

WisDOT ID #1003-10-02 I-39/90 and I-43/WIS 81 Interchange, Rock County – Environmental Assessment (EA)

Statement of Purpose

The Wisconsin Department of Transportation (WisDOT), on behalf of the Federal Highway Administration (FHWA), is responsible for conducting an environmental review for proposed transportation projects. Transportation projects vary in type, size and complexity, and their potential to affect the environment. Transportation project effects can vary from very minor to significant impacts to the natural and built environment. To account for the variability of project impacts, three basic "classes of action" are allowed for compliance as a part of the National Environmental Policy Act (NEPA) and Wisconsin Environmental Policy Act (WEPA) processes to fulfill requirements of 42 USC 4332, Wis. Stat. 1.12 and Trans 400.

1. An *Environmental Impact Statement (EIS)* is prepared for projects where it is known that the action will have a significant effect on the environment.
2. An *Environmental Assessment (EA)* is prepared for actions in which the significance of the environmental impact is not clearly established.
3. *Categorical Exclusions (CEs)* are issued for actions that do not individually or cumulatively have a significant effect on the environment.

Following an appropriate level of agency review and public involvement to solicit input from all affected public, WisDOT proposes that this project will not have significant environmental impacts, and has prepared an Environmental Assessment to document the NEPA process.

For Environmental Assessment Documents, a Finding of No Significant Impact (FONSI) is issued by FHWA when environmental analysis and interagency review during the EA process find a project to have no significant impacts on the quality of the environment. Significance is determined by context (area and setting of the project) and intensity (degree of impact or effect on a resource). If it is determined that there will be no significant impacts, FHWA will approve the Final EA and issue a FONSI statement to conclude the process and document the decision.

Organization and Content of this Document

WisDOT uses a series of worksheets to investigate, evaluate, and report the environmental effects of proposed transportation actions. The worksheets are comprised of Basic Sheets and Factor Sheets as a framework for preparing the EA. All Basic Sheets must be completed, while Factor Sheets are completed only if the specific resource they address is affected by the project in a way that warrants further discussion, whether negatively or positively.

The environmental document needs to be considered in its entirety. In other words, to completely understand the reasons that one alternative is chosen over another, the entire document must be considered.

The environmental document represents a process of consideration of potential impacts related to potential final design and construction. It is used to help decide the best option for final design and construction that has the least impacts on the environment while considering cost and engineering issues. Only preliminary engineering, or a level of engineering necessary to complete the environmental document, is allowed to occur during the NEPA phase of project development. Final engineering and construction can only occur after an environmental document has been completed.

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation
DT2094 12/2013

BASIC SHEET 1 - PROJECT SUMMARY

| | | |
|--|---|---|
| Project ID 1003-10-02 | Project Termini IL 75 to County S Cranston Road to WIS 140 | Funding Sources (check all that apply) <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input checked="" type="checkbox"/> Local |
| Construction ID 1003-10-79/80 | | Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include delivery cost. \$104,000,000 (2017 - 2018) |
| Route Designation (if applicable) I-39/90 | Nearest Community City of Beloit and Town of Turtle | Real Estate Acquisition Portion of Estimated Cost (YOE) \$6,000,000 (2016 - 2017) |
| National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | Utility Relocation Portion of Estimated Cost (YOE) \$2,000,000 (2017) |
| Project Title I-39/90 and I-43/WIS 81 Interchange | Section / Township / Range Sections 16,17, 20, 21, 28, 29, 32/T1N/R13E | |
| County Rock County | | |
| Bridge Number(s) (if applicable) Old - B-53-46/47/48 & 51 New - B-53-300/301/302/ 303/304/305/306/307/308 | Scheduled start date - m/d/yyyy (Operational Planning Meeting (OPM) or Scoping Meeting) 05/02/2012 | |

| Functional Classification of Existing Route (FDM 3-5-2) | Urban | Rural | WisDOT Project Classification (FDM 3-5-2) | |
|---|-------------------------------------|--------------------------|--|-------------------------------------|
| Freeway/Expressway | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Resurfacing | <input type="checkbox"/> |
| Principal Arterial | <input type="checkbox"/> | <input type="checkbox"/> | Pavement Replacement | <input type="checkbox"/> |
| Minor Arterial | <input type="checkbox"/> | <input type="checkbox"/> | Reconditioning | <input type="checkbox"/> |
| Major Collector | <input type="checkbox"/> | <input type="checkbox"/> | Expansion | <input checked="" type="checkbox"/> |
| Minor Collector | <input type="checkbox"/> | <input type="checkbox"/> | Bridge Rehabilitation | <input type="checkbox"/> |
| Collector | <input type="checkbox"/> | <input type="checkbox"/> | Bridge Replacement | <input type="checkbox"/> |
| Local | <input type="checkbox"/> | <input type="checkbox"/> | "Majors" Project (there are both state and federal majors) | <input checked="" type="checkbox"/> |
| No Functional Class | <input type="checkbox"/> | <input type="checkbox"/> | SHRM | <input type="checkbox"/> |
| | | | Reconstruction | <input type="checkbox"/> |
| | | | Preventive Maintenance | <input type="checkbox"/> |
| | | | Safety | <input type="checkbox"/> |
| | | | Other - Describe: Interchange Reconstruction | <input checked="" type="checkbox"/> |

- ☐ 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 3/WisDOT Environmental Assessment (EA). No significant impacts indicated by initial assessment.

| | | | | |
|---|--------------------------------------|--|---|------------------------------|
| <i>Michael P. Pabst</i> (Signature - Company/Organization) | 6/17/2015 (Date - m/d/yy) | AEOM PM (Title) | <i>Robert B. Reed</i> (Signature - Director, Bureau of Technical Services) | 1/9/2015 (Date - m/d/yy) |
| <i>P. Miller</i> (Signature - Company/Organization) | 1-7-2015 (Date - m/d/yy) | WisDOT Project Manager (Title) | <i>George Dwyer</i> (Signature) | 1-20-2015 (Date - m/d/yy) |
| <input checked="" type="checkbox"/> Region | <input type="checkbox"/> Aeronautics | <input type="checkbox"/> Rails & Harbors | <input checked="" type="checkbox"/> FHWA | <input type="checkbox"/> FAA |
| | | | <input type="checkbox"/> FTA | <input type="checkbox"/> FRA |

After reviewing and addressing substantive public comments, updating the Environmental Assessment (EA) and coordinating with other agencies, it is determined this action:

- ☐ Will NOT significantly affect the quality of the human environment. This document is a Final 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

| | | | | |
|---|--------------------------------------|--|---|------------------------------|
| <i>Michael P. Pabst</i> (Signature - Company/Organization) | 08/18/2015 (Date - m/d/yy) | PM (Title) | <i>Patricia M. Trench</i> (Signature - Director, Bureau of Technical Services) | 8/28/2015 (Date - m/d/yy) |
| <i>Anthony J. Sisk</i> (Signature - Company/Organization) | 8/18/2015 (Date - m/d/yy) | WisDOT Supervisor (Title) | <i>W. K. Miller</i> (Signature) | 08/28/15 (Date - m/d/yy) |
| <input type="checkbox"/> Region | <input type="checkbox"/> Aeronautics | <input type="checkbox"/> Rails & Harbors | <input checked="" type="checkbox"/> FHWA | <input type="checkbox"/> FAA |
| | | | <input type="checkbox"/> FTA | <input type="checkbox"/> FRA |

Table of Contents

| | Page |
|---|------|
| Introduction | 1 |
| Basic Sheet 2 – PURPOSE AND NEED | 4 |
| 1) Purpose and Need | 4 |
| 2) Summary of Alternatives | 13 |
| 3) Description of Proposed Action..... | 16 |
| 4) Construction and Operational Energy Requirements..... | 16 |
| 5) Land Use | 16 |
| 6) Planning and Zoning | 16 |
| 7) Environmental Justice..... | 17 |
| 8) Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act | 17 |
| 9) Public Involvement..... | 17 |
| 10) Briefly summarize the results of public involvement..... | 18 |
| 11) Local/regional/tribal/federal government coordination..... | 20 |
| 12) Public Hearing Requirement | 20 |
| Basic Sheet 3 – AGENCY AND TRIBAL COORDINATION | 21 |
| Basic Sheet 4 – ENVIRONMENTAL FACTORS MATRIX | 25 |
| Basic Sheet 5 – ALTERNATIVES COMPARISON MATRIX | 28 |
| Basic Sheet 6 – TRAFFIC SUMMARY MATRIX | 29 |
| Basic Sheet 7 – EIS SIGNIFICANCE CRITERIA | 30 |
| Basic Sheet 8 – ENVIRONMENTAL COMMITMENTS | 31 |

Listing of Factor Sheets and Appendices/Exhibits

| | |
|---|-------------|
| Factor Sheets (to follow Basic Sheets) | Page |
| • A-1 General Economics Evaluation..... | 34 |
| • A-2 Business Evaluation | 35 |
| • A-3 Agriculture Evaluation..... | 37 |
| • B-1 Community or Residential Evaluation..... | 40 |
| • B-5 Historic Resources | 43 |
| • B-9 Aesthetics | 45 |
| • C-1 Wetlands | 47 |
| • C-2 Rivers, Streams and Floodplains (Spring Brook)..... | 53 |
| • C-2 Rivers, Streams and Floodplains (Tributary to Spring Brook) | 57 |
| • D-2 Construction Stage Sound Quality Evaluation..... | 59 |
| • D-3 Traffic Noise | 61 |
| ◦ Figure 1 – Noise Receptor Location Map..... | 63 |
| • D-5 Stormwater..... | 64 |
| • D-6 Erosion Control and Sediment Control | 66 |

Appendices

- Appendix A – WisDOT's Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a Detailed Indirect Effects Analysis
- Appendix 1 – Project Termini Map
- Appendix 2 – Project Area Study Limits Map
- Appendix 3 – Corridors 2030 Transportation Plan
- Appendix 4 – Beloit Access Map
- Appendix 5 – Existing I-39/90 & I-43/WIS 81 Geometric Deficiencies
- Appendix 6 – Detailed Alternatives
- Appendix 7 – Preferred Alternative
- Appendix 8 – Other Alternatives and Discussion of Preferred Alternative Selection
- Appendix 9 – I-39/90 Mainline Alternative Map
- Appendix 10 – Land Use Maps
- Appendix 11 – Zoning Maps
- Appendix 12 – Local Government/Organization Correspondence
- Appendix 13 – Wisconsin Department of Natural Resources Correspondence
- Appendix 14 – State Historic Preservation Office Correspondence
- Appendix 15 – Department of Agriculture, Trade and Consumer Protection Correspondence
- Appendix 16 – American Indian Tribe Correspondence
- Appendix 17 – Regional Real Estate Section Correspondence
- Appendix 18 – Bureau of Aeronautics
- Appendix 19 – Natural Resources Conservation Service (NRCS)
- Appendix 20 – Agency Coordination Meeting Minutes 03/25/2014
- Appendix 21 – WisDOT Traffic Forecast

BASIC SHEETS DEFINED

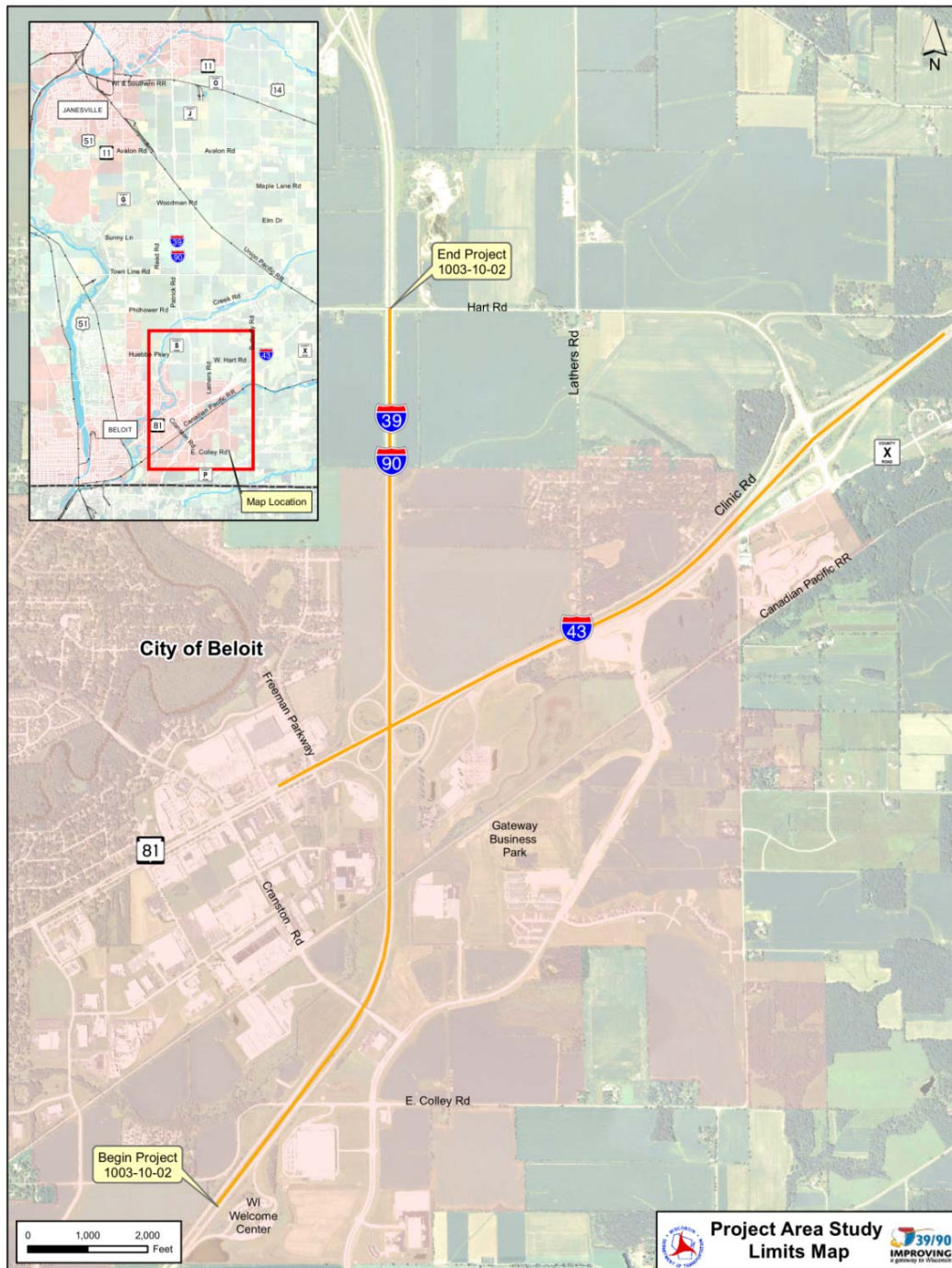
This section of the Environmental Assessment (EA) is called the “Basic Sheets.” It contains background information for the study, defines the purpose and need and describes all of the alternatives that were studied to address the purpose and need. This section also provides information on public involvement, environmental factors, a summary of impacts, and other information pertinent to the EA.

Introduction

1) Project History

The proposed project consists of reconstructing the I-39/90 and I-43/WIS 81 interchange. The project area study limits can be seen in Figure 1 below. The I-39/90 and I-43/WIS 81 interchange was originally built in 1960 as an I-90 interchange with WIS 81 to the west and WIS 15 to the east. WIS 15 extended from I-90 just east of Beloit to Milwaukee; and I-90 extended across the United States from Seattle, Washington to Boston, Massachusetts. In the mid 1980's, WIS 15 had its designation changed to I-43. The I-43 interchange configuration itself has remained the same since 1960. As a result, the interchange is nearing the end of its useful life. Capacity on I-39/90 will be increased by one lane in each direction to meet current and future demand, providing a unique opportunity to bring I-43/WIS 81 interchange up to current interstate-to-interstate design standards.

Figure 1 – Project Area Study Limits Map



Planning studies and projects in the corridor include: A corridor study EA/FONSI was completed in 2010 to determine the improvements needed to I-39/90 (project ID 1001-07-00) and an Environmental Assessment (EA) Re-Evaluation under project ID 1001-10-02 was completed in 2014.

2010: Corridor Study

The Wisconsin Department of Transportation (WisDOT) conducted a 45.5 mile corridor study along I-39/90 from the Illinois State Line to Madison from 2004 to 2010. The purpose of the study was to evaluate highway upgrades necessary to meet current design standards, improve safety, accommodate future traffic with an acceptable level of service (LOS), and to replace aging pavements and structures. The study culminated with an approved EA in 2008 and a Finding of No Significant Impact (FONSI) in 2010. The originally-scoped I-43 interchange reconfiguration was addressed with the 2010 EA.

2012: EA Re-Evaluation of 2010 EA/FONSI

In 2012, WisDOT initiated an I-39/90 EA Re-Evaluation of the 2010 EA/FONSI to document the environmental impacts of proposed design changes to the preferred alternative. The re-evaluation included all 45.5 miles of the original 2010 Corridor Study, except for the I-43 and US 12/18 interchanges and the document was approved on October 30, 2014. The Federal Highway Administration (FHWA) and WisDOT have determined a stand-alone National Environmental Policy Act (NEPA) document is appropriate for these two interchanges due to scope changes at these locations. The re-evaluation addressed the addition of a lane in each direction through each interchange and appropriate ramp designs to keep the interim interchanges operable.

2013: EA for I-39/90 and I-43/WIS 81 Interchange (Project ID 1003-10-02)

To ensure the entire corridor analysis and re-evaluation properly considered overall corridor impacts, the original I-43/WIS 81 interchange impacts included in the 2010 EA/FONSI were considered as part of the 2012 EA corridor re-evaluation referenced above. This NEPA document is being developed to reflect the updated scope of the I-39/90 and I-43/WIS 81 interchange reconfiguration and need to enhance local mobility. The scope of this interchange reconfiguration was originally based on the need to accommodate the I-39/90 interstate expansion, to provide higher speed free-flow interstate-to-interstate access, and maintain the existing local access into Beloit. Several of the design features of the preferred alternative from the original EA either do not meet current design standards or are not desirable design features for safety and operational reasons. The original design is also not consistent with the City of Beloit's 2008 Comprehensive Plan to develop regional commercial development in the area adjacent to the I-43 interchange. Therefore, during the preliminary design phase, the interchange scope was broadened as a result of public involvement and coordination with Beloit and Rock County.

As additional alternatives were developed and evaluated with input from the local officials and public, it became apparent the scope and impacts of the revised recommended I-43 interchange design were more extensive than would be appropriate for only a re-evaluation of the original interchange design presented in the original EA. Furthermore, other than adding additional lanes to I-39 through the interchange, all of the other proposed improvements to the I-43 interchange could be implemented independently. It was therefore concluded evaluating alternatives and impacts for upgrading the I-39/I-43/WIS 81 interchange at Beloit would more appropriately be addressed with a new separate EA environmental document. This decision was documented on May 22, 2013 in a memo from WisDOT's Environmental Process and Documents (EPDS) Section. The proposed approach was also presented and discussed with environmental resource agencies on May 30, 2013. Each of the resource agencies supported the preparation of a new Environmental Assessment for the work associated with the I-43/WIS 81 interchange.

2) Importance of the Existing Interchange

I-43 is a route of state, regional, and local importance. The route is included in the National Highway System (NHS). This interstate serves and connects Beloit, Milwaukee, and Green Bay. I-43 is identified as a Backbone route by the WisDOT Connections 2030 Transportation Plan and as a Primary Highway in the Glacial Plains Corridor in Connections 2030. This interchange provides an important interstate-to-interstate access to connect major cities in both Wisconsin and Illinois.

The I-39/90 & I-43/WIS 81 interchange is the main entrance to Beloit. Beloit has 37,000 population and the Greater Beloit area has a population of 67,000. The City's land use and transportation system have been established with this interchange as the main entrance. In the interchange's northwest and southwest quadrants, the existing land use includes highway dependent businesses such as truck stops, gas stations, fast-food restaurants, and traveler information stations. In the northwest quadrant there is also a Wal-Mart store. In recent years, Beloit has expanded to east of the interchange with the 450 acre Gateway Business Park in the southeast quadrant.

3) Purpose and Need Summary

The purpose of the proposed I-39/90 and I-43/WIS 81 interchange improvements is to upgrade the interchange to meet current design standards, improve overall safety, accommodate future traffic with an acceptable Level of Service (LOS), replace aging pavements and structures, and enhance local mobility to the city of Beloit. The need for the project includes:

- **Route Importance/System Linkage** – Both I-39/90 and I-43 are WisDOT backbone routes that are part of the NHS. I-39/90 truck traffic is higher compared to other Wisconsin interstate highways. The I-39/90 & I-43/WIS 81 interchange serves as an important connector route in the state of Wisconsin and serves as the primary interstate access to the city of Beloit via WIS 81. Local access from this interchange is important in order to be consistent with local and regional transportation and land use planning objectives and to be compatible with the proposed roadway improvements identified in the City of Beloit's 2008 Comprehensive Plan. The plan includes the desire to develop regional commercial uses near the I-43 interchange. Specifically, the area between I-43 and IL 75 has been identified as an area for future business park development.
- **Traffic Roadway Capacity** – Existing I-39/90 and I-43 were evaluated to determine the interchange's roadway capacity. The results indicate the interchange will operate at LOS F in the design year 2040. Most diverge and merge movements will also operate at LOS F in the design year. Weave movements onto I-39/90 are anticipated to operate at LOS D in the design year.
- **Safety** – There are three weaving movements at the current interchange that have crash rates over 50% higher than the state average for freeway segments.
- **Interchange Deficiencies** – The existing pavements and structures are aging and deteriorated based on 1983/84 pavement and 1959 structures. The interchange configuration is from the original 1960 interchange construction which results in several interchange design deficiencies that do not meet current WisDOT Facilities Development Manual (FDM) standards. These deficiencies include speed ratings on ramps, taper entrance ramps, and ramp superelevations.

4) Proposed Interchange

The project will provide a safe and efficient transportation system at the I-39/90 and I-43/WIS 81 interchange. The project length totals 4.6 miles in the project area. The north-south leg of I-39/90 has a length of approximately 2.7 miles. The east-west leg of WIS 81/Milwaukee Road and I-43 has a length of approximately 1.9 miles. The alignment of I-39/90 will be shifted to the east such that the southbound lanes will be located on the existing location of the northbound lanes. It will also provide improved access to Gateway Business Park and maintains all other access to the Beloit urban area. The new I-39/90 and I-43/WIS 81 interchange will include posted 65 mph free-flow movements from I-43 southbound to I-39/90 southbound and from I-39/90 northbound to I-43 northbound. It will also include posted 55 mph free-flow movements from I-39/90 southbound to I-43 northbound and from I-43 southbound to I-39/90 northbound.

1. Purpose and Need**A. Purpose of Project**

The purpose of the proposed I-39/90 and I-43/WIS 81 interchange improvements is to upgrade the interchange to meet current design standards, improve overall safety, accommodate future traffic with an acceptable level of service (LOS), replace aging pavements and structures, and enhance local mobility to the city of Beloit. The project will serve existing and future traffic demands while minimizing disturbance to the natural and built environment. The logical termini for this project extend along I-39/90 from IL-75 south of I-43 to County S and along WIS 81/I-43 from Cranston Road in the city of Beloit to WIS 140 (see **Appendix 1 Project Termini Map**). The anticipated reconstruction limits for this interchange extends north along I-39/90 from the WisDOT Welcome Center south of I-43 to E. Hart Road and east along WIS 81/I-43 from Freeman Parkway in the city of Beloit to County X/Hart Road Interchange (see **Appendix 2 Project Area Study Limits Map**).

B. Project Need**1. Route Importance/System Linkage**

I-39/90 is a route of national, state, regional, and local importance. The route is included in the National Highway System (NHS) and is part of Interstate Highway and Defense System that was funded beginning in 1956. I-90 is the longest, most northern, east-to-west interstate highway in the United States. In 1992, I-39 was added to the I-90 designation in Wisconsin from the Illinois State line to eastbound WIS 29 near Wausau. I-39/90 is identified as a Backbone route by WisDOT's Corridors 2030 Transportation Plan (see **Appendix 3 Corridors 2030 Transportation Plan**) and as a Primary Highway in the South Central Connection Corridor in Connections 2030.

The I-39/90 corridor is a federal truck route, with about 35 percent of its total traffic volume consisting of heavy trucks. The truck route designation increases the importance of the route to operate safely and efficiently. The high volume of trucks compared to other interstate segments signifies the importance of the route in movement of goods throughout the state. Table 1-1 lists several segments of interstate highways in Wisconsin with their corresponding truck percentages.

Table 1-1: Wisconsin Interstate Highway Truck Percentage

| Year | Site Code | County | Interstate Highway | Truck % | AADT |
|------|-----------|----------|---|---------|--------|
| 2010 | 530275 | Rock | I-39/90 N. of County S La Prairie Township | 35 | 45,700 |
| 2009 | 491126 | Portage | I-39/USH 51 between Casimir Road and BUS USH 51 | 20 | 22,900 |
| 2010 | 670101 | Waukesha | I-94 West of WIS 67 - Oconomowoc Lake | 20 | 42,300 |
| 2010 | 510001 | Racine | I-94 - 1.5 miles S. of Milwaukee County - Kilbournville | 18 | 87,200 |
| 2010 | 450239 | Ozaukee | I-43 - 0.9 miles N. of WIS 84 - Port Washington | 14 | 24,900 |

I-43 is currently a route of state, regional, and local importance and it is included in the NHS. This interstate serves and connects Beloit, Milwaukee, and Green Bay. I-43 is identified as a Backbone route by the WisDOT Corridors 2030 Transportation Plan (**Appendix 3**) and as a Primary Highway in the Glacial Plains Corridor in Connections 2030.

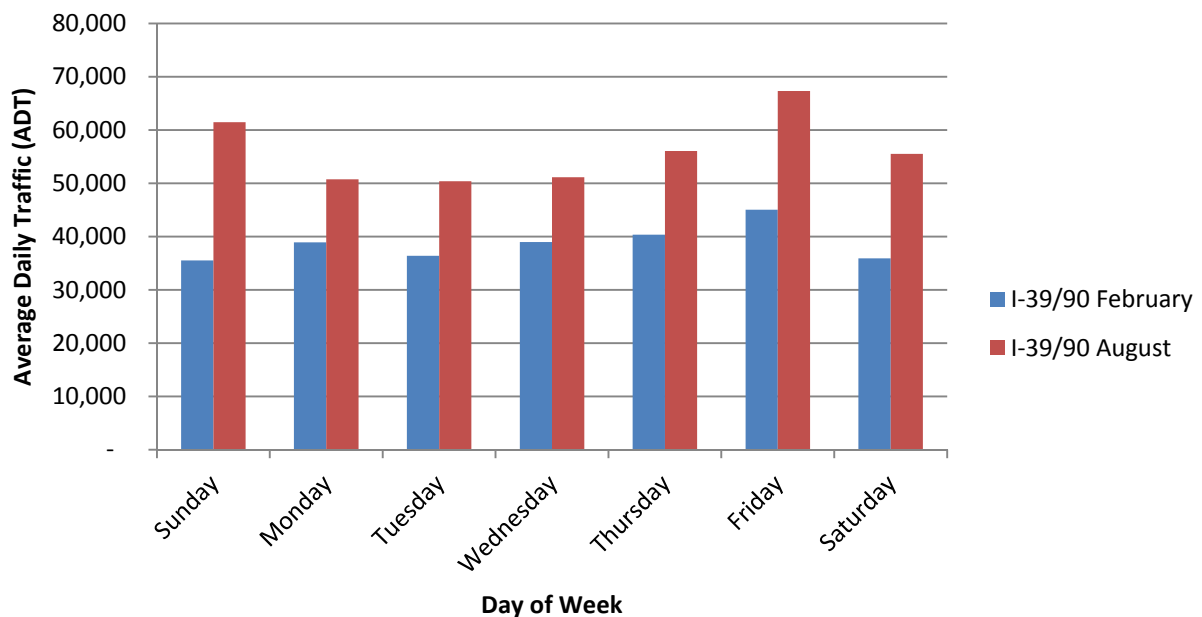
The I-39/90 and I-43/WIS 81 interchange is currently a full cloverleaf configuration that operates as a system interchange between two high volume interstate highways, I-39/90 and I-43. This interchange serves as an important state, regional and local commuter route connector. Substantial traffic generators use the I-43 interchange that includes recreational, commercial, and industrial facilities in the Beloit, Janesville, and Madison areas.

The I-39/90 and I-43/WIS 81 interchange serves as the primary interstate access to the city of Beloit via WIS 81. There are several other local access roads from the east into the city of Beloit. **Appendix 4** shows the local access into the city of Beloit. Local access from this interchange is important in order to be consistent with local and regional transportation and land use planning objectives and to be compatible with the proposed roadway improvements identified in the city of Beloit's 2008 Comprehensive Plan. The plan includes the desire to develop regional commercial uses near the I-43 interchange. Specifically, the area between I-43 and IL 75 has been identified as an area for future business park development.

2. Traffic and Roadway Capacity

The primary deficiency at this interchange is that the two heaviest traffic volumes, northbound I-39/90 to northbound I-43 and southbound I-43 to southbound I-39/90, are served by single lane, low speed ramps that do not provide sufficient capacity for the traffic volumes. The existing traffic volumes (2013) are continually monitored along I-39/90 by an automatic traffic recorder (ATR) site 530275 just north of the I-39/90 and I-43/WIS 81 interchange. The volume of traffic on this rural segment of I-39/90 fluctuates by both month and day as shown on Graph 1-1. The graph shows that summer months (August) and weekends have higher traffic volumes. This variance in traffic reflects the importance of the I-39/90 corridor to summer tourism travel from Illinois to Wisconsin.

Graph 1-1
2013 I-39/90 and I-43 Daily Variations in Traffic
I-39/90 North of County S (Site 530275)
Daily Variation in ATR Counts

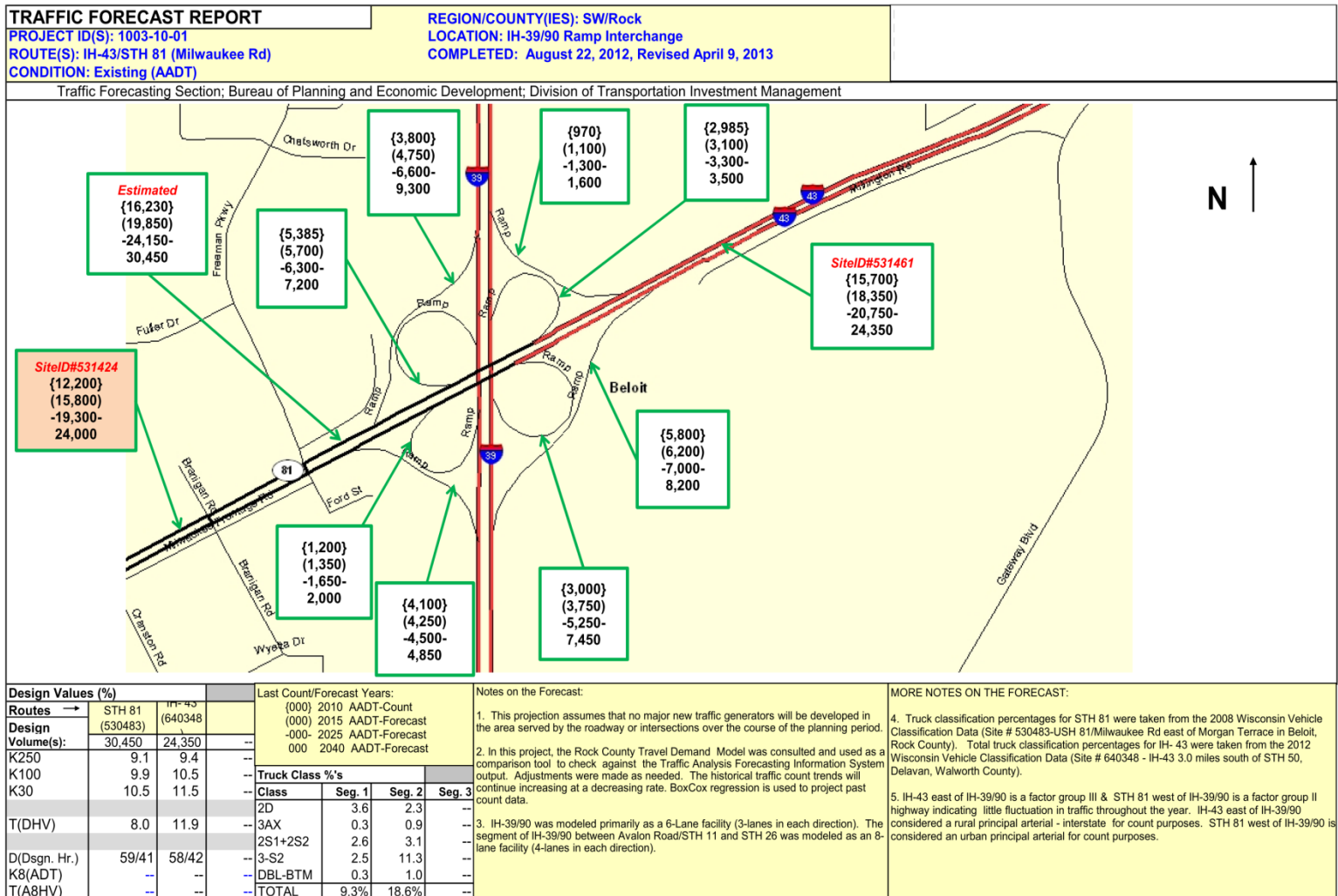


Source: Wisconsin Hourly Traffic Data Access Portal, Automatic Traffic Recorder (ATR) Station 530275

3. Traffic Analysis

WisDOT central office traffic forecasting unit provided traffic projections for the I-39/90 & I-43/WIS 81 interchange based on turning movement counts taken in April 2012, coverage counts from 2010, and the Rock County Travel Demand Model. Future Average Daily Traffic (ADT) volumes were developed for I-39/90 & I-43/WIS 81 interchange ramps, I-39/90, I-43, and WIS 81 for 2015, 2025, and the design year 2040. Figure 1-1 is the WisDOT Traffic Forecast that was provided for the existing I-39/90 & I-43/WIS 81 Interchange. Forecasted turning movement volumes at the I-39/90 & I-43/WIS 81 interchange were developed for the AM and PM peak hours and the ADT for the years 2015, 2025, and 2040. WisDOT traffic forecast information can be found in **Appendix 21**.

Figure 1-1
I-39/90 and I-43/WIS 81 Traffic Forecast



These projections take into account anticipated land use changes and estimated travel patterns. Highways are typically designed for 20 years after construction and, given the anticipated construction between 2016 and 2020, forecast updates for 2040 are desirable. Graph 1-2 details how traffic volumes are projected to increase from 2010 to design year 2040 along the I-39/90 and I-43 mainlines.

Traffic on I-39/90 north of the I-43 interchange between 2010 and the design year 2040 is anticipated to increase 81 percent and traffic on I-39/90 south of the I-43 interchange during this same time period is anticipated to increase 54 percent. Traffic on I-43 east of the interchange is anticipated to increase 55 percent between 2010 and 2040. Heavy trucks make up about 35 percent of the number of vehicles that pass a given location on an average day of the year (Average Annual Daily Traffic (AADT)) on I-39/90 and 19 percent of the AADT on I-43.

Graph 1-2
AADT during 2010 and Forecasted Design Year (2040)

I-39/90 North of I-43 Interchange (Site 530103)
I-39/90 South of I-43 Interchange (Site 530335)
East of I-43 Interchange (Site 531461)

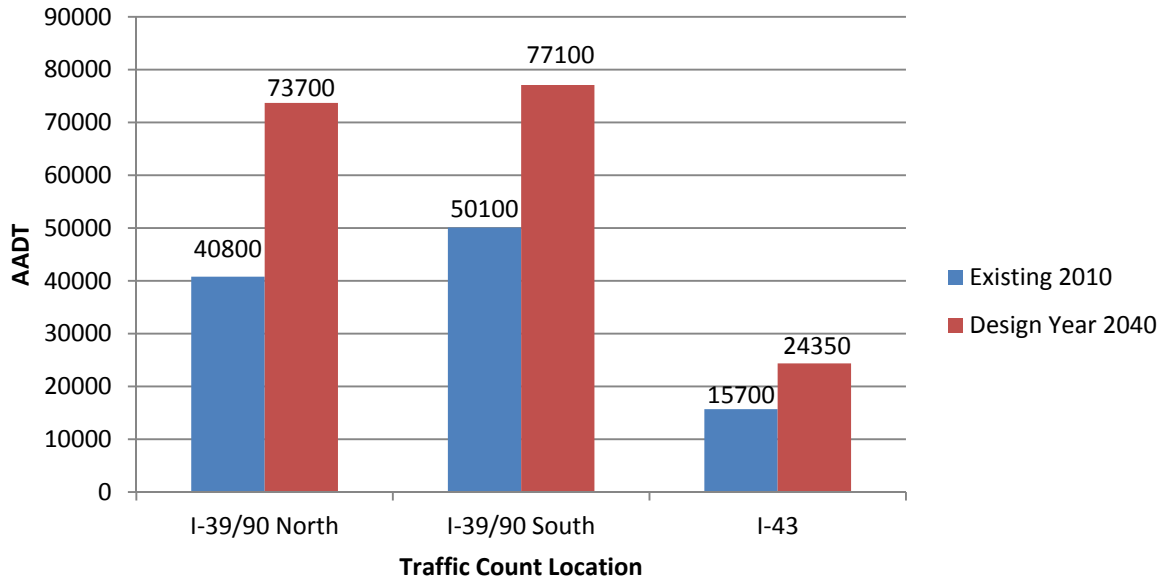


Table 1-2 summarizes the AADT and the design hour volumes for the I-39/90 and I-43/WIS 81 interchange ramps in 2010 and design year 2040. The design hourly volume is recommended by the American Association of State Highway and Transportation Officials (AASHTO) as the 30th highest hourly volume of the year (K30).

Table 1-2: I-39/90 & I-43/WIS 81 Ramp Volumes
AADT and K30 Values for 2010 and Design Year 2040

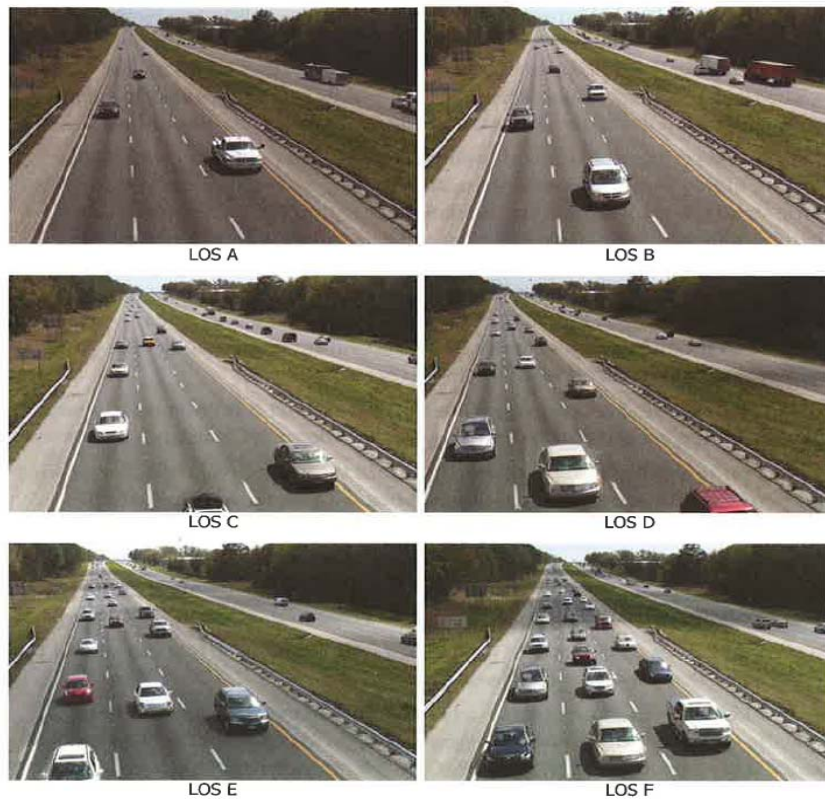
| I-39/90 & I-43/WIS 81 Ramp | Type of Ramp | 2010 AADT | 2040 AADT | 2010 K30 (vph) |
|----------------------------|--------------|-----------|-----------|----------------|
| NB Off-Ramp to NB I-43 | Directional | 5,800 | 8,200 | 665 |
| NB On-Ramp from NB WIS 81 | Loop | 3,000 | 7,450 | 345 |
| NB Off-Ramp to SB WIS 81 | Loop | 2,985 | 3,500 | 345 |
| NB On-Ramp from SB I-43 | Directional | 970 | 1,600 | 110 |
| SB Off-Ramp to SB WIS 81 | Directional | 3,800 | 9,300 | 435 |
| SB On-Ramp from SB I-43 | Loop | 5,385 | 7,200 | 620 |
| SB Off-Ramp to NB I-43 | Loop | 1,200 | 2,000 | 140 |
| SB On-Ramp from NB WIS 81 | Directional | 4,100 | 4,850 | 470 |

VPH-vehicles per hour

A traffic operational analysis was completed to determine 2010 and design year 2040 levels of service for the I-39/90 mainline, I-43 mainline, and I-43/WIS 81 interchange. Level of service (LOS) is a measure of the highway's operations and response to traffic demands. Table 1-3 describes each LOS and Figure 1-2 illustrates traffic conditions associated with each LOS for a multilane divided facility. LOS designations range from A to F. LOS C indicates that the roadway is operating at or near the free-flow speed and minor incidents can be absorbed without traffic backups. LOS D indicates that the roadway is operating slightly below the free-flow speed, but minor incidents will cause traffic backups. LOS E indicates that the roadway is operating at capacity; the traffic stream offers no usable gaps to maneuver; and any incident will cause extensive traffic backups. LOS F describes breakdowns in traffic flow, and any maneuver, such as merging, weaving, or lane drop, results in traffic backing up. It is desirable that a facility operates at LOS C or better in the design year.

| TABLE 1-3 LEVEL OF SERVICES DESCRIPTIONS | |
|---|---|
| LOS A | Drivers virtually unaffected by others High level of freedom to select speed and maneuver Excellent level of driver comfort and convenience |
| LOS B | Drivers aware of use by others Slight restriction in speed and maneuvering Good level of driver comfort and convenience |
| LOS C | Driver operation significantly affected by others Moderate restriction in speed and maneuvering Fair level of comfort and convenience |
| LOS D | Driver operation completely affected by others Severe restriction in speed and maneuvering Poor level of driver comfort and convenience |
| LOS E | Slow speeds and traffic backups; some stoppage Total restriction in vehicle maneuvering High driver frustration |
| LOS F | Stop and go movements with long backups and delay Forced vehicle maneuvers Maximum driver frustration |

**Figure 1-2
Level of Service Characteristics**



Freeway segments, merge, diverge and weave areas for the I-39/90 and I-43/WIS 81 interchange can be seen in Figure 1-3. Table 1-4 summarizes the 2010 and forecasted design year 2040 Level of Service (LOS) for the I-39/90 segments. Operations were analyzed separately for both northbound and southbound on I-39/90. After evaluating 2010 and projected design year 2040 traffic volumes the anticipated LOS is not desirable. All segments on I-39/90 in 2010 operate at a LOS C; compared to 2040 in which they are anticipated to operate at a LOS F. Table 1-5 summarizes the operations for the unacceptable merge, diverge, and weave operations at the existing I-39/90 and I-43/WIS 81 interchange ramp junctions.

Figure 1-3
I-39/90 and I-43/WIS 81 Merge, Diverge, and Weave Areas

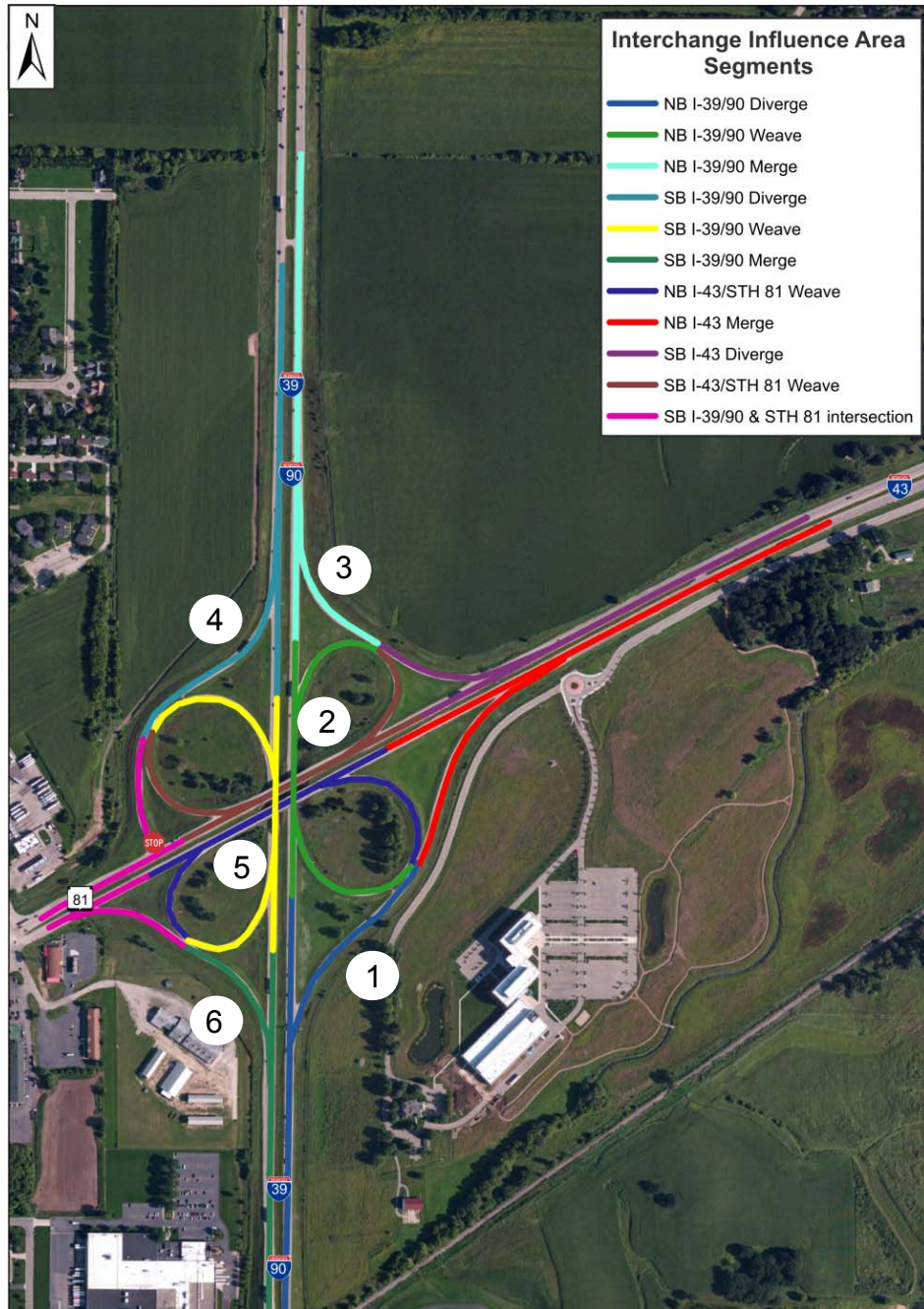


Table 1-4: Freeway Operational Analysis
K30 Volumes Existing Year 2010 and Design Year 2040

| I-39/90 Segment | Year 2010 K30 | | Year 2040 K30 | |
|---|---------------|--------------------|---------------|--------------------|
| | Existing | | No Build | |
| | LOS | Density (pc/mi/ln) | LOS | Density (pc/mi/ln) |
| Illinois State Line to I-43/WIS 81 - NB | C | 24 | F | 51 |
| Illinois State Line to I-43/WIS 81 - SB | C | 24 | F | 51 |
| I-43/WIS 81 to County S - NB | C | 19 | F | 45 |
| I-43/WIS 81 to County S - SB | C | 19 | F | 45 |

Pc/mi/ln – Passenger Cars/Mile/Lane

**Table 1-5: I-39/90 Ramp Junction Operational Analysis
K30 Volumes for 2010 and Design Year 2040**

| Ramp Movement | Figure 1-3 Color Reference | Analysis Type | Year 2010 K30 | | Year 2040 K30 | |
|-------------------------------|----------------------------------|------------------|---------------|-----------------------|---------------|-----------------------|
| | | | Existing | | No Build | |
| | | | LOS | Density (pc/mi/ln) | LOS | Density (pc/mi/ln) |
| NB Off-Ramp to NB I-43 | 1 | Diverge | C | 27 | F | 42 |
| Between NB Loop Ramps on I-39 | 2 | Weave | B | 16 | D | 31 |
| NB On-Ramp from SB I-43 | 3 | Merge | C | 23 | F | 40 |
| SB Off-Ramp to SB WIS 81 | 4 | Diverge | C | 22 | F | 40 |
| Between SB Loop Ramps on I-39 | 5 | Weave | B | 16 | D | 28 |
| SB On-Ramp from NB WIS 81 | 6 | Merge | C | 27 | F | 40 |

According to WisDOT's Facilities Development Manual (FDM) indicates that Connections 2030 backbone routes and interstates must achieve LOS 'C' or better to be considered acceptable. This would include the merge, diverge, and weaving traffic associated with both I-39/90 and I-43. Based on the analysis of the I-39/90 and I-43/WIS 81 interchange, both the diverge and merge ramp movements in Table 1-5 operate at LOS C in 2010. In the design year 2040 they are anticipated to operate at LOS F. The weave movements between ramps operate at LOS B in 2010 and operate at LOS D in the design year 2040. This interchange does not meet the desirable LOS C for the ramp movements listed in Table 1-5 in the design year 2040.

