIGATION PARCEL MATRIX

Post Post Approximate Hydric Consturction Construction Consturction Drainage Wetland Parcel Acquisition Acres Required Soils **Design Cost** Monitoring Additional Information Required Es Parcel Topography Features Status Cost Cost Management Costs (5 (minimum) Present Costs (5 years) years)** Hydrologic Study (Install 2-3 shallow Tiles (fields groundwater monitoring wells, data Significant tiles, map not collection and hydrologic analysis to Wetlands 18.6 available at 848-854 \$176,700 \$45,000 \$79,000 \$35,000 \$15,000 Hosely Yes assess potential issues due to site Throughout this time) development); associated costs Site and ditches included in design budget. Cost for Topographic Survey \$4,000. Additional details with regards to the type and location of drain tiles. Tiles (fields Hydrologic Study (Install 2-3 shallow tiles, map not Prior groundwater monitoring wells, data Birkrem 18.9 available at 846-848 \$179,550 \$45,000 \$103,000 \$35,000 \$10,000 collection and hydrologic analysis to Yes Converted Wetland assess potential issues due to site this time) and ditches development); associated costs included in design budget. Cost for Topographic Survey \$4,000. Drain tile mapping for west field, Tiles (tile hydrologic study to assess potential map Prior issues from site development (tile Mikkelson 18.4 Yes provided by Converted 846-850 \$175,800 \$40,000 \$85,000 \$35,000 \$10,000 breaking/ditch filling); associated costs Wetland land owner) included in design budget. Cost for and ditches Topographic Survey \$4,000.

Table 1. On-Site Mitigation Assessment Matrix

* Assumes minimal parcel acquisition

** If site is also utilized for wetland mitigation; level B monitoring assumed, 5 year monitoring duration

Total Estimated Cost	Risk/Potential Drainage Issues	Success Potential	Future Considerations
\$354,700	Medium; potential drainage issues for neighboring parcels	Medium	Management of invasive species would require significant efforts and Maintenance of shared drainage features
\$376,550	Medium; potential drainage issues for neighboring parcels	Medium	Maintenance of shared drainage features
\$349,800	Low; site is surrounded by existing ditches	High	Maintenance of shared drainage features

APPENDIX G – Village of Deerfield Letter

VILLAGE OF DEERFIELD SUPPORT FOR PREFERRED ALTERNTIVE 4A

From: Patrick Vander Sanden [mailto:patrickv@deerfieldwi.com] Sent: Tuesday, January 29, 2013 2:17 PM To: Pringle, Craig - DOT Subject: RE: 73/12 & 18

Thanks Craig. In any case, this will be a great improvement to that area for the Village.

Patrick B. Vander Sanden

Village Administrator

Deerfield, WI

(608) 764-5404

From: Pringle, Craig - DOT [mailto:Craig.Pringle@dot.wi.gov]
Sent: Tuesday, January 29, 2013 9:20 AM
To: Patrick Vander Sanden
Cc: DOT I39 Project; 'Darren Fortney'
Subject: RE: 73/12 & 18

Hey there

You were correct that the meeting focused on the area south of Fadness. The only display we showed on the 12 area was what I have attached to this email. You will notice that US 12 now goes over STH73. That is a change from the last time you probably saw this exhibit. It works much better for roadway grades and the amount of earthwork to have STH 73 go beneath US 12. We expect to have PIMs related to this specific area later this year.

This is the alternative we are moving forward with, but we are still trying to work out how to vacate the easement on the Shaul property to the west of the south leg of STH 73. If we cannot reach agreement with the USDA allowing us access to that parcel, we will need to go with the other alternative that has STH 73 crossing 12 near the existing south leg intersection and coming north of 12 to match back into the north leg of 73. The process is proving to be a difficult and time consuming one. In order to get the NRCS to approve vacating the easement, we need to provide replacement land that is adjacent to the existing easement. There are three property owners who own land next to the easement. And it must be a voluntary sale – we do not condemn for mitigation lands. So it is proving to be a difficult process.

The timeline for any construction done from Fadness north is at best case starting in late summer/early fall of 2014 and finishing up in 2015, but it is quite realistic at this point that it may not start until spring of 2015.

I would say the response to improvements in Deerfield from the DOT would be no. I think DOT's response would be to say that since we are officially directing traffic back to 12 and not through Deerfield during interstate construction, we are not directly affecting your community

with additional traffic. The reality is probably closer to what you're worried about. I assume there will be a certain percentage of people that, during construction and after, will realize that 73 is a good 'shortcut' to between I-39 and I-94 or US 151. That said, I will bring up your request and concerns and get an official response. I am not high enough on the ladder to give you an official response! ⁽ⁱ⁾

Have a good day!

Craig

From: Patrick Vander Sanden [mailto:patrickv@deerfieldwi.com] Sent: Monday, January 28, 2013 11:17 AM To: Pringle, Craig - DOT Subject: 73/12 & 18

Hi Craig,

I missed the DOT meeting in Christiana last week. I heard that there may be some final consensus on the interchange? To be honest, I thought the meeting was going to focus on the project south from Fadness, so that's why I didn't show.

If you have any updates on this, I would appreciate it.

Also, I have a question/thought for DOT on this project. I wonder whether the DOT would consider assisting with some upgrades to our downtown as a result of this project. Considering that 73 will become a detour during the Interstate 90/39 project, we would expect a greater amount of traffic, especially truck traffic. Hwy 73 through Deerfield has some shortcomings – what I am thinking is whether there could be assistance with our sidewalks/intersections/visibility issues. For the two-block section of the downtown, there is difficulty seeing oncoming traffic when trying to enter 73. Over the years, our engineers have suggested corner bump-outs, so that vehicles and pedestrians can move out closer to the street to see oncoming traffic. I just throw that out for consideration.

Let me know for sure about my first question on the interchange. Not sure if you can answer anything on our downtown.

Thanks.

Patrick

Patrick B. Vander Sanden

Village Administrator

Deerfield, WI

(608) 764-5404

APPENDIX H – Agricultural Impact Statement (AIS)



State of Wisconsin Governor Scott Walker

Department of Agriculture, Trade and Consumer Protection Ben Brancel, Secretary

November 27, 2013

Mr. Craig Pringle, P.E. WisDOT Project Manage Southwest Region 2101 Wright Street Madison, WI 53704

Re: STH 73 and USH 12/13 Intersection WisDOT ID#: 3070-00-03/05/06 Wetland Mitigation

Dear Mr. Pringle

In response to your October 1, 2013 letter, the Wisconsin Department of Agriculture, Trade and Consumer Protection has no comment on WisDOT's proposal to acquire the 33.3-acre Hoesly parcel for wetland mitigation. An Agricultural Impact Statement would not be required for this acquisition.

It is DATCP's understanding that WisDOT cannot condemn property for wetland mitigation. According to an October 17, 1994 letter from Jon B. Novick of WisDOT to Peter Nauth of DATCP, "The Wisconsin Department of Transportation (WisDOT) <u>cannot</u> and does not exercise the powers of eminent domain when acquiring land for wetland mitigation banks." Since there would not be any actual or potential use of eminent domain, the statute governing when Agricultural Impact Statements are prepared, §32.035, would not be triggered.

Please contact me at (608)224-46464 or alice.halpin@wisconsin.gov if you have any questions.

Sincerely,

alice Hapin

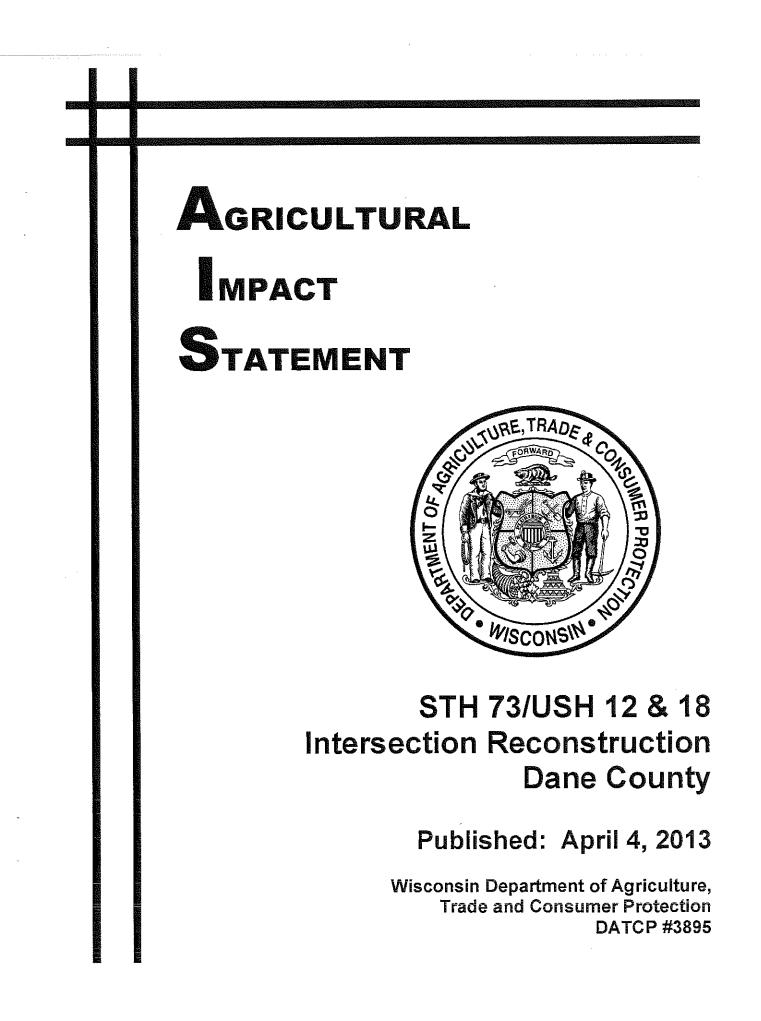
Alice Halpin Agricultural Impact Analyst

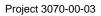
cc: Darren Fortney, AICP, SEH Nate Day, AICP, SEH

Agriculture generates \$59 billion for Wisconsin

2811 Agriculture Drive • PO Box 8911 • Madison, WI 53708-8911 • 608-224-5012 • Wisconsin.gov

An equal opportunity employer





Agricultural Impact Statement

Wisconsin Department of Agriculture, —Trade and Consumer Protection —

Ben Brancel, Secretary

John Petty, Administrator Division of Agricultural Resource Management

Kathy F. Pielsticker, Director Bureau of Land and Water Resources

Sara Walling, Chief Resource Planning and Water Quality Section

Peter Nauth, Author

AGRICULTURAL IMPACT STATEMENT

STH 73/US 12/18 Intersection Reconstruction Fadness Road to London Road Dane County Wisconsin Department of Transportation Project ID#: 3070-00-03

I. INTRODUCTION

The Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) has prepared this agricultural impact statement (AIS) in accordance with §32.035, *Wisconsin Statutes*. The AIS is an informational and advisory document that describes and analyzes the potential effects of the project on farm operations and agricultural resources, but cannot stop a project.

The DATCP is required to prepare an AIS when the actual or potential exercise of eminent domain powers involves an acquisition of interest in more than 5 acres of land from any farm operation¹. The DATCP may choose to prepare an AIS if an acquisition of 5 or fewer acres will have a significant impact on a farm operation. Significant impacts could include the acquisition of buildings, the acquisition of land used to grow high-value crops, or the severance of land. The DATCP should be notified of such projects regardless of whether the proposing agency intends to use its condemnation authority in the acquisition of project lands. The proposing agency may not negotiate with or make a jurisdictional offer to a landowner until 30 days after the AIS is published.

The DATCP is not involved in determining whether or not eminent domain powers will be used or the amount of compensation to be paid for the acquisition of any property. The AIS reflects the general objectives of the DATCP in its recognition of the importance of conserving important agricultural resources and maintaining a healthy rural economy.

Sources of information used to prepare this statement include the *Wisconsin 2012 Agricultural Statistics* and other yearly issues; the 2007 *Census of Agriculture*; the *Soil Survey of Dane County*; Short Elliot Hendrickson, the consulting firm for this project; the Wisconsin Department of Transportation (WisDOT); and the owners and operators of the affected farmland.

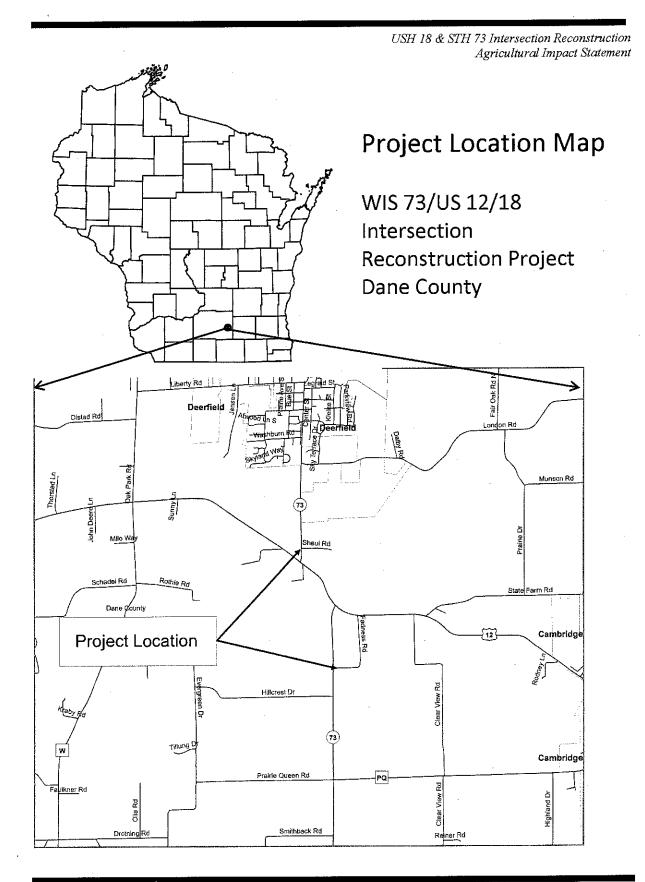
II. DESCRIPTION OF THE PROJECT

The proposed project is located in Dane County in South-Central Wisconsin along State Trunk Highway (STH) 73 at the US Highway (USH) 12/18 intersections in the towns of Christiana and Deerfield. The project begins at Fadness Road and continues north to London Road. The project is approximately 2.7 miles in length. (See Project Location Map on following page.)

Preferred Alternative

The Preferred Alternative (4A) would realign the south leg of STH 73 to the west to create a continuous route for STH 73 to the north. A bridge would be constructed on US 12/18 over

¹The term *farm operation* includes all owned and rented parcels of land; buildings and equipment; livestock; and personnel used by an individual, partnership, or corporation under single management to produce agricultural commodities.



Department of Agriculture, Trade and Consumer Protection Page 2

205

the new alignment. Jug-handle type ramps will connect all turning movements between STH 73 and USH 12/18 to eliminate left turning movements on US 12/18. Approximately 2.7 miles of new roadway will be constructed, about 1.3 miles on USH 12/18 and 1.4 miles on STH 73.

The Preferred Alternative (4A) would require the fee-simple acquisition of a total of about 33.3 acres of new right-of-way and 16.2 acres of easement. This total includes the acquisition of 11.71 acres of farmland from five farmland owners.

The largest acquisition of farmland is 7.7 acres from the Arthur and Alyce Mikkelson parcels. The Preferred Alternative would also require the acquisition of 2.37 acres from Berthold Riege from parcels located on each side of USH 12/18. Three other farm parcels totaling 1.64 acres would also be acquired for construction of this project.

In addition, the Preferred Alternative would require the acquisition of 16.2 acres from the Donald and Joan Shaul Living Trust parcel for highway right-of-way. Because this property is enrolled in the Wetland Reserve Program, the WisDOT is required by the Natural Resource Conservation Service (NRCS) to mitigate or replace this acreage.

Mitigation Options for Preferred Alternative

WisDOT is considering three parcels to mitigate for the loss of the 16.2 acres enrolled in the Wetland Reserve Program. These parcels can only be acquired on a willingseller basis. Portions of the following parcels are being considered for mitigation: The Mikkelson Parcel is approximately 48.3 acres and is located directly west of the Shaul Parcel. This parcel is currently being utilized for row cropping. Drainage improvements have been recently installed on this parcel. These will need to be removed if this parcel is selected for wetland mitigation.

The Mikkelsons are concerned that the removal of the drainage tile will result in additional water impacting their only access to their remaining fields south of the project.

The Birkrem Parcel is approximately 69.1 acres and is located directly southwest of the Shaul Parcel. This parcel is currently being utilized for row cropping and contains several upland wooded areas in the southern portion of this parcel.

The Hosely Parcel is approximately 33.3 acres and is located directly south of the Shaul Parcel. This parcel appears to have been occasionally cropped during the past 12 years.

Alternatives to Preferred Alternative

In addition to the "No Build" Alternative, WisDOT initially reviewed seven build alternatives for the proposed realignment of the intersection. The "No-Build" Alternative was not selected because it would not correct the geometric deficiencies as a result of the updated design standards.

Two build alternatives Alternative 4A (Preferred) and a back-up alternative (Alternative 2B) were carried forward for further evaluation.

Alternative 2B was developed in July 2012 as an avoidance alternative of the USDA Wetlands Reserve Program easement on the

```
Department of Agriculture, Trade and Consumer Protection
Page 3
```

Shaul property. This alternative is being carried forward as an alternate to the Preferred Alternative in the event the project cannot use the USDA easement for roadway improvements.

Existing Highway

The existing highway is a rural two-lane minor arterial roadway with offset/staggered intersections at USH 12/18. Vehicles traveling north/south on STH 73 must access US 12/18 and travel east/west for approximately 0.5 miles before continuing on STH 73. The existing right of way along this section of STH 73 varies from 33 feet to 75 feet. The section of roadway that STH 73 shares with USH 12/18 varies from 90 feet to 225 feet.

Project Need

WisDOT has stated that the purpose of the project is to provide a facility that is safe and meets operational needs, as a minor arterial and an alternate route for Interstate Highway 39/90. Two needs have been identified that must be addressed so that this purpose can be achieved: correct roadway deficiencies and improve intersection safety.

III. AGRICULTURAL SETTING

Agriculture's contribution to the Dane County² economy is significant according to a 2011 report prepared by the University of Wisconsin-Extension, Researchers estimated that agriculture provides jobs for 16,767 people in Dane County, which represent 4.4 percent of the county's 385,526-member workforce. Agriculture accounts for \$3.45 billion in business sales or almost 7 percent of Dane County's total business sales. Every dollar of sales from agricultural products generates an additional \$0.48 of business sales in other parts of Dane County's economy. Agriculture also contributes \$1.2 billion to county income, about 4.2 percent of Dane County's total income. Dane County agriculture pays \$117 million in taxes. This does not include property taxes for local school districts.

Agricultural Productivity

In 2011, Dane County ranked first out of Wisconsin's 72 counties in the production of corn for grain, second in soybeans, fourth in alfalfa hay and in winter wheat, fifth in milk, and sixth in silage.³ In that same year, farmers in the county harvested 171,000 acres of corn for grain, 76,200 acres of soybeans, 29,200 acres of alfalfa hay, 27,000 acres of corn for silage, and 16,500 acres of winter wheat. They also raised 145,000 head of cattle and calves.

Fifteen years earlier, Dane County farmers harvested 181,400 acres of corn for grain, 83,000 acres of alfalfa hay, 44,500 acres of soybeans, 27,700 acres of corn for silage, and 5,800 acres of winter wheat. They also raised 144,000 head of cattle and calves.

² Dane County Agriculture: Value and Economic Impact, University of Wisconsin-Extension, Cooperative Extension, 2011, http://www.uwex.edu/ces/ag/wisag/

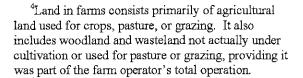
³Wisconsin 2012 Agricultural Statistics, Wisconsin Agricultural Statistics Service, National Agricultural Statistics Service USDA, Wisconsin Department of Agriculture, Trade and Consumer Protection, 2012, pp. 18 through 54.

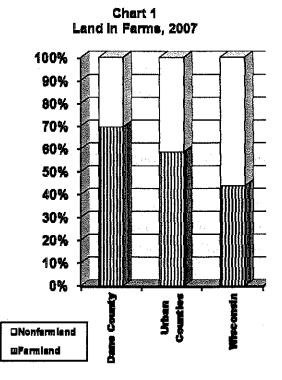
Department of Agriculture, Trade and Consumer Protection Page 4

Land in Farms, Number of Farms, and Average Size of Farms

Dane County is classified as an urban county, which is defined as having an average of 100 or more residents per square mile. According to the 2007 Census of Agriculture, Dane County has 535,756 acres of land in farms,⁴ which represents 69.7 percent of the total land The average for urban counties is area. 196,635 acres of land in farms or 58.7 percent of the total county land area. These can be compared to the average of 213,955 acres or 44.0 percent of land in farms among all Wisconsin counties. Refer to Chart 1 for a graphic comparison of the percentage of land in farms in Dane County, urban counties, and Wisconsin.

According to the *Census of Agriculture*, Dane County gained 692 farms (a 26.2 percent increase) between 1992 and 2007 as the total number rose from 2,639 to 3,331. Wisconsin as a whole gained 10,504 farms (a 15.5 percent increase) as the total number of farms in the state rose from 67,959 to 78,463 during the same period. The amount of land in farms decreased from 538,582 to 535,756 acres (a 0.5 percent loss) in Dane County. In Wisconsin as a whole, the amount of land in farms declined from 15.5 to 15.2 million acres (a 1.8 percent loss) during this fifteen-year period. The average size of farms fell from 204 to 161 acres in Dane County and from 228 to 194 acres in Wisconsin as a whole.





Size Distribution of Farms

Table 1 shows the percentage of farms in each size category for Dane County, urban counties, and all Wisconsin counties.⁵ Proportionately, Dane County has more farms that are smaller than 50 acres in size compared to the averages for urban counties and for all Wisconsin counties.

⁵2007 Census of Agriculture, U.S. Department of Agriculture, Wisconsin Agricultural Statistics, 2009.

Department of Agriculture, Trade and Consumer Protection Page 5

1 ubic 1						
Percent of Farms per Size Category						
Acres per Farm	% of Dane County Farms	% of Urban County Farms	% of all Wisconsin Farms			
0-49	46.2%	41.0%	31.6%			
50-179	31.1%	33.0%	37.9%			
180-500	15.9%	18.4%	22.7%			
More than 500	6.9%	7.6%	7.8%			

Table 1

Property Taxes and Values

Table 2 lists the average property tax, assessed value, and sale price per acre of agricultural land in Dane County, urban counties, and all Wisconsin counties. The assessed values and property taxes are based on the "use value" of agricultural land. Wisconsin Statutes define agricultural land as "land, exclusive of buildings and improvements, that is devoted primarily to agricultural use." In 2010/11, average property taxes⁶ on Dane County agricultural land were 14.9 percent higher than the average for urban counties and 27.8 percent higher than the average for all counties.

Table 2

Fa	rml	and	Ta	xes	and	Val	ues

	2010/11 Dollars per Acre of Farmland		
	Average Tax	Assessed Value	Sale Value
Dane County	\$4.32	\$260	\$6,871
Urban Counties	3.76	221	5,901

⁶Wisconsin Department of Revenue, Division of Research and Policy, Sales and Property Tax Policy Team.

USH 18 & STH 73 Intersection Reconstruction
Agricultural Impact Statement

	「おお」 しかしき かいいてんかがく しい	Dollars per A Farmland	Acre of
	Average Tax	Assessed Value	Sale Value
All Counties	3.38	188	4,028

On average, the assessed value⁷ of farmland in Dane County was 17.6 percent higher than the average for all urban counties and 38.3 percent higher than the average for all Wisconsin counties.

The average sale price⁸ of farmland in Dane County was 16.4 percent higher than the average for urban counties and 70.6 percent higher than the average for all counties. These values do not include farmland sold and converted to nonfarm use.

Soils

The predominant farmed soils⁹ in the project corridor directly affected by the road realignment are Dresden silt loam, Boyer sandy loam, and Kidder silt loam.

Dresden soil is well drained, gently sloping soil found on benches in steam valleys. This

⁹ Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at http://websoilsurvey.nrcs.usda.gov/. Accessed August, 2012 and *Soil Survey of Dane County*, USDA Soil Conservation Service in cooperation with the Research Division of the College of Agricultural and Life Sciences, University of Wisconsin, January 1978, pp. 22-58.

⁷ Ibid.

⁸ Wisconsin 2011 Agricultural Statistics, Wisconsin Agricultural Statistics Service, National Agricultural Statistics Service USDA, Wisconsin Department of Agriculture, Trade and Consumer Protection, 2011, pp. 10 and 11.

soil has medium fertility and available water capacity. The permeability is moderate in the subsoil and rapid in the substratum. This soil is suited to crops commonly grown in Dane County.

The steeper Dresden soil has areas that are severely eroded and has very poor tilth. It has very low organic matter and is difficult to cultivate. The more level Dresden soil is susceptible to droughtines and is subject to moderate erosion.

Boyer sandy loam soil is well drained, gently sloping to moderately steep, and is found in on benches in valleys. This soil has low fertility and low available water capacity. This soil is suited to most crops grown in Dane County

Kidder soil is deep, well drained, gently sloping to very steep, and located on glaciated uplands. The major limitation of this soil is a moderate hazard of erosion. Control of erosion, maintenance of tilth and organic matter are important conservation practices. Kidder soil is suited to all crops grown in Dane County.

The soils enrolled in the Wetland Reserve Program that are impacted on the Donald and Joan Shaul Living Trust are primarily Montgomery silty clay loam and Waucousta silty clay loam.

Montgomery soil is deep, poorly drained, nearly level soils located on old lake basins. This soil has medium fertility and an available water capacity ranging from medium to low. Permeability is moderately slow in the subsoil and slow in the substratum.

Both surface and subsurface drainage are

needed in order to successfully grow crops on Montgomery soil. This soil requires a high level of management

Waucousta soil is deep, nearly level, and poorly found on low benches in old lake basins. This soil has low fertility, high available water capacity, and moderately slow permeability. All areas of Waucousta soils require artificial drainage to successfully grow crops

The soils on the parcels that are under consideration for mitigating the impacts to the wetlands on the Shaul parcel include Montgomery silty clay loam, discussed earlier, and Palms muck and Houghton muck.

Palms muck soil is deep, poorly drained, nearly level, organic soil on low benches found in stream valleys. Palms muck soil has medium fertility, very high available water capacity, and moderately-high permeability in the organic part. If adequately drained, most crops can be grown on this soil except alfalfa.

Houghton muck soil is deep, very poorly drained, nearly level soil on low benches and bottoms in stream valleys. Undrained areas of this soil are frequently flooded for long periods of time. This soil is severely limited by wetness.

This soil has medium fertility and very high available water capacity. It has moderate permeability. If this soil is properly managed it is suited to forage and row crops.

Farmland Preservation

The Dane County Farmland Preservation Plan was certified in 1981. The plan identifies farmland preservation areas in the county and provides tax credit eligibility to farmers who wish to participate in the Farmland Preservation program.

The state of Wisconsin is currently transitioning from the old Farmland Preservation Program to the Working Lands Initiative that was included in the 2009/2011 state budget. As part of the transition, all 70 counties with Farmland Preservation Plans are required to update those plans within the next few years. The new initiative increases tax credits for farmland owners whose land is in the program.

Farmland owners with land zoned for exclusive agricultural use or land covered by an agreement signed before the Working Lands Initiative do not have to pay back any of the tax credits they have received through the program on land that would be acquired for this project. However, the loss of any farmland enrolled in the federal government's various commodity programs could affect a farmer's base acreage resulting in lower revenue from these programs.

Under the Working Lands Initiative, landowners can receive the following tax credit amounts:

- \$5.00 for farmers with a farmland preservation agreement signed after July 1, 2009 and located in an agricultural enterprise area
- \$7.50 for farmers in an area zoned for farmland preservation (A-1)
- \$10.00 for farmers in an area zoned and certified for farmland preservation (A-1) and in an agricultural enterprise area, with a farmland preservation agreement signed after July 1, 2009

The towns of Albion and Christiana have each adopted the county's exclusive agricultural zoning ordinance. Under the Working Lands Initiative, landowners can receive \$7.50 per acre in tax credits on land zoned for exclusive agricultural use.

IV. AGRICULTURAL IMPACTS

An Agricultural Impact Statement (AIS) is required by law when more than 5 acres from any farm operation will be acquired for a public project. Thirty days after the publication date of the AIS, the purchasing agency may begin negotiating with the affected farmland owners.

The following landowners provided information about the project's potential impacts on their farms under the Preferred Alternative.

Farmland Owners/Operators: Arthur & Alyce Mikkelson **Proposed Acquisition:** 7.7 aces

The Mikkelsons farm about 250 acres of cropland on which they grow corn, soybeans and alfalfa. They raise steers and sheep on their farm operation. They own parcels on each side of USH 12 &18 that would be affected by road construction under the Preferred Alternative.

WisDOT is also discussing with the Mikkelsons the acquisition of additional farmland for mitigation purposes. WisDOT has a policy to not use its eminent domain authority to acquire land for wetland mitigation purposes.

Road Construction

Construction of the road would sever a 27.4acre parcel located north of USH 12 & 18 and east of STH 73, creating a 2.8-acre remnant parcel. Access to this parcel would be provided from Shaul Lane.

Portions of two Mikkelson parcels, west of USH 12/18 would also require the acquisition of farmland for the proposed roadway. Access to the two parcels that currently have direct access to USH 12/18 would be relocated to STH 73.

The farmland needed for construction of the roadway can be acquired through eminent domain. DATCP has authority to prepare an AIS on farmland that is subject to condemnation. (Wisconsin Statutes § 32.035; See Appendix.)

Mitigation

The WisDOT is also discussing with the Mikkelsons the acquisition of additional land to mitigate for the 16.2 acres of wetlands enrolled in the Wetland Reserve Program on the Donald and Joan Shaul parcel.

The primary soil on the field that is being considered for mitigation is Houghton muck. The Mikkelsons have recently installed drainage tile in this field. They are concerned that removing the drain tile and attendant construction impacts could have an adverse effect on a field lane that is their only access to parcels south of the mitigation site.

The Wetland Reserve Program offers landowners an opportunity to establish long-

term conservation and wildlife practices and protection. The goal of NRCS is to achieve the greatest wetland functions and values, along with optimum wildlife habitat, on every acre enrolled in the program¹⁰

Farmland Owners/Operators: Berthold A & Margery A Riege Proposed Acquisition: 2.37 acres

The proposed roadway would require the acquisition of 2.37 acres of farmland owned by Berthold and Margery Riege.

The Rieges' son, Robert, farms the cropland affected by the Preferred Alternative. He grows corn, alfalfa, wheat, and soybeans on the cropland.

Mrs. Riege reported that the improvements made to USH 12/18 in the 1990's created drainage problems on portions of their fields.

Severances

The proposed project will sever a field on the Arthur & Alyce Mikkelson property, creating a 2.8-acre remnant parcel.

Acquisitions that sever farmland frequently create irregularly shaped fields, making equipment usage awkward and production more costly. This increased cost is due in part to the additional time, fuel, and equipment wear associated with maneuvering equipment in corners of fields that are not square or along sides of fields that are not straight. Nonproductive time and labor costs associated with the frequent working of these fields may

10

http://www.nrcs.usda.gov/wps/portal/nrcs/main/ national/programs/easements/wetlands/

Department of Agriculture, Trade and Consumer Protection Page 9

reduce the possibility of generating profits on these parcels. In addition, when fields are made smaller, an increased proportion of wasteland is created along the edges and in narrow corners of the fields reducing their productive capacity. Compensation for the reduction in the value of parcels that are small and/or irregularly shaped will be addressed in the appraisal of each affected parcel.

Drainage

The proposed project is not located in an active drainage district. However there are extensive drainage improvements in the project area.

disrupt construction can Highway improvements such as grassed waterways, ditches, and culverts, which regulate the drainage of farm fields. In addition, construction of impervious paved surfaces can also impede drainage and increase runoff. If drainage is impaired, water can settle in fields and cause substantial damage, such as harming or killing crops and other vegetation, concentrating mineral salts, flooding farm buildings, or causing hoof rot and other diseases that affect livestock. Where salt is used on road surfaces, runoff water can increase the content of salt in nearby soils.

Section 88.87 of the *Wisconsin Statutes* requires highways to be built with adequate ditches, culverts, and other facilities to prevent obstruction of drainage, protect property owners from damage to lands caused by unreasonable diversion or retention of surface water, and maintain, as nearly as possible, the original drainage flow patterns. Refer to Appendix IV for the statutes pertaining to drainage rights. USH 18 & STH 73 Intersection Reconstruction Agricultural Impact Statement

Landowners whose property is damaged by improper construction or maintenance of highway facilities and highway drainage structures may file a claim with the county within three years after the damage occurs.

Appraisal Process

WisDOT will provide an appraisal to the farmland owners whose property would be affected by the road construction part of the project. This will be the basis for their offer. The landowners have the right to obtain their own appraisal of their property. They will be compensated for the cost of this appraisal if the following conditions are met.

- 1. The appraisal must be submitted to WisDOT within 60 days after the landowner receives the WisDOT appraisal.
- 2. The appraisal fee must be reasonable.
- 3. The appraisal must be complete.

The amount of compensation is based on the appraisals and is established during the negotiation process between WisDOT and the individual landowners. An appraisal is an estimate of fair market value. WisDOT is required to provide landowners with information about their rights in this process before negotiations begin.¹¹

¹¹For more information, contact the Relocation Unit, Bureau of Planning and Technical Assistance, Department of Administration, P.O. Box 7868, Madison WI 53707-7868, or call (608)267-0317.

Department of Agriculture, Trade and Consumer Protection Page 10

V. RECOMMENDATIONS

The DATCP recommends the following as ways to mitigate the potential adverse impacts associated with the proposed project:

- 1. WisDOT should consult with farmers and landowners to ensure that new and relocated field entrances are placed in safe and efficient locations for farm use.
- 2. The county conservationist should be consulted to ensure that construction proceeds in a manner that minimizes drainage problems, crop damage, soil compaction, and soil erosion on adjacent farmland.
- 3. Landowners should be consulted regarding the grade of the right-of-way adjacent to their land so that the grade does not interfere with the use of that land.
- 4. All farmland owners and operators should be given advance notice of acquisition and construction schedules so that farm activities can be adjusted accordingly. To the extent feasible, the timing of the acquisitions and construction should be coordinated with them to minimize crop damage and disruption of farm operations.

.

APPENDICES

The information provided in this section summarizes and is an interpretation of some of the statutes associated with the acquisition of farmland for public projects. It serves as a reference and should not be considered an exhaustive summary of the statutes or your rights. It is not a substitute for legal advice. In the event of any conflict between the information summarized below and the statutes, the statutes are controlling.

Appendix I: Agricultural Impact Statements

The Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) is required to prepare an Agricultural Impact Statement (AIS) whenever more than five acres of land from at least one farm operation will be acquired for a public project if the agency acquiring the land has the authority to use eminent domain for the acquisition(s). The DATCP has the option to prepare an AIS for projects affecting five or fewer acres from each farm. An AIS would be prepared in such a case if the proposed project would have significant effects on a farm operation. The agency proposing the acquisition(s) is required to provide the DATCP with the details of the project and acquisition(s). After receiving the needed information, DATCP has 60 days to analyze the project's effects on farm operations, make recommendations about it and publish the AIS. DATCP will provide copies of the AIS to affected farmland owners, various state and local officials, local media and libraries, and any other individual or group who requests a copy. Thirty days after the date of publication, the proposing agency may begin negotiating with the landowner(s) for the property.

Section 32.035 of the Wisconsin Statutes: Agricultural impact statement.

(1) Definitions. In this section:

(a) "Department" means department of agriculture, trade and consumer protection.

(b) "Farm operation" means any activity conducted solely or primarily for the production of one or more agricultural commodities resulting from an agricultural use, as defined in s. 91.01 (1), for sale and home use, and customarily producing the commodities in sufficient quantity to be capable of contributing materially to the operator's support.

(2) EXCEPTION. This section shall not apply if an environmental impact statement under s. 1.11 is prepared for the proposed project and if the department submits the information required under this section as part of such statement or if the condemnation is for an easement for the purpose of constructing or operating an electric transmission line, except a high voltage transmission line as defined in s. 196.491(1)(f).

(3) PROCEDURE. The condemnor shall notify the department of any project involving the actual or potential exercise of the powers of eminent domain affecting a farm operation. If the condemnor is the department of natural resources, the notice required by this subsection shall be given at the time that permission of the senate and assembly committees on natural resources is sought under s. 23.09(2)(d) or 27.01(2)(a). To prepare an agricultural impact statement under this section, the department may require the condemnor to compile and submit information about an affected farm operation. The department shall charge the condemnor a fee approximating the actual costs of preparing the statement. The department may not publish the statement if the fee is not paid.

(4) IMPACT STATEMENT. (a) When an impact statement is required; permitted. The department shall prepare an agricultural impact statement for each project, except a project under

ch. 81 or a project located entirely within the boundaries of a city or village, if the project involves the actual or potential exercise of the powers of eminent domain and if any interest in more than 5 acres from any farm operation may be taken. The department may prepare an agricultural impact statement on a project located entirely within the boundaries of a city or village or involving any interest in 5 or fewer acres of any farm operation if the condemnation would have a significant effect on any farm operation as a whole.

(b) Contents. The agricultural impact statement shall include:

1. A list of the acreage and description of all land lost to agricultural production and all other land with reduced productive capacity, whether or not the land is taken.

2. The department's analyses, conclusions and recommendations concerning the agricultural impact of the project.

(c) *Preparation time; publication.* The department shall prepare the impact statement within 60 days of receiving the information requested from the condemnor under sub. (3). The department shall publish the statement upon receipt of the fee required under sub. (3).

(d) *Waiting period*. The condemnor may not negotiate with an owner or make a jurisdictional offer under this subchapter until 30 days after the impact statement is published.

(5) PUBLICATION. Upon completing the impact statement, the department shall distribute the impact statement to the following:

(a) The governor's office.

(b) The senate and assembly committees on agriculture and transportation.

(c) All local and regional units of government which have jurisdiction over the area affected by the project. The department shall request that each unit post the statement at the place normally used for public notice.

(d) Local and regional news media in the area affected.

(e) Public libraries in the area affected.

(f) Any individual, group, club or committee which has demonstrated an interest and has requested receipt of such information.

(g) The condemnor.

Appendix II: Eminent Domain

Fair compensation for a partial taking of property under eminent domain is the larger of two figures: (1) the fair market value of the acquired property or (2) the fair market value of the entire parcel before the acquisition minus the fair market value of the remaining parcel. Compensation will be paid for the land acquired, any improvements acquired (structures, fencing, etc.), loss of access, loss of a use of this property, and damages resulting from severance of the property (including land and improvements). The condemnor may provide compensation for increased travel distances.

In addition to other compensation, a condemnor is required to make a payment of \$50,000 or less to any displaced farm or business owner who has owned the property for at least one year and who purchases a comparable replacement farm or business within two years of the acquisition. The amount of this payment would include any additional amount of money needed to equal the reasonable cost of a replacement farm or business, any increased interest or debt service charges, and closing costs. Displaced renters may also receive compensation if they rent or lease a comparable replacement farm or business within two years of the acquisition. If the displaced tenant rents or leases a comparable farm or business, the payment would include the amount needed to rent the replacement property for four years. This payment would not exceed \$30,000. If the renter decides to purchase a comparable farm or business, the payment would be equal to the rental or lease of that property for four years plus closing fees.

If a project would displace any person, business, or farm operation, the condemnor must file and have approved a written relocation payment plan and a relocation assistance service plan with the Department of Commerce. The condemnor must determine the relocation payment, assist displaced persons, businesses and farm operations to find comparable replacement properties, provide information about any government assistance to displaced persons, and coordinate the displacement with other project activities in a timely manner to avoid causing hardship

Section 32.09 of the *Wisconsin Statutes* describes the compensation provided for property acquisition and certain damages:

(6) In the case of a partial taking of property other than an easement, the compensation to be paid by the condemnor shall be the greater of either the fair market value of the property taken as of the date of evaluation or the sum determined by deducting from the fair market value of the whole property immediately before the date of evaluation, the fair market value of the remainder immediately after the date of evaluation, assuming the completion of the public improvement and giving effect, without allowance of offset for general benefits, and without restriction because of enumeration but without duplication, to the following items of loss or damage to the property where shown to exist:

(a) Loss of land including improvements and fixtures actually taken.

(b) Deprivation or restriction of existing right of access to highway from abutting land, provided that nothing herein shall operate to restrict the power of the state or any of its subdivisions or any municipality to deprive or restrict such access without compensation under any duly authorized exercise of the police power.

- (c) Loss of air rights.
- (d) Loss of a legal nonconforming use.

(e) Damages resulting from actual severance of land including damages resulting from severance of improvements or fixtures and proximity damage to improvements remaining on condemnee's land. In determining severance damages under this paragraph, the condemnormay consider damages which may arise during construction of the public improvement, including damages from noise, dirt, temporary interference with vehicular or pedestrian access to the property and limitations on use of the property. The condemnor may also consider costs of extra travel made necessary by the public improvement based on the increased distance after construction of the public improvement necessary to reach any point on the property from any other point on the property.

(f) Damages to property abutting on a highway right-of-way due to change of grade where accompanied by a taking of land.

(g) Cost of fencing reasonably necessary to separate land taken from remainder of condemnee's land, less the amount allowed for fencing taken under par. (a), but no such damage shall be allowed where the public improvement includes fencing of right of way without cost to abutting lands.

Section 32.19 of the *Wisconsin Statutes* outlines payments to be made to displaced tenant-occupied businesses and farm operations.

(4m) BUSINESS OR FARM REPLACEMENT PAYMENT. (a) Owner-occupied business or farm operation. In addition to amounts otherwise authorized by this subchapter, the condemnor shall make a payment, not to exceed \$50,000, to any owner displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to the initiation of negotiations for the acquisition of the real property on which the business or farm operation lies, and who actually purchases a comparable replacement business or farm operation for the acquired property within two years after the date the person vacates the acquired property or receives payment from the condemnor, whichever is later. An owner displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to the initiation of negotiations for the acquisition of the real property on which the business or farm operation lies may elect to receive the payment under par. (b) 1. in lieu of the payment under this paragraph, but the amount of payment under par. (b) 1. to such an owner displaced person may not exceed the amount the owner displaced person is eligible to receive under this paragraph. The additional payment under this paragraph

> Department of Agriculture, Trade and Consumer Protection Page 16

shall include the following amounts:

1. The amount, if any, which when added to the acquisition cost of the property, other than any dwelling on the property, equals the reasonable cost of a comparable replacement business or farm operation for the acquired property, as determined by the condemnor.

2. The amount, if any, which will compensate such owner displaced person for any increased interest and other debt service costs which such person is required to pay for financing the acquisitions of any replacement property, if the property acquired was encumbered by a bona fide mortgage or land contract which was a valid lien on the property for at least one year prior to the initiation of negotiations for its acquisition. The amount under this subdivision shall be determined according to rules promulgated by the department of commerce.

3. Reasonable expenses incurred by the displaced person for evidence of title, recording fees and other closing costs incident to the purchase of the replacement property, but not including prepaid expenses.

(b) *Tenant-occupied business or farm operation*. In addition to amounts otherwise authorized by this subchapter, the condemnor shall make a payment to any tenant displaced person who has owned and occupied the business operation, or owned the farm operation, for not less than one year prior to initiation of negotiations for the acquisition of the real property on which the business or operation lies or, if displacement is not a direct result of acquisition, such other event as determined by the department of commerce, and who actually rents or purchases a comparable replacement business or farm operation within 2 years after the date the person vacates the property. At the option of the tenant displaced person, such payment shall be either:

1. The amount, not to exceed \$30,000, which is necessary to lease or rent a comparable replacement business or farm operation for a period of 4 years. The payment shall be computed by determining the average monthly rent paid for the property from which the person was displaced for the 12 months prior to the initiation of negotiations or, if displacement is not a direct result of acquisition, such other event as determined by the department of commerce and the monthly rent of a comparable replacement business or farm operation and multiply the difference by 48; or

2. If the tenant displaced person elects to purchase a comparable replacement business or farm operation, the amount determined under subd. 1 plus expenses under par. (a) 3.

(5)EMINENT DOMAIN. Nothing in this section or ss. 32.25 to 32.27 shall be construed as creating in any condemnation proceedings brought under the power of eminent domain, any element of damages.

Section 32.25 of the *Wisconsin Statutes* delineates steps to be followed when displacing persons, businesses, and farm operations.

(1) Except as provided under sub.(3) and s. 85.09 (4m), no condemnor may proceed with any activity that may involve the displacement of persons, business concerns or farm operations

until the condemnor has filed in writing a relocation payment plan and relocation assistance service plan and has had both plans approved in writing by the department of commerce.

(2) The relocation assistance service plan shall contain evidence that the condemnor has taken reasonable and appropriate steps to:

(a) Determine the cost of any relocation payments and services or the methods that are going to be used to determine such costs.

(b) Assist owners of displaced business concerns and farm operations in obtaining and becoming established in suitable business locations or replacement farms.

(c) Assist displace owners or renters in the location of comparable dwellings.

(d) Supply information concerning programs of federal, state and local governments which offer assistance to displaced persons and business concerns.

(e) Assist in minimizing hardships to displaced persons in adjusting to relocation.

(f) Secure, to the greatest extent practicable, the coordination of relocation activities with other project activities and other planned or proposed governmental actions in the community or nearby areas which may affect the implementation of the relocation program.

(g) Determine the approximate number of persons, farms or businesses that will be displaced and the availability of decent, safe and sanitary replacement housing.

(h) Assure that, within a reasonable time prior to displacement, there will be available, to the extent that may reasonably be accomplished, housing meeting the standards established by the department of commerce for decent, safe and sanitary dwellings. The housing, so far as practicable, shall be in areas not generally less desirable in regard to public utilities, public and commercial facilities and at rents or prices within the financial means of the families and individuals displaced and equal in number to the number of such displaced families or individuals and reasonably accessible to their places of employment.

(i) Assure that a person shall not be required to move from a dwelling unless the person has had a reasonable opportunity to relocate to a comparable dwelling.

(3)(a) Subsection (1) does not apply to any of the following activities engaged in by a condemnor:

1. Obtaining an appraisal of property.

2. Obtaining an option to purchase property, regardless of whether the option specifies the purchase price, if the property is not part of a program or project receiving federal financial assistance.

Department of Agriculture, Trade and Consumer Protection Page 18

Appendix III: Access

WisDOT must reconstruct any entrance to property abutting a highway if there is a change in the highway alignment affecting that entrance. If a new highway severs property, WisDOT must provide an entrance to both parcels of land. The landowner is responsible for the maintenance of these access points after construction is completed.

WisDOT has the authority to limit the number of access points to and from rural segments of the state trunk system serving more than 2,000 vehicles per day. Access to a road or private property may be taken away if WisDOT determines a need for access control. A controlled-access highway is one where the entrance to and departure from the highway is limited. Access controls can be placed on a new or existing highway and WisDOT can limit access by providing a grade separation, service roads or closing access to an intersecting road. Additional access to a controlled-access highway will not be provided without WisDOT's written permission. When a controlled-access highway severs a parcel, WisDOT may provide a crossover point for the owner to travel between the severed parcels. The access in these cases is removed when the parcels are no longer owned by the same party.

Section 86.05 of the *Wisconsin Statutes* states that access shall be provided to land which abuts a highway:

Entrances to highway restored. Whenever it is necessary, in making any highway improvement to cut or fill or otherwise grade the highway in front of any entrance to abutting premises, a suitable entrance to the premises shall be constructed as a part of the improvements, and if the premises are divided by the highway, then one such entrance shall be constructed on each side of the highway. Thereafter, each entrance shall be maintained by the owner of the premises. During the time the highway is under construction, the state, county, city, village or town shall not be responsible for any damage that may be sustained through the absence of an entrance to any such premises.

Section 84.25 of the *Wisconsin Statutes* describes access restrictions concerning a controlled-access highway:

(3) CONSTRUCTION; OTHER POWERS OF DEPARTMENT. In order to provide for the public safety, convenience and the general welfare, the department may use an existing highway or provide new and additional facilities for a controlled-access highway and so design the same and its appurtenances, and so regulate, restrict or prohibit access to or departure from it as the department deems necessary or desirable. The department may eliminate intersections at grade of controlled-access highways with existing highways or streets, by grade separation or service road, or by closing off such roads and streets at the right-of-way boundary line of such

controlled-access highway and may divide and separate any controlled-access highway into separate roadways or lanes by raised curbings, dividing sections or other physical separations or by signs, markers, stripes or other suitable devices, and may execute any construction necessary in the development of a controlled-access highway including service roads or separation of grade structures.

(4) CONNECTIONS BY OTHER HIGHWAYS. After the establishment of any controlled-access highway, no street or highway or private driveway, shall be opened into or connected with any controlled-access highway without the previous consent and approval of the department in writing, which shall be given only if the public interest shall be served thereby and shall specify the terms and conditions on which such consent and approval is given.

(5) USE OF HIGHWAY. No person shall have any right of entrance upon or departure from or travel across any controlled-access highway, or to or from abutting lands except at places designated and provided for such purposes, and on such terms and conditions as may be specified from time to time by the department.

(6) ABUTTING OWNERS. After the designation of a controlled-access highway, the owners or occupants of abutting lands shall have no right or easement of access, by reason of the fact that their property abuts on the controlled-access highway or for other reason, except only the controlled right of access and of light, air or view.

(7) SPECIAL CROSSING PERMITS. Whenever property held under one ownership is severed by a controlled-access highway, the department may permit a crossing at a designated location, to be used solely for travel between the severed parcels, and such use shall cease if such parcels pass into separate ownership.

Appendix IV: Drainage

Roads and railroad grades must be constructed and maintained so they do not impede the general flow of surface water in an unreasonable manner. Roads and railroad grades must be constructed with adequate ditches, culverts and other facilities to maintain a practical drainage pattern.

The following specifications and statutes cited address some of the impacts which could potentially occur during and after the proposed highway project. The statutes cited can be found in full in the following: Wisconsin Statutes at

<u>https://docs.legis.wisconsin.gov/statutes/statutes/88/VIII/87</u>. WisDOT's specifications can be found in 2012 Standard Specifications, State of Wisconsin, Department of Transportation at <u>http://roadwaystandards.dot.wi.gov/standards/stndspec/index.htm</u>. DATCP recommends that farmland owners concerned about drainage should consult these texts for further information.

Section 88.87(2) of the *Wisconsin Statutes* describes regulations concerning rights of drainage:

Department of Agriculture, Trade and Consumer Protection Page 20

(a) Whenever any county, town, city, village, railroad company or the department of transportation has heretofore constructed and now maintains or hereafter constructs and maintains any highway or railroad grade in or across any marsh, lowland, natural depression, natural watercourse, natural or man-made channel or drainage course, it shall not impede the general flow of surface water or stream water in any unreasonable manner so as to cause either an unnecessary accumulation of waters flooding or water-soaking uplands or an unreasonable accumulation and discharge of surface water flooding or water-soaking lowlands. All such highways and railroad grades shall be constructed with adequate ditches, culverts, and other facilities as may be feasible, consonant with sound engineering practices, to the end of maintaining as far as practicable the original flow lines of drainage. This paragraph does not apply to highways or railroad grades used to hold and retain water for cranberry or conservation management purposes.

(b) Drainage rights and easements may be purchased or condemned by the public authority or railroad company having control of the highway or railroad grade to aid in the prevention of damage to property owners which might otherwise occur as a result of failure to comply with par. (a).

(c) If a city, village, town, county, or railroad company or the department of transportation constructs and maintains a highway or railroad grade not in accordance with par. (a), any property owner damaged by the highway or railroad grade may, within 3 years after the alleged damage occurred, file a claim with the appropriate governmental agency or railroad company. The claim shall consist of a sworn statement of the alleged faulty construction and a description, sufficient to determine the location of the lands, of the lands alleged to have been damaged by flooding or water-soaking. Within 90 days after the filing of that claim, the governmental agency or railroad company shall either correct the cause of the water damage, acquire rights to use the land for drainage or overflow purposes, or deny the claim. If the agency or company denies the claim or fails to take any action within 90 days after the filing of the claim, the property owner may bring an action in inverse condemnation under ch. 32 or sue for such other relief, other than damages, as may be just and equitable.

WisDOT specification 205.3.3 further describes its policies concerning drainage:

(1) During construction, maintain roadway, ditches, and channels in a well-drained condition at all times by keeping the excavation areas and embankments sloped to the approximate section of the ultimate earth grade. Perform blading or leveling operations when placing embankments and during the process of excavation except if the excavation is in ledge rock or areas where leveling is not practical or necessary. If it is necessary in the prosecution of the work to interrupt existing surface drainage, sewers, or under drainage, provide temporary drainage until completing permanent drainage work.

(2) If storing salvaged topsoil on the right-of-way during construction operations, stockpile it to preclude interference with or obstruction of surface drainage.

(3) Seal subgrade surfaces as specified for subgrade intermediate consolidation and trimming in 207.3.9.

(4) Preserve, protect, and maintain all existing tile drains, sewers, and other subsurface drains, or parts thereof, that the engineer judges should continue in service without change. Repair, at no expense to the department, all damage to these facilities resulting from negligence or carelessness of the contractor's operations.

Department of Agriculture, Trade and Consumer Protection Page 22

Appendix V: General Criteria for the Classification of Important Farmlands

The following discussion summarizes the USDA Natural Resources Conservation Service's written criteria for classifying farmlands, greater detail can be obtained from the Natural Resources Conservation Service office located at 6515 Watts Road, Suite 200, Madison, WI 53719-2726.

Prime Farmland

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land, but not urban built-up land or water). It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed, including water management, according to acceptable farming methods. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content, and few or no rocks. They are permeable to water and air. Prime farmlands are not excessively erodible or saturated with water for a long period of time, and they either do not flood frequently or are protected from flooding.

Unique Farmland

Unique farmland is land other than prime farmland that is used for the production of specific high value food and fiber crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to economically produce sustained high quality and/or high yields of a specific crop when treated and managed according to acceptable farming methods. Examples of such crops are citrus, tree nuts, olives, cranberries, fruit, and vegetables.

Additional Farmland of Statewide Importance

This is land, in addition to prime and unique farmland, that is of statewide importance for the production of food, feed, fiber, forage, and oilseed crops. Criteria for defining and delineating this land are to be determined by the appropriate state agency or agencies. Generally, additional farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high a yield as prime farmlands if conditions are favorable. In some states, additional farmlands of statewide importance for agriculture by state law.

Department of Agriculture, Trade and Consumer Protection Page 23

Additional Farmland of Local Importance

In some local areas there is concern for certain additional farmland for the production of food, feed, fiber, forage, and oilseed crops, even though these lands are not identified as having national or statewide importance. Where appropriate, these lands are to be identified by the local agency or agencies concerned. In places, additional farmlands of local importance may include tracts of land that have been designated for agriculture by local ordinance.

Appendix VI: NRCS Soil Capability Classes

The following discussion summarizes the USDA Natural Resources Conservation Service's written criteria for land capability classification, greater detail can be obtained from the Natural Resources Conservation Service office located at 6515 Watts Road, Suite 200, Madison, WI 53719-2726.

Land suited to Cultivation and Other Uses:

Class I soils have few limitations that restrict their use.

Class II soils have some limitations that reduce the choice of plants or require moderate conservation practices.

Class III soils have severe limitations that reduce the choice of plants or require special conservation practices, or both.

Class IV soils have very severe limitations that restrict the choice of plants, require very careful management, or both.

Land Limited in Use-Generally Not Suited to Cultivation

Class V soils have little or no erosion hazard but have other limitations impractical to remove that limit their use largely to pasture, range, woodland, or wildlife food and cover.

Class VI soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland, or wildlife food and cover.

Class VII soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to grazing, woodland, or wildlife.

Class VIII soils and landforms have limitations that preclude their use for commercial plant production.

Soil Capability Subclasses

A subclass is a group of capability units within a class which has the dominant soil or climatic limitations for agricultural use. Capability Class I has no subclasses. There are four subclasses, designated by letter symbols and defined as follows:

- e Erosion susceptibility is the dominant problem or hazard. Both erosion susceptibility and past erosion damage are major soil factors for placement in this subclass.
- s Soil limitations within the rooting zone, such as shallowness of rooting zones, stones, low moisture-holding capacity, low fertility that is difficult to correct, and salinity or sodium, are dominant.
- w Excess water is the dominant hazard or limitation. Poor soil drainage, wetness, high water table, and overflow are the criteria for placing soils in this subclass.
- c Climate (temperature or lack of moisture) is the only major hazard or limitation.

*GOVERNOR SCOTT WALKER 115 E CAPITOL

*REP LEE NERISON AGRICULTURE COMMITTEE 310 N CAPITOL

*STATE REFERENCE & LOAN LIBRARY (15) DOCCUMENT DEPOSITORY 2109 S STOUGHTON RD

SERIALS SECTION MILWAUKEE PUB LIBRARY 814 W WISCONSIN AVE MILWAUKEE WI 53233-2385

LRC DOCUMENTS DEPT UW-STEVENS POINT 900 RESERVE ST STEVENS POINT WI 54481

PATRICK SUTTER DANE CO CONSERVATIONIST 1 FEN OAK CT ROOM 208 MADISON WI 53718-8812

Department of Public Works, Highway, and Transportation 2302 Fish Hatchery Rd., Madison, WI 53713-2495

MAX E BARTH & RUTH I BARTH 30 MILLSTONE RD MADISON WI 53717

SAMUEL D GOTTLIEB 3340 STATE HIGHWAY 73 DEERFIELD WI 53531 *SEN TERRY MOULTON AGRICULTURE COMMITTEE 306 S CAPITOL

*REP KEITH RIPP TRANSPORTATION COMMITTEE 223 N CAPITOL

*WisDOT CENTRAL OFFICE FILES HILL FARMS

JOAN SANSTADT AGRI-VIEW 4510 HERRICK LN MADISON WI 53711-1433

MADISON PUBLIC LIBRARY 201 W MIFFLIN ST MADISON WI 53703-2597

LEE CUNNINGHAM DANE COUNTY UWEX 1 FEN OAK CT ROOM 138 MADISON WI 53718

Sandy Everson(2) Town Of Christiana 773 Koshkonong Road Cambridge, WI 53523

ARTHUR & ALYCES MIKKELSON 3428 THORSTAD LN DEERFIELD WI 53531

BERTHOLD & MARGERY A RIEGE 948 US HIGHWAY 12 & 18 DEERFIELD WI 53531 *SEN JERRY PETROWSKI TRANSPORTATION COMMITTEE 123 S CAPITOL

*DOCUMENTS DEPARTMENT UW STEENBOCK LIBRARY

STATE DOCUMENTS SEC THE LIBRARY OF CONGRESS 10 FIRST ST S E WASHINGTON DC 20540-0001

EAU CLAIRE-LEADER TELEGRAM PO BOX 570 EAU CLAIRE WI 54702-0570

WISCONSIN STATE JOURNAL PO BOX 8058 MADISON WI 53708-8058

DARREN FORTNEY(2) SEH 6808 ODANA RD SUITE 200 MADISON WI 53719

Betty Duckert(2) Town of Deerfield 3611 County Road O Cambridge, WI 53523

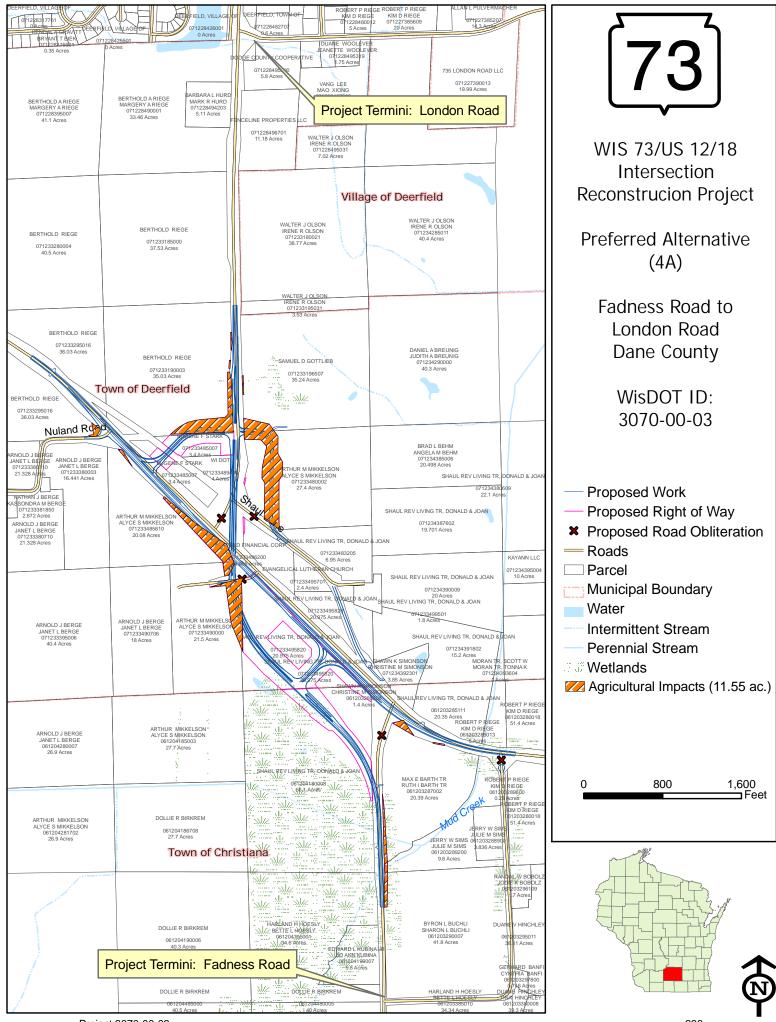
BYRON & SHARON BUCHLI 3055 FADNESS RD DEERFIELD WI 53531

State of Wisconsin Department of Agriculture, Trade & Consumer Protection

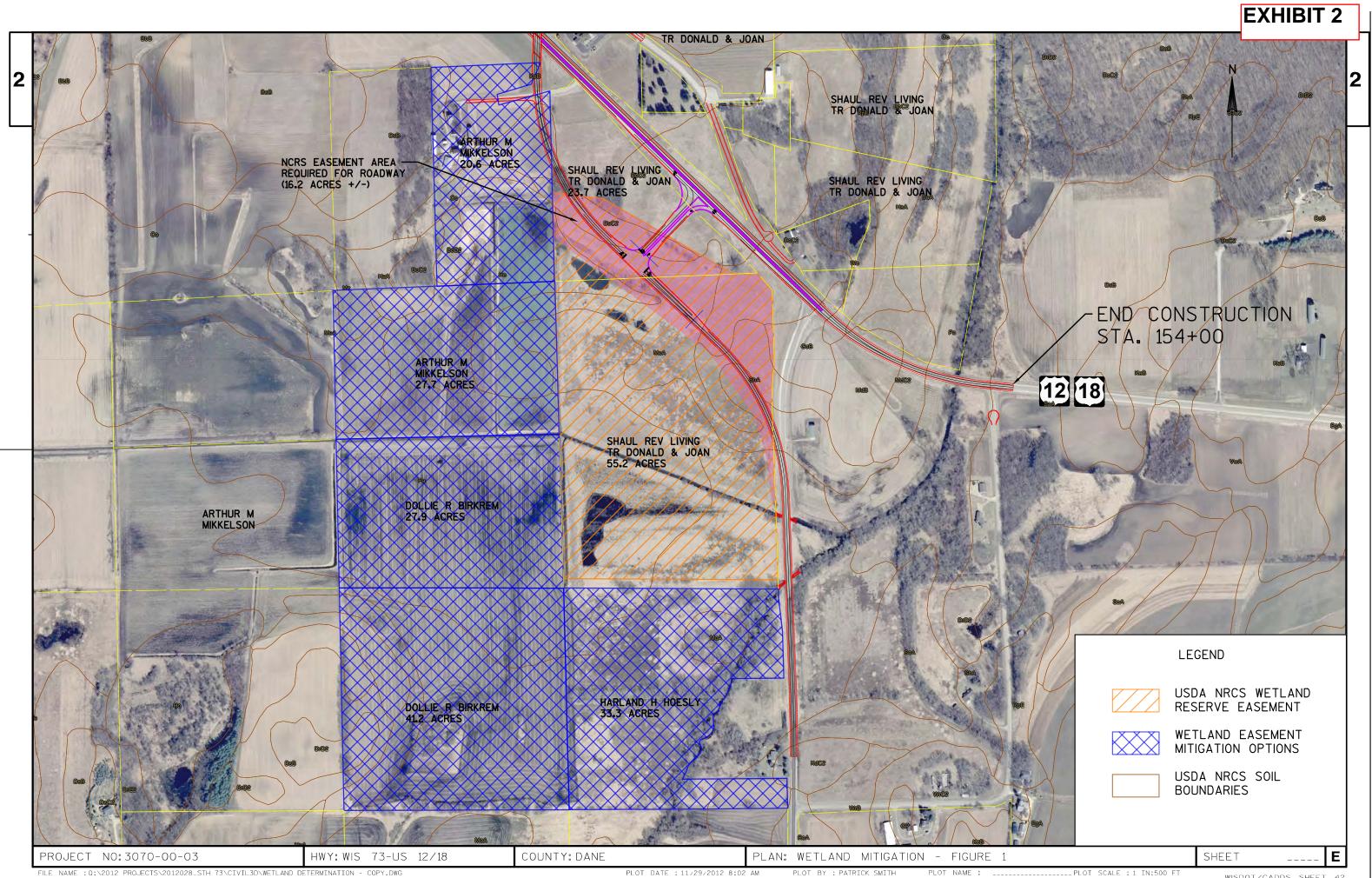


For additional copies, contact: DATCP Agricultural Impact Program P.O. Box 8911 Madison, WI 53708-8911 Phone: 608/224-4650 608/224-4646

Fax: 608/224-4615



Project 3070-00-03



PLOT NAME :

-----PLOT SCALE : 1 IN:500 FT

APPENDIX I – WDNR Coordination

Need WDNR coordination for Hoesly mitigation

State of Wisconsin DEPARTMENT OF NATURAL RESOURCES South Central Region Headquarters 3911 Fish Hatchery Road Fitchburg WI 53711-5397

Scott Walker, Governor Cathy Stepp, Secretary Mark Aquino, Regional Director Telephone 608-275-3266 FAX 608-275-3338 TTY Access via relay - 711



May 23, 2012

Chris Pringle WisDOT Soutwest Region 2101 Wright Street Madison, WI 53704

Subject: Project ID 3070-00-72 WIS 73 Improvements North Pierce Road to US 12/18 Dane County

Dear Mr. Pringle:

We have received the information you provided for the proposed improvements to STH 73 in Dane County. The project limits extend from 0.3 miles north of Pierce Road and continues north approximately 11.5 miles along STH 73 to 0.5 miles north of US 12/18. According to your proposal, the project will address roadway deficiencies along the corridor including poor pavement conditions, drainage issues, and safety issues at intersections. The project will include upgrades to the existing pavement, and improving intersections and shoulders throughout the corridor. Changes to the vertical profile are proposed along many stretches of the highway to improve sight lines and safety. The intersection of STH 73 and USH 12/18 will be reconstructed.

and the state of the state of the A separate contract and a second with a contract second contract of a second contract. Our initial comments on the project as proposed are as follows:

- A review of the Natural Heritage Inventory Database indicates no known endangered, threatened, or special concern species, nor natural areas within the project limits.
- A review of the wetland maps and the project site shows that wetlands are present at several locations along the project corridor. Areas identified containing wetlands include: north of the intersection of STH 73/STH 106; north of CTH A on both sides of STH 73; north of CTH B adjacent to a waterway on both sides of STH 73; and near the intersection of STH 73 and USH 12/18. Other areas within the corridor may contain wetlands. A wetland delineation should be conducted and submitted to this office.
 - These are sensitive areas and will require strict adherence to the sequencing process (i.e., avoid, minimize, mitigate). Please provide us with the exact location and acreage of wetland impact after avoidance and minimization efforts are accomplished. The remaining unavoidable impacts will need to be mitigated at the appropriate wetland mitigation bank.

We will able to issue water quality certification for this project after agreement on the necessary measures to protect and/or mitigate the wetland losses.

- The STH 73 project limits include crossings of one named waterway, Mud Creek, and other tributaries to Koshkonong Creek. Removal of structures over these waterways should be completed according to DOT specifications and according to the contractor's approved structure removal and clean-up plan. The contractor
- should remove the structure in large sections and conforming to the contractor's approved structure removal and clean-up plan. During superstructure removal, prevent all large pieces and minimize the number of small pieces from entering the waterway or wetland. Remove all reinforcing steel, all concrete, and all other debris



that falls into the waterway or wetland. The contractor may leave limited amounts of small concrete pieces scattered over the waterway floor or wetland only if the engineer allows.

The existing abutments, where removal is required, should be removed by excavating behind them (on the landward side) and removing them from that direction.

- Culverts should be set in such a manner that it does not cause fragmentation, and allows fish and other aquatic organisms to migrate up- and downstream during low-flow conditions. This requires that the invert be at least 1 foot below the final stream bed. In addition, the structure should be rocked on both the upstream and downstream margins, as well as the downstream face in the water. The desired end-result is that during high-flow conditions, the currents don't cause a large pool to develop downstream of the edge of the structure, which creates an impassable barrier to aquatic organisms during low flows in the fall.
- If a temporary channel is needed for culvert construction, the channel should be lined with plastic or other non-erodible material and weighted down with washed stone. It must be capable of carrying anticipated stream flows during the construction period. The coffer dams used to divert the flow through the temporary channel should be nylon bags filled with stone. Fish that become stranded in dewatered channels should be captured and returned to the active channel immediately.
- There is no evidence of past swallow nesting on the existing structures. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds, or their nests, is unlawful unless a permit is obtained from the U.S. Fish & Wildlife Service. Therefore, the project should either utilize measures to prevent nesting (e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1), or should occur only between August 30 and May 1 (non-nesting season). (Be sure netting is removed as soon as nesting period is over.) If neither of these options is possible, then the U.S. Fish & Wildlife Service must be contacted to apply for a depredation permit.
- Plans for new structures must comply with the provisions of the local community's floodplain zoning ordinance. If the new bridge will cause the backwater to increase 0.01 feet or more, "appropriate legal arrangements" must be completed with the affected landowners, and the local floodplain ordinance must be amended.
- All contracts should include language to address any wells present in areas of highway construction. NR 812.26 requires that all unused wells shall be properly abandoned. The contractual language should clearly state that wells in the construction area shall be identified prior to the start of construction. All wells in the construction area must be properly abandoned before any grading work is started, and wells discovered during grading work must also be properly abandoned in accordance with NR 812.26. If the contractor fails to properly abandon a well, and the well is graded over, the remedy will include excavating the casing, drilling out the well, and properly abandoning the well. The DNR strongly recommends hiring a licensed well-driller or pump-installer to assess wells in the construction area and to conduct the well-abandonments prior to grading. The cost of correction of an improperly abandoned well or retrieving dropped pumping hardware from a well can far exceed the cost of a professional well abandonment.
- If an asphalt plant is to be utilized, it must be able to meet the air quality standards of the State of Wisconsin. If a portable facility is to be installed, the contractor must first submit a "Notice of Intent" to relocate the portable source. The site that is utilized for the asphalt plant must be properly treated to prevent erosion. Appropriately sized stilling basins should be provided that will intercept runoff and allow ample time for the suspended material to settle out before any water is discharged. If any gravel washing is to be completed onsite, we will want to see a plan for erosion control for this site before the project is started.

If the portable plant is located in an area that is currently undisturbed or not part of an existing quarry, an air management permit may be required from this Department. Also, we will want to see a restoration plan for this site.

If a portable concrete "batch plant" is utilized, a high capacity well will probably be required. The contractor should be aware that plan approval for the high capacity well will be required from this Department. Furthermore, following completion of the project, the well must be properly abandoned pursuant to NR 141.25, Wis. Adm. Code.

• If dewatering is required for any reason, the water must be pumped into a properly sized and constructed settling basin before the clean/filtered water is allowed to enter any waterway or wetland. The "clean/filtered" water must be free of suspended solids and contaminants. A properly designed and constructed settling basin will take into consideration the amount of space for construction, desired pumping speed, number/size of pump(s) likely to be used, and the sedimentation rate of soils to be encountered. *See DNR Technical Standard 1061 for method selection by soil type*.

• If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. In addition, permit may be required to burn any material during the wildland fire season. The contact for questions about burning during an air quality advisory is:

Tom Roushar; Air Management Section, South Central Region, Fitchburg, WI 53711, and (608) 273-5603

Burning permits can be obtained from the local DNR ranger or fire warden.

- Spoil material should be stockpiled on uplands an adequate distance from the stream and any open water created by excavation. Filter fabric silt fence should be installed between spoil material and the stream and between the entire disturbed area and the waterway.
- If any borrow areas are necessary for this project, we will expect appropriate erosion control measures be applied to the borrow areas during and following construction. Following completion of the project the borrow areas should be restored, properly seeded, mulched, and protected from the effects of erosion.
- Properly installed temporary and/or permanent ditch checks should be installed in areas of moderate velocity runoff. Clean aggregate dikes should be installed in ditch lines of moderate to high velocity runoff during and after construction. Ditch lines should also be protected with <u>erosion bales, stone, or comparable materials</u>, (not silt fence), and erosion mat (according to DOT specifications) in conjunction with seeding. If erosion mat is used along stream banks, it should be biodegradable and non-netted, or if netted, constructed more loosely so that small animals are able to work their way through (e.g., Class 1 Urban Type A, Class I Urban Type B, or if necessary for shear stress, Class II Type C). Long-term netted mats cause animals to become entrapped while moving in and out of the stream." <u>Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings between the mesh are fixed in size."</u>

• Seed mixtures and seeding practices must conform to the standards in the section on seeding in the manual entitled, "Standard Specifications for Highway and Structure Construction" (WISDOT Publication).

Do not use #30 DOT mix because it contains birdsfoot trefoil, which can be invasive in native vegetation.