As depicted in Tables 1-4 and 1-5, it is necessary to increase the capacity of the I-39/90 and I-43/WIS 81 interchange to meet the anticipated 2040 traffic demands. The current cloverleaf design also does not have the capability needed to operate near the free-flow speed along the interstates.

4. Safety

A 5-year crash analysis from 2008 – 2012 was completed at the I-39/90 and I-43/WIS 81 system interchange. Table 1-6 below summarizes the segment crash rates and severity for each of the segments in the interchange influence area. Along I-39/90, the influence area was extended 1,500 feet from the beginning of the entrance ramp or exit ramp at both the on-ramps and off-ramps. Likewise, along I-43, the influence area was extended 1,500 feet from the beginning of the entrance ramp or exit ramp at both the on-ramps and off-ramps east of the interchange.

Crash rates were calculated as crashes per hundred million vehicle miles traveled (HMVMT). Segment crash rates were compared to the statewide average and segments that exceeded the statewide average are highlighted on Table 1-6. The overall I-39/90 & I-43/WIS 81 influence area had a total of 110 crashes over the five year crash analysis period. 33% of these crashes resulted in personal injury, 9% of them being high severity crashes (Type A crashes).

Three weaving areas at the interchange had higher crash rates than the state average. The SB I-39/90 weave has a crash rate is more than twice the amount of the statewide 5-year average crash rate. The weaving sections are located between the on-ramps and off-ramps. These areas have a high amount of merging and diverging vehicles which creates more opportunities for crashes. These crashes may be due to the insufficient length for safe lane changes. There is inadequate spacing from a safety perspective between the loop ramps for vehicles to properly merge/diverge at this interchange.

**Table 1-6: I-39/90 & I-43/WIS 81 Interchange
Crash Rate
Years 2008 – 2012**

| Segment | Total Crashes | Segment Length (miles) | 5-year Avg Segment Crash Rate ¹ | Statewide 5-year Avg Crash Rate ² | PDO ³ | Injury Crashes | | | |
|------------------------|---------------|------------------------|--|--|------------------|----------------|----------------|----------------|----------|
| | | | | | | C ⁴ | B ⁵ | A ⁶ | Fatal |
| NB I-39/90 Diverge | 11 | 0.43 | 28 | 73 | 5 | 1 | 3 | 2 | 0 |
| NB I-39/90 Weave | 23 | 0.23 | 116 | 73 | 15 | 4 | 3 | 1 | 0 |
| NB I-39/90 Merge | 8 | 0.43 | 25 | 73 | 6 | 1 | 1 | 0 | 0 |
| SB I-39/90 Diverge | 8 | 0.39 | 28 | 73 | 7 | 0 | 1 | 0 | 0 |
| SB I-39/90 Weave | 36 | 0.23 | 202 | 73 | 27 | 3 | 2 | 4 | 0 |
| SB I-39/90 Merge | 5 | 0.39 | 14 | 73 | 3 | 2 | 0 | 0 | 0 |
| NB I-43/WIS 81 Weave | 7 | 0.24 | 124 | 73 | 4 | 0 | 1 | 2 | 0 |
| NB I-43/WIS 81 Merge | 6 | 0.45 | 47 | 73 | 5 | 1 | 0 | 0 | 0 |
| SB I-43/WIS 81 Diverge | 3 | 0.38 | 28 | 73 | 1 | 0 | 2 | 0 | 0 |
| SB I-43/WIS 81 Weave | 3 | 0.24 | 39 | 73 | 1 | 0 | 1 | 1 | 0 |
| Totals | 110 | - | - | - | 74 | 12 | 14 | 10 | 0 |

1. Crash Rate Calculation = (100,000,000 x # of Crashes) / (Time frame of the analysis (years) x Annual Average Daily Traffic x Segment Length (miles) x 365)

2. 2008-2012 five-year statewide average crash rate for Peer Group 7 – Large Urban Freeway

3. PDO – Property Damage Only

4. Type C – Possibly Injury

5. Type B – Non-incapacitating injury

6. Type A – Incapacitating injury

5. Interchange Deficiencies

The I-39/90 and I-43/WIS 81 interchange pavements and structures are aging and deteriorated. The original interchange was constructed in 1960. The I-39/90 pavement was replaced in 1983 and 1984 and required resurfacing in 2004. The 1983/1984 pavement structure has 31 years of service and will require continued maintenance since it is beyond its planned service life of 20 years. The original bridge structures B-53-46/47/48/51 (see **Appendix 7**) in the project area were constructed in 1959. All shoulder widths on the bridges do not meet the current 12-foot WisDOT standard.

The I-39/90 and I-43/WIS 81 interchange configuration was based on 1960 design. Since that time, design standards have been updated continually to allow facilities such as the interstate to operate more efficiently and safely. **Appendix 5** identifies the existing geometric deficiencies and Table 1-7 summarizes the geometric deficiencies at the I-39/90 and I-43/WIS 81 interchange.

The current ramp geometrics do not meet current WisDOT Facilities Development Manual (FDM) standards for an interstate. The four existing loop ramps have a design speed of 30-35 mph. The FDM states freeway to freeway directional ramps need to be within 10 mph of mainline highway design speed for 60 mph and greater. I-39/90 mainline has a design speed of 70 mph. I-43 has a design speed of 60 mph northbound and 50 mph southbound through the interchange.

The I-39/90 and I-43/WIS 81 interchange was originally designed with a maximum horizontal curve superelevation rate of eight percent. Superelevation is defined as the vertical distance between the heights of the inner and outer edges of highway pavement. Superelevation is created by rotating the pavement on the approach to and through a horizontal curve. It is intended to assist the driver through a curve in such a way that the driver will not need to reduce their travel speed. The superelevation is dependent on speed at which a vehicle travels and the radius of the horizontal curve. Current FDM design standards require no more than six percent superelevation. Each loop ramp currently exceeds this standard.

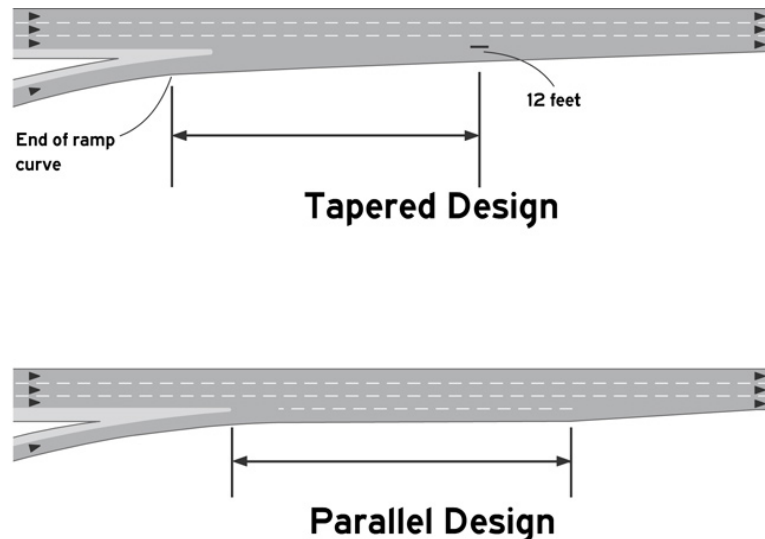
**Table 1-7: I-39/90 & I-43/WIS 81 Interchange
Geometric Deficiencies**

| Deficiencies | | From | To | Current WisDOT FDM Design Standard |
|--------------|---------------------------------|--------------------|--------------------|---|
| 1 | Ramp is Speed Rated for 35 mph* | Eastbound WIS 81 | Southbound I-39/90 | -Within 10 mph mainline highway design speed -Ramp design speed \geq to 60 mph |
| 2 | Ramp is Speed Rated for 30 mph* | Southbound I-39/90 | Northbound I-43 | -Within 10 mph mainline highway design speed -Ramp design speed \geq to 50 mph |
| 3 | Ramp is Speed Rated for 30 mph* | Southbound I-43 | Southbound I-39/90 | -Within 10 mph mainline highway design speed -Ramp design speed \geq to 60 mph |
| 4 | Ramp is Speed Rated for 35 mph* | Southbound I-43 | Northbound I-39/90 | -Within 10 mph mainline highway design speed -Ramp design speed \geq to 60 mph |
| 5 | Ramp is Speed Rated for 45 mph* | Northbound I-39/90 | Northbound I-43 | -Within 10 mph mainline highway design speed -Ramp design speed \geq to 50 mph |
| 6 | Ramp is Speed Rated for 30 mph* | Eastbound WIS 81 | Northbound I-39/90 | -Within 10 mph mainline highway design speed -Ramp design speed \geq to 60 mph |
| 7 | Taper Entrance Ramp | Eastbound WIS 81 | Southbound I-39/90 | Parallel Entrance Ramp |
| 8 | Taper Entrance Ramp | Northbound I-39/90 | Northbound I-43 | Parallel Entrance Ramp |
| 9 | Taper Entrance Ramp | Southbound I-43 | Northbound I-39/90 | Parallel Entrance Ramp |
| 10 | Ramp Superelevations | All Ramps | All Ramps | Superelevation must be less than or equal to 6 percent |

*Based on 6% superelevation table

Since the 1960s, entrance ramp design standards have changed considerably to provide safer merging movements. Parallel entrance ramps are now required by WisDOT for any reconstruction or new construction project. The current interchange does not provide parallel entrance ramps on I-39/90 or I-43. See Figure 1-5 for comparison of a parallel entrance ramp versus tapered entrance ramp.

Figure 1-5: Tapered Entrance Ramp vs Parallel Entrance Ramp



Source: <http://www.mireinfo.org/DataElements/188.cfm>

2. Summary of Alternatives

The scoping stage of this project was completed in three screenings. At the end of each screening, alternatives were presented to the public for comment. Table 2-1 schematically summarizes the project's alternative development process.

**TABLE 2-1
ALTERNATIVE DEVELOPMENT PROCESS SCHEMATIC**

| INITIAL ALTERNATIVES | Screening 1 ¹ | PRELIMINARY ALTERNATIVES DEVELOPMENT | Screening 2 ² | DETAILED STUDY ALTERNATIVES DEVELOPMENT | Screening 3 ³ | PREFERRED ALTERNATIVE |
|--------------------------------------|--------------------------|--|--------------------------|---|--------------------------|--------------------------|
| No Build Alternative | → | No Build Alternative | → | No-Build Alternative | ● | |
| Original EA Preferred Alternative | ● | | | | | |
| Build Alternatives | | | | | | |
| Alternative 1 | → | | | | | |
| | | Option A | ● | | | |
| | | Option B | ● | | | |
| Alternative 2 | → | | | | | |
| | | Option A | → | Option A | ● | |
| | | | | Option A Modified | → | Preferred Alternative |
| | | Option B | ● | | | |
| Alternative 3 | → | | | | | |
| | | Option B | ● | | | |
| CONTINUED TO NEXT STAGE | | | → | | | |
| ELIMINATED FROM FUTURE CONSIDERATION | | | ● | | | |

1 Initial Alternatives shown to the public on August 28, 2012 (Public Involvement meeting (PIM #1))

2 Preliminary Alternatives shown to the public on December 10, 2013 (PIM #2)

3 Preferred Alternative shown to the public on August 5, 2014 (PIM #3)

A. Preliminary Alternatives

Five alternatives were evaluated during the initial/preliminary alternative stage. These alternatives include the original EA preferred alternative, the No-Build Alternative, and three build alternatives. Both the original EA preferred alternative and the No-Build Alternative do not meet the project's purpose and need because they did not address the current interchange deficiencies. Therefore, they were both dropped from further consideration. However, the no build alternative was carried through until the preferred alternative selection to compare impacts between the preferred alternative and the alternative not to construct the interchange (no-build alternative).

All of the build alternatives meet the project's purpose and need. The design speed for each of the build alternatives is up to 70 miles per hour (mph). The free flow movements of I-43 southbound to I-39/90 southbound and I-39/90 northbound to I-43 northbound are designed for 70 mph. The other two free flow movements are designed for 60 mph. For each of the three build alternatives, two options were developed. Option A included relocating the I-39/90 mainline approximately 300 feet to the east (alternate alignment) in an effort to both minimize overall community impacts and construction costs to construct a two-level interchange. Option B maintained the location of I-39 through the interchange (base alignment) which resulted in developing interchange alternatives with three tier roadways.

A Location Study Report was completed that details the preliminary alternatives and reasoning for the selection of the preferred alternative. Figures and discussion of the alternatives dismissed and selection of the preferred alternative can be found in **Appendix 8**. The alternatives include Alternative 1A, Alternative 1B, Alternative 2B, Alternative 3B, and the Original EA Alternative. Table 1 in Appendix 8 summarizes and compares the impacts of each preliminary alternative. During the preliminary alternative phase, Alternative 3B was dropped from further discussion due to its high construction costs compared to the others. Alternatives 1A and 1B were dropped from further consideration due to public input and their less than desirable local access configurations.

Alternative 2B is the same as Alternative 2A except I-39/90 would remain on its current alignment. This would result in decreased construction complexity but would require a three tier interchange. Alternative 2B was dropped from further consideration because of its high costs compared to Alternative 2A at that time.

B. Detailed Study Alternatives

No Build Alternative –

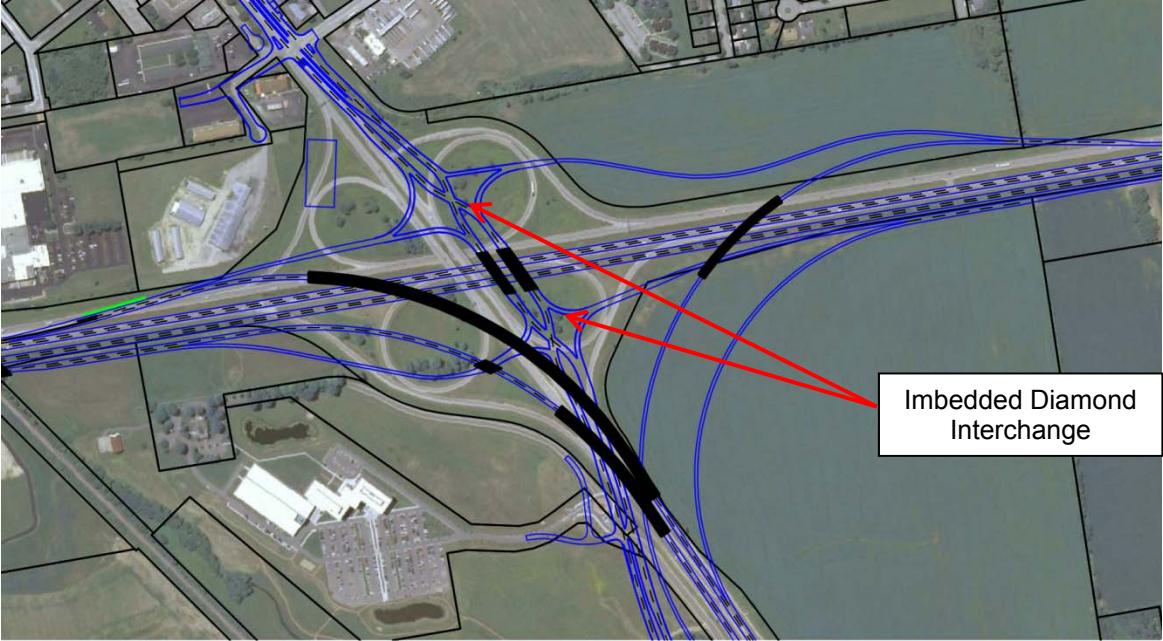
The No-build Alternative was evaluated as a baseline comparison. The No-build Alternative would leave the existing deficient I-43 configuration the same with the exception that it would add an additional lane along I-39/90 in both directions. The addition of the northbound and southbound lanes along I-39/90 is part of the I-39/90 expansion project (2012 EA Re-evaluation) from the Illinois State Line to Madison.

The geometry of the existing I-39/90 & I-43/WIS 81 interchange (see **Appendix 5**) does not meet current highway design standards and the traffic operations along the ramps would be below LOS C in the design year 2040. At the interchange, the additional lanes would need to be accommodated in the existing median to avoid/minimize impacts to the existing interchange and ramps. This would result in a narrow median and substandard inside shoulder widths.

Alternative 2 –

Alternative 2 would involve a full reconstruction of the I-43/WIS 81 interchange. The following improvements would be made:

- High design speed ramps - up to 70 mph
- Access modifications:
 - Existing cloverleaf configuration will be re-designed as a free-flow system interchange with an imbedded diamond interchange (see below) providing access to WIS 81/Milwaukee Road.

- 

Imbedded Diamond Interchange
- Extend eastbound WIS 81/Milwaukee Road from its current location in Beloit to connect with County X and Hart Road.
 - Moves local Beloit access from I-43 to the County X/Hart Road interchange.
- Four new intersections along WIS 81/Milwaukee Road extension.
 - Two will be the on and off ramps for I-39/90.
 - Two will be for the Kerry Corporation driveway and Gateway Boulevard.

I. Option A – Relocate I-39/90 Eastward

See **Appendix 6 (Sheet 1 of 2)** for a map of Alternative 2, Option A. This alternative option has a high level staging complexity for construction since mainline construction of I-39/90 will occur off alignment and require complex staging of temporary ramps.

Alternative 2, Option A includes the following:

- Relocating the I-39/90 mainline approximately 300 feet to the east in the interchange area and adding closely spaced reverse curves to the mainline alignment.
- Two tier interchange.
- All movements along I-39/90, I-43, and WIS 81/Milwaukee Road would be changed and upgraded to meet current design standards.
- Maintains existing local road and interstate access.

This alternative option provides improved access to Gateway Business Park, while maintaining the local access into the city of Beloit and providing high-speed free flow ramps for the interstate-to-interstate connections. By improving the access to the Gateway Boulevard area, it enhances the ability for the city of Beloit to expand and provide for the planned future growth of the community east of the I-39/90 & I-43/WIS 81 interchange.

II. Option A Modified - I-39/90 Minor Shift Eastward

See **Appendix 6 (Sheet 2 of 2)** for a map of Alternative 2, Option A Modified. This alternative option has a medium level staging complexity since mainline construction of I-39/90 at the interchange can follow a similar staging strategy of the corridor.

Option A Modified is the same as Option A except for the following significant items described below:

- The alignment of I-39/90 will be shifted so that the SB lanes will be located on the existing location of the NB lanes. This will allow for less complex construction staging.
- The alignment of the extended WIS 81/Milwaukee Road will be shifted north of the existing crossing of I-39/90. This will allow for less complex construction staging and contribute to the need of less overall right-of-way.
- The median of I-39/90 will be widened to 34 feet to account for the potential of wider hammerhead pier columns.
- The I-39/90 alignment will return to the existing location via two normal crown curves just south of Hart Road.

This alternative option provides improved access to the Gateway Business Park area and maintains all other access at the system/service interchange. It also allows I-39/90 to remain closer to the existing alignment, reducing right-of-way impacts and making construction staging easier than Option A.

C. Preferred Alternative Selection – Alternative 2 Option A Modified

Alternative 2A Modified was selected as the preferred alternative because it received strong public support and provided desirable local mobility while minimizing costs and environmental impacts compared to the other detailed study alternatives at that time.

Both Option A and Option A Modified meet the purpose and need and were included in the Interstate Access Justification Report (IAJR) that was sent to FHWA Washington. There are several differences between the two build alternatives. In an effort to improve design features from Option A and reduce right of way impacts, Option A modified was created. Option A is \$5 million more than Option A Modified. Option A Modified has 18 less acres of total right of way impact and 5 less acres of farmland right of way impact versus Option A. Also, Option A Modified allows for better construction staging than Option A, which will result in fewer impacts to the community during construction. The only advantage Option A has over Option A Modified is it results in no wetland impacts. The wetland impacts for Option A Modified result in 0.6 acres of wetland impacts.

The public and local officials prefer Alternative 2. Since Alternative 2, Option A Modified has less right of way impacts and better construction staging versus Alternative 2 Option A, the preferred detailed alternative is Alternative 2, Option A Modified (see **Appendix 7 Preferred Alternative**).

Since the selection of the preferred alternative, further design refinement has been completed which changed some of the environmental and socioeconomic impacts. The right of way impacts have increased from 70 acres to 82 acres. The total cost has increased from \$101 million to \$112 million. The total area required from farm operations has

increased from 48.6 acres to 56 acres. The preferred alternative provides for better construction staging and the least total right of way impacts versus Alternative 2 Option A.

3. Description of Proposed Action

The proposed project consists of reconstructing the I-39/90 and I-43/WIS 81 interchange. The project length totals 4.6 miles in the project area. The north-south leg of I-39/90 has a length of approximately 2.7 miles. The east-west leg of WIS 81/Milwaukee Road and I-43 has a length of approximately 1.9 miles. The project study limits for this project extend along I-39/90 from the WisDOT Welcome Center south of I-43 to E. Hart Road and along I-43/WIS 81 from Freeman Parkway in the city of Beloit to the County X/Hart Road Interchange (see **Appendix 2**).

The new I-39/90 and I-43/WIS 81 interchange will include 70 mph (design speed) free flow movements from southbound I-43 to southbound I-39/90 and from northbound I-39/90 to northbound I-43. It will also include 60 mph (design speed) free flow movements from southbound I-39/90 to northbound I-43 and from southbound I-43 to northbound I-39/90. These movements will play an important role in improving the system linkage between the two WisDOT backbone routes.

The preferred alternative will enhance the community's local mobility by extending WIS 81/Milwaukee Road from Beloit to the I-43/County X/Hart Road interchange. This extension will provide improved vehicle access from the city of Beloit to the Gateway Business Park and will accommodate both bicycle and pedestrian traffic.

The new interchange will be constructed with current design standards thus improving the overall safety from the existing geometric deficiencies. The interchange will remain open to traffic throughout the duration of construction; with the exception of temporary lane closures during transition between the various construction stages. Local access will be provided during construction as there will be no designated detour route for this project. However, for the I-39 reconstruction project from the Illinois State Line to Madison, there is a designated alternate route for motorists to choose to utilize during construction. See **Appendix 9** for the Alternate Route Map.

4. Construction and Operational Energy Requirements

Energy consumption related to highway projects pertains to construction and operation. Construction energy is that required in raw materials and equipment to build or maintain the highway. Operational energy is the direct consumption of fuel by vehicles using the roadway. Fuel usage is affected by types of vehicles, roadway grades, and the geometric characteristics, speed, congestion and queuing caused by high traffic volume and intersection stop conditions.

Although construction energy is greater for the preferred alternative when compared to the no-build alternative, exertion of this energy now is necessary to reduce the need for more intense repairs in the future. If the structural, pavement and intersection repairs are not completed, these elements will continue to deteriorate and larger scale improvements that require more construction energy will be necessary in the future.

5. Land Use

Beginning at the south end of the project by the WisDOT Welcome Center on I-39/90 in the city of Beloit, land use immediately adjacent to the I-39/90 and I-43/WIS 81 interchange is a mix of agricultural, institutional and community services, business park, industrial, residential, and commercial. See **Appendix 10** for an existing and future land use maps for the city of Beloit and the town of Turtle.

6. Planning and Zoning

The improvement of I-39/90 and I-43/WIS 81 interchange is a necessary part of the I-39/90 mainline improvement project. The I-39/90 project is listed in the Rock County Comprehensive Plan 2035 and mentioned under the discussion of the State Highway Plan 2020. It lists the improvement of I-39/90 and the reconstruction of all interchanges within that project. The city of Beloit Comprehensive Plan notes the reconfiguration of the I-39/90 and I-43/WIS 81 interchange. The two plans are listed:

- City of Beloit Comprehensive Plan, March 17, 2008 (<http://www.beloitwi.gov/>)
- Rock County Comprehensive Plan, September 10, 2009 (<https://www.co.rock.wi.us/planning-comprehensive-plan-2035>)

Zoning maps for the city of Beloit and town of Turtle are attached in **Appendix 11**.

7. Environmental Justice

The proposed action will have both beneficial and adverse effects to all populations. Beneficial effects include improved safety for motorists, enhanced local mobility, pedestrian and bike accommodations, and added aesthetics features. Adverse effects will be in the form of inconveniences during construction and the proposed acquisition of highway right of way from the adjacent property owners. No disproportionate adverse impacts to minority or low-income populations are expected to result from the proposed action. Beneficial and adverse effects will be similar for all populations as the project area consists of several different land types. There were several methods used including windshield survey, US Census data, public information meetings, and local official meetings. See Factor Sheet B-1 Community/Residential (Page 40) for more detailed information.

| How was information obtained about the presence of populations covered by EO 12898? (check all that apply) | |
|--|--|
| <input checked="" type="checkbox"/> Windshield Survey | <input type="checkbox"/> Official Plan |
| <input checked="" type="checkbox"/> US Census Data | <input type="checkbox"/> Survey Questionnaire |
| <input type="checkbox"/> Real Estate Company | <input type="checkbox"/> WisDOT Real Estate |
| <input checked="" type="checkbox"/> Public Information Meeting | <input checked="" type="checkbox"/> Local Government |
| <input type="checkbox"/> Human Resources Agency Identify agency: Identify plan, approval authority and date of approval: | |
| <input type="checkbox"/> Other – Identify: | |

- a. ☒ No – Populations covered by EO 12898 are not present in project area.
 b. ☐ Yes – Populations covered by EO 12898 are present in project area. 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. ☒ No – Individuals covered by the above laws were not identified.
 b. ☐ Yes – Individuals covered by the above laws were identified.
 ☐ Civil Rights issues were not identified.
 ☐ Civil Rights issues were identified. Explain:

9. Public Involvement

A. Public Meetings

| Date (m/d/yyyy) | Meeting Sponsor (WisDOT, RPC, MPO, etc.) | Type of Meeting (PIM, Public Hearings, etc.) | Location | Approx. Number of Attendees |
|--------------------|---|---|-----------------------------------|--------------------------------|
| 8/28/2012 | WisDOT | Local Officials Meeting #1 | Turtle Town Hall | 29 |
| 8/28/2012 | WisDOT | Public Involvement Meeting #1 | Turtle Town Hall | 88 |
| 12/10/2013 | WisDOT | Local Officials Meeting #2 | Rotary River Center, Beloit WI | 31 |
| 12/10/2013 | WisDOT | Public Involvement Meeting #2 | Rotary River Center, Beloit WI | 61 |
| 8/5/2014 | WisDOT | Local Official Meeting #3 | Beloit Public Library | 23 |
| 8/5/2014 | WisDOT | Public Involvement #3 | Beloit Public Library | 75 |
| 10/21/14 | WisDOT | Local Requested Meeting by Beloit City Council | Rotary River Center, Beloit WI | 11 |

*For complete documentation please refer to the WisDOT project file for complete documentation for all involvement.

Agency coordination contacts (U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Wisconsin Department of Natural Resources) and American Indian Tribes were invited to participate in the local officials meetings. Representatives from the following entities were also invited to participate and generally attended the meetings:

- Town of Turtle
- Town of LaPrarie
- Town of Rock
- City of Beloit
- City of Janesville
- Rock County
- Assembly Districts 11, 15, 31, 43, 44
- Beloit City Council
- Beloit Plan Commission
- Town of Beloit Police Department
- Beloit Landmarks Committee
- Janesville MPO
- School District of Beloit Turner
- CPG Midwest

- US Infrastructure Corp
- Van Galder Bus Company
- Beloit Transit System
- IDOT District 2
- FHWA
- School District of Beloit
- Wisconsin & Southern Railroad Company

- Janesville Transit
- Stateline Area Transportation Study
- Durham School Services
- Union Pacific Railroad
- Beloit Chamber of Commerce
- Greater Beloit Economic Development Corp.

B. Other methods:

A project website was created to provide project related information to the public. All exhibits and presentations used at the public involvement meetings are available on the website www.i39-90.wi.gov. Other methods used to reach out to the public included project newsletters and articles in the local newspaper.

C. Identify groups that participated in the public involvement process. Include any organizations and special interest groups:

The I-90 Business Connection group held a meeting to discuss the future interchange reconstruction on February 18, 2014. This group includes many local businesses within the city of Beloit. There were two resolutions that were passed during this meeting. The first resolution was the preference of constructing traffic signals along the extension of WIS 81/Milwaukee Road instead of roundabouts. The second resolution that was passed was the preference of extending WIS 81 from Beloit to the County X/Hart Road Interchange. The existing WIS 81 is associated with entering the city of Beloit from I-43 and they want to keep the same nomenclature for this segment of roadway. See **Appendix 12**.

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

A public hearing is planned to be held in the spring of 2015. Additional public information and local officials meetings will be held during the design phase of the project.

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 following is a list of issues brought up by attendees at the Public Involvement Meetings:

- *Access:*
 1. Business owners and residents have expressed a desire to improve access to businesses along the WIS 81/Milwaukee Road corridor and to the Gateway Business Park. Alternatives 2A, 2B, and 3B generally were favored as providing desirable access over alternatives 1A and 1B (which do not provide a local connector road to serve the east side of I-39).
 2. Some expressed concerns that the expanded interchange will increase travel time to businesses.
 3. Others are concerned the interchange will be confusing to the public which may slow economic growth in the area. Adequate signage was mentioned as being very important.
 4. One commented there would be too many roundabouts to navigate when entering Beloit from the east (Alternative 3B) if that is the chosen intersection treatment.
- *Bicycle and Pedestrian Facilities:*
 1. Many residents expressed the importance of providing bicycle and pedestrian accommodations where possible for leisure use and for commuting purposes (specifically from the east side of the interstate to the west). Alternatives 2A, 2B and 3B are favored by these residents due to the inclusion of an off road path along the local connector road. Connections to the existing paths and locations of entry/exit points were also deemed very important.
- *Noise:*
 1. Several residents were concerned of increased noise due to the expanded interchange and requested noise walls or berms for noise abatement.
- *Cost:*
 1. Cost is a concern for the public, some of which dismissed alternative 3B as too expensive. Others are concerned about the increased roadway length and long term maintenance costs of all the alternatives.
- *Environmental:*
 1. One resident inquired about impacts to the floodplain within the project.

- *Park and Ride:*
 1. One resident inquired about locating a park and ride at the interchange.
- *Alternate Route Consideration:*
 1. Several residents inquired if alternate routes have been taken into consideration during the design of the interchange.
 2. The conversion of Gateway Boulevard into a state highway, and improvements to Hart Road and/or Lathers Road was also suggested.
- *Other Concerns:*
 1. Improve the entrance ramp at the WisDOT Welcome Center to provide more space to merge onto the interstate.
 2. Add auxiliary lanes northbound between the WisDOT Welcome Center and the interchange and in both directions between the County X/Hart Road interchange and the I-43 interchange.
 3. Hart Road interchange cannot handle the increased traffic load and difficult for trucks to maneuver the roundabouts.

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

The above issues were taken into consideration throughout the design process and also in the selection of the preferred alternative.

- *Access:*
 1. The access issue of extending WIS 81 eastward was one of the main topics and was one of the reasons why the city of Beloit passed a resolution in favor of Alternative 2. The proposed action includes the extension of WIS 81/Milwaukee Road.
 2. The proposed action will cause an increase in time for some users but will also decrease the time for other users. The increase and decrease in time will be approximately 3-4 minutes.
 3. The proposed action includes a detailed sign plan that will provide the proper signage necessary to clearly mark the new interchange.
 4. The traffic control is ongoing.
- *Bicycle and Pedestrian Facilities:*
 1. The preferred alternative will provide bicycle and pedestrian facilities along the extension of WIS 81/Milwaukee Road that will provide access under the interstate.
- *Noise:*
 1. A noise analysis was completed that analyzed the impacts of the new interchange in the design year 2040. It is anticipated that there will not be any noise impact.
- *Cost:*
 1. Cost was an important issue throughout the design process. **Appendix 8** discusses in detail the cost of the alternatives. Rock County will be responsible and still continue to manage maintenance for this interchange.
- *Environmental:*
 1. The existing floodplain will be impacted by the proposed improvements due to the placement of fill in its storage area. The designers will mitigate the impacts by providing compensatory storage within the floodplain reach to balance the floodplain storage lost due to fill. It is not anticipated that the adjacent property owners will be impacted.
- *Park and Ride:*
 1. A park and ride lot is anticipated to be located in the southwest quadrant of the interchange and is currently being discussed with the city of Beloit.
- *Alternate Route Consideration:*
 1. There is no alternate route designation for this project because the interchange will remain open with temporary lane closures. However, the I-39/90 mainline reconstruction from Illinois State Line to Madison has a designated alternate route for the motorists to use during construction. See **Appendix 9** for the Alternate Route Map.
 2. Gateway Boulevard is a local road and will remain one. Improvements to Hart and Lathers Road are beyond the scope of this project and will not be included in the final plan because it is not needed for the operation of the interchange. Hart Road from County S to I-43/County X interchange will be improved as an alternate route for I-39/90.
- *Other Concerns:*
 1. The WisDOT Welcome Center ramps will be improved.
 2. Auxiliary lanes will be added northbound between the WisDOT Welcome Center and the interchange and southbound between the County X/Hart Road interchange and the I-43 interchange.
 3. I-43 & Hart Road/County X interchange has been analyzed to determine if any modifications will be needed to handle the increased traffic volumes and any improvements to truck turning movements. Hart Road improvements will occur based on the analysis and will be incorporated into the project.

11. Local/regional/tribal/federal government coordination

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

| Unit of Government (MPO, RPC, City, County, Village, Town, etc.) | Coordination Correspondence Attached | Coordination Initiation Date (m/d/yyyy) | Coordination Completion Date (m/d/yyyy) | Comments |
|--|---|---|---|--|
| Rock County | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 8/28/2012 | Ongoing | |
| City of Beloit | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 8/28/2012 | Ongoing | City of Beloit passed a resolution in favor of Alternative 2 (preferred alternative). See Appendix 12 |
| City of Janesville | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | 8/28/2012 | Ongoing | |
| Town of Beloit | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 8/28/2012 | Ongoing | |
| Town of LaPrairie | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 8/28/2012 | Ongoing | |
| Town of Rock | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | 8/28/2012 | Ongoing | |
| Town of Turtle | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | 8/28/2012 | Ongoing | |
| Janesville MPO | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | 8/28/2012 | Ongoing | |

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

The local units of government identified the same issues that are found in the previous question as well as several other issues.

1. The amount of right of way that was required to construct the new interchange.
2. The number of access points for emergency situations.
3. Desire to have additional local access connection to the Gateway Business Park.
4. Provide plenty of signing for Beloit businesses along I-43 to inform drivers to exit at the Hart Road interchange.

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

The four additional concerns by the units of government were incorporated into the Preferred Alternative.

1. The Preferred Alternative minimizes the amount of right of way by 6 acres compared to the Alternative 2A option.
2. The Preferred Alternative provides convenient access into the Gateway Business Park in case of an emergency situation with the extension of WIS 81/Milwaukee Road.
3. The Preferred Alternative provides access to and from the interchange with the extension of WIS 81/Milwaukee Road. On January 21, 2014, the city of Beloit passed a resolution endorsing Alternative 2. One of the main reasons they selected Alternative 2 because the extension of WIS 81/Milwaukee Road provides local access to the adjacent properties.
4. The signing plan on I-43 will follow current WisDOT and FHWA signing requirements. Specific service signs can be used on the interstate to inform drivers of businesses at a particular exit.

D. Indicate any unresolved issues or ongoing discussions:

1. The concept of constructing a park and ride lot in the interchange area is still being discussed. Current discussions include the possibility of constructing one in the southwest quadrant.
2. Determination of the intersection traffic control is still ongoing.

12. Public Hearing Requirement

- ☒ This document is an Environmental Assessment.
- ☐ A Notice of Opportunity to Request a Public Hearing will be published.
- ☒ A Public Hearing will be held.

☐ This document is a Type 2c Categorical Exclusion / Environmental Report.

☐ A Public Hearing is NOT Required.

Note: If any of the following five boxes are checked, a Notice of Opportunity to Request a Public Hearing must be published or a Public Hearing must be held.

- ☐ A substantial amount of right-of-way **will** be acquired.
- ☐ The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.
- ☐ The proposed action **will** have a substantial adverse impact on abutting property.
- ☐ The proposed action **will** have other significant social, economic, environmental effects.

- ☐ The department has made a determination that a public hearing is in the public interest.
- ☐ A Notice of Opportunity to Request a Public Hearing will be published.
- ☐ A Public Hearing will be held.

Note: For federally-funded projects, FHWA signature of this environmental document indicates concurrence with the department's Public Hearing requirement determination.

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS *(continued)*

DT2094

BASIC SHEET 3 – AGENCY AND TRIBAL COORDINATION

| Agency | Coordination Required? | Correspondence Attached? | Comments |
|-------------------------------|---|---|---|
| WisDOT | | | |
| Regional Real Estate Section | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | WisDOT has acquired thru early acquisition of property 3490 Millington Road, Beloit WI. See Appendix 17 |
| Bureau of Aeronautics | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <p>March 15, 2014 – Initial letter was sent to BOA with the information regarding the project.</p> <p>April 22, 2014 – A response was received from the BOA. The response included filing with the FAA at least 45 days prior to start of construction and contacting the Beloit Airport about this project.</p> <p>April 30, 2014 – Coordination was completed with the Beloit Airport. Beloit Airport indicated that cranes left in the air should be equipped with anti-collision lights at night and during the day the FAA should be notified of any crane locations. See Appendix 18</p> |
| Railroads and Harbors Section | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | An initial letter was sent to the WisDOT Railroads and Harbors section for the entire I-39/90 corridor which included the overpass over the Canadian Pacific Railroad. They are okay with the proposed bridge over the Canadian Pacific Railroad. Coordination is still ongoing. |
| STATE AGENCY | | | |

BASIC SHEET 3 – AGENCY AND TRIBAL COORDINATION

| Agency | Coordination Required? | Correspondence Attached? | Comments |
|---|---|---|---|
| Natural Resources (DNR) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <p>December 4, 2013 – Initial letter was sent to DNR with information regarding the project</p> <p>January 7, 2014 – A letter was received from DNR that identified several concerns:</p> <ul style="list-style-type: none"> • Spring Brook is a warm water fishery and any in-stream work or work has the potential to adversely affect the water quality of the stream should be completed between June 15 and September 15. • The Ozark Minnow has been identified within the project area. DNR will coordinate with Bureau of Natural Heritage Conservation. • Stormwater (TMDL) is located within the project area and special requirements of the management practices applied will be determined during the design process and submitted to the DNR for review. • Upland habitat is located within the project area and design should consider impacts to the prairie restoration. • The Spring Brook floodplain is located in the southeast quadrant of the interchange. A hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new structure or existing structure that is not being replaced within a mapped floodplain. Consult with Rock County Zoning Administrator for project-specific information. • Avoid the spread of oak wilt disease and the emerald ash borer. <p>March 25, 2014 – Agency Coordination meeting. See Appendix 20</p> <p>May 19, 2014 – A letter was received from DNR regarding the project's purpose and need and alternatives development. They identified some concerns in addition to previous review:</p> <ul style="list-style-type: none"> • If wetland R-30 is impacted an equivalent post-construction storm water treatment system must be put in place. See Wetland Map (Page 52) • R-31 impacts and any mitigation should be discussed in draft EA document. See Wetland Map (Page 52) • Spring Brook is classified as an Area of Special Natural Resources interest due to presence of threatened fish. Implementation of best management practices should be considered. • A State Threatened Fish was found in the project area and DNR needs to determine if anything further needs to be done. <p>June 18, 2014 – An email was received from DNR concurring with the wetland boundaries in the wetland delineation report.</p> <p>August 26, 2014 – A meeting was held with DNR and WisDOT to discuss the flood storage districts. See Appendix 13</p> <p>December 12, 2014 – An email was sent to DNR asking if a fish survey was needed for the project. See Appendix 13</p> |
| State Historic Preservation Office (SHPO) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <p>No archaeological sites were found. One structure named the Gonstead Chiropractic Clinic was determined to be potentially eligible for the National Register of Historic Places.</p> <p>March 25, 2014 – Agency coordination meeting. See Appendix 20</p> <p>June 24, 2014 - SHPO approved the Section 106 determination and agreed with a project determination of no adverse effect (DNAE) on the clinic. See Appendix 14</p> |

BASIC SHEET 3 – AGENCY AND TRIBAL COORDINATION

| Agency | Coordination Required? | Correspondence Attached? | Comments |
|--|---|---|---|
| Agriculture (DATCP) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | An AIS Addendum was published on December 27, 2013 titled <i>IH 39/90: Illinois State Line to USH 12&18 Dane & Rock Counties</i> that includes the agricultural properties impacted for this project. No additional information is required for this project. See Appendix 15 March 25, 2014 – Agency coordination meeting. See Appendix 20 |
| Other | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| FEDERAL AGENCY | | | |
| U.S. Army Corps of Engineers (USACE) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | December 4, 2013 – Initial letter was sent to USACE with information regarding the project. USACE provided no response. January 28, 2014 - Submitted the project's wetland delineation report and requested jurisdictional determination of the wetlands. March 25, 2014 – Agency coordination meeting. See Appendix 20 |
| U.S. Fish and Wildlife Service (USFWS) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | December 4, 2013 – Initial letter was sent to USFWS with information regarding the project. USFWS provided no response. |
| Natural Resources Conservation Service (NRCS) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Farmland Conversion Impact Rating Form AD-1006 was completed for impacts to farmland. The highest score was 37. July 31, 2014 – Initial letter was sent to NRCS with information regarding the project. August 4, 2014 – A letter was received from NRCS indicating that since the site assessment scores is below 60, the project is not subject to the Farmland Protection Policy Act (FPPA). See Appendix 19 |
| U.S. National Park Service (NPS) | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | Coordination not required; no lands administered by the NPS are in the project area. |
| U.S. Coast Guard (USCG) | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | Coordination not required; no commercially navigable waterways are in the project area. |
| U.S. Environmental Protection Agency (EPA) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | December 4, 2013 – Initial letter was emailed to EPA with information regarding the project. EPA provided no response. March 25, 2014 – Agency coordination meeting. See Appendix 20 |
| Advisory Council on Historic Preservation (ACHP) | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | N/A |
| Other (identify) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| SOVEREIGN NATIONS | | | |

BASIC SHEET 3 – AGENCY AND TRIBAL COORDINATION

| Agency | Coordination Required? | Correspondence Attached? | Comments |
|------------------------|---|---|---|
| American Indian Tribes | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <p>December 4, 2013 – Initial letter was sent to the American Indian Tribes with information regarding the project.</p> <p>December 13, 2013 – A letter was received from the Bad River Band of Lake Superior Tribe of Chippewa Indians requesting a processing fee in order to respond to the initial letter.</p> <p>As per FDM 26-20-1, WisDOT's policy is to not compensate any entity, including Tribes, for consultation required by law, regulation, or other authorities, where the consultation is part of administrative processes designed to protect the interests of the consulting entity. Therefore, the above request was not granted.</p> <p>January 30, 2014 – The Forest County Potawatomi requested to see the results of the cultural resource investigations. Further, if cultural properties are found, they would request a consultation process pursuant to Section 106 of the National Historic Preservation Act. See Appendix 16</p> |

BASIC SHEET 4 – ENVIRONMENTAL FACTORS MATRIX (check all that apply)

| Factors | Adverse | Benefit | None Identified | Factor Sheet Attached | Effects |
|--|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| A. ECONOMIC FACTORS | | | | | |
| A-1 General Economics | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Retail businesses, light industry, and agricultural are the current land uses surrounding the project area. Movements throughout the interchange will remain open through the construction process. Access will be maintained to all businesses during the duration of the project. All adverse effects are temporary. The proposed eastward extension of WIS 81/Milwaukee Road will relocate Beloit's access to I-43 from its current location to the County X/Hart Road interchange. See A-1 General Economics factor sheet (Page 34). |
| A-2 Business | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Kerry Ingredients & Flavours driveway access will be shifted several hundred feet to the east. Businesses west of the interchange are concerned about the loss of business due the access change from I-43 being moved to the County X/Hart Road interchange. See A-2 Business factor sheet (Page 35). |
| A-3 Agriculture | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The proposed improvement will require the acquisition of 56 acres of farmland. Three properties will be impacted by more than 5 acres of right-of-way. December 27, 2013 - DATCP determined that an AIS is not required for this project because the properties affected are included in the AIS Addendum for the I-39/90 mainline project (WisDOT ID: 1001-10-02). See A-3 Agriculture Evaluation factor sheet (Page 37). |
| B. SOCIAL/CULTURAL FACTORS | | | | | |
| B-1 Community or Residential | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The proposed action will result in beneficial community/residential effects. WIS 81/Milwaukee Road will provide additional access between the city of Beloit and the Gateway Business Park. It will also provide pedestrian and bicycle accommodations. One residential property has been acquired through the early acquisition process. The property is located along the extension of WIS 81/Milwaukee Road. There are no relocations. All adverse effects are temporary. See B-1 Community or Residential factor sheet (Page 40). |
| B-2 Indirect Effects | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | There are no indirect effects on environmental resources for this project. See Appendix A for WisDOT's Pre-screening Worksheet |
| B-3 Cumulative Effects | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | No cumulative effects were identified. |
| B-4 Environmental Justice | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | No minority, low-income, or elderly population in the project's area of influence will be disproportionately affected. |
| B-5 Historic Resources | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | A historic architecture survey was completed on October 8, 2013 and there was one historic property found within the project limits. June 24, 2014 – Section 106 and determination of no adverse effect (DNAE) approval was received from SHPO and concurred with a determination of no adverse effect onto the historical property (Appendix 14). See B-5 Historic Resources Evaluation factor sheet (Page 43). |
| B-6 Archaeological/Burial Sites | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | An archaeological survey was completed between October 7, 2013 and October 17, 2013 and there were no archaeological sites found within the project area limits. June 24, 2014 - SHPO concurs with findings of no archaeological sites (Appendix 14). |
| B-7 Tribal Coordination /Consultation | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | The Forest County Potawatomi responded and requested copies of archaeological and historical surveys that were completed for the project. |

BASIC SHEET 4 – ENVIRONMENTAL FACTORS MATRIX (check all that apply)

| Factors | Adverse | Benefit | None Identified | Factor Sheet Attached | Effects |
|--|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|
| B-8 Section 4(f) and 6(f) or Other Unique Areas | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | There is one historic property the Gonstead Chiropractic Clinic that will require no property acquisition. |
| B-9 Aesthetics | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The proposed action has the potential to incorporate Community Sensitive Design features into the bridge structures or along the extension of WIS 81/Milwaukee Road. The proposed action will include aesthetic features that include staining and relief features to bridges and grass and other landscaping elements. See B-9 Aesthetics factor sheet (Page 45). |
| C. NATURAL RESOURCE FACTORS | | | | | |
| C-1 Wetlands | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The proposed action will impact approximately 0.6 acres of wetland. The wetland impacts are the result in the realignment of WIS 81/Milwaukee Road to provide better construction staging and remove an extra curve along I-39/90. This wetland impact is located in the northwest quadrant of the interchange. See C-1 Wetland factor sheet (Page 47). |
| C-2 Rivers, Streams and Floodplains | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>This project will replace the existing bridge on I-39/90 over Spring Brook. Spring Brook crosses the project in two locations. The land surrounding the creek includes prairie, forested upland habitat, and old field habitat. Tributary to Spring Brook crosses under I-39/90 through culverts just north of Cranston Road. The land surrounding the tributary includes old field, agricultural land, and commercial development.</p> <p>Floodplain encroachment will occur along Millington Road adjacent to the proposed WIS 81/Milwaukee Road to County X connection and by the Spring Brook overpass on I-39/90. Compensatory storage will be created to maintain the flood storage volume in the interchange area. See C-2 Rivers, Streams, and Floodplains factor sheet (Page 53).</p> |
| C-3 Lakes or Other Open Water | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | No lakes or other open waters are present in the project area. |
| C-4 Groundwater, Wells, and Springs | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | This project will not impact groundwater, wells, or springs. |
| C-5 Upland Wildlife and Habitat | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Right of way acquisition will be required along the southeast quadrant of the interchange. In front of Kerry Ingredients lies upland prairie grass. WisDOT will minimize impacts to this area by restoring the prairie along the side slopes of the highway. It should be noted that there are no regulations governing prairie mitigation in Wisconsin. |
| C-6 Coastal Zones | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | This project is not associated with a coastal zone. |
| C-7 Threatened and Endangered Species | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Discussions of threatened or endangered species are ongoing with DNR. See commitment sheet page 32. |
| D. PHYSICAL FACTORS | | | | | |
| D-1 Air Quality | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | No substantial impacts to air quality are expected. This project is exempt from permit requirements formerly contained in NR411 under the Wisconsin Administrative Code. |
| D-2 Construction Stage Sound Quality | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply. See Construction Stage Sound Quality Evaluation factor sheet (Page 59). |
| D-3 Traffic Noise | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | A noise analysis was completed for this project. No noise impacts are anticipated. See D-3 Traffic Noise Evaluation factor sheet (Page 61). |
| D-4 Hazardous Substances or Contamination | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>There were 3 sites identified within the project area. These 3 sites were avoided by design and will not be impacted.</p> <p>Structures B-53-46/47/48 & 51 were inspected for asbestos containing material (ACM). No ACM was found.</p> |

BASIC SHEET 4 – ENVIRONMENTAL FACTORS MATRIX (check all that apply)

| Factors | Adverse | Benefit | None Identified | Factor Sheet Attached | Effects |
|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|
| D-5 Stormwater | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Impacts will be minimized through strict adherence to WisDOT standards. Rock River total maximum daily load (TMDL) requirements will be addressed by determining the pollutant load reductions calculated for each of the project segments in the I-43 interchange area and applying those reductions to the overall Rock River basin load reduction requirements. The load reductions will be determined for both MS4 areas, where the TMDL reductions apply, and non-MS4 areas where Trans 401 reduction requirements apply. See D-5 Stormwater factor sheet (Page 64). |
| D-6 Erosion Control and Sediment Control | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <p>Standard erosion and sediment control measures will be implemented in accordance with the WisDOT/WDNR cooperative agreement. All erosion and sediment control measures will be installed according to Standard Specifications for Highway and Structure Construction.</p> <p>The erosion control plan review process will include soliciting and incorporating WDNR erosion control comments both on the plan for the 401 Water Quality Certification process during design and by reviewing the contractor's erosion control implementation plan prior to the start of construction.</p> <p>There are no adverse or benefits, but more detailed information about the erosion control and sediment control can be found on the D-6 Erosion Control and Sediment Control factor sheet (Page 66).</p> |
| E. OTHER FACTORS | | | | | |
| E-1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| E-2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

BASIC SHEET 5 – ALTERNATIVES COMPARISON MATRIX

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 Issues/Impacts | Unit of Measure | Alternatives | | | | |
|---|-----------------|---|---|--|--|--|
| | | No Build | Preferred Alternative | | | |
| Project Length | Miles | 14 | 35 | | | |
| Construction | Million \$ | 19 | 104 | | | |
| Real Estate | Million \$ | 1 | 6 | | | |
| TOTAL | Million \$ | 20 | 110 | | | |
| Wetland Area Converted to ROW | Acres | 0 | 0.6 | | | |
| Upland Habitat Area Converted to ROW | Acres | 0 | 15.4 | | | |
| Other Area Converted to ROW | Acres | 3 | 66 | | | |
| Total Area Converted to ROW | Acres | 3 | 82 | | | |
| Number of Farms Affected | Number | 3 | 7 | | | |
| Total Area Required From Farm Operations | Acres | 1.8 | 56 | | | |
| AIS Required | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Farmland Rating | Score | 34 | 36 | | | |
| Total Buildings Required | Number | 0 | 0 | | | |
| Housing Units Required | Number | 0 | 1 | | | |
| Commercial Units Required | Number | 0 | 0 | | | |
| Other Buildings or Structures Required | Number & Type | 0 | 0 | | | |
| Indirect Effects | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Cumulative Effects | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Environmental Justice Populations | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Historic Properties | Number | 0 | 1 | | | |
| Archeological Sites | Number | 0 | 0 | | | |
| Burial Site Protection (authorization required) | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 106 MOA Required | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 4(f) Evaluation Required | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 6(f) Land Conversion Required | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Flood Plain | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Total Wetlands Filled | Acres | 0 | 0.6 | | | |
| Stream Crossings | Number | 2 | 2 | | | |
| Endangered Species | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Design Year Noise Sensitive Receptors | | | | | | |
| No Impact | Number | 14 | 14 | | | |
| Impacted | Number | 0 | 0 | | | |
| Contaminated Sites | Number | 0 | 0 | | | |

*Note the Original EA (2010) preferred alternative environmental impacts were not broken in the same categories as the table above. It was not included in the table above because the purpose and need between the projects are different. For more description of the original EA see **Appendix 8**.