All equipment must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions should require contractors to implement the following before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia and other invasive species.

59 a. - 59**1.** -

- Inspect boats, trailers, tracked vehicles, silt or turbidity barrier, pumps, barges, boots etc. and Remove aquatic plants, animals and mud
- 2. Drain all water from boats, motors, pumps, equipment and any other area where water may be trapped
 - 3. Dispose of debris in the trash prior to leaving the area
 - 4. Follow disinfection protocols described at http://dnr.wi.gov/fish/vhs

To get up to date information on invasive species and infested waters go to http://www.dnr.state.wi.us/invasives/

- This reach of Mud Creek is considered a warmwater system. For this project, all instream work and work that has the potential to adversely affect the water quality of the stream should be completed between June 15 and September 15. This would include activities such as bridge deck removal, abutment or pier removal, cofferdams, and construction of new abutments on the streambank. Work in other areas may continue beyond September 15 provided appropriate measures are taken to control erosion.
- As long as these and other appropriate measures are taken to control erosion during and immediately following construction, this Department will certify that this project is following appropriate erosion control measures.

Thank you for the opportunity to review and comment on this project in its planning stages.

a group of a group of a group of a solution of Sincerely, eren av Medersen service de destruction and and have average and energi ekseler in den ekseler en en sonder ander en ekseler ekseler ekseler ekseler ekseler ekseler. En ekseler ekse

Eric Heggelund Environmental Analysis & Review Specialist (608) 275-3301 Telephone:

Jennifer Grimes, WisDOT Cc: Jennifer Fredrickson, WisDOT Russ Anderson, WDNR

From:	"Grimes, Jennifer - DOT" <jennifer.grimes@dot.wi.gov></jennifer.grimes@dot.wi.gov>
To:	"Heggelund, Eric P - DNR" < Eric. Heggelund@wisconsin.gov>, "Kolb, Simone E MVP"
	<simone.e.kolb@usace.army.mil>,</simone.e.kolb@usace.army.mil>
Cc:	"Darren Fortney (dfortney@sehinc.com)" <dfortney@sehinc.com>, DOT I39 Project</dfortney@sehinc.com>
	<i39project@dot.wi.gov>, "Pringle, Craig - DOT" <craig.pringle@dot.wi.gov></craig.pringle@dot.wi.gov></i39project@dot.wi.gov>
Date:	05/06/2013 02:16 PM
Subject:	RE: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County -
	Intersection Alternative Evaluation Report & request for agency comment

Eric and Simone,

I apologize for not sending to your sooner, but attached is the final On-site Mitigation Assessment for the WIS 73 and US 12/18 intersection reconstruction project.

DOT is moving ahead with negotiations with the Mikkelson's for the NRCS WRP mitigation property transfer. We do not have a signed offer to purchase yet and are working with Mr. Mikkelson to address his drainage and other concerns. Our consultants were out about 2 weeks ago surveying the ditches on the Mikkelson property.

Simone – have you had a chance to review the wetland delineation for the WIS 73 projects (submitted 9/21/12)? I just reviewed the 1st draft of the EA and would like to have any comments and/or concurrence on the wetland delineation for the project included in the correspondence section.

Jenny

From: Grimes, Jennifer - DOT
Sent: Monday, March 18, 2013 2:45 PM
To: Pringle, Craig - DOT
Cc: Darren Fortney (dfortney@sehinc.com); DOT I39 Project
Subject: FW: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - Intersection Alternative Evaluation Report & request for agency comment

FYI – 3070-00-03: No further comments on EA Alternatives from DNR at this time.

From: Heggelund, Eric P - DNR
Sent: Monday, March 18, 2013 2:02 PM
To: Grimes, Jennifer - DOT
Subject: RE: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - Intersection Alternative Evaluation Report & request for agency comment

Ok, Thanks Jenny. I guess that takes care of your question for me. I appreciate the information.

Cheers,

Eric

From: Grimes, Jennifer - DOT
Sent: Friday, March 15, 2013 11:22 AM
To: Heggelund, Eric P - DNR
Cc: Kolb, Simone E MVP; Pringle, Craig - DOT; 'Darren Fortney'

Subject: RE: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - Intersection Alternative Evaluation Report & request for agency comment

Eric,

The replacement easement parcels are currently mostly uplands (some wetland/ditches) except for Hoesly (mostly wetlands) that will be restored and then enrolled in the program. I have attached the preliminary concept (3/11/13) for Mikkelson, which is our 1st priority parcel for the mitigation and we are preparing an offer to purchase at this time. NRCS had some comments yesterday (3/14/13) on the ditches, etc that will need some slight modifications. Once we finalize the document, I will send you and Simone a copy.

After meeting with NRCS yesterday, they told me that DOT <u>cannot</u> combine the WRP easement conversion/replacement area with the mitigation for our Section 404/401 permits. So at this time, I am proposing that the WIS 73 project compensate for the wetland losses at the London Wetland Bank Site, to the northwest of the project location (map attached).

Jenny

From: Heggelund, Eric P - DNR
Sent: Wednesday, March 13, 2013 4:24 PM
To: Grimes, Jennifer - DOT
Subject: RE: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - Intersection Alternative Evaluation Report & request for agency comment

Jenny,

Are the WRP mitigation replacement lands existing wetlands that are now going to be enrolled in WRP, or are these parcels currently uplands that will be restored to wetlands and then enrolled in the program? What are you going to do on these properties?

I can't think of any other comments on the preferred alternative. I believe the selected alternative had fewer impacts to wetlands and other resources than the other presented alternatives. I don't have any concerns with having 12/18 go over 73 rather than the other way around.

Thanks,

Eric

From: Grimes, Jennifer - DOT
Sent: Monday, March 04, 2013 2:37 PM
To: Kolb, Simone E MVP; Heggelund, Eric P - DNR
Cc: Pringle, Craig - DOT
Subject: RE: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - Intersection Alternative Evaluation Report & request for agency comment

Simone,

Last Tuesday we discussed the proposed on-site mitigation for the impacted NRCS WRP conservation easement on Highway 73. You were going to check internally on whether

WRP mitigation replacement lands can also be used for Section 404 wetland mitigation for areas that have been restored. Were you able to discuss the issue with Todd?

Eric,

Does DNR have any concerns with using WRP mitigation replacement lands for Section 401 wetland mitigation?

Both,

The project team has told me that they anticipate the pre-draft EA for my review to be expected mid-March. Do either of you have any comments on the project alternatives and impacts that should be included in the EA? The preferred alternative was revised in January 2013, and the preferred alternative is now Alt 4A. (The difference from the past Alt 4 is that under Alt 4A, US 12/18 would bridge OVER WIS 73, instead of UNDER as presented for Alt 4.)

The Proposed Action (Preferred Alternative, Alternative 4A) would realign the south leg of WIS 73 to the west to create a continuous route for WIS 73 to the north. A bridge would be constructed on US 12/18 over the new alignment of WIS 73. Jug-handle type ramps will connect all turning movements between WIS 73 and US 12/18 to eliminate left turning movements on US 12/18. Approximately 2.7 miles of new roadway will be constructed; 1.3 miles on US 12/18 and 1.4 miles on WIS 73. The Proposed Action will require approximately 36 acres of new right of way and 16.2 acres of easement.

The Preferred Alternative, Alternative 4A, would require the acquisition of a portion (16.2 acres) of the Shaul Parcel; this parcel is currently enrolled in the USDA-NRCS Wetland Reserve Program. Coordination with the USDA-NRCS has indicated that mitigation (replacement) would be provided for the portion of the Shaul Parcel required

for the roadway improvement project. A mitigation assessment of the 16.2 acre easement and three parcels directly adjacent to this parcel, Mikkelson, Birkrem and Hosely, has been completed. The USDA-NRCS has indicated that any or a combination of the three land owner parcels would be adequate mitigation land.

We have received initial comments on the project from Eric on 5/13/12, and wetland delineation concurrence on 10/16/12.

Simone, I believe that I requested a preliminary JD for the project and have not received a letter in response. Do you want any formal comments from your agency to be included in the Draft EA document? Do you need any additional information on the project?

Jenny

From: Grimes, Jennifer - DOT Sent: Wednesday, November 21, 2012 2:05 PM To: Kolb, Simone E MVP **Cc:** Pringle, Craig - DOT; Darren Fortney; Heggelund, Eric P - DNR **Subject:** WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - Intersection Alternative Evaluation Report & request for agency comment

WisDOT Project ID 3070-00-03 WIS 73 Fadness Road to London Road Dane County

Hi Simone,

You have previously received 2 scoping letters pertaining to the project listed above sent 2/23/12 and 9/21/12. The second letter explained how the intersection of WIS 73 and US 12/18 was being split from the original WIS 73 10-mile project (letter attached). In addition, a wetland delineation report for both projects was mailed to you and DNR on 9/21/12 (DNR concurred with the delineation on 10/16/12).

With this email I am sending you an alternatives analysis for the project located at the intersection of WIS 73 and US 12/18 (a project location map is included in the report). An Environmental Assessment (EA) is being prepared for the project. At this time, DOT's preferred alternative is Alt #4 which impacts a NRCS Wetlands Reserve Program (WRP) property and approximately 5 acres of wetlands. DOT is actively working with NRCS to determine suitable replacement lands adjacent to the Shaul property to enter into conservation easement under the WRP.

Does your agency have any comments or questions on the range of alternatives and/or DOT's preferred alternative that can be incorporated into the EA? If you do not have any comments on the project at this time, could you also let me know that as well?

Please let me know if you would like to discuss the project. Have a great holiday weekend! Jenny

Jennifer Grimes

Environmental Analyst & Review Specialist Mega Team Projects & Planning Majors Studies WisDOT Southwest Region – Madison office 2101 Wright Street, Madison, WI 53704 Phone 608.246.3823 | Cell 608.516.9760 jennifer.grimes@dot.wi.gov Email correspondence discussing Oak wilt

----- Message from "Heggelund, Eric P - DNR" < Eric.Heggelund@wisconsin.gov> on Wed, 4 Sep 2013 09:54:00 -0500 -----

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

cc: "Cushman, Amanda A - DNR" < Amanda.Cushman@wisconsin.gov>

Subject: RE: I-39 North Segment and WIS 73 projects, Dane Co. - oak wilt question (revisited) - is standard spec language acceptable?

Jenny,

The language in 201.3(4) of the DOT Standard Specs is acceptable for the I39 North Segment and WIS 73 projects.

Thank you,

Eric

From: Grimes, Jennifer - DOT
Sent: Friday, August 30, 2013 3:58 PM
To: Heggelund, Eric P - DNR
Subject: I-39 North Segment and WIS 73 projects, Dane Co. - oak wilt question (revisited) - is standard spec language acceptable?

Eric,

There appears to be conflicting guidance about the dates to avoid cutting oaks or when to apply paint to the stems after cut. The link you attached discusses prevention methods for urban/residential areas and forests, but nothing specific to rural non "forest" areas. The DNR website extends through July and also states to take a very cautious approach, do not prune or otherwise wound oaks from April to October.

The dates where prevention of cutting is recommended is problematic for our construction letting schedule for WIS 73 reconstruction. The project is let on March 11, 2014 so the contract will not be signed and the contractor will not be on site before April 1st.

The attached DOT standard specification 201.3(4) addresses oak wilt by requiring all cut surfaces to be treated with a thorough application of tree paint:

(4) Prevent the spread of oak wilt by treating all cut surfaces and abrasions sustained between April 1 and September 30 by healthy oak trees and saplings with a thorough application of tree paint immediately upon discovering a wound. Between these dates, also paint the cut surfaces of the stumps of all healthy oak trees and saplings immediately after cutting, whether remaining in place or grubbed.

Is this standard specification acceptable for inclusion in the I-39 North Segment and WIS 73 projects where tree clearing will be required or are you requesting something beyond this for the Dane County projects?

Jenny

Jennifer Grimes Environmental Analyst & Review Specialist Mega Team Projects & Planning Majors Studies WisDOT Southwest Region – Madison 2101 Wright Street, Madison, WI 53704 Phone 608.246.3823 jennifer.grimes@dot.wi.gov From: Heggelund, Eric P - DNR
Sent: Friday, July 26, 2013 8:19 AM
To: Grimes, Jennifer - DOT
Subject: RE: 3070-00-02 & -03 WIS 73 projects, Dane Co. - oak wilt question

Jenny,

I think it is appropriate to include that language in the WIS 73 projects as well.

I couldn't get the guidance link to work and if possible it should be replaced with this: <u>http://dnr.wi.gov/topic/foresthealth/oakwilt.html</u>

Thank you,

Eric

From: Grimes, Jennifer - DOT
Sent: Thursday, July 25, 2013 6:55 PM
To: Heggelund, Eric P - DNR
Subject: 3070-00-02 & -03 WIS 73 projects, Dane Co. - oak wilt question

Eric,

In your initial comment letter for the I-39 North project (DOT # 1007-10-01) you included the following statement regarding Oak Wilt:

Oak Wilt:

This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April through September. See the DNR webpage at: http://dnr.wi.gov/forestry/fh/oakWilt/index.htm#causes

The WIS 73 projects (DOT # 3070-00-02 and # 3070-00-03) from I-39 to US 12/18 will include some cutting of oak trees and the design team was wondering if the same commitment should be included in the construction contracts.

The -02 project is the 10-mile reconstruction and is scheduled for a March 2014 LET, and the contractor won't be starting work until after April.

The -03 project at the US 12/18 intersection is currently scheduled for an August 2014 LET. This project will likely be moved since we have not processed the EA yet.

Jennifer Grimes Environmental Analyst & Review Specialist Mega Team Projects & Planning Majors Studies WisDOT Southwest Region – Madison 2101 Wright Street, Madison, WI 53704 Phone 608.246.3823 jennifer.grimes@dot.wi.gov ----- Message from "Heggelund, Eric P - DNR" < Eric.Heggelund@wisconsin.gov> on Tue, 16 Oct 2012 11:02:20 -0500 -----

To: "Grimes, Jennifer - DOT" <Jennifer.Grimes@dot.wi.gov>, "Pringle, Craig - DOT" <Craig.Pringle@dot.wi.gov>, "Scott Horzen (SHorzen@otie.com)" <SHorzen@otie.com>

Subject: 3070-00-02 3070-00-03 STH 73 USH 12 Wetland Delineation Concurrence

Good morning,

Thank you for sending the wetland delineation report for this project. I have reviewed the report and concur with the results and wetland boundaries in the report submittal dated September 21.

Let me know if you have any questions or comments.

Fric P. Heggelund
 Environmental Analysis & Review Specialist
 Wisconsin Department of Natural Resources
 (2) phone: (608) 275-3301
 (2) fax: (608) 275-3338
 (2) e-mail: eric.heggelund@wisconsin.gov
 Website: dnr.wi.gov
 Find us on Facebook: www.facebook.com/WIDNR

From: Heggelund, Eric P - DNR
Sent: Monday, April 07, 2014 9:22 AM
To: Grimes, Jennifer - DOT
Cc: Pringle, Craig - DOT
Subject: RE: 3070-00-03 WIS 73 & US 12/18 Intersection: Box Culvert B-13-358

Jenny,

Appreciate the information. We are ok with the permanent extension.

Eric

From: Grimes, Jennifer - DOT
Sent: Monday, March 31, 2014 4:07 PM
To: Heggelund, Eric P - DNR
Cc: Pringle, Craig - DOT; DOT I39 Project
Subject: RE: 3070-00-03 WIS 73 & US 12/18 Intersection: Box Culvert B-13-358

I apologize for the confusion – the project ID for this box culvert is 3070-00-03.

From: Grimes, Jennifer - DOT
Sent: Friday, March 28, 2014 12:37 PM
To: Heggelund, Eric P - DNR
Cc: Pringle, Craig - DOT; DOT I39 Project
Subject: 3080-10-01 WIS 73 & US 12/18 Intersection: Box Culvert B-13-358

Eric,

You have already received this info from the WisDOT Bureau of Structures, but the attached info is for the box culvert on USH 12/18 over Mud Creek. There is no backwater increase from the culvert extension.

At the project's 30% plan review meeting held on 2/6/13 you had commented that DNR would prefer to see the temporary extension (approx. 25') of the culvert under US 12/18 removed at the end of the project, but also understand DOT's preference to keep the extended slopes and remove the beam guard adjacent to the structure at this location for safety reasons.

An update for you: This has been changed from a temporary extension to a permanent extension. Do you have any additional concerns with this being a permanent extension that we should include in the plans?

Jenny

Jennifer Grimes Environmental Analyst & Review Specialist Mega Team Projects & Planning Majors 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: McMahon, Chris [mailto:mcmahonc@AyresAssociates.com]
Sent: Thursday, March 27, 2014 8:32 AM
To: Lucht, Jim
Cc: 'Jeff Hanson'; 'Mike McCarthy'; Chris Dry; Pringle, Craig - DOT; Burger, Brandan - DOT
Subject: FW: B-13-358

Jim:

Here is the approved Preliminary Plan that we received yesterday from the Bureau of Structures.

Please note that the Preliminary Review adjusted the hydraulic model so that there is NO backwater increase with the proposed structure.

I can place this information on the CMT SharePoint site if you would like. Just let me know where you would like it stored.

Please let me know if you have any questions or need anything else.

Thanks

Chris

Christopher B. McMahon, PE CBI

Supervisor - Structural Engineering Ayres Associates 3433 Oakwood Hills Parkway Eau Claire, WI 54701-7698 T: 715.831.7574 McMahonC@AyresAssociates.com www.AyresAssociates.com

From: DeBacher, David - DOT (DTSD Consultant) [mailto:David.DeBacher@dot.wi.gov]
Sent: Wednesday, March 26, 2014 12:07 PM
To: McMahon, Chris; Heggelund, Eric P - DNR
Cc: Pringle, Craig - DOT; Ksontini, Najoua - DOT; Harnois, Mark - DOT (DTSD Consultant); Landini, Anthony P - DOT; Burger, Brandan - DOT; Williams, Michael - DOT; DOT 139 Project; Balice, Joe; Gerbitz, Johnny; Grimes, Jennifer - DOT
Subject: B-13-358

To all:

Attached please find the documents pertaining to the preliminary plans review process. Please note that the attached file containing bridge plans may have more than one page. With any questions or comments about the review, please contact the reviewer.

Thank you,

David DeBacher

Program Assistant Department of Transportation Bureau of Structures

----- Message from "Heggelund, Eric P - DNR" <Eric.Heggelund@wisconsin.gov> on Mon, 7 Apr 2014 09:21:44 -0500 -----

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

cc: "Pringle, Craig - DOT" <Craig.Pringle@dot.wi.gov>

Subject RE: 3070-00-03 WIS 73 & US 12/18 Intersection: Box Culvert B-13-358 - DNR Response :4/7/14

Jenny,

Appreciate the information. We are ok with the permanent extension.

Eric

From: Grimes, Jennifer - DOT
Sent: Monday, March 31, 2014 4:07 PM
To: Heggelund, Eric P - DNR
Cc: Pringle, Craig - DOT; DOT I39 Project
Subject: RE: 3070-00-03 WIS 73 & US 12/18 Intersection: Box Culvert B-13-358

I apologize for the confusion – the project ID for this box culvert is 3070-00-03.

From: Grimes, Jennifer - DOT
Sent: Friday, March 28, 2014 12:37 PM
To: Heggelund, Eric P - DNR
Cc: Pringle, Craig - DOT; DOT 139 Project
Subject: 3080-10-01 WIS 73 & US 12/18 Intersection: Box Culvert B-13-358

Eric,

You have already received this info from the WisDOT Bureau of Structures, but the attached info is for the box culvert on USH 12/18 over Mud Creek. There is no backwater increase from the culvert extension.

At the project's 30% plan review meeting held on 2/6/13 you had commented that DNR would prefer to see the temporary extension (approx. 25') of the culvert under US 12/18 removed at the end of the project, but also understand DOT's preference to keep the extended slopes and remove the beam guard adjacent to the structure at this location for safety reasons.

An update for you: This has been changed from a temporary extension to a permanent extension. Do you have any additional concerns with this being a permanent extension that we should include in the plans?

Jenny Jennifer Grimes Environmental Analyst & Review Specialist Mega Team Projects & Planning Majors 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: McMahon, Chris [mailto:mcmahonc@AyresAssociates.com]
Sent: Thursday, March 27, 2014 8:32 AM
To: Lucht, Jim
Cc: 'Jeff Hanson'; 'Mike McCarthy'; Chris Dry; Pringle, Craig - DOT; Burger, Brandan - DOT
Subject: FW: B-13-358

Jim:

Here is the approved Preliminary Plan that we received yesterday from the Bureau of Structures.

Please note that the Preliminary Review adjusted the hydraulic model so that there is NO backwater increase with the proposed structure.

I can place this information on the CMT SharePoint site if you would like. Just let me know where you would like it stored.

Please let me know if you have any questions or need anything else.

Thanks

Chris

Christopher B. McMahon, PE CBI

Supervisor - Structural Engineering Ayres Associates 3433 Oakwood Hills Parkway Eau Claire, WI 54701-7698 T: 715.831.7574 <u>McMahonC@AyresAssociates.com</u> www.AyresAssociates.com

From: DeBacher, David - DOT (DTSD Consultant) [mailto:David.DeBacher@dot.wi.gov]
Sent: Wednesday, March 26, 2014 12:07 PM
To: McMahon, Chris; Heggelund, Eric P - DNR
Cc: Pringle, Craig - DOT; Ksontini, Najoua - DOT; Harnois, Mark - DOT (DTSD Consultant); Landini, Anthony P - DOT; Burger, Brandan - DOT; Williams, Michael - DOT; DOT 139 Project; Balice, Joe; Gerbitz, Johnny; Grimes, Jennifer - DOT
Subject: B-13-358

To all:

Attached please find the documents pertaining to the preliminary plans review process. Please note that the attached file containing bridge plans may have more than one page. With any questions or comments about the review, please contact the reviewer.

APPENDIX J – Section 106

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation DT1635 11/2006

For instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID 3070-00-03	Highway - Street WIS 73/US 12/18 Intersection Reconstruction	County Dane
Project Termini		Region - Office
Fadness Road to London Road		Southwest Region
Regional Project Engineer - Project Manager Craig Pringle	RECEIVED	Area Code - Telephone Number (608) 242-8058
Consultant Project Engineer - Project Manager Darren Fortney, SEH	MAR 29 2013	Area Code - Telephone Number (608) 620-6191
Archaeological Consultant Katie Egan-Bruhy, CCRG	DIV HIST PRES	Area Code - Telephone Number (414) 446-4121
Architecture/History Consultant Rachel Bankowitz, CCRG	THOT PRES	Area Code - Telephone Number (517) 788-3550
Date of Need March 1, 2013		SHSW# 13-0233/DA
Return a signed copy of this form to: Craig Prin	gle (craig.pringle@dot.wi.gov)	Pg 1/3

II. PROJECT DESCRIPTION

Project Length	Land to be Acquired: Fee Simple	Land to be Acquired: Easement	
2.7 miles	36 acres	16.2 acres	

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	Varies 33' to 75'	Varies 33' to 200'	Terrace Width	N/A	N/A - Rural
Shoulder	3'-4'	10'	Sidewalk Width	N/A	N/A - Rural
Slope Intercept	Varies	Varies	Number of Lanes	2	2
Edge of Pavement	11'	12'	Grade Separated Crossing	0	1
Back of Curb Line	N/A	N/A	Vision Triangle acres	N/A	N/A
Realignment	N/A	Varies 0' to 575'	Temporary Bypass acres	N/A	N/A
Other - List:			Stream Channel Change	🗆 Yes	🖾 No
Attach Map(s) that depict "maximum" impacts.	X Yes	□ No	Tree topping and/or grubbing	🛛 Yes	□ No

Brief Narrative Project Description - Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements.

The proposed project is located in Dane County in South-Central Wisconsin along WIS 73 at the US 12/18 intersections in the towns of Christiana and Deerfield. The project begins at Fadness Road and continues north to London Road. The project is approximately 2.7 miles in length.

The Preferred Alternative, Alternative 4A, would realign the south leg of WIS 73 to the west to create a continuous route for WIS 73 to the north. A bridge would be constructed on US 12/18 over the new alignment of WIS 73. Jug-handle ramps would connect all turning movements between WIS 73 and US 12/18 to eliminate left turning movement on US 12/18. US 12/18 would be widened on the south side of the roadway and a concrete barrier would separate the eastbound and westbound lanes. Approximately 2.7 miles of new roadway would be constructed; 1.3 miles on US 12/18 and 1.4 miles on WIS 73. The Proposed Action would require approximately 36 acres of new right of way and 16.2 acres of easement.

The existing slopes along the WIS 73 corridor vary from very flat (minimal ditching) to a maximum rate of approximately 4:1. Some segments of steeper side slopes may be present in areas near existing drainage structures such as box culverts. The existing roadway profile varies along the corridor with a maximum slope of approximately 5.5%.

SHPO

The proposed project would provide side slope grades per WisDOT standards. Ditching utilizing 4:1 slopes (or flatter within the roadway clear zone) would be applied wherever practical along the corridor. Storm water runoff along WIS 73 would be treated per WisDOT standards.

The Proposed Action would match into an adjacent project that would reconstruct WIS 73 from Pierce Road in the Town of Albion north to Fadness Road in the Town of Deerfield (WisDOT ID 3070-00-02).

	Add continuation sheet, if needed.
	13-0233/DA RECEIVED pg 2/3
	MAR 29 2013
	DIV HIST PRES
III. CONSULTATION	
How has notification of the project been provided to: □	tion Meeting Notice
*Attach one copy of the base letter, list of addresses and comment IV. AREA OF POTENTIAL EFFECTS - APE	s received. For history include telephone memos as appropriate.
ARCHAEOLOGY: Area of potential effect for archaeology is the easements. Agricultural practices do not constitute a ground distu	
within the viewshed of the WIS 73/US 12/18 intersections.	ctures. The APE includes all resources immediately adjacent to, or
V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE F ARCHAEOLOGY	HISTORY SURVEY NEEDED HISTORY
Archaeological survey is needed	Architecture/History survey is needed
 Archaeological survey is not needed - Provide justification Screening list (date). 	 Architecture/History survey is not needed No structures or buildings of any kind within APE Screening list (date).
VI. SURVEY COMPLETED	
ARCHAEOLOGY NO archaeological sites(s) identified - ASFR attached NO potentially eligible site(s) in project area - Phase I Report attached	HISTORY ☐ NO buildings/structures identified - A/HSF attached ⊠ Potentially eligible buildings/structures identified in the APE - A/HSF attached
 Potentially eligible site(s) identified-Phase I Report attached Avoided through redesign Phase II conducted – go to VII (Evaluation). 	Potentially eligible buildings/structures avoided – documentation attached
Phase I Report attached - Cemetery/cataloged burial documentation	
VII. DETERMINATION OF ELIGIBILITY (EVALUATION	
 No arch site(s) eligible for NRHP - Phase II Report attached Arch site(s) eligible for NRHP - Phase II Report attached Site(s) eligible for NRHP - DOE attached 	☐ No buildings/structure(s) eligible for NRHP - DOE attached ➢ Building/structure(s) eligible for NRHP - DOE attached
VIII. COMMITMENTS/SPECIAL PROVISIONS – must b	e included with special provisions language

RECEIVED IX. **PROJECT DECISION** MAR 29 2013 13-0233/DA Pg 3/3 No historic properties (historical or archaeological) in the APE. No historic properties (historical or archaeological) affected. PRES Historic properties (historical and/or archaeological) may be affected by project; ☐ Go to Step 4: Assess affects and begin consultation on affects ⊠ Documentation for Determination of No Adverse Effects is included with this form. AL (Regional Project Manager) (WIDOT Historic Preservation Officer) (State Historic Preservation Officer) 82013 2 (Date) 2, 281 24 (Date) (Date) (Consultant Project Manager) 1/15/13 (Date)

RECEIVED
MAY 01 2013
DIV HIST PRES

(DOE March 2011)

Wisconsin Historical Society Determination of Eligibility Form

WisDOT Project ID #: 3070-00-03

WHS #: 13-0233/DA

Property	/ Name(s):	Mikkelson Farmstead					
Address	/Location:	881 Mikkels	on Farm Ro	ad			
City & C	ounty:	Deerfield, D	ane County			Zip Code:	53531-9448
Town:	7	Range:	12E	Section:	33		
Date of 0	Construction:	Variou	us; ca. 1880	to ca. 1967			

WisDOT Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility:

_X__Meets the National Register of Historic Places criteria. ___Does not meet the National Register of Historic Places criteria.

Rebecca Burkel, WisDOT Historic Preservation Officer

State Historic Preservation Office

In my opinion, the property:

 \underline{X} Meets the National Register of Historic Places criteria. ___Does not meet the National Register of Historic Places criteria.

/ 3

Date

4/29/2013

Date

Michael E. Stevens, State Historic Preservation Officer

Comments (FOR AGENCY USE ONLY):

Division of Historic Preservation Wisconsin Historical Society 816 State Street

Madison, WI 53706

\\SERVER\Shared Files\Report Production\W-0655 WIS 73 - US 12-18 Intersection\W-0655 STH 73 Arch History\Mikkelson DOE\Text\DOE_Mikkelson Farmstead_2013_REV.docx

		onsin Historical nination of Eligil	-		(DOE March 2011) ECEIVED
WisDC	T Project ID #:	3070-00-03			IAR 29 2013
	WHS #:	13-0233/	ÍDA	DIV	HIST PRES
Property Name(s): Address/Location:	Berge Log Ho 961 Nuland Ro	use and Farmstead			
City & County:		nship, Dane County		Zip Code:	53531
Town: _07N Dates of Construction	Range:	12E Secti 5 – ca. 1960	·····		
WisDOT Certification					
Ritaci	Register of Histo National Registe	pric Places criteria. r of Historic Places c	riteria.	3/2*	12013
Rebecca Burkel, WisDC)T Historic Prese	rvation Officer			Date
State Historic Preserv					
In my opinion, the prope	erty:				
_X Meets the National Does not meet the N	Register of Histo National Registe	ric Places criteria. r of Historic Places c	iteria.		
	fan 2	car	fa	<u> </u>	5/7/13
Michael E. Stevens, State	Historic Preser	vation Officer			7 Date
Comments (FOR AGENC	Y USE ONLY):	l maili		_	A. K.
If there are the then it Should Contributing site	emparts ?	7 machino 2	med four	nololin	ly
then it should	he enclu	led within	yas pour	nday a	sa
Contributing site	9. Joundates	n of other den	cousted be	weding	au as o
/ Division of Historic Preser Wisconsin Historical Socie					

816 State Street

Madison, WI 53706

\\SERVER\Shared Files\Report Production\W-0655 WIS 73 - US 12-18 Intersection\W-0655 STH 73 Arch History\Berge DOE\Text\Berge DOE final CRTSHPO.docx

Project 3070-00-03

WisDOT Project ID 3070-00-03 SHSW# _____

WIS 73/US 12/18 Intersection Reconstruction Fadness Road to London Road Dane County, WI

DOCUMENTATION FOR DETERMINATION OF NO ADVERSE EFFECT

1. Description of the undertaking

The Wisconsin Department of Transportation (WisDOT) Southwest Region proposes to improve WIS 73 at the US 12/18 intersections in the towns of Christiana and Deerfield (Figure 1). The project begins at Fadness Road and continues north to London Road. Approximately 2.7 miles of new roadway would be constructed: 1.3 miles on US 12/18 and 1.4 miles on WIS 73. The proposed undertaking would require approximately 37 acres of new right-of-way and 16.2 acres of easement.

The proposed undertaking would realign the south leg of WIS 73 to the west to create a continuous route for WIS 73 to the north. A bridge would be constructed on US 12/18 over the new alignment of WIS 73. Jug-handle ramps would connect all turning movements between WIS 73 and US 12/18 to eliminate left turning movement on US 12/18. US 12/18 would be widened on the south side of the roadway and a concrete barrier would separate the eastbound and westbound lanes.

The proposed undertaking would match into an adjacent project that would reconstruct WIS 73 from Pierce Road in the Town of Albion north to Fadness Road in the Town of Deerfield (WisDOT ID 3070-00-02).

2. Description of steps taken to identify historic properties

A Phase I archaeological survey of the proposed project area was conducted in October 2012. The area of potential effects (APE) was defined as including all permanent and limited temporary easements associated with the project. No new archaeological sites were identified within the APE. Further, no evidence of previously reported site 47DA1046 was found within the APE. Further, the historic Euro-American cemetery (BDA0062) is located adjacent to, but outside of, the WIS 73 right-of-way (Figure 1). Survey results indicate that the proposed undertaking would have no effect on archaeological resources or the cemetery/burial site, and no additional archaeological investigations are recommended within the proposed project area as currently designed.

An architecture/history reconnaissance survey was conducted in March 2012, with additional fieldwork in May and August 2012. As a result of these investigations, a Determination of Eligibility (DOE) was recommended for two properties in the APE: the Berge Log House and Farmstead (961 Nuland Road; AHI #4869 and 221684-221691) (Figure 2) and the Mikkelson Farmstead (881 Mikkelson Farm Road; AHI 220752 and 221471-221482) (Figure 3). As a result, both were determined eligible for listing in the National Register of Historic Places (NRHP) (DOEs prepared 2012). Copies of the DOEs are included with this submittal.

3. Description of the affected historic properties

The Berge Log House and Farmstead is recommended as eligible for the National Register under Criterion C: Architecture. This property is eligible first for its ca. 1855 log house, a rare surviving example of this building material and an excellent representative of the Akershusik plan, a log house form brought by Norwegian immigrants to the upper Midwest; and second as a good example of a historic dairy-and-tobacco farmstead, retaining the original log house (Figure 4), a later house (Figure 5), and a collection of four contributing agricultural outbuildings and structures that illustrate this type of farmstead, including a dairy barn (Figure 6), a tobacco-stripping shed/summer house (Figure 7), a tobacco-curing shed barn, and a windmill/bell. The combined dairy and tobacco operation is a property type that, in Wisconsin, is found in only two small areas of the state: Vernon and Crawford counties, and southeastern Dane and northern Rock counties. The period of significance extends from ca. 1855 through ca. 1960, to encompass the dates of construction of all the contributing resources. All were built for the Berge family, and retain good to excellent integrity. The historic boundary for the Berge Log House and Farmstead is a polygonal parcel with the long axis running north-south. It is located in T07N, R12E, Section 33, in Deerfield Township, Dane County. The historic boundary consists of lines of convenience that are primarily within the two legal parcels on which the buildings sit and includes a portion of the street and right-of-way on Nuland Road (Figure 2).

The Mikkelson Farmstead is recommended as eligible for the National Register under Criterion C: Architecture. It is composed of the 1917 farmhouse (Figure 8), and 10 contributing resources including the farmhouse, a granary (Figure 9), privy, chicken barn (Figure 10), Dairy Barn with Attached Milk House and Silos (Figure 11), garage, two tobacco barns (see for example Figure 12), hog barn, and cattle shed. The Mikkelson Farmstead was evaluated for National Register eligibility under Criterion C, as good example of a combination tobacco and dairy farmstead of the early to mid-twentieth century in southeastern Dane County. The period of significance considered was ca. 1880 to 1967, encompassing the construction dates of the farmhouse and all of the contributing buildings. The period of significance initially considered was 1917 to 1967, encompassing the construction dates of the farmhouse and most of the contributing buildings; however, the period of significance was expanded to include three early, contributing buildings (ca. 1880s granary, ca. 1880s privy, and ca. 1900 chicken house). It also extends past the 50year mark (1962) to include a hog house, tobacco barn, cattle shed and dairy barn silos, all completed by 1967, marking the construction evolution of the farmstead. The historic boundary utilizes guarter-section lines, lines of convenience and visual landmarks that are primarily within the two legal parcels on which the buildings sit (Figure 3).

4. Description of the undertaking's effects on historic properties

WisDOT proposes to realign the south leg of WIS 73 to the west toward the Berge property to create a continuous route for WIS 73 to the north (Figures 1, 2, and 13). A bridge would be constructed on US 12/18 over the new alignment of WIS 73. Jug-handle ramps would connect all turning movements between WIS 73 and US 12/18 to eliminate left turning movement on US 12/18. US 12/18 would be widened on the south side of the roadway and a concrete barrier would separate the eastbound and westbound lanes. Approximately 2.7 miles of new roadway would be constructed: 1.3 miles on US 12/18 and 1.4 miles on WIS 73. The Preferred Alternative (Alternative 4A) would require approximately 37 acres of new right-of-way and 16.2 acres of easement. All proposed reconstruction activities along US 12/18 and WIS 73 would occur more than 500 feet from the historic boundary of the Berge Log House and Farmstead (Figure 2). Construction of the jug-handle ramps from WIS 73 to connect to US 12/18 would require elevating the US 12/18 roadway; however, it would remain within its current alignment. Realignment of WIS 73 would occur southeast of the Berge property. The only alteration to the Berge property would be at Nuland Road where it intersects US 12/18. The US 12/18 roadway would be widened. None of the reconstruction would be conducted within or in front of the historic boundary of the farmstead and the closest farm structure would be more than 575 feet from the proposed reconstruction (see Figure 2 inset).

The Preferred Alternative would realign the south leg of WIS 73 to the west to create a continuous route for WIS 73 to the north. A bridge would be constructed on US 12/18 over the new alignment of WIS 73. The Mikkelson farmland is located on both sides of WIS 73 and US 12/18. At its closest point, the current centerline of WIS 73 is located approximately 662 feet east of the historic boundary of the Mikkelson Farmstead. At its closest point, the new centerline will be approximately 280 feet from the historic boundary and the road shoulder 245 feet from the historic boundary (Figures 1, 3, and 14). The new driveway would have direct access to WIS 73, although it would be approximately 290 feet closer to the farmstead. None of the reconstruction would be 308 feet from the toe of the fill slope and 360 feet from the proposed shoulder of the road. Finally, Mikkelson's access to fields north of the farmstead will be more direct than at present (Figure 15).

5. An explanation of why the criteria of adverse effect were found inapplicable

Berge Log House and Farmstead

i. Physical destruction of or damage to all or part of the property.

Construction activities would occur within existing right-of-way and more than 575 feet outside the historic boundary of the Berge Log House and Farmstead (Figures 1, 2, and 13). The only changes within the Berge property proper would be the widening of the current access to Nuland Road to better accommodate right turns from US 12/18, and the acquisition of approximately 2 feet of new right-of-way along Nuland Road within 250 ft of the centerline of US 12/18 (Figure 13). Because no project activities would occur within the historic boundary, the WIS 73/US 12/18 Intersection reconstruction project would not result in damage to the Berge Log House and Farmstead, or any of the characteristics that qualify it for inclusion in the NRHP, nor would it diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.

The proposed project would not result in alterations to the Berge Log House and Farmstead.

iii. Removal of the property from its historic location.

The Berge Log House and Farmstead would not be removed as a result of this project.

iv. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.

The Berge Log House and Farmstead is eligible for the NRHP under *Criterion C*, for its architecture. The project proposes to broaden the access to Nuland Road from US 12/18 and acquire less than 0.1 acre of new right-of-way within the Berge property. These project activities would occur more than 575 feet from the historic boundary of the property; therefore, the proposed project activities have no potential to impact the physical features that make the property eligible for the NRHP, nor would the proposed reconstruction of WIS 73 and US 12/18 result in damage to the Berge Log House and Farmstead, or any of the characteristics that qualify it for inclusion in the NRHP. Finally, the project would not diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

v. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features

The project would not introduce atmospheric or audible elements that would diminish the integrity of the significant features of the Berge Log House and Farmstead. Further, alterations to the entrance to Nuland Road would not be discernible from the Berge Log House and Farmstead (Figure 16); therefore, the proposed reconstruction would not introduce visual elements that diminish the property's significant historic features.

In sum, the WIS 73/US 12/18 Intersection reconstruction project would not alter visual, atmospheric or audible elements that would diminish the integrity of the Berge Log House and Farmstead's significant features that qualify it for inclusion in the NRHP, nor would it diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

vi. Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian Tribe or Native American organization.

There is no reasonable or foreseeable link between this project and any possible neglect of the Berge Log House and Farmstead resulting in deterioration.

vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Berge Log House and Farmstead is not now, nor has it ever has been, under Federal ownership or control.

Mikkelson Farmstead

i. Physical destruction of or damage to all or part of the property.

No project activities would occur within the historic boundary of the Mikkelson Farmstead. The Preferred Alternative would realign the south leg of WIS 73 to the west to create a continuous route for WIS 73 to the north. A bridge would be constructed on US 12/18 over the new alignment of WIS 73. The Mikkelson farmland is located on both sides of WIS 73 and US 12/18. At its closest point, the current centerline of WIS 73 is located approximately 662 feet east of the historic boundary of the Mikkelson Farmstead and the new centerline will be approximately 280 feet from the historic boundary and the shoulder of the road 245 feet from the historic boundary (Figures 1, 3, and 14). The new driveway would have direct access to WIS 73, although it would be approximately 250 feet closer to the farmstead (Figures 1, 3, and 14). None of the reconstruction would be conducted within or in front of the historic boundary and the closest farm structure would be 308 feet from the toe of the fill slope and 360 feet from the proposed shoulder of the road.

The WIS 73/US 12/18 intersection reconstruction project would not, therefore, result in damage to the Mikkelson Farmstead or any of the characteristics that qualify it for inclusion in the NRHP, nor would it diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.

The proposed project would not result in alterations to the Mikkelson Farmstead.

iii. Removal of the property from its historic location.

The Mikkelson Farmstead would not be removed as a result of this project.

iv. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.

The Mikkelson Farmstead is eligible for the NRHP under *Criterion C*, in the area of architecture. The project proposes no changes to the property and no work is proposed within the historic boundary. While the Preferred Alternative would realign the south leg of WIS 73 250 feet west toward the farmstead and reduce the length of the driveway, the shoulder of the road would remain 245 feet from the historic boundary. These changes would not impact the physical features that make the property eligible for the NRHP.

The WIS 73/US 12/18 Intersection reconstruction project would not, therefore, result in damage to the Mikkelson Farmstead, or any of the characteristics that qualify it for inclusion in the NRHP, nor would it diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

v. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.

The project would not introduce atmospheric or audible elements that would diminish the integrity of the significant features of the Mikkelson Farmstead; however, it would introduce visible changes as the Preferred Alternative would realign the south leg of WIS 73 250 feet west, closer the farmstead (Figure 1, 3, 14, 17 and 18). The shoulder of the road would remain 245 feet from the historic boundary (the centerline would be 280 feet from the historic boundary) affording a considerable visual boundary between the roadway and the farmstead (Figure 18). Further, while the length of the driveway would be reduced by 250 feet, WIS 73 and businesses along the road are currently visible. The proposed alteration would obscure the businesses from view and put the roadway closer in the foreground.

The WIS 73/US 12/18 Intersection reconstruction project would not, therefore, alter visual, atmospheric or audible elements that would diminish the integrity of the Mikkelson Farmstead's significant features that qualify it for inclusion in the NRHP, nor would it diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

vi. Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian Tribe or Native American organization.

The project would alter access to the farm fields north of the farmstead (Figure 15). While access to the fields would be altered, the reconstruction would afford more direct and safer access to the fields; therefore, there is no reasonable or foreseeable link between this project and any possible neglect of the Mikkelson Farmstead resulting in deterioration.

vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Mikkelson Farmstead is not now, nor has it ever has been, under Federal ownership or control.

6. Copies or summaries of any views provided by consulting parties and the public

- On April 13, 2010, Rachel Bankowitz (CCRG) sent emails to the Dane County and Koshkonong Prairie historical societies requesting input on historic properties in the project area (Attachment 1). To date, no responses have been received.
- On various dates in May of 2012 Rachel Bankowitz (CCRG) spoke with Arthur Mikkelson, owner of the Mikkelson Farmstead, regarding the history of his property.
- On various dates in June of 2012 Elizabeth Miller (historian) spoke with Arnold and Janet Berge, owners of the Berge Farm, regarding the history of their property.
- On December 4, 2012, Kathryn Egan-Bruhy spoke with Mr. Mikkelson about the proposed project. He expressed concern about loss of land from his property and the elevation of the proposed driveway (Attachment 2).
- On December 4, 2012, Kathryn Egan-Bruhy left a message for the Berges and requested they call if they had questions or concerns. To date no response has been received.

7. Application of *de minimis* Section 4(f) finding

"In accordance with SAFETEA-LU Section 6009(a), WisDOT, on behalf of FHWA, hereby informs SHPO that the Determination of NoAdverse Effect (DNAE) may be used in considering whether a de minimis Section 4(f) finding is appropriate and SHPO concurrence with the DNAE serves as acknowledgement of this official notification."

Documentation of No Adverse Effect Prepared By:

Name & Company:	Kathryn C. Egan-Bruhy	•			
Address:	8669 N. Deerwood Dr.	8669 N. Deerwood Dr. Phone: 414-446-4121			414-446-4121
City:	Milwaukee	State:	WI	Zip:	53209
Email:	eganbruhy@ccrginc.com			Date:	March 2013
			_		
Sub-contracting to:	Dane Partners				
Address:	901 Deming Way STE 20)3		Phone:	608-827-8810
City:	Madison	State:	WI	Zip:	53711-1979
Email:	JHanson@emcsinc.com			Date:	March 2013
Address: City:	901 Deming Way STE 20 Madison		WI	Zip:	53711-1979

The following supplemental materials are attached:

Project location map with termini identified

- Project plan sheets showing activities in relation to each eligible property and the historic boundary
- Photographs that show setting and effect for each eligible property
- Section 106 documentation, including signed DOE cover pages
- \boxtimes Correspondence with property owners and consulting parties and any responses

List of Figures

Figure 1. Project Area and Archaeological and Architectural/Historic Properties within and Adjacent to the Project Area

Figure 2. AHI #4869 and 221684 - 221691, Berge Log House and Farmstead

Figure 3. AHI #220752 and 221471-221482, Mikkelson Farmstead

Figure 4. AHI #4869, Berge Log House, South- (Front) and West-Facing Façades, looking Northeast

Figure 5. AHI #221684, Berge 1915 House, South-Facing (Front) Façade, looking Northeast Figure 6. AHI #221689, Berge Dairy Barn, North- and West-Facing (Front) Façades, looking Southeast

Figure 7. AHI #221687, Berge Tobacco-Stripping Shed/Summer House, East- and South-Facing (Front) Façades, looking Northwest

Figure 8. AHI #220752, Mikkelson Farmhouse, North- (Front) and East-Facing Facades, View Southwest

Figure 9. AHI #221471, Mikkelson Granary, North- and West-Facing Facades, View Southeast Figure 10. AHI #221473, Chicken Barn, South- and West-Facing Facades, View Northeast

Figure 11. AHI #221474, Dairy Barn with Attached Silos and Milk House, View Southeast

Figure 12. AHI #221476, Tobacco Barn, View Northwest

Figure 13. Plan Sheet, Relative to Berge Farm

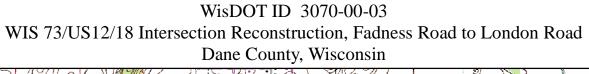
Figure 14. Plan Sheet, Relative to Mikkelson Farm

Figure 15. Current and Proposed Access to Fields North of Farmstead.

Figure 16. View East, Depicting Proposed WIS 73 and US 12/18 Overpass Location from Eastern Historic Boundary of Berge Log House and Farmstead

Figure 17. View West, Depicting Proposed WIS 73 Alignment from Mikkelson Driveway toward Farmstead

Figure 18. View East, Depicting Proposed WIS 73 Alignment from Eastern Historic Boundary, Mikkelson Farmstead



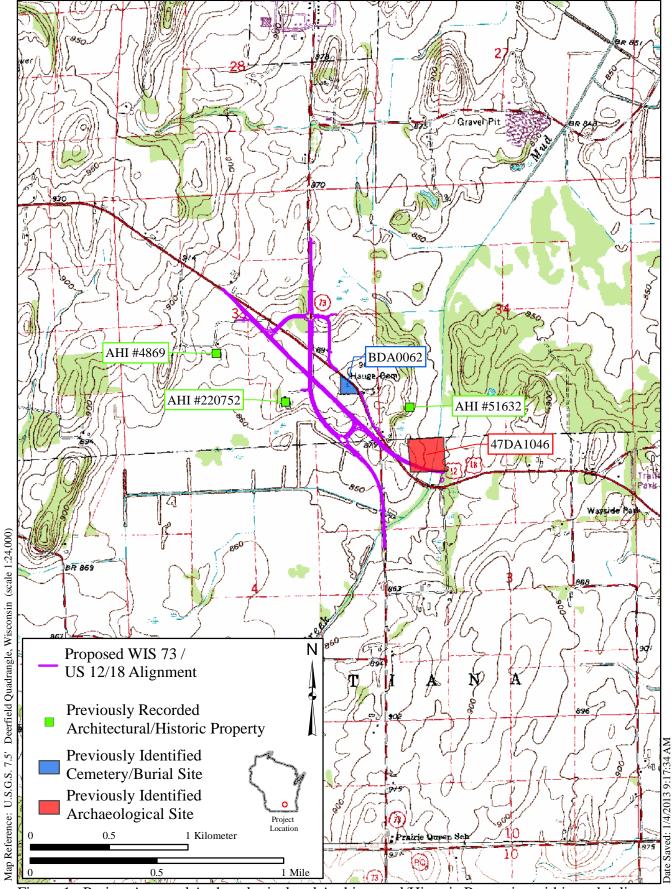


Figure 1. Project Area and Archaeological and Architectural/Historic Properties within and Adjacent to the Project Area

Date Saved: 3/6/2013 11:06:25 AM

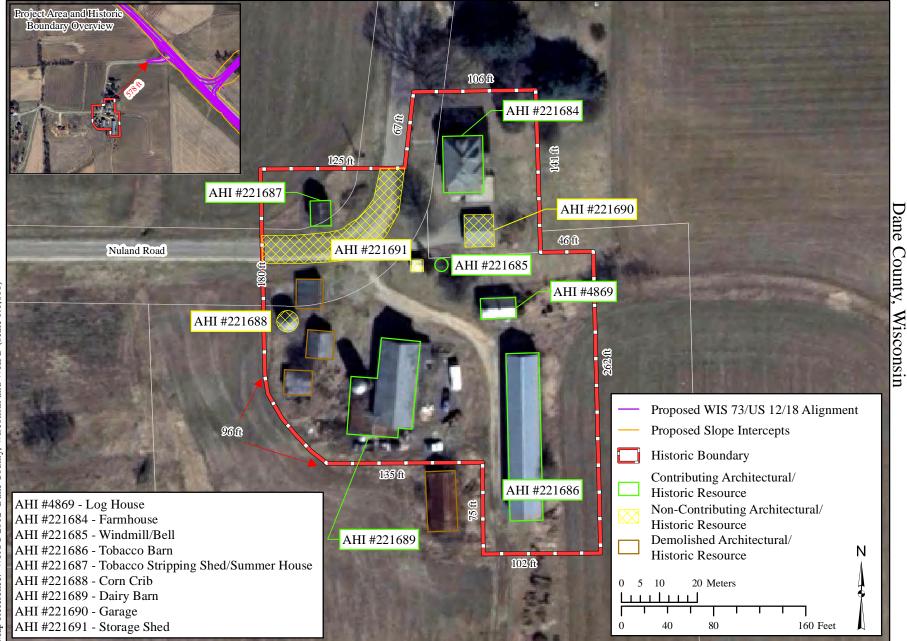


Figure 2. AHI #4869 and 221684-221691, Berge Log House and Farmstead

WIS 73/US 12/18 Intersection Reconstruction, Fadness Road to London Road

WisDOT ID 3070-00-03

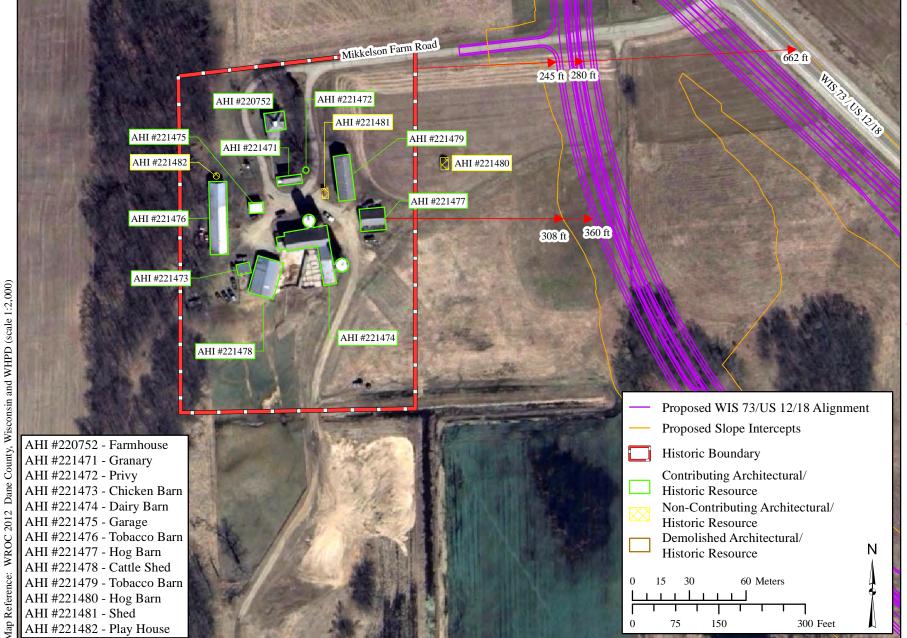


Figure 3. AHI #220752 and 221471-221482, Mikkelson Farmstead

Dane

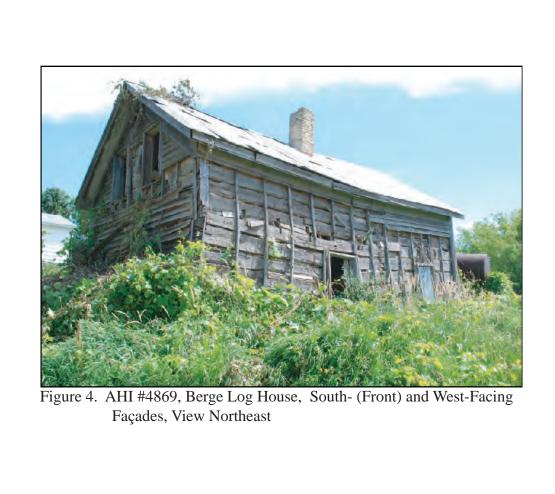




Figure 5. AHI #221684, Berge 1915 House, South-Facing (Front) Façade, View Northeast



Figure 6. AHI #221689, Berge Dairy Barn, North- and West-Facing (Front) Façades, View Southeast



Figure 7. AHI #221687, Berge Tobacco-Stripping Shed/Summer House, East- and South-Facing (Front) Façades, View Northwest



Figure 8. AHI #220752, Mikkelson Farmhouse, North- (Front) and East-Facing Façades, View Southwest





Figure 10. AHI #221473, Chicken Barn, South- and West-Facing Façades, View Northeast



Figure 11. AHI #221474, Dairy Barn with Attached Silos and Milk House, View Southeast

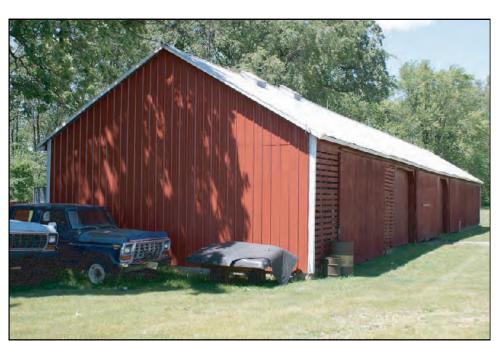


Figure 12. AHI #221476, Tobacco Barn, View Northwest

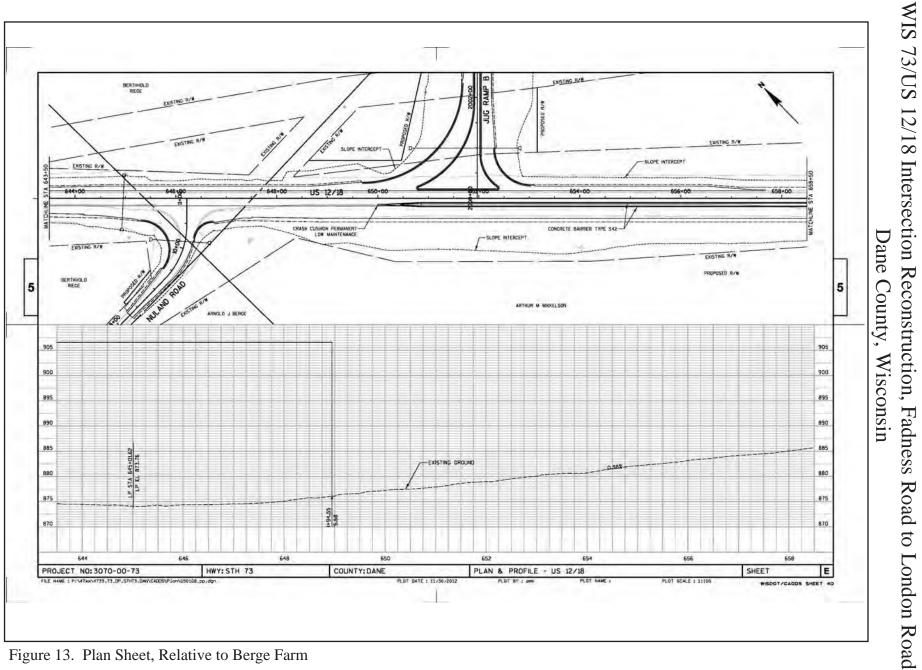


Figure 13. Plan Sheet, Relative to Berge Farm

WisDOT ID 3070-00-03

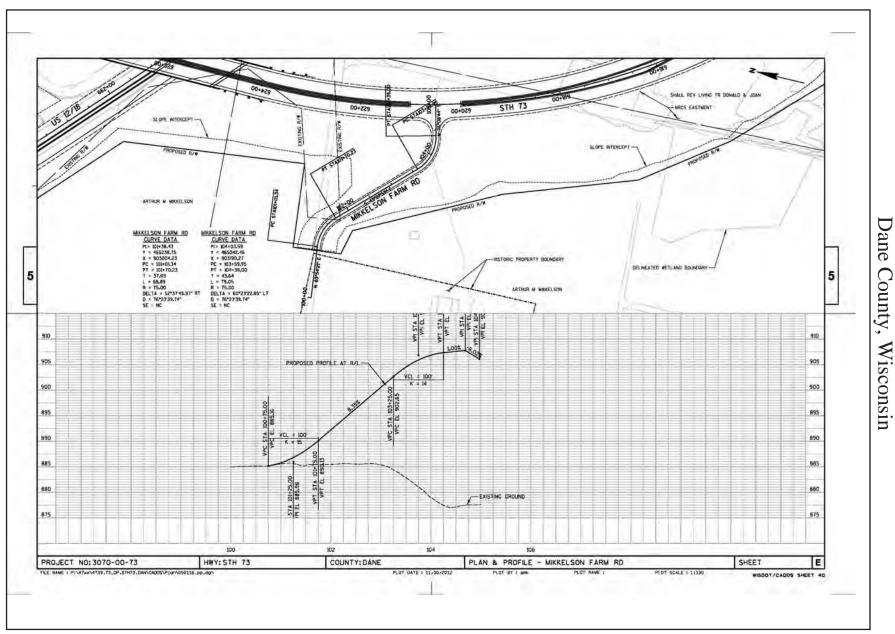


Figure 14. Plan Sheet, Relative to Mikkelson Farm

WIS 73/US 12/18 Intersection Reconstruction, Fadness Road to London Road

WisDOT ID

3070-00-03

Date Saved: 1/4/2013 11:22:49 AM

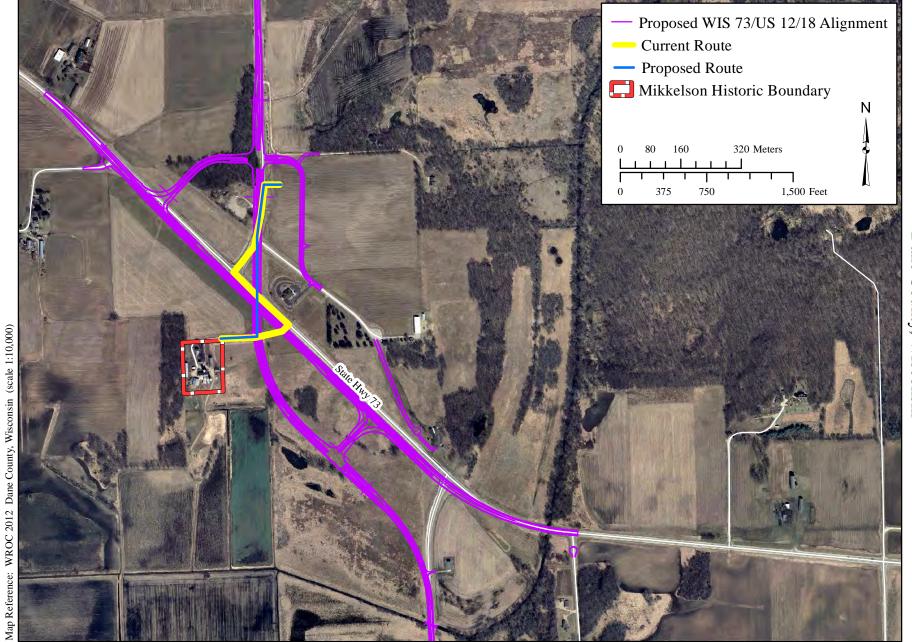


Figure 15. Current and Proposed Access to Fields North of Mikkelson Farmstead.





Figure 17. View West, Depicting Proposed WIS 73 Alignment from Mikkelson Driveway toward Farmstead

From:	Rachel Bankowitz
Sent:	Friday, April 13, 2012 9:20 AM
То:	dchs@danecountyhistory.org
Cc:	Rachel Bankowitz
Subject:	WisDOT ID #3070-00-02, WIS 73 Highway Project, Towns of Deerfield, Christiana and Albion. Dane County

Dear Dane County Historical Society,

The Wisconsin Department of Transportation (WisDOT) Southwest Region has initiated a study for improvements to WIS 73 through portions of the towns of Albion, Christiana and Deerfield, in Dane County. The project starts at 0.3 miles north of Pierce Road, in the Town of Albion, and extends north along WIS 73 through the Town of Christiana to US 12, in the Town of Deerfield. The project will address roadway deficiencies along the corridor including pavement, drainage, and safety along shoulders and at intersections.

As part of the project, architectural/history investigations are necessary. Commonwealth Cultural Resources Group, Inc. (CCRG) has been contacted to conduct these investigations. CCRG is writing to ask if you have any concerns about any architectural/historical resources in or near the proposed study areas, especially any that you feel may be affected by the proposed project. Any information about these resources would be greatly appreciated.

Your input will be invaluable in the treatment of cultural resources associated with this project. If you have any concerns, and/or would like to comment, please do so by email, or by mail, by April 27, 2012, to me at:

CCRG, Inc. 8669 N. Deerwood Dr. Milwaukee, WI 53209 Email: <u>rbankowitz@ccrginc.com</u>

Thank you for your help!

Sincerely,

Hunsel Thinknoway

Rachel Bankowitz, M.S. Preservation Planner/Architectural Historian



Memorandum

To:	Nate Day, Darren Fortney, SEH
From:	Robert J. Watson, Kathryn C. Egan-Bruhy
Date:	September 27, 2013
Subject:	Burial Site BDA0062 (Hauge Cemetery)
	WIS 73/US 12/18 Intersection Reconstruction (WisDOT ID 3070-00-03)
	Fadness Road to London Road
	Dane County

This memo provides clarification regarding the location of burial site BDA0062 (Hauge Cemetery) relative to the planned reconstruction of the WIS 73/US 12/18 intersection (WisDOT ID 3070-00-03) in Dane County, WI.

In October, 2012, a review of the location of the site revealed discrepancies between the mapped boundary of the cemetery contained in the parcel mapping of the Dane County GIS and that in the Wisconsin Historical Preservation Database (WHPD). This discrepancy was brought to the attention of WHS Assistant State Archaeologist Amy Rosebrough, who agreed that alterations to the cemetery boundary included in the WHPD were warranted. Changes were made to the WHPD so that the boundary of the cemetery matched that in the Dane County GIS. This boundary adjustment effectively removed the cemetery boundary from the right-of-way of US 12 to the south and Schaul Lane (Old US 12) right-of-way to the north. Based on this change, CCRG determined that the cemetery did not extend into the project APE and reported this in the ASFR.

Since the cemetery boundary does not extend into the Schaul Lane right-of-way, the proposed extension of Schaul Lane to the Simonson property will not require authorization to disturb the cemetery, provided that all ground disturbing work is limited to the existing Schaul Lane right-of-way in front of the cemetery property.

Copies of the email correspondence between Robert Watson and Amy Rosebrough discussing the boundary of BDA0062, the WHPD record of the cemetery, and maps depicting the cemetery boundary relative to the project APE are included for your reference.

Please let me know if you require additional information or clarification. I can be contacted at rwatson@ccrginc.com or (414) 446-4121.

Robert Watson

From:	Robert Watson
Sent:	Wednesday, October 31, 2012 3:35 PM
То:	'Rosebrough, Amy L - WHS'
Subject:	ASI issue and resolution
Attachments	BDA0062_Cemetery_Boundary_Revised.zip

Amy-

I hope all is well with you. I have an ASI issue that I thought I would bring to your attention. We are working on a project along STH 73 in Dane County. Our review of sites in the project area identified the Oak Lawn (BDA-0020) cemetery in the project area. As I was looking into documenting the cemetery, I found that the topo map refers to the cemetery as the Hauge Cemetery (BDA-0062). When you look up the record of BDA-0062, there is no linked map. Long story short, Site BDA-0020 is mapped in two areas, the correct area in section 8, T9N R12E; and in section 33, T7N R12E, which is actually the location of the Hauge Cemetery. Since I was looking into all of this I also noticed that the boundaries for the Hauge Cemetery as mapped in the Dane County GIS were different that those in the ASI. Essentially the southern boundary of the cemetery is 35.5 feet north of the STH 73 right-of-way. I have attached a shape file of the cemetery boundaries based on the Dane County GIS.

Let me know if you have any questions and I will put you in contact with someone who can answer them.

RW

Robert J. Watson, Ph.D., RPA Principal Investigator

(414) 446-4121- office (414) 446-4325- fax (715) 482-5493 - cell

COMMONWEALTH CULTURAL RESOURCES GROUP, INC.

8669 N. Deerwood Drive Milwaukee, WI 53209 www.ccrginc.com

Robert Watson

From:Robert WatsonSent:Thursday, November 01, 2012 4:01 PMTo:'Rosebrough, Amy L - WHS'Subject:RE: BDA-0062

Nicely done Amy, and thanks. I am mainly trying to avoid having to track down all the cemetery documents, as the cemetery has not responded to my inquiries. With the cemetery boundaries out of the new US 12 right-of-way, I should be okay.

RW

Robert J. Watson, Ph.D., RPA Principal Investigator

(414) 446-4121- office (414) 446-4325- fax (715) 482-5493 - cell



8669 N. Deerwood Drive Milwaukee, WI 53209 www.ccrginc.com

From: Rosebrough, Amy L - WHS [mailto:Amy.Rosebrough@wisconsinhistory.org]
Sent: Thursday, November 01, 2012 3:58 PM
To: Robert Watson
Subject: re: BDA-0062

Tracked down the 'double-map' problem to a typo in the ASI number. Our GIS program connects records to shape files using the old ASI number rather than the site number, which is rather annoying. I've fixed it in GIS, and the change will transfer over to the public website next time our GIS coordinator merges the data.

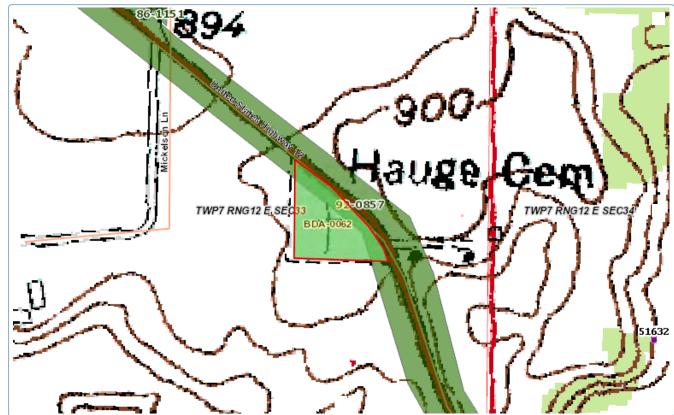
I overlaid the Dane county GIS shape file onto our topos, and was pleased to see that they actually match up pretty well. Dane Co maps the southern edge about 10 feet further north than we do, and the western edge about 20 feet further east. USH 12/STH 73, however, has moved southward to the other side of the cemetery...that seems to be the main discrepancy between the topo map and the current GIS map. 'Old' STH 12 is now Shaul Lane. I've tweaked the southern and western boundaries of our shape file just a smidge to make sure that they line up with Dane Co's map, and have updated the location data in the ASI record to reflect the road change.

Amy L. Rosebrough Staff Archaeologist State Archaeology and Maritime Preservation Program Wisconsin Historical Society 816 State Street, Madison, WI 53706 1-608-264-6494 amy.rosebrough@wisconsinhistory.org www.wisconsinhistory.org Collecting, Preserving and Sharing Stories Since 1846.

Primary Info	
State Site #	
Name	Hauge Cemetery
Other Name	
Field #	
ASI #	13646

Location Information												
County	Dane											
Municipality												
Civil Town	Deerfield											
Location Description	This cemetery is located at between old USH 12 (now Shaul Lane) and current USH 12, approximately 1040 feet southeast along modern USH 12 from the intersection of USH 12 and modern STH 73. The cemetery may be entered from Shaul Lane.											
PLSS	Township	Range	Direction	Section	QSection	Gri	d Alignment	French Lot	Gov. Lot			
	7	12	E	33	NE, SE, SE	SE	CORNER					
UTM Info												
USGS 7.5' Quad Info	DEERFIELD											
Parcel ID												
Site Description												
Site Description This is a vanuual maintained compton. There is white metal link foreing and a brick gate in the fort. There is no force around the sect of the												
Site Description	This is a very well-maintained cemetery. There is white metal link fencing and a brick gate in the front. There is no fence around the rest of the cemetery. The oldest stone observed was from 1873. This Evangelical Lutheran Church which is related to this cemetery was organized in 1862.											
Site Dimensions (feet)	Site Area (ea (acres)	3						
Site Dimensions (meters)	Site Area (hectares)											
Site Type	Cemetery/burial											
	Culture					Certainty						
Cultural Info	Historic Euro-American					Definite						
Archaeological Phase/Complex	Investigation Type											
Tribe/Ethnic Group												
Site Status	This human burial site is protected under Wis. Stats 157.70. Consultation with the Wisconsin Historical Society is required. See burial page.											
Covenant	mis numari punarisite is protected under wis. stats 157.70, consultation with the wisconsin historical society is required, see build page.											
overlant (
Site Characteristics												
Modern Landuse												
Degree of Disturbance	Degree of Disturbance											
Impacts to Sites												
Burial Site Info												
Burial Number	BDA-0062				Burial Status		Not Catalogued					
Date Catalogued					Cemetery Type			Active				
Earliest Grave Date	1851-1900				Latest Grave Da	ite	1950-2	2000				
Disposition Activity					Date of Disposition							
Cataloging Comments												
National Register Info												

Individual Eligibility Evaluation												
Proposed Historic District												
Contributing												
Evaluation Date												
Eligibility Comments												
<u>Ownership</u> <u>Add</u>												
Artifact Info												
Artifact Repository												
Material Class												
Artifact List												
Date of Site												
Dating Method												
Investigator Info												
Investigator	Organization		Date	Recommendation								
Debra Cravens	State Historical Society-Burial Si	tes Program	11/18/1997									
Site Reporter Info												
Reporter												
Organization												
Date Reported												
Bibliography	Drury 1958 air photograph Page 339.											
Tracking Info												
WHS Project #	BAR #	Reason For Reporting										



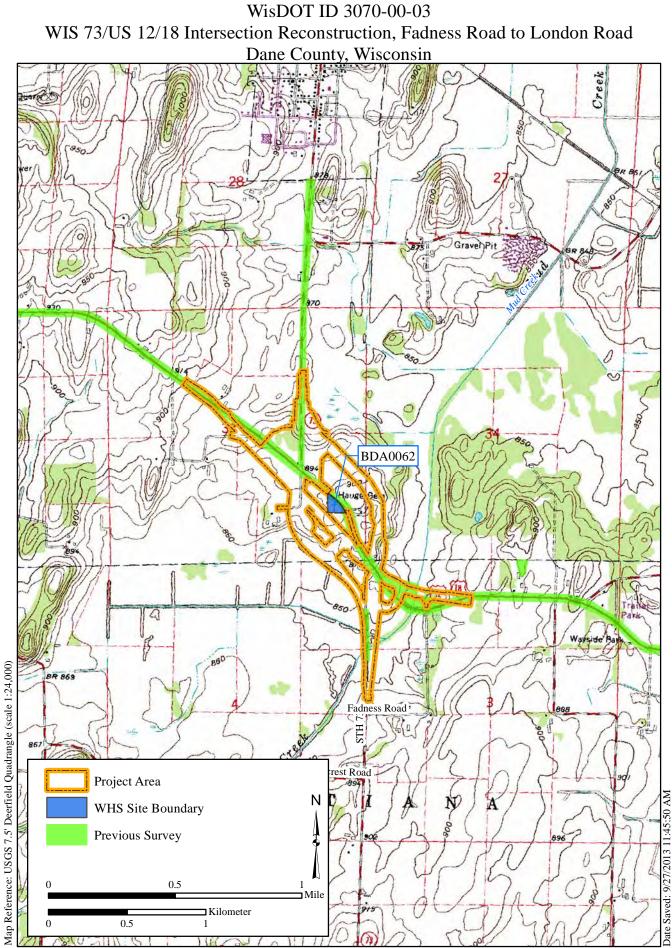


Figure 1. Project Area, Previous Cultural Survey, and Hauge Cemetery (BDA0062) Location

WisDOT ID 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Fadness Road to London Road Dane County, Wisconsin

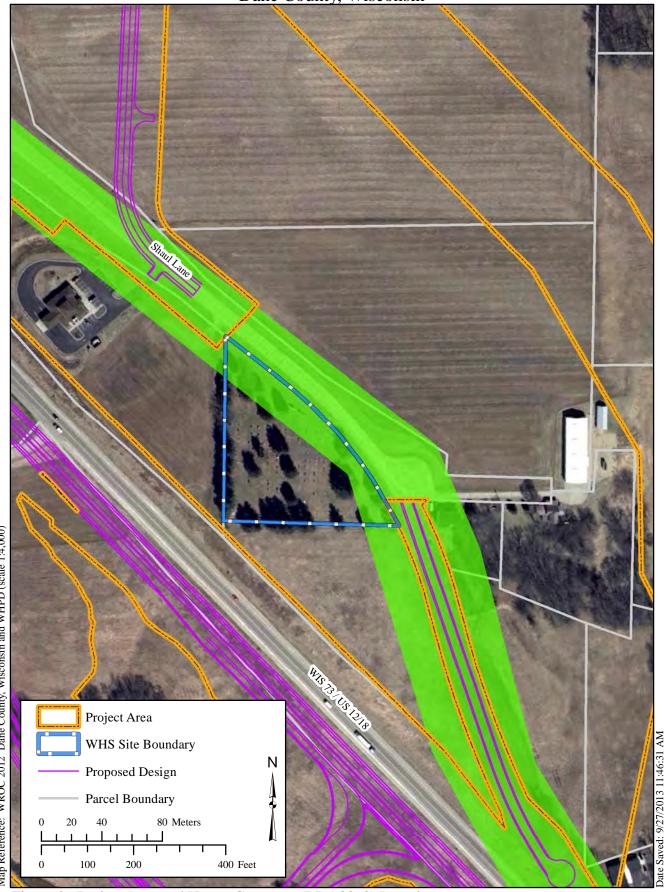


Figure 2. Project Area and Hauge Cemetery (BDA0062) Location

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

CHAEOLOGICAL/HISTORICAL INFORMATION Wisconsin Department of Transportation

CIID

DT1635 11/2006

AMENDED

For instructions, see FDM Chapter 26

. PROJECT INFORMATIO	ON	2010	
Project ID 3070-00-03/05/06	Highway - Street NRCS Easement Mitigation on the Hoesly Parcel for the WIS 73/US 12/18 Intersection Reconstruction	County Dane	
Project Termini N/A		Region - Office Southwest Region	
Regional Project Engineer - Project Craig Pringle	Manager	Area Code - Telephone Number (608) 242-8058	
Consultant Project Engineer - Project Manager RECEIVED		Area Code - Telephone Number (608) 620-6191	
Archaeological Consultant Katie Egan-Bruhy, CCRG	Area Code - Telephone Number (414) 446-4121		
Katie Egan-Bruhy, CCRG NOV 20 2013 Architecture/History Consultant Rachel Bankowitz, CCRG DIV HIST PRES		Area Code - Telephone Number (414) 446-4121	
Date of Need November 11, 2013	DIV INSI PRES	SHSW# 13-0233 DA	
Return a signed copy of this form to:	Craig Pringle (craig.pringle@dot.wi.gov)	Pg1/2	

II. PROJECT DESCRIPTION

Project Length	Land to be Acquired: Fee Simple	Land to be Acquired: Easement	
N/A	33.3 acres	16 acres	

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	N/A	N/A	Terrace Width	N/A	N/A - Rural
Shoulder	N/A	N/A	Sidewalk Width	N/A	N/A - Rural
Slope Intercept	N/A	N/A	Number of Lanes	N/A	N/A
Edge of Pavement	N/A	N/A	Grade Separated Crossing	N/A	N/A
Back of Curb Line	N/A	N/A	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other - List:	1		Stream Channel Change	🗆 Yes	🖾 No
Attach Map(s) that depict "maximum" impacts.	🛛 Yes	□ No	Tree topping and/or grubbing	□ Yes	No No

Brief Narrative Project Description - Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements.