BASIC SHEET 6 – TRAFFIC SUMMARY MATRIX

| | ALTERNATIVES/SECTIONS | | | | | |
|---|-----------------------|---------------------------|---|---|---|---|
| | No Build* | Build (All Alternatives)* | B | C | D | E |
| TRAFFIC VOLUMES | | | | | | |
| Existing ADT Yr. 2010 | 45700 | 45700 | | | | |
| Const. Yr. ADT Yr. 2016 | 52900 | 52900 | | | | |
| Const. Plus 10 Yr. ADT Yr. 2028 | 67100 | 67100 | | | | |
| Design Yr. ADT Yr. 2040 | 81300 | 81300 | | | | |
| DHV Yr. 2040 | 7804 | 7804 | | | | |
| TRAFFIC FACTORS | | | | | | |
| K [<input checked="" type="checkbox"/> 30 / <input type="checkbox"/> 100 / <input type="checkbox"/> 200] (%) | 9.6% | 9.6% | % | % | % | % |
| D (%) | 58/42% | 58/42% | % | % | % | % |
| Design Year T (% of ADT) | N/A | N/A | % | % | % | % |
| T (% of DHV) | 35.1% | 35.1% | % | % | % | % |
| Level of Service | F | C | | | | |
| SPEEDS | | | | | | |
| Existing Posted | 65 | 65 | | | | |
| Future Posted | 65 | 65 | | | | |
| Design Year Project Design Speed | 70 | 70 | | | | |
| OTHER (specify) | | | | | | |
| P (% of ADT) | N/A | N/A | % | % | % | % |
| K ₈ (% OF ADT) | N/A | N/A | % | % | % | % |
| Other | | | | | | |

ADT = Average Daily Traffic

K [_{30/100/200}] : K₃₀ = Interstate, K₁₀₀ = Rural, K₂₀₀ = Urban, % = ADT in DHV

T = Trucks

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

DHV = Design Hourly Volume

D = % DHV in predominate direction of travel

P = % ADT in peak hour

*All volumes are based on Site ID #530275 (See Appendix 21 for WisDOT Traffic Forecast)

BASIC SHEET 7 – EIS SIGNIFICANCE CRITERIA

In determining whether a proposed action is a “major action significantly affecting the quality of the human environment,” the proposed action must be assessed in light of the following criteria (1) if significant impact(s) will result, the preparation of an environmental impact statement (EIS) should commence immediately. Indicate whether the issue listed below is a concern for the proposed action or alternative and (2) if the issue is a concern, explain how it is to be addressed or where it is 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?

- ☒ No
☐ Yes – Explain or indicate where addressed.

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.

BASIC SHEET 8 – ENVIRONMENTAL COMMITMENTS

Attach a copy of this page to the design study report and the PSE submittal package.

| Factor Sheet | Comments |
|---|---|
| A-1 General Economics | No commitments needed |
| A-2 Business | Commitments Made – During construction, provide access to all businesses in the project area. The Wisconsin Department of Transportation (WisDOT) construction engineer will ensure the fulfillment of this commitment. |
| A-3 Agriculture | No commitments needed |
| B-1 Community or Residential | Commitments Made – During construction, provide access to all properties abutting the corridor. The WisDOT construction engineer will ensure fulfillment of this commitment. Commitments Made – The Rock County Emergency Dispatch Center will be kept informed of the status of construction and any restrictions on access locations for emergency vehicles. Reach out to school districts regarding bus routes before/during the road closure. The WisDOT construction engineer will ensure and monitor the fulfillment of these commitments. |
| 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 | The potentially eligible historic property Gonstead Chiropractic Clinic will be avoided by design. |
| B-6 Archaeological Sites | No commitments needed |
| B-7 Tribal Coordination/Consultation | Commitments Made – WisDOT Bureau of Technical Services Environmental Process and Documentation Section (BTS-EPDS) will send the archaeological and historic survey reports to the Forest County Potawatomi Community. The WisDOT environmental coordinator and design engineer will ensure fulfillment of this commitment. |
| B-8 Section 4(f) and 6(f) or Other Unique Areas | |
| B-9 Aesthetics | Commitments Made – Community Sensitive Design (CSD) elements will be discussed with local officials, municipalities, and the public when the project is scheduled for final design/construction to determine what elements will be included as part of the project. The WisDOT design engineer will ensure fulfillment of this commitment. |
| C-1 Wetlands | Commitments Made – Measures will be implemented to minimize wetland impacts in the area. A total of 0.6 acres of wetland will be impacted and the impacts will be mitigated using the World Dairy Center bank site at ratios agreed to with the Wisconsin Department of Natural Resources (WDNR). The WisDOT environmental coordinator will ensure fulfillment of this commitment. |

| | |
|---|--|
| C-2 Rivers, Streams and Floodplains | <p>Commitments Made – Standard erosion control practices will be implemented during construction to minimize short-term adverse effects to the floodplain. The WisDOT construction engineer will monitor and ensure fulfillment of this commitment.</p> <p>Commitments Made – Work that could affect water quality and habitat will be completed between June 15 and September 15. The contractor may work in other areas near the waterway beyond September 15th provided appropriate measures are taken to control erosion. The special provisions will include the date of restrictions for in-stream work. The WisDOT construction engineer will ensure and monitor the fulfillment of this commitment.</p> <p>Commitments Made – Compensatory storage will be created to mitigate the filling in of the flood storage volume. Plans, specifications and estimates (PS&E) documents shall specify requirements to be met during construction. The WisDOT design engineer will ensure fulfillment of this commitment.</p> |
| 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 | Coordination with WDNR is ongoing. Special provisions may be required. |
| D-1 Air Quality | No commitments needed |
| D-2 Construction Stage Sound Quality | <p>Construction Restrictions – The contractor shall check for, and comply with, local ordinances governing the hours of operation of construction equipment. The special provisions will include restrictions for operating motorized construction equipment during certain times of the week. The WisDOT construction engineer will monitor and ensure fulfillment of this commitment.</p> |
| D-3 Traffic Noise | <p>Local Municipality Coordination – Coordination with local units of government shall be completed in areas currently undeveloped to notify them of predicted sound levels for land use planning purposes. The WisDOT environmental coordinator and design engineer will ensure fulfillment of this commitment.</p> |
| D-4 Hazardous Substances or Contamination | <p>Commitments Made – Asbestos: No asbestos-containing material has been found on structure(s) (B-53-48, B-53-51, B-53-46, and B-53-47). Standard special provision 107-125 shall be included in the plans. The contractor will be responsible for completion of the Notification of Demolition and/or Renovation (DNR form 4500-113) if required. A copy of the inspection report is available from the region office.</p> <p>Commitments Made – Special provisions will be included in the project to warn the contractor of the presence of hazardous materials contamination outside of the construction limits. The WisDOT design engineer will ensure fulfillment of this commitment.</p> |
| D-5 Storm Water | <p>Commitments Made – Stormwater management shall comply with Trans 401 and address the requirements in the Rock River total maximum daily load (TMDL) through the use of appropriate stormwater quality control practices such as grass swales, standard and enhanced filter strips, infiltration areas, and wet detention ponds and catch basins where they can be practically maintained. PS&E documents shall specify requirements to be met during construction. The WisDOT design engineer will ensure fulfillment of this commitment.</p> |

| | |
|-----------------------------|--|
| D-6 Erosion Control | <p>Commitments Made – Proper erosion control measures will be used to minimize impacts per WisDOT and WDNR and Trans 401 of Wisconsin's Administrative Code. An Erosion Control Implementation Plan will be prepared for approval by WisDOT prior to construction. The erosion control plan review process will include soliciting and incorporating WDNR erosion control comments both on the plan for the 401 Water Quality Certification process during design and by reviewing the contractor's erosion control implementation plan prior to the start of construction. Implementation will occur and will be monitored during construction by the construction engineer, who will monitor and ensure fulfillment of this commitment.</p> |
| E-1 Other Emerald Ash Borer | <p>Commitments Made – It is illegal to move or transport ash tree material, the emerald ash borer, and hardwood debris (i.e. firewood) from Emerald Ash Borer (EAB) beetle quarantined areas to a non-quarantined area without a compliance agreement issued by the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP). Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than one-inch in diameter, or ash nursery stock. The contractor will have an arborist identify ash trees along the project prior to construction. The WisDOT construction engineer will monitor and ensure fulfillment of this commitment.</p> |
| E-2 Other Oak Wilt | <p>Commitments Made – Due to the possibility of oak wilt in the project area, to prevent the spread of oak wilt disease avoiding cutting or pruning of oaks from April through September. The WisDOT construction engineer will ensure and monitor the fulfillment of this commitment.</p> |
| E-3 Other FAA Coordination | <p>Commitments Made – Federal Aviation Administration (FAA) should be contacted to determine if a permit is required during final design. If a permit is required, it shall be filed for at least 45 days prior to the start of construction to allow enough time for the completion of a determination of “no hazard to air navigation” or “hazard to air navigation”. The WisDOT construction engineer will ensure fulfillment of this commitment.</p> <p>If any changes to the permit are needed, the contractor will be responsible for contacting FAA with the permit modifications needed. He will also be responsible that the anti-collision lights are installed and working for cranes that are left in the air at night and notifying FAA during the day for the crane locations. The WisDOT construction engineer will ensure fulfillment of this commitment.</p> |

FACTOR SHEETS DEFINED

This section of the Environmental Assessment (EA) is called the “Factor Sheets.” Individual Factor Sheets correspond with specific environmental factors identified in the Environmental Factors Matrix of the Basic Sheets (pg. 28). The Factor Sheets are used to provide more detailed information on environmental factors and issues that may be substantial and require more of an in-depth discussion than is provided in the Basic Sheets. If there is no substantial impact to a specific environmental factor, a Factor Sheet was not completed.

| Factor Sheets | Page |
|---|------|
| • A-1 General Economics Evaluation | 34 |
| • A-2 Business Evaluation | 35 |
| • A-3 Agriculture Evaluation | 37 |
| • B-1 Community or Residential Evaluation..... | 40 |
| • B-5 Historic Resources | 43 |
| • B-9 Aesthetics..... | 45 |
| • C-1 Wetlands | 47 |
| • C-2 Rivers, Streams and Floodplains (Spring Brook) | 53 |
| • C-2 Rivers, Streams and Floodplains (Tributary to Spring Brook) | 57 |
| • D-2 Construction Stage Sound Quality Evaluation | 59 |
| • D-3 Traffic Noise | 61 |
| ○ Figure 1 – Noise Receptor Location Map | 63 |
| • D-5 Stormwater..... | 64 |
| • D-6 Erosion Control and Sediment Control..... | 66 |

GENERAL ECONOMICS EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-1

| | |
|---|---|
| Alternative 2A Modified | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
| Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified | |

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

| Economic Activity | Description |
|-----------------------|--|
| a. Agriculture | The northeast quadrant of the I-39/90 and I-43/WIS 81 interchange is currently used for agricultural purposes. However, the future land use for that area is planned to be community commercial and residential. The future land use surrounding the project area will only have agriculture at the north end of the project limits. |
| b. Retail business | Retail businesses are located on the west side of the interchange in the city of Beloit. These businesses are located along WIS 81 and include large superstores, hotels, restaurants, car dealerships, and other businesses. |
| c. Wholesale business | N/A |
| d. Heavy industry | N/A |
| e. Light industry | Pepisco, Hormel Foods, Staples, Jacobson Beloit LLC, and Kerry Inc. are all located between the I-39/90 and I-43/WIS 81 interchange and the project's south limits. The Gateway Business Park is located in the southeast quadrant of the interchange and runs parallel to I-39/90 down to State Line Road. |
| f. Tourism | The traffic continues to increase along I-39/90 between the city of Beloit and Madison, especially during the summer months when tourists drive this corridor from Illinois up to northern Wisconsin. Also, the WisDOT Welcome Center is located within the project limits, just south of the interchange. |
| g. Recreation | N/A |
| h. Forestry | N/A |
| i. | |

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:

Advantage – The preferred alternative will enhance local mobility by improving access into the city of Beloit from the extension of WIS 81/Milwaukee Road to the County X/Hart Road interchange. This new extension will also provide pedestrian and bicycle accommodations between the city of Beloit and the Gateway Business Park.

Disadvantage – The 0.25 mile new extension of WIS 81/Milwaukee Road will relocate local Beloit access from westbound I-43 to the County X/Hart Road interchange. This extension will require westbound vehicles to use the County X/Hart Road interchange to enter the city of Beloit via WIS 81/Milwaukee Road. This will result in additional travel time (~3 minutes) for vehicles entering the city from I-43.

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: The extension of WIS 81/Milwaukee Road to the County X/Hart Road Interchange will improve local access to the Gateway Business Park and is consistent with the local land use. Local access from this interchange is important in order to be consistent with local and regional transportation and land use planning objectives and to be compatible with the proposed roadway improvements identified in the city of Beloit's 2008 Comprehensive Plan. The plan includes the desire to develop regional commercial uses near the I-43 interchange. Specifically, the area between I-43 and IL 75 has been identified as an area for future business park development.

☐ Decrease, describe: _____

Project ID # 1003-10-02

BUSINESS EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-2

| | |
|---|---|
| Alternative 2A Modified | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
| Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified | |

1. Is a Conceptual Stage Relocation Plan attached to this document?

☐ Yes

☒ No - (Explain) There are no businesses to be relocated as part of this project.

2. Describe the economic development or existing business areas affected by the proposed action:

Kerry Ingredients & Flavours access will be affected due to the new WIS 81/Milwaukee Road extension. Their driveway access will be shifted several hundred feet to the east. Businesses along WIS 81/Milwaukee Road west of the interchange are concerned about the loss of business due to the access from I-43 being moved to the County X/Hart Road interchange.

3. Identify and discuss existing modes of transportation and their traffic within the economic development or existing business area:

Motor vehicles are the primary mode of transportation for the corridor and the area. Bicycle and pedestrian accommodations are not present.

4. Identify and discuss effects on the economic development potential and existing businesses that are dependent upon the transportation facility for continued economic viability:

☐ The proposed project will have no effect on a transportation-dependent business or industry.

☒ The proposed action may change the conditions for a business that is dependent upon the transportation facility.

Identify effects, including effects which may occur during construction.

Businesses along WIS 81/Milwaukee Road might see a minimal impact due to the access from I-43 being moved to the County X/Hart Road interchange. Approximately 80% of motor vehicles are exiting at the I-39/90 ramps. The current ramps access will remain the same in the proposed action along I-39/90. However, the other 20% of motor vehicles are exiting from I-43 to WIS 81/Milwaukee Road and will need to use the County X/Hart Road interchange to access WIS 81/Milwaukee Road.

5. Describe both beneficial and adverse effects on:

A. The existing business area affected by the proposed action. Include any factors identified by business people that they feel are important or controversial.

The I-90 Business Connection group that is comprised of 23 businesses in the area sent an official letter to WisDOT that included two resolutions related to this project. The first resolution is that they are concerned about the number of potential roundabouts a motor vehicle would be required to pass through if they were entering the city of Beloit from I-43 using the County X/Hart Road interchange. They would prefer to see these intersections signalized. The second resolution is that they want to see WIS 81 start at the off ramp at the County X/Hart Road interchange. This allows WIS 81 roadway to still be the roadway that vehicles use to access the city of Beloit from I-43.

B. The existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects on minority populations or low-income populations.

Some existing employees will experience both an increase and decrease in travel times to their jobs (~3-4 minutes).

6. Estimated number of businesses and jobs that would be created or displaced because of the project:

| Business/Job Type | Businesses | | | Jobs | |
|-------------------|------------|-----------|-------|---------|-----------|
| | Created | Displaced | Value | Created | Displaced |
| Retail | 0 | 0 | 0 | 0 | 0 |
| Service | 0 | 0 | 0 | 0 | 0 |

| | | | | | |
|----------------------|---|---|---|---|---|
| Wholesale | 0 | 0 | 0 | 0 | 0 |
| Manufacturing | 0 | 0 | 0 | 0 | 0 |
| Other (List) | 0 | 0 | 0 | 0 | 0 |
| | | | | | |

7. Are any owners or employees of created or displaced businesses elderly, disabled, low-income or members of a minority group?

☒ No

☐ Yes – If yes, complete Factor Sheet B-4, Environmental Justice Evaluation.

8. Is Special Relocation Assistance Needed?

☒ No

☐ Yes – Describe special relocation needs.

9. Identify all sources of information used to obtain data in item 8:

☐ WisDOT Real Estate Conceptual Stage Relocation Plan

☐ Multiple Listing Service (MLS)

☐ Newspaper listing(s)

☒ Other - Identify: N/A

10. Describe the business relocation potential in the community:

A. Total number of available business buildings in the community. N/A

B. Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any).

N/A Number of available and comparable type business buildings in the price range of _____

N/A Number of available and comparable type business buildings in the price range of _____

N/A Number of available and comparable type business buildings in the price range of _____

11. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24. Check all that apply:

☐ Business acquisitions and relocations will be completed in accordance with the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended.” In addition to providing for payment of “Just Compensation” for property acquired, additional benefits are available to eligible displaced persons forced to relocate from their business. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement of business payments. In compliance with State law, no person would be displaced unless a comparable replacement business would be provided.

Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners will be contacted and given an explanation of the details of the acquisition process and Wisconsin’s Eminent Domain Law under Section 32.05, Wisconsin Statutes. Any property to be acquired will be inspected by one or more professional appraisers. The property owner will be invited to accompany the appraiser during the inspection to ensure the appraiser is informed of every aspect of the property. Property owners will be given the opportunity to obtain an appraisal by a qualified appraiser that will be considered by WisDOT in establishing just compensation. Reasonable cost of an owner’s appraisal will be reimbursed to the owner if received within 60 days of initiation of negotiations. Based on the appraisal(s) made, the value of the property will be determined, and that amount offered to the owner.

☐ Describe other relocation assistance requirements, not identified above.

12. Identify any difficulties relocating a business displaced by the proposed action and describe any special services needed to remedy identified unusual conditions:

N/A

13. Describe any additional measures that will be used to minimize adverse effects or provide benefits to those relocated. Also discuss accommodations made to minimize adverse effects to businesses that may be affected by the project, but not relocated:

N/A

AGRICULTURE EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-3

| | |
|---|---|
| Alternative 2A Modified | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
| Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified | |

1. Total acquisition interest, by type of agricultural land use:

| Type of Land Acquired From Farm Operations | Type of Acquisition (acres) | | Total Area Acquired (acres) |
|---|-----------------------------|----------|--------------------------------|
| | Fee Simple | Easement | |
| Crop land and pasture | 55.4 | | 55.4 |
| Woodland | | | |
| Land of undetermined or other use (e.g., wetlands, yards, roads, etc.) | 0.6 | | 0.6 |
| Totals | 56.0 | | 56.0 |

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

| Acreage to be Acquired | Number of Farm Operations |
|------------------------|---------------------------|
| Less than 1 acre | 2 |
| 1 acre to 5 acres | 2 |
| More than 5 acres | 3 |

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.
- ☒ Yes
- ☒ The Site Assessment Criteria Score (Part VI of the form) is less than 60 points for this project.
Date Form AD-1006 completed: February 17, 2014
- ☐ The Site Assessment Criteria Score is 60 points or greater.
Date Form AD-1006 completed. _____

See Appendix 19 for NRCS correspondence.

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

- ☐ No
- ☐ Eminent Domain will 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.

- ☒ 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.
 - ☒ The acquisition is greater than 5 acres
 - ☒ Other

An AIS addendum was published on 12/27/13 as part of the previous I-39/90 mainline project ID 1001-10-02 that included the I-43 interchange adjacent properties. See Appendix 15 for DATCP letter and AIS addendum.

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 may be required.
- Is the land acquired "non-significant"?
- ☐ Yes - (All must be checked) An AIN is not required but complete questions 7-16.
- ☐ Less than 1 acre in size
 - ☐ Results in no severances
 - ☐ 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)

If an AIN is completed, do not complete the following questions 7-16.

7. Identify and describe effects to farm operations because of land lost due to the project:

- ☐ Does Not Apply.
- ☒ Applies – Discuss.

Currently, land in the interchange's northeast quadrant is being rented as crop land. A total of 56 acres of edge right-of-way from farmland will be impacted along the interchange. The city of Beloit's future land use plan indicates that this land is anticipated to be developed into commercial property. The primary negative effect is the loss of farmable land to individual landowners.

8. Describe changes in access to farm operations caused by the proposed action:

- ☒ Does Not Apply.
- ☐ Applies – Discuss.

9. Indicate whether a farm operation will be severed because of the project and describe the severance (include area of original farm and size of any remnant parcels):

- ☒ Does Not Apply.
- ☐ Applies – Discuss.

10. Identify and describe effects generated by the acquisition or relocation of farm operation buildings, structures or improvements (e.g., barns, silos, stock watering ponds, irrigation wells, etc.). Address the location, type, condition and importance to the farm operation as appropriate:

- ☒ Does Not Apply.
- ☐ Applies – Discuss.

11. Describe effects caused by the elimination or relocation of a cattle/equipment pass or crossing. Attach plans, sketches, or other graphics as needed to clearly illustrate existing and proposed location of any cattle/equipment pass or crossing:

- ☒ Does Not Apply.
- ☐ Replacement of an existing cattle/equipment pass or crossing is not planned. Explain.

- ☐ Cattle/equipment pass or crossing will be replaced.
- ☐ Replacement will occur at same location.
- ☐ Cattle/equipment pass or crossing will be relocated. Describe.

12. Describe the effects generated by the obliteration of the old roadway:

- ☒ Does Not Apply.
- ☐ Applies – Discuss.

13. Identify and describe any proposed changes in land use or indirect development that will affect farm operations and are related to the development of this project:

- ☒ Does Not Apply.
- ☐ Applies – Discuss.

14. Describe any other project-related effects identified by a farm operator or owner that may be adverse, beneficial or controversial:

- ☒ No effects indicated by farm operator or owner.
- ☐ Applies – Discuss.

15. Indicate whether minority or low-income population farm owners, operators, or workers will be affected by the proposal: (Include migrant workers, if appropriate.)

- ☒ No
- ☐ Applies – Discuss.

16. Describe measures to minimize adverse effects or enhance benefits to agricultural operations:

Land acquisition has been minimized as much as possible to reduce the impact to adjacent owners and their farm operations. The project footprint was kept to a minimum through the use of temporary easements in some locations rather than acquiring right-of-way in fee.

COMMUNITY OR RESIDENTIAL EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-1

| | |
|---|---|
| Alternative Modified 2A | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
| Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified | |

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

| | |
|---|-----------------|
| Name of Community/Neighborhood – City of Beloit Incorporated <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Total Population 36,966 | |
| Demographic Characteristics | |
| Census Year ____ 2010 ____ | % of Population |
| <i>White</i> | 68.9 |
| <i>African American</i> | 15.1 |
| <i>Native American</i> | 0.4 |
| <i>Asian</i> | 1.1 |
| <i>Other Race</i> | 10.0 |
| <i>Two or More Races</i> | 4.4 |

| | |
|---|-----------------|
| Name of Community/Neighborhood – Town of Turtle Incorporated <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Total Population 2,429 | |
| Demographic Characteristics | |
| Census Year ____ 2000 ____ | % of Population |
| <i>White</i> | 97.26 |
| <i>African American</i> | 1.47 |
| <i>Native American</i> | 0.33 |
| <i>Asian</i> | 0.25 |
| <i>Other Race</i> | 0.45 |
| <i>Two or More Races</i> | 0.25 |

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

I-43 is currently a route of state, regional, and local importance and it is included in the National Highway System. This interstate serves and connects Beloit, Milwaukee, and Green Bay. I-43 is identified as a Backbone route by the WisDOT Corridors 2030 Transportation Plan and as Primary Highway in the Glacial Plains Corridor in Connections 2030. The interchange itself currently does not have any accommodations for pedestrians or bicycles.

The I-39/90 and I-43/WIS 81 interchange serves as the primary interstate access to the city of Beloit via WIS 81. There are several other local access roads from the east into the city of Beloit. Local access from this interchange is important in order to be consistent with local and regional transportation and land use planning objectives and to be compatible with the proposed roadway improvements identified in the city of Beloit's 2008 Comprehensive Plan.

The town of Turtle is accessed from I-43 by using the County X/Hart Road interchange.

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:

The proposed interchange improvement will include pedestrian and bicycle accommodations from the city of Beloit to the Gateway Business Park along the WIS 81/Milwaukee Road extension and ultimately up to the I-43/County X/Hart Road interchange. This improvement will provide a facility for both pedestrians and bicyclists to safely cross I-39 in this area.

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

The 2008 City of Beloit Comprehensive Plan identifies the I-39/90 and I-43/WIS 81 interchange as a planned improvement project. The future land use plans in the project area are based on the completion of this new and improved interchange. The future land use plans include the transition from farmland to a new community commercial and planned neighborhood in the northeast quadrant of the interchange. See **Appendix 10** for current and future land use maps.

Also, the city of Beloit is anticipating that the interchange's southwest quadrant will be developed into commercial property. There appears to be interest in building a hotel in this area. In addition to the hotel, there have been discussions between the Department and Beloit in regards to possibly constructing a park and ride lot in this area, adjacent to the planned development.

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

Emergency services will be maintained during construction as there will be no designated alternate route for this project. Intermittent delays due to lane closures can be expected during construction. Once the proposed action is completed, the extension of WIS 81/Milwaukee Road will improve the time from the city of Beloit to the Gateway Business Park by providing a new intersection with Gateway Boulevard.

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.:

The Kerry Corporation driveway will be relocated on their property. This driveway will be moved to the east from their existing entrance along the WIS 81/Milwaukee Road extension. The proposed improvements enhance the local mobility from Beloit to the Gateway Business Park. The new interchange will include extending WIS 81/Milwaukee Road from its current location in Beloit to connect with the I-43/County X/Hart Road interchange. This will move the local Beloit access from I-43 to the County X/Hart Road interchange. Bicycle and pedestrian accommodations will be provided on the WIS 81/Milwaukee Road extension.

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:

N/A

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

Residents and businesses identified that the local access between the city of Beloit and the southeast quadrant of the I-43 interchange is very important. Throughout the design process it was emphasized that the city of Beloit was in favor of the additional access. They were not in favor of any alternative that did not provide this access. They passed a resolution in favor of the alternative that provided this access. The residents indicated that bicycle and pedestrian mobility was also an important factor as well as minimizing the right of way impacts. The proposed action will include both bicycle and pedestrian accommodations and will minimize right of way impacts.

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

The proposed action has the potential to incorporate CSD features into the bridge structures by making them aesthetically pleasing. WisDOT will coordinate with the local officials to discuss potential aesthetic treatments. The selection of the preferred alternative provided additional local access to the Gateway Business Park to enhance local

mobility. The extension allowed direct access to the Gateway Business Park from the city of Beloit. This extension will also create an additional intersection along WIS 81/Milwaukee Road.

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. ☐ 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.

WisDOT has acquired thru early acquisition of property 3490 Millington Road, Beloit, WI. **See Appendix 17 Regional Real Estate Section Correspondence** (Early Acquisition) for further details.

HISTORIC RESOURCES EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-5

| | |
|---|---|
| Alternative 2A Modified | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
| Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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:

| Parties Contacted | Date Contacted | Comments Received | | |
|-------------------|----------------|-------------------|-----|---|
| | | No | Yes | Check if Attached |
| WI-SHPO | 1/28/14 | | X | <input checked="" type="checkbox"/> See Appendix 14 |
| Property Owners | 9/10/13 | X | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |
| | | | | <input type="checkbox"/> |

2. Property Name: Gonstead Chiropractic Clinic

3. Location: 3535 Clinic Road

4. Use: Chiropractic Clinic

5. Property type:

- ☐ Bridge
☒ Building
☐ Historic District
☐ Other: _____

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:

The Gonstead Chiropractic Clinic is recommended as eligible for the National Register of Historic Places as a fine representative of the Neo-Expressionist subtype of Contemporary architecture. The building is in excellent condition and retains a high degree of integrity. The property's period of significance is 1964, the year of construction. Because it is an excellent representative of Contemporary architecture with a high degree of integrity and architectural distinction, the property is considered eligible for listing under Criterion C.

Following consultation with SHPO, the property is not considered to be eligible for listing as the work of a master architect because no information was found to suggest that Dresser is widely recognized as such and as a scholarly examination of Dresser's career and work does not exist at this time.

Project ID# 1003-10-02

No information was found to suggest eligibility under Criterion A: History or Criterion B: Significant person.

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 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 *de minimus* finding has been proposed.
 - ☐ Other – Explain:
- ☐ Yes – Complete Factor Sheet B-8, Section 4(f) and 6(f) or other Unique Areas.

AESTHETICS EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-9

| | |
|---|---|
| Alternative 2A Modified | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
| Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified | |

1. Landscape Characteristics:

a. Identify and briefly describe the visual character of the landscape:

The visual landscape of the I-39/90 and I-43/WIS 81 interchange area is split between rural and commercial. Industrial businesses, retail businesses, houses, and farmland surround the project area. The project is located primarily in the city of Beloit and the town of Turtle. The Canadian Pacific Railroad and the Spring Brook are located south of the interchange and run through the project area.

b. Indicate the visual quality of the view-shed and identify landscape elements which would be visually sensitive:

The visual quality of the existing view shed consists of a 54-year old cloverleaf interchange with businesses, houses, and farmland adjacent to the roadway. The project area does not contain any views that are considered visually sensitive.

2. User/viewer Characteristics:

b. Identify and discuss the viewers who will have a view of the improved transportation facility:

All of the residential and business properties adjacent to the I-39/90 and I-43/WIS 81 project area have a direct view from their properties. The change these viewers will notice will be minimal considering the distance from the adjacent properties to the interchange. The overall interchange design will change from an existing cloverleaf configuration to a free-flow system interchange with an embedded diamond interchange. This will increase the overall height by 26 feet from the current elevation to accommodate the free flow movements, but will have a minor impact to the overall view. See **Appendix 8** for computer renderings of the proposed improvements.

c. Identify and discuss users of the transportation facility who will have a view from the facility:

Users who will have a view from the transportation facility include vehicles traveling on WIS 81/Milwaukee Road, I-39/90 or I-43. Bicyclists and pedestrians will also have a view from the facility on the extension of WIS 81/Milwaukee Road to the County X/Hart Road interchange.

3. Effects:

a. Describe whether and how the project would affect the visual character of the landscape:

The proposed project will not significantly impact the visual character of the landscape. The proposed action will result in replacing an aging interchange with a new, re-configured interchange. WisDOT and the city of Beloit will evaluate options for aesthetic features that will improve the overall appearance of the interchange. These features could possibly include staining and relief features to the bridge structure and grass/landscaping elements. It is anticipated that along the extension of WIS 81/Milwaukee Road street lighting and landscaping features will be present.

WIS 81/Milwaukee Road will be extended eastward to the I-43/County X/Hart Road interchange. This new local road will include the addition of bicycle and pedestrian accommodations which will allow for the ability to add grass and landscaping elements to have the new roadway blend into the existing landscape.

b. Indicate the effects the project would have on the viewer groups:

All viewer groups that have a view of and a view from the facility will benefit from the additional aesthetics in the proposed action that are currently not present with the existing interchange.

4. Mitigation:

a. Have aesthetic commitments been made?

☐

No

☒

Yes - Discuss:

Specific aesthetic commitments will be included as part of this study. CSD elements will be discussed with local officials, municipalities, and the public when the project is scheduled for final design/construction. CSD elements have not been determined yet for this project.

WETLANDS EVALUATION

(9/2013)

Wisconsin Department of Transportation

Factor Sheet C-1

| | |
|---|---|
| Alternative 2A Modified | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
| Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified | |

1. Describe Wetlands:

| | Wetland 1 | Wetland 2 | Wetland 3 |
|--|-----------------|-----------------|-------------------|
| Name (if known) or wetland number ¹ | R-30 | R-31 | |
| County | Rock | Rock | |
| Location (Section-Township-Range) | S21-T1N-R13E | S21-T1N-R13E | |
| Location (Latitude) | 42° 32' 2.40" | 42° 31' 37.20" | |
| Location (Longitude) | -88° 57' 25.20" | -88° 58' 44.40" | |
| Location Map | See Question 3 | See Question 3 | See Exhibit _____ |
| Wetland Type(s) ² | SM | M | |
| Wetland Loss | Acres 0 | Acres 0.6 | Acres _____ |
| Wetland is: (Check all that apply) ³ | Yes No | Yes No | Yes No |
| • Isolated from stream, lake or other surface water body | X | X | |
| • Not contiguous (in contact with) a stream, lake, or other water body, but within 100-year floodplain | | X | |
| • If adjacent or contiguous, identify stream, lake or water body | N/A | N/A | |

¹Use wetland numbering from the project wetland delineation report.
²Use wetland types as specified in the "WisDOT FDM 24-5 Attachment 10.2 Wetland Type Correspondence Table"
³If 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 (6 categories)?

- ☒ No
☐ Yes:
- ☐ Advanced Identification Program (ADID) Wetlands
☐ Public or private expenditure has been made to restore, protect, or ecologically manage the wetland on either public or private land
☐ Other – Describe: _____

3. Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other:

There are two wetlands located within the project area are identified as R-30 and R-31. Figure 1 below shows the location of the two wetlands. The following paragraphs describe the type of work that will occur near each wetland area.

- Wetland R-30 (South of existing Gateway Boulevard): This wetland is a designed detention basin for Gateway Boulevard. It is anticipated not to be impacted in the construction of the proposed action. The extension of WIS 81/Milwaukee will connect into the existing Gateway Boulevard prior to reaching R-30. Therefore this designed detention basin is anticipated to be avoided.
- Wetland R-31 (Northwest quadrant of the I-43 interchange): This wetland will be impacted from the realignment of WIS 81/Milwaukee Road to provide better construction staging and remove and extra curve along I-39/90. The proposed action will extend WIS 81/Milwaukee Road to the County X/Hart Road interchange. The roadway will be expanded from its current width to provide bicycle and pedestrian accommodations. The re-alignment will result in placing fill in this wetland.

Project ID# 1003-10-02

Figure 1
Wetland Location Map

Wetland R-31



- Size – 0.59 acres
- Wet Meadow
- Troxel silt loam, 0 to 3 percent slopes
- Wetland Functional Value – Low

Wetland R-30



- Size – 0.18 acres
- Shallow Marsh
- Mahalasville silt loam
- Wetland Functional Value – Low

4. List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland: (List should include permanent, migratory and seasonal residents).

No waterfowl or wildlife was observed on site during the field reconnaissance. Wildlife that may be present includes deer, turtles, frogs, waterfowl in open areas, as well as various song birds common to the area.

5. Federal Highway Administration (FHWA) Wetland Policy:

- ☐ Not Applicable - Explain
- ☐ 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-6, Erosion Control Evaluation.
- ☒ Factor Sheet D-5, Stormwater 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.

Project ID# 1003-10-02

- ☒ Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE.

Indicate area of wetlands filled: 0.59 Acres

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:

- ☐ **Non-Reporting GP** [GP-002-WI (*expires 5/31/16*) or GP-004-WI (*expires 12/31/17*)]
☒ **Reporting GP** [GP-002-WI, GP-003-WI (*expires 12/31/17*), or GP-004-WI]
☐ **Letter of Permission** [LOP-06-WI (*in effect 4/17/06, no expiration date*)]
☐ **Programmatic GP** [Applies to projects not covered under the DOT/DNR Cooperative Agreement]

8. Wisconsin Department of Natural Resources Coordination - Section 401 Water Quality Certification

- ☒ DNR has provided concurrence on the project wetland delineation. Received on: June 18, 2014
☐ Other- Explain

9. Section 10 Waters (Rivers and Harbors Act). For navigable waters of the United States (Section 10) indicate which 404 permit is required:

- ☒ No Section 10 Waters
☐ Section 10 Waters
☐ **Reporting GP** [GP-003-WI (*expires 12/31/17*)]
☐ **Reporting GP** [GP-004-WI (*expires 12/31/17*)]

Indicate whether Pre-Construction Notification (PCN) to the USACE is:

- ☒ Not applicable.
☐ Required: Submitted on: (Date)

Status of PCN

USACE has made the following determination on: (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

10. Wetland Avoidance and Impact Minimization: [Note: Required before compensation is acceptable]

A. Wetland Avoidance:

1. 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.:

The roadway improvements for the interchange could avoid impacts to the wetlands if the no build or 2A alternative were selected as the preferred alternative. The no build alternative was eliminated from further consideration because it does not meet the purpose and need for this project. The 2A alternative was not selected because it has a greater overall right of way and agricultural impact compared to the 2A modified alternative.

Wetland R-30 was avoided by design.

2. Indicate the total area of wetlands avoided:
Acres: 0.18 (wetland R-30)

B. Minimize the amount of wetlands affected:

1. Describe methods used to minimize the use of wetlands, such as increasing side slopes or use of retaining walls or beam guard, equalizer pipes, upland disposal of hydric soils, etc.:

The new roadway extension of WIS 81/Milwaukee Road design will impact Wetland R-31. Minimizing techniques includes using steeper slopes outside clear zone to minimize fill of wetland.

2. Indicate the total area of wetlands saved through minimization:

Acres:

It will not be known until final design has been completed to the amount of wetland impact that will be minimized by steepening the side slopes. The total wetland area is small (0.59 acres), and is anticipated to not be viable to function as a wetland if majority of the wetland is required to be filled.

11. Compensation for Unavoidable Wetland Loss:

According to Section 404(b)(1), of the Clean Water Act, wetland compensatory mitigation procedures and sequencing will conform to the U.S. Army Corps of Engineers (USACE) and 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, USFWS and FHWA (March 2002).

| | Type | Acre(s) Loss | Ratio | Compensation Type and Acreage | |
|--------|--|-----------------|-------|---|--------------------------|
| | | | | On-site | DOT Mitigation Bank site |
| RPF(N) | Riparian wetland (wooded) | NA | NA | Due to the small wetland that is being impacted by this project, it has been agreed upon by WisDOT and WDNR to mitigate the impact at a 1:1 ratio by debiting the 0.59 acres to WisDOT's World Dairy Center Wetland Mitigation Bank Site. | |
| RPF(D) | Degraded riparian wetland (wooded) | NA | NA | | |
| RPE(N) | Riparian wetland (emergent) | NA | NA | | |
| RPE(D) | Degraded riparian wetland (emergent) | NA | NA | | |
| M(N) | Wet and sedge meadows, wet prairie, vernal pools, fens | 0.59 | 1:1 | | |
| M(D) | Degraded meadow | NA | NA | | |
| SM | Shallow marsh | NA | NA | | |
| DM | Deep marsh | NA | NA | | |
| AB(N) | Aquatic bed | NA | NA | | |
| AB(D) | Degraded aquatic bed | NA | NA | | |
| SS | Shrub Swamp, shrub carr, alder thicket | NA | NA | | |
| WS(N) | Wooded swamp | NA | NA | | |
| WS(D) | Degraded wooded swamp | NA | NA | | |
| Bog | Open and forested bogs | NA | NA | | |

D = Degraded

N = Non-degraded

12. If compensation is not possible within the drainage area and floristic province thru the use of the DOT mitigation bank, explain why and describe how a search for an on-site compensation site was conducted:

A site search was not conducted because the wetland impact is a total of 0.59 acres. It is anticipated that the entire wetland would need to be filled and would not be viable to function as a wetland. Replacing this amount to a local wetland was not beneficial and therefore this wetland would be debited at the World Dairy Center Wetland Mitigation Bank Site.

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

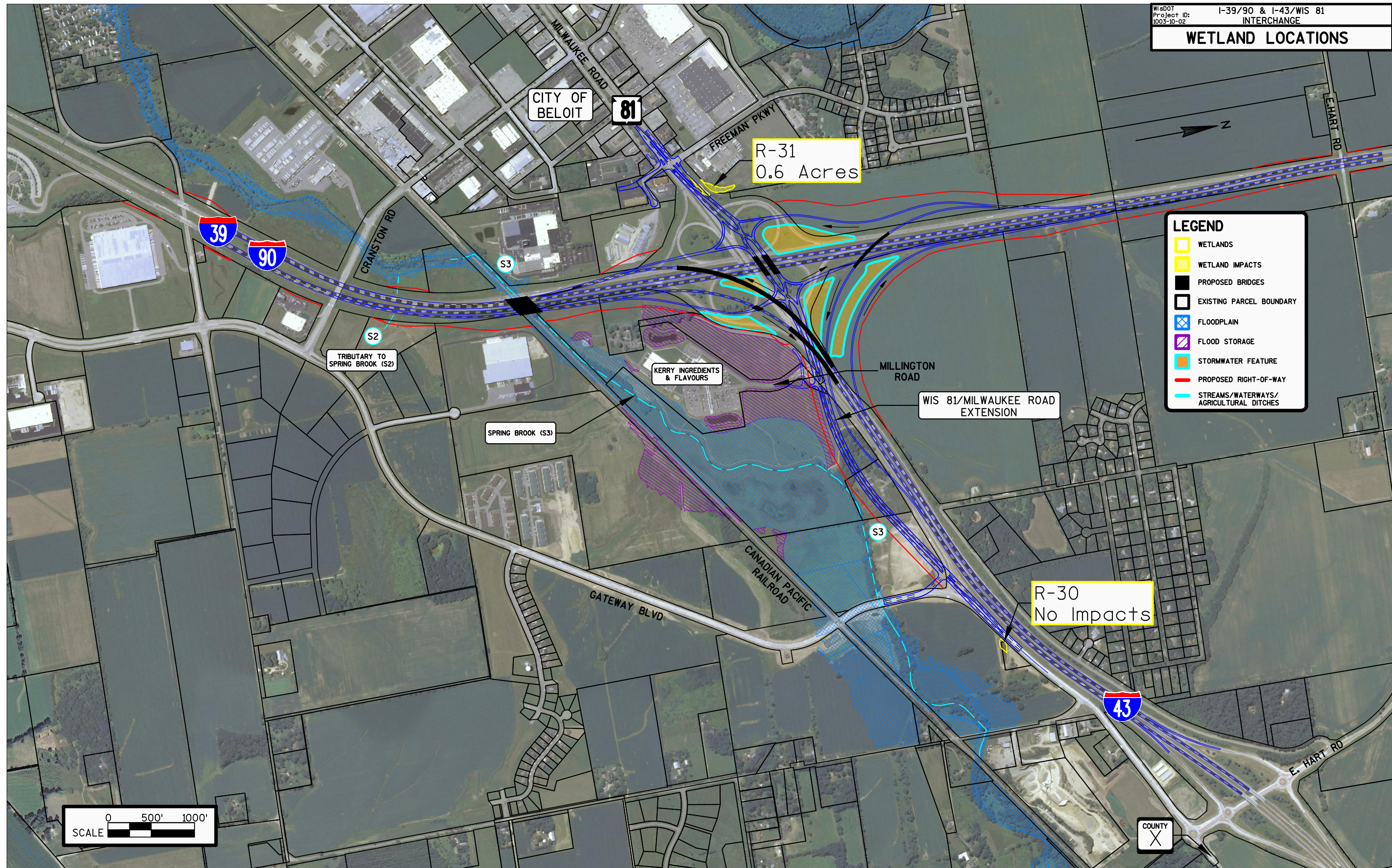
Measures which will be taken during final design to minimize wetland impacts include the following:

- Water quality impacts from silt and sedimentation will be minimized through the strict adherence to erosion control measures as required by the WisDOT *Specifications for Road and Bridge Construction*.
- Additional measures which will be considered include use of steeper embankment slopes and use of retaining walls.

To compensate for unavoidable wetland impacts from the project, mitigation measures will be employed in accordance with requirements of Section 404 of the Clean Water Act and the July 20, 1993 Interagency Cooperative Agreement between WisDOT, WDNR, USACE, USEPA, USFWS, and FHWA.

Mitigation ratios will be in accordance with the "WisDOT Wetland Mitigation Banking Technical Guideline" which establishes a program for compensatory wetland mitigation banking for WisDOT projects. Wetlands impacts are expected to be replaced at a 1:1 ratio with additional or alternative arrangements according to the WisDOT/WDNR Cooperative Agreement. The mitigation bank site to be debited for this project is the World Dairy Center Wetland Mitigation Bank, located in Dane County, Wisconsin.

Coordination is on-going with the WDNR and they are aware of the designed detention basin R-30 and the wetland R-31 encroachment. WDNR concurred with the wetland boundaries that were provided in the Wetland Delineation Report. See **Appendix 13** for WDNR coordination.



RIVERS, STREAMS AND FLOODPLAINS EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-2

| | |
|---|---|
| Alternative 2A Modified | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
| Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified | |

1. **Stream Name:** **Spring Brook (S29 T1N R13E and S21 T1N R13E) crosses project area twice**
(see **Appendix 7** label S3)

2. **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 acres)**

Spring Brook is located in the Turtle Creek Watershed in the Lower Rock River Basin. The Turtle Creek Watershed is 184,607 acres (288 square miles).

4. **Stream flow characteristics:**

- ☒ Permanent Flow (year-round)
☐ Temporary Flow (dry part of year)

5. **Stream Characteristics:**

A. Substrate:

1. ☐ Sand
2. ☒ Silt
3. ☐ Clay
4. ☒ Cobbles
5. ☐ Other-describe:

B. Average Water Depth: _____ 1.25 ft _____

C. Vegetation in Stream

- ☒ Absent
☐ Present - If known describe:

D. Identify Aquatic Species Present:

No species were identified during the August 20 & 21, 2013 on-site field surveys. However, the waterway does support fish and other aquatic life.

E. If water quality data is available, include this information:

Water quality data was recorded in 2006 by the University of Wisconsin-Stevens Point at the Spring Brook - Walker Rd (Sb-2) station. The station is located off of Walker Road, approximately 1.5 miles east of where Spring Brook is located within the project area (east of IH-39, west of Town Hall Road and south of IH-43). The 2006 results indicate that Spring Brook has a moderate biochemical oxygen demand, a total phosphorus value higher than NR 102 standards, and tested positive for fecal coliform and E Coli.

Water quality data was also recorded in 2003 by the University of Wisconsin-Stevens Point at the Spring Brook - Walker Rd (Sb-2) station. The study looked at insect taxa to assess pollution. Insects were surveyed in the waterway by Sb-2 and were identified so that a tolerance value could be assigned to each taxa using the Hilsenhoff Biotic Index (HBI) survey method. The tolerance values provide a measure of the sensitivity of aquatic organisms to human caused disturbance (i.e. pollution) and have been used as a tool for assessing the biological condition of streams and rivers. The HBI uses a scale of 0 to 10 for pollution tolerance values to assess pollution

Project ID# 1003-10-02

in waterways. The Mean Pollution Tolerance Value associated with this stretch of the waterway was 5.1 in 2003. A result between 5.01 and 5.75 indicates fairly substantial pollution is likely.

In 2002 the University of Wisconsin-Stevens Point assessed water quality at the Spring Brook - Spring Brook at Guftafson Road station. This station is approximately 2.7 miles east of where Spring Brook is located within the project area (east of IH-39, west of Town Hall Road and south of IH-43). The study looked at insect taxa to assess pollution. The results indicated that very substantial pollution is likely in the Spring Brook River.

The water quality data can be obtained by opening the Wisconsin Department of Natural Resources Surface Water Data Viewer and turning on the Monitoring Station Points layer. Navigation to the station points referenced above will allow for detailed review of the monitoring data.

F. Is this river or stream on the WDNR's "Impaired Waters" list?

- ☒ No
☐ Yes - List: _____

6. If bridge or box culvert replacement, are migratory bird nests present?

- ☐ Not Applicable
☒ None identified
☐ Yes – Identify Bird Species present
Estimated number of nests is:

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

- ☒ Not Applicable
☐ Yes
☐ No - Describe mitigation measures:

8. Describe land adjacent to stream:

The first location is along the south end of the project area underneath the railroad bridge crossing over I-39/90. This stream is labeled as S2 in **Appendix 7**. The land adjacent to this portion of the stream is old field, railroad corridor, and prairie. The second location is along the east end of the project area next to Millington Road. This stream is labeled as S3 in **Appendix 7**. The land adjacent to this portion of the stream includes forested upland habitat to the north and old field habitat to the south.

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

Waterway 2 (see **Appendix 7** label S2) within the project area limits is a perennial tributary to Spring Brook that crosses under I-39/90 through culverts north of Cranston Road.

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:

Floodplain

New roadway improvements will impact 1.9 acres of the area's 100-year floodplain. The impacts are along the upstream side of the Spring Brook crossing at I-39/90.

Flood Storage

A Flood Storage District (FSD) delineates that portion of the floodplain where storage of floodwaters has been taken into account and is relied upon to reduce the regional flood discharge. The district protects the flood storage areas and assures that any development in the storage areas will not decrease the effective flood storage capacity which would cause higher flood elevations.

No development will be allowed which removes flood storage volume unless an equal volume of storage as defined by the pre-development ground surface and the regional flood elevation shall be provided in the immediate area of the proposed development to compensate for the volume of storage which is lost, (compensatory storage). Excavation below the groundwater table is not considered to provide an equal volume of storage.

For this project, the proposed improvements will impact 9.6 acre-feet of flood storage. The impact will be mitigated by creating an equal amount of flood storage volume within the new interchange area.

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 activities will be in compliance with NR 116 by creating 0.01 ft backwater or less. The backwater is anticipated not to impact the land adjacent to the stream. If the backwater is unable to be less than 0.01 ft proper mitigation will be used to decrease floodplain impacts. The mitigation of the flood storage district will mimic existing conditions. Mitigation measures are anticipated not to change base flood elevations (BFEs). Floodplain modifications will occur at the Spring Brook Bridge over I-39/90; no impacts are expected to BFEs.

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

Floodplain

Information was provided from the city of Beloit's city engineer in reference to the Kerry Letter of Map Revision (LOMR) and the flood mapping. This information helped determine the updated floodplain boundary that has an effective date of April 1, 2014. Coordination is on-going with the WDNR and they are aware of floodplain encroachment in the southeast quadrant of the interchange.

Flood Storage

An agency coordination meeting discussing the flood storage districts was held on August 26, 2014. Attendees included both WDNR and WisDOT. Future flood storage district mapping is planned to be effective in 2015. See **Appendix 13** for WDNR coordination and meeting minutes from meeting on August 26, 2014.

13. Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

- ☒ No impacts would occur.
- ☐ 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.

Floodplain

No impacts will occur.

Flood Storage

The design team will provide compensatory storage near any fill areas that impact floodplain storage. If necessary, the compensatory storage areas will be hydraulically accessed through the use of equalizer pipes beneath the highway fill. Another option is the use of the interchange infields for storage mitigation and use sandy soils to release the water. Since the compensatory storage volume of 9.6 acre-feet equals the volume of storage lost due to the fill in the existing flood storage areas, no impacts to these areas will occur.

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

Floodplain

New roadway improvements at the I-39/90 crossing of Spring Brook will impact 1.9 acres of the 100-year floodplain. Through highway design, the proposed improvements will not impact the floodplain boundaries in this area.

Flood Storage

9.6 acre-feet of flood storage impacts will occur along the proposed WIS 81/Milwaukee Road extension between the I-43 and County X/Hart Road interchanges. Through highway design, 9.6 acre-feet of compensatory flood storage will be incorporated into the proposed interchange. Therefore, the project will not affect the overall flood storage capacity in this 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:

Roadway construction has the potential to affect water quality due to erosion, sedimentation, and stormwater runoff. In addition, existing roadways have the potential to reduce water quality due to the runoff of salt and other particles from the roadway. Over the long term, the proposed action is not anticipated to cause continued direct impacts to

water quality. Standard erosion control measures will be implemented during construction to minimize short-term adverse effects to the waterway. Filter strips are planned to be used on the back slopes along the south side of WIS 81/Milwaukee Road. The remaining drainage is proposed to be treated with stormwater Best Management Practices (BMPs) (infiltration basins, grass swales, and/or filter strips). These measures will be determined in the design stage.

16. Are measures proposed to enhance beneficial effects?

- ☒ No
☐ Yes. Describe: _____

There will be no measures proposed to enhance or decrease beneficial effects. Compensatory storage will be used to maintain floodplain storage to preserve existing floodplain physical characteristics. Five ponds will be constructed as shown in orange on the Preferred Alternative map. See **Appendix 7**.

RIVERS, STREAMS AND FLOODPLAINS EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-2

| | |
|---|---|
| Alternative 2A Modified | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
| Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified | |

1. **Stream Name:** Unnamed tributary to Spring Brook (S29 T1N R13E) (see Appendix 7 label S2)

2. **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 acres)**

The unnamed tributary to Spring Brook is located in the Turtle Creek Watershed in the Lower Rock River Basin. The Turtle Creek Watershed is 184,607 acres (288 square miles).

4. **Stream flow characteristics:**

- ☐ Permanent Flow (year-round)
☒ Temporary Flow (dry part of year)

5. **Stream Characteristics:**

A. Substrate:

1. ☐ Sand
2. ☐ Silt
3. ☐ Clay
4. ☒ Cobbles
5. ☐ Other-describe: _____

B. Average Water Depth: _____ 1.25 ft _____

C. Vegetation in Stream

- ☐ Absent
☒ Present - If known describe: Reed canary grass and sedge species were documented within the waterway bed (no water at the time of survey).

D. Identify Aquatic Species Present:

No species were identified during the on-site field surveys (August 20 & 21, 2013) as the stream was dry. However, the waterway could support fish and other aquatic life when the waterway is full.

E. If water quality data is available, include this information:

No water quality data is available for the unnamed tributary to Spring Brook.

F. Is this river or stream on the WDNR's "Impaired Waters" list?

- ☒ No
☐ Yes - List: _____

6. **If bridge or box culvert replacement, are migratory bird nests present?**

- ☐ Not Applicable
☒ None identified
☐ Yes – Identify Bird Species present
Estimated number of nests is: _____

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

- ☒ Not Applicable
☐ Yes

Project ID# 1003-10-02

☐ No - Describe mitigation measures:

8. Describe land adjacent to stream:

Waterway 2 (see **Appendix 7** label S2) within the project area limits is an unnamed tributary to Spring Brook that crosses under I-39/90 through culverts north of Cranston Road in the city of Beloit. The land adjacent to this portion of the stream is old field, railroad corridor, and prairie.

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

Spring Brook (Waterway S3, **Appendix 7**) is a receiving waterway.

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:

The work at the Waterway 2 location is not within the 100-year floodplain. New roadway improvements will not be constructed within the 100-year floodplain.

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:

N/A Tributary is not within the mapped floodplain.

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

N/A Tributary is not within the mapped floodplain.

13. Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

- ☒ No impacts would occur.
- ☐ 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.

N/A Tributary is not within the mapped floodplain.

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

N/A Tributary is not within the mapped floodplain.

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:

N/A Tributary is not within the mapped floodplain.

16. Are measures proposed to enhance beneficial effects?

- ☒ No
- ☐ Yes. Describe: _____

N/A Tributary is not within the mapped floodplain.

CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-2

| | |
|---|---|
| Alternative Modified 2A | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
| Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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 noise sensitive areas that may be affected during construction of the proposed action include the Gonstead Chiropractic Clinic and approximately 25 families.

- 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 will 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 Table 1 for typical noise generated volumes.

- 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:

| Table 1 Construction Equipment Sound Levels | | | | | | |
|--|----|-------|-------|-------|-----|-----|
| Sound Level (dBA) at 50 Feet | | | | | | |
| | 60 | 70 | 80 | 90 | 100 | 110 |
| Equipment Powered by Internal Combustion Engines | | | | | | |
| Earth Moving | | | | | | |
| Compactors (Rollers) | | ----- | | | | |
| Front Loaders | | ----- | | | | |
| Backhoes | | ----- | | | | |
| Tractors | | ----- | | | | |
| Scrapers, Graders | | | ----- | | | |
| Pavers | | | ---- | | | |
| Trucks | | | ----- | | | |
| Materials Handling | | | | | | |
| Concrete Mixers | | ----- | | | | |
| Concrete Pumps | | | ---- | | | |
| Cranes (Movable) | | ----- | | | | |
| Cranes (Derrick) | | | ---- | | | |
| Stationary | | | | | | |
| Pumps | | ---- | | | | |
| Generators | | ----- | | | | |
| Compressors | | ----- | | | | |
| Impact Equipment | | | | | | |
| Pneumatic Wrenches | | | ----- | | | |
| Jack Hammers & Rock Drills | | | ----- | | | |
| Impact Pile Drivers | | | | ----- | | |
| Other | | | | | | |
| Vibrator | | ----- | | | | |
| Saws | | ----- | | | | |
| SOURCE: Figure 2-36, Report to the President and Congress on Noise | | | | | | |
| Prepared by the U.S. EPA, February 1972 | | | | | | |

TRAFFIC NOISE EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-3

| | |
|---|---|
| Alternative 2A Modified | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
| Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified | |

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 as Figure 1).

Federal Highway Administration (FHWA) Traffic Noise Model 2.5 (TNM 2.5) was used for this noise analysis. TNM 2.5 is FHWA's computer program for predicting and analyzing highway traffic noise. TNM 2.5 computes highway traffic noise at chosen receiver locations near to the noise source and aids in noise barrier analysis.

Existing and future noise levels along IH 39/90 were modeled with TNM 2.5. Future noise levels are based on design year 2040 forecasted traffic volumes.

- C. Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound: (See attached receptor location map – Figure 1).

Receiver number M6 represents the Gonstead Chiropractic Clinic located in a historical building. Receivers M4, 10, and 11 represent 25 residences.

- 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:

Noise receptor locations are identified in the following table.

Although many of the receptor locations are closer to the centerline of the near lane of the proposed interchange configuration than they were to that of the existing interchange configuration, the increase in elevation of the proposed configuration caused future sound levels to decrease from existing in many cases. Minor increases occurred at two locations: at the Kerry Ingredients property (Receptors 8 and 9) and at the Gonstead Chiropractic Clinic (Receptor M6).

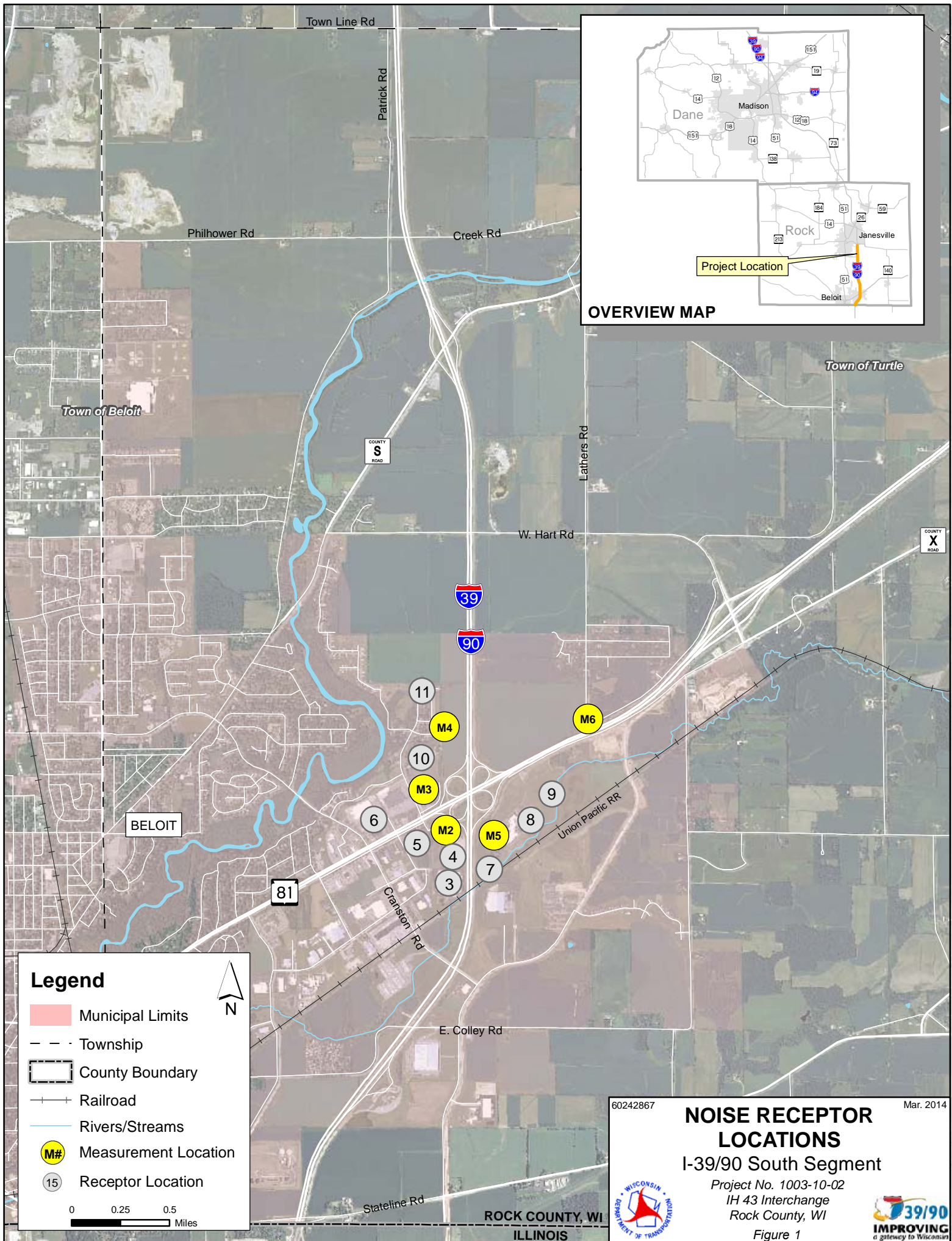
| Receptor Location or Site Identification (See attached map) | Distance from C/L of Near Lane to Receptor in feet (ft.) (existing OR future / existing) | Number of Families or People Typical of this Receptor Site | Sound Level L_{eq} ¹ (dBA) | | | Impact Evaluation | | |
|---|--|--|---|--------------------|----------------------|--|--|----------------------------------|
| | | | Noise Abatement Criteria ² (NAC) | Future Sound Level | Existing Sound Level | Difference in Future and Existing Sound Levels (Col. e minus Col. f) | Difference in Future Sound Levels and Noise Abatement Criteria (Col. e minus Col. d) | Impact ³ or No Impact |
| (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) |
| M2 | 645 / 764 | commercial | 71 | 59 | 62 | -3 | -12 | N |
| M3 | 788 / 1184 | commercial | 71 | 55 | 57 | -2 | -16 | N |
| M4 | 647 / 830 | 2 | 66 | 56 | 60 | -4 | -10 | N |
| M5 | 480 / 794 | commercial | 71 | 63 | 62 | 1 | -8 | N |
| M6 | 269 | commercial | 71 | 68 | 64 | 4 | -3 | N |
| 3 | 320 | commercial | 71 | 68 | 69 | -1 | -3 | N |
| 4 | 544 / 591 | commercial | 71 | 63 | 63 | 0 | -8 | N |
| 5 | 1142 / 1253 | commercial | 71 | 58 | 61 | -3 | -13 | N |
| 6 | 1563 / 1814 | commercial | 71 | 54 | 56 | -2 | -17 | N |
| 7 | 364 / 475 | commercial | 71 | 67 | 67 | 0 | -4 | N |
| 8 | 945 / 1392 | commercial | 71 | 58 | 56 | 2 | -13 | N |
| 9 | 844 / 1046 | recreation area ⁴ | 66 | 56 | 53 | 3 | -10 | N |
| 10 | 753 / 1025 | 20 | 66 | 55 | 59 | -4 | -11 | N |
| 11 | 1007 / 1078 | 3 | 66 | 56 | 58 | -2 | -10 | N |

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, or, 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.

⁴ Private recreational area of the Kerry Company



STORMWATER EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-5

| | |
|---|---|
| Alternative 2A Modified | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
| Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified | |

1. Indicate whether the affected area may cause a discharge or will discharge to the waters of the state (Trans 401.03).

Special consideration should be given to areas that are sensitive to water quality degradation. Provide specific recommendations on the level of protection needed.

- ☐ No water special natural resources are affected by the alternative.
☒ Yes - Water special natural resources exist in the project area.
 ☒ River/stream
 ☒ Wetland
 ☐ Lake
 ☐ Endangered species habitat
 ☐ Other – Describe _____

2. Indicate whether circumstances exist in the project vicinity that require additional or special consideration, such as an increase in peak flow, total suspended solids (TSS) or water volume.

- ☐ No additional or special circumstances are present.
☒ Yes - Additional or special circumstances exist. Indicate all that are present.
 ☐ Areas of groundwater discharge ☐ Areas of groundwater recharge
 ☐ Stream relocations ☐ Overland flow/runoff
 ☐ Long or steep cut or fill slopes ☐ High velocity flows
 ☐ Cold water stream ☐ Impaired waterway
 ☐ Large quantity flows ☐ Exceptional/outstanding resource waters
 ☐ Increased backwater
 ☒ Other - Describe any unique, innovative, or atypical stormwater management measures to be used to manage additional or special circumstances.

Total Maximum Daily Load TMDLs developed for the Rock River basin require additional stormwater management practices to increase total suspended solids and total phosphorus removal rates. A TMDL determines the maximum amount of pollutant that a water body is capable of assimilating while continuing to meet the existing water quality standards. The reduction rates vary throughout the Rock River basin, and are described in the I-39/90 Corridor Design Manual, Chapter 19. This manual was developed from the FDM and WisDOT Regional and Central Office staff to document the design criteria established for I-39/90 corridor that should be used by all I-39/90 design staff involved in hydraulic analysis of bridges, culverts or storm sewers along the mainline, side roads, and at interchanges.

3. Describe the overall stormwater management strategy to minimize adverse effects and enhance beneficial effects.

The overall stormwater strategy for this project is to use the available land within the proposed right-of-way to provide stormwater treatment and conveyance. The strategies used to address the TRANS 401 requirements and the TMDL requirements for the Rock River drainage basin include grass swales parallel to the proposed highway where there is adequate room, grass filter strips along the highway embankments, and infiltration fields where practical and appropriate. Additional measures such as wet detention ponds will be considered where maintenance, right-of-way and airport proximity concerns allow.

4. Indicate how the stormwater management plan will be compatible with fulfilling Trans 401 requirements.

WisDOT will follow Wis. Adm. Code Trans 401 and the DNR/DOT Cooperative Agreement for post construction stormwater requirements and standards. Stormwater runoff from the proposed roadway improvements will meet the 40% Total Suspended Solids reductions for areas outside of Municipal Separate Storm Sewer System (MS4) areas in

Project ID# 1003-10-02

the drainage basin. These reductions will be met through the design of vegetative swales and filter strips. Post construction peak flow rates typically will be the same or lower than preconstruction peak flow rates by increasing the time of concentration of the runoff coming from our facilities through the use of swale treatment. Areas of the corridor that are within MS4 areas, in the cities of Madison, Janesville and Beloit, must also conform to the requirements developed from the Rock River Basin TMDL. The TSS and total Phosphorus loadings developed for these areas will be reduced through the use of grass swales, filter strips (standard and enhanced), infiltration areas and other practices as appropriate.

5. Identify the stormwater management measures to be utilized.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Swale treatment (parallel to flow) Trans 401.106(10) | <input type="checkbox"/> In-line storm sewer treatment, such as catch basins, non-mechanical treatment systems. |
| <input checked="" type="checkbox"/> Vegetated filter strips (perpendicular to flow) | <input checked="" type="checkbox"/> Detention/retention basins – Trans 401.106(6)(3) |
| <input type="checkbox"/> Constructed storm water wetlands | <input type="checkbox"/> Distancing outfalls from waterway edge |
| <input checked="" type="checkbox"/> Buffer areas – Trans 401.106(6) Describe - if needed for floodplains | <input checked="" type="checkbox"/> Infiltration – Trans 401.106(5) |
| | <input checked="" type="checkbox"/> Other Enhanced filter strips |

6. Indicate whether any Drainage District may be affected by the project.

- ☒ No - None identified
- ☐ 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 is 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).
- ☐ A municipal separate storm sewer system serving a population less than 10,000.

8. Has the effect on downstream properties been considered?

- ☐ No
- ☒ Yes - Coordination is in process.

9. Are there any property acquisitions required for storm water management purposes?

- ☒ No
- ☐ Yes - Complete the following:
- ☐ Safety measures, such as fencing are not needed for potential conflicts with existing and expected surrounding land use.
- ☐ Safety measures are needed for potential conflicts with existing and expected surrounding land use.
Describe: _____

EROSION CONTROL EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-6

| | |
|---|---|
| Alternative 2A, Modified | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
| Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified | |

1. Provide a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length, percent slope and soil types.

Existing: The existing side slope ratios within the project area vary from 2-foot horizontal:1-foot vertical behind beam guard to 6-foot horizontal:1-foot vertical within portions of the interstate clear zone. Fill areas within the existing cloverleaf interchange reach a maximum length of 50' (28' of fill) and fill areas approaching the Canadian Pacific Railroad crossing reach a maximum length of 65' (35' of fill). Both of these locations incur the steepest perpendicular slopes of 2-foot horizontal:1-foot vertical. There are no significant cut slopes. Longitudinal slopes are minimal with ditch grades less than 3%.

Proposed: The proposed side slope ratios along I-39 and I-43 will range between 4-foot horizontal:1-foot vertical and 6-foot horizontal:1-foot vertical within the 36' clear zone. Slopes outside of the clear zone will be no steeper than 3-foot horizontal:1-foot vertical with exceptions to those behind barrier or beam guard where the slopes will be no steeper than 2-foot horizontal:1-foot vertical. Fill slope lengths will vary, with a maximum of 80' (45' of fill) in length. Cut slopes will be limited to 3-foot horizontal:1-foot vertical and the lengths will vary to 50'. Longitudinal slopes will vary, up to a maximum of 5%.

Soil Types: The predominant soil type for the interchange area is Plano Silt Loam, Hydraulic Soils Classification B.

2. Indicate all natural resources to be affected by the proposal that are sensitive to erosion, sedimentation, or waters of the state quality degradation and provide specific recommendations on the level of protection needed.

- ☐ No - there are no sensitive resources affected by the proposal.
☒ Yes - Sensitive resources exist in or adjacent to the area affected by the project.
- ☒ River/stream
 - ☐ Lake
 - ☒ Wetland
 - ☐ Endangered species habitat
 - ☐ Other - Describe _____

3. Are there circumstances requiring additional or special consideration?

- ☒ No - Additional or special circumstances are not present.
☐ Yes - Additional or special circumstances exist. Indicate all that are present.
- ☐ Areas of groundwater discharge
 - ☐ Overland flow/runoff
 - ☐ Long or steep cut or fill slopes
 - ☐ Areas of groundwater recharge (fractured bedrock, wetlands, streams)
 - ☐ Other - Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances _____

4. Describe overall erosion control strategy to minimize adverse effects and/or enhance beneficial effects.

Standard WisDOT erosion control methods will be used during construction as per WisDOT Standard Specifications for Highway and Structure Construction. Erosion and sediment control will be part of the project's design and construction as set forth in Wisconsin Administrative Code – Chapter TRANS 401 and the WisDOT/WDNR Cooperative Agreement. The erosion control plan and special specifications will be reviewed by WDNR prior to the 90% plan submittal as part of the 401 Water Quality Certification process. An Erosion Control Implementation Plan (ECIP) will be prepared by the contractor for review by the WDNR and for approval by WisDOT prior to construction. The erosion control plan will include, wherever practical, combinations of erosion control practices in series so that if one practice fails, the next practice downstream is in place to trap the sediment discharged from the first practice.

Project ID# 1003-10-02

5. Erosion control measures reached consensus with the appropriate authorities as indicated below:

- ☒ WisDNR
- ☐ County Land Conservation Department
- ☐ American Indian Tribe
- ☐ US Army Corps of Engineers

Note: All erosion control measures (i.e., the Erosion Control Plan) shall be coordinated through the WisDOT-WisDNR liaison process and TRANS 401. 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 must 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.

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).

- | | |
|---|---|
| <input checked="" type="checkbox"/> Minimize the amount of land exposed at one time | <input checked="" type="checkbox"/> Detention basin |
| <input checked="" type="checkbox"/> Temporary seeding | <input checked="" type="checkbox"/> Vegetative swales |
| <input checked="" type="checkbox"/> Silt fence | <input type="checkbox"/> Pave haul roads |
| <input checked="" type="checkbox"/> Ditch checks | <input checked="" type="checkbox"/> Dust abatement |
| <input checked="" type="checkbox"/> Erosion or turf reinforcement mat | <input checked="" type="checkbox"/> Rip rap |
| <input checked="" type="checkbox"/> Ditch or slope sodding | <input checked="" type="checkbox"/> Buffer strips |
| <input checked="" type="checkbox"/> Soil stabilizer | <input type="checkbox"/> Dewatering – Describe method |
| <input checked="" type="checkbox"/> Inlet protection | <input type="checkbox"/> Silt screen |
| <input type="checkbox"/> Turbidity barriers | <input type="checkbox"/> Temporary diversion channel |
| <input type="checkbox"/> Temporary settling basin | <input checked="" type="checkbox"/> Permanent seeding |
| <input checked="" type="checkbox"/> Mulching | |
| <input checked="" type="checkbox"/> Other - Describe _____ | |

APPENDIX A: WisDOT's Pre-Screening Worksheet for EA and ER Projects For Determining the Need to Conduct a *Detailed* Indirect Effects Analysis

Date: April 2014

This analysis was performed using a template provided by the Wisconsin Department of Transportation's Guidance for Conducting an Indirect Effects Analysis, Appendix A: Pre-Screening Worksheet for EA Projects for Determining the Need to Conduct a Detailed Indirect Effects Analysis. This template is found as Appendix A. Data for this analysis was gathered from comprehensive plans, the Wisconsin Department of Administration, U.S. Census Bureau and meetings with community officials.

1. Project Design Concepts and Scope

Do the project design concepts include any one of the following?

- Additional thru travel lanes (expansion)
- New alignment
- New and/or improved interchanges and access
- Bypass alternatives

The existing access controlled cloverleaf interchange will be replaced with a free-flow system interchange with an embedded diamond interchange.

The Preferred alternative enhances the local mobility to the Gateway Business Park area and maintains all other access at the system/service interchange. The new interchange will include extending WIS 81/Milwaukee Road from its current location in Beloit to connect with the I-43/County X/Hart Road interchange. This extension will provide local Beloit access to and from the business park near the current Millington Road/Gateway Boulevard intersection. See **Appendix 7, Preferred Alternative**.

2. Project Purpose and Need

Does the project purpose and need include:

- Economic development –in part or full (i.e. improved access to a planned industrial park, new interchange for a new warehouse operation)

The purpose and need of the project does not include economic development. However, by the product of the proposed action we will be providing better access to the Gateway Business Park with the extension of WIS 81/Milwaukee Road.

3. Project Type

What is the project document "type"?

- EIS project—a detailed indirect effects analysis is warranted.
- Many EA's will require a detailed indirect effects analysis (However, it also depends on the project design concepts and other factors noted here.)
- If a Categorical Exclusion (pER or ER) applies, a detailed assessment is not generally warranted, however documentation must be provided that addresses this determination including basic sheet information.

This project is an Environmental Assessment (EA).

4. Facility Function

What is the primary function of the existing facility? What is the proposed facility?

- Urban arterial
- Rural arterial

The primary function of the existing facility is a freeway for I-39/90 and I-43. The existing facility serves as a system/service interchange that connects two WisDOT backbone routes. The proposed facility will remain the same as a system/service interchange. However, it will provide a more direct local connection between Beloit and the Gateway Business Park via the extension of WIS 81/Milwaukee Road.

5. Project Location (Location can be a combination.)

- Urban (within an Metropolitan Planning Area)
- Suburban (part of larger metropolitan/regional area, may or may not be part of an metropolitan planning area)
- Small community (population under 5000)
- Rural with scattered development
- Rural, primarily farming/agricultural area

The project is located in the city of Beloit and the town of Turtle. The city of Beloit is considered an urban metropolitan area. The town of Turtle is considered rural, primarily farming/agricultural area with a population approximately at 2,500.

6. Improved travel times to an area or region

- Will the proposed project provide an improvement of 5 or more minutes? (Based on research, improvements in travel time can impact the attractiveness of an area for new development.)

The extension of WIS 81/Milwaukee Road to the County X/Hart Road interchange will improve time from the city of Beloit to the Gateway Business Park by providing a new intersection with Gateway Boulevard. The estimated time savings is between 3 and 4 minutes.

7. Land Use and Planning

- What are the existing land use types in project area?
- What do the local plans, neighborhood plans, and regional plans, indicate for future changes in land use?
- What types of permitted uses are indicated in the local zoning?
- Would the project potentially conflict with plans in the project area? (e.g., capacity expansion in areas in which agricultural preservation is important to local government(s)?)

The existing land use adjacent to the project in the city of Beloit includes commercial, agricultural, industrial, residential, and a business park. The existing land use adjacent to the project in the town of Turtle includes agricultural and commercial. The town of Turtle is located in the northeast quadrant of the interchange.

The city of Beloit future land use plan includes community commercial, a planned neighborhood, business park, and residential properties. There is no planned agricultural land in the future land use plan in the city of Beloit. The town of Turtle identifies additional rural residential in its future land use plans.

Beloit's future land use plan anticipates the development of the Gateway Business Park. Also, the northeast corner of the interchange is expected to change from agricultural land to commercial and a

planned neighborhood. In the southwest corner a new hotel is proposed to be built adjacent to the potential park and ride lot.

The proposed interchange would not have any conflicts with the plans in the project area. The city of Beloit has reached a resolution that approves the Alternative 2 option. They are in agreement with the improved local access from the extension of WIS 81/Milwaukee Road to the I-43/County X/Hart Road interchange.

See Appendix 10 for current and future lane use plans.

8. Population/Demographic Changes

- Have the population changes over past 5, 10 and 20 years been high, medium, low growth rate vs. state average over same period? (i.e. USDA defines high growth in rural areas as greater than annual population growth of 1.4 %.)
- What are the projections for the future for population? (Use Wisconsin DOA projections.)
- Have there been considerable changes for population demographics and employment over the past 10 – 20 or more years?

As the numbers in the table below indicate, there has been very little growth in the city of Beloit and town of Turtle between 1980 and 2010. Future growth is expected to be low, averaging less than 0.25% per year.

| | 1980 | 1990 | 2000 | 2010 | Project 2040 | % Population Change 1980-1990 | % Population Change 1990-2000 | % Population Change 2000-2007 | % Population Change 2010-2040 |
|--------------------|-----------|-----------|-----------|-----------|-----------------|--|--|--|--|
| City of Beloit | 35,207 | 35,573 | 35,775 | 36,966 | 39,590 | 1.0 | 0.6 | 3.3 | 7.1 |
| Town of Turtle | 2,703 | 2,458 | 2,444 | 2,388 | 2,405 | -9.1 | -0.6 | -2.3 | 0.7 |
| Rock County | 139,420 | 139,510 | 152,307 | 160,331 | 182,860 | 0.1 | 9.2 | 5.3 | 14.1 |
| State of Wisconsin | 4,705,642 | 4,891,769 | 5,363,715 | 5,686,986 | 6,491,635 | 4.0 | 9.6 | 6.0 | 14.1 |

Source: Wisconsin DOA, Census

9. Rate of Urbanization

Does the project study area contain proposed new developments?

- What are the main changes in developed area vs. undeveloped areas over past 5, 10 and 20 years?
- Have there been significant conversions of agricultural land uses to other land use types, such as residential or industrial?

The city of Beloit over the past 20 years has been continuing to expand and build the commercial area just west of the interchange. There has been some development in the Gateway Business Park, but it has not been substantial.

10. Public, State and/or Federal Agency Concerns

Have local officials, federal and/or state agencies, property owners, stakeholders or others raised concerns related to potential indirect effects from the project? (e.g., land use changes, “sprawl”, increase traffic, loss of farmland, etc.)

Adjacent property owners near the interchange voiced concern about the amount of local access to and from the business park. WisDOT reacted to their concerns during the alternatives development phase of the project and the recommended alternative now includes the WIS 81/Milwaukee Road extension which provides direct access into the park.

Appendix 1 – Project Termini Map

Project Termini Map

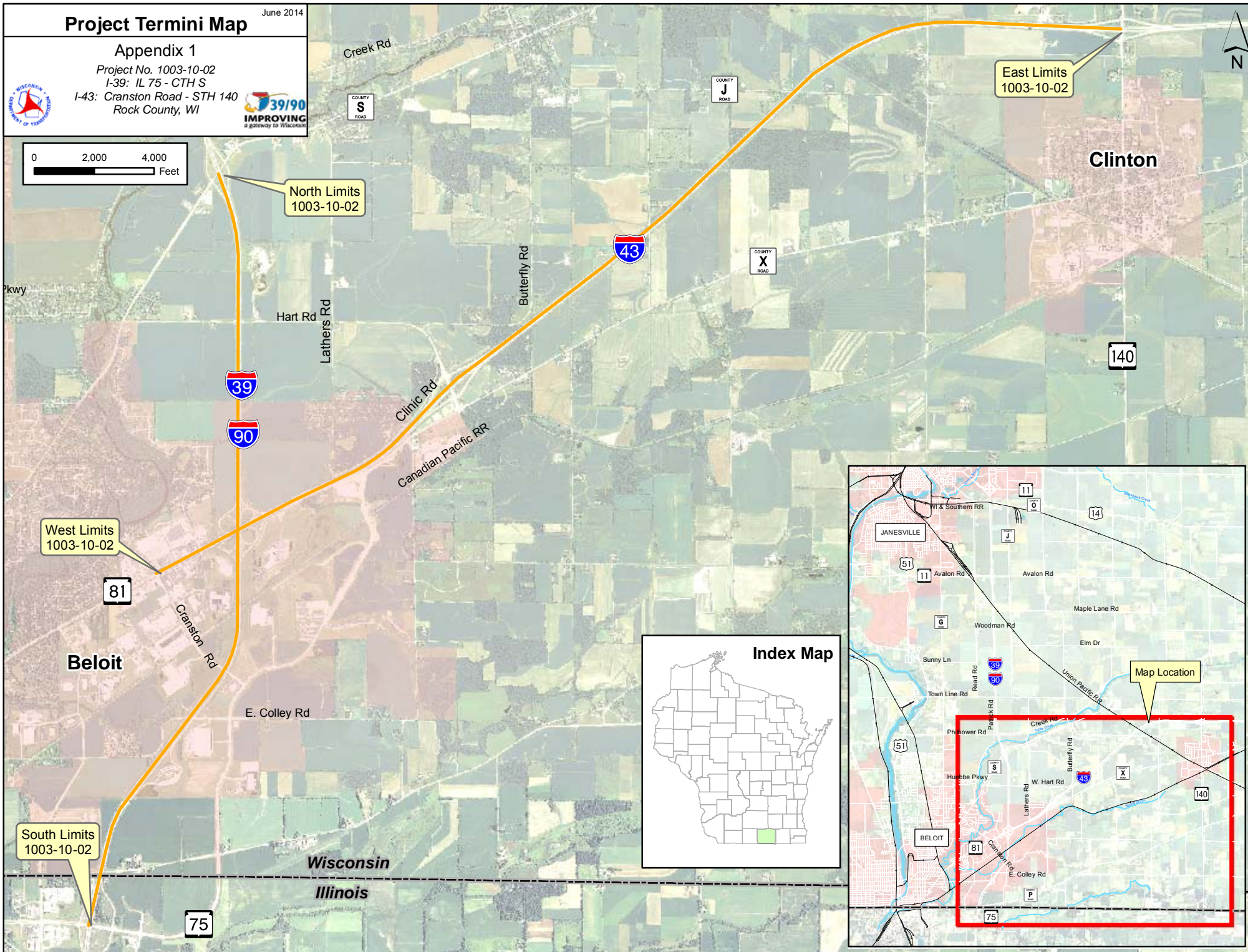
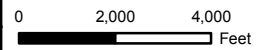
June 2014

Appendix 1

Project No. 1003-10-02

I-39: IL 75 - CTH S

I-43: Cranston Road - STH 140
Rock County, WI

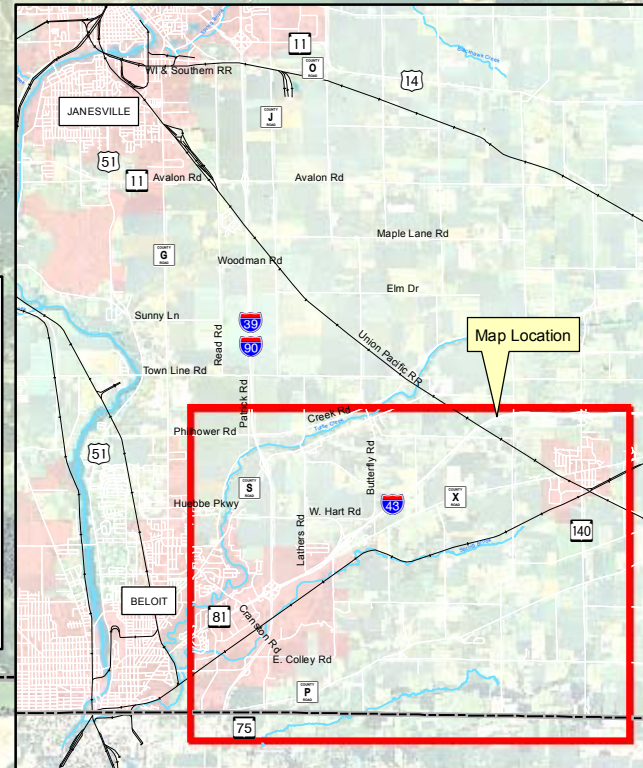
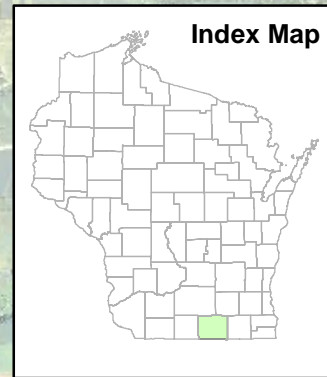


West Limits
1003-10-02

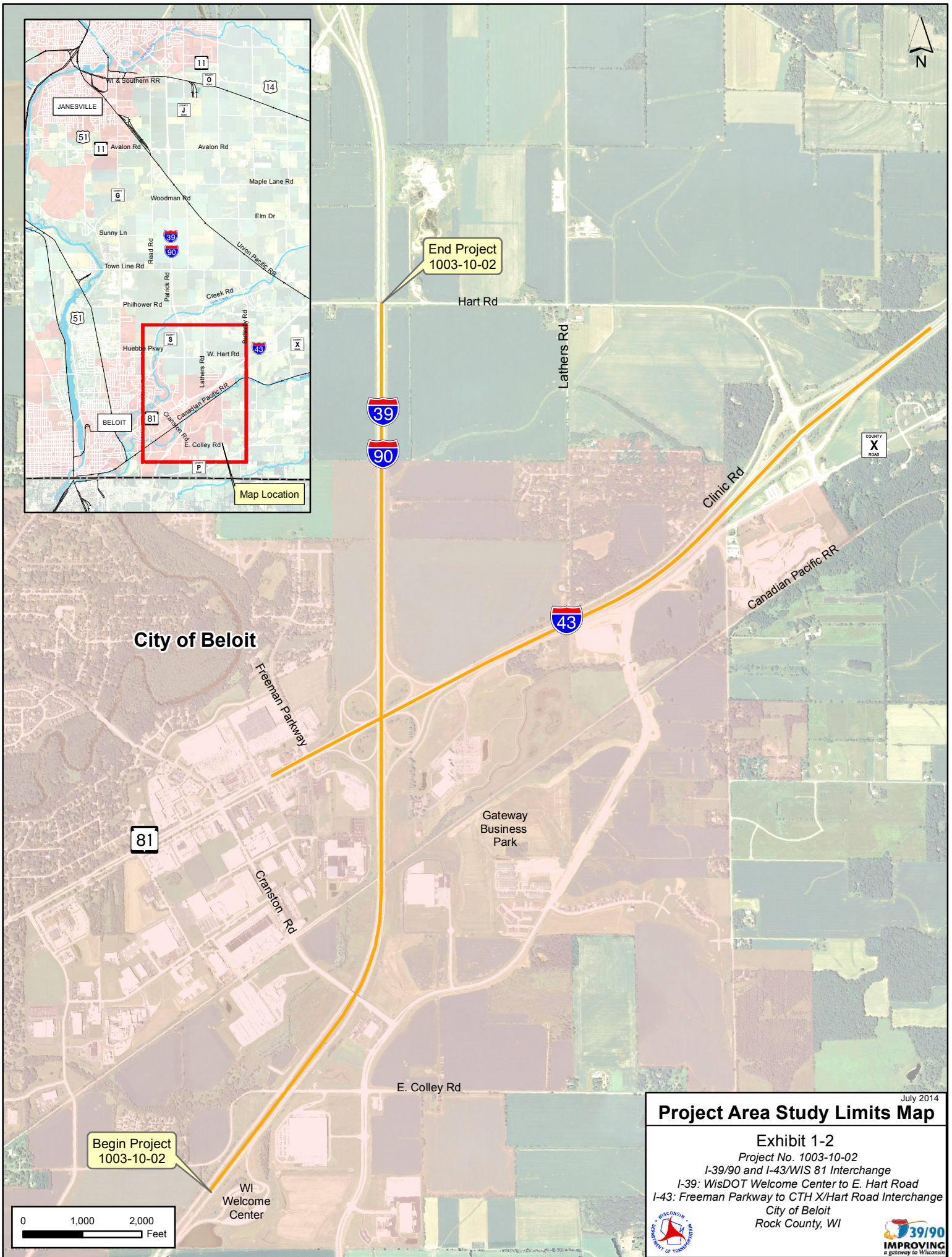
North Limits
1003-10-02

East Limits
1003-10-02

South Limits
1003-10-02



**Appendix 2 – Project Area Study
Limits Map**



Project Area Study Limits Map

July 2014

Exhibit 1-2

Project No. 1003-10-02

I-39/90 and I-43/WIS 81 Interchange

I-39: WisDOT Welcome Center to E. Hart Road

I-43: Freeman Parkway to CTH X/Hart Road Interchange

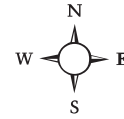
City of Beloit

Rock County, WI



**Appendix 3 – Corridors 2030
Transportation Plan**

Corridors 2030 Transportation Plan Appendix 3



Appendix 4 – Beloit Access Map



75

STATELINE RD

GATEWAY BLVD

COLLEY RD

CRANSTON RD

81

COUNTY S

39

90

HART RD

Gateway Business Park

GATEWAY BLVD

43

COUNTY X

Beloit Access Map
APPENDIX 4
PROJECT I.D. 1003-10-02

SCALE IN FEET
0 1500 3000

**Appendix 5 – Existing I-39/90 &
I-43/WIS 81 Geometric Deficiencies**

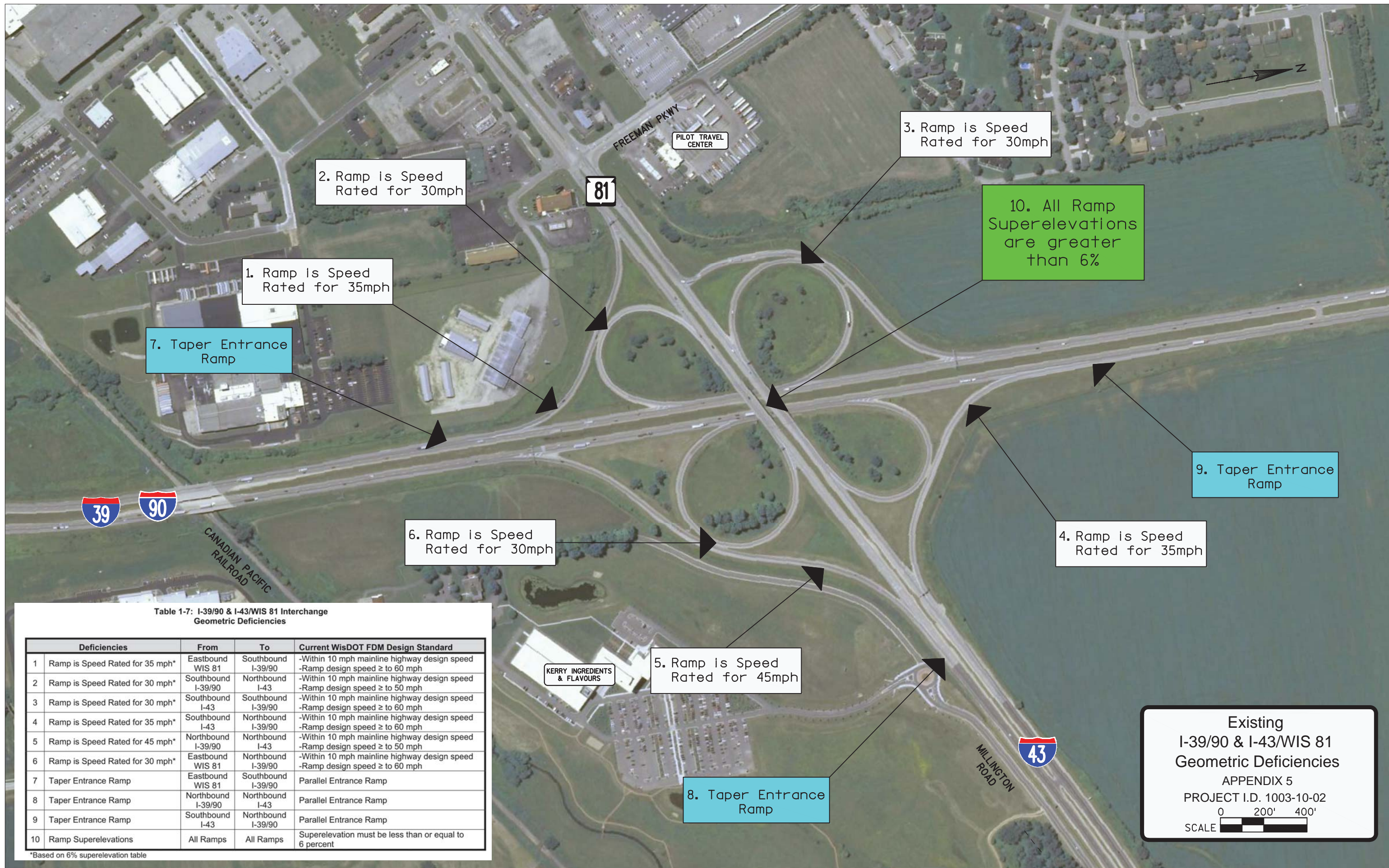


Table 1-7: I-39/90 & I-43/WIS 81 Interchange
Geometric Deficiencies

| Deficiencies | From | To | Current WisDOT FDM Design Standard |
|-----------------------------------|--------------------|--------------------|---|
| 1 Ramp is Speed Rated for 35 mph* | Eastbound WIS 81 | Southbound I-39/90 | -Within 10 mph mainline highway design speed -Ramp design speed \geq to 60 mph |
| 2 Ramp is Speed Rated for 30 mph* | Southbound I-39/90 | Northbound I-43 | -Within 10 mph mainline highway design speed -Ramp design speed \geq to 50 mph |
| 3 Ramp is Speed Rated for 30 mph* | Southbound I-43 | Southbound I-39/90 | -Within 10 mph mainline highway design speed -Ramp design speed \geq to 60 mph |
| 4 Ramp is Speed Rated for 35 mph* | Southbound I-43 | Northbound I-39/90 | -Within 10 mph mainline highway design speed -Ramp design speed \geq to 60 mph |
| 5 Ramp is Speed Rated for 45 mph* | Northbound I-39/90 | Northbound I-43 | -Within 10 mph mainline highway design speed -Ramp design speed \geq to 50 mph |
| 6 Ramp is Speed Rated for 30 mph* | Eastbound WIS 81 | Northbound I-39/90 | -Within 10 mph mainline highway design speed -Ramp design speed \geq to 60 mph |
| 7 Taper Entrance Ramp | Eastbound WIS 81 | Southbound I-39/90 | Parallel Entrance Ramp |
| 8 Taper Entrance Ramp | Northbound I-39/90 | Northbound I-43 | Parallel Entrance Ramp |
| 9 Taper Entrance Ramp | Southbound I-43 | Northbound I-39/90 | Parallel Entrance Ramp |
| 10 Ramp Superelevations | All Ramps | All Ramps | Superelevation must be less than or equal to 6 percent |