This amended Section 106 form includes new architectural/archaeological/historic survey completed on a 33.3 acre parcel known as the Hoesly parcel in the Town of Christiana, Dane County. This 33.3-acre parcel (parcel number 061204195001) would be sold to WisDOT by the willing seller, Hoesly, for the purpose of easement mitigation. The Proposed Action for the associated WisDOT Project ID 3070-00-03 requires the acquisition of a portion (16 acres) of a separate parcel currently enrolled in the United States Department of Agriculture (USDA)-Natural Resource Conservation Service (NRCS) Wetlands Reserve Program (WRP) (see Exhibit 1 – USDA-NRCS WRP Easement and Hoesly Mitigation Parcel). The Hoesly parcel would serve as the mitigation site for the 16 acres acquired from the USDA-NRCS WRP easement. The remaining 17.3 acres would be WisDOT owned.

The Hoesly Parcel and the WRP Easement are adjacent to each other in Section 4 of T6 R12E in Dane County.

Add continuation sheet, if needed.

III. CONSULTATION				
How has notification of the project been provided to: Property Owners – Notified with original project information Public Information Meeting Notice Letter - Required for Archaeology Telephone Call	Historical Societi Public Inform Letter Telephone Ca Other: Notified under or	ation Meeting Notice all	 Native American Tribe Public Info. Mtg. N Letter Telephone Call Other: 	NOV 20 2013
I elephone Call Notified under or Other: Purchase agreement negotiated with landowner		DIV HIST		IV HIST PRES
*Attach one copy of the base letter, list of a	ddresses and commen	ts received. For history	r include telephone memos	s as appropriate.
IV. AREA OF POTENTIAL EFFECTS ARCHAEOLOGY: Area of potential effect		this the Userburgerel		
ARCHAEOLOGI: Area of potential ener	st for archaeology is wi	thin the Hoesly parcel.		
HISTORY: Describe the area of potential e within the Hoesly Parcel.	affects for buildings/stru	ctures. The APE includ	des all resources immediat	lely adjacent to, or
V. PHASE I ARCHEOLOGICAL OR	RECONNAISSANCE	HISTORY SURVEY NE	EDED	
ARCHAEOLOGY		ALCONDUCT MICHAEL	HISTORY	
Archaeological survey is needed		Architecture/Histor	y survey is needed	
Archaeological survey is not needed - Provide justification Screening list (date).		Architecture/History survey is not needed No structures or buildings of any kind within APE Screening list (date).		
VI. SURVEY COMPLETED				
ARCHAEOLOGY			HISTORY	
 No archaeological sites(s) identified - ASFR attached NO potentially eligible site(s) in project area - Phase I Report attached Potentially eligible site(s) identified-Phase I Report attached Avoided through redesign Phase II conducted - go to VII (Evaluation). Phase I Report attached - Cemetery/cataloged burial documentation 		 NO buildings/structures identified - A/HSF attached Potentially eligible buildings/structures identified in the APE - A/HSF attached Potentially eligible buildings/structures avoided - documentation attached 		
VII. DETERMINATION OF ELIGIBILIT	Y (EVALUATION) CO	MPLETED	Contraction of the second	
No arch site(s) eligible for NRHP - Phase	e II Report attached	No buildings/struc	ture(s) eligible for NRHP -	DOE attached
Arch site(s) eligible for NRHP - Phase II Report attached Site(s) eligible for NRHP - DOE attached		Building/structure(s) eligible for NRHP - DOE attached		
VIII. COMMITMENTS/SPECIAL PROV	ISIONS – must be inc	luded with special pro	ovisions language	
IX. PROJECT DECISION				
 No historic properties (historical or archa No historic properties (historical or archa Historic properties (historical and/or archa Go to Step 4: Assess affects an □ Documentation for Determination 	eological) affected. naeological) may be affe nd begin consultation o	n affects	13-0233/0A P32/2	
(Regional Project Manager)	(WIDOT Historic Pres	CO DOM DWEED IN	(State Historic Prese	nvalion Officer)
(Date) (Date) (Date) (Consultant Project Manager)	<u>(Date</u>)	(Date)	<u>au13</u>
1077-13 (Date)		ļ		

1



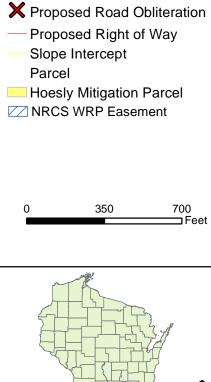
EXHIBIT 1



WIS 73/US 12/18 Intersection Reconstruction Project

> Fadness Road to London Road Dane County

WisDOT ID: 3070-00-03/05/06



294

APPENDIX K – USACE Correspondence



DEPARTMENT OF THE ARMY ST. PAUL DISTRICT, CORPS OF ENGINEERS 180 FIFTH STREET EAST, SUITE 700 ST. PAUL MN 55101-1678

December 10, 2013

Operations Regulatory (2012-00408-SEK)

REPLY TO ATTENTION OF

Ms. Jennifer Grimes Wisconsin Dept. of Transportation 2101 Wright St. Madison, Wisconsin 53704

Dear Ms. Grimes:

We have completed our review of your pre-construction notification to discharge dredged and fill material in an unnamed tributary of Koshkonong Creek and wetlands draining to Mud Creek, unnamed tributaries of Koshkonong Creek, and Saunders Creek. The purpose of the project is to reconstruct STH 73 from Pierce Road to Fadness Road in order to correct geometric deficiencies and improve pavement structure, drainage, and safety (3070-00-02). The project would result in the permanent loss of approximately 0.81 acre of wet meadow, 0.14 acre of shallow marsh, 0.2 acre of scrub-shrub wetland, and 0.2 acre of wooded swamp for a total loss of 1.34 acres. The project is approximately 10 miles long and is located in Sections 3, 4, 9, 10, 15, 16, 21, 22, 27, 28, and 34, T. 6N., R. 12E. and Sections 3, 10, 14, 15, 22, and 23, T. 5N. R. 12E., Dane County, Wisconsin.

This work is authorized under Section 404 of the Clean Water Act by category 3, Transportation projects carried out under the direction and supervision of the Wisconsin Department of Transportation, of Department of the Army General Permit (GP-003-WI) PROVIDED THE ENCLOSED CONDITIONS ARE FOLLOWED. Projects authorized under Section 404 of the Clean Water Act by GP-003-WI are not valid unless and until SECTION 401 WATER QUALITY CERTIFICATION or waiver is received from the Wisconsin Department of Natural Resources (WDNR).

The Corps requires a minimum of 1.65 wet meadow credits to be debited from London Wetland Mitigation Bank located in Jefferson County, Wisconsin. The compensatory mitigation proposed pursuant to the WDNR/Wisconsin Department of Transportation cooperative agreement will satisfy the Corps compensatory mitigation requirements.

If your project will require off-site fill material that is not obtained from a licensed commercial facility, you must notify us at least five working days before start of work. A cultural resources survey may be required if a licensed commercial facility is not used.

This General Permit is valid until December 31, 2017, unless reissued, or revoked. The time limit for completing the work described above ends on that date. It is the permittee's responsibility to remain informed of changes to the General Permit program. If this authorized work is not undertaken within the above time period, or the project specifications have changed, our office must be contacted to determine the need for further approval or re-verification.

Operations Regulatory (MVP-2012-00408-SEK)

It is your responsibility to ensure that the work complies with the terms of this letter and the enclosures AND TO OBTAIN ALL REQUIRED STATE AND LOCAL PERMITS AND APPROVALS BEFORE YOU PROCEED WITH YOUR PROJECT.

A preliminary jurisdictional determination (JD) has been prepared for the site of your project. The preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps representative identified in the final paragraph of this letter. You also may provide new information for further consideration by the Corps to reevaluate the JD. If this JD is acceptable, please sign and date both copies of the Preliminary Jurisdictional Determination form and return one copy to the address below within 15 days from the date of this letter.

U.S. Army Corps of Engineers Attn: Simone Kolb 20711 Watertown Rd., Suite F Waukesha, WI 53186

If you have any questions, contact Simone Kolb in our Waukesha office at (262) 717-9539. In any correspondence or inquiries, please refer to the Regulatory number shown above.

Sincerely,

Simore Lolb

Tamara E. Cameron Chief, Regulatory Branch

Enclosures

Copy furnished to: WDNR, Eric Heggelund Short, Elliot, Hendrickson, Inc. (Dane Partners), Darren Fortney -----Original Message-----From: Kolb, Simone E MVP [mailto:Simone.E.Kolb@usace.army.mil] Sent: Tuesday, July 16, 2013 9:07 AM To: Grimes, Jennifer - DOT Cc: Heggelund, Eric P - DNR Subject: RE: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - wetland impacts (UNCLASSIFIED)

Classification: UNCLASSIFIED Caveats: NONE

Hi Jenny,

We should talk a little more about this one - unless the mitigation will occur and be functioning prior to the impact, there will likely be a ratio increase for the temporal loss to the WRP wetlands. Our standard ratio for project-specific mitigation of this type is 1.5:1 as opposed to 1:1. I would be ok with going to the bank for the rest.

For the WRP impacts:

2.58 A x 1.5 = 3.87 credit need

3.87 - 2.58 = 1.29 remaining credit need (assumes a 1:1 credit allocation for the on-site WRP mitigation - actual allocation will have to be determined based on the plan)

1.29 / 1.5 = 0.86 bank credit need (assumes a 1:1 need as there is no temporal penalty for going to the bank)

From: Grimes, Jennifer - DOT
Sent: Monday, July 15, 2013 6:50 PM
To: Heggelund, Eric P - DNR; Kolb, Simone E MVP
Cc: DOT I39 Project; Pringle, Craig - DOT; Darren Fortney; Jeff Hanson
Subject: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - wetland impacts

Eric and Simone,

We are working on finalizing the Environmental Assessment (EA) for the WIS 73 project, and I wanted to share the latest figure showing the wetland impacts both in the NRCS easement boundary and outside the easement boundary.

There are 1.27 acres of impact outside of the NRCS easement and 2.58 acres within the NRCS easement, for a total of 3.85 acres of impact to types RPF(N), M(N), WS(N). The acres of impact inside the WRP boundary will be replaced on an adjacent property at a 1:1 ratio, and the remaining acres outside the WRP boundary are intended to be mitigated at an appropriate ratio using the DOT Wetland Mitigation Banking Technical Guideline at the London wetland mitigation bank site.

The team has also worked toward an agreement on the easement mitigation plan with NRCS and will be moving forward with sharing that information with the property owner that we'd like to purchase the mitigation property from for his agreement on how the site will affect his adjacent parcels. After that, we hope to have agreement on the mitigation and proceed with the EA for final review and signature by FHWA to be published for agency and public comment.

Please let me know if you have any comments on the wetland impacts or would like to see any additional information.

Jenny

Jennifer Grimes Environmental Analyst & Review Specialist Mega Team Projects & Planning Majors Studies WisDOT Southwest Region – Madison 2101 Wright Street, Madison, WI 53704 Phone 608.246.3823 jennifer.grimes@dot.wi.gov

From: Grimes, Jennifer - DOT
Sent: Monday, May 06, 2013 2:13 PM
To: Heggelund, Eric P - DNR; Kolb, Simone E MVP
Cc: Darren Fortney (dfortney@sehinc.com); DOT I39 Project; Pringle, Craig - DOT
Subject: RE: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - Intersection Alternative Evaluation Report & request for agency comment

Eric and Simone,

I apologize for not sending to your sooner, but attached is the final On-site Mitigation Assessment for the WIS 73 and US 12/18 intersection reconstruction project.

DOT is moving ahead with negotiations with the Mikkelson's for the NRCS WRP mitigation property transfer. We do not have a signed offer to purchase yet and are working with Mr. Mikkelson to address his drainage and other concerns. Our consultants were out about 2 weeks ago surveying the ditches on the Mikkelson property.

Simone – have you had a chance to review the wetland delineation for the WIS 73 projects (submitted 9/21/12)? I just reviewed the 1st draft of the EA and would like to have any comments and/or concurrence on the wetland delineation for the project included in the correspondence section.

Jenny

From:	"Grimes, Jennifer - DOT" <jennifer.grimes@dot.wi.gov></jennifer.grimes@dot.wi.gov>
To:	"Heggelund, Eric P - DNR" < Eric.Heggelund@wisconsin.gov>, "Kolb, Simone E MVP"
	<simone.e.kolb@usace.army.mil>,</simone.e.kolb@usace.army.mil>
Cc:	"Darren Fortney (dfortney@sehinc.com)" <dfortney@sehinc.com>, DOT I39 Project</dfortney@sehinc.com>
	<i39project@dot.wi.gov>, "Pringle, Craig - DOT" <craig.pringle@dot.wi.gov></craig.pringle@dot.wi.gov></i39project@dot.wi.gov>
Date:	05/06/2013 02:16 PM
Subject:	RE: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County -
	Intersection Alternative Evaluation Report & request for agency comment

Eric and Simone,

I apologize for not sending to your sooner, but attached is the final On-site Mitigation Assessment for the WIS 73 and US 12/18 intersection reconstruction project.

DOT is moving ahead with negotiations with the Mikkelson's for the NRCS WRP mitigation property transfer. We do not have a signed offer to purchase yet and are working with Mr. Mikkelson to address his drainage and other concerns. Our consultants were out about 2 weeks ago surveying the ditches on the Mikkelson property.

Simone – have you had a chance to review the wetland delineation for the WIS 73 projects (submitted 9/21/12)? I just reviewed the 1st draft of the EA and would like to have any comments and/or concurrence on the wetland delineation for the project included in the correspondence section.

Jenny

From: Grimes, Jennifer - DOT
Sent: Monday, March 18, 2013 2:45 PM
To: Pringle, Craig - DOT
Cc: Darren Fortney (dfortney@sehinc.com); DOT I39 Project
Subject: FW: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - Intersection Alternative Evaluation Report & request for agency comment

FYI – 3070-00-03: No further comments on EA Alternatives from DNR at this time.

From: Heggelund, Eric P - DNR
Sent: Monday, March 18, 2013 2:02 PM
To: Grimes, Jennifer - DOT
Subject: RE: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - Intersection Alternative Evaluation Report & request for agency comment

Ok, Thanks Jenny. I guess that takes care of your question for me. I appreciate the information.

Cheers,

Eric

From: Grimes, Jennifer - DOT
Sent: Friday, March 15, 2013 11:22 AM
To: Heggelund, Eric P - DNR
Cc: Kolb, Simone E MVP; Pringle, Craig - DOT; 'Darren Fortney'

Subject: RE: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - Intersection Alternative Evaluation Report & request for agency comment

Eric,

The replacement easement parcels are currently mostly uplands (some wetland/ditches) except for Hoesly (mostly wetlands) that will be restored and then enrolled in the program. I have attached the preliminary concept (3/11/13) for Mikkelson, which is our 1st priority parcel for the mitigation and we are preparing an offer to purchase at this time. NRCS had some comments yesterday (3/14/13) on the ditches, etc that will need some slight modifications. Once we finalize the document, I will send you and Simone a copy.

After meeting with NRCS yesterday, they told me that DOT <u>cannot</u> combine the WRP easement conversion/replacement area with the mitigation for our Section 404/401 permits. So at this time, I am proposing that the WIS 73 project compensate for the wetland losses at the London Wetland Bank Site, to the northwest of the project location (map attached).

Jenny

From: Heggelund, Eric P - DNR
Sent: Wednesday, March 13, 2013 4:24 PM
To: Grimes, Jennifer - DOT
Subject: RE: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - Intersection Alternative Evaluation Report & request for agency comment

Jenny,

Are the WRP mitigation replacement lands existing wetlands that are now going to be enrolled in WRP, or are these parcels currently uplands that will be restored to wetlands and then enrolled in the program? What are you going to do on these properties?

I can't think of any other comments on the preferred alternative. I believe the selected alternative had fewer impacts to wetlands and other resources than the other presented alternatives. I don't have any concerns with having 12/18 go over 73 rather than the other way around.

Thanks,

Eric

From: Grimes, Jennifer - DOT
Sent: Monday, March 04, 2013 2:37 PM
To: Kolb, Simone E MVP; Heggelund, Eric P - DNR
Cc: Pringle, Craig - DOT
Subject: RE: WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - Intersection Alternative Evaluation Report & request for agency comment

Simone,

Last Tuesday we discussed the proposed on-site mitigation for the impacted NRCS WRP conservation easement on Highway 73. You were going to check internally on whether

WRP mitigation replacement lands can also be used for Section 404 wetland mitigation for areas that have been restored. Were you able to discuss the issue with Todd?

Eric,

Does DNR have any concerns with using WRP mitigation replacement lands for Section 401 wetland mitigation?

Both,

The project team has told me that they anticipate the pre-draft EA for my review to be expected mid-March. Do either of you have any comments on the project alternatives and impacts that should be included in the EA? The preferred alternative was revised in January 2013, and the preferred alternative is now Alt 4A. (The difference from the past Alt 4 is that under Alt 4A, US 12/18 would bridge OVER WIS 73, instead of UNDER as presented for Alt 4.)

The Proposed Action (Preferred Alternative, Alternative 4A) would realign the south leg of WIS 73 to the west to create a continuous route for WIS 73 to the north. A bridge would be constructed on US 12/18 over the new alignment of WIS 73. Jug-handle type ramps will connect all turning movements between WIS 73 and US 12/18 to eliminate left turning movements on US 12/18. Approximately 2.7 miles of new roadway will be constructed; 1.3 miles on US 12/18 and 1.4 miles on WIS 73. The Proposed Action will require approximately 36 acres of new right of way and 16.2 acres of easement.

The Preferred Alternative, Alternative 4A, would require the acquisition of a portion (16.2 acres) of the Shaul Parcel; this parcel is currently enrolled in the USDA-NRCS Wetland Reserve Program. Coordination with the USDA-NRCS has indicated that mitigation (replacement) would be provided for the portion of the Shaul Parcel required

for the roadway improvement project. A mitigation assessment of the 16.2 acre easement and three parcels directly adjacent to this parcel, Mikkelson, Birkrem and Hosely, has been completed. The USDA-NRCS has indicated that any or a combination of the three land owner parcels would be adequate mitigation land.

We have received initial comments on the project from Eric on 5/13/12, and wetland delineation concurrence on 10/16/12.

Simone, I believe that I requested a preliminary JD for the project and have not received a letter in response. Do you want any formal comments from your agency to be included in the Draft EA document? Do you need any additional information on the project?

Jenny

From: Grimes, Jennifer - DOT Sent: Wednesday, November 21, 2012 2:05 PM To: Kolb, Simone E MVP **Cc:** Pringle, Craig - DOT; Darren Fortney; Heggelund, Eric P - DNR **Subject:** WisDOT 3070-00-03 WIS 73/US 12/18 Intersection Reconstruction, Dane County - Intersection Alternative Evaluation Report & request for agency comment

WisDOT Project ID 3070-00-03 WIS 73 Fadness Road to London Road Dane County

Hi Simone,

You have previously received 2 scoping letters pertaining to the project listed above sent 2/23/12 and 9/21/12. The second letter explained how the intersection of WIS 73 and US 12/18 was being split from the original WIS 73 10-mile project (letter attached). In addition, a wetland delineation report for both projects was mailed to you and DNR on 9/21/12 (DNR concurred with the delineation on 10/16/12).

With this email I am sending you an alternatives analysis for the project located at the intersection of WIS 73 and US 12/18 (a project location map is included in the report). An Environmental Assessment (EA) is being prepared for the project. At this time, DOT's preferred alternative is Alt #4 which impacts a NRCS Wetlands Reserve Program (WRP) property and approximately 5 acres of wetlands. DOT is actively working with NRCS to determine suitable replacement lands adjacent to the Shaul property to enter into conservation easement under the WRP.

Does your agency have any comments or questions on the range of alternatives and/or DOT's preferred alternative that can be incorporated into the EA? If you do not have any comments on the project at this time, could you also let me know that as well?

Please let me know if you would like to discuss the project. Have a great holiday weekend! Jenny

Jennifer Grimes

Environmental Analyst & Review Specialist Mega Team Projects & Planning Majors Studies WisDOT Southwest Region – Madison office 2101 Wright Street, Madison, WI 53704 Phone 608.246.3823 | Cell 608.516.9760 jennifer.grimes@dot.wi.gov ----- Message from "Grimes, Jennifer - DOT" <Jennifer.Grimes@dot.wi.gov> on Tue, 23 Apr 2013 13:03:19 -0500 -----

To: "Mings, Thomas S MVP'' <Thomas.S.Mings@usace.army.mil>, "Pearson, Robert - DOT"
<robert.pearson@dot.wi.gov>

cc: "Leithoff, Karla - DOT" <karla.leithoff@dot.wi.gov>

Subject RE: WIS 73: impacts to NRCS-WRP wetlands - special status? [3070-00-03] (UNCLASSIFIED)

Thanks Tom & Bob! I wanted to check now, to avoid delays. We will proceed as discussed below.

Jenny

-----Original Message-----From: Mings, Thomas S MVP [mailto:Thomas.S.Mings@usace.army.mil] Sent: Tuesday, April 23, 2013 10:55 AM To: Pearson, Robert - DOT Cc: Grimes, Jennifer - DOT; Leithoff, Karla - DOT Subject: RE: WIS 73: impacts to NRCS-WRP wetlands - special status? [3070-00-03] (UNCLASSIFIED)

Classification: UNCLASSIFIED Caveats: NONE

I asked this question years ago down south and got something like "we don't know, but we'll figure out something when it comes up." Sounds like it has come up for WisDOT and that NRCS has figured out something that seems reasonable to local reviewers. The taking on a WRP easement is I've always thought a separate issue from a 404 impact, both because of specific WRP requirements and also because I look at WRP a lot like some of the other lands acquired by federal funds (parks, wildlife areas, etc.) that generate their own separate mitigation requirements. What NRCS proposes re. mitigating WRP impacts is pretty much what I've always expected. As for what credit is appropriate, I think it appropriate to use the existing WisDOT guidelines and federal mitigation rule - those say to base 404 compensation on the functions and services of impacted wetland. I don't think WRP restorations are special status wetlands just because of the funding source the status would be due to actual wetland attributes. I don't see any need or requirement to coordinate this separately with the IRT - make sure it works for NRCS, Corps, and DNR as with all permits, AND know that IRT agencies will get their chance to express opinions as always in permit and any NEPA review process. To me it is a project-specific and permit issue, vetting of the proposed credits and bank source to occur during normal permit review process.

Bob - because this goes back to the PM managing each permit, there could be different interpretations - because any PMs involved in discussions with

Karla and Jenny are likely out of the SE Section, Todd might be someone for WisDOT to consult if there were questions about consistency... since he is the supervisor.

-----Original Message-----From: Pearson, Robert - DOT [mailto:robert.pearson@dot.wi.gov] Sent: Tuesday, April 23, 2013 9:21 AM To: Mings, Thomas S MVP Cc: Grimes, Jennifer - DOT; Leithoff, Karla - DOT Subject: FW: WIS 73: impacts to NRCS-WRP wetlands - special status? [3070-00-03]

Tom,

I meant for you to be on this email list...please read.

bob

From: Pearson, Robert - DOT Sent: Tuesday, April 23, 2013 9:20 AM To: Grimes, Jennifer - DOT Cc: Leithoff, Karla - DOT Subject: RE: WIS 73: impacts to NRCS-WRP wetlands - special status? [3070-00-03]

Jenny,

Based on your descriptions below, this seems like a pretty straight forward way in which you are responding. Because you are coordinating directly with the local DNR & USACE and it appears all is going along reasonably well with no conflicts regarding ratios and mitigation alternatives, then I see no need to coordinate with MBRT on this particular "case by case basis".

If you were running into a very complicated scenario with credit disputes at the "local DNR/USACE/NRCS levels", then we could elevate it to the MBRT (now IRT) level for decision making on credit ratios.

Tom, can you please read below, and call Jenny if you need more background. Frankly, I think this scenario does not need IRT involvement. Do you concur?

Bob

From: Grimes, Jennifer - DOT Sent: Monday, April 22, 2013 10:18 PM To: Pearson, Robert - DOT Cc: Leithoff, Karla - DOT Subject: WIS 73: impacts to NRCS-WRP wetlands - special status? [3070-00-03]

Bob - question about wetlands of special status:

Do I need to request comment by any members of the IRT (other than DNR and COE) in order to address the following for impacts to "special status" wetlands:

- * the ratio to be debited?
- * use of a bank site for replacement?

According to the Tech Guideline (p. 10), the WIS 73 project will be impacting wetlands of special status because "public or private expenditure has been made to restore, protect or ecologically manage the wetland on either public or private land" thru the NRCS WRP conservation easement program on private (Shaul) property.

The WIS 73 project will be restoring the wetlands impacted on an adjacent parcel (Mikkelson property) prior to transferring the property to the Shaul's and quit-claiming the conservation easement to the restoration to NRCS (still working out the transaction details). In a meeting on 3/14/13, NRCS told me that DOT cannot combine the WRP easement conversion/replacement area with the mitigation for our Section 404/401 permits. So at this time, I am proposing that the WIS 73 project compensate for the wetland losses at the London Wetland Bank Site. I have been coordinating with DNR and COE about the WRP easement impacts and proposed mitigation throughout the project. Neither DNR nor COE has requested increased ratios and I have not asked thus far.

I am currently reviewing the EA for the project. I think that question #2 on the Wetland Factor Sheet should explain the special status wetlands, but I don't think DOT should debit at an increased ratio because we are essentially proposing to mitigate the losses at 2:1 ratio -> 1:1 for the on-site restoration (NRCS WRP easement replacement) and 1:1 for the DOT bank site replacement (401/404 at London).

I don't recall that I have had a project that encountered this type of wetland (which surprises me actually, perhaps it was just not acknowledged in the delineation or env. doc...) The Guideline states the following: "The debit of wetland loss of wetlands with special status or red flag wetlands will be determined by the MBRT on a case-by-case basis."

Please let me know your thoughts on how to coordinate with the IRT or if additional coordination is not required.

Karla, Did you have to use a higher ratio to replace the wetlands impacted on the Burlington Bypass?

Jenny Jennifer Grimes Environmental Analyst & Review Specialist Mega Team Projects & Planning Majors Studies WisDOT Southwest Region - Madison 2101 Wright Street, Madison, WI 53704 Phone 608.246.3823 jennifer.grimes@dot.wi.gov <mailto:jennifer.grimes@dot.wi.gov>

Classification: UNCLASSIFIED Caveats: NONE

APPENDIX L – NRCS CPA-106 Response

-----Original Message-----From: Ziegler, Jeremy - NRCS, Juneau, WI [mailto:Jeremy.Ziegler@wi.usda.gov] Sent: Wednesday, November 21, 2012 10:27 AM To: Pringle, Craig - DOT Subject: CPA-106 form for Dane County Wis Dot ID 3070-00-03 WIS 73/US12/18

Dear Craig,

The NRCS has review your request for WIS 73/US 12/18 reconstruction project between the Towns of Christiana and Deerfield in Dane County. Because the scores are greater than 60 this is not subject to the FPPA requirements. Thank you for the opportunity for letting the NRCS review this request. If you have any questions please let me know.

Jeremy Ziegler Area Resource Soil Scientist-SE WI USDA-NRCS 451 West North Street Juneau, WI 53039-1120 920-386-9999 ext. 122 Gov cell 920-210-9007

APPENDIX M – USFWS Letter



United States Department of the Interior

FISH AND WILDLIFE SERVICE Green Bay ES Field Office 2661 Scott Tower Drive New Franken, Wisconsin 54229-9565 Telephone 920/866-1717 FAX 920/866-1710 http://www.fws.gov/midwest/GreenBay



To: Craig Pringle	USFWS Project ID: 12-TA-0179
Regarding your: 🖌 Letter 🗌 E-mail 🗌 FAX	Dated: February 23, 2012
RE: Project ID 3070-00-72, WIS 73 Improvements,	Dane County, Wisconsin

Pursuant to the Endangered Species Act of 1973, the Fish and Wildlife Coordination Act, and the Migratory Bird Treaty Act, the U.S. Fish and Wildlife Service (Service) has reviewed the information provided for the project noted above. Our comments follow (see checked boxes below).

Due to the project location, no federally-listed, proposed, or candidate species, or designated critical habitat occurs within the project area. We recommend checking our website (<u>http://www.fws.gov/midwest/GreenBay/</u>) every 6 months from the date of this letter to ensure that listed species presence/absence information for the proposed project is current. Undeted search conducted on 9/22/13 found no changes to habitat in the project location.

project is current. Updated search conducted on 9/22/13 found no changes to habitat in the project location.

If migratory birds are known to nest on any structures (*e.g.*, bridges) which may be disturbed by project construction, activities should begin (and be concluded) before the initiation of the breeding season for those species or after the breeding has concluded. Alternatively, the structures can be *tightly screened* before the breeding season (May 1 through August 30) to prevent nesting. If you will not be able to begin construction prior to or after the breeding season, please contact our office.

Under the Migratory Bird Treaty Act of 1918, as amended, it is unlawful to take, capture, kill, or possess migratory birds, their nests, eggs, and young. If migratory birds are known to nest on any structures or habitat which may be disturbed by project construction, activities (e.g., tree removal) should begin and be completed before the initiation of the breeding season for those species or after breeding has concluded. Generally, we recommend that any habitat disturbance occur before May 1 or after August 30 to minimize potential impacts to migratory birds, but please be aware that some species may initiate nesting before May 1.

We recommend, when possible, that bridges and abutments be designed and constructed in such a way as to allow terrestrial wildlife to pass under the bridge without entering the river during normal flow conditions. This may require lengthening the bridge, limitations on the use of exposed riprap, modifications to the surface of the riprap (e.g., grouting the surface or filling with soil or other natural materials), or modifications in the substrate and/or slope at the base of the abutments, as some wildlife species cannot or prefer not to traverse areas of riprap.

The Service supports and encourages the maintenance or creation of habitat connectivity wherever possible. As such, we recommend installing bridges or culverts that do not impede the movement of water, sediments, or aquatic species along existing waterways. Specifically, we strongly recommend replacing failing culverts with bridges or bottomless culverts where possible. At minimum, we recommend new culverts be set at a zero slope, with a width that matches bank flow.

We note that the project area includes wetlands. In refining and selecting project alternatives, efforts should be made to select an alternative that does not adversely impact wetlands. If no other alternative is feasible and it is clearly demonstrated that project construction resulting in wetland disturbance or loss cannot be avoided, a wetland mitigation plan should be developed that identifies measures proposed to minimize adverse impacts and replace lost wetland habitat values and other wetland functions and values.

USFWS Contact(s): Jill Utrup

For the Field Supervisor:

Phone Number: <u>920-866-1734</u>

Date: March 15, 2012

APPENDIX N - Property Owner Correspondence (Berge)

Jeff Hanson Consultant Project Manager EMCS 901 Deming Way Madison, WI 53717

Dear Mr. Hanson:

As a landowner living near the proposed Highway 12&18/Highway 73 construction project (Project ID 3070-00-72), I wanted to state my preference among the options presented by the WisDOT at the May 8th Stakeholder's Meeting.

I know that some landowners will be affected no matter where the road goes, but options 2 or 2a seem to affect the lesser number. And those affected include not only landowners who lose land to the project, but many more who will have to put up with highway views and increased noise.

Running the highway far into the Mud Creek valley floodplain and clear-round the Mikkelson Century Farm, as options 1 and 1a do, spreads the majority of highway intrusion into an environmentally-sensitive, rural area that the Town of Christiana is trying to preserve. Proposed "compromise" options seem a bit better, but not by much, and still intrude into rural floodplains unnecessarily.

Options 2 and 2a on the on the other hand, put most of the highway intrusion behind a bank building, in a field that abuts a platted-out commercial park development. And putting the "big curve" there, where the speed limit could be lower, would be safer and quieter too. Seems like a "no-brainer." The highway development should be built near already existing development, not in a sensitive rural floodplain.

I know that some will be unhappy no matter which path is taken, but options 2 or 2a do the least damage visually and environmentally, don't limit future expansion as the compromise options do - plus concentrate the development where development already exists. And isn't that what we're supposed to do?

So please, choose options 2 or 2a for this highway project!

Sincerely

d. e ale Fan m 1976 sont to m i eliholson

Jeff Hanson Consultant Project Manager EMCS 901 Deming Way Madison, WI 53717

Dear Mr. Hanson:

As a landowner living near the proposed Highway 12&18/Highway 73 construction project (Project ID 3070-00-72), I wanted to state my preference among the options presented by the WisDOT at the May 8th Stakeholder's Meeting.

I know that some landowners will be affected no matter where the road goes, but options 2 or 2a seem to affect the lesser number. And those affected include not only landowners who lose land to the project, but many more who will have to put up with highway views and increased noise.

Running the highway far into the Mud Creek valley floodplain and clear-round the Mikkelson Century Farm, as options 1 and 1a do, spreads the majority of highway intrusion into an environmentally-sensitive, rural area that the Town of Christiana is trying to preserve. Proposed "compromise" options seem a bit better, but not by much, and still intrude into rural floodplains unnecessarily.

Options 2 and 2a on the on the other hand, put most of the highway intrusion behind a bank building, in a field that abuts a platted-out commercial park development. And putting the "big curve" there, where the speed limit could be lower, would be safer and quieter too. Seems like a "no-brainer." The highway development should be built near already existing development, not in a sensitive rural floodplain.

I know that some will be unhappy no matter which path is taken, but options 2 or 2a do the least damage visually and environmentally, don't limit future expansion as the compromise options do - plus concentrate the development where development already exists. And isn't that what we're supposed to do?

So please, choose options 2 or 2a for this highway project!

Sincerel



T WE TLE LOW ET

ARCHINE MARKEN THE

EMCS, Inc. 901 Deming Way Suite 203 Madison, WI 53717 ATTN: Jeff Hanson

APPENDIX O - Property Owner Correspondence (Mikkelson)



PUBLIC INPUT-LOG

DATE: May 10, 2012

TIME: 11:00 am

RE (Project): WIS 73

INPUT RECEIVED BY (Staff Person): Craig Pringle

STAKEHOLDER NAME: Andy Mikkelson

STAKEHOLDER PHONE NUMBER/EMAIL/ADDRESS: mikkelso@cae.wisc.edu

NOTES:

----- Original Message -----From: "Pringle, Craig - DOT" [Craig.Pringle@dot.wi.gov] Sent: 05/14/2012 07:04 AM EST To: DOT I39 Project <I39Project@dot.wi.gov>; Darren Fortney Subject: FW: HWY 73 study / plan

FYI - my response to another email by Andy Mikkelson, just for the records.

-----Original Message-----From: Pringle, Craig - DOT Sent: Friday, May 11, 2012 3:37 PM To: 'mikkelso@cae.wisc.edu' Subject: RE: HWY 73 study / plan

Sounds good. I talked with Mike Schloban (sp?), who was at the meeting the other night (he seemed familiar w/your family and is on the Town Board), the day after the meeting, and he said your dad was convinced we had already made up our minds and there wasn't much use in trying to change it. He told me to give your dad a call and let him know we did want to hear more from people. Frankly, I wish (and stated at the meeting) that WisDOT actually had a clearer stance about how this area should look, and what factors for the future we should try to plan for (4 lane 12? Future diamond interchange?). It would help me give better guidance to our designers and to help clearly communicate WisDOT's objectives (and reasons for those objectives) to the public.

I was going to call your dad and talk more about this with him, but if you are planning

on talking with him this weekend, I will skip the call. Please convey what we have talked about and let him know what we are taking a look at. It is still my hope that we can come to some kind of solution that everyone feels is the best balance between all the issues.

Thanks! Craig

-----Original Message-----From: mikkelso@cae.wisc.edu [mailto:mikkelso@cae.wisc.edu] Sent: Friday, May 11, 2012 11:25 AM To: Pringle, Craig - DOT Cc: DOT I39 Project Subject: RE: HWY 73 study / plan

Yep, I'll talk to dad and aaron about it this weekend...

I assume plan - concept no. 3 is a stop light intersection?

The only other comment I'll make today is that even though some of the stoplight / roundabout options would be preferred for selfish reasons, I think they'd be a big mistake. I think during peak morning / evening commute times traffic on 12/18 would back up significantly. And that is coming from someone who doesn't even use 12/18 to get to work. My opinion is based on my experience of sitting and trying to get on 12/18 in that area at those peak times.

Have a good weekend, thanks again, and I look forward to seeing the newest plan / layout.

thanks, andy

Quoting "Pringle, Craig - DOT" <Craig.Pringle@dot.wi.gov>:

> Talk to your brother Aaron (sp?) about what he drew, as he was the > one who gave us the sketch that sounds similar to your thoughts. I > will definitely keep you up to date when I have something to share. > When I emailed the lead designer about it this morning, he said he > was working on it (the other alternative). So I'll follow up with > him tomorrow and see if he has a better idea on when he'd be finished. > > And yes - of course you have your own interests at heart. Your > family's property could potentially be very affected by some of > these proposals, so how can you not be opinionated about this? I > don't think feeling strongly about protecting your interests is a > bad thing, it is simply the way it is. I have said many times to > property owners - I am very familiar with why we do things, and in > trying to keep the 'bigger picture' in mind for the greater public > good. But if someone came and knocked on my door and told me they > were going to buy my house or land, but 'don't worry, you'll be > compensated at fair market value', I would STILL be angry, even > knowing what I do. It would still be a huge, permanent disruption > to my property and my life that I wouldn't have asked for. So > although I've never actually been in that position, I can certainly > empathize with those who WisDOT puts in it.

> I'll keep you in the loop.

> Thanks > Craig > > ----Original Message-----> From: mikkelso@cae.wisc.edu [mailto:mikkelso@cae.wisc.edu] > Sent: Thursday, May 10, 2012 4:58 PM > To: Pringle, Craig - DOT > Cc: DOT I39 Project > Subject: RE: HWY 73 study / plan > > > Yes, I'm a son to the Mikkelson who owns some property in that area. > > Yes, I completely understand what you are saying on all accounts. And > I'm sure some people have a very difficult time seeing past their own > interests to recognize that the "best" option may not be the option > they prefer... and I'm probably one of those people too. > Can you send me the drawing for the bank option when it is available? > I could print it for my dad to take a look at too. > I'll talk to my dad some more and hold off on sending a sketch at this > point... > > thanks again, > andy > > Quoting "Pringle, Craig - DOT" <Craig.Pringle@dot.wi.gov>: > >> I am not sure how long it will take for the bank option - not too >> long, probably next week. It is actually based on a sketch someone >> gave us at the last meeting we held specifically for property owners >> in the area of 12/18 and 73 on Tuesday of this week. >> >> I noticed your email is mikkelso@ - are you related to the >> Mikkelson's who own property in the area of 12/18 and 73? That is >> who gave us the sketch we took and are refining to make it fit the >> design criteria we have, etc. >> >> He didn't ask for feedback on it, but I am certainly expecting to >> talk to him and show it to him after the designer has worked with >> it. Too often people think we ignore their ideas, but that is not >> the case (at least for me). >> >> So to answer your question - yes, you could sketch something up, and >> I could most likely tell you the pros and cons of it. I am somewhat >> hesitant to say that, as I have discovered on past projects that >> everyone likes to doodle up ideas which seem good, but upon actually >> trying to fit them in using our design standards, they don't work >> good. And to draw up many ideas from many people, the time it takes >> to 'disprove' everyone's theories can add up. That said - I would >> take a sketch if you have one. >> >> That is the hard part for many projects - there are almost always >> pros AND cons for every option. Then it becomes trying to minimize >> the cons and maximize the pros. The problem there is that people >> place different values on different things - so there is almost >> always a mix of opinions about which concept would be the 'best'. >>

```
>> Thanks
```

```
>> Craig
>>
>>
>> ----Original Message-----
>> From: mikkelso@cae.wisc.edu [mailto:mikkelso@cae.wisc.edu]
>> Sent: Thursday, May 10, 2012 1:21 PM
>> To: Pringle, Craig - DOT
>> Subject: RE: HWY 73 study / plan
>>
>>
>>
>> I'll be at the July 11th meeting.
>>
>> How soon before the option(s) going through the bank would be drawn up?
>>
>> Is it at all possible for the general public to sketch out a possible
>> layout? And to get feedback as to why that option wouldn't work or
>> isn't good?
>>
>> Thank you for taking the time to respond to my emails. It is very
>> much appreciated...
>>
>> thanks,
>> andy
>>
>>
>>
>> Quoting "Pringle, Craig - DOT" <Craig.Pringle@dot.wi.gov>:
>>
>>> The traffic flow would be acceptable for all of the options.
                                                                  Α
>>> signal would certainly stop traffic on 12, but as long as the
>>> traffic doesn't back up too much when traffic is stopped, then it is
>>> considered acceptable. But those on 12 that will potentially have
>>> to stop, when before they did not have to, may view it as an
>>> incontinence. But from a traffic analysis standpoint, it is
>>> considered acceptable, since the whole idea of a signal is to allow
>>> controlled movement of vehicles through the intersection.
>>>
>>> There is no preferred option at this point. We hope to have one to
>>> present at the July 11th public meeting. We are currently looking
>>> at an option that would go through the bank. The bank was generally
>>> avoided because it would be expensive to relocate. Alternates 2 and
>>> 2A also would have at least one residential property relocated, so
>>> that is a disadvantage to those options as well. In general, WisDOT
>>> tries to avoid relocating homes and businesses whenever possible.
>>> We received other feedback from the public asking the same question.
>>>
>>> During the design process, we have many constraints to what we can
>>> do. There are geometric restrictions on how sharp the roadway curves
>>> can be (typically based on speed), which causes the roadway to need
>>> to make those large arcs instead of tighter curves.
                                                        There are
>>> standards for state highway design based on state and federal
>>> standards that we must follow. Also, if an at grade intersection is
>>> chosen, the skew angle (angle the roadways cross) needs to be as
>>> close to 90 degrees as possible (again, because of design
>>> standards). If an overpass is chosen, that becomes less important.
>>> The other guidelines we are trying to fit the design to is to have
>>> the ability to convert whatever location we choose to an interchange
>>> in the future. The problem with that is WisDOT doesn't have any
>>> plans to do that, so we are being asked to try and accommodate
>>> future changes to the area without having a clear picture of what
>>> might even happen, or when, in the future.
```

```
>>>
>>> So we still have a lot of work to do and decisions to make to come
>>> to a preferred option.
>>>
>>> Thanks for your interest and let me know if you have any other questions.
>>>
>>> Craig
>>>
>>>
>>>
>>>
>>> ----Original Message-----
>>> From: mikkelso@cae.wisc.edu [mailto:mikkelso@cae.wisc.edu]
>>> Sent: Thursday, May 10, 2012 10:40 AM
>>> To: Pringle, Craig - DOT
>>> Subject: RE: HWY 73 study / plan
>>>
>>>
>>> Hey Craig,
>>>
>>> I'm surprised how much variation there is in the options as far as the
>>> effect on the flow of traffic. Option 1A has almost no effect on flow
>>> of traffic on 12 / 18 and option 1 could include a stop light on 12 /
>>> 18. I guess I assumed that traffic flow would be one of the main
>>> priorities of this project.
>>>
>>> Is there a preferred option at this point?
>>>
>>> All of the options seem to keep the bank building intact. Would an
>>> option that went through the bank be considered at all?
>>>
>>> thanks,
>>> andy
>>>
>>>
>>>
>>> Quoting "Pringle, Craig - DOT" <Craig.Pringle@dot.wi.gov>:
>>>
>>>> Hi Andy
>>>>
>>>> I'm not quite sure how long it will take to get info up onto a
>>>> website. We only have one person in our office who is responsible
>>>> for web content, and he has a backlog of things to do.
>>>> Unfortunately, WisDOT (in my opinion) is lacking in our ability to
>>>> get out information electronically.
>>>>
>>>> I have attached a PDF of the latest 12/18 alternatives. 1 and 1A
>>>> are in the same location, but 1 is an at grade intersection while 1A
>>>> would be an overpass. 2 and 2A are in a different location, with
>>>> the same 2 options (at-grade or overpass). Alternative 3 is shown
>>>> in a third location as an at grade intersection.
>>>>
>>>> We are continuing to refine and look at other possibilities as well.
>>>>
>>>> Please let me know if you have any other questions.
>>>>
>>>>
>>>> Have a good day!
>>>> Craig
>>>>
>>>> Craig Pringle, P.E.
>>>> I 39/90 North Segment Project Manager
```

```
>>>> Southwest Region - Madison Office
>>>> (608) 242-8058
>>>> craig.pringle@dot.wi.gov
>>>>
>>>>
>>>>
>>>>
>>>> -----Original Message-----
>>>> From: mikkelso@cae.wisc.edu [mailto:mikkelso@cae.wisc.edu]
>>>> Sent: Thursday, May 10, 2012 9:19 AM
>>>> To: Pringle, Craig - DOT
>>>> Cc: Theisen, Steven R - DOT
>>>> Subject: RE: HWY 73 study / plan
>>>>
>>>>
>>>> Hello Craig,
>>>>
>>>> About how long will it be until some info on the HWY 73 project is
>>>> available at the DOT website?
>>>>
>>>> My primary interest is the intersection of HWYs 73 and 12 / 18, do you
>>>> have any word, powerpoint, or pdf files you could send me with the
>>>> latest proposals?
>>>>
>>>> thanks,
>>>> andy
>>>>
>>>>
>>>> Quoting "Theisen, Steven R - DOT" <Steven.Theisen@dot.wi.gov>:
>>>>
>>>> We are in the process of developing a web site for the Highway 73
>>>> project. In the meantime, please direct your questions to Craig
>>>> Pringle, the project manager. He is copied in this message.
>>>>>
>>>> Thank you for your interest in this project.
>>>>>
>>>> Steve Theisen
>>>> I-39/90 Communications Specialist
>>>> WisDOT Southwest Region
>>>> steven.theisen@dot.wi.gov
>>>>>
>>>> ----Original Message-----
>>>>> From: mikkelso@cae.wisc.edu [mailto:mikkelso@cae.wisc.edu]
>>>> Sent: Wednesday, May 09, 2012 12:50 PM
>>>> To: Bie, Michael - DOT
>>>> Subject: HWY 73 study / plan
>>>>>
>>>>>
>>>>> Why is there no information on the HWY 73 study / plan / project
>>>>> listed at http://www.dot.wisconsin.gov/projects/sw.htm?
```



PUBLIC INPUT-LOG

DATE: May 18, 2012

TIME: 1:00 pm

RE (Project): WIS 73

INPUT RECEIVED BY (Staff Person): Craig Pringle

STAKEHOLDER NAME: Andy Mikkelson

STAKEHOLDER PHONE NUMBER/EMAIL/ADDRESS: mikkelso@cae.wisc.edu

NOTES:

----- Original Message -----From: "Pringle, Craig - DOT" [Craig.Pringle@dot.wi.gov] Sent: 05/18/2012 01:17 PM EST To: "'mikkelso@cae.wisc.edu'" <mikkelso@cae.wisc.edu> Cc: DOT I39 Project <I39Project@dot.wi.gov>; Darren Fortney Subject: RE: Thoughts on new alternative?

Hey Andy

That's the response I expected on this alternative from your family. Better, but not great.

I will try and answer your questions below. As far as the road location - if we decide the bank will be purchased, then yes - we will look at trying to move it more to the east to make those curves a bit more fluid. But we still need to make the bridge realistic (not on too large a skew with the alignment of 12) and consider how those changes affect the jug handle roadways and their geometry. So let your brother know that will be the next step depending on the bank question (retaining wall to keep bank or bank building purchase).

I'm not sure what your brother is referring to about cost. I think I was the only DOT person who spoke to the group, and I may have said that cost isn't the ONLY issue or consideration. But it is absolutely a consideration on all projects. Other factors like trying to minimize impacts, safety aspects, traffic flow, and a number of others I'm probably forgetting, matter too. And I'm pretty sure I said to someone at the meeting

that one of the primary reasons we would try to avoid the bank would be to help keep costs down, because relocating a business is expensive. We don't just buy their land and building and say thanks. We pay to find a comparable piece of property and/or building, and to move their stuff, and to get them established at the new location, etc. So it adds up quickly in time, effort, and money. So either he misunderstood or someone misspoke about that, because cost is always a consideration.

In response to the other landowner's thoughts - I sent the alternative to one other major landowner in the area yesterday and have not heard any response back. I have also not heard from their legal counsel. So I don't know their feelings on it. Based on previous feedback, the alternative they prefer is to do nothing (which by default is always an option on all of our projects).

The alternative 4 drawing should be finished to the same level of detail as the other alternatives sometime next week, but probably not until closer to the end of the week. When that is done, we should have a good answer as to if the bank could stay or not based on the current alignment and then where to go from there (tweak the alignment, etc).

We are also taking a closer look to show the pros and cons of keeping the existing geometry but installing a signal at each intersection. We also have another idea that uses a median treatment to try to solve the problem of people turning. We're going to see if it has any merit to investigating further.

I am hoping to get some feedback internally as to how our different departments (traffic, planning, financial folks, etc) feel about these alternatives next week as well.

I'll keep you in the loop as to when we have more info on all of the above.

Have a good weekend! If there is still work to do in the fields, sounds like another nice weekend unless it storms Sunday.

Craig

-----Original Message-----From: mikkelso@cae.wisc.edu [mailto:mikkelso@cae.wisc.edu] Sent: Friday, May 18, 2012 11:49 AM To: Pringle, Craig - DOT Subject: Re: Thoughts on new alternative?

Hey Craig,

I had a response typed up yesterday and then my computer crashed and I never got around to trying to re-type it.

My dad said that the latest option is the best he's seen so far, but he thinks it could be improved slightly. My brother said he still wants the road to go over right where the bank is currently sitting.

You did answer one of my questions, regarding if it is determined the bank has to go, will the HWY get shifted over more.

Also, my brother said at the meeting that one of the DOT people said that cost is not an issue. If that is true, why not just take out the bank and shift the road over? Or why would one of the DOT people have said that? Was it in response to a different question?

My 2nd to last question, which you may not be able to answer or address, is in regards to another landowner in the area. Would this

latest proposal appease the landowner / family who has hired lawyers?

Last question, when will the final drawing of this latest option be available? Or when would it be determined if this latest proposal would allow the bank to stay as it is?

thanks again, andy

Quoting "Pringle, Craig - DOT" <Craig.Pringle@dot.wi.gov>: > Hi Andy > > Any thoughts on the new alternative proposal? I was a bit surprised > not to hear anything from you. Although I spoke with your father on > Tuesday afternoon and he mentioned it was finals week, which > probably means you are very busy! > I also wanted to let you know (and let your dad know as well) that > we are carrying this alternative through to the same level of detail > as the others, so we will be able to see the slopes and right of way > required from surrounding properties. Also, based on the location > of the roadway near the bank, we will either need to install a > rather large retaining wall or relocate the bank. If the cost > analysis says the bank is cheaper to buy than the wall is to build > (and walls can be expensive) then we will most likely look at > tweaking the roadway location further east, which may help reduce > impacts further. > > Let me know if you or your family have any thoughts on it. > Thanks! > Craig



PUBLIC INPUT-LOG

DATE: May 25, 2012

TIME: 4:00 pm

RE (Project): WIS 73

INPUT RECEIVED BY (Staff Person): Craig Pringle

STAKEHOLDER NAME: Andy Mikkelson

STAKEHOLDER PHONE NUMBER/EMAIL/ADDRESS: mikkelso@cae.wisc.edu

NOTES:

----- Original Message -----From: "Pringle, Craig - DOT" [Craig.Pringle@dot.wi.gov] Sent: 05/25/2012 04:05 PM EST To: "'mikkelso@cae.wisc.edu'" <mikkelso@cae.wisc.edu> Cc: DOT I39 Project <I39Project@dot.wi.gov>; Darren Fortney Subject: RE: Thoughts on new alternative?

Hi Andy

I spoke with the designer yesterday afternoon (after telling them in the AM to look at the bank area) and they said they are pretty confident they can get alt 4 in without affecting the bank. They don't think they'll even need a wall (using just sloping for the approach earthwork that would come up to the structure). So that is probably not the answer you were hoping for, since it means the roadway would most likely not be shifted too much farther to the east. I'll have them look at moving it as close to the bank as we can to help maximize the distance to your family's buildings on the south side of 12.

As for real estate, I am not an expert on this subject (or probably any subject...:)) but I think the answer our real estate people will give is that we pay fair market value for land - whatever kind of land it is (commercial, residential, ag, industrial, etc).

So in theory, if we buy 2 acres from you for xx dollars, you could immediately go out and buy 2 acres in your area of that same type of land, for that xx dollars and come out equal. In real life, it is not that simple for ag land, especially since losing a 2 acre strip of land from a 200 acre field, and then going to buy a different 2 acres in some other field wouldn't really work from an actual farming standpoint.

In the case of a commercial business like the bank, we pay them the value of the land and building they have there now. That is considered the compensation for that land and building. Then we help to find a 'comparable' location - and the definition of that depends on what kind of business it is (restaurant, retail, etc). We don't buy them the new location - we just help them find it. We also pay to move their stuff from the old building. If, for example, a restaurant had a walk in freezer in their old location and their new location needed one installed, the owner would pay for that. We would have already paid him the value of the old cooler he is replacing as a part of purchasing the building and all of the parts of the building (like a walk in freezer). So if the old walk in freezer was 25 years old, it would be paid for by us as being depreciated in value (I think they use standard accepted real estate methods for this). So say the depreciated value of the freezer is only \$2000. If a new one for the new location costs \$10,000, I am pretty sure we don't pay the difference. Because we are only paying to replace the old freezer. But, for their \$8,000 investment (\$10,000 - \$2000 from DOT) they are getting a brand new freezer with more life expectancy, better resale value, etc. It isn't much different than if the owner went to sell his business and all the equipment was old - any prospective buyer would take that fact into account, and the business would not sell for as much as if everything in it was new.

What makes owners unhappy is that they don't want to take on the extra debt for new equipment, because their old equipment worked fine, and was paid off. Now, although the equipment is new, they had to incur debt to pay the difference in cost - something they wouldn't have had to do if we hadn't forced them to relocate. Yet paying them to replace an old piece of equipment with a brand new one doesn't seem very fair for us to have to do. There is no ideal solution.

So that is an example of how we handle businesses for relocation items.

For land - we still just pay for the land. I don't think we view ag land as a business purchase, but I can certainly see the point you are trying to make. Unfortunately, we don't help you find or buy comparable land from your neighbor or from an adjacent field to one of your current fields (at least not that I'm aware of). In fact, we can't condemn property from one land owner and give it to another private party - it is against the law. So technically, if your neighbor was a willing seller, you could just take the money given you by WisDOT for the purchase of the acreage, and turn around and use that to purchase from your neighbor. As I say above, I doubt it works that easily in most cases.

If you have specific real estate questions you would like answered at this point in the process, I will get you in touch with the real estate person from our design team. They will be handling all of the real estate appraisals and negotiations with property owners. Final approval comes from DOT real estate section, but the design team real estate person will be your contact throughout the real estate process. They are able to answer questions about the real estate process and laws better than I am.

Have a good holiday! Craig

-----Original Message-----From: mikkelso@cae.wisc.edu [mailto:mikkelso@cae.wisc.edu] Sent: Friday, May 25, 2012 3:19 PM To: Pringle, Craig - DOT Subject: RE: Thoughts on new alternative?

Hey Craig,

Has alternative 4 progressed far enough to determine if the bank building will be taken out or not?

For a business, you said you pay to find a comparable piece of property and / or building, move their stuff and get them established. Since farming is technically a business, do you also purchase additional comparable farm land for a farmer to replace the land he lost due to a road / highway project?

Have a good weekend...

thanks, andy APPENDIX P-NRCS Environmental Assessment (EA)

U.S. Department of Agriculture Natural Resources Conservation Ser		-CPA-52 4/2013			epartment of Transportation	
ENVIRONMENTAL EVALUATION WORKSHEET D. Client's Objective(s) (purpose): To restore and enhance the wetland communities on the Hoesly property for perpetuity.			Program Authority (optional): C. Identification # (farm, tract, field #, etc. as required):			
E. Need for Action:	H. Alternatives					
There is a dual need for this project: First, to correct roadway	No Action √ if RMS		Alternative 1 $\sqrt{\text{if RM}}$		Alternative 2 $\sqrt{\text{ if RMS}}$ Continue cropping fields with further	
deficiencies and improve intersection safety at the WIS 73/US 12/18 intersection in Dane County. Second, to restore and enhance wetland soils and habitat in an area that had been degraded by agricultural practices.	Continue cropping fields with further agricultural impacts to existing wella Present grasslands would be unaffe	ands.	Restore and enhance the degraded wetland areas through a combinati realigning, modifying or maintaining existing diches, and the disableme existing drain tiles. A portion of gra would be paved with new roadway. Alternative 4A (WisDOT Preferred Alternative) (See Exhibit 2, Build Alternatives 4, 2B)	on of I nt of sslands	Continue cropping fields with further agricultural impacts to existing wetla Present grasslands would be unaffe Alternative 2B (WisDOT WRP Ease Avoidance Alternative) (See Exhibit 2, Build Alternatives 4A 2B)	ands. ected. ement
	R	esou	rce Concerns			
In Section "F" below analy	ze, record, and address conc			ces Inv	entory process.	
•	ource Planning Criteria for gu		-			
F. Resource Concerns	I. Effects of Alternatives					
and Existing/ Benchmark	No Action		Alternative 1		Alternative 2	
Conditions (Analyze and record the	Amount, Status, Description	√ if does	Amount, Status, Description	√ if does	Amount, Status, Description	√ if does
existing/benchmark conditions for each	(Document both short and	NOT meet	(Document both short and	NOT meet	(Document both short and	NOT meet
identified concern)	long term impacts)	PC	long term impacts)	PC	long term impacts)	PC
SOIL: EROSION	Current land practices stimulate		Site restoration will include	-	Current land practices stimulate	r
	concentrated flow through an existing ditch directly into Mud Creek. The parcel is utilized for row-cropping and typically remains unvegetated for significant portions of the year (spring melt).	NOT meet PC	disabling all existing drainage features at the site (drain tile and ditches). Following the drainage feature disablement, the site will be seeded with several native seed mixes. The proposed plan would eliminate concentrated flow into Mud Creek and would promote storm water ponding on site which would allow water to drain downward into the soil or sheet flow into Mud Creek. These benefits will likely increase in effectiveness over time as the restoration matures and the native perennial vegetation becomes established. During the road construction, Wis. Adm. Code Trans401 and the WDNR/WisDOT Cooperative Agreement process will be followed. This will ensure proper erosion control techniques are maintained, minimizing offsite sedimentation. Erosion control measures could include minimizing the exposed soils and areas will be stabilized as they are anothed.	NOT meet PC	concentrated flow through an existing ditch that flows directly into Mud Creek. The parcel is utilized for row-cropping and typically remains unvegetated for significant portions of the year (spring melt).	NOT meet PC
Sheet, Rill & Wind Erosion	Current land practices stimulate sheet and wind erosion. Parcel is utilized for row-cropping and typically remains unvegetated for portions of the year.	NOT meet PC	Site restoration will include disabling all existing drainage features at the site (drain tile and ditches). Following the drainage feature disablement, the site will be seeded with several native seed mixes. The seed mixes contain both perennial grasses and forbs that will stabilize the soil year round. These benefits will likely increase in effectiveness over time as the restoration matures and the native perennial vegetation becomes established.	NOT meet PC	Current land practices stimulate sheet and wind erosion. Parcel is utilized for row-cropping and typically remains unvegetated for portions of the year.	NOT meet PC

SOIL: SOIL QUALITY DEGR	RADATION					
No resource concern identified		NOT meet PC		NOT meet PC		NOT meet PC
		NOT meet PC		NOT meet PC		NOT meet PC
WATER: EXCESS / INSUFF	ICIENT WATER					
high water table, seeps, and drifted	Current land practices do not allow storm water to be held on the site prior to draining to Mud Creek (limited perennial vegetation, ditches and draintile facilitate quick drainage). Runoff velocities from the site are relatively high.	NOT meet PC	Wetland restoration at the Hoesly Parcel will restore a portion of the historic wetland hydrology to the site. Following the restoration activities, the parcel will provide increased flood storage and decreased runoff velocities into adjacent receiving waters (Mud Creek). These benefits will likely increase in effectiveness over time as the restoration matures and the native perennial vegetation becomes established.		Current storm water is not held on the site prior to draining to Mud Creek (limited perennial vegetation, ditches and draintile). Runoff velocities from the site are relatively high.	NOT meet PC
WATER: WATER QUALITY						
Excess nutrients in surface and ground waters	Current land practices allow sedimentation and agricultural runoff into adjacent wetlands and Mud Creek.	NOT meet PC	Reduced runoff through a combination of realigning, modifying or maintaining existing ditches. Restoration activities at the Hoesly Parcel will include drain tile disablement, ditch filling, berm construction and seeding with a native wetland seed mix. The alteration and removal of drainage features on the site will restore historic wetland hydrology to portions of the site. Following the restoration activities, the parcel will provide improved water quality (through increased holding time and removal of suspended solids), and increased bank stability along portions of Mud Creek. These benefits will likely increase in effectiveness over time as the restoration matures and the native perennial vegetation becomes established.	NOT meet PC	Current land practices allow sedimentation and agricultural runoff into adjacent wetlands and Mud Creek.	NOT meet PC
		NOT meet PC		NOT meet PC		NOT meet PC
F. Resource Concerns	I. (continued)					
and Existing/ Benchmark	No Action		Alternative 1		Alternative 2	
Conditions	Amount, Status, Description (Document both short and long term impacts)	√ if does NOT meet PC	Amount, Status, Description (Document both short and long term impacts)	√ if does NOT meet PC	Amount, Status, Description (Document both short and long term impacts)	√ if does NOT meet PC
AIR: AIR QUALITY IMPACT	S					
No resource concern identified		NOT meet PC		NOT meet PC		NOT meet PC
		NOT meet PC		NOT meet PC		NOT meet PC