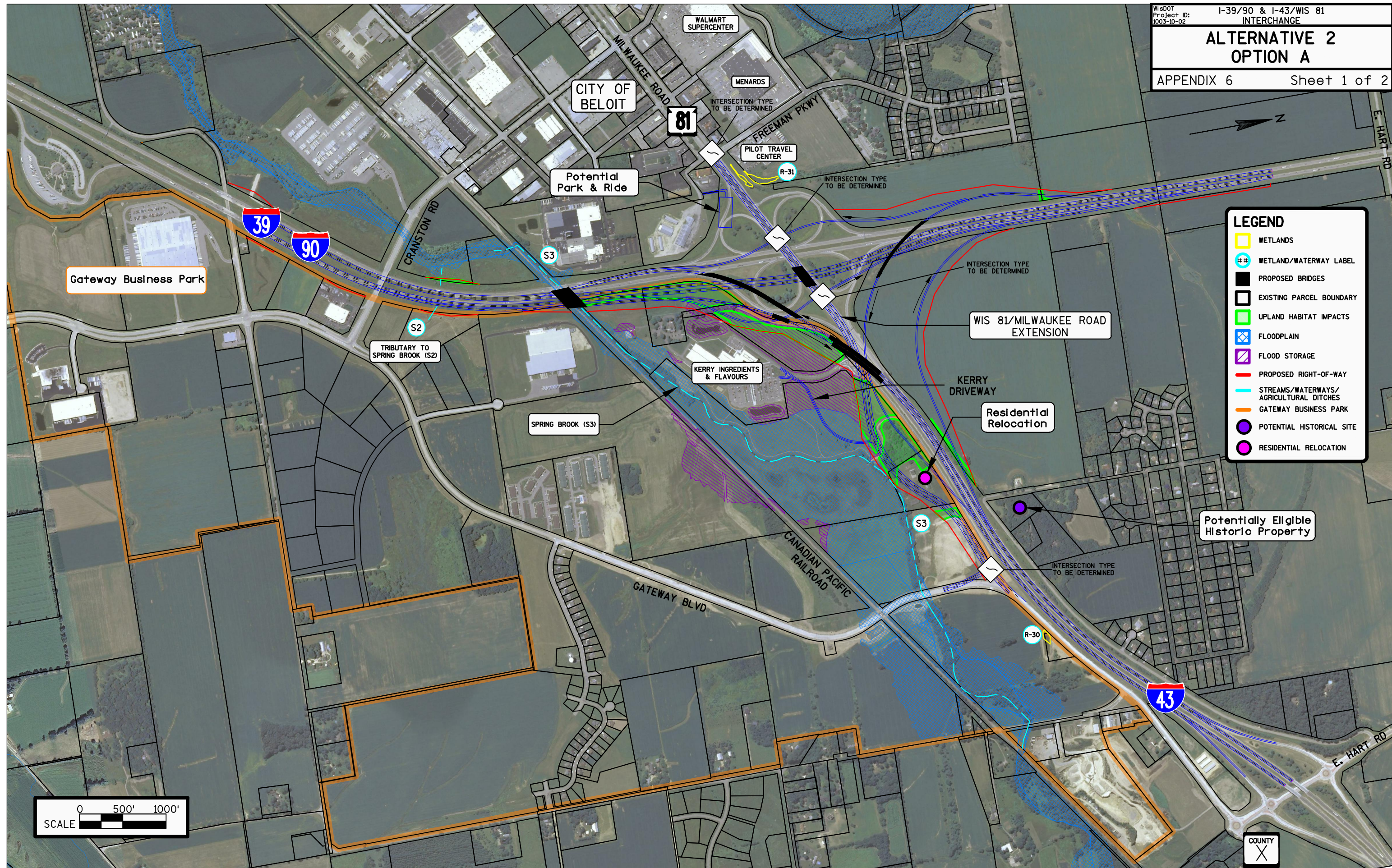
*Based on 6% superelevation table

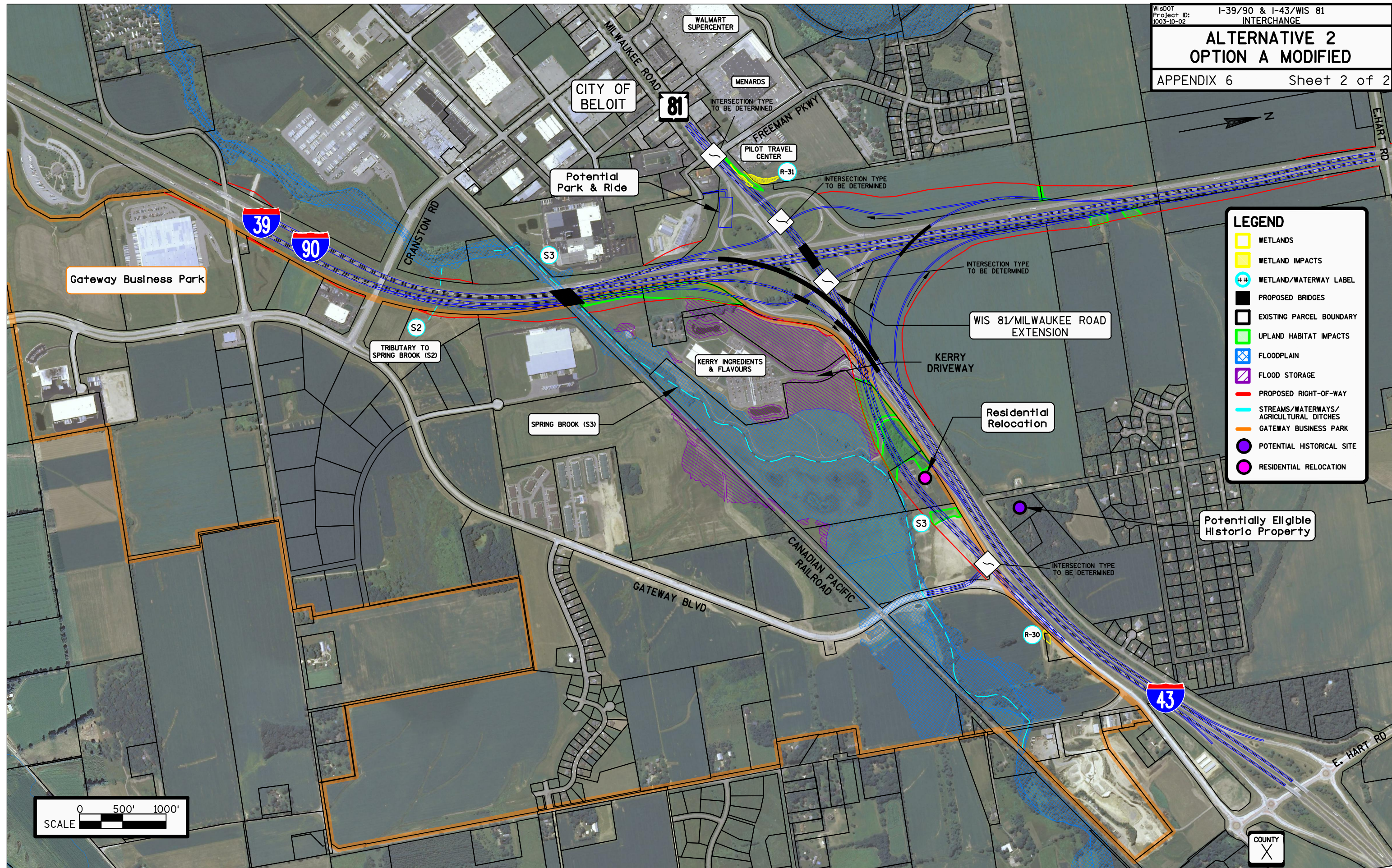
Existing
I-39/90 & I-43/WIS 81
Geometric Deficiencies

APPENDIX 5
PROJECT I.D. 1003-10-02

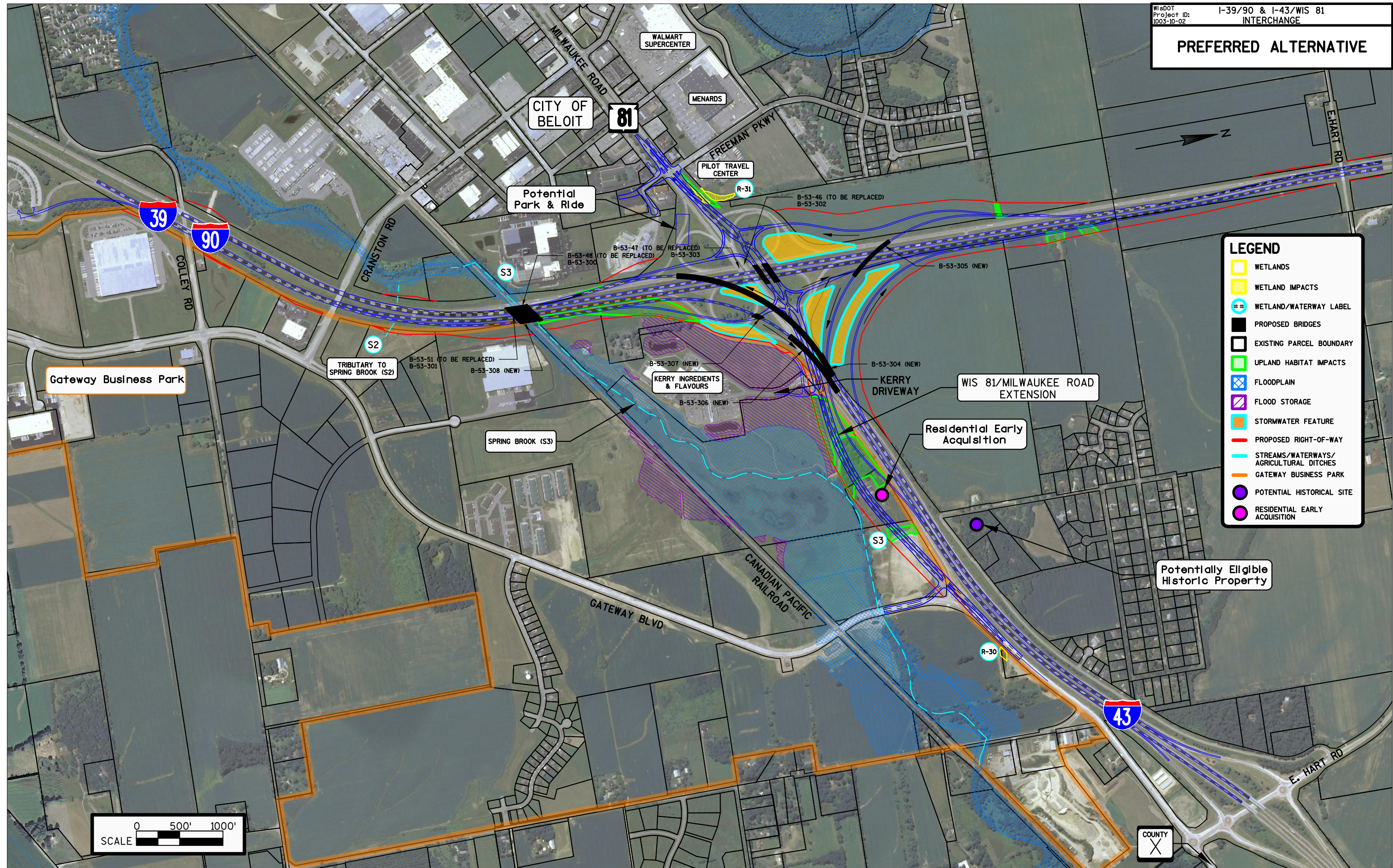
0 200' 400'
SCALE

Appendix 6 – Detailed Alternatives





Appendix 7 – Preferred Alternative



Appendix 8 – Other Alternatives

Discussion of Preferred Alternative Selection

A. ALTERNATIVE DEVELOPMENT

Alternatives considered during this study included the original EA preferred alternative (Project ID 1001-07-00), the No-Build Alternative, five build preliminary alternatives, and two detailed study alternatives. The design speed for each of the build alternative's is up to 70 miles per hour (mph). The free flow movements of I-43 southbound to I-39/90 southbound and I-39/90 northbound to I-43 northbound are designed for 70 mph. The other two free flow movements are designed for 60 mph. Each of the build preliminary alternatives were designated as either an Option A or Option B. Option A included relocating the I-39/90 mainline approximately 300 feet to the east in an effort to both minimize overall community impacts and construction costs to construct a two-level interchange. Option B maintained the location of I-39 through the interchange which resulted in developing interchange alternatives with three tier roadways.

No-Build Alternative

The No-build Alternative was evaluated as a baseline comparison. The No-build Alternative would leave the existing I-43 interchange configuration the same with the exception that it would add an additional lane along I-39/90 in both directions. The addition of the NB and SB lanes along I-39/90 is part of the I-39/90 improvement project from the Illinois State Line to Madison.

The existing geometry of the I-39/90 & I-43/WIS 81 system/service interchange does not meet current highway design standards and the traffic operations along the ramps would be below LOS C in the design year 2040. At the interchange, the additional lanes would need to be accommodated in the existing median to avoid/minimize impacts to the existing interchange and ramps. This would result in a narrow median and substandard inside shoulder widths. Therefore, the No Build Alternative does not meet the purpose and need for this project and it was dropped from further consideration. However, it will be carried forward for comparison purposes.

Original EA Preferred Alternative (Project ID 1001-07-00)

The preferred alternative from the original EA was evaluated as part of this study. This alternative included a two tier interchange with I-39/90 shifting slightly to the east from its current alignment. Several of the design features of the preferred alternative from the original EA either do not meet current design standards or are not preferred by FHWA. These design features include:

- All free flow ramps were designed with a design speed of 60 mph. FHWA recommends the design speed be increased to 70 mph for the I-39/90 NB to I-43 NB movement and the SB I-43 to the I-39/90 SB movement. These movements are considered to be part of the I-43 freeway and not ramps.
- The NB and SB I-39/90 approaches were designed with two closely spaced diverge/merge exits. FHWA prefers one access point along the interstate when diverge/merge points are close together; therefore all secondary diverge/merge points

are to occur after providing a single diverge/merge point to the interstate. The decrease from 2 diverge/merge points to 1 diverge/merge point allows for better traffic operations and an increase in safety.

- A slip ramp located off of EB WIS 81/Milwaukee Road was planned to be the connection to the relocated Millington Road. This slip ramp is not desirable because it only provides access to Millington Road from Beloit; with no access from Millington Road to Beloit.

Since there are several design features with this alternative that do not meet the current purpose and need of this project, this alternative was dropped from further consideration. The identified deficiencies are listed below.

- SB and NB I-43 needs to maintain full freeway design speed of 70 mph through the interchange.
- Provide one diverge/merge in the NB and SB I-39/90 movements to increase safety and traffic operations.
- FHWA policy states that all traffic movements must be provided with the proposed access connection.

1) Preliminary Alternatives

Three preliminary build alternatives were developed to allow for high speed, free flow movements at the I-39/90 and I-43 interchange. Alternative 1 maintained existing interstate access for Beloit. Alternative 2 included an extension of WIS 81 to Gateway Boulevard with I-43 access to Beloit relocated to the County X interchange. Alternative 3 included an extension of WIS 81 to Gateway Boulevard with I-43 access to Beloit occurring between County X interchange and I-39/90. Then, an option A and/or B was developed based on geometry and impact evaluation.

a) Alternative 1

Alternative 1 involves a full reconstruction of the I-43/WIS 81 interchange. The following improvements would be made:

- Ramp design speeds up to 70 mph
- Access modifications:
 - The existing cloverleaf configuration will be re-designed as a free-flow system interchange with an imbedded diamond interchange providing access to WIS 81/Milwaukee Road.
 - Direct local access from I-43 to WIS 81/Milwaukee Road will remain via direct on and off ramps.
 - All other local access will remain the same.

i) Option A – Relocate I-39/90 Eastward (Alternative 1A)

This alternative option has a high level staging complexity for construction since mainline construction of I-39/90 will occur off alignment with complex staging of temporary ramps.

Alternative 1A includes the following:

- Relocating the I-39/90 mainline approximately 300 feet to the east in the interchange area.
- Two tier interchange.
- All movements along I-39/90, I-43, and WIS 81/Milwaukee Road would be changed and upgraded to meet current design standards.
- Maintains existing local road and interstate access.

The following traffic maneuvers and lane configurations for local road and interstate access are described below.

1. EB WIS 81/Milwaukee Road from Beloit
 - a. To I-39/90:
 - i. Diamond interchange configuration to allow access onto NB and SB I-39/90.
 - b. To I-43:
 - i. On-ramp to I-43 from WIS 81/Milwaukee Road. Vehicles will travel through the local I-39/90 diamond interchange before merging onto I-43.
2. SB I-43 Approach
 - a. Three travel lanes from SB I-43/County X/Hart Road interchange to NB I-39/90 exit ramp.
 - i. Left two lanes are for vehicles heading SB onto I-39/90 (70 mph design speed).
 - ii. Right lane (auxiliary lane) will be used as an exit ramp which expands into two lanes.
 1. Left lane for vehicles heading NB onto I-39/90 (60 mph ramp design speed).
 2. Right lane for SB local traffic that becomes WIS 81/Milwaukee Road into the city of Beloit.
3. SB I-39/90 Approach
 - a. Three through lanes for vehicles heading SB on I-39/90.
 - b. Parallel exit ramp for vehicles heading NB onto I-43 (60 mph design speed).
 - i. Parallel exit ramp from the free flow system ramp continuing to the new intersection with WIS 81/Milwaukee Road.
4. NB I-39/90 Approach
 - a. Four travel lanes will be provided from the Wisconsin Welcome Center to the NB I-43 exit with the right lane being an auxiliary lane.
 - b. A split of two interstates will be provided that will expand into five lanes.
 - i. The two right lanes will continue to start NB I-43 (70 mph design speed).
 - ii. Parallel right exit ramp along I-43 will provide local access to WIS 81/Milwaukee Road

ii) Option B – I-39/90 Existing Alignment (Alternative 1B)

This alternative option has a medium level staging complexity for construction since mainline construction of I-39/90 at the interchange can follow the same overall staging strategy of the corridor.

Alternative 1B is the same as Alternative 1A except for the following significant items. Alternative 1B would remain on the current I-39 alignment. This would result in decreased construction complexity but would require a three tier interchange.

b) Alternative 2

Alternative 2 would involve a full reconstruction of the I-43/WIS 81 interchange. The following improvements would be made:

- Ramp design speeds up to 70 mph
- Access modifications:
 - The existing cloverleaf configuration will be re-designed as a free-flow system interchange with an imbedded diamond interchange providing access to WIS 81/Milwaukee Road.
 - Extend WIS 81/Milwaukee Road from its current location in Beloit to connect with Gateway Boulevard to the east.
 - Moves local Beloit direct access from I-43 to the I-43/County X/Hart Road interchange.
 - Four new intersections along WIS 81/Milwaukee Road extension.
 - Two will be the on and off ramps for I-39/90.
 - Kerry Corporation driveway.
 - Gateway Boulevard intersection.

i) Option A – Relocate I-39/90 Eastward (Alternative 2A)

This alternative option has a high level staging complexity for construction since mainline construction of I-39/90 will occur off alignment and require complex staging of temporary ramps.

Alternative 2A includes the following:

- Relocating the I-39/90 mainline approximately 300 feet to the east in the interchange area and adding closely spaced reverse curves to the mainline alignment.
- Two tier interchange.
- All movements along I-39/90, I-43, and WIS 81/Milwaukee Road would be changed and upgraded to meet current design standards.

The following traffic maneuvers and lane configurations for local road and interstate access are described below.

1. EB WIS 81/Milwaukee Road from Beloit

- To I-39/90:
 - Diamond interchange configuration to allow access onto NB and SB I-39/90.
 - The SB I-39/90 on-ramp will merge with SB I-43 before merging with I-39/90.
- To I-43:
 - Direct access between I-43 and WIS 81/Milwaukee Road will no longer be provided.
 - Vehicles will travel through the local I-39/90 diamond interchange to the WIS 81/Milwaukee Road extension. Vehicles will use the extension to access I-43 via the I-43/County X/Hart Road interchange.

2. SB I-43 Approach

- Three travel lanes from SB I-43/County X/Hart Road interchange to NB I-39/90 exit ramp.
 - Left two lanes are for vehicles heading SB onto I-39/90 (70 mph design speed).

- Right lane (auxiliary lane) for vehicles heading NB onto I-39/90 (60 mph ramp design speed).
- Direct access between SB I-43 and WIS 81/Milwaukee Road will no longer be provided.
 - Vehicles will use the I-43/County X/Hart Road interchange to the WIS 81/Milwaukee Street extension to get into the city of Beloit.
- 3. SB I-39/90 Approach
 - Three through lanes for vehicles heading SB on I-39/90.
 - Parallel exit ramp for vehicles heading NB onto I-43 (60 mph design speed).
 - Parallel exit ramp from the free flow system ramp continuing to the new intersection with WIS 81/Milwaukee Road.
- 4. NB I-39/90 Approach
 - Four travel lanes will be provided from the Wisconsin Welcome Center to the NB I-43 exit with the right lane being an auxiliary lane.
 - A split of two interstates will be provided that will expand into five lanes.
 - The two right lanes will continue to start NB I-43 (70 mph design speed).
 - Parallel right exit ramp along I-43 will provide local access to WIS 81/Milwaukee Road.

This alternative option provides improved access to the Gateway Business Park, while maintaining the local access into the city of Beloit and providing high-speed free flow ramps for the interstate-to-interstate connections. By improving the access to the Gateway Boulevard area, it enhances the ability for the city of Beloit to expand and provide for the planned future growth of the community between I-39/90 & the I-43/WIS 81 interchange.

ii) Option B – I-39/90 Existing Alignment (Alternative 2B)

This alternative option has a medium level staging complexity for construction since mainline construction of I-39/90 at the interchange can follow the same overall staging strategy of the corridor.

Alternative 2B is the same as Alternative 2A except I-39/90 would remain on its current alignment. This would result in decreased construction complexity but would require a three tier interchange. The SB I-43 to NB I-39/90 ramp has a vertical down grade of 5% compared to 1% in Alternative 2A.

This alternative option provides improved access to the Gateway Business Park area and maintains all other access at the system/service interchange. It also allows I-39/90 to remain on the existing alignment, and has easier construction staging than Alternative 2A.

c) Alternative 3

i) Option B - I-39/90 Existing Alignment (Alternative 3B)

This alternative option has a high level staging complexity for construction because of the additional ramps for I-43 allowing for direct access to and from the Gateway Business Park area.

Alternative 3B includes the following:

- I-39/90 would remain on its current alignment
- Three tier interchange.
- All movements along I-39/90, I-43, and WIS 81/Milwaukee Road would be changed and upgraded to meet current design standards.
- Maintains existing interstate access and extends WIS 81 to the east.

Alternative 3B is the same as Alternative 2B; except the WIS 81/Milwaukee Road extension would include a newly created intersection with I-43 NB and SB ramp terminals. This would allow for local access into Beloit to and from I-43. Local access would also be provided with this alternative at the County X/Hart Road interchange; which is similar to Alternative 2.

2) Public Involvement – Preliminary Alternatives

A Technical Advisory Committee (TAC) was formed for the I-39/90 and I-43/WIS 81 interchange to assist in deciding design standards and potential alternatives to evaluate. These meetings included WisDOT region staff, WisDOT Bureau Staff, FHWA, and local representatives. The first meeting was held on March 21, 2013 for the I-39/90 and I-43/WIS 81 interchange. There have been a total of 16 meetings to date.

On October 9, 2013, a TAC meeting was held that involved the city of Beloit, Rock County, FHWA, and WisDOT. The purpose of this meeting was to discuss Alternatives 1A, 1B, 2A, 2B, and 3B. During the meeting, it was noted that Alternative 3B had high costs and minimal benefits compared to Alternatives 1 and 2. The local representatives preferred Alternative 2 over Alternative 1.

On December 10, 2013, a public involvement meeting was held at the Rotary River Center in Rock County. The purpose of this meeting was to show the local officials and public Alternatives 1A, 1B, 2A, 2B, and 3B and to receive input on the alternatives. The meeting was attended by 61 people. Approximately 65% of the written comments received preferred Alternative 2, 25% preferred Alternative 1, and 10% preferred Alternative 3. They preferred Alternative 2 because it provided a direct local connection (vehicular, bicycle, and pedestrian) across the interstate into the Gateway Business Park east of I-39/90.

On January 21, 2014, the city of Beloit passed a resolution endorsing either Alternative 2A or 2B.

3) Comparison of Preliminary Alternatives

Table 1 compares the impacts of each of the preliminary alternatives. The comparison between alternatives include: project length, cost, farms affected, right of way impacts, buildings required, floodplain encroachment, stream crossings, endangered species affected, potential historic properties, archaeological sites, and Gateway Boulevard access.

Table 1 – Alternative Comparison

| Comparison Factor | No Build* | 1A | 1B | 2A | 2B | 3B |
|---|-----------|-----|-----|-----|-----|-----|
| Project Length (Lane Miles) | 14 | 34 | 34 | 35 | 35 | 36 |
| Construction Cost: Structures (\$ Million) | 0 | 29 | 39 | 30 | 48 | 53 |
| Construction Cost: Non-Structures (\$ Million) | 19 | 59 | 65 | 62 | 65 | 66 |
| Real Estate Cost (\$ Million) | 1 | 5 | 4 | 4 | 5 | 5 |
| Total Cost (\$Million) | 20 | 93 | 108 | 96 | 117 | 124 |
| Farms Affected | 3 | 7 | 7 | 7 | 7 | 7 |
| Area From Farm Operations Required (Acres) | 1.8 | 57 | 60 | 53 | 58 | 67 |
| Wetlands Filled (Acres) | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Area Converted to Right of Way | 1.2 | 33 | 23 | 35 | 36 | 38 |
| Total New Right of Way Area (Acres) | 3 | 90 | 83 | 88 | 94 | 105 |
| Buildings Required | 0 | 1 | 1 | 1 | 1 | 1 |
| Floodplain Encroachment | Yes | Yes | Yes | Yes | Yes | Yes |
| Stream Crossings | 2 | 2 | 2 | 2 | 2 | 2 |
| Endangered Species Affected | 0 | 0 | 0 | 0 | 0 | 0 |
| Potentially Eligible Historic Properties | 0 | 1 | 1 | 1 | 1 | 1 |
| Archaeological Sites | 0 | 0 | 0 | 0 | 0 | 0 |
| New Gateway Blvd. Access | No | No | No | Yes | Yes | Yes |

*No build refers to the addition of one lane being added in each direction to the I-39/90 mainline. No improvements to the interchange ramps or I-43 are taking place.

There are several factors that have minimal differences between the five options. These factors include farms affected, buildings required, floodplain encroachment, stream crossings, endangered species affected, and potential historic properties. These factors will not be discussed in detail in this report.

The main difference between Alternative 1A/1B and Alternative 2A/2B is that Alternative 2 shifts the Beloit local access to I-43 from its current location to the County X/Hart Road interchange. Alternative 2 will use a new extension of WIS 81/Milwaukee Road in order to gain access to I-43 at the County X/Hart Road interchange.

After evaluating Alternative 1A & 1B and Alternative 2A & 2B, the overall costs between the A and B options are approximately the same and they both meet the purpose and need of the project. However, the local representatives and the public prefer Alternative 2A & 2B because they liked the local access configuration that WIS 81/Milwaukee Road would provide. Alternative 2A & 2B enhances local mobility into the city of Beloit that Alternative 1A & 1B did not provide by providing direct access between Gateway Boulevard and WIS 81/Milwaukee Road. Alternative 2A & 2B also provides a multi-modal path along the extension of WIS 81/Milwaukee Road. Therefore, Alternative 1A & 1B was dropped from further consideration.

Overall when comparing the different comparison factors in Table 1, Alternative 2A and Alternative 2B have many similarities. Alternative 2B remains on the same alignment allowing for a more favorable staging process versus Alternative 2A that relocates the mainline 300 feet from its current alignment. Alternative 2A requires an additional curve along I-39/90 due to the shift in alignment.

A main difference between Alternative 2A and Alternative 2B is the total cost. Alternative 2A is \$21 million less than Alternative 2B. The reasoning behind the difference in cost is the construction cost of the bridge structures. Alternative 2B is a three tier interchange and requires a significant additional amount of bridge length versus Alternative 2A. The three tier option requires steeper grades along the directional ramps, which is not favorable compared to the two tier option. For those reasons mentioned, Alternative 2B was dropped from further consideration.

Alternative 3B would require an additional 105 acres of new highway right of way, which is 11 acres more than any alternative or option. Due to the extensive amount of right of way required and the high estimated construction cost of this alternative (\$124 Million), it was dropped from further consideration.

Alternative 2A and No-Build Alternative will be carried forward in the detailed alternative stage.

C. DETAILED ALTERNATIVES

The design of Alternative 2A was evaluated in further detail. In an effort to combine design features from Alternative 2A and Alternative 2B to improve construction staging and reduce right of way impacts, Alternative 2A Modified was created. This alternative provides improved access to the Gateway Business Park area and maintains all other access at the system/service interchange. It also allows I-39/90 to remain closer to the existing alignment, reducing right of way impacts and making construction staging easier than Alternative 2A.

i) Alternative 2A – Relocate I-39/90 Eastward

See Section B. 1) b) i) for a description.

ii) Alternative 2A Modified – Minor Shift of I-39/90 Alignment

This alternative option has a medium level staging complexity since mainline construction of I-39/90 at the interchange can follow the same overall staging strategy of the corridor.

Alternative 2A Modified is the same as Alternative 2A except for the following items described below:

- The alignment of I-39/90 will be shifted so that the SB lanes will be located on the existing location of the NB lanes. This will allow for less complex construction staging.
- The alignment of the extended WIS 81/Milwaukee Road will be shifted north of the existing crossing of I-39/90. This will allow for less complex construction staging and will minimize the overall right of way impacts.
- The median of I-39/90 will be widened to 34 feet to account for the potential of wider hammerhead pier columns.
- The I-39/90 alignment will return to the existing location via two normal crown curves just south of Hart Road.

1) Comparison of Detailed Alternatives

The No Build Alternative was dropped from further consideration because it does not meet the purpose and need of this project.

The cost difference between Alternative 2A and Alternative 2A Modified is \$5 million. Alternative 2A Modified has 18 less acres of total right of way impact and 5 less acres of farmland right of way impact versus Alternative 2A. Also, Alternative 2A Modified allows for better construction staging than Alternative 2A, which will result in less impacts to the community during construction. One difference between Alternative 2A and Alternative 2A Modified is 2A results in no wetland impacts. The amount of wetlands filled for Alternative 2A Modified is 0.6 acres.

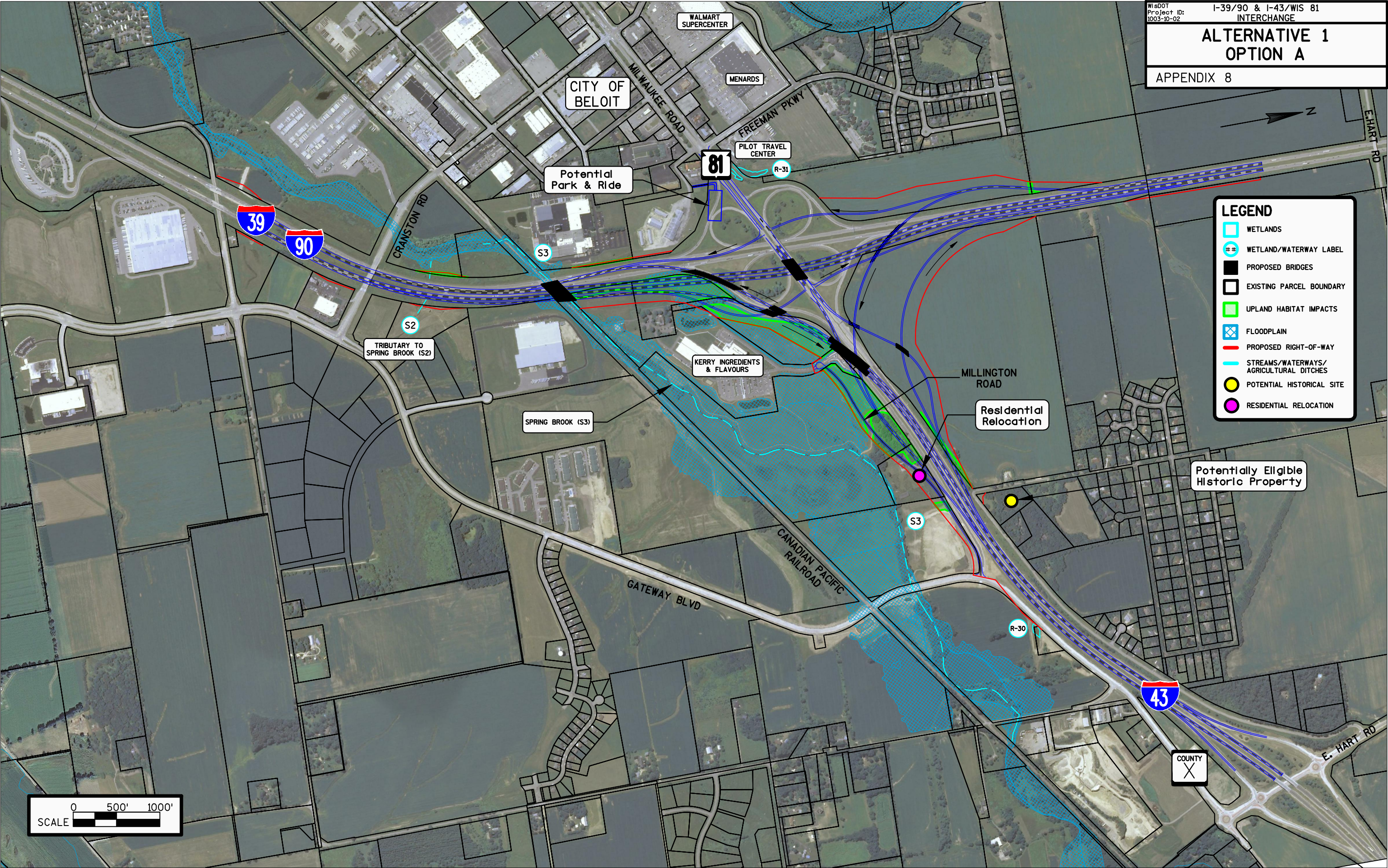
Table 2 – Detailed Alternative Comparison

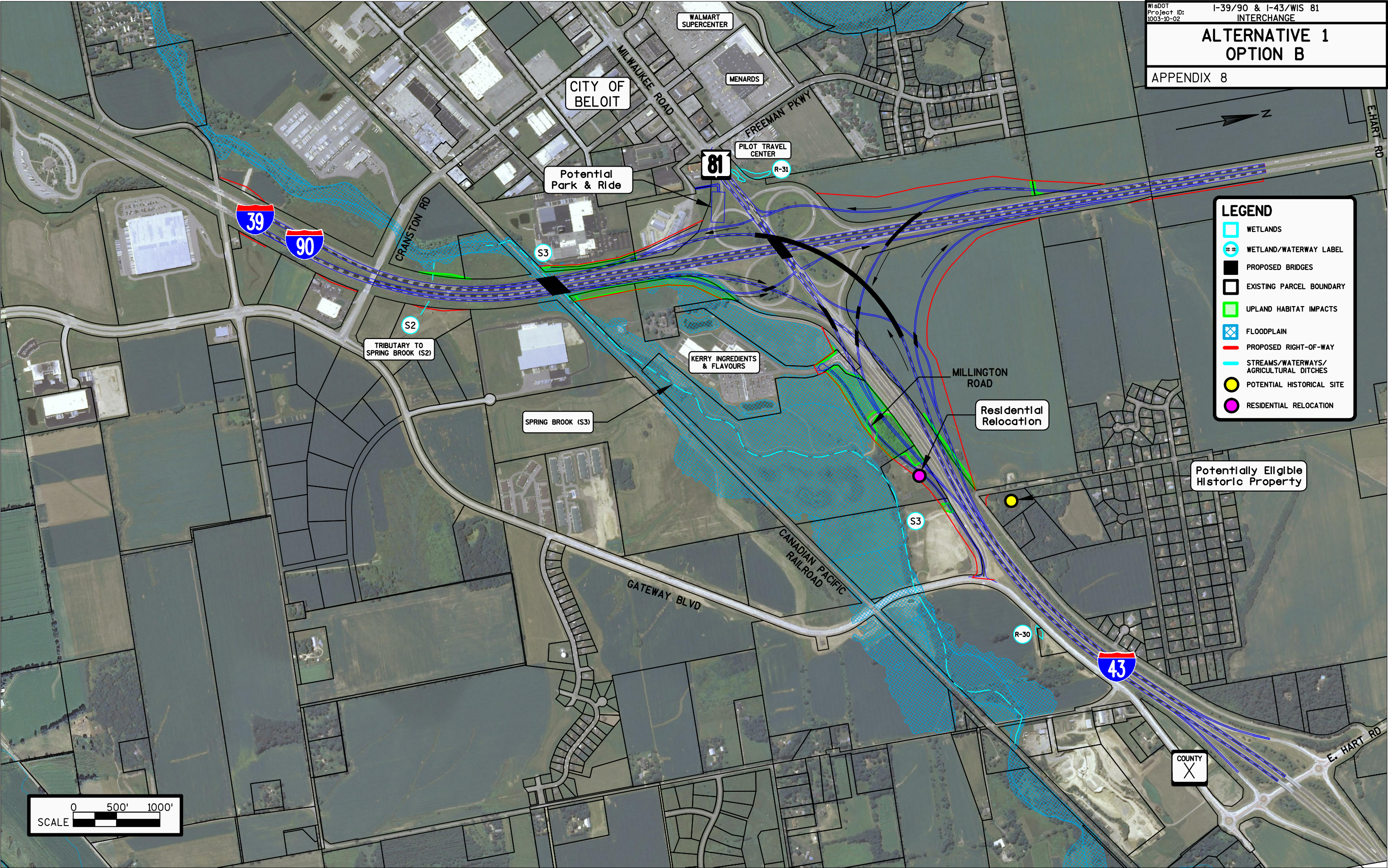
| Comparison Factor | No Build* | 2A | 2A Modified | Preferred 2A Modified |
|---|-----------|-----|-------------|-----------------------|
| Project Length (Lane Miles) | 14 | 35 | 35 | 35 |
| Construction Cost: Structures (\$ Million) | 0 | 30 | 36 | 42 |
| Construction Cost: Non-Structures (\$ Million) | 19 | 62 | 61 | 62 |
| Real Estate Cost (\$ Million) | 1 | 4 | 4 | 6 |
| Total Cost (\$ Million) | 20 | 96 | 101 | 110 |
| Farms Affected | 3 | 7 | 7 | 7 |
| Area From Farm Operations Required (Acres) | 1.8 | 53 | 48 | 55.4 |
| Wetlands Filled (Acres) | 0 | 0 | 0.6 | 0.6 |
| Other Area Converted to Right of Way | 1.2 | 35 | 21.4 | 26 |
| Total New Right of Way Area (Acres) | 3 | 88 | 70 | 82 |
| Buildings Required | 0 | 1 | 1 | 1 |
| Floodplain Encroachment | Yes | Yes | Yes | Yes |
| Stream Crossings | 2 | 2 | 2 | 2 |
| Endangered Species Affected | 0 | 0 | 0 | 0 |
| Potentially Eligible Historic Properties | 0 | 1 | 1 | 1 |
| Archaeological Sites | 0 | 0 | 0 | 0 |
| New Gateway Blvd. Access | No | Yes | Yes | Yes |

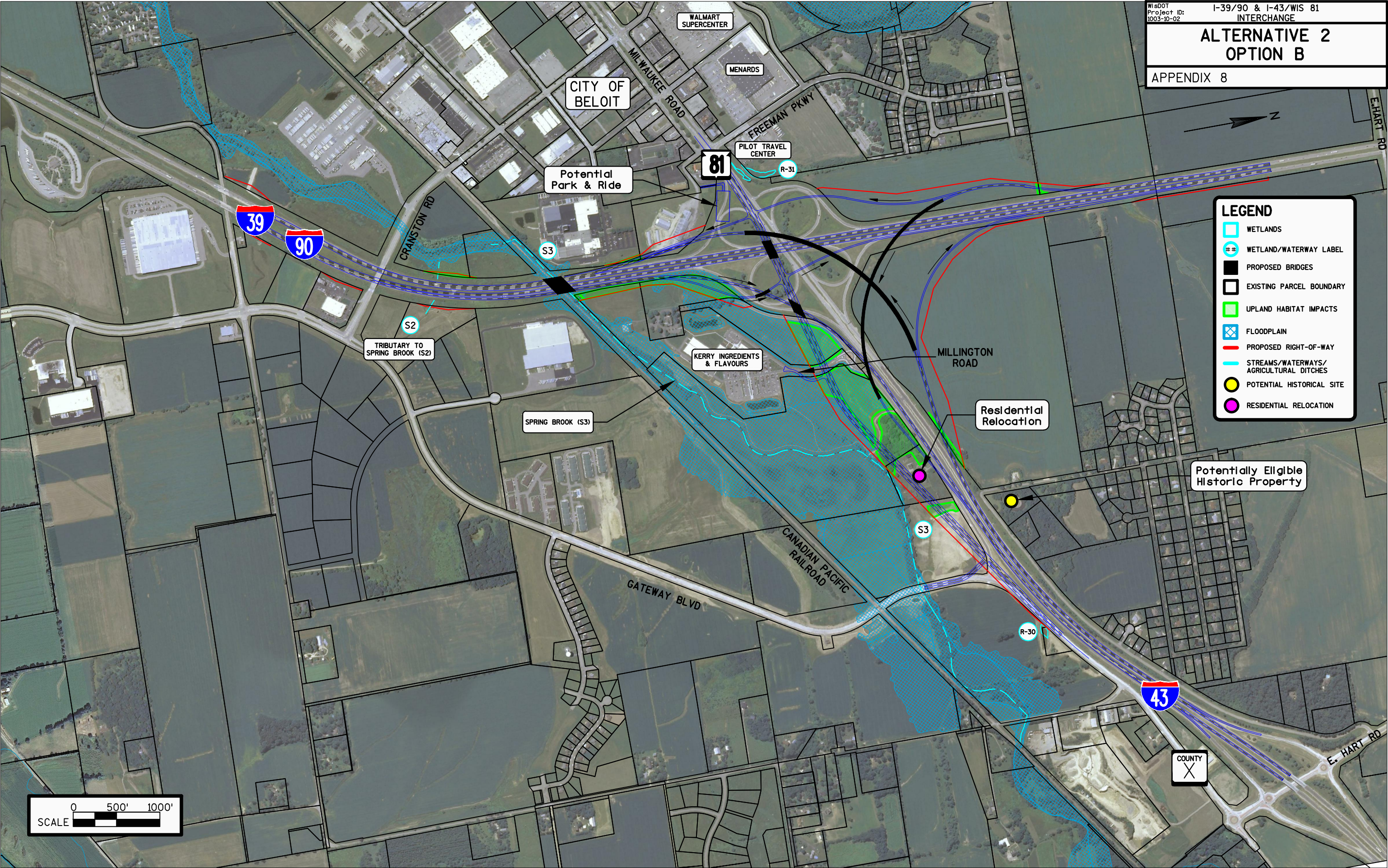
*No build refers to the addition of one lane being added in each direction to the I-39/90 mainline. No improvements to the interchange ramps or I-43 are taking place.

D. PREFERRED ALTERNATIVE

Both Alternative 2A and Alternative 2A Modified meet the purpose and need. Alternative 2A Modified provides less right of way impacts and better construction staging. These two benefits outweigh the \$5 million cost difference. The city of Beloit supports an option of Alternative 2 that provides enhanced mobility through the extension of WIS 81/Milwaukee Road to Gateway Boulevard. Therefore the preferred alternative is Alternative 2A Modified.





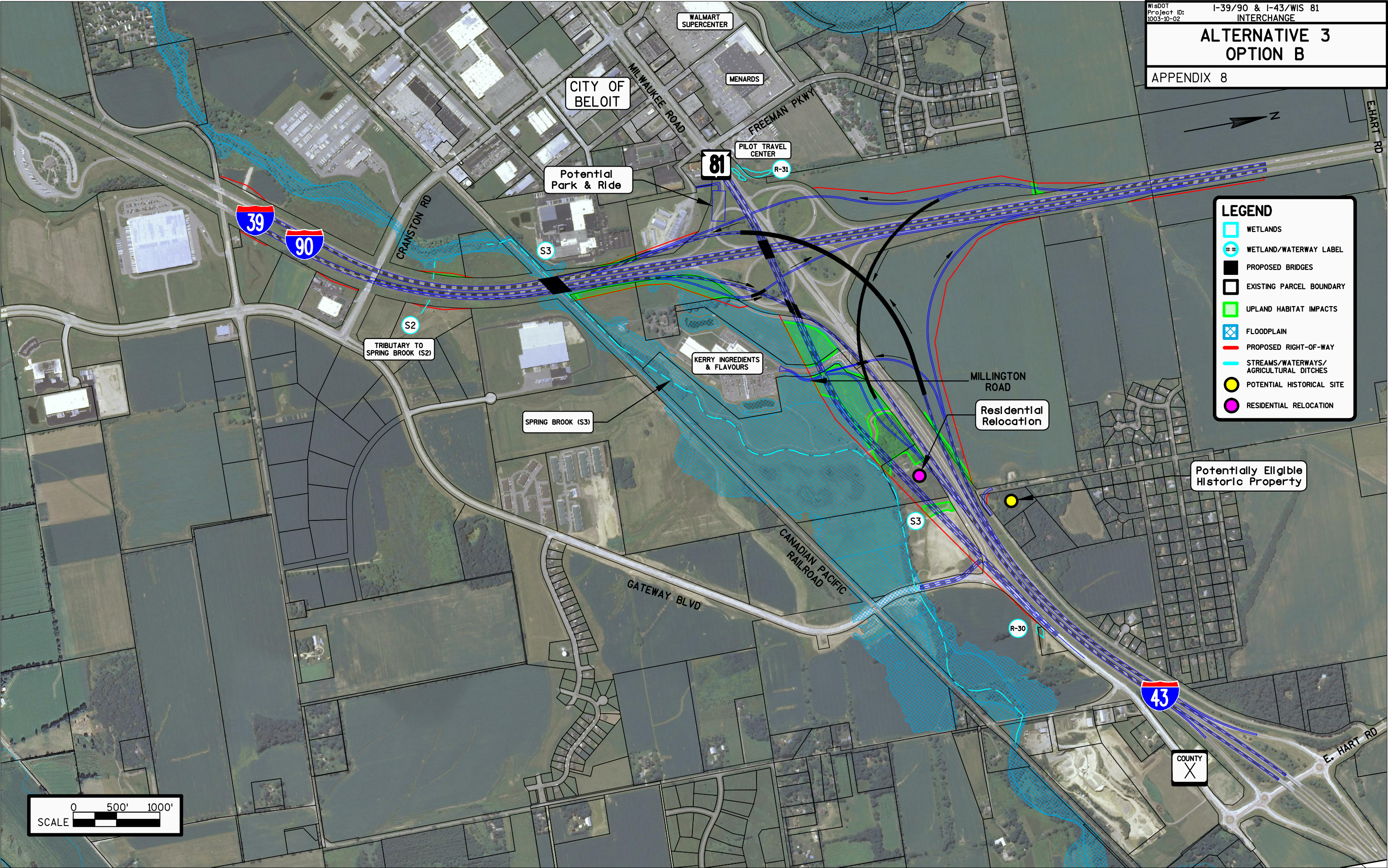


WisDOT
Project ID:
1003-10-02

I-39/90 & I-43/WIS 81
INTERCHANGE

**ALTERNATIVE 2
OPTION B**

APPENDIX 8



WisDOT
Project ID:
1003-10-02

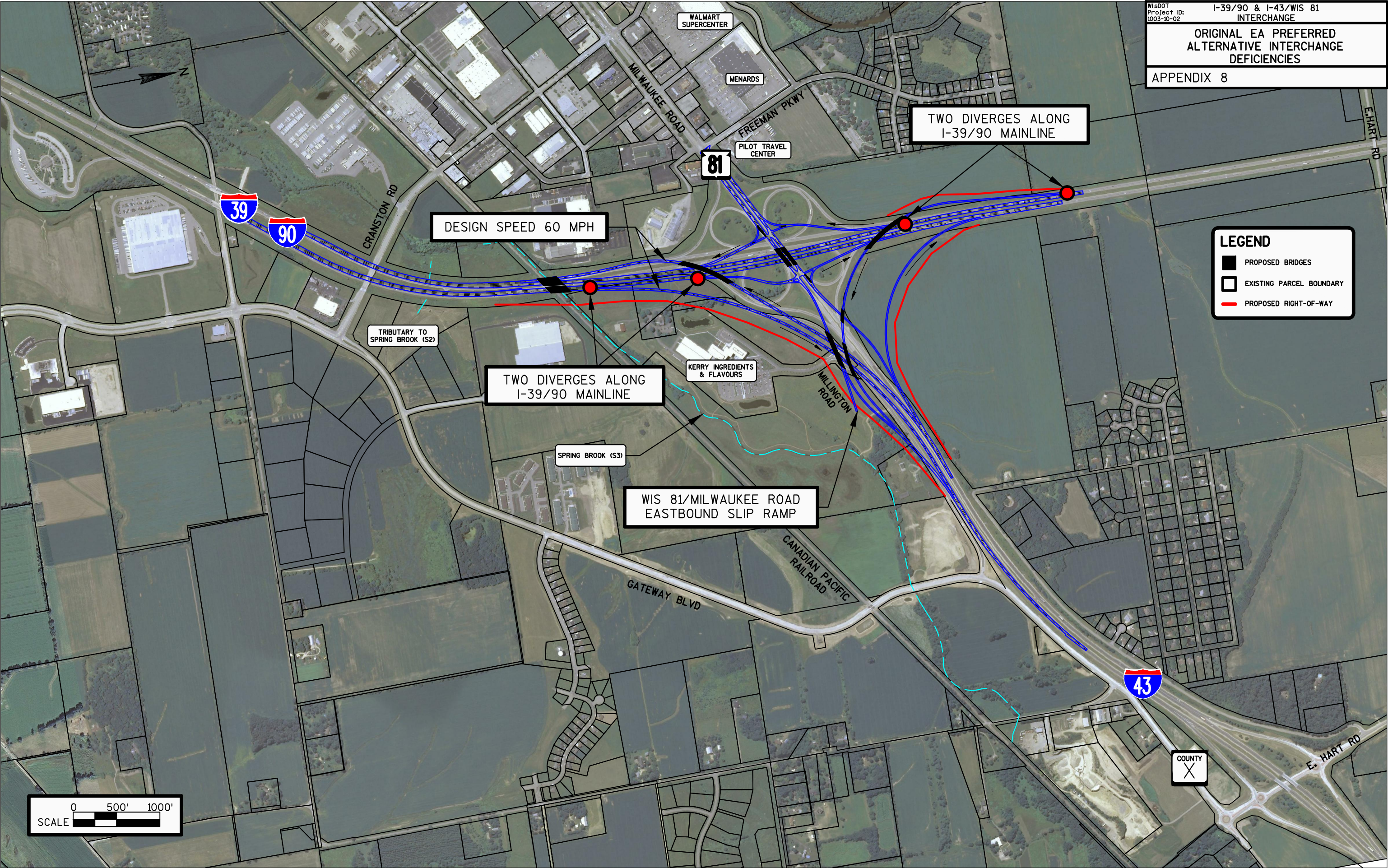
I-39/90 & I-43/WIS 81
INTERCHANGE

**ALTERNATIVE 3
OPTION B**

APPENDIX 8

LEGEND

- WETLANDS
- WETLAND/WATERWAY LABEL
- PROPOSED BRIDGES
- EXISTING PARCEL BOUNDARY
- UPLAND HABITAT IMPACTS
- FLOODPLAIN
- PROPOSED RIGHT-OF-WAY
- STREAMS/WATERWAYS/ AGRICULTURAL DITCHES
- POTENTIAL HISTORICAL SITE
- RESIDENTIAL RELOCATION



STH 81 LOOKING EAST TOWARDS INTERCHANGE - ALL "A" ALTERNATIVES



STH 81 LOOKING EAST TOWARDS INTERCHANGE - ALL "B" ALTERNATIVES



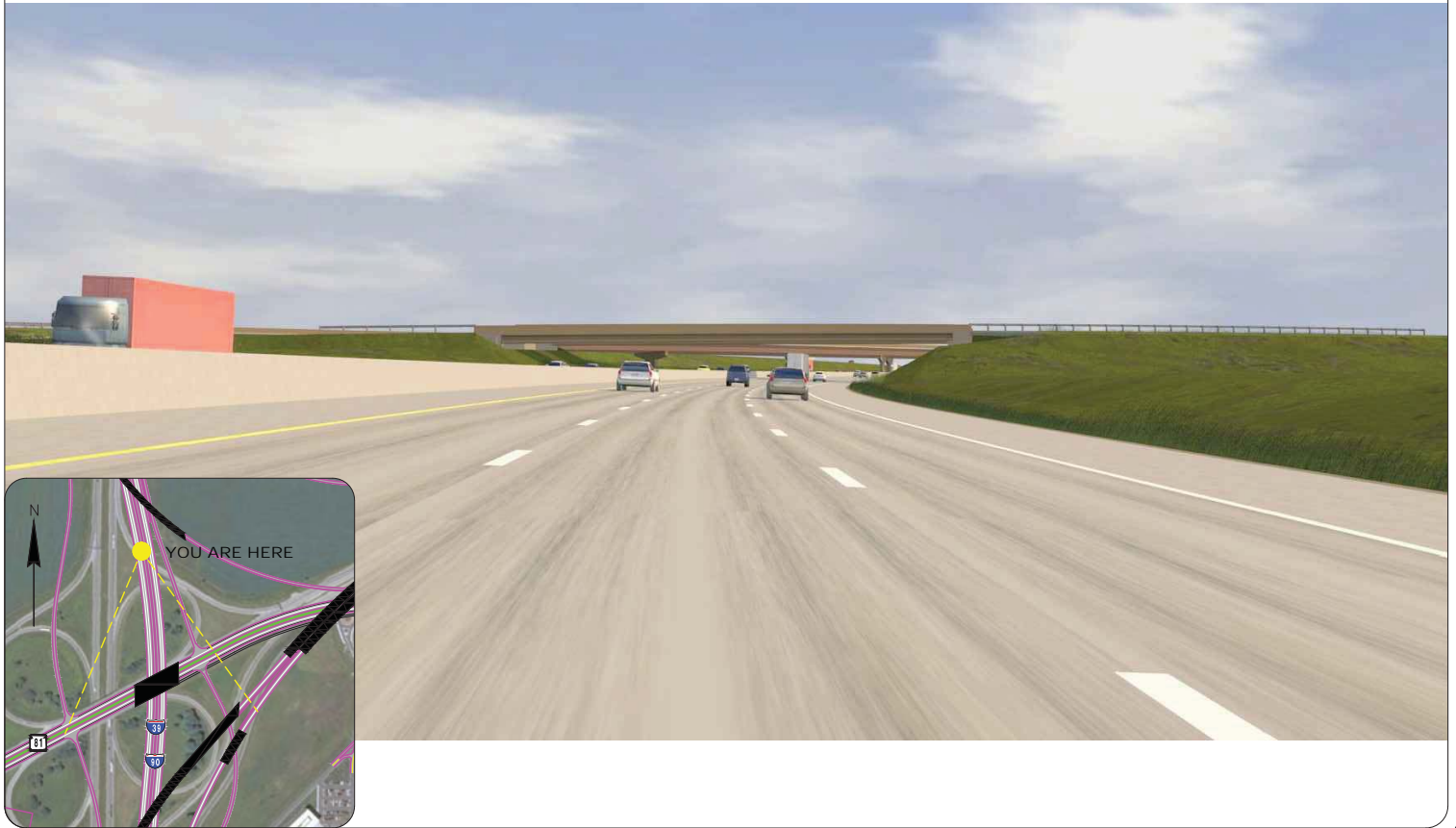
I-39 LOOKING NORTH TOWARDS INTERCHANGE - ALL "A" ALTERNATIVES



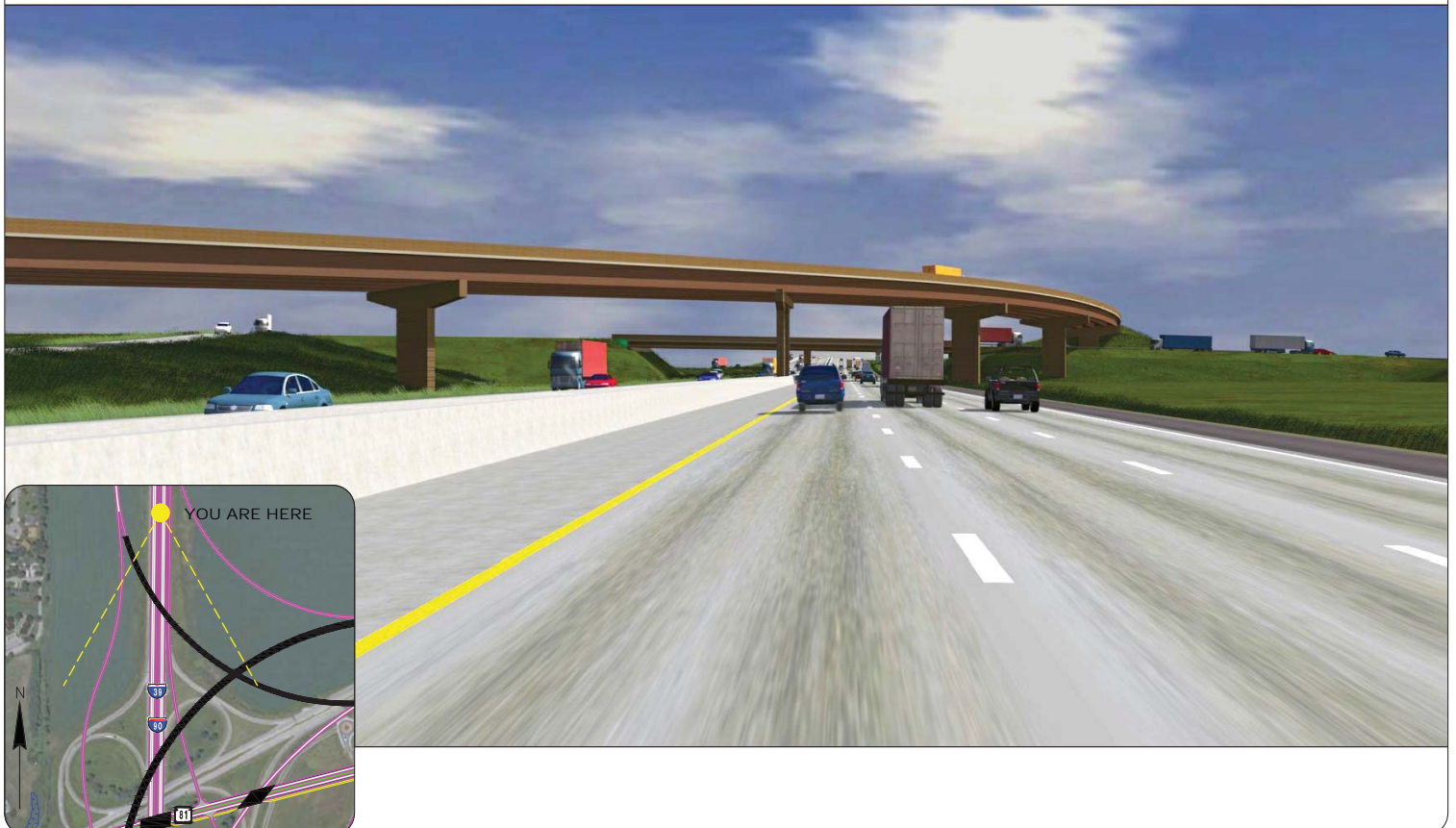
I-39 LOOKING NORTH TOWARDS INTERCHANGE - ALL "B" ALTERNATIVES



I-39 LOOKING SOUTH TOWARDS INTERCHANGE - ALL "A" ALTERNATIVES



I-39 LOOKING SOUTH TOWARDS INTERCHANGE - ALL "B" ALTERNATIVES



**Appendix 9 – I-39/90 Mainline
Alternate Route Map**

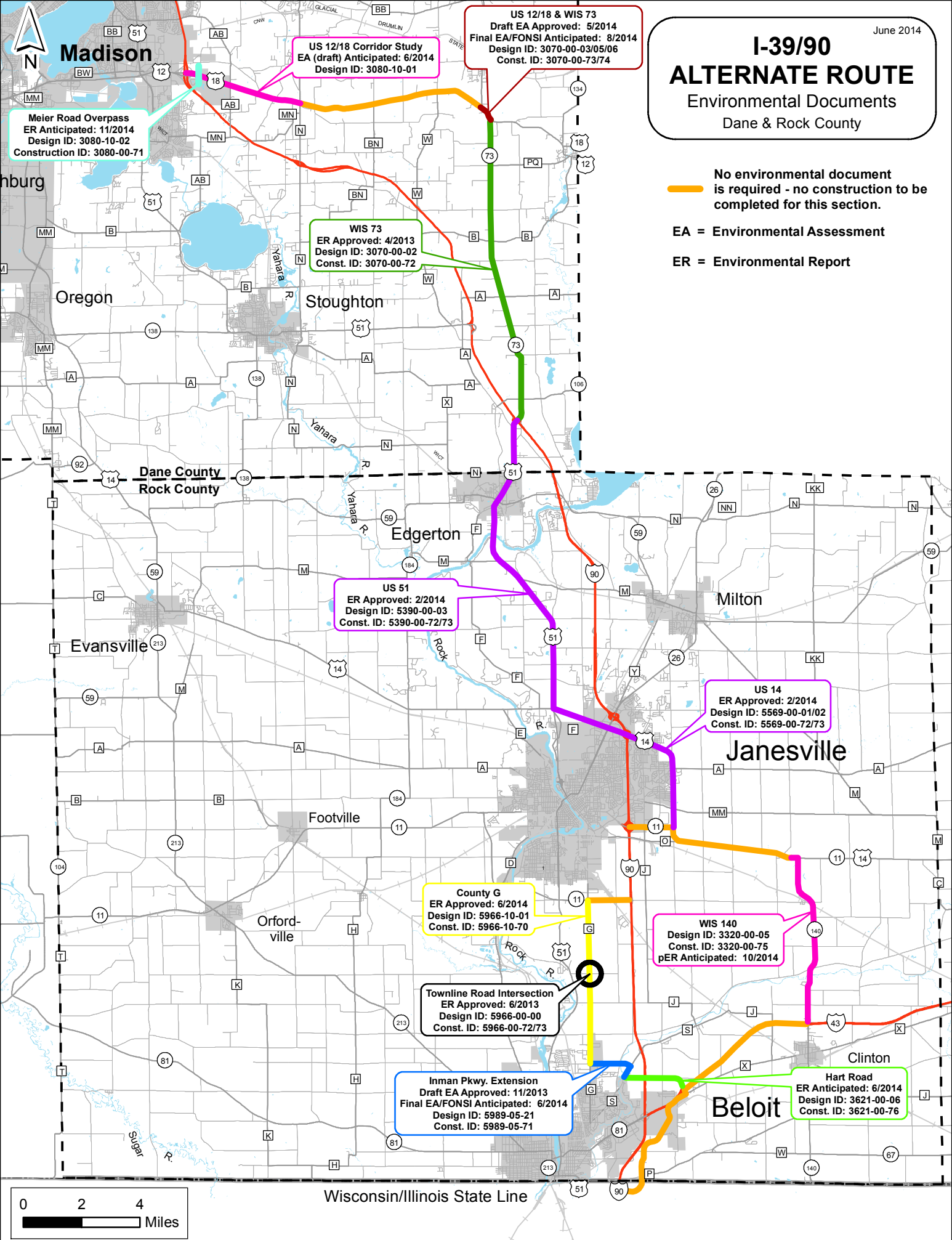
I-39/90 ALTERNATE ROUTE

Environmental Documents
Dane & Rock County

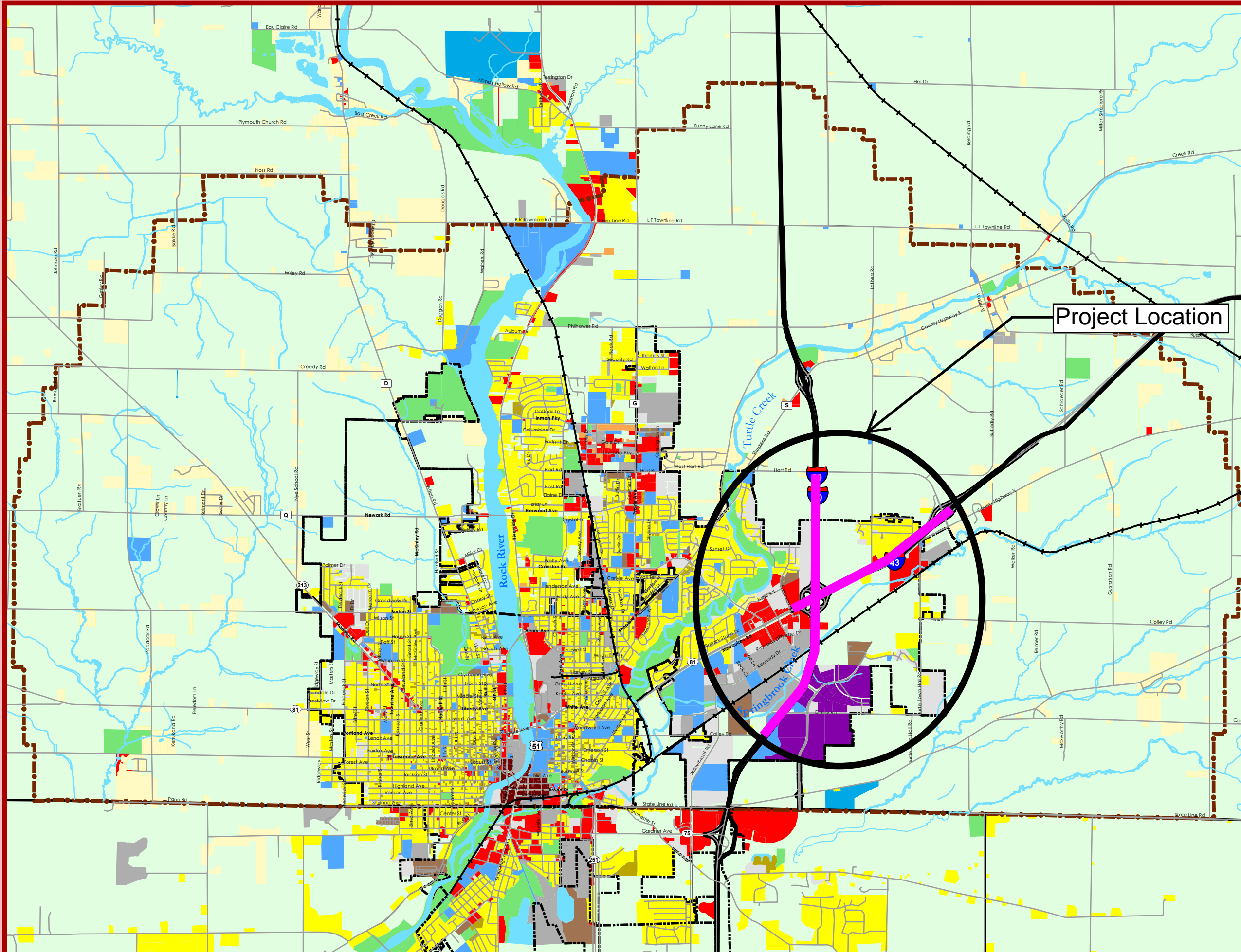
No environmental document
is required - no construction to be
completed for this section.

EA = Environmental Assessment

ER = Environmental Report



Appendix 10 – Land Use Maps



- Municipal Boundaries
- Interstate Highway
- Existing Roads
- Railroads
- 3 - Mile Extraterritorial Jurisdiction
- Surface Water

Existing Land Use Categories

- Agricultural
- Single-Family Residential - Exurban
- Single-Family Residential - Urban
- Two-Family/Townhouse Residential
- Mixed Residential
- Office
- Commercial
- Downtown
- Business Park
- Industrial
- Institutional & Community Services
- Parks and Open Spaces
- Vacant

0 2,000 4,000 8,000 Feet

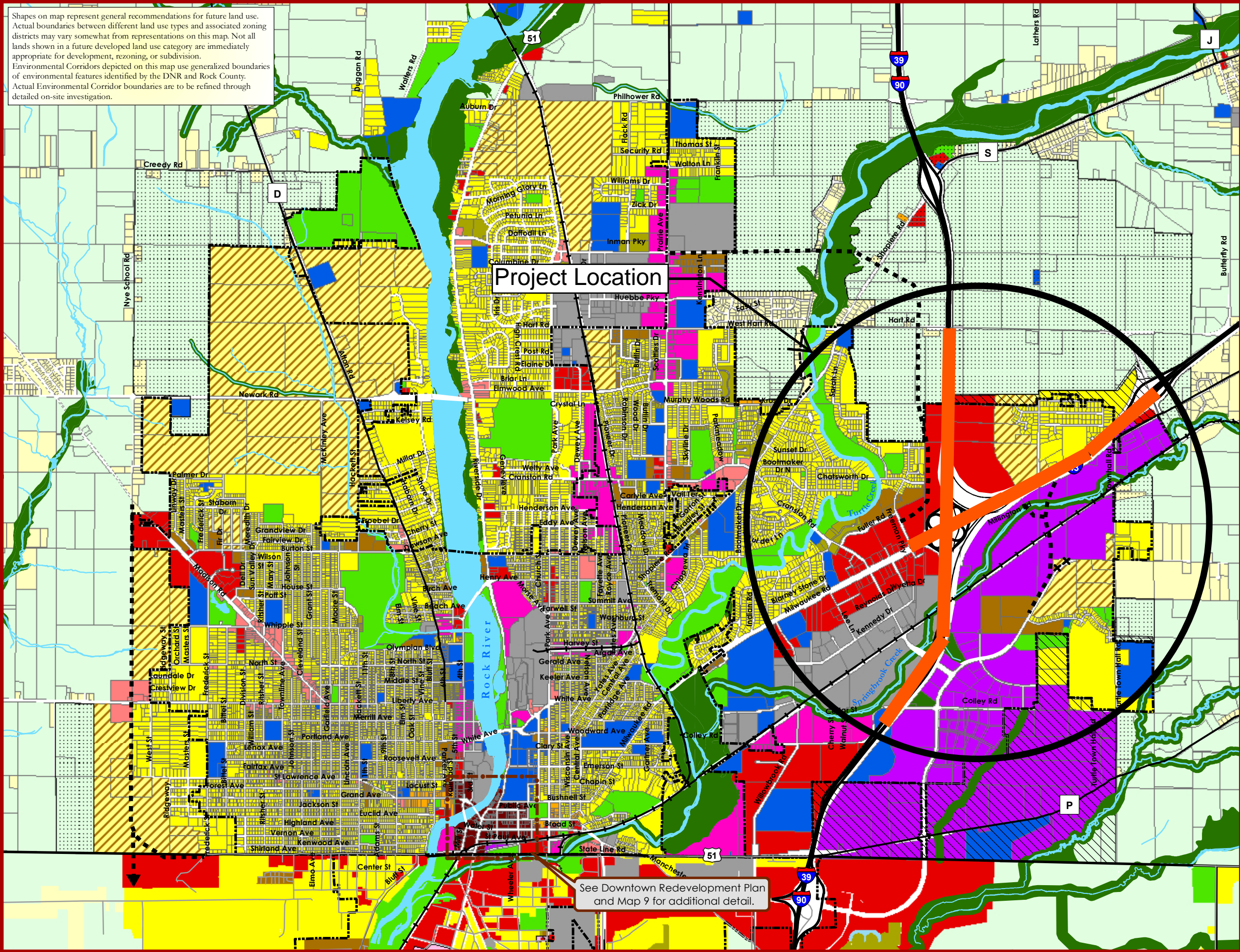
Date: March 17, 2008
Source: City of Beloit, Rock County

Vanderwall & Associates
Planning • Consulting • Redevelopment

City of Beloit
Comprehensive Plan

Map 8:
Existing Land Use

Shapes on map represent general recommendations for future land use. Actual boundaries between different land use types and associated zoning districts may vary somewhat from representations on this map. Not all lands shown in a future developed land use category are immediately appropriate for development, rezoning, or subdivision. Environmental Corridors depicted on this map use generalized boundaries of environmental features identified by the DNR and Rock County. Actual Environmental Corridor boundaries are to be refined through detailed on-site investigation.



- Legend**
- Municipal Boundaries
 - City of Beloit/Town of Turtle Boundary Adjustment Area
 - Interstate Highway
 - County Highways
 - Existing Roads
 - Potential Future Major Collector/Arterial Roads
 - Railroads
 - Surface Water
- Future Land Use Categories**
- Agricultural
 - Single-Family Residential - Exurban
 - Single-Family Residential - Urban
 - Two-family/Townhouse Residential
 - Mixed Residential
 - Planned Neighborhood*
 - Office
 - Planned Mixed Use
 - Neighborhood Commercial
 - Community Commercial
 - Downtown
 - Business Park
 - General Industrial
 - Institutional & Community Services
 - Environmental Corridor
 - Parks and Open Spaces
 - Long Range Urban Growth Area
 - Right-of-Way

Planned Neighborhoods should include a mix of the following:

1. Single Family - Urban (predominate land use)
2. Two-family/Townhouse
3. Mixed Residential
4. Institutional and Community Services
5. Office
6. Neighborhood Commercial
7. Parks and Open Space



0 0.25 0.5 1 Miles

Date: March 17, 2008
Source: City of Beloit, Rock County

Vandewalle & Associates
Planning - Consulting - Redesign

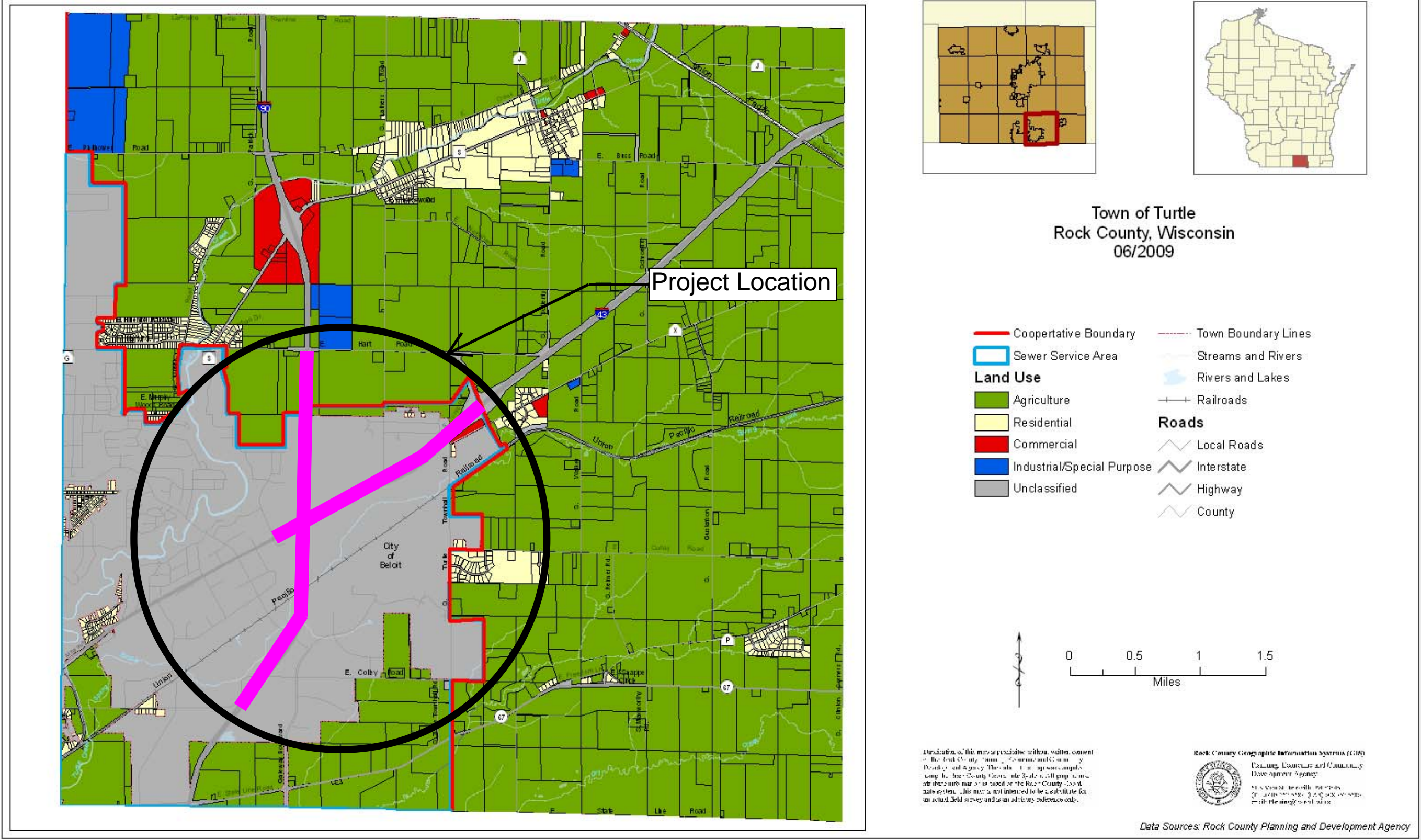
City of Beloit
Comprehensive Plan

Map 10:
Future Land Use

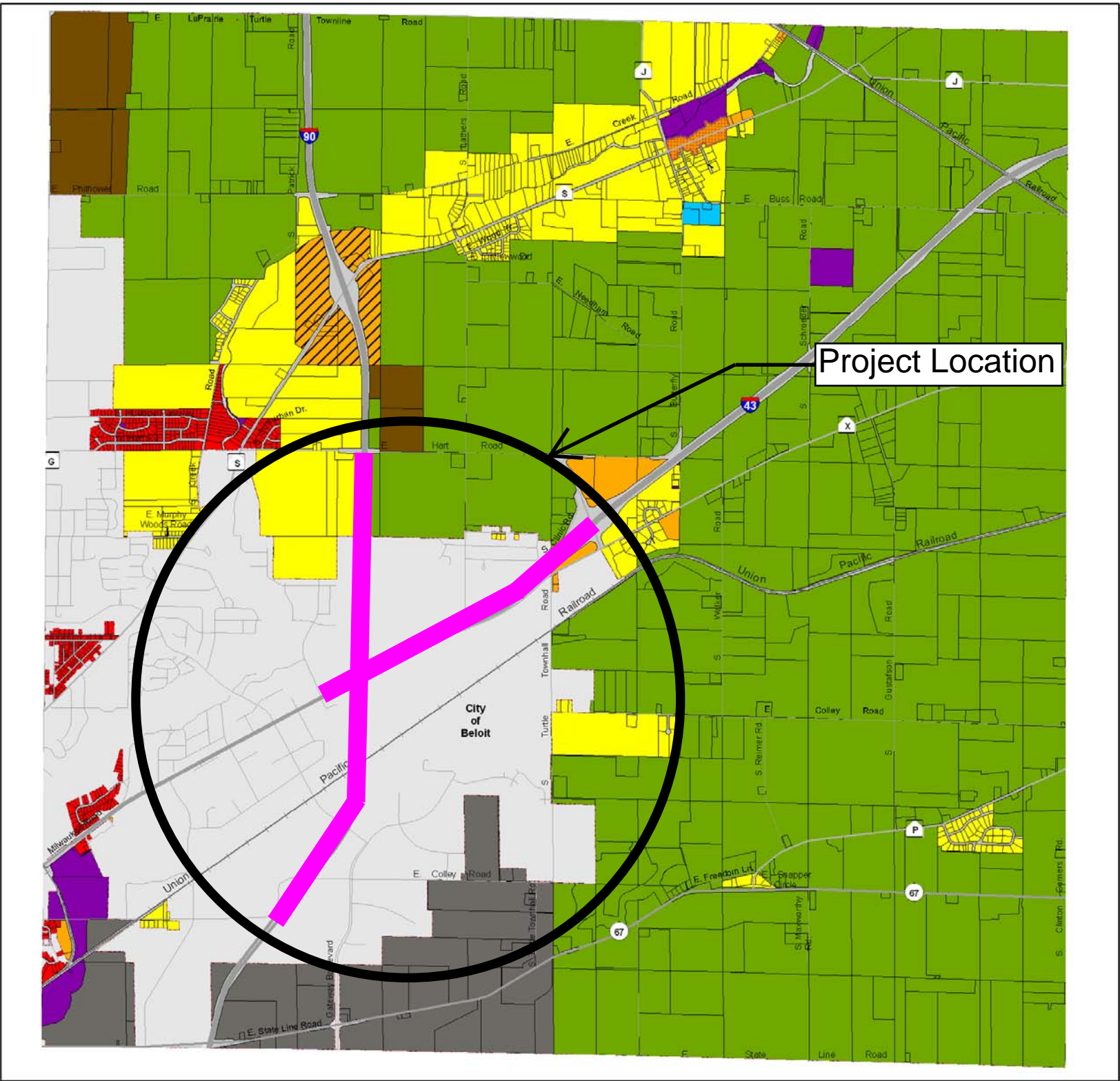
Revised 11/21/13

See Downtown Redevelopment Plan and Map 9 for additional detail.

Current Land Use



Land Use Plan



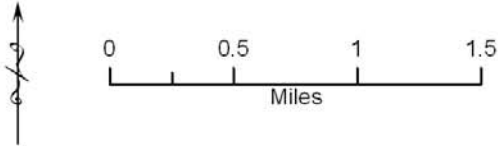
Town of Turtle
Rock County, Wisconsin
02/26/2009

- Future Land Use**

 - Urban Expansion
 - Agriculture
 - Urban Residential
 - Rural Residential
 - Park/Open Space
 - Industrial
 - Town Center: Mixed Use
 - Commercial
 - Commercial Highway
 - Special Purpose
 - Right of Way
- Roads**

 - Local Roads
 - Interstate
 - Highway
 - County
- Town Boundary Lines**

 - Railroads



Duplication of this map is prohibited without written consent of the Rock County Planning, Economic and Community Development Agency. The data in this map was compiled using the Rock County Coordinate System. All graphic and attribute information is based on the Rock County Coordinate system. This map is not intended to be a substitute for an actual field survey and is an advisory reference only.

Rock County Geographic Information Systems (GIS)
Planning, Economic and Community Development Agency
51 S Main St, Janesville, WI 53445
(TEL) 608-757-5587, (FAX) 608-757-5586
email: Planning@co.rock.wi.us

Data Sources: Rock County Planning and Development Agency

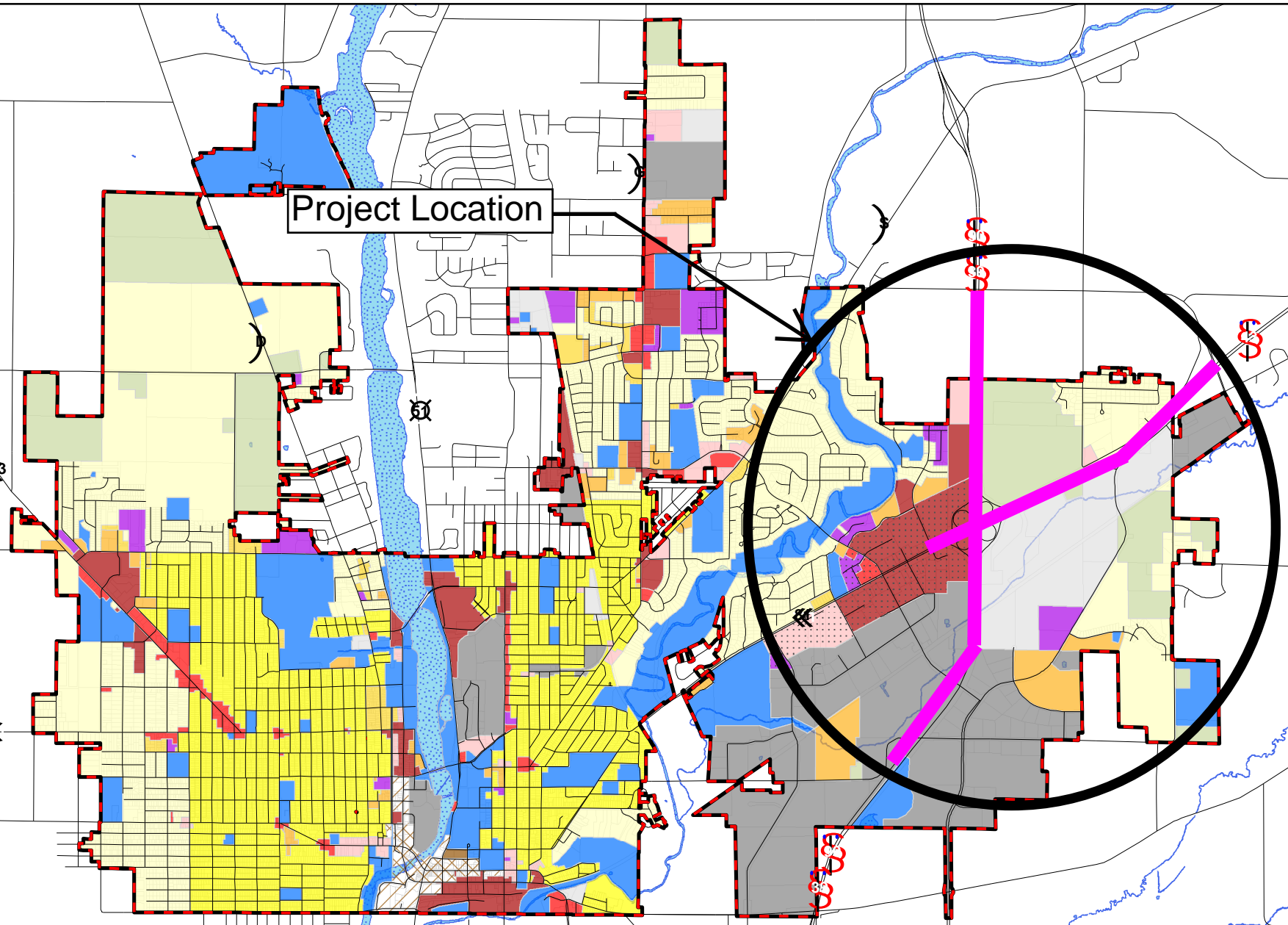
Appendix 11 – Zoning Maps

City of Beloit Zoning Map

Legend

Zoning District

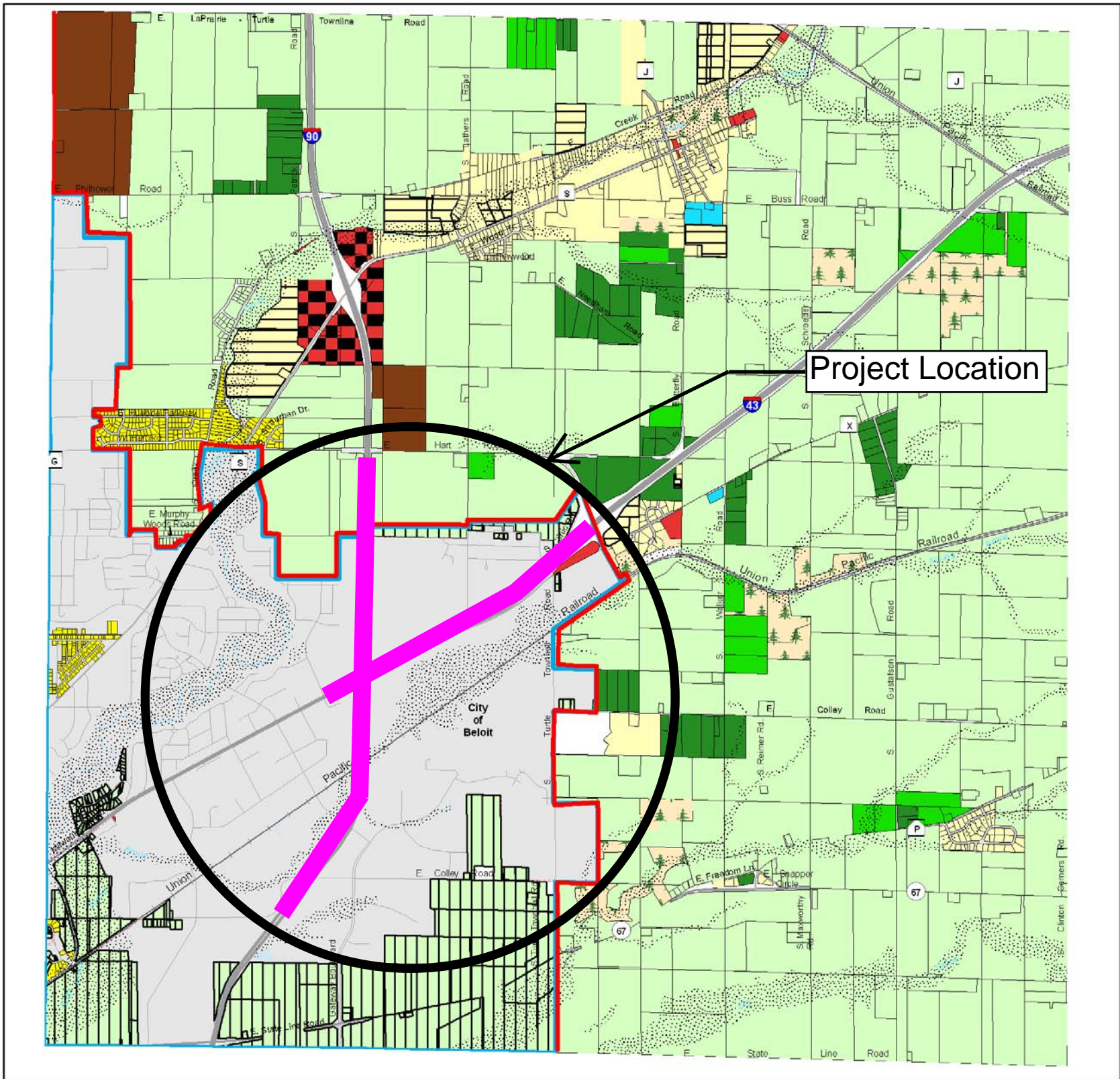
- C-1, Office
- C-2, Neighborhood Commercial
- C-3, Community Commercial
- CBD-1, Central Business - Core
- CBD-2, Central Business - Fringe
- DH, Development Holding
- M-1, Limited Manufacturing
- M-2, General Manufacturing
- MRO, Milwaukee Rd Overlay
- PLI, Public Lands/Institutions
- PUD, Planned Unit Development
- R-1A, Single-Family Residential
- R-1B, Single-Family Residential
- R-2, Two-Family Residential
- R-3, Low-Density Multi-Fam. Res.
- R-4, Mod-Density Multi-Fam. Res.



0 0.25 0.5 1 1.5 Miles

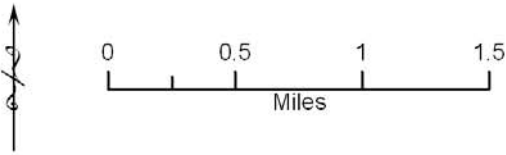
Map prepared by: Drew Pennington
Date: August 2011
For: City of Beloit Neighborhood Planning Division

Official Zoning Map



Town of Turtle
Rock County, Wisconsin
2/26/2009

- Cooperative Boundary
- Sewer Service Area
- Zoning District**
 - A1 - Exclusive Agriculture District
 - A2 - General Agriculture Area
 - A3 - Small Scale Agriculture Area
 - RAT - Rural Agricultural Transition District
 - UAT - Urban Agricultural Transition District
 - RR - Rural Residential District
 - R1 - Urban Residential District
 - B1 - Local Commercial District
 - CHI - Commercial Highway Interchange District
 - M1 - Light Industrial District
 - SP - Special Purpose District
 - C2 - Highland Conservancy District
 - C1 - Lowland Conservancy Overlay District
- Town Boundary Lines
- Streams and Rivers
- Rivers and Lakes
- Railroads
- Roads**
 - Local Roads
 - Interstate
 - Highway
 - County



Duplication of this map is prohibited without written consent of the Rock County Planning, Economic and Community Development Agency. The data in this map was compiled using the Rock County Coordinate System. All graphic and attribute information is based on the Rock County Coordinate system. This map is not intended to be a substitute for an actual field survey and is an advisory reference only.

Rock County Geographic Information Systems (GIS)
Planning, Economic and Community
Development Agency
51 S Main St, Janesville, WI 53545
(TEL) 608-757-5557, (FAX) 608-757-5586
email: Planning@co.rock.wi.us

Data Sources: Rock County Planning and Development Agency

**Appendix 12 – Local
Government/Organization
Correspondence**



City of
BELOIT, Wisconsin

CITY MANAGER • CITY HALL • 100 STATE STREET • BELOIT, WI 53511

Office: 608/364-6614 • Fax: 608/364-6756

www.ci.beloit.wi.us

Equal Opportunity Employer

January 22, 2014

Mr. Steve Marshall, P. E.
I – 39/90 WisDOT South Segment Project Manager
Wisconsin Department of Transportation
111 Interstate Blvd.
Edgerton, WI 53534–93999

Subject: Project ID 1003 – 10 – 02
Illinois State Line to County 0
I– 39/90 and I – 43/WIS 81 Interchange
Rock County
City of Beloit Council resolution

Dear Steve,

Please find attached to this letter of transmittal a certified copy of a resolution unanimously adopted by the Beloit City Council at their regular City Council meeting held on Tuesday, January 21, 2014. The resolution identifies the City's preferred alignment for the above referenced interchange reconstruction. The City Council unanimously favored Alternative 2 either design option A or B depending upon cost, engineering design considerations and constructability. Alternative 2, of course, refers to the extension of Milwaukee Road through to Gateway Boulevard with ramps and interchanges as generally shown on the consultant's schematic, which was presented to the public at the December 10, 2013 meeting.

The City of Beloit very much appreciates the courtesy and consideration extended by your office and other officials within the agency to allow the City to participate in this infrastructure planning. This planned improvement will have a tremendous impact on the City of Beloit. We look forward to continuing our participation and the productive dialogue that has become routine during the design meetings.

Sincerely,

Larry N. Arft
City Manager

Cc: Mike Preboske, PE, AECOM, South Wisconsin Transportation Manager
Council President Charles Haynes and the Beloit City Council
Greg Boysen, Director of Public Works
Michael Flesch, City Engineer



City of
BELOIT, Wisconsin

CITY CLERK • CITY HALL • 100 STATE STREET • BELOIT, WI 53511

Office: 608/364-6680 • Fax: 608/364-6649

Equal Opportunity Employer

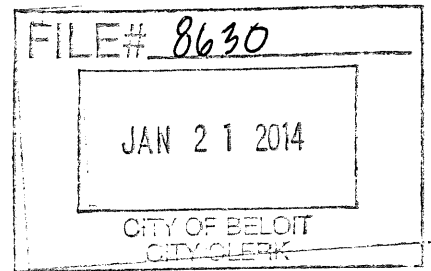
www.ci.beloit.wi.us

I, Rebecca Houseman LeMire, City Clerk of the City of Beloit, Rock County, Wisconsin, do hereby certify that the attached is a true copy of the Resolution supporting Alternates 2A or 2B for the Reconstruction of the I-39/90 and I-43/WIS 81 Interchange as presented by the Wisconsin Department of Transportation, as adopted by the Beloit City Council on Tuesday, January 21, 2014.



Rebecca Houseman LeMire
City Clerk

Dated at Beloit Wisconsin
this 22nd day of January 2014.