DI ANTE, DECOMDED DI AL						
PLANTS: DEGRADED PLAI Undesirable plant productivity and			C. U. vizz budgetowy restoration at			
health	Commodity crops would continue to be planted on the site which will		Following hydrology restoration at the site, the wetter areas on the		Commodity crops would continue to be planted on the site which will	
	continue to degrade adjacent		site would be planted with native		continue to degrade adjacent	
	wetlands and Mud Creek.		wet meadow species. Additionally,		wetlands and Mud Creek.	
	Unplowed areas would likely be	NOT	the proposed ditch, berm and	NOT	Unplowed areas would likely be	NOT
	dominated by invasive species	meet	uplands would each be seeded	meet	dominated by invasive species	meet
	such as reed canary grass and	PC	with native desirable plant species.	PC	such as reed canary grass and	PC
	giant ragweed.				giant ragweed.	
		NOT		NOT		NOT
		meet		meet		meet
		PC		PC		PC
ANIMALS: INADEQUATE H	ABITAT FOR FISH AND WILD	LIFE				
Habitat degradation	Wetland hydrology removed, low		Enhanced wetland hydrology and		Wetland hydrology removed, low	
	quality habitat and monotypic		native cover restoration		quality habitat and monotypic	
	cover	NOT		NOT	cover	NOT
		meet		meet		meet
		PC		PC		PC
ANIMALS: LIVESTOCK PRO	ODUCTION LIMITATION					
No resource concern identified						
		NOT		NOT		NOT
		meet		meet		meet
		PC		PC		PC
	1					
		NOT		NOT		NOT
		meet		meet		meet
		PC		PC		PC
ENERGY: INEFFICIENT EN	ERGY USE					
No resource concern identified						
	4					
		NOT		NOT		NOT
		meet		meet		meet
		PC		PC		PC
No resource concern identified						
	1					
		NOT		NOT		NOT
		meet		meet		meet
		PC		PC		PC
	-				-	
HUMAN: ECONOMIC AND			Land would be restored to wetland a	and	Crops would continue to be planted	
HUMAN: ECONOMIC AND S	Crops would continue to be planted					
	Crops would continue to be planted		upland.			
	Crops would continue to be planted Landowner continues to farm site		upland. Land managed according to Wetlan	ds	Landowner continues to farm site	
Land Use				ds	Landowner continues to farm site	
Land Use Management Level	Landowner continues to farm site		' Land managed according to Wetlan Reserve Program.			
Land Use			Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom	ne for	Landowner continues to farm site	
Land Use Management Level	Landowner continues to farm site		Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa	ne for arm the		
Land Use Management Level	Landowner continues to farm site		Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time	ne for arm the		
Land Use Management Level Profitability	Landowner continues to farm site Landowner continues to farm site		Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation.	ne for arm the e	Landowner continues to farm site	
Land Use Management Level Profitability Special Env	Landowner continues to farm site Landowner continues to farm site vironmental Concerns: E		Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation.	ne for arm the e ve Or	Landowner continues to farm site	
Land Use Management Level Profitability Special Env	Landowner continues to farm site Landowner continues to farm site		Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation.	ne for arm the e ve Or	Landowner continues to farm site	' may
Land Use Management Level Profitability Special Env In Section "G" complete an	Landowner continues to farm site Landowner continues to farm site vironmental Concerns: E	edures	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Commental Laws, Executi Guide Sheets for documenta	ne for arm the e ve Or tion as	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•'	
Land Use Management Level Profitability Special Env In Section "G" complete an require a federal permit or	Landowner continues to farm site Landowner continues to farm site vironmental Concerns: E	edures tween	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Commental Laws, Executi Guide Sheets for documenta the lead agency and another	tion as	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•' ment agency. In these cases	,
Land Use Management Level Profitability Special Env In Section "G" complete an require a federal permit or	Landowner continues to farm site Landowner continues to farm site vironmental Concerns: End attach Environmental Proce consultation/coordination beto ermined in consultation with a	edures tween	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Commental Laws, Executi Guide Sheets for documenta the lead agency and another	tion as	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•' ment agency. In these cases	,
Land Use Management Level Profitability Special Env In Section "G" complete an require a federal permit or effects may need to be deto practices not involved in co	Landowner continues to farm site Landowner continues to farm site vironmental Concerns: E ad attach Environmental Proce consultation/coordination bet ermined in consultation with a onsultation.	edures tween anothe	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Dimmental Laws, Executi Guide Sheets for documenta the lead agency and another of r agency. Planning and pract	tion as	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•' ment agency. In these cases	,
Land Use Management Level Profitability Special Env In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in co G. Special Environmental	Landowner continues to farm site Landowner continues to farm site Arronmental Concerns: End attach Environmental Proce consultation/coordination beto ermined in consultation with a onsultation. J. Impacts to Special Enviro	edures tween anothe	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Dimmental Laws, Executi Guide Sheets for documenta the lead agency and another of r agency. Planning and pract	tion as	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo	,
Land Use Management Level Profitability In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in co G. Special Environmental Concerns	Landowner continues to farm site Landowner continues to farm site Aironmental Concerns: End attach Environmental Proce consultation/coordination bet ermined in consultation with a onsultation. J. Impacts to Special Enviro No Action	edures tween anothe onmen	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Dimmental Laws, Executi Guide Sheets for documenta the lead agency and another of r agency. Planning and pract tal Concerns Alternative 1	tion as governice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <i>Alternative 2</i>	r
Land Use Management Level Profitability In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in co G. Special Environmental Concerns (Document existing/	Landowner continues to farm site Landowner continues to farm site vironmental Concerns: E ad attach Environmental Proce consultation/coordination bet ermined in consultation with a onsultation. J. Impacts to Special Enviro No Action Document all impacts	edures tween f anothe onmen	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Onmental Laws, Executi Guide Sheets for documenta the lead agency and another r agency. Planning and pract tal Concerns <u>Alternative 1</u> Document all impacts	tion as govern ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts	, r √if
Land Use Management Level Profitability In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in co G. Special Environmental Concerns	Landowner continues to farm site Landowner continues to farm site Arironmental Concerns: E ad attach Environmental Proce consultation/coordination bet ermined in consultation with a onsultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as	edures tween anothe onmen	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Onmental Laws, Executi Guide Sheets for documenta the lead agency and another r agency. Planning and pract tal Concerns <u>Alternative 1</u> Document all impacts (Attach Guide Sheets as	tion as governice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•' ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as	r
Land Use Management Level Profitability In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in co G. Special Environmental Concerns (Document existing/	Landowner continues to farm site Landowner continues to farm site vironmental Concerns: E ad attach Environmental Proce consultation/coordination bet ermined in consultation with a onsultation. J. Impacts to Special Enviro No Action Document all impacts	edures tween f anothe onmen √if needs	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Onmental Laws, Executi Guide Sheets for documenta the lead agency and another r agency. Planning and pract tal Concerns <u>Alternative 1</u> Document all impacts	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts	, r √if needs
Land Use Management Level Profitability In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in co G. Special Environmental Concerns (Document existing/	Landowner continues to farm site Landowner continues to farm site Arironmental Concerns: End attach Environmental Proce consultation/coordination bet ermined in consultation with a onsultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Onmental Laws, Executi Guide Sheets for documenta the lead agency and another r agency. Planning and pract tal Concerns <u>Alternative 1</u> Document all impacts (Attach Guide Sheets as	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•' ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as	, r needs further
Land Use Management Level Profitability In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in co G. Special Environmental Concerns (Document existing/ benchmark conditions)	Landowner continues to farm site Landowner continues to farm site Arironmental Concerns: E ad attach Environmental Proce consultation/coordination bet ermined in consultation with a onsultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable)	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Onmental Laws, Executi Guide Sheets for documenta the lead agency and another of r agency. Planning and pract tal Concerns <u>Alternative 1</u> Document all impacts (Attach Guide Sheets as applicable)	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable)	, v if needs further
Land Use Management Level Profitability In Section "G" complete an require a federal permit or effects may need to be detern practices not involved in co G. Special Environmental Concerns (Document existing/ benchmark conditions) • Clean Air Act	Landowner continues to farm site Landowner continues to farm site Arironmental Concerns: E ad attach Environmental Proce consultation/coordination bet ermined in consultation with a onsultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable)	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Onmental Laws, Executi Guide Sheets for documenta the lead agency and another of r agency. Planning and pract tal Concerns <u>Alternative 1</u> Document all impacts (Attach Guide Sheets as applicable)	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable)	, r needs further
Land Use Management Level Profitability Special Env In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in cr G. Special Environmental Concerns (Document existing/ benchmark conditions) •Clean Air Act Guide Sheet FS1 FS-2	Landowner continues to farm site Landowner continues to farm site Addition consultation with a consultation/coordination beter mined in consultation with a consultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable) Not Applicable	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Domental Laws, Executi Guide Sheets for documenta the lead agency and another g r agency. Planning and pract tal Concerns Alternative 1 Document all impacts (Attach Guide Sheets as applicable) Not Applicable	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable) Not Applicable	, v if needs further
Land Use Management Level Profitability In Section "G" complete an require a federal permit or effects may need to be detern practices not involved in cr G. Special Environmental Concerns (Document existing/ benchmark conditions) •Clean Air Act Guide Sheet FS1 FS-2 •Clean Water Act / Waters of the	Landowner continues to farm site Landowner continues to farm site Addition consultation with a consultation/coordination beter mined in consultation with a consultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable) Not Applicable	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Domental Laws, Execution Guide Sheets for documenta the lead agency and another of r agency. Planning and pract tal Concerns Alternative 1 Document all impacts (Attach Guide Sheets as applicable) Not Applicable	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable)	, v if needs further
And Use Management Level Profitability Special Env In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in co G. Special Environmental Concerns (Document existing/ benchmark conditions) •Clean Air Act Guide Sheet FS1 FS-2 •Clean Water Act / Waters of the U.S.	Landowner continues to farm site Landowner continues to farm site Addition consultation with a consultation/coordination beter mined in consultation with a consultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable) Not Applicable	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Dommental Laws, Executi Guide Sheets for documenta the lead agency and another of r agency. Planning and pract tal Concerns Alternative 1 Document all impacts (Attach Guide Sheets as applicable) Not Applicable Other A Section 404 Permit will be	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable) Not Applicable	, r needs further
And Use Management Level Profitability Special Env In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in cr G. Special Environmental Concerns (Document existing/ benchmark conditions) •Clean Air Act Guide Sheet FS1 FS-2 •Clean Water Act / Waters of the	Landowner continues to farm site Landowner continues to farm site Addition consultation with a consultation/coordination beter mined in consultation with a consultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable) Not Applicable	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Domental Laws, Executi Guide Sheets for documenta the lead agency and another g r agency. Planning and pract tal Concerns Alternative 1 Document all impacts (Attach Guide Sheets as applicable) Not Applicable Other A Section 404 Permit will be required for the project to restore	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable) Not Applicable	, r needs further
And Use Management Level Profitability Special Env In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in co G. Special Environmental Concerns (Document existing/ benchmark conditions) •Clean Air Act Guide Sheet FS1 FS-2 •Clean Water Act / Waters of the U.S.	Landowner continues to farm site Landowner continues to farm site Addition consultation with a consultation/coordination beter mined in consultation with a consultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable) Not Applicable	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Dommental Laws, Executi Guide Sheets for documenta the lead agency and another g r agency. Planning and pract tal Concerns Alternative 1 Document all impacts (Attach Guide Sheets as applicable) Not Applicable Other A Section 404 Permit will be required for the project to restore the Hoesly site in areas of existing	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable) Not Applicable	, r needs further
Land Use Management Level Profitability In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in cr G. Special Environmental Concerns (Document existing/ benchmark conditions) •Clean Air Act Guide Sheet FS1 FS-2 •Clean Water Act / Waters of the U.S. Guide Sheet Fact Sheet	Landowner continues to farm site Landowner continues to farm site Landowner continues to farm site diattach Environmental Proce consultation/coordination bete ermined in consultation with a consultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable) Not Applicable Not Applicable	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Domental Laws, Executi Guide Sheets for documenta the lead agency and another g r agency. Planning and pract tal Concerns Alternative 1 Document all impacts (Attach Guide Sheets as applicable) Not Applicable Other A Section 404 Permit will be required for the project to restore the Hoesly site in areas of existing wetlands.	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable) Not Applicable Not Applicable	, r needs further
Land Use Management Level Profitability In Section "G" complete an require a federal permit or effects may need to be detern practices not involved in cr G. Special Environmental Concerns (Document existing/ benchmark conditions) •Clean Air Act <i>Guide Sheet</i> FS1 FS-2 •Clean Water Act / Waters of the U.S. <i>Guide Sheet</i> Fact Sheet •Coastal Zone Management	Landowner continues to farm site Landowner continues to farm site Addition consultation with a consultation/coordination beter mined in consultation with a consultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable) Not Applicable	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Dommental Laws, Executi Guide Sheets for documenta the lead agency and another g r agency. Planning and pract tal Concerns Alternative 1 Document all impacts (Attach Guide Sheets as applicable) Not Applicable Other A Section 404 Permit will be required for the project to restore the Hoesly site in areas of existing	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable) Not Applicable	, r needs further
Land Use Management Level Profitability In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in cr G. Special Environmental Concerns (Document existing/ benchmark conditions) • Clean Air Act Guide Sheet FS1 FS-2 • Clean Water Act / Waters of the U.S. Guide Sheet Fact Sheet	Landowner continues to farm site Landowner continues to farm site Landowner continues to farm site diattach Environmental Proce consultation/coordination bete ermined in consultation with a consultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable) Not Applicable Not Applicable	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Domental Laws, Executi Guide Sheets for documenta the lead agency and another g r agency. Planning and pract tal Concerns Alternative 1 Document all impacts (Attach Guide Sheets as applicable) Not Applicable Other A Section 404 Permit will be required for the project to restore the Hoesly site in areas of existing wetlands.	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable) Not Applicable Not Applicable	, r needs further
Land Use Management Level Profitability In Section "G" complete an require a federal permit or effects may need to be detern practices not involved in cr G. Special Environmental Concerns (Document existing/ benchmark conditions) •Clean Air Act <i>Guide Sheet</i> FS1 FS-2 •Clean Water Act / Waters of the U.S. <i>Guide Sheet</i> Fact Sheet •Coastal Zone Management	Landowner continues to farm site Landowner continues to farm site Landowner continues to farm site diattach Environmental Proce consultation/coordination bete ermined in consultation with a consultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable) Not Applicable Not Applicable	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Domental Laws, Executi Guide Sheets for documenta the lead agency and another g r agency. Planning and pract tal Concerns Alternative 1 Document all impacts (Attach Guide Sheets as applicable) Not Applicable Other A Section 404 Permit will be required for the project to restore the Hoesly site in areas of existing wetlands.	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable) Not Applicable Not Applicable	, v if needs further
And Use Management Level Profitability Special Env In Section "G" complete an require a federal permit or effects may need to be dete practices not involved in cr G. Special Environmental Concerns (Document existing/ benchmark conditions) •Clean Air Act Guide Sheet FS1 FS-2 •Clean Water Act / Waters of the U.S. Guide Sheet Fact Sheet •Coastal Zone Management	Landowner continues to farm site Landowner continues to farm site Landowner continues to farm site diattach Environmental Proce consultation/coordination bete ermined in consultation with a consultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable) Not Applicable Not Applicable	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner from the inability to fa site. Landowner provided a one-time compensation. Domental Laws, Executi Guide Sheets for documenta the lead agency and another g r agency. Planning and pract tal Concerns Alternative 1 Document all impacts (Attach Guide Sheets as applicable) Not Applicable Other A Section 404 Permit will be required for the project to restore the Hoesly site in areas of existing wetlands.	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable) Not Applicable Not Applicable	, r needs further
Land Use Management Level Profitability In Section "G" complete an require a federal permit or effects may need to be deter practices not involved in cr G. Special Environmental Concerns (Document existing/ benchmark conditions) •Clean Air Act Guide Sheet FS1 FS-2 •Clean Water Act / Waters of the U.S. Guide Sheet Fact Sheet •Coastal Zone Management Guide Sheet Fact Sheet	Landowner continues to farm site Landowner continues to farm site Landowner continues to farm site dattach Environmental Proce consultation/coordination bete ermined in consultation with a consultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable) Not Applicable Not Applicable Not Applicable Not Applicable	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner provided a one-time compensation. Domental Laws, Executi Guide Sheets for documenta the lead agency and another g r agency. Planning and pract tal Concerns Alternative 1 Document all impacts (Attach Guide Sheets as applicable) Not Applicable Other A Section 404 Permit will be required for the project to restore the Hoesly site in areas of existing wetlands. Not Applicable	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable) Not Applicable Not Applicable	, r needs further
Land Use Management Level Profitability Profitability In Section "G" complete an require a federal permit or effects may need to be deterpractices not involved in cr G. Special Environmental Concerns (Document existing/benchmark conditions) • Clean Air Act Guide Sheet FS1 FS-2 • Clean Water Act / Waters of the U.S. Guide Sheet Fact Sheet • Coastal Zone Management Guide Sheet Fact Sheet • Coastal Zone Management Guide Sheet Fact Sheet	Landowner continues to farm site Landowner continues to farm site Landowner continues to farm site dattach Environmental Proce consultation/coordination bete ermined in consultation with a consultation. J. Impacts to Special Enviro No Action Document all impacts (Attach Guide Sheets as applicable) Not Applicable Not Applicable Not Applicable Not Applicable	edures tween f anothe onmen √ if needs further	Land managed according to Wetlan Reserve Program. Potential for long-term loss of incom the landowner provided a one-time compensation. Domental Laws, Executi Guide Sheets for documenta the lead agency and another g r agency. Planning and pract tal Concerns Alternative 1 Document all impacts (Attach Guide Sheets as applicable) Not Applicable Other A Section 404 Permit will be required for the project to restore the Hoesly site in areas of existing wetlands. Not Applicable	ve Or tion as govern ice im	Landowner continues to farm site ders, policies, etc. s applicable. Items with a "•" ment agency. In these cases plementation may proceed fo <u>Alternative 2</u> Document all impacts (Attach Guide Sheets as applicable) Not Applicable Not Applicable	, r needs further

Cultural Resources / Historic	Other	I	See attached documentation in		Other	
	Land use would continue under		Appendix H, Section 106. The		Land use would continue under	
Properties						
Guide Sheet Fact Sheet	existing cropping conditions		Section 106 form, DOE's, and		existing cropping conditions	
			DNAE for the WIS 73/US 12/18			
			intersection reconstruction were			
			approved by SHPO on May 8,			
			2013. Additional survey was			
			conducted on the Hoesly mitigation			
			parcel and the Amended Section			
			106 was approved by SHPO on			
			December 4, 2013.			
 Endangered and Threatened 	Not Present		Not Present		Not Present	
Species						\square
Guide Sheet Fact Sheet						
Environmental Justice	Not Present		Not Present		Not Present	
Guide Sheet Fact Sheet						
 Essential Fish Habitat 	Not Present		Not Present		Not Present	
Guide Sheet Fact Sheet						
Floodplain Management	No Effect		See attached documentation in	-	No Effect	<u> </u>
Guide Sheet Fact Sheet	See documentation		Exhibit 5, Floodplains. Land would		See documentation	
Guide Sheet Fact Sheet	See documentation				See documentation	
			continue to be part of a a100-year			
			floodplain.			
Invasive Species	Not Present		Not Present		Not Present	
Guide Sheet Fact Sheet						
 Migratory Birds/Bald and 	No Effect		May Effect		No Effect	
Golden Eagle Protection Act			Increase and improve habitat. No			
Guide Sheet Fact Sheet			known negative impact.			
			o 1			
Natural Areas	No Effect		See Attached documentation in		Not Present	
Guide Sheet Fact Sheet			Exhibit 1, NRCS Easement and			
			Proposed Mitigation Overview			
			· · · · · · · · · · · · · · · · · · ·			
			Appendix E, Easement Mitigation			
			Report			
			Mitigate easement on adjacent			
			Hoesly parcel and restore wetland			
			function and habitat to degraded			
			areas.			
Prime and Unique Farmlands	No Effect	I	See attached documentation in		No Effect	
Guide Sheet Fact Sheet			Appendix F, Agricultural Impact			
			Statement. Once in easement,			
	1	1	property would not be able to be			
			farmed.			
Riparian Area	No Effect	Ī	May Effect		No Effect	
Guide Sheet Fact Sheet			Increase or improve habitat			
						\Box
Scenic Beauty	No Effect	ľ	No Effect		No Effect	
Guide Sheet Fact Sheet						
●Wetlands	No Effect		See attached documentation in		No Effect	
Guide Sheet Fact Sheet			Appendix E, Easement Mitigation			
			Report and Exhibit 3, Wetland			
			Impacts. Restore wetland function			
			and habitat to degraded areas.			
Wild and Coord Division	Not Present		Not Drocont		Not Present	
Wild and Scenic Rivers Cuide Sheet Foot Sheet	NUL Present		Not Present		INUL Present	
Guide Sheet Fact Sheet	1		1			
		L	1			

K. Other Ag Broad Public			No Action		Alternative 1	Alternative 2
Easements, Pe Review, or Perr Agencies Cons	nits Require		None		WRP conservation easement conversion process requires the review and consultation of the WDNR and the USACE. See attached documentation in Exhibit 3, Wetland Impacts, Appendix G, WDNR Coordination, and Appendix I, USACE Coordination. A Section 404 non-reporting General Permit (GP-002-WI) will be required for the project to restore the Hoesly site in areas of existing wetlands. WisDOT will sed notification of intent to use the non-reporting permit to WDNR and USACE in March 2014. A Public Hearing will be scheduled during the WisDOT EA document availability period after FHWA signs the Draft EA.	None
Cumulative Effe (Describe the c impacts conside past, present al actions regardle performed the a	umulative ered, includii nd known fut ess of who	ng	Existing conditions		This project would add wildlife habitat to the area.	Existing conditions
L. Mitigation (Record actions minimize, and c	to avoid,		Existing conditions		The Hoesly site would be used to mitigate impacts of subordinating 16 acres from the Shaul parcel enrolled in the WRP easement and to mitigate for unavoidable wetland impacts from the WIS 73/US 12/18 intersection reconstruction project within the existing WRP easement on the Shaul property at a 1.5:1 ratio (See Exhibit 1, NRCS Easement and Proposed Mitigation Overview) (See Appendix D, Hoesly Mitigation Plat) (See Appendix E, Easement Mitigation Report).	Existing conditions
M. Preferred	√ preferr alternativ				7	
Alternative	Supporti reason	F	No Action Alternative does no roject's purpose and need.	ot meet the	Due to the environmental, social, and economic benefits of protecting and restoring existing wetlands Alternative 4A is the WisDOT Preferred Alternative (See Exhibit 2, Build Alternatives (4A and 2B)). The WRP Easement land owner is cooperative and supportive of the Preferred Alternative. Public comments support this as the Preferred Alternative (see Appendix B, Project History).	This alternative would require a residential relocation, creates an undesirable intersection on a curve, and generates more indirection between Madison and Deerfield. Impacts to wetlands and farmland are greater than the WisDOT Preferred Alternative (See Exhibit 2, Build Alternatives (4A and 2B)).
N. Context (Record co	ntext o	f alternatives analysis)	local	local	local
				eral contexts	such as society as a whole (human, n	ational), the affected region, the
affected inter O. Determin			anty. ance or Extraordinary (Circumstan	ces	
Intensity: Re agency believ down into sm If you answe	efers to the res that on all compor r ANY of t es and sig	e sever h balan nent pa the bel gnifica	ity of impact. Impacts ma ce the effect will be bene arts. Iow questions "yes" the nce issues to consider	ay be both b sficial. Signi en contact t and a site s	eneficial and adverse. A significant eff ficance cannot be avoided by terming the State Environmental Liaison as t specific NEPA analysis may be requ	an action temporary or by breaking it here may be extraordinary ired.
	● Is pr	the pre	eferred alternative expect to historic or cultural res	ted to signifi	 significant effects on public health or icantly affect unique characteristics of k lands, prime farmlands, wetlands, wi 	the geographic area such as
	• Do		e preferred alternative ha		the quality of the human environment acertain effects or involve unique or unl	
	• Do	oes the			ecedent for future actions with significa	nt impacts or represent a decision in
	qu	uality of	f the human environmen	t either indiv	bly expected to have potentially signific idually or cumulatively over time?	
	th su flo	e Evali uch as podplai	uation Procedure Guide	Sheets to as urces, enda	nificant adverse effect on ANY of the s sist in this determination. This include ngered and threatened species, enviro tial fish habitat, wild and scenic rivers,	es, but is not limited to, concerns onmental justice, wetlands,
		ill the privironm		aten a violat	tion of Federal, State, or local law or re	equirements for the protection of the

		Down Fatry	Dane Partners	3/28/2014
1	Signature	(TSP if applicable)	Title	Date
1/2	Day	N		1
ter	Sign	ature (NRCS)	Stat losara Constration	Date
	ternativ e is n	ot a federal action where NRCS	has control or responsibility and this N	IRCS-CPA-52 is shared with
omeone oth	er than the cli	ent then indicate to w hom this i	s being provided.	
	The College			
DCS is the P	The follow	ing sections are to be con	npleted by the Responsible Fec responsibility (e.g., actions financed, fund	leral Official (RFO)
oproved by 1 ontrol what th EL or wetland	NRCS). These le client ultima d determinatio	e actions do not include situations tely does with that assistance and ns) not associated with the planni	in which NRCS is only providing technica situations where NRCS is making a tech	I assistance because NRCS canno
	mpliance Find alternative:	ling (check one)		Action required
	1) is not a f	ederal action where the agency h	as control or responsibility.	Document in "R.1" below. No additional analysis is required
			cally excluded from further raordinary circumstances as identified	Document in "R.2" below. No additional analysis is required
	3) is a federal action that has been sufficiently analyzed in an existing Agency state, regional, or national NEPA document and there are no predicted significant adverse environmental effects or extraordinary circumstances.			
V	NEPA docur and has bee its own Findi	nent (EA or EIS) that addresses the <u>n formally adopted by NRCS</u> . No ng of No Significant Impact for an ng another agenc y's EA or EIS do	analyzed in another Federal agency's le proposed NRCS action and its' effects IRCS is required to prepare and publish EA or Record of Decision for an EIS cument. (Note: This box is not	Contact the State Environmental Liaison for list of NEPA documen formally adopted and av ailable for tiering. Document in "R.1" below No additional analysis is required
		dverse environmental effects or ex	ienlly analyzed or may involve predicted traordinary circumstances and may	Contact the State Environmental Liaison. Further NEPA analysis required.
	Supporting th			
.1 ndings Docu 2	mentation	Ongoing consultation with USDA-NRC NRCS CPA-106 Response (Appendix Agricultural Impact Statement from DA Datisation bread on Cavier		x C, NRCS Easement Coordination)
2 oplicable Cat kclusion(s) hore than one		Not Applicable	0	0
s section, the p	bart 650.6 sions states ing that a s categorically aragraph (d) of proposed action leboard criteria.			
	ered the effect	is of the alternatives on the Reso nd Extraordinary Circumstances	ource Concerns, E conomic and Social s as defined by Agency regulation and ,	Considerations, Special policy and based on that made th
nvironmenta Iding indica	ed above.	e Federal Official:	State Resource Coromania	5 04/04/14 Date

CLEAN AIR ACT NECH 610.21 Evaluation Procedure Guide Sheet		Client/Plan Information: Wisconsin Department of Transportation
Check all that apply to this Guide Sheet review: Check all that apply to this Guide Sheet review: Check all that apply to this Check all that apply the	Other	Hoesly Parcel #061204195001

NOTE: STEPS 1 and 2 help determine whether construction permitting is needed for the planned action or activity. STEP 3 help determines whether the opportunity for emissions reduction credits exist. STEP 4 help determines whether any other permitting, record keeping, reporting, monitoring, or testing requirements are applicable. Each of these steps should be updated with more specific language as needed, since air quality permitting and regulatory requirements are different for each state. In each step, if more information is needed or there is a question as to whether there are air quality requirements that need to be met, the planner or client should contact the appropriate air quality regulatory agency with permitting jurisdiction for the site to determine what air quality regulatory requirement must be met prior to implementing the planned action or activity.

STEP 1.

Is the proposed action or alternative expected to increase the emission rate of any regulated air pollutant? **NOTE:** The definition of a "regulated air pollutant" differs depending on the air quality regulations in effect for a given site. For a federal definition of "regulated air pollutant," please refer to the 40 CFR 70.2. Other definitions for "regulated air pollutant" found in state or local air quality regulations may be different. *States should tailor this question to the State air quality regulations and definitions since those will include any Federal requirements.*

✓ No
If "No," it is likely that no permitting or authorization is necessary to implement the proposed action or alternative. Document the finding on form NRCS-CPA-52 and advise the client to contact the appropriate air quality regulatory agency with permitting jurisdiction for the site to either verify that no permitting or authorization is necessary or to determine what requirements must be met prior to implementing the planned action or activity. Go to step 3.

Yes If "Yes," go to Step 2.

STEP 2.

Can the proposed action or alternative be modified to eliminate or reduce the increase in emission rate of the regulated air pollutant(s)? **NOTE:** This Step is to prompt the planner to review the planned action or activity to see if there is an opportunity to either eliminate the emission rate increase (possibly remove a permitting requirement) or reduce the emission rate increase (possibly move to less stringent permitting).

No If "No," it is likely that permitting or authorization from the appropriate air quality regulatory agency will be required prior to implementing the planned action or activity. Document the finding on form NRCS-CPA-52 and advise the client to contact the appropriate air quality regulatory agency with permitting jurisdiction for the site to either verify that no permitting or authorization is necessary or to determine what requirements must be met prior to implementing the proposed action or alternative. Go to Step 3.

If "Yes," modify the proposed action or alternative and repeat Step 1.

STEP 3.

Yes

Is the proposed action or alternative expected to result in a decrease in the emission rate of any criteria air pollutant for which the area in which the site is located in an EPA designated nonattainment area for that criteria air pollutant? NOTE: For an explanation of criteria air pollutants and nonattainment areas, refer to Section 610.81 of the NECH. Further information regarding nonattainment areas can also be found on the U.S. EPA nonattainment area webpage at http://www.epa.gov/oar/oaqps/greenbk/.

CLEAN AIR ACT (continued)

✓ No If "No," go to Step 4.

☐ Yes If "Yes," the opportunity for obtaining non-attainment pollutant emission credits may exist. Document the finding on form NRCS-CPA-52 and advise the client of that potential opportunity. If the client is interested in registering nonattainment pollutant emission credits, advise him/her to contact the appropriate air quality regulatory agency with permitting jurisdiction for the site to determine if and how credits can be documented and/or registered for potential sale. Go to Step 4.

STEP 4.

Is the site or proposed action or alternative subject to any other federal (i.e., New Source Performance Standards, National Emissions Standards for Hazardous Air Pollutants, etc.), state, or local air quality regulation (including odor, fugitive dust, or outdoor burning)? **NOTE:** Refer to Section 610.81 of the NECH for a further discussion of air quality regulations.

- No If "No," no additional requirements are likely needed prior to implementing the proposed action or alternative. Document finding on form NRCS-CPA-52 and proceed with planning.
- Yes If "Yes," additional permitting, authorization, or control requirements may be needed prior to implementing the proposed action or alternative. Document the finding on form NRCS-CPA-52, and advise the client to contact the appropriate air quality regulatory agency with permitting jurisdiction for the site to determine what requirements must be met prior to implementing the proposed action or alternative.

CLEAN WATER ACT/WATERS of the U.S.	Client/Plan Information:
NECH 610.22	Wisconsin Department of Transportation
Evaluation Procedure Guide Sheet	
Check all that apply to this	
Guide Sheet review: Alternative 2 Other	Hoesly Parcel #061204195001

NOTE: This guide sheet should be tailored to meet the specific needs of individual State and/or local regulatory/permitting requirements. It is important for each state to coordinate with their individual State and Federal regulatory agencies to tailor state-specific protocols in order to prevent significant delays in processing permit applications.

Complete both sections of this guide sheet in order to address Federal as well as State administered regulatory requirements of the Clean Water Act.

SECTION I Federally Administered Regulatory Program - Section 404 of the CWA

STEP 1.

Will the proposed action or alternative involve or likely result in the discharge of dredged or fill material or other pollutants into "waters of the United States?" *More detailed information regarding "Waters of the U.S.", and federal permitting programs under CWA is found in the NECH 610.82.*

No If "No," document this on form NRCS-CPA-52 and proceed with Section II below.

✓ Yes If "Yes," go to Step 2.

Unknown If "Unknown," refer to your FOTG or contact your NRCS Environmental Liaison for assistance. Inform the client early on that they may need to contact the appropriate U.S. Army Corps of Engineers (COE) office to determine if the proposed action or alternative will require a permit. Repeat Step 1.

STEP 2.

Has the client obtained a Section 404 permit (Individual, Regional, or Nationwide) or a determination of an exemption from the appropriate COE office?

- ✓ No If "No," determine if the client has applied for a permit. If a permit has not been applied for, the client will need to do so. If a permit has been applied for, document this, and continue the planning process in consultation with the client and the regulatory agencies. The permit authorization should be reflected in the final plan and documentation. Continue planning, but a permit is required prior to implementation. Complete Section II below.
- Yes If "Yes," document on form NRCS-CPA-52 and complete Section II below. The final plan should not be contrary to the provisions of the permit authorization or exemption. Changes made during the planning process that may impact the applicability of the permit, such as amount or location of fills or discharges of pollutants should be coordinated with the COE.
- Unknown If "Unknown," meaning that you do not know if authorization has been obtained or applied for, consult with the client and repeat Step 2.

Notes:

A Section 404 non-reporting General Permit (GP-002-WI) will be required for the project to restore the Hoesly site in areas of existing wetlands. WisDOT will send notification of intent to use the non-reporting permit to WDNR and USACE in March 2014.

CLEAN WATER ACT/WATERS of the U.S. (continued)

SECTION II

State Administered Regulatory Programs, Sections 303(d) and 402 of CWA

STEP 1

Is the proposed action or alternative located in proximity to waters listed by the State as "impaired" under Section 303(d) of the CWA?

If "No," document this on form NRCS-CPA-52 and proceed to Step 2.

- Yes If "Yes," review and comply with any existing TMDLs or associated Watershed Action Plans that have been established by the State for that stream segment. However, even if TMDLshave not been established by the State for that stream segment, ensure that the action will not contribute to further degradation of that stream segment. Proceed to Step 2.
- Unknown If "Unknown," refer to FOTG for information regarding State designation of "impaired" stream segments, or contact your NRCS Environmental Liaison for assistance. Repeat Step 1.

STEP 2

Will the proposed action or alternative likely result in point-source discharges from developments, construction sites, or other areas of soil disturbance, or sewer discharges (e.g. projects involving stormwater ponds or point-source pollution including CAFOs for which CNMPs are being developed)? Section 402 of the CWA requires a permit for these activities through the National Pollutant Discharge Elimination System (NPDES) program which the States administer.

No If "No," document this on form CPA-52 and proceed with planning.

□ Yes If "Yes," go to Step 3.

Unknown If "Unknown," refer to your FOTG for additional information or contact your NRCS Environmental Liaison for assistance. Inform the client early on that they may need to contact the appropriate State regulatory office to determine if the proposed action or alternative will require a NPDES permit. Repeat Step 2.

STEP 3

Has the client obtained a National Pollutant Discharge Elimination System (NPDES) permit or a determination of an exemption from the appropriate State regulatory office?

as not been
continue the
ue the
permit
lanning, but a

Yes If "Yes, document this on form NRCS-CPA-52 and proceed with planning. The final NRCS conservation plan should not be contrary to the provisions of the permit authorization or exemption. Changes made during the planning process that may impact the applicability of the permit should be coordinated with the appropriate State regulatory agency.

Unknown If "Unknown," meaning that you do not know if authorization has been obtained or applied for, consult with the client and repeat Step 3.

COASTAL ZONE MANA	GEMENT ARE	EAS	Client/Plan Information:
NECH 610.23			Wisconsin Department of Transportation
Evaluation Procedure (Guide Sheet		
Check all that apply to this	✓ Alternative 1		
Guide Sheet review:	✓ Alternative 2	Other	Hoesly Parcel #061204195001

Is the proposed action or alternative in an officially designated "Coastal Zone Management Area"?

🗹 No	If "No," additional evaluation is not needed concerning coastal zones.	Document the finding on
	form NRCS-CPA-52 and proceed with planning.	

Yes If "Yes," go to Step 2.

Unknown If "Unknown," consult Section II of the FOTG for information regarding Coastal Zone Management Programs in your area and repeat Step 1.

Is the proposed action or alternative "consistent" with the goals and objectives of the State's Coastal Zone Management Program (as required by Section 307 of the Coastal Zone Management Act)?

No	If "No," go to Step 3.
Yes	If "Yes," no additional evaluation is needed concerning coastal zones. Document the finding, including the reasons, on form NRCS-CPA-52 and proceed with planning.
Unknow	n If "Unknown," consult with your designated State specialist for CZMA and repeat Step 2.

Is NRCS providing financial assistance or otherwise controlling the action?

- No If "No," go to Step 4.
- Yes If "Yes," the NRCS District Conservationist or an NRCS State Office employee must contact the State's Coastal Zone Program Office before the action is implemented to discuss possible modifications to the proposed action. NRCS shall not provide assistance if the proposed action or alternative would result in a violaton of a State's Coastal Zone Management Plan. NRCS shall provide a consistency determination to the State agency no later than 90 days before final approval of the activity. When consultation is complete, document the agreed to items and reference or attach them to the NRCS-CPA-52.

STEP 4.

Will a Federal agency OTHER than NRCS provide funding or otherwise control implementation of the action?

- If "No," NRCS should provide the landowner with relevant information regarding any local/state compliance requirements and protocols (permitting, etc) in Special Management Areas as appropriate to comply with local Coastal Zone Management Programs. Document on the NRCS-CPA-52 and proceed with planning.
- Yes If "Yes," recommend that the funding or controlling agency consult with the State Coastal Zone Management Office before the action is implemented. Proceed with planning.

CORAL REEFS			Client/Plan Information:
NECH 610.24	· · · · ·		Wisconsin Department of Transportation
Evaluation Procedure Gu	uide Sheet		
Check all that apply to this	✓ Alternative 1		
Guide Sheet review:	✓ Alternative 2	Other	Hoesly Parcel #061204195001

Are coral reefs or associated water bodies (e.g. embayment areas) present in or near the planning area?

✓ No
If "No," additional evaluation is not needed concerning coral reefs. Document the finding on form NRCS-CPA-52 and proceed with planning.

Yes If "Yes," go to Step 2. **Note:** If there are any endangered or threatened species of coral inhabiting the coral reef ecosystem you must also fill out the Endangered and Threatened Species Guide Sheet.

STEP 2.

Is there a potential for the proposed action or alternative to degrade the conditions of the coral reef ecosystem? (Refer to www.coralreef.gov/ for Local Action Strategies in your area.)

If "No," additional evaluation is not needed concerning coral reefs. Document the finding on form NRCS-CPA-52 and proceed with planning.

Yes If "Yes," go to Step 3.

STEP 3.

Can the action or alternative be modified to reduce or avoid degredation to the coral reef ecosystem?

No
 If "No," identify the component(s) of the system which will cause the potential impacts.
 Document the effects, including the reasons, on form NRCS-CPA-52. Go to Step 4.
 If "Yes," modify the action or alternative and repeat Step 2.

STEP 4.

Is NRCS providing financial assistance or otherwise controlling the action?

No If "No," go to Step 5.

Yes If "Yes," the significance of the impacts must be determined. An Environmental Assessment (EA) or Environmental Impact Statement (EIS) may be required. Contact your State Office for assistance and, if you are the RFO, select option 4) in Section S of the form NRCS-CPA-52.

STEP 5.

Will a Federal agency other than NRCS provide funding or otherwise control implementation of the action?

No If "No," and degradation of the reefs is unavoidable, provide the client with information regarding the current status of U.S. coral reefs and the documented causes of degradation (including sedimentation and nutrient runoff), and the beneficial aspects of maintaining coral reefs.

Yes If "Yes," the significance of the impacts must be determined. An Environmental Assessment (EA) or Environmental Impact Statement (EIS) may be required. Document this on the NRCS-CPA-52, with a description of the potential impacts, and provide a copy of the form to the Federal agency providing funding or controlling the action. Inform the client and proceed with planning.

CULTURAL RESOURCES / HISTORIC		Client/Plan Information:	
PROPERTIES NECH 610.25		Wisconsin Department of Transportation	
Evaluation Procedure Guide Sheet			
Check all that apply to this	✓ Alternative 1		
Guide Sheet review:	✓ Alternative 2	Other	Hoesly Parcel #061204195001

NOTE: This guidesheet provides general guidance to field planners and managers. States may need to tailor this Evaluation Procedure Guide Sheet to reflect State Level Agreements (SLA's) with SHPOs or Tribal consultation protocols or operating procedures pertinent to your state, and/or other state specific protocols that reflect the terms of the current National Programmatic Agreement among NRCS, the Advisory Council on Historic Preservation, and the National Conference of SHPOs. For additional information regarding compliance with Section 106 of the NHPA and NRCS cultural resource policy refer to the General Manual Title 420 Part 401 Cultural Resources; for current operating procedures see Title 190 Part 601, the National Cultural Resource Procedures Handbook (NCRPH).

NOTE regarding consultations: When dealing with undertakings with the potential to affect cultural resources/historic properties, it is important to follow NRCS's policy and the regulations that implement Section 106 and complete consultation with mandatory (SHPOs, THPOs, federally recognized tribes) and identified consulting parties during the course of planning. This consultation is not documented on this guidesheet but would occur with Steps 2, 3, 4, and 6 and these must be conducted in accordance with NRCS State Office operating procedures to ensure appropriate oversight by Cultural Resources Specialists who meet the Secretary of Interior's Qualification Standards.

STEP 1.

Is the proposed action or alternative funded in whole or part or under the control of NRCS? To make this determination, answer the following:

Is technical assistance carried out by or on behalf of NRCS?	No	Yes	Unknown
Is it carried out with NRCS financial assistance?	✓ No	Yes	Unknown
Does it require Federal approval with NRCS as the lead federal agency (permit, license, approval, etc.)?	No	√Yes	Unknown
Is it a joint project with another Federal, State, or local entity with NRCS functioning as lead federal agency?	✓No	Yes	Unknown

• If all of your responses are "No," document decision on the NRCS-CPA-52 and proceed with planning.

- If any responses are "Yes," go to Step 2.
- If "Unknown," consult with your State Cultural Resources Coordinator or Specialist (CRC/CRS) to determine if this is an action/undertaking that requires review and then complete Step 1.

STEP 2.

Is the proposed action(s) or alternative(s) identified as an "undertaking" (as defined in the NCRPH and GM) with the potential to cause effects to cultural resources/historic properties?

No If "No," document this finding on the NRCS-CPA-52 and proceed with planning.

✓Yes	lf "Yes,"	go to Step 3.
------	-----------	---------------

STEP 3.

Has the undertaking's Area of Potential Effect (APE) been determined? **NOTE:** Include all areas to be altered or affected, directly or indirectly: access and haul roads, equipment lots, borrow areas, surface grading areas, locations for disposition of sediment, streambank stabilization areas, building removal and relocation sites, disposition of removed concrete, as well as the area of the actual conservation practice. Consultation is essential during determination of the APE so that all historic properties (buildings, structures, sites, landscapes, objects, and properties of cultural or religious importance to American Indian tribal governments and native Hawaiians) are included.



If "No," or "Unknown," consult with your state specific protocols or the CRC/CRS to determine the APE.

Yes If "Yes," go to Step 4.

Project 3070-00-03

CULTURAL RESOURCES (continued)

STEP 4.

Have the appropriate Records (National, State and local registers and lists) been checked and/or interviews conducted to determine whether any known cultural or historic resources are within or in close proximity to the proposed APE/project area? **Note:** This record checking does not substitute for mandatory consultation with SHPO, THPO, tribes and other identified consulting parties.

National Register of Historic Places?	No	√Yes	Unknown
State Register of Historic Places?	No	√Yes	Unknown
The SHPO's statewide inventory/data base?	No	√Yes	Unknown
Local/county historical society and/or commission lists?	No	√Yes	Unknown
Client knowledge of existing artifacts, historic structures or cultural features?	No	√Yes	Unknown

- If any responses are "No" or "Unknown," work with your CRC/CRS to be sure these files are checked (sometimes the SHPO will let only the CRS or CRC review the files). Follow all other operating procedures as required by NRCS policy and procedures, State Level Agreement (SLA), and Tribal consultation protocols or operating procedures, as appropriate.
- If all responses are "Yes," and **NRCS providing technical assistance only,** then use any known information, notify the landowner of any potential affects, and provide recommendations for consideration. Document this on the NRCS-CPA-52 and proceed with planning. If NRCS is providing more that technical assistance go to Step 5.

STEP 5.

Did STEP 4 reveal the existence of any known or potential cultural resources in the APE, and/or were any cultural resource indicators observed during the field inspection of the APE? **NOTE:** Field inspections or cultural resource survey will need to be conducted by qualified personnel in your state. Check with you State Cultural Resource Specialist to determine qualification criteria.