**RESOLUTION
SUPPORTING ALTERNATES 2A OR 2B
FOR THE RECONSTRUCTION OF THE I-39/90 AND I-43/WIS 81
INTERCHANGE AS PRESENTED BY
THE WISCONSIN DEPARTMENT OF TRANSPORTATION**

WHEREAS, the Wisconsin Department of Transportation has initiated the Interstate Highway 39/90 and Interstate Highway 43/WIS 81 Study, which in addition to other scheduled improvements, would reconstruct the existing cloverleaf interchange to be reconfigured into a free flow interchange for interstate to interstate movements; and

WHEREAS, the City of Beloit has been and remains committed to the continued vitality of businesses along the Milwaukee Road Corridor as well as in the Gateway Business area, the City will continue communication with businesses in both areas and will forward recommendations regarding signage and other issues of interest to local businesses to the State and Federal Agencies during the design process; and

WHEREAS, the Wisconsin Department of Transportation and their design consultants have identified five (5) potential options for the reconfiguration of the interchange as of December, 2013; and

WHEREAS, Alternative 2, which included an Option A and an Option B, would result in reconfiguration of the Interstate Interchange, including free flow lanes, but also extend Milwaukee Road (Hwy. 81) as a four-lane arterial road to intersect with the existing Gateway Blvd., east of the Interstate Highway; and

WHEREAS, Alternative 2 would result in southbound Interstate Highway 43 traffic exiting at what is now known as the Hart Road interchange, and Interstate 39/90 would have a full interchange near its' current location on Milwaukee Road, resulting in no significant reduction in traffic exiting the interstate highways in Beloit; and

WHEREAS, this alignment would better facilitate traffic movement in and out of the City's new Gateway Business Park and provide better linkages to the highway commercial district, which includes a number of hotels and restaurants and is located on the west side of the Interstate Highway; and

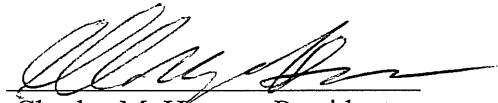
WHEREAS, Alternative 2, both options A and B, will also result in enhancing local traffic and improving connectivity between the east and west sides of the Interstate, further enhancing economic development opportunities near the Interstate interchange; and

WHEREAS, the City staff and the City Council have reviewed all of the alternatives and find Alternative 2, either options A or B, to be in the best long term interest of the City and wish to ensure that the Interstate reconstruction provides for enhancements to the City's local circulation system, as well as the safe movement of through traffic on the Interstate highway.

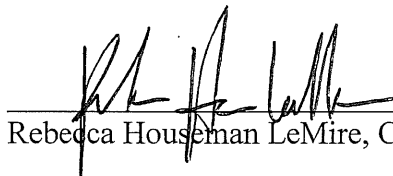
NOW THEREFORE BE IT RESOLVED, that the City Council finds Alternative 2, either options A or B, to be in the best interest of the City and encourages the Wisconsin Department of Transportation to focus additional study upon those options to select the Alternative 2 alignment, which is most cost effective, provides the safest, most efficient design alignment and minimizes inconvenience and traffic disruptions during construction.

BE IT FURTHER RESOLVED, that the City further encourages the Wisconsin Department of Transportation to complete the environmental study, preliminary design, and right-of-way acquisition needed for the project as soon as possible so the project can be let for construction bids at the earliest opportunity.

Adopted this 21st day of January 2014.


Charles M. Haynes, President

ATTEST:


Rebecca Houseman LeMire, City Clerk



I-90 Business Connection

MEMBERS

Beloit Snappers
Beloit RV
BMO Harris
Broaster Company
Bud Weiser Motors
Comfort Inn
Cornellier Superstore
Culver's
Econo Lodge
Enzyme Bio-Systems
Frito-Lay
Gonstead Chiropractic
Clinic
Hampton Inn
Holiday Inn Express
Hormel
Jackson Monument
McDonald's
Pilot Oil
Road Dawg
Summit Machine
Speedway
Versatool Manufacturing
Wendy's Restaurant

AFFILIATES

Beloit Daily News
Beloit Shopping News
City of Beloit
Greater Beloit
Chamber of Commerce
WBEL Radio
WGEZ Radio

To: Wisconsin Department of Transportation

On February 18, 2014 the I-90 Business Connection held a meeting to discuss future I90 / I43 interchange reconstruction. Two items that were highly important to our group were the use of roundabouts and where Hwy 81 would begin coming into Beloit westbound from I-43

After a long discussion the group passed two resolutions supporting the following suggestions to the Wisconsin Department of Transportation.

RESOLUTION #1

The use of traffic signals where needed instead of roundabouts. If roundabouts were used in the reconstruction passengers coming into our corridor would have to pass through SIX roundabouts coming into Beloit from I-43.

RESOLUTION #2

Have Hwy 81 start at the off ramp located on I-43. We feel this is necessary to have people coming into Beloit from the east know this exit will get them into Beloit. This should also help people going to southwestern Wisconsin that are familiar with Hwy 81 that takes them that direction.

If you have any questions about our meeting or resolutions we have proposed, please don't hesitate to call my office at:

Brad Lawver
President I-90 Business Group
608-362-0555
Thanks for your time.

Sincerely,

**Appendix 13 – Wisconsin
Department of Natural Resources
Correspondence**

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



January 7, 2014

Steve Marshall
DOT Project Manager
DTSD SW Region - Madison Office
2101 Wright Street
Madison, WI 53704

Subject: **DNR Comments on I-39/90 and I43 Interchange Environmental Analysis (EA) Scoping, Project ID 1003-10-02, Rock County**

Dear Mr. Marshall:

The Department has received the information you provided for the Environmental Analysis (EA) scoping for the I-39/90 and I43 Interchange reconstruction project. The study limits are the CTH S interchange to the north, IL-75 interchange to the south, WIS 140 interchange to the east, and Cranston Road to the west. This interchange was previously in the I-39/90 EA and received a Finding of No Significant Impact (FONSI) from the Federal Highway Administration (FHWA) on October 1, 2010. Due to proposed project changes altering the project scope and which increase environmental impacts of the I-39/90 Corridor, FHWA and WisDOT have concluded to address this interchange as a stand-alone EA.

The Department has received the information about the project and we appreciate WisDOT's efforts to seek early stakeholder input and inform the public during the planning stages of this proposal. We look forward to reviewing the EA when it is available. We have the following comments on the project scoping:

1. Public Lands

There are no public lands located within or near the project area.

2. Wetlands

There may be wetland resources near the project area, including near Spring Brook. A wetland delineation was completed during the spring of 2012 and concurrence with the report was provided by the DNR on December 3, 2012. It is our understanding that the interchange reconstruction project will avoid impacts to wetlands. We would not expect there to be impacts to wetlands near the project area as long as proper erosion control measures are in place during and after construction and contractors do not store equipment or temporary soil piles within wetland areas.

3. Waterways

Spring Brook is located in the southeastern quadrant of the interchange. This waterway is considered to be an area of special natural resource interest (ASNRI) by the Department because of an occurrence of a State

Threatened fish that has been identified in this waterway in the past. Spring Brook is a warm water fishery and all in-stream 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. Work in other areas may continue beyond September 15 provided appropriate measures are taken to control erosion.

This waterway is not commonly used by recreational watercraft. It will not be necessary to place navigational aids during construction.

4. Endangered Resources

A Natural Heritage Inventory review of rare and endangered species and sensitive communities was completed for the project area. The review identified one fish, the Ozark Minnow (*Notropis nubilus*), within the project area. This Ozark Minnow, a State Threatened fish, prefers clear, small to medium, low-gradient streams over bottoms of cobble. Spawning occurs from May through early August. The Department will initiate coordination with Lisie Kitchel, Bureau of Natural Heritage Conservation.

5. Stormwater (TMDL)

The project corridor is located in the Rock River basin, which has a Total Maximum Daily Load (TMDL) for total phosphorus (TP) and total suspended solids (TSS). It is our understanding that TMDL waste load allocations for TP and TSS will apply to this interchange reconstruction project. Specific requirements of the TMDL and storm water management practices applied will be determined during project design and submitted to this office for review.

6. Upland Habitat

There is an upland prairie restoration located on the Kerry property to the southeast of the existing interchange. It appears that several of the alternatives may impact this area. The EA should review and consider impacts to this prairie restoration as part of the alternatives analysis.

7. Floodplains

The Spring Brook floodplain is located in the southeast quadrant of the Interchange. In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new structure or existing structure that is not being replaced “in-kind” within a mapped floodplain. These results must be submitted to the Department and the plans for structures must comply with the provisions of the local community's floodplain zoning ordinance. For project-specific information, please consult with the Rock County Zoning Administrator.

For areas lying outside mapped/zoned floodplain, DNR may request the results of DOT flow and backwater calculations.

Invasive species & VHS

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under NR 40, Wis. Administrative Code. This website provides further information and lists those species classified as Restricted or Prohibited under NR 40: <http://dnr.wi.gov/invasives/classification/>.

The Department will work with project managers to help identify specific locations of problem areas across the project site and to recommend preventive measures. The following Best Management Practices (BMPs) for rights-of-way provide a series of measures that will ensure reasonable precautions are taken throughout the stages of construction: <http://council.wisconsinforestry.org/invasives/transportation/pdf/ROW-Manual.pdf>

- **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>

- **Emerald Ash Borer:**

This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than one inch in diameter, or ash nursery stock (DATCP statute 21).

For more information regarding the EAB and quarantine areas please follow the links below.

http://datcpservices.wisconsin.gov/eab/articleassets/WI_EAB_Quarantines_and_Locations.pdf
<http://datcpservices.wisconsin.gov/eab/index.jsp>

For work involving water bodies:

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 measures before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel, and other invasive species. Follow **STSP 107-055** Environmental Protection – Aquatic Exotic Species Control, which includes the protocol found here: http://dnr.wi.gov/fish/documents/disinfection_protocols.pdf

For up to date information on invasive species and infested waters go to <http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx>

Thank you for the opportunity to review this proposal and comment during the early planning stages. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3301.

Sincerely,

Eric Heggelund

Eric Heggelund
 Environmental Analysis & Review Specialist

CC: Jenny Grimes, WisDOT
 Russ Anderson, WDNR



May 19, 2014

Steve Marshall
DOT Project Manager
DTSD SW Region – Madison Office
2101 Wright Street
Madison WI 53704

Subject: **DNR Review and Comments:**
Purpose and Need and Alternatives Development
Project I.D. 1003-10-01/02
I-39/90 Project – South Segment
I-43/WIS 81 Interchange

Dear Mr. Marshall:

We have received the information for the I-39 & I-43 Interchange that was provided on March 13, 2014 and discussed at the agency meeting on March 25, 2014. The information submitted included the project purpose and need for the proposed action and the range of alternatives. The Wisconsin Department of Natural Resources (WDNR), as a Cooperating Agency, has jurisdiction and special expertise with respect to environmental impacts involved in the proposed project and will provide input throughout the environmental process. As a policy, we will review and provide comments and point out concerns, but we do not grant concurrence or denial until the draft EA (Environmental Analysis) is complete and released for public comment. We have reviewed the submitted documents and provide the following comments regarding the purpose and need and range of alternatives:

Purpose and Need:

The EA evaluation states that the purpose of the proposed I-39/I-43 Interchange reconstruction is to upgrade the interchange to meet current design standards, improve overall safety, accommodate future traffic with an acceptable Level of Service (LOS), replace aging pavements and structures, and enhance local mobility to the city of Beloit. The document goes on to detail the need to maintain the interchange as an important connector route, size the interchange for increased traffic capacity, and improve safety and other interchange deficiencies. At this time, we have no comments related to the purpose and need for this project.

Alternatives:

Six alternatives were presented in the EA evaluation:

- No Build
- Alternative 1A – Maintain existing access location, no local road extension, I-39/90 relocated to east
- Alternative 1B – Maintain existing access location, no local road extension, I-39/90 is NOT relocated
- Alternative 2A – Provide additional local road access to Gateway Blvd., moves Beloit access from/to I-43 to the County X / Hard Road interchange, I-39/90 relocated to east
- Alternative 2B – Provide additional local road access to Gateway Blvd., moves Beloit access from/to I-43 to the County X / Hard Road interchange, I-39/90 is NOT relocated

- Alternative 3B – Provide additional local road access to Gateway Blvd., moves Beloit access from/to I-43 east of existing location, I-39/90 is NOT relocated

The preferred alternative will be presented in the Final EA. For the draft EA, WisDOT and FHWA have identified a recommended alternative to address the current and long-term needs in the corridor. The recommended alternative is a modification of Alternative 2A, in which roadway alignments have been altered. We believe that the range of alternatives considered -- No Build, Alternative 1A, Alternative 1B, Alternative 2A, Alternative 2B, and Alternative 3B -- are adequate for this study. If substantial changes or new information regarding the alternatives is brought forward as the project planning progresses, the adequacy of the alternatives may be reconsidered. We may provide further review and comment on the alternatives and their environmental impacts when the complete EA is released.

We have the following comments regarding the alternatives included in the study and potential environmental impacts:

Wetland Impacts:

Wetlands have been identified within the project area and all wetland impacts must be avoided and/or minimized to the greatest extent possible. We understand that wetland avoidance measures have been implemented during the development of alternatives and additional measures may be included as the project development continues. We have some comments regarding wetlands within this corridor and additional avoidance measures that we believe should be considered for inclusion in the EA:

Wetland R-30 and Wetland R-31

There are two wetlands that have been identified as being located within the footprint of the interchange project. Wetland Delineation reports were submitted to the Department in January 2014, and we intend to field verify the reports now that the field conditions are appropriate. Comments related specifically to the wetland delineations will be provided as soon as possible.

Wetland R-30 is described as a 0.18 acre shallow marsh with low functional value. Documentation has been provided indicating that wetland R-30, located on the south side of Gateway Boulevard, is an engineered detention pond. Presumably, this engineered pond was placed for storm water treatment and if this pond is impacted, an equivalent post-construction storm water treatment system must be put in place to treat storm water runoff to the same degree as the existing practice. Wetland R-31 is described as a 0.59 acre wet meadow with low functional value. Recommended Alternative 2A (modified) is expected to impact a large portion, if not all of Wetland R-31, located in the northwest quadrant of the interchange. Probable wetland impacts and any mitigation details should be detailed in the draft EA document.

Floodplain Impacts:

The Spring Brook floodplain is located in the southeast quadrant of the interchange footprint. Preliminary information indicates that floodplain encroachment will occur for all alternatives. It has been estimated that Alternative 2A (modified) will encroach on 2.0 acres of floodplain, with a goal to replace the lost floodplain area within the interchange footprint. In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new structure or existing structure that is not being replaced “in-kind” within a mapped floodplain. These results must be submitted to the Department and the plans for structures must comply with the provisions of the local floodplain zoning ordinance.

Waterway Impacts:

Alternative 2A (modified) includes a bridge crossing over Spring Brook in the southeast quadrant of the interchange. Spring Brook is classified by the Department as an Area of Special Natural Resources Interest

(ASNRI), due to the presence of threatened fish. Implementation of appropriate best management practices (BMPs) should be considered in the EA process

Storm water:

Storm water management and surface water quality protection should receive attention in the EIS. Any build alternative will include increases in impervious surfaces and have the potential to increase runoff and contribute pollutants to receiving waters. Potential storm water treatment practices and efficiency should be addressed in the EA.

Additionally, this site is located within the Rock River Basin TMDL implementation area. Any areas of the project that are within or adjacent to the 2010 Urbanized Area must meet the TMDL Waste Load Allocation (WLA).

Endangered Resources:

An initial review of the Natural Heritage Inventory of rare and endangered species was conducted for this project. A State Threatened fish was listed within the I-39/I-43 interchange project area. The Department will work with the Bureau of Natural Heritage Conservation to determine whether any additional surveys or follow-up action is warranted.

Thank you for the opportunity to participate in the planning stages of this project. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3485.

Sincerely,

A handwritten signature in black ink, appearing to read "Laura Bub".

Laura Bub
Environmental Analysis & Review Specialist

CC: Jenny Grimes, WisDOT Environmental Coordinator
Russ Anderson - SCR

Tkachuk, Tyler

From: Bub, Laura A - DNR <Laura.Bub@wisconsin.gov>
Sent: Wednesday, June 18, 2014 11:35 AM
To: Grimes, Jennifer - DOT
Cc: Kitchel, Lisie E - DNR; Anderson, Russell A - DNR
Subject: DNR Wetland Delineation Concurrence for 1003-10-01, 1003-10-02, and 3621-00-06

Hi Jenny,

The Department has reviewed the wetland delineation reports dated January 28, 2014 for the following projects, and we concur with the wetland boundaries as presented.

1003-10-01: South Segment, State Line to CTH O
1003-10-02: 1-43 Interchange Reconstruction
3621-00-06: Hart Road, CTH S to CTH X

The endangered resource field reports are currently being reviewed by Department endangered resource staff, and I will provide you with any comments on those as soon as I receive them.

Laura

Laura Bub

Environmental Analysis and Review Specialist
Wisconsin Department of Natural Resources
3911 Fish Hatchery Rd., Fitchburg, WI 53711

phone: (608) 275-3485

e-mail: laura.bub@wisconsin.gov

Find us on Facebook: www.facebook.com/WIDNR



Flood Storage District (FSD) Agency Meeting

Meeting Minutes

IH 39 / IH 43 INTERCHANGE

Rock County

IH 39 / USH 12 INTERCHANGE

Dane County

Date: August 26, 2014
Time: 1:30 PM
Location: GEF- 2 Room 308

1. Introductions (sign in sheet)
2. Meeting Purpose (Jacobson)
 - a. Overview of NR 116 legislative code / approval process
 - b. Modeling methodology
 - c. Agency involvements
 - d. Project specific impacts
3. NR 116 Legislative Code Overview
4. Modeling Methodology
5. Submittals
 - a. When impacting a FSD what is DNR going to require for submittal?
 - i. Forms
 - ii. Technical data
 - iii. Electronic data
 - iv. Memorandum
6. Approval Process
 - a. Vary project to project depending on history and other ongoing modifications?
 - b. If no CLOMR / LOMR are in effect what is WDNR approval process and timeline?
 - i. What is the process for municipality to adopt, administer, and enforce floodplain zoning ordinances?
 - ii. How the municipalities are made aware of these flood storage districts / areas?



7. Technical Project I43 / I39 Interchange (Jacobson)
 - a. Two areas of impacts, 9 acre-feet storage proposed impacts
 - b. Preliminary mitigation options
 - i. Infiltration if above ground water elevation
 - c. Hydraulic conveyance requirements for off-line storage areas (infields)
8. Technical Project I39 / USH 12 Beltline Interchange (Grimes)

Meeting Minutes Notes:

Mr. Theran Jacobson, AECOM I39 Design Team Drainage Lead
Mr. Chris Olds, WDNR Floodplain Engineer
Mr. Chad Heimerl, WDNR Floodplain Engineer
Ms. Miriam Anderson, WDNR Floodplain Management Specialists
Mr. Robert Davis, WDNR Floodplain Engineer
Mr. Bradley Wing, WDNR Engineering Intern
Ms. Laura Bub, WDNR, WisDOT Transportation liaison
Ms. Ann-Marie Kirsch, WisDOT Statewide Drainage Engineer
Ms. Jennifer Grimes, WisDOT Environmental Coordinator, I39 CMT
Mr. Matt Able, WisDOT

Note taker: Mr. Jacobson

Mr. Jacobson started with introductions.

Sign in sheet passed around, see attachment for attendees.

Mr. Jacobson provided brief statement for the meeting purpose:

- a. Overview of NR 116 legislative code
- b. Flood Storage District (FSD) Modeling methodology
- c. Agency involvements
- d. Submittal requirements
- e. Communication between consultants, agencies, project coordinators.
- f. Project specific impacts



Mr. Olds (WDNR) gave an overview of NR 116 and the WDNR involvement with flood storage districts.

- a. Overview of NR 116 legislative code
 - i. WDNR objective is to aid in the review and approval flood plain modifications that will affect the floodway boundary (FW) and / or base flood elevations (BFE), and ordinances for compliance with NR 116.
 - ii. All projects that affect FW and / or increase the BFE are subject to FEMA review and approval.
 - a.If FW is modified and / or there is a BFE increase, a Conditional Letter of Map Revision (CLOMR) application is required 1 year prior to the construction project starting from FEMA and a Letter of Map Revision (LOMR) application is required within 6 months of project completion.
 - b.If the FW remains within the mapped boundaries and / or BFE are decreased, a Letter of Map Revision (LOMR) is required from FEMA.
 - iii. Enforcement of floodplain studies such as Flood Insurance Study (FIS) and or FSD are conducted at the local level.
 - a.WDNR reviews the studies on behalf of NR 116.
 - b.WDNR will also approve language to update the ordinance.
 - c.Local municipality (County, City, Town, Village, etc) must adopt the FIS, FSD, or other flood mapping modifications for WDNR to enforce NR 116 for that local municipality.
 - d.Adoption of any stormwater report or mapping is typically completed in the zoning ordinance, though this may vary from community to community.
 - e.WDNR has a copy of all local ordinances enforcing flood studies; past and present, see Action Items section
 - f. If a local community creates a FSD and does not adopt the study in the ordinance, no enforcement actions by the WDNR can be made regarding protection of the FSD.
 - g.Ordnance language needs to be consistent between studies and mapping. The ordinance needs to reference the approved study and maps. This creates the regulatory language in the ordinance.
 - iv. Mitigation for FSD
 - a.There must be a 1:1 tradeoff between flood storage volume filled and compensatory storage provided within the same subwatershed for that reach of the river system.
 - b.If a 1:1 fill / cut volume balance cannot be obtained, a hydraulic analysis [evaluated by what agency – WDNR?] will be required to determine if the flood storage removed has effect BFE's. See NR 116.11 (2) (e).



- c. The compensatory storage volume analysis shall include the area and volume filled with the calculations showing the mitigation area and storage volume. Consultants should include tables and figures supporting the mitigation effort.
 - d. Temporary compensatory storage during the construction phase will not be required per Mr. Olds.
 - v. WDNR data storage
 - a. This is a work in progress with the FSD currently. There is currently no way to obtain electronic data from WDNR surface water data viewer for the FSD.
 - b. Individuals can contact WDNR to obtain files as necessary. Mr. Olds to provide mapping to CMT, see Action Items section.
 - b. Modeling methodology
 - i. Traditional hydraulic modeling doesn't account for the peak flow reduction that would occur by including flood storage. The FSD purpose is to take into account flood storage outside of the floodway to reduce flood flows downstream and ultimately reduce the BFE.
 - ii. The modeling is completed by a Hydraulic Engineering Center (HEC) software packages.
 - a. The FSD methodology is to include the flood storage volume in the hydrologic model and including the storage volume in the routing calculations through the drainage system to decrease peak flows downstream, ultimately reducing BFEs. Very similar approach to modeling a detention pond, just on a large scale.
 - c. Agency involvements
 - i. Future communications between agencies need to include the WDNR liaison and WisDOT Regional Environmental Coordinator as well as the WisDOT Drainage Engineers on issues and the creation of new regulations.
 - ii. Ms. Kirsch is working to develop a statewide policy within the bounds of the DOT/DNR Cooperative Agreement on how WisDOT will work with FEMA and the local communities.
 - iii. WisDOT is in the process of updating the FDM – all floodplain encroachments and impacts will go to the WisDOT Statewide Drainage Engineer for review for all projects.
 - iv. WisDOT project managers should communicate directly with municipal Administrators or Mayor about zoning requirements related to floodplains or stormwater studies adopted at the local level. These individuals may not have direct knowledge of the governing requirements within the ordinance, so future communication channels will need to be addressed at the start of the project planning stage. Further discussion is needed on this issue.



- d. Submittal requirements
 - i. No application forms such as FEMA forms are currently required by WDNR.
 - ii. Submittal should include the following:
 - a. Memorandum of the project and effects with numerical calculations.
 - b. Maps of the project (pre and post project conditions).
 - c. Electronic models if necessary.
 - d. Surfaces of pre and post project conditions, in CADD or GIS format.
 - e. Preliminary design plans.
 - iii. Not all FSD impacts may change FEMA FIRM maps, but if they do, FEMA should be notified.
- e. Communication between consultants, agencies, project coordinators.
 - i. See Agency involvements above.
- f. Project specific impacts
 - i. Ms. Kirsch discussed the interchange of I39 and USH 12 in Dane County.
 - a. CLOMR issues with modeling matching peak flows, Ms. Kirsch to discuss with WDNR after meeting.
 - b. Ms. Kirsch has been unable to correlate the adopted information in the ordinance with whatever mapping of the FSD created by City of Madison is available. Badger Interchange (BIC) area was not included in the City of Madison LOMR in 2006.
 - c. If relocating a stream and staying within the floodway, do no need to update the model for FEMA. If going outside the floodway, a LOMR will be required.
 - ii. Mr. Jacobson discussed the interchange of I39 and I43 in Rock County.
 - a. Presented figures showing the FSD filling impacts.
 - b. Presented the I43 interchange selected alternative layout by WisDOT.
 - c. For this FSD, the storage impact is approximately 9.6 acre-ft of storage volume. Constraints are: area and elevation.
 - d. Mr. Jacobson presented two concepts for flood storage mitigation.
 - 1. The Infiltration concept would be as follows:
 - a. Finished grade (walking surface) of facility will be X-feet below the lowest outlet pipe elevation. The depth will be determined during design. This is the compensatory storage mitigation volume.
 - b. The facility will utilize the sandy soils in the area to discharge the storage mitigation volume.
 - c. Mitigation volume will be all above grade; no fractional storage from underlying areas will be considered.
 - i. Soil borings will be conducted to determine soil infiltration capacity and ground water levels. The WDNR noted that the borings should be



done during moderately wet periods and not in the fall or winter when groundwater levels are low.

2. The Infield mitigation concept would be as follows:

- a. Utilize low lying areas of the infield areas of the interchange to provide storage.
- b. Place equalization pipes under roads between the storage areas to combine separate infields into the total storage area volume.
- c. The concept will provide positive drainage by existing and proposed pipe invert elevations. Mitigation volume will be all above grade.
- e. After discussion, both concepts were determined to be acceptable approaches for flood storage mitigation.
- f. Mr. Jacobson noted that the mitigation volume would be calculated in addition to the storage requirements for the local stormwater management that will occur at the interchange.

Status of the Rock County FSD:

1. Created by WDNR.
2. FSD mapping and modeling is anticipated to be adopted by communities in the FSD boundaries in 2015.
3. Data will be stored [or found] at the local, municipal level for obtaining copies and viewing purposes.

Action Items:

- Ms. Anderson will check for the City of Madison and Dane County Ordinances and Maps and provide to WisDOT. Dane County ordinance will be in effect on 9/17/14.
- Mr. Olds to provide FSD mapping to WisDOT (electronic files and PDF of mapping) for the I39 corridor in Dane and Rock Counties

All Action item data requests can be sent to the following:

Ms. Laura Bub, WDNR, WisDOT Transportation liaison

Ms. Ann-Marie Kirsch, WisDOT Statewide Drainage Engineer

Ms. Jennifer Grimes, WisDOT Environmental Coordinator, I39 CMT

Mr. Theran Jacobson, AECOM I39 Design Team Drainage Lead

Mr. John Voorhees, AECOM, CMT Stormwater Engineer

Adjourned, 3:10pm

Encl:

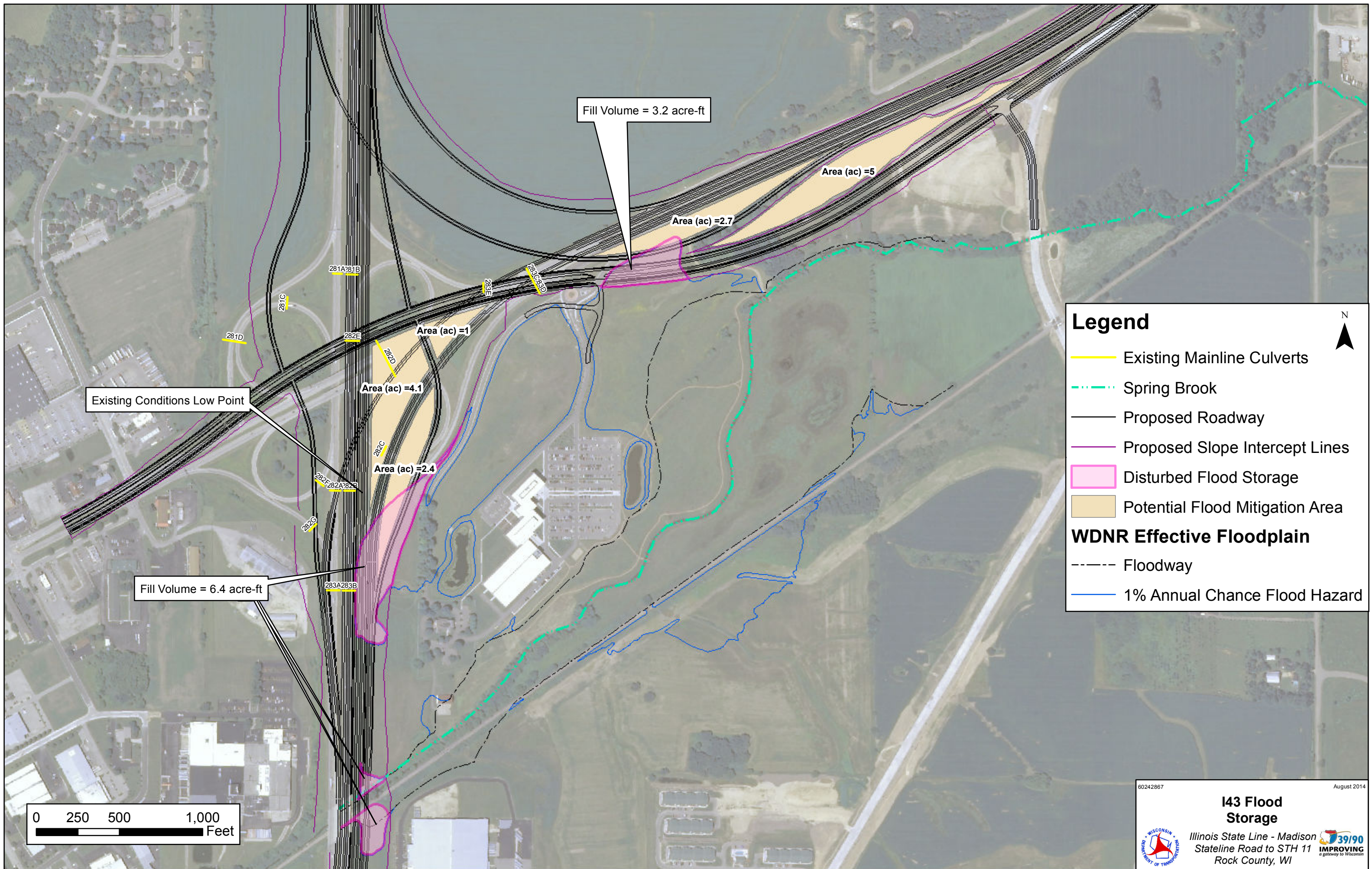
Sign in sheet, 1 page

Figures, 5 pages

**Flood Storage District Meeting
for
I-39 Corridor (Madison to State Line)**

August 26, 2014 at 1:30pm GEF-2 Room 308

| <i>Name</i> | <i>Representing</i> | <i>Telephone No.</i> | <i>E-mail Address</i> |
|------------------|---------------------|----------------------|------------------------------|
| Theran Jacobson | AECOM - I39 South | 608-828-8122 | theran.jacobson@aecom.com |
| Chris Olds | DNR | 608-266-5600 | christopher.olds@wi.gov |
| CHAD HEIMERL | DNR | 608-267-5751 | chad.heimerl@wi.gov |
| Miriam Anderson | DNR | 608-266-5228 | miriam.anderson@wi.gov |
| Matt Albe | DOT | 608-266-8483 | matthew.albe@dot.wi.gov |
| Ann-Marie Kirsch | DOT | 608 267 3766 | AnnMarie.E.Kirsch@dot.wi.gov |
| ROB DAVIS | DNR | 608-275-3316 | Robert.Davis@Wisconsin.gov |
| Bradley Wing | DNR | 608-712-1877 | |
| JENNIFER GRIMES | WISDOT | 608-804-1147 | JENNIFER.GRIMES@DOT.WI.GOV |
| Laura Bub | DNR | 608.275.3485 | Laura.Bub@Wisconsin.gov |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |



Legend

Existing Mainline Culverts

Spring Brook

Proposed Roadway

Proposed Slope Intercept Lines

Disturbed Flood Storage

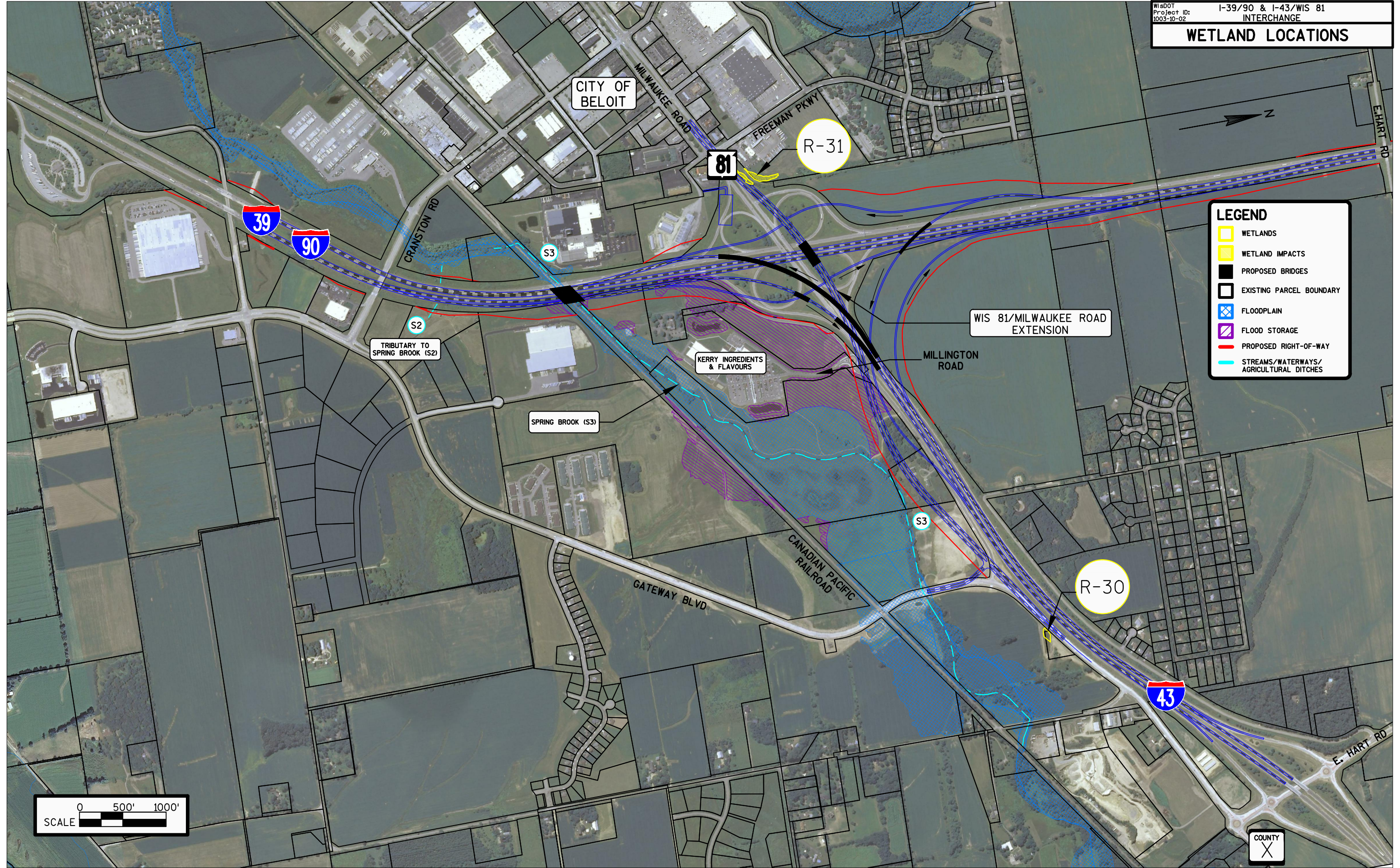
Potential Flood Mitigation Area

WDNR Effective Floodplain

Floodway

1% Annual Chance Flood Hazard

0 250 500 1,000 Feet



**Appendix 14 – State Historic
Preservation Office Correspondence**

14-0295/RO

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 11/2006

RECEIVED SHPO

APR 03 2014

For instructions, see FDM Chapter 26

DIV HIST PRES

I. PROJECT INFORMATION

| | | |
|--|---|--|
| Project ID 1003-10-02 | Highway - Street I-39/90 and I-43/WIS 81 | County Rock |
| Project Termini Project Study Limits: WisDOT Welcome Center to E. Hart Road along I-39/90 and along I-43/WIS 81 from Freeman Parkway to CTH X/Hart Road Interchange | | Region - Office Southwest |
| Regional Project Engineer - Project Manager Steve Marshall | | Area Code - Telephone Number 608-246-5350 |
| Consultant Project Engineer - Project Manager Michael Preboske | | Area Code - Telephone Number 414-944-6139 |
| Archaeological Consultant Great Lakes Archaeological Research Center, Inc. | | Area Code - Telephone Number 414-481-2093 |
| Architecture/History Consultant Great Lakes Archaeological Research Center, Inc. | | Area Code - Telephone Number 414-481-2093 |
| Date of Need May 1, 2014 | | SHSW # 14-0295/RO |
| Return a signed copy of this form to: | | |

II. PROJECT DESCRIPTION

| | | |
|-----------------------------|---|---|
| Project Length 4.6 miles | Land to be Acquired: Fee Simple 88 acres | Land to be Acquired: Easement 1 acre |
|-----------------------------|---|---|

| Distance as measured from existing centerline | Existing | Proposed | Other Factors | Existing | Proposed |
|---|---|-----------------------------|---|---|--|
| Right-of-Way Width I-39/90 & I-43 | Varies to 250' | Varies to 975' | Terrace Width Rural Freeway | NA | NA |
| Shoulder I-39/90 & I-43 | Varies to 120 | Varies to 570' | Sidewalk Width Rural Freeway | NA | NA |
| Slope Intercept I-39/90 & I-43 | Varies to 240 | Varies to 965' | Number of Lanes I-39/90 & I-43 | 4 | 6 |
| Edge of Pavement I-39/90 & I-43 | NA | Varies to 560' | Grade Separated Crossing I-39/90 & I-43 | Yes | Yes |
| Back of Curb Line Rural Freeway | NA | NA | Vision Triangle NA acres | NA | NA |
| Realignment | 0 | Varies to 550 | Temporary Bypass NA acres | NA | NA |
| Other - List: | | | Stream Channel Change | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Attach Map(s) that depict "maximum" impacts. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | Tree topping and/or grubbing | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> 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 Section 106 for the I-39/90 Corridor expansion (WisDOT ID# 1001-07-00, SHSW# 07-0240/DA/RO) project was approved by a letter from SHPO on December 3, 2007. An Environmental Assessment (EA) for the IH 39/90 corridor from USH 12/18 (Madison Beltline) to the border with Illinois was signed on July 29, 2008. The Finding of No Significant Impact (FONSI) was signed by FHWA on October 1, 2010, with an effective date of October 19, 2010.

In 2012, WisDOT initiated an I-39/90 EA re-evaluation of the 2010 EA/FONSI to document the changes in environmental impacts from the 2010 identified preferred alternative to the current 2013 proposed improvements and to evaluate

whether the FONSI remains valid. This re-evaluation includes all 45.5 miles of project ID 1001-07-00, except for the I-43 and US 12/18 interchanges. These two interchanges are now being studied as stand alone projects and the results of the studies will be documented in separate EA's for each of the projects. The re-evaluation addresses adding a lane in each direction through each interchange and appropriate ramp designs to keep the interim interchanges operable.

Due to proposed project changes altering the project scope and environmental impacts at the I-43 interchange (under project ID 1001-07-00), FHWA and WisDOT have concluded that addressing the I-43 system interchange as a stand-alone National Environmental Policy Act (NEPA) document would be appropriate. In 2013, WisDOT initiated project ID 1003-10-02 to determine the I-39/90 and I-43/WIS 81 interchange deficiencies and to evaluate alternatives to upgrade the existing interchange to meet current highway design standards while maintaining existing local access.

This new and separate EA is now being initiated for the I-39/90 and I-43/WIS 81 interchange to address changes in both the limits of the project and the design of the interchange. The project study limits for this project extend along I-39/90 from WisDOT Welcome Center south of I-43 to E. Hart Road and along WIS 81/I-43 from Freeman Parkway in the city of Beloit to CTH X/Hart Road Interchange (see Exhibit 1 Project Area Study Limits Map).

The alternatives that have been evaluated include: No Build, 1A, 1B, 2A, 2B, 2A modified, and 3B. Exhibit 2 shows the maximum footprint. This footprint combined all alternatives using the worst case scenario of right of way within the project study limits.

Specific ground disturbance activities include grading, cutting, and filling. Additional right-of-way is needed to meet current design standards. The additional right-of-way area for this Section 106 Amendment was surveyed because it was not included in the original archaeological investigation.

☐ Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

- ☒ Property Owners
☒ Public Information Meeting Notice
☒ Letter - Required for Archaeology
☐ Telephone Call
☐ Other:

- ☒ Historical Societies/Organizations
☐ Public Information Meeting Notice
☒ Letter
☐ Telephone Call
☐ Other:

- ☒ Native American Tribes
☒ Public Info. Mtg. Notice
☒ Letter
☐ Telephone Call
☐ Other:

*Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS - APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures.

The APE includes all properties immediately adjacent to the proposed project corridor and the entire proposed roadway right of way for all 7 alternatives evaluated.

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

- | ARCHAEOLOGY | HISTORY |
|---|---|
| <input checked="" type="checkbox"/> Archaeological survey is needed | <input checked="" type="checkbox"/> Architecture/History survey is needed |
| <input type="checkbox"/> Archaeological survey is not needed - Provide justification <input type="checkbox"/> Screening list (date). | <input type="checkbox"/> Architecture/History survey is not needed <input type="checkbox"/> No structures or buildings of any kind within APE <input type="checkbox"/> Screening list (date). |

VI. SURVEY COMPLETED

- | ARCHAEOLOGY | HISTORY |
|---|---|
| <input checked="" type="checkbox"/> NO archaeological sites(s) identified - ASFR attached <input type="checkbox"/> NO potentially eligible site(s) in project area - Phase I Report attached <input type="checkbox"/> Potentially eligible site(s) identified-Phase I Report attached <input type="checkbox"/> Avoided through redesign <input type="checkbox"/> Phase II conducted - go to VII (Evaluation). <input type="checkbox"/> Phase I Report attached - Cemetery/cataloged burial documentation | <input type="checkbox"/> NO buildings/structures identified - A/HSF attached <input checked="" type="checkbox"/> Potentially eligible buildings/structures identified in the APE - A/HSF attached <input type="checkbox"/> Potentially eligible buildings/structures avoided - documentation attached |


VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

- | | |
|--|---|
| <input type="checkbox"/> No arch site(s) eligible for NRHP - Phase II Report attached <input type="checkbox"/> Arch site(s) eligible for NRHP - Phase II Report attached <input type="checkbox"/> Site(s) eligible for NRHP - DOE attached | <input type="checkbox"/> No buildings/structure(s) eligible for NRHP - DOE attached <input checked="" type="checkbox"/> Building/structure(s) eligible for NRHP - DOE attached |
|--|---|

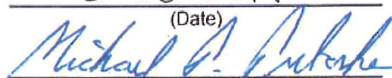
VIII. COMMITMENTS/SPECIAL PROVISIONS - must be included with special provisions language

IX. PROJECT DECISION

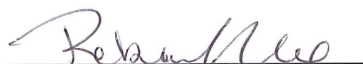
- ☐ No historic properties (historical or archaeological) in the APE.
☐ No historic properties (historical or archaeological) affected.
☒ Historic properties (historical and/or archaeological) may be affected by project;
☐ Go to Step 4: Assess affects and begin consultation on affects
☒ Documentation for Determination of No Adverse Effects is included with this form. WIDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.


(Regional Project Manager)

2-26-2014
(Date)


(Consultant Project Manager)

02/26/2014
(Date)


(WIDOT Historic Preservation Officer)

4/2/14
(Date)


(State Historic Preservation Officer)

June 24 2014
(Date)

RECEIVED

APR 03 2014

DIV HIST PRES (Revised May 2013)

Wisconsin Historical Society Determination of Eligibility Form

WisDOT Project ID #: 1003-10-02

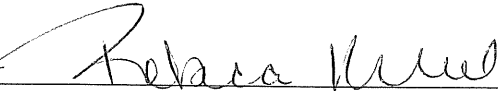
WHS #: _____

Property Name(s): Gonstead Chiropractic Clinic
 Address/Location: 3535 Clinic Road
 City & County: Rock County Zip Code: 53511
 Town: 1N Range: 13E Section: 21
 Date of Construction: 1964

WisDOT Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility:

- ☒ Meets the National Register of Historic Places criteria.
☐ Does not meet the National Register of Historic Places criteria.



Rebecca Burkel, WisDOT Historic Preservation Officer

4/2/14

Date

State Historic Preservation Office

In my opinion, the property:

- ☒ Meets the National Register of Historic Places criteria.
☐ Does not meet the National Register of Historic Places criteria.



Jim Draeger, State Historic Preservation Officer

Date

5/27/14

Comments (FOR AGENCY USE ONLY):

Division of Historic Preservation
 Wisconsin Historical Society
 816 State Street
 Madison, WI 53706

WisDOT Project ID: 1003-10-02
SHSW#
I-39/90 and I-43/WIS 81 Interchange
Rock County
City of Beloit

DOCUMENTATION FOR DETERMINATION OF NO ADVERSE EFFECT

1. Description of the undertaking

The project is located at the I-39/90 and I43/WIS 81 interchange in the Town of Turtle and City of Beloit. The project study limits for the I-90 (north-south) leg of the project area are E Hart Road to the north and WisDOT Welcome Center to the south (a length of approximately 2.7 miles). The project study limits for the I-43 (east-west) leg of the project area are E Hart Road to the east and Freeman Parkway to the west (a length of approximately 1.9 miles). See Attachment 1.

Project activities include the reconstruction of the existing I-39/90 freeway lanes and the addition of a third lane in each direction to create a six-lane divided highway. The I-39/90 and I43/WIS 81 interchange will be redesigned and reconstructed to address roadway and capacity deficiencies. Additional ROW will be acquired in each quadrant of the interchange to accommodate new entrance and exit ramps.

Given the project description and its potential to impact the project area, an APE was established that included all properties adjacent to the proposed project corridor (including those along parallel frontage roads) and the entire proposed roadway right of way. All resources that were at least 40 years old and possessed a degree of historic integrity were examined for potential historical significance.

2. Description of steps taken to identify historic properties

A. Archaeology

Phase I archaeological survey was conducted within the prospective right of way acquisition for the I-39/90 and I43/WIS 81 interchange improvement from October 7, 2013 through October 17, 2013. A total of 0.51 acres were subjected to shovel testing, 16.06 acres were pedestrian surveyed, 1.10 acres were soil cored and determined to be disturbed, and 7.17 acres were visually inspected and determined to be massively disturbed. No cultural materials were identified.

B. Architecture/History

An architecture/history reconnaissance survey was conducted in October of 2013. Prior to the survey, no properties in the APE were NRHP listed; three properties in the APE had been recorded in WHPD.

One property was recommended as eligible for the National Register:

- **Gonstead Chiropractic Clinic – 3535 Clinic Rd**

A Determination of Eligibility was completed for the Gonstead Chiropractic Clinic. This DNAE is being submitted concurrently with the Section 106 documentation; the signed DOE cover page is not yet available.

3. Description of the affected historic properties

Gonstead Chiropractic Clinic

Constructed in 1964 following a design by architect James Dresser, the Gonstead Chiropractic Clinic is considered eligible for National Register listing under *Criterion C: Architecture* as an excellent representative of Neo-Expressionist Contemporary architecture. The property's historic boundary consists of a four-sided polygon that encompasses the building itself and the surrounding wooded lot. Beginning at the inside corner of Lathers Road and Clinic Road, the boundary runs north for approximately 545 ft. along the eastern paved edge of Lathers Road. From there, the boundary runs northeast for approximately 240 ft. following the existing tax parcel boundary. At that point, the boundary runs southeast for approximately 500 ft., again following the existing tax parcel boundary to the northern paved edge of Clinic Road. From there, the boundary runs along the paved edge of Clinic Road for approximately 460 ft. to the point of beginning. (Attachments 2-A through 2-B)

4. Description of the undertaking's effects on historic properties

The **Gonstead Chiropractic Clinic** is located north of I-43 on Clinic Road which serves as a frontage road that runs parallel to I-43. The property's southern and western ROW lines abut Clinic Rd/Lathers Rd which serves as a frontage road along the I-43 project area.

The I-39/90 and I43/WIS 81 interchange will be redesigned and reconstructed. The section of I-43 located nearest to the Gonstead Chiropractic Clinic will be lowered about one foot to be at grade. In this location, southbound I-43 will be widened from approximately 40 ft. to 50 ft. while northbound I-43 will remain 40 ft. in width. No additional ROW will be acquired adjacent to the Gonstead Chiropractic Clinic. (Attachments 3-A through 3-C)

5. An explanation of why the criteria of adverse effect were found inapplicable

i. Physical destruction of or damage to all or part of the property.

The proposed project activities will not result in damage to the Gonstead Chiropractic Clinic or to any contributing element of the property.

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 will not result in alterations to the building or to contributing features within the historic boundary.

iii. Removal of the property from its historic location.

Neither the Gonstead Chiropractic Clinic nor any of the contributing features within its historic boundary will 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 Gonstead Chiropractic Clinic is eligible for listing in the National Register under *Criterion C: Architecture*. As part of the reconstruction of the I-43 – I-39/90 interchange, the section of I-43 located nearest to the Gonstead Chiropractic Clinic will be lowered about one foot to be at grade. In this location, southbound I-43 will be widened from approximately 40 ft. to 50 ft. while northbound I-43 will remain 40 ft. in width. No additional ROW will be acquired adjacent to the Gonstead Chiropractic Clinic. No work will take place within the historic boundary. All adjacent work will be in keeping with the property's existing semi-rural, freeway-adjacent setting. The project will not result in a change in the use of the property as a medical clinic.

v. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.

The reconstruction project, as designed, will not introduce visual, atmospheric, or audible elements that would diminish the integrity of the significant features of the property.

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 property resulting in deterioration. The Gonstead Chiropractic Clinic will continue to be viable for use as a medical office.

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 Gonstead Chiropractic Clinic is not now and has never been under Federal ownership or control.

6. Copies or summaries of any views provided by consulting parties and the public

A public information meeting was held on December 10, 2013. Attendees expressed concerns over bike and pedestrian access to Gateway Blvd, business access along Milwaukee Rd, potential limits on housing growth on Beloit's east side, road noise, and the cost of proposed project activities. No attendees expressed concern over historic properties. See Attachments 4-A through 4-R for information from the Public Information Meeting and for comments and concerns voiced by interested parties.

7. Application of de minimis Section 4(f) finding

In accordance with 23 USC 138(b) Section 6009(a), WisDOT, on behalf of FHWA, hereby informs SHPO that the Determination of No Adverse 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.

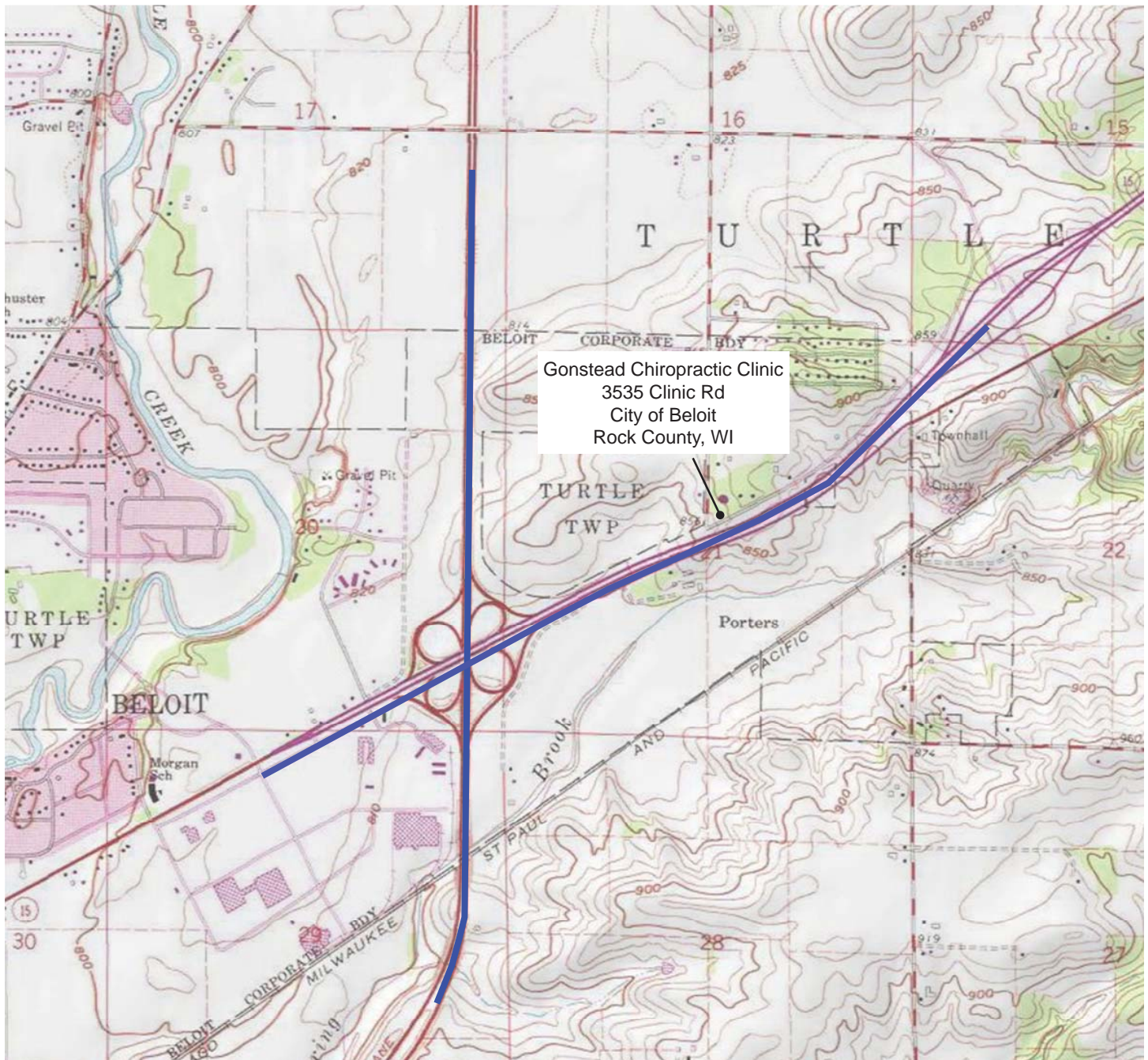
Documentation of No Adverse Effect Prepared By:

| | | | |
|-----------------|--|--------|-------------------|
| Name & Company: | Gail Klein, Great Lakes Archaeological Research Center, Inc. | | |
| Address: | PO Box | Phone: | (414)481-2093 |
| City: | Milwaukee | State: | WI |
| Email: | gklein@glarc.com | Zip: | 53203 |
| | | Date: | November 21, 2013 |

| | | | |
|---------------------|--|--------|--|
| Sub-contracting to: | | | |
| Address: | | Phone: | |
| City: | | State: | |
| Email: | | Zip: | |
| | | Date: | |

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
- ☒ Correspondence with property owners and consulting parties and any responses



I-39/90 - I-43 Interchange Project Area
 City of Beloit, Town of Turtle
 Rock County, WI
 WisDOT ID: 1003-10-02

Source: USGS, GLARC



— Project Area

Attachment

1

Project Location Map



Looking north



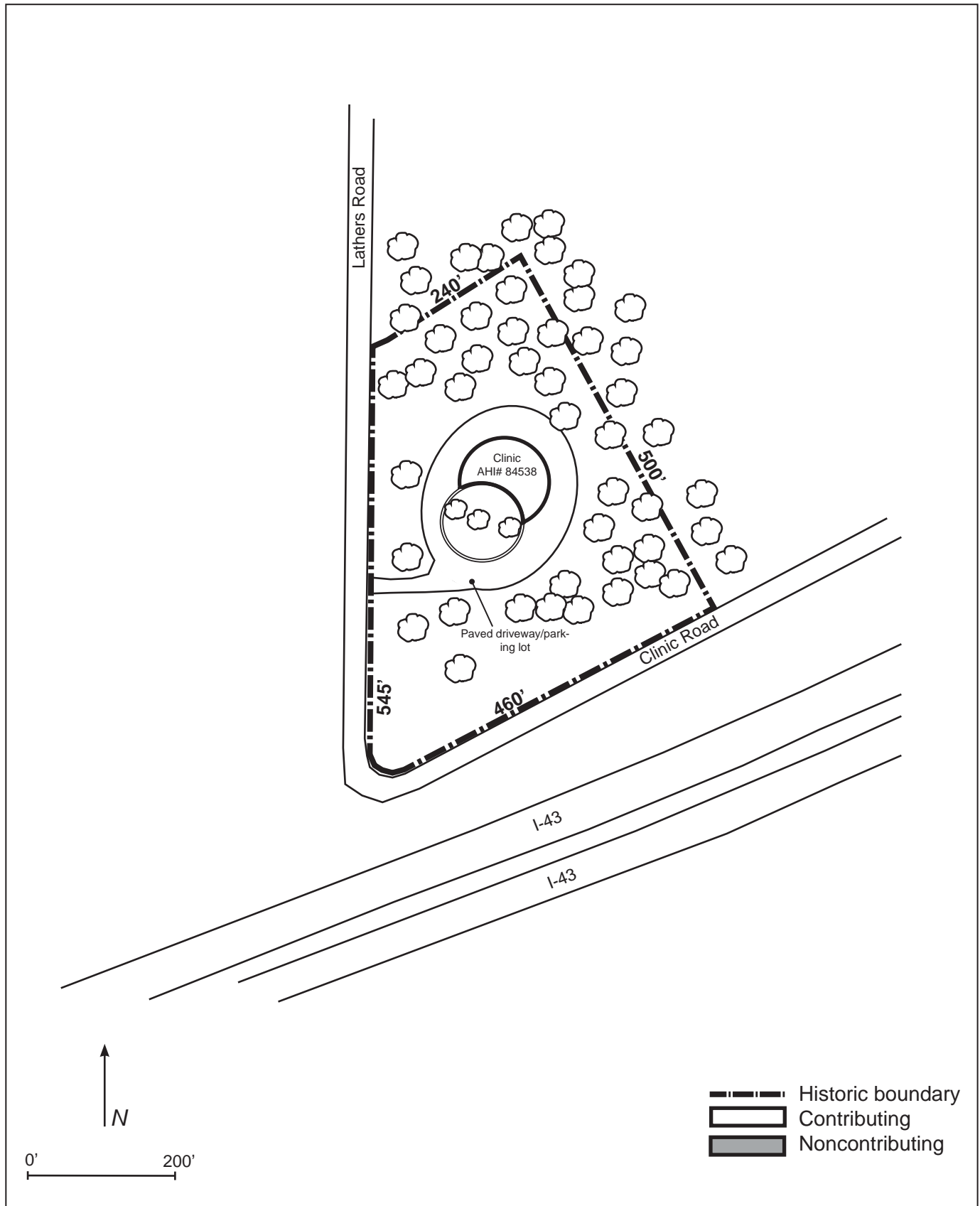
Looking northeast

Attachment

2-A

Gonstead Chiropractic Clinic
3535 Clinic Rd

Photos

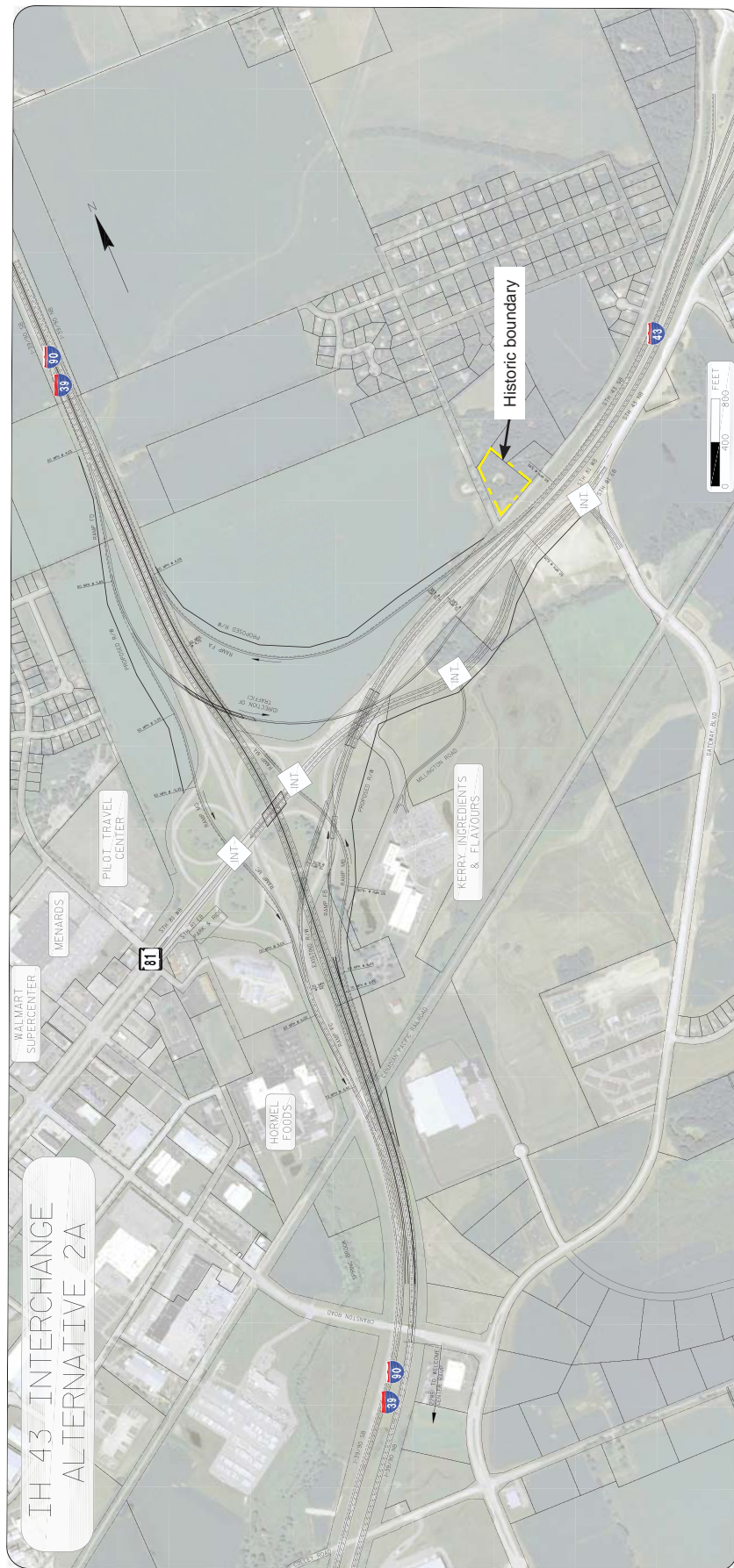


Attachment

2-B

Gonstead Chiropractic Clinic
3535 Clinic Rd

**Historic
Boundary Map**



Attachment

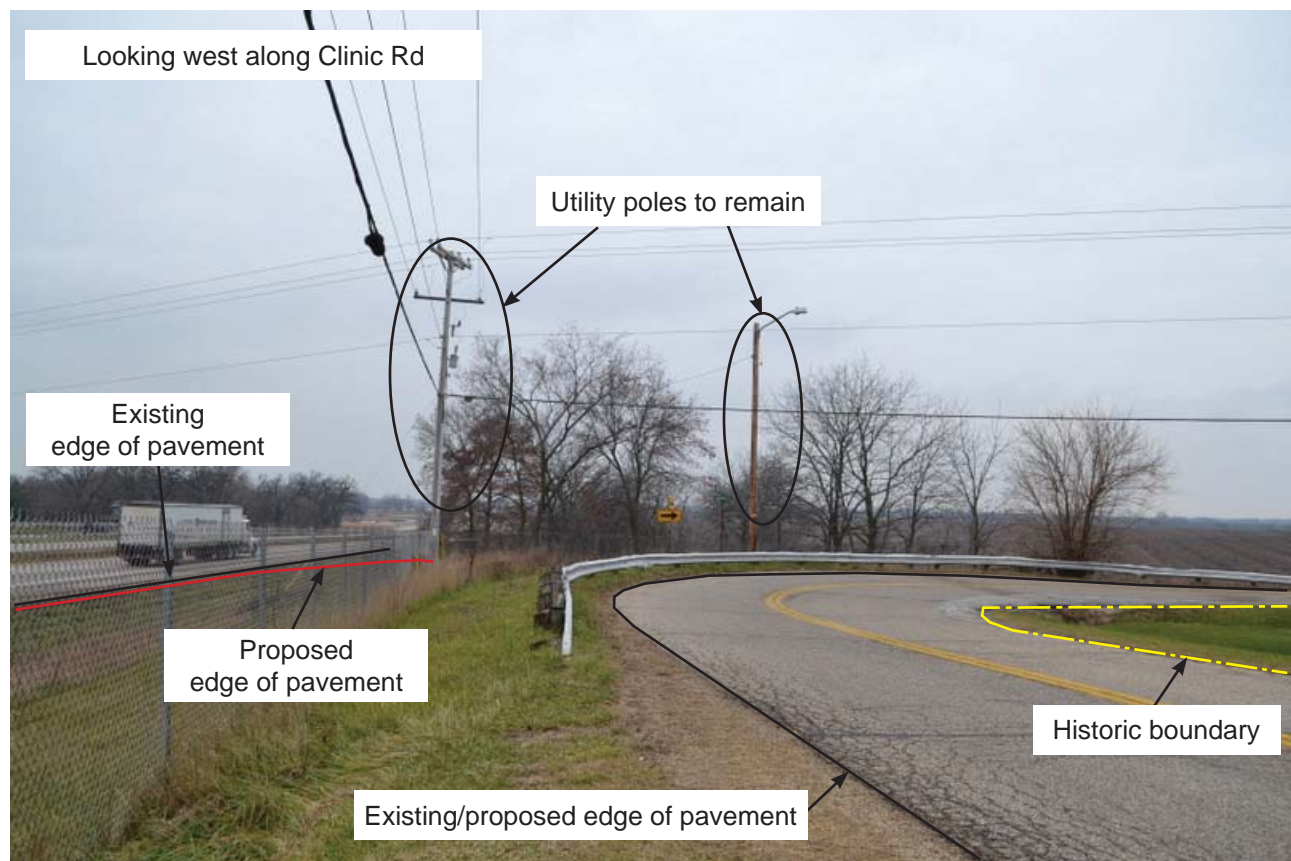
3-A

Gonstead Chiropractic Clinic
3535 Clinic Rd

**Adjacent Project
Plans**



| | | |
|--------------------------|---|---------------------------|
| Attachment 3-B | Gonstead Chiropractic Clinic 3535 Clinic Rd | Adjacent Project Plans |
|--------------------------|---|---------------------------|



| | | |
|--------------------------|---|--------------------------------|
| Attachment 3-C | Gonstead Chiropractic Clinic 3535 Clinic Rd | Adjacent Project Activities |
|--------------------------|---|--------------------------------|

Attachment 4-A thru 4-R
are included in the project file

**Appendix 15 –Department of
Agriculture, Trade and Consumer
Protection Correspondence**

From: Halpin, Alice L - DATCP
Sent: Monday, December 30, 2013 9:05 AM
To: Grimes, Jennifer - DOT
Subject: IH 39/90 AIS Addendum - I-43 Interchange impacts will be included

Hi Jenny.

Regarding your question about whether the I-43 changes can be part of this AIS Addendum, the answer is yes.

Also, I took the DNR off of the list of farmland owners in the addendum because WisDOT can't condemn them. An AIS (or any addendum to an AIS) only deals with parcels where there is the possibility of condemnation.

I added a brief discussion about the Susan Schultz et al. property. Susan's husband contacted me after I sent you the draft to say he would be returning to the questionnaire I sent them. They feel the property would be better used for commercial purposes rather than for farmland, so their input didn't result in any other changes to the addendum.

Do you have any specific information about the drainage situation on the Roger and Nancy Olson property (N27, N28, N29, N30, N31, N32) and if any changes will be made to address Mr. Olson's concerns about the existing drainage problems?

The addendum is being printed and the publication date is Dec. 27. I will send you copies when it comes back from the printer.

Thanks for all your help.

Alice

From: Grimes, Jennifer - DOT
Sent: Thursday, December 19, 2013 9:20 AM
To: Halpin, Alice L - DATCP
Subject: RE: draft IH 39/90 AIS Addendum 12/16/13 - DOT comments 12/19/13

Alice,
DOT has the following comments on the draft AIS Addendum (12/16/13 version).

Page 1, Project ID for the I-39 Corridor final design is 1001-10-02 (1007-10-00 was used for the EA and preliminary design work).

Page 1, Introduction.

The following design changes resulted in increased right of way needs and environmental impacts in all three Segments:

- A wider median is needed for drainage and to eliminate median cable guard to improve safety.
- Existing overpass profiles were not addressed in the EA/FONSI and all are deficient. New crest curves require over 15 feet of fill in some areas.
- System interchange redesign to allow for higher design speeds resulted in higher impacts at the US 12/18 (Beltline) and I-43 Interchanges. (These will each have a new, separate Environmental Assessment (EA) completed).

➤ Question: The impacts for I-43 were noted with asterisks in the submittal, so barring huge changes in impacts could we use this AIS for that project as well? (WisDOT ID# 1003-10-02)

- Drainage was not addressed in the EA/FONSI. Impacts associated with storm water and water quality features will be evaluated during final design.
- Detention ponds will likely be required along the corridor to address new regulations for water quality standards in the Rock River drainage basin.

Page 10-12: We checked Table 3 in the AIS Addendum vs. what was submitted in the AIN. See the attached PDF which shows the discrepancies.

Page 13: correct spelling is Shopiere Road (add an 'e' to the end of Shopier)

Page 16, Access. In addition to the 4 properties discussed, there are access changes proposed for 3 other locations:

1. Lunde Farms Inc (N95, N96, N97)

The I-39 improvements will require strip acquisition of cropland and woodland along the Interstate for the County N Interchange improvements. Direct access from parcel N95 to County N would be removed and parcel N96 would be completely acquired for strip acquisition. This would result in access changes to Parcel N95. Access to parcel N95 would be provided through a new access road along parcel N94 (Vang property). Access to parcel N97 would now be via Williams Drive only (not County N).

2. Crazy Acres Inc (C44, C45, N1, N16)

New connecting roadway from STH 59 to Goede Rd will be centered on the property line between the parcels, splitting what is currently one continuous field into two. Ease of access to parcel C44 will change significantly, requiring the owner to cross the new roadway.

3. Rock Road Lathers (S17, S18)

S18 will require 3 acres of TLE to build new access.

Thank you for sending the draft AIS Addendum for review. Happy Holidays!

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

(10/28/13: please note my new phone number and office location)

From: Halpin, Alice L - DATCP
Sent: Monday, December 16, 2013 2:04 PM
To: Grimes, Jennifer - DOT
Subject: draft IH 39/90 AIS Addendum

Hello again Jenny.

I received a response to my questionnaire from one of the farmers affected by the IH 39/90 project. I added it in and then added a standard section on severances. I also corrected a few typos. So, here's the revised draft. I apologize for any inconvenience. This version is the same one I mailed to you.

<< File: draft addedum.pdf >>

Alice Halpin

Agricultural Impact Statements Program
Wisconsin Department of Agriculture, Trade and Consumer Protection
P.O. Box 8911
Madison, WI 53708-8911
phone: (608)224-4646
fax: (608)224-4615
e-mail: alice.halpin@wisconsin.gov

AGRICULTURAL IMPACT STATEMENT ADDENDUM



**IH 39/90: Illinois State Line to
USH 12&18
Dane & Rock Counties**

Published December 27, 2013

**Wisconsin Department of Agriculture,
Trade and Consumer Protection
DATCP #3958**

The state of Wisconsin is 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.

The towns of Blooming Grove, Pleasant Springs, Christiana, and Albion in Dane County and the towns of Milton, Harmony, La Prairie, and Turtle in Rock County have adopted their 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.

The proposed project will pass through the La Prairie Agricultural Enterprise Area (AEA) in Rock County. AEAs were created in the Working Lands Initiative legislation so that local agricultural communities could identify contiguous tracts of farmland that they want to preserve and farmland owners could have the opportunity to receive increased tax credits.

Farmland owners with land zoned for exclusive agricultural use or land covered by an agreement signed before June 30, 2009 when the Working Lands Initiative began 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.

III. AGRICULTURAL IMPACTS

The following table lists the original and the revised acquisitions of farmland for the proposed project. For property that was originally listed as being affected by the project but has no acres listed in the revised acquisition column, ownership may have changed or the property may no longer be affected. An asterisk (*) next to the revised acres indicated that a temporary easement less than one acre will also be acquired.

**Table 3
Acres of Farmland to be Acquired**

| Farmland Owners | Acres to be Acquired | |
|-------------------------------|----------------------|---------|
| | Original | Revised |
| Maurie W. & Ianne M. Peterson | 1.3 | |
| T. Wesley & Lois Skaar | 1.3 | 1.5 |
| Bonnie J. Eldridge | 1.6 | |
| Thomas S. & Randi K. Payne | 1.6 | |
| Lunde Farms | 1.1 | *5.8 |
| Neal E. & Mark Elsing et. al. | 2.6 | 1.2 |

| Farmland Owners | Acres to be Acquired | |
|---|-----------------------------|------|
| David W. & Tammie L. Smithback | 3.3 | 3.3 |
| Howard Lien (incorrectly listed in original AIS) | 1.4 | 0 |
| Gary A. & Janet M. Johnson | 1.2 | |
| Roger Fosdal | 1.5 | 2.6 |
| Thomas W. & Roxanne Hanson | 1.2 | 1.5 |
| Dean A. & Patricia Ann Peterson | 2.5 | |
| Myron Fosdahl | 3.4 | *2.8 |
| Frank Zeller | 1.3 | |
| Roy & Mary Kauper | 1.3 | *2.4 |
| Andris J. & Linda G. Zirba | 1.5 | |
| Gurena Meyer & Britton McArdle | 4.4 | |
| Syneva Vedvig | 2.1 | |
| Rolland D., Judith E., & Randall Nelson | 2.2 | 4.2 |
| William L. & Jill E. Myhre Jr. et al. (incorrectly listed in the original AIS as 3.5 acres) | 2.5 | 2.3 |
| Crazy Acres | 4.9 | *8.2 |
| Roger J. & Nancy J. Olson | 4.5 | 6.6 |
| Henry B. & Rita R. Bratland, Sr. | 1.2 | 7.2 |
| Reppon & Joan Stevens Trust | 2.0 | |
| William G. and Robert J. Hicks et. al. | 1.4 | |
| Eastman Hunting Club | 2.5 | *4.2 |
| Arthur Donaldson | 1.6 | *3.0 |
| Frances Hemenway | 3.3 | |
| Judy Nelson/Genesis 1 | 3.5 | 5.5 |
| Sharon Deegan | 2.1 | *1.5 |
| James Thorpe/Mulder Dairy Farms (incorrectly listed in the original AIS as 9.4 acres) | 12.5 | 22.1 |
| Robert Cunningham (incorrectly listed in original AIS) | 7.4 | |
| Robert T. & Janice W. Cunningham Revocable Trust | 0 | 3.5 |
| Roland E. & Mary T Coats | 2.2 | 3.8 |
| Paul L. Wixom & Irene T. Hart | 2.0 | 2.9 |
| Riesterer Farms | 2.1 | 6.2 |
| D&W Properties | 2.9 | 2.0 |
| Debra Cooke & David Johnson | 1.1 | 6.4 |
| Atkinson Farms, Inc. | 0 | *4.7 |
| Coburn Rorabeck Trust | 0 | *4.6 |
| Miguel & Linda Mora | 0 | 4.4 |
| Funk's Fairview Acres, Inc. | 0 | 3.9 |
| Triple T Farms | 0 | 2.8 |

| Farmland Owners | Acres to be Acquired | |
|---|-----------------------------|------|
| Dabson Trust et al. | 0 | 1.9 |
| David Reid | 0 | 1.6 |
| H&H Prop of Rock Co LLC | 0 | 1.6 |
| Leslie F. & Virginia Hulla | 0 | 1.5 |
| Jerry & Jennifer Frei | 0 | 1.4 |
| Rock Road Lathers | 0 | *1.2 |
| Mary Jane Buss Trust | 0 | 1.2 |
| Bridget Walsh Trust | 0 | 1.1 |
| Lisa Collin Fulton | 0 | 1.0 |
| Bryan & Cyndi Meyer | 0 | 1.5 |
| Gary E. Thalacker | 0 | 1.6 |
| Theodore G. & Joanne H. Petersen | 0 | 1.7 |
| Betty Updike | 0 | 1.1 |
| Earl A. & Barbara J. Collins | 0 | *1.8 |
| Richer & M. Eugene Vedvig, & Michael Braley | 0 | 3.7 |
| Douglas O. Nelson | 0 | 2.9 |
| American Transmission Company LLC | 0 | 2.2 |
| Walter O. Maurer Sr. Revocable Trust | 0 | 2.0 |
| Robert & Sandra Lyke | 0 | 1.7 |
| Koua & Dia Vang | 0 | 1.7 |
| Robert R. & Annique R. Cohen Wichner | 0 | 1.6 |
| Roennenburg Revocable Living Trust | 0 | 1.5 |
| Frederick & Phyllis Johnson | 0 | 1.4 |
| Lucille Nottestad | 0 | 1.2 |
| Storck Road Farm LLC | 0 | 1.1 |
| Louis J. Erickson, Debbi Len, Donald R. Erickson, Howard Len, Jr. | 0 | 1.1 |
| Ingrid Suppes (incorrectly omitted from the original AIS) | 49.8 | 39.1 |
| Turtle Creek Development | 0 | 19.5 |
| Leach Farms, Inc. | 0 | 15.9 |
| Hahn Revocable Trust | 0 | *9.6 |
| Green Valley Farms, Inc. | 0 | 6.4 |
| Arndt Farms, Inc. | 0 | 5.2 |
| Susan Schultz et al. | 0 | *6.3 |
| Roger Olson | 0 | 1.2 |
| Nick & Roxanne Hull | 0 | 5.3 |
| William & Shirle Balis (incorrectly omitted from original AIS) | 2.9 | 0 |

| Farmland Owners | Acres to be Acquired | |
|--|-----------------------------|--------------|
| Helen Harrison, Donald Erickson, et al. (incorrectly omitted from original AIS) | 1.4 | 0 |
| Mary, Elizabeth, & Leslie Mack Trustee (incorrectly omitted from original AIS) | 2.1 | 0 |
| Newell Companies (incorrectly omitted from original AIS) | 2.6 | 0 |
| William Cunningham (incorrectly omitted from original AIS) | 1.6 | 0 |
| Originally 87 acquisitions each one acre or less (was incorrectly listed as 86 acquisitions totaling 38.2 acres) | 38.8 | |
| Revised 49 acquisitions each one acre or less | | 20.8 |
| TOTAL | 186.9 | 302.7 |

DATCP attempted to contact the farmland owners who will lose more than five acres of land as a result of this project. The responses of those who provided information to DATCP are summarized below.

Farmland Owner: Hahn Revocable Trust

Operator: Leon Hahn

Proposed Acquisition: Fee-simple acquisition of 9.6 acres plus 0.62 of an acre of temporary limited easement

The proposed acquisition will be in strips along the existing right-of-way for IH 39/90, CTH “S,” and Shopiere Road. The Trust consists of about 160 acres of land. Mr. Hahn grows corn and soybeans on the cropland.

Mr. Hahn indicated that the original design for Shopier Road would have created a median that would have made it impossible for semis to access his property. He raised this concern with WisDOT and a WisDOT representative told him that the location of median would be moved away from the Hahn driveway so that it wouldn’t interfere with semis entering or leaving the Hahn property.

He also requested that WisDOT not come as close to his home as originally proposed. The original design would have necessitated the removal of at least two trees in front of the Hahn residence. Mr. Hahn said that WisDOT agreed to reconstruct this portion of CTH “S” with curb and gutter rather than ditches, so the trees won’t need to be removed.

Mr. Hahn indicated that a new road will be constructed through part of his 11-acre woods to access neighboring homes. He said that the wooded parcel is currently zoned for residential use.

Appendix 16– American Indian Tribe Correspondence



Wisconsin Department of Transportation

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



December 4, 2013

Name
Address
P.O. Box
City, State, Zip

**Subject: Agency Scoping Letter
I-39/90 & I-43 Interchange
Rock County
WisDOT Project I.D. 1003-10-02**

Dear Mr. Example:

Previously, your agency/organization received information regarding the Wisconsin Department of Transportation (WisDOT) – Southwest Region's plans for future improvements of the I-39/90 South Segment in Rock County (WisDOT ID: 1003-10-01).

This letter is to notify your agency/organization that the scope of this project has recently changed.

WisDOT has initiated a separate Environmental Assessment (EA) for the I-39/90 and I-43 interchange and is seeking your comments and feedback specific to the area being studied under WisDOT ID 1003-10-02. The I-43 Interchange EA study logical termini are as follows (see enclosed map):

North – County S interchange
South – IL-75 interchange
East – WIS 140 interchange
West – Cranston Road

The I-43 Interchange was previously included in the I-39/90 Environmental Assessment (EA) from the Illinois state line to US 12/18 in Madison which received a Finding of No Significant Impact (FONSI) from the Federal Highway Administration (FHWA) on October 1, 2010. Due to proposed project changes altering the project scope that will most likely increase environmental impacts of the I-39/90 Corridor, FHWA and WisDOT have concluded that addressing the two system interchanges (I-43 in Beloit and US 12/18 Beltline) as stand-alone National Environmental Policy Act (NEPA) documents would be appropriate. A new, separate EA is now being initiated for the I-43 Interchange to address changes in the limits of the project in this area and changes in design of the interchange. The I-43 Interchange will be reconstructed to address overall safety, accommodate existing and future traffic, and replace aging pavements and structures. AECOM has been contracted to perform the design services.

Ground disturbance is anticipated outside of the existing right of way around I-43 interchange for the entire length of the project requiring entire property, strip right-of-way acquisition or temporary easements for grading.

A Coordination Plan and Impact Assessment Methodologies document as identified in 23 USC 139 will not be part of the process used in preparing the environmental document for this project. However, there will be several agency coordination points throughout the preliminary design phase to request comments at the milestones for purpose and need, selection of a preferred alternative, and notification of the availability of the draft EA for public and agency review. Below is a list of key dates for this project.

| | |
|-----------------------------------|-------------|
| Develop Alternatives | Fall 2013 |
| PIM #2 | Winter 2013 |
| Draft Purpose and Need | Winter 2014 |
| Concurrence Meeting with Agencies | Winter 2014 |
| Recommend Alternative | Spring 2014 |
| Concurrence Meeting with Agencies | Spring 2014 |
| PIM #3 | Summer 2014 |
| Draft EA | Fall 2014 |
| Public Hearing | Fall 2014 |
| FHWA Signed Final EA | Winter 2014 |

WisDOT and Rock County would be pleased to receive any comments regarding this project or any information you wish to share pertaining to cultural resources located in the area. If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact:

Jim Becker; Environmental Process and Documentation Section; 4802 Sheboygan Avenue; Room 451; Madison, Wisconsin 53707 (608) 261-0137.

You are also cordially invited to a project Public Involvement Meeting which is being held on December 10, 2013. The time and location are as follows:

5 – 7 p.m. (brief presentation at 5:30 p.m.)
Beloit Rotary River Center
1160 S. Riverside Drive, Beloit, WI 53511

Yours sincerely,

Steve Marshall

Steve Marshall
I-39/90 South Segment Project Manager

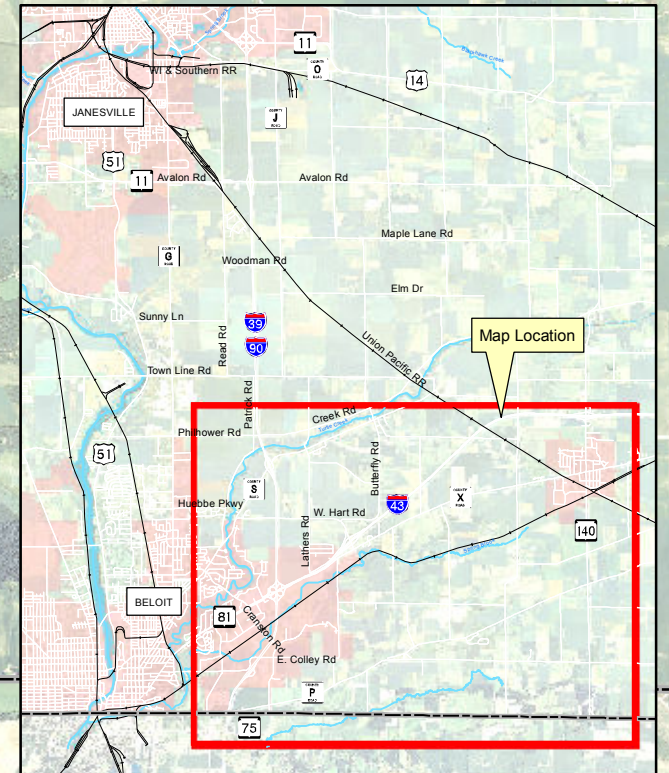
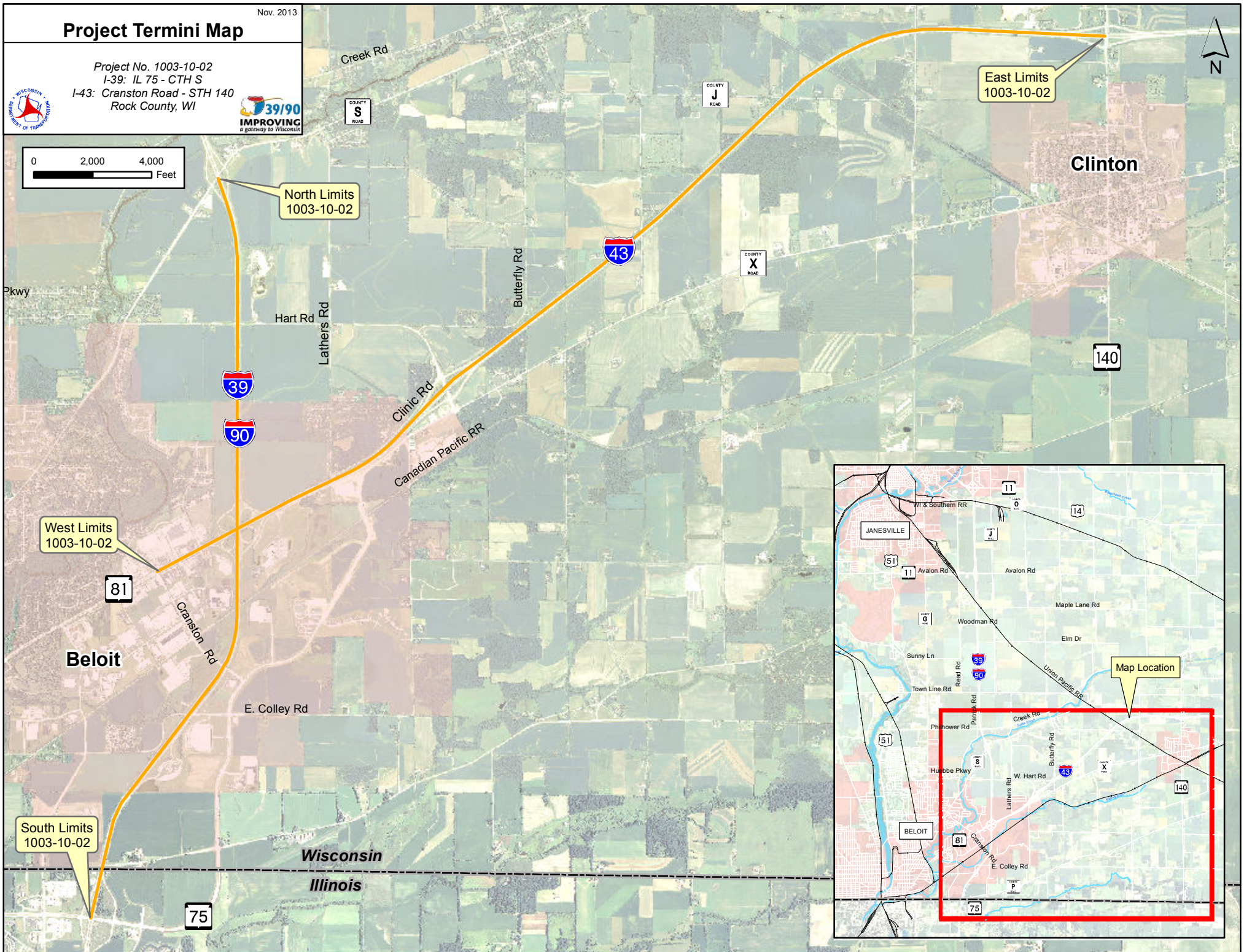
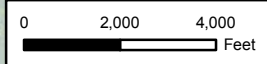
Enclosures: As Noted

c/enc: Rebecca Burkel, WisDOT EPDS Transportation Historic Preservation Officer
James Becker, WisDOT EPDS Archaeology/Burial Site Program Manager
Roger Larson, WisDOT SW Region Tribal Coordinator
c: Jennifer Grimes, WisDOT
Michael Preboske, AECOM
Randy Fuchs, AECOM

Project Termini Map



Project No. 1003-10-02
I-39: IL 75 - CTH S
I-43: Cranston Road - STH 140
Rock County, WI



Mr. Dave Grignon
Menominee Indian Tribe of Wisconsin
P.O. Box 910
Keshena, WI 54135

Edmore Green
Sac and Fox Nation of Missouri in
Kansas and Nebraska
305 N. Main
Reserve, KS 66434

Mr. Larry Balber
Red Cliff Band of Lake Superior
Chippewa Indians of Wisconsin
88385 Pike Road, Highway 13
Bayfield, WI 54814

Mr. Jonathan Buffalo
Sac and Fox of the Mississippi in Iowa
349 Meskwaki Road
Tama, IA 52339-9629

Ms. Edith Leoso
Bad River Band of Lake Superior
Chippewa Indians of Wisconsin
P.O. Box 39
Odanah, WI 54861

Mr. William Quackenbush
Ho-Chunk Nation
P.O. Box 667
Black River Falls, WI 54615

Ms. Hattie Mitchell
Prairie Band Potawatomi Nation
16281 Q Road
Mayetta, KS 66509

Ms. Sandra Massey
Sac and Fox Nation of Oklahoma
RR 2, Box 246
Stroud, OK 74079

Ms. Melissa Cook
Forest County Potawatomi Community
of Wisconsin
P.O. Box 340
Crandon, WI 54520

Giiwégiizhigookway Martin
Lac Vieux Desert Band of Lake
Superior Chippewa Indians
P.O. Box 249
Watersmeet, MI 49969

BAD RIVER BAND OF LAKE SUPERIOR TRIBE OF CHIPPEWA INDIANS

CHIEF BLACKBIRD CENTER

P.O. Box 39 • Odanah, Wisconsin 54861

Tribal Historic Preservation Office

December 13, 2013

Wisconsin Department of Transportation
Attn: Steve Marshall, Project Manager
111 Interstate Blvd.
Edgerton, WI 53534-9399

RE: Project ID 1003-10-02
I-39/90 & I-43 Interchange
Rock County

Dear Mr. Marshall:

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-December-1303

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 are greatly appreciated.

Sincerely,

Loretta F. Livingston

Loretta Livingston, Bad River THPO Processing Clerk

Forest County Potawatomi

Cultural Center, Library and Museum

January 30, 2014

Steve Marshall, Project Manager
WisDOT
111 Interstate Blvd.
Edgerton, WI 53534

Re: Agency Scoping Letter, I-39/90 & I-43 Interchange, Rock County, WisDOT Project ID: 1003-10-02

Dear Steve Marshall:

This letter is in response to the proposed project referenced above, as provided in the letter dated December 4, 2013. As this project occurs within Potawatomi ancestral and previously occupied lands, we would like to express our concerns with any impacts to historic and cultural properties located within the project area of potential effect for the project mentioned above.

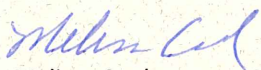
We appreciate receiving results of an archival review, cultural resource investigation studies, and archaeological reports. Should there be an impact or effect to cultural or historic properties as a result of this project, we will request consultation pursuant to Section 106 of the National Historic Preservation Act, as amended.

You may send the results of the archival review, cultural resource assessments, and archaeological report to:

Forest County Potawatomi Community
Attn: Melissa Cook, Tribal Historic Preservation Officer
8130 Mish ko swen Drive
P.O. Box 340
Crandon, WI 54520
Melissa.Cook@fcpotawatomi-nsn.gov (for digital format)

If you have any questions, please contact me at 715-478-7248 or by email Melissa.Cook@fcpotawatomi-nsn.gov.

Respectfully,



Melissa Cook
Tribal Historic Preservation Officer

**Appendix 17 – Regional Real Estate
Section Correspondence**

| All Early State and Advanced Federal Acquisitions require: | | Remarks |
|--|--|--|
| <ul style="list-style-type: none"> Project EIS doesn't have to be complete prior to Relocation Order | | See Jenny Grimes' comments |
| <ul style="list-style-type: none"> Design Study Report doesn't have to be complete prior to Relocation Order | | DSR still under way |
| <ul style="list-style-type: none"> Relocation Order approval required prior to parcel acquisition | | Plat in development |
| <ul style="list-style-type: none"> Relocation Plan approval required if any owners or tenants are to be relocated | | Tenant relo – plan will be written upon early acq approval |
| <ul style="list-style-type: none"> Environmental process initiated enough to know if parcel(s) to be acquired have any environmental issues | | See Jenny Grimes' comments |
| <ul style="list-style-type: none"> No issue, problem or controversy involved in concept or alternatives of project or parcel | | None known |
| <ul style="list-style-type: none"> Acquisition will not influence the decision re: need to construct project or selection of alternative | | Parcel required for all three alts |
| <ul style="list-style-type: none"> Must follow standard procedures for plats, relocation orders, relocation plans | | Standard procedures will be followed |
| <ul style="list-style-type: none"> Compliance with Uniform Relocation Assistance & Real Property Acquisition Policies Act | | URA will be followed |
| <ul style="list-style-type: none"> Compliance with Title VI of the Civil Rights Act of 1964 | | See Jenny Grimes' comments |
| <ul style="list-style-type: none"> Doesn't include 4(f) lands (needs approved environmental document first) | | See Jenny Grimes' comments |
| <ul style="list-style-type: none"> Meets NEPA, Historical Preservation Act, Endangered Species Act, Wetlands Exec Order, etc. requirements | | See Jenny Grimes' comments |
| <ul style="list-style-type: none"> Acquisition not being used to circumvent federal laws or regulations | | See Jenny Grimes' comments |
| <ul style="list-style-type: none"> Public was given official notice that a public hearing has been held or the opportunity for such a hearing was afforded | | Public information activities have taken place |
| <ul style="list-style-type: none"> Project included in approved highway improvement funding program or approved MPO transportation plan such as: Proposed 3R program, Backbone program and all enumerated majors projects | | Included in I-39/I-43 interchange |
| <ul style="list-style-type: none"> Parcel will be needed for the highway project | | All three alts require acquisition |
| <ul style="list-style-type: none"> For total takes, can use map, CSM, etc. instead of R/W plat as interim tool to acquire | | Draft plat has been submitted |

| State Early Acquisition process | Federal Advanced Acquisition process | |
|---|--|---|
| <ul style="list-style-type: none"> No federal \$\$ in R/W For hardship or protective reason Region approval More expedited process for the regions when no federal funds in R/W Written justification from owner not needed but most regions are requiring it Region may fall back to Federal Advanced acquisition requirements if it is in the best interest of department due to funding constraints or controversy of project. | <ul style="list-style-type: none"> Fed \$\$ allowed in R/W – needs prior approval For hardship or protective reasons BTS-RE approval Can be several years in advance of project | |
| | Hardship criteria | Protective purchase criteria |
| | Owner must provide written hardship justification <ul style="list-style-type: none"> Can't sell because of pending project or Loss of employment or financial distress or Transfer of job or Pending retirement – moving away or Pending lawsuits, foreclosure, tax sale, or Change in family size or Advanced age of owners or Medical disabilities or problems or Death in family-affects living arrangements or Settling of an estate | Initiated by and for the benefit of WisDOT <ul style="list-style-type: none"> Proposed development or extensive improvement to take place on parcel. Will increase property value significantly or create relocation issues. Must have proof of development potential – not just word of owner. Parcel involves a relocation – difficult to find comparable replacement sites |
| Reviewed for need by DTSD-BPD Approved by TS/RE Mgr or RE Supervisor. | Approved for need and criteria compliance by DTSD-BPD & BTS-RE | Approved for need and criteria by DTSD-BPD & BTS-RE |
| DTSD Program Mgr approves funds for 3R. For Majors, Backbone or High Cost Bridge projects submit to appropriate DTIM-BHSP Program Manager for funding has not been programmed at all or needs to be rescheduled. | Then, send to appropriate DTIM-BSHP Program Manager for funding consideration for monies that have not been programmed at all or need to be rescheduled. | Then, send to appropriate DTIM-BSHP Program Manager for funding consideration for monies that have not been programmed at all or need to be rescheduled. |

Tkachuk, Tyler

From: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>
Sent: Wednesday, May 28, 2014 3:31 PM
To: Fuchs, Randy; Tkachuk, Tyler
Cc: DOT I39 Project
Subject: FW: IH 39 Corridor, South Segment: IH 43 Interchange - Place Property early acquisition

FYI – preliminary environmental review of the Place property. Also an UST was discovered next to the house during the real estate property review.

From: Grimes, Jennifer - DOT
Sent: Monday, November 05, 2012 6:12 PM