If "No," document this finding on the NRCS-CPA-52 and proceed with planning.

Yes If "Yes," contact the CRC/CRS. Do NOT proceed with finalizing project design or project implementation until the final CRS response is received. Go to Step 6.

STEP 6.

Can the proposed action(s) or alternative(s) be modified to avoid effects on the known cultural resources?

No	If "No," go to Step 7.
Yes	If "Yes," modify the planned action(s) or activity(ies) and proceed according to CRS guidance and document this on the NRCS-CPA-52 and continue with planning.

STEP 7.

Has consultation with appropriate and interested parties been completed and documented? **NOTE:** The field planner completing the NRCS-CPA-52 generally does not do the consultation unless it is the CRS or CRC. Refer to the appropriate specialist for the documentation information.

No If "No" refer to State CRC or CRS for further consultation and recommendations to the State Conservationist.

Yes If "Yes," and all necessary historic preservation activities of identification, evaluation, and treatment have been completed, document any consultation and proceed with planning.

Notes:

The Section 106 form, DOE's, and DNAE for the WIS 73/US 12/18 intersection reconstruction were approved by SHPO on May 8, 2013. Additional survey was conducted on the Hoesly mitigation parcel and the Amended Section 106 was approved by SHPO on December 4, 2013. No historical properties (historical or archaeological) exist within the Hoesly property APE.

ENDANGERED AND THREATENED SPECIES, Client/Plan Information: NECH 610.26 Wisconsin Department of Transportation Evaluation Procedure Guide Sheet Other Check all that apply to this Image: Alternative 1 Guide Sheet review: Image: Alternative 2 Other Hoesly Parcel #061204195001

If species listing/status changes prior to implementation, go back and analyze the affects in the appropriate section as dictated in Step 1.

Note Regarding Candidate Species: As per GM Title 190, Part 410.22, NRCS shall contact the Services, State agencies, and Tribal governments to identify Federal candidate, State and Tribal designated species, and NRCS actions which have the greatest potential to affect those species and their habitats. NRCS shall determine which candidate species and species of concern are to be considered during planning and implementation of NRCS actions. When NRCS concludes that a proposed action "may adversely affect" Federal candidate species, NRCS will recommend only alternative conservation treatments that will avoid adverse effects, and to the extent practicable, provide long-term benefit to the species. If the species becomes

STEP 1.

Are there any endangered or threatened species, designated critical habitat(s), proposed species/habitats, or sState/Tribal species of concern protected by law or regulation present, or potentially present, in the area of potential effect?

- $\[\ensuremath{\mathbb{N}}\]$ If "No," additional evaluation is not needed. Document the finding on form NRCS-CPA-52 and proceed with planning.
- Unknown If "Unknown," consult Section II of the FOTG for a listing of threatened and endangered species and associated critical habitats, and State species of concern, then repeat Step 1. If you are still uncertain about the status of threatened, endangered, proposed, or species of concern in the planning area, ask your State Biologist or contact the FWS/NMFS Fisheries, as appropriate.

Yes

If "Yes," then proceed to the applicable section(s) listed below:

- •Federally listed endangered or threatened species/habitats. Go to Step 2.
- •Federally listed proposed species/habitats. Go to Step 5.

•State/Tribal species of concern protected by law or regulation. Go to Step 9.

Federally endangered or threatened species/habitats

STEP 2.

What are the short and long-term impacts of the proposed action or alternative on endangered or threatened species or their designated critical habitat? If more than one may apply, then differentiate in the "Notes" section below.

No effect If "No effect," additional evaluation is not needed concerning endangered and threatened species or designated critical habitat. Document the finding, including the reasons for your determination on form NRCS-CPA-52 and proceed with planning.

 May Affect but not likely to adversely affect (e.g. beneficial affect)
 May affect but not likely to adversely affect," document the finding, including the reasons, on form NRCS-CPA-52. This determination may require concurrence from FWS/NMFS Fisheries. Go to Step 3.

Federally endangered or threatened species/habitats (continued)

.	If "May adversely affect," modify the action if possible to avoid adverse effects. If the action can be modified, repeat Step 2. If the action can not be modified, go to Step 3.
Effects are unknown	If "Effects are unknown," contact the NRCS State Biologist for assistance and repeat Step 2.

STEP 3.

Will a Federal agency other then NRCS provide funding or otherwise control implementation of the action?

No	If "No," go to Step 4.
----	------------------------

Yes If "Yes," ensure that potential adverse effects are avoided to the extent feasible, document and describe the effects on form NRCS-CPA-52. Include both short-term and long-term effects. Document the need for the lead Federal agency to consult (if listed species or habitat may be affected beneficially or adversely) with the FWS/NMFS Fisheries, as appropriate. Inform the client and continue planning. However, make the client aware that the action can not be implemented without first attaining the appropriate concurrence.

STEP 4.

Is NRCS providing financial assistance or otherwise controlling the action?

- No **If "No," and your answer in Step 2 was, "May affect but not likely to adversely affect"** and there is no possibility of any short-term or long-term adverse effects then continue with planning but ensure the client is aware of the effects.
- No **If "No," and your answer in Step 2 was, "May adversely affect,"** then inform the client of NRCS's policy concerning endangered and threatened species and the need to use alternative conservation treatments to avoid adverse effects on these species or their habitat. Further NRCS assistance will be provided only if one of the conservation alternatives is selected that avoids adverse effects (then repeat from Step 2) or the landowner obtains a "take" permit from the FWS/NMFS Fisheries, as appropriate. Refer the client to USFWS/NMFS Fisheries to address their responsibilities under Sections 9 & 10 of the ESA, for Federally listed species.
- Yes If "Yes," and your answer in Step 2 was either, "May affect but not likely to adversely affect", or, "May adversely affect," then inform client that the NRCS must consult on listed species with FWS/NMFS Fisheries, as appropriate. The action will only be implemented according to the terms of the consultation. When consultation is complete, reference or attach the consultation documents to NRCS-CPA-52 and proceed with planning.

Notes for Federally endangered or threatened species/habitats:

The United States Fish and Wildlife Service (USFWS) provided a letter on March 15, 2012 that confirmed no endangered or threatened species were identified in the project area. An additional online search was conducted on 9/27/13 with identical results (see attached documentation in Appendix M, USFWS Letter, page 307).

Federally proposed species/habitats

For proposed species and their proposed critical habitats the action agency (NRCS) has the responsibility of determining that "activities will not jeopardize the continued existence of or destroy or adversely modify designated or proposed critical habitat for listed or proposed species" [190 GM Part 410.22(f)(5)(i)(B)]. Also see Chapter 6 in the ESA Section 7 Consultation Handbook for more information.

STEP 5.

What are the short and long-term impacts of the proposed action or alternative on proposed species or their proposed critical habitat? If more than one may apply, then differentiate in the "Notes" section below.

	If "No adverse effect," additional evaluation is not needed concerning proposed species or proposed critical habitat. Document finding, including the reasons for your determination on form NRCS-CPA-52 and proceed with planning.
Potential adverse effect	If "Potential adverse effect," go to Step 6.
Effects unknown	If "Effects unknown," contact the NRCS State Biologist for assistance and then repeat Step 5.

STEP 6.

Will a Federal agency other then NRCS provide funding or otherwise control implementation of the action?

No If "No," go to Step 7.

☐ Yes If "Yes," ensure that potential adverse effects that are likely to jeopardize the continued existence of the proposed species or destroy or adversely modify proposed critical habitat are avoided. Coordinate with the lead Federal agency and provide any assistance needed for them to make the required "jeopardy" determination. Document on form NRCS-CPA-52 the potential need for the lead Federal agency to conference with the FWS/NMFS Fisheries, as appropriate. Inform the client and continue planning. However, make the client aware that the action can not be implemented without first attaining the appropriate concurrence.

STEP 7.

Is NRCS providing financial assistance or otherwise controlling the action?

No
 If "No," inform client of NRCS policy for proposed species and the need to use alternative conservation treatments to avoid adverse effects that are likely to jeopardize the continued existence of the proposed species or destroy or adversely modify proposed critical habitat.
 Contact NRCS State Biologist to make the affects determination then go to Step 8.

Yes If "Yes," then inform the client that the NRCS must conference on proposed species with FWS/NMFS Fisheries, as appropriate. The action will only be implemented according to the terms of the conference. When conference is complete, reference or attach the conference documents to form NRCS-CPA-52 and proceed with planning.

STEP 8.

Upon guidance from NRCS State Biologist, has it been determined that the proposed action or alternative is likely to jeopardize the proposed species or destroy or adversely modify proposed critical habitat?

No If "No," document the finding on the NRCS-CPA-52 and proceed with planning.

Yes If "Yes," further NRCS assistance will be provided only if one of the conservation alternatives is selected that avoids that level if adverse effects (then repeat from Step 5). If the client is unwilling to modify the action, NRCS assistance must be discontinued. Although a "take" permit is not required for proposed species, there may be cases where the proposed species/habitats becomes formally listed as endangered/threatened or critical habitat is designated prior to project implementation. In this case, advise the client that a "take" permit from the USFWS/NMFS Fisheries would be needed prior to project implementation if it is determined that the action may have an adverse affect on the listed species/habitat.

State / Tribal species of concern protected by law or regulation

STEPS 9-11 ADDRESS "STATE/Tribal SPECIES OF CONCERN" ONLY. Consult Section II of your State's FOTG for a listing of State/Tribal Species of Concern that are protected by law or regulation that may need to be evaluated, or ask your State Biologist for assistance.

STEP 9.

What are the short and long-term impacts of the proposed action or alternative on the State/Tribal Species of Concern? If more than one may apply, then differentiate in the "Notes" section below.

✓ No adverse effect	If "No adverse effect," additional evaluation is not needed concerning State species of concern, unless otherwise specified by State procedures or the State Biologist. Document the finding, including the reasons for your determination, on form NRCS-CPA-52 and proceed with planning.
May adversely affect	If "May adversely affect," modify the action if possible to avoid adverse effects. If the action can be modified, repeat Step 9. If the action can not be modified, go to Step 10.
Effects are unknown	If "Effects are unknown," contact the NRCS State Biologist for assistance and repeat Step 9.

STEP 10.

Will a Federal agency other then NRCS provide funding or otherwise control implementation of the action?

□ No If "No," go to Step 11.

Yes If "Yes," ensure that potential adverse effects are avoided to the extent possible, document and describe the effects on form NRCS-CPA-52. Include both short-term and long-term effects. Document on form NRCS-CPA-52 the need for the lead Federal agency to address State/Tribal species of concern as appropriate under State land Tribal aws and regulations. Inform the client and continue planning.

STEP 11.

Is NRCS providing financial assistance or otherwise controlling the action?

- No If "No," and your answer in Step 9 was, "May adversely affect", inform the client of NRCS's policy regarding State and Tribal species of concern and the need to use alternative conservation treatments to avoid adverse effects on species. Provide alternative measures to client for consideration. Advise the client to contact the appropriate State or tribal resource agency for additional guidance to avoid any penalties applicable under State or Tribal law, and continue planning.
- Yes If "Yes," and your answer in Step 9 was, "May adversely affect," inform the client of NRCS's policy concerning State species of concern and the need to use alternative conservation treatments to avoid adverse effects on species. Follow policy and procedures in your state for addressing State and Tribal species of concern. Consultation with the appropriate State wildlife resource agency may be needed.

Notes for State species of concern:

The Wisconsin Department of Natural Resources (WDNR) provided a letter on May 23, 2012 identifying no species of concern (see attached documentation in Appendix I, WDNR Correspondence, page 239).

ENVIRONMENTAL JUSTICE		Client/Plan Information:
NECH 610.27		Wisconsin Department of Transportation
Evaluation Procedure Guide	e Sheet	
Check all that apply to this 🛛 🗸 Alt	ernative 1	
Guide Sheet review: 🗸 Alt	ernative 2 Other	Hoesly Parcel #061204195001

In the area affected by the NRCS action, are there low-income populations, minority populations, Indian tribes, or other specified populations that would be adversely impacted by environmental effects resulting from the proposed action or alternative?



If "No," additional evaluation is not needed concerning environmental justice. Document the finding on form NRCS-CPA-52 and proceed with planning.

Yes If "Yes," go to Step 2.

Unknown If "Unknown," consult your State Environmental Specialist, or equivalent, and/or Tribal Liaison for additional guidance. NOTE: The USDA Departmental Regulations on Environmental Justice (DR 5600-002) provides detailed "determination procedures" for NEPA as well as non-NEPA activities and suggests social and economic effects for considerations.

STEP 2.

Is the proposed action or alternative the type that might have a disproportionately adverse environmental or human health effect on any population?

No If "No," additional evaluation is not needed concerning environmental justice. Document the finding on form NRCS-CPA-52 and proceed with planning.

Yes If "Yes," initiate community outreach or Tribal consultation to affected and interested parties that are categorized as low-income, minority, or as Indian Tribes. The purpose is to encourage participation and input on the proposed program or activity and any alternatives or mitigating options. Participation of these populations may require adaptive or innovative approaches to overcome linguistic, institutional, cultural, economic, historic, or other potential barriers to effective participation. If assistance is needed with this process, contact your State Public Affairs Specialist or Tribal Liaison. Go to Step 3.

STEP 3.

Considering the results of the outreach initiative together with other information gathered for the decisionmaking process, will the proposed action or alternative have a disproportionately high and adverse effect on the human health or the environment of the minority, low-income, or Indian populations?

🗌 No

If "No," notify interested and affected parties of agency decision.

☐ Yes If "Yes," consider the feasibility and appropriateness of the proposed alternatives and their effects and the possibility of developing additional alternatives or a mitigation alternative and repeat Step 4. Document results of these early scoping sessions on the NRCS-CPA-52. If it is felt that there remains a potentially high and/or adverse effect on human health or the environment, or the project/action carries a high degree of controversy, check "Q 5)" in Q of the NRCS-CPA-52 and refer the action to the State Environmental Liaison for further analysis. An EA may be required to determine if the action is "significant." If it is known that the "action will have significant effects on the quality of the human environment," and EIS will be required (NECH 610.44 and 610.45).

ESSENTIAL FISH HABITAT			Client/Plan Information:
NECH 610.28		Wisconsin Department of Transportation	
Evaluation Procedure (Guide Sheet		
Check all that apply to this	✓ Alternative 1		
Guide Sheet review:	✓ Alternative 2	Other	Hoesly Parcel #061204195001

Is the proposed action or alternative in an area designated as Essential Fish Habitat (EFH) or in an area where effects could indirectly or cumulatively affect EFH?

No If "No," additional evaluation is not needed concerning EFH. Document the finding on form NRCS-CPA-52 and proceed with planning.

Yes If "Yes," go to Step 2.

Unknown If "Unknown," consult Section II of the FOTG for a list or the location of EFH areas and repeat Step 1. **Note:** Additional information regarding EFH Descriptions and Identifications can be found on NOAA's web site, http://www.nmfs.noaa.gov/habitat/habitatprotection/efh/index.htm

STEP 2.

Will the proposed action or alternative	e result in short-term or long-term	disruptions or alterations that may
result in an "adverse effect" to EFH?	16 U.S.C. 1855(b)(2); MSA Sect	ion 305(b)(2)]

No If "No," consultation with NOAA Fisheries and further evaluation is not needed concerning EFH unless otherwise specified by the State Biologist. Document the finding on form NRCS-CPA-52 or equivalent and proceed with planning.

Yes If "Yes," GO TO Step 3.

Unknown If "Unknown," consult with your State Biologist and repeat Step 2.

STEP 3.

Can the proposed action or alternative be modified to avoid the potential adverse effect?

No If "No," document the effects, including the reasons, on form NRCS-CPA-52. Go to Step 4.

Yes If "Yes," modify the action or activity and repeat Step 2.

STEP 4.

Is NRCS providing assistance that would result in the funding, authorization, or undertaking of the proposed action or alternative? [MSA Section 305(b)]

No If "No," go to Step 5.

Yes If "Yes," inform the client that the NRCS District Conservationist or NRCS State Biologist must consult with NOAA Fisheries before further action or activity can proceed [MSA, Section 305(b)(2)]. Note: For specific information regarding consultation for EFH, see NOAA's "Essential Fish Habitat Consultation Guidance," April 2004, available at http://www.nmfs.noaa.gov/habitat/habitatprotection/efh/index.htm

ESSENTIAL FISH HABITAT (continued)

planning.

STEP 5.

Is a Federal agency other than NRCS providing assistance that would result in the funding, authorization, or undertaking of the proposed action or alternative?

If "No," an alternative conservation system that avoids the adverse effect must be identified as the proposed action or NRCS must discontinue assistance. If assistance is terminated, indicate the circumstances in the Remarks section of the NRCS-CPA-52 or contact the NRCS State Office for assistance. (GM 190, Part 410.3)
 Yes If "Yes," document on the NRCS-CPA-52 that the lead Federal agency should consult with NOAA Fisheries before the action is implemented. Inform the client and proceed with

FLOODPLAIN MANAGEMENT NECH 610.29 Evaluation Procedure Guide Sheet		Client/Plan Information: Wisconsin Department of Transportation
Check all that apply to this Guide Sheet review: Alternative 2	Other	Hoesly Parcel #061204195001

NOTE: This Guide Sheet is intended for evaluation of non-project technical and financial assistance only (individual projects). For project assistance criteria (those assisting local sponsoring organizations), consult GM-190, Part 410.25.

STEP 1.

Is the project area in or near a 100-year floodplain?

No If "No," additional evaluation is not needed. Record "N/A" on NRCS-CPA-52 and proceed with planning.

✓ Yes If "Yes," go to Step 2.

Unknown If "Unknown", review the HUD/FEMA flood insurance maps and/or other available data. If still "Unknown", contact the appropriate field or hydraulic engineer. Repeat Step 1.

STEP 2.

Is the planning area in the floodplain an agricultural area that has been used to produce food, fiber, feed, forage or oilseed for at least 3 of the last 5 years before the request for assistance?

No If "No," go to Step 4.

X Yes If "Yes," document the agricultural use history and go to Step 3.

STEP 3.

Is the floodplain's agricultural production in accordance with official state or designated area water quality plans?

No If "No," advise the client of conservation practices or other measures that will bring the land into accordance with water quality plans and incorporate these into the conservation plan. Go to Step 4.

✓ Yes If "Yes," document and go to Step 4.

STEP 4.

Over the short or long term, will this proposed action or alternative likely result in an increased flood hazard, incompatible development, or other adverse effect to the existing natural and beneficial values of the floodplain or lands adjacent or downstream from the floodplain?

No If "No," document your finding on the NRCS-CPA-52 and proceed with planning.

Yes If "Yes," modify the action if possible to avoid adverse effects. Inform landuser of the hazards of locating actions in the floodplain and discuss alternative methods of achieving the abjective and/or alternative locations outside the 100-year floodplain. If the action can be modified, describe the modification on the NRCS-CPA-52 and repeat Step 4. If the action can not be modified to eliminate adverse effects, go to Step 5.

FLOODPLAIN MANAGEMENT (continued)

STEP 5.

Is one or more of the alternative methods or locations practical?

If "No," the District Conservationist will carefully evaluate and document the potential extent of the adverse effects and any increased flood risk before making a determination of whether to continue providing assistance. Go to Step 6.

Yes

If your answer is "Yes, **and client agrees** to implement the alternative methods or locations outside the floodplain, document the agreed upon actions, including the reasons, on form NRCS-CPA-52 or equivalent and proceed with planning.

If your answer is "Yes," **and client does not agree** to implement the alternative methods or locations, advise the client that NRCS may not continue to provide technical and/or financial assistance where there are practicable alternatives. Go to Step 6.

STEP 6.

Will assistance continue to be provided?

- No If "No," provide written notification of the decision to terminate assistance to the client and the local conservation district, if one exists. Document the decision, including the reasons, on NRCS-CPA-52 and proceed with planning.
- Yes If "Yes," the District Conservationist should design or modify the proposed action or alternative to minimize the adverse effects to the extent possible. Circulate a written public notice locally explaining why the action is proposed to be located in the 100-year floodplain. Document the decision, including the reasons, on form NRCS-CPA-52 and proceed with planning.

INVASIVE SPECIES NECH 610.30 Evaluation Procedure Guide Sheet		Client/Plan Information: Wisconsin Department of Transportation
Check all that apply to this Guide Sheet review: Chiternative 1	Other	Hoesly Parcel #061204195001

NOTE: The GM 190, Part 414 states that "NRCS shall not authorize, fund, or carry out actions that it believes are likely to cause or promote the introduction and spread of invasive species in the U.S. or elsewhere."

STEP 1.

Is the proposed action or alternative in an area where invasive species are known to occur or where risk of an invasion exists? **NOTE:** Executive Order 13112 (1999) directs Federal agencies to "prevent the introduction of invasive species, provide for their control, and to minimize the economic, ecological, and human health impacts that invasive species cause."

No If "No," additional evaluation is not needed concerning invasive species. Document the finding on form NRCS-CPA-52 and proceed with planning.

Yes If "Yes," go to Step 2.

Unknown If "Unknown", consult Section II of the FOTG for a listing of invasive species in the area and/or the appropriate technical specialist to determine the potential for introduction of new invasive species into the area.

STEP 2.

Conduct an inventory of the invasive species and identify areas at risk for future invasions (GM 190, Part 414.30). Delineate these areas on the conservation plan map and document management considerations in the plan or assistance notes. Have all appropriate tools, techniques, management strategies, and risks for invasive species prevention, control, and management been considered in the planning process?

- No If "No," you must consider and include all appropriate factors relating to the existing and potential invasive species for the planning area and repeat Step 2.
- Yes If "Yes," describe strategies, techniques, and reasons on NRCS-CPA-52 and go to Step 3.

STEP 3.

Is the proposed action or alternative consistent with the E.O. 13112, the National Invasive Species Management Plan (http://www.invasivespeciesinfo.gov/laws/execorder.shtml), and/or an applicable State or local Invasive Species Management Plan?

- No If "No," modify the action and repeat Step 3. If the client is unwilling to modify the proposed action, NRCS must discontinue assistance. Document the circumstances on the NRCS-CPA-52 and in the case file.
- Yes If "Yes," describe strategies, techniques, and reasons, on the NRCS-CPA-52 and proceed with planning.

MIGRATORY BIRDS, BALD AND GOLDEN EAGLE PROTECTION ACT, NECH 610.31 Evaluation Procedure Guide Sheet

Check all that apply to this Guide Sheet review: Alternative 2 Client/Plan Information: Wisconsin Department of Transportation Hoesly Parcel #061204195001

NOTE: This guide sheet includes evaluation guidance for compliance with both the Migratory Birds Treaty Act, Executive Order 13186 (2001), and the Bald and Golden Eagle Protection Act. Both sections must be completed if eagles are identified within the area of potential effect.

MIGRATORY BIRDS TREATY ACT

In the lower 48 states, all species except the house sparrow, rock pigeon, common starling, and nonmigratory game birds like pheasants, gray partridge, and sage grouse, are protected.

STEP 1.

Could the proposed action or alternative result in a "take" (intentionally or unintentionally) to any migratory bird, nest or egg? **"Take"** means to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to pursue, hunt, shoot, wound, kill, trap, capture, or collect (50 CFR 10.12). **NOTE:** The MBTA does not contain any prohibition that applies to the destruction of a migratory bird nest alone (without birds or eggs) provided that no possession occurs during the destruction (USFWS, Migratory Bird Memorandum, MBPM-2, April 2003).

No If "No," additional evaluation is not needed concerning migratory birds. Document the finding, including the reasons, on form CPA-52 and proceed with planning.

STEP 2.

Is it the purpose of the proposed action or alternative to intentionally "take" a migratory bird or any part, nest or egg (such as, but not limited to: controlling depredation by a migratory bird, or removal of occupied nests of nuisance migratory birds)? **NOTE:** Take of migratory game birds is exempt, as provided for under state and Federal hunting regulations.

No If "No," go to Step 3.

Yes If "Yes," document the effects, including the reasons, on form NRCS-CPA-52. Inform the client that they must obtain a permit from USFWS and any required state permit before the action is implemented.

STEP 3.

Have adverse effects on migratory birds been mitigated (avoided, reduced, or minimized) to the maximum practicable extent?

No If "No," modify the alternative and repeat Step 1. If client is unwilling to modify the action then NRCS must discontinue assistance until issue has been resolved with USFWS.

Yes If "Yes," document mitigation measures and go to Step 4.

Yes If "Yes," go to Step 2.

MIGRATORY BIRDS TREATY ACT / BALD AND GOLDEN EAGLE PROTECTION ACT (continued)

STEP 4.

Will unintentional take of migratory birds, either individually or cumulatively, result in a measurable negative effect on a migratory birds population?

No If "No," additional evaluation is not needed concerning migratory birds. Document the finding, including the reasons, on form NRCS-CPA-52 and proceed with planning.

Yes If "Yes," additional principles, standards and practices shall be developed in coordination with USFWS to further lessen the amount of unintentional take (EO 13186(3)(e)(9)). Repeat Step 1 or indicate which of the following options is pursued by the client:

- The client will obtain a permit from USFWS before the action is implemented; OR
- NRCS may need to terminate assistance. Contact the NRCS State Environmental Specialist or Wildlife Biologist.

Notes:

BALD & GOLDEN EAGLE PROTECTION ACT

STEP 1.

Will the proposed action or alternative result in the take, possession, sale, purchase, barter, or offer to sell, purchase, or barter, export or import "of any bald or golden eagle, alive or dead, including any part, nest, or egg, unless allowed by permit?" **"Take"** is defined as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb" a bald or golden eagle. The term "disturb" under this Act means to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available; 1) injury to an eagle; 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or; 3) nest abandonement, by substantially interfering with normal breeding, feeding, or sheltering behavior.

- No If "No," additional evaluation is not needed. Document the finding, including the reasons, on form NRCS-CPA-52 and proceed with planning.
- Yes If "Yes," go to Step 2.

STEP 2.

Can the proposed action or alternative be modified to avoid the adverse effect?

No If "No," document the finding, including the reasons, on form NRCS-CPA-52. Contact the NRCS State Biologist or appropriate NRCS official about working with the client and USFWS to permit the action or finding another alternative action to avoid adverse effects prior to providing final designs or implementing the proposed action or alternative. No permit authorizes the sale, puchase, barter, trade, importation, or exportation of eagles, or their parts or feathers. The regulations governing eagle permits can be found in 50 CFR Part 22 (Eagle Permits).

Yes If "Yes," modify the alternative and repeat Step 1.

PRIME AND UNIQUE FARMLANI	DS	Client/Plan Information:
NECH 610.32		Wisconsin Department of Transportation
Evaluation Procedure Guide She	eet	
Check all that apply to this 🛛 🗸 Alternativ	re 1	
Guide Sheet review: 🗸 Alternativ	re 2 Other	Hoesly Parcel #061204195001

Using the criteria found in the FPPA Rule (7 CFR Part 658.5), does the proposed action or alternative convert farmland to a nonagricultural use? NOTE: Conversion does not include construction of on-farm structures necessary for farm operations. Also, form AD-1006 entitled "Farmland Conversion Impact Rating" and form NRCS-CPA-106 entitled "Farmland Conversion Impact Rating for Corridor Type Projects" are used to document effects of proposed projects that may convert farmland.

No If "No," additional evaluation is not needed concerning prime and unique farmland. Document the finding on form NRCS-CPA-52 and proceed with planning.

Yes	lf "Yes,"	go to Step
-----	-----------	------------

2.

Unknown If "Unknown," consult Section II of the FOTG and FPPA Rule and repeat Step 1. If you are still uncertain about the effects of prime and unique farmlands in your planning area, consult your State Soil Scientist.

STEP 2.

Are prime or unique farmlands or farmlands of statewide or local importance present in or near the area that will be affected by the proposed action or alternative?

No If "No," additional evaluation is not needed concerning prime and unique farmland. Document the finding on form NRCS-CPA-52 and proceed with planning.

Yes If "Yes," go to Step 3.

STEP 3.

Can the pproposed action or alternative be modified to avoid adverse effects or conversion?

No If "No," document the adverse effects on form NRCS-CPA-52 and proceed with planning.

Yes If "Yes," modify and repeat Step 2 or contact the State Soil Scientist for further assistance.

Notes:

Form NRCS-CPA-106 was submitted to NRCS. NRCS responded on 11/21/12 that the project is not subject to the FPPA requirements. (See Attached Documentation in Appendix L, NRCS CPA-106 Response (page 305))

RIPARIAN AREA		Client/Plan Information:
NECH 610.33		Wisconsin Department of Transportation
Evaluation Procedure Guide Sheet		
Check all that apply to this Alternative 1		
Guide Sheet review: Alternative 2	Other	Hoesly Parcel #061204195001

Is a riparian area present in or near the planning area? (Definition can be found in the GM 190, Part 411.)

	If "No," additional evaluation is not needed concerning riparian areas.	Document the finding on
🗌 No	form NRCS-CPA-52 and proceed with planning.	-

Yes If "Yes," go to Step 2.

STEP 2.

Does the proposed action or alternative conflict with the conservation values/functions of the riparian area?

√ No

If "No," go to Step 3.

Yes If "Yes," explain the values/functions of riparian areas to the client, including their contribution to floodplain function, streambank stability and integrity, nutrient cycling, pollutant filtering, sediment retention, biological diversity, and present alternatives that will resolve the conflict (GM 190, Part 411.03). Then, go to Step 3.

Unknown If "Unknown," refer to your state specific protocols to determine the current status of ecological function of the riparian area and project future conditions if the practice is implemented. If further assistance is required, contact your State Biologist.

STEP 3.

Does the proposed action or alternative maintain or improve water quality and quantity benefits provided by the riparian area?

If "No," alternatives must be developed which maintain or improve water quality and quantity benefits (GM 190, Part 411.03). When alternatives have been developed and discussed with the client, go to Step 4.

✓ Yes
If "Yes," no additional evaluation is needed concerning Riparian Areas. Document the finding on form NRCS-CPA-52 and proceed with planning.

STEP 4.

Is the client willing to modify the proposed action or alternative so that water quality and quantity benefits provided by the riparian area are maintained or improved?

If "No," inform the client that NRCS policy requires that the conservation plan must maintain or improve water quality and quantity benefits of riparian areas where they exist (GM 190, Part 411.03). If the client remains unwilling to modify the proposed action, NRCS must discontinue assistance on those portions of the plan impacting riparian areas. If assistance is terminated, indicate the circumstances in the Remarks section of the NRCS-CPA-52. Be sure to also document in the case file that the values of riparian areas were explained to the client and alternatives were provided, but the client declined to modify the proposed action.

Yes If "Yes," no additional evaluation is needed concerning Riparian Areas. Document the finding along with any mitigation actions or modifications on the NRCS-CPA-52 and proceed with planning.

WETLANDS NECH 610.34		Client/Plan Information: Wisconsin Department of Transportation
Evaluation Procedure Guide Sheet		
Check all that apply to this		
Guide Sheet review: Alternative 2	Other	Hoesly Parcel #061204195001

This guide sheet addresses policy relative to the Food Security Act of 1985, GM 190, Part 410.26, E.O. 11990 "Protection of Wetlands," and the NRCS Wetland Technical Assistance Policy 7 CFR Part 650.26. Use the Clean Water Act guide sheet for addressing wetland concerns relating to the Clean Water Act.

STEP 1.

Are wetlands present in or near the planning area? **NOTE:** This includes ALL wetlands except those artificial wetlands created by irrigation water. Thus, areas determined as Prior Converted (PC) per the 1985 Food Security Act and non-irrigation induced artificial wetlands (AW), which retain wetland characteristics, are wetlands as they relate to the Wetland Protection Policy.

☐ No
If "No," document this on the NRCS-CPA-52. (If the area could qualify as an "other water of the U.S." such as lakes, streams, channels, or other impoundment or conveyances, a Clean Water Act Section 404 or River and Harbors Act Section 10 permit may be required from the Corps of Engineers. Refer to the Clean Water Act Guide sheet.)

[√] Yes

If "Yes," document and go to Step 2.

STEP 2.

Will the proposed action or alternative impact any wetland areas (this includes changing wetland types when considering wetland restoration projects)?

- No If "No," document this on the form NRCS-CPA-52, along with any additional supporting evidence, and proceed with planning.
- Yes If "Yes," describe (on the NRCS-CPA-52) the effects of the proposed activity on the wetland area. Proceed to Step 3.

STEP 3.

Do practicable actions or alternatives exist which either enhance wetland functions and values, or avoid or minimize harm to wetlands?

- If "No," a "minimal effects determination" will need to be conducted. (For State-specific protocols, consult with your State Wetland Specialist.) If it is determined that impacts to wetlands are likely to be minimal, proceed with planning. If it is determined that the action will likely exceed minimal effects, NRCS can provide assistance only if an adequate compensatory mitigation plan is provided. NRCS can assist with the development of a compensatory mitigation plan for the functions and values that were lost. Prior to or concurrent with NRCS, the client should obtain all necessary permits or approvals related to work in the wetland. Document on NRCS_CPA-52 and proceed with planning.
- Yes If "Yes," inform the client and advise them of the available option(s). (If there is a practicable action or alternative that will avoid impacts, the client MUST choose the alternative. HOWEVER, under Swampbuster, if the participant wants to convert a wetland the statute affords the mitigation exemptions without question.) Proceed to Step 4.

WETLANDS (continued)

STEP 4.

Does the client wish to pursue an identified practicable action or alternative that will enhance wetland functions and values, or avoid/minimize harm to wetlands?

- No If "No," advise the client regarding eligibility criteria under the FSA as amended, and that the NRCS may assist with the development of acceptable associated mitigation plan for swampbuster, but can not offer further technical or financial assistance for the wetland conversion activity itself. Prior to or concurrent with NRCS assistance, the client should obtain all necessary permits or approvals related to work in wetlands. Document on the NRCS-CPA-52.
- Yes If "Yes," continue with planning and technical assistance for the activity, and, if applicable, the development of an associated mitigation plan. Prior to or concurrent with NRCS assistance, the client should obtain all necessary permits or approvals related to work in wetlands (including those required under the Clean Water Act). Document effects on the NRCS-CPA-52.

Notes:

The Proposed Action would require the acquisition of a portion (16 acres) of a parcel currently enrolled in the USDA-NRCS Wetlands Reserve Program (WRP) which is located south of US 12/18 and west of WIS 73, in the southwest quadrant of the south leg of WIS 73. The 16 acres will be mitigated on adjacent, contiguous land (Hoesly parcel). The On-Site Mitigation Assessment Findings Report discussing the contiguous land for mitigation can be found in the attached documentation in Appendix F, Easement Mitigation Report, page 133.

WILD AND SCENIC RIVERS NECH 610.35 Evaluation Procedure Guide Sheet		Client/Plan Information: Wisconsin Department of Transportation
Check all that apply to this Guide Sheet review: Alternative 2	Other	Hoesly Parcel #061204195001

Could the proposed action or alternative have an effect on the natural, cultural and recreational values of any nearby river(s)?

No If "No," additional evaluation is not needed concerning Wild and Scenic Rivers. Document the finding on form NRCS-CPA-52 and proceed with planning.

Yes

s If "Yes," analyze the potential effects and develop alternatives, as necessary, that would mitigate potential adverse effects, then go to Step 2.

STEP 2.

Is there a Federal or State designated Wild, Scenic, or Recreational River segment or a river listed in the National River Inventory in or near the planning area?

- If "No," additional evaluation is not needed concerning Wild and Scenic Rivers. Document the finding on form NRCS-CPA-52 and proceed with planning.
- Yes If "Yes," and there is still potential for effect consult your State Environmental Liaison to assist with determining significance. Go to Step 3. Note: The State Office may request the National Park Service to assist you in developing appropriate avoidance/mitigation measures. (Remember that if an action/activity has not been sufficiently analyzed to determine if it may be significant (either beneficial or adverse), an EA or EIS may be required)
- Unknown If "Unknown," consult Section II of the FOTG for a list or the location of Wild, Scenic, or Recreational Rivers of river segments (or see the NPS list of Wild and Scenic Rivers and the "Nationwide Rivers Inventory") and repeat Step 2.

STEP 3.

Upon further analysis, could the proposed action or alternative have an **adverse effect or have the effects been found to be significant** on the natural, cultural and recreational values of the Wild, Scenic, or Recreational River segment?

No If "No," document the finding, including the reasons, on form NRCS-CPA-52 and proceed with planning.

Yes If "Yes," go to Step 4.

STEP 4.

Is NRCS providing financial assistace or otherwise controlling the proposed action or alternative?

No

If "No," go to Step 5.

Yes If "Yes," an environmental assessment (EA) or, if the effects are significant, an environmental impact statement (EIS) must be prepared. Check "Q 5)" on the NRCS-CPA-52 and provide documentation regarding the action/activity to you State Environmental Liaison for further analysis.

WILD AND SCENIC RIVERS (continued)

STEP 5.

Will a Federal agency other than NRCS provide funding or otherwise control implementation of the action?

No If "No," inform the client that a permit may be required for their activities and they should consult with the NPS. The permit authorization should be reflected in the final plan and documentation.

Yes If "Yes," indicate on the NRCS-CPA-52, that the lead agency should consult with the NPS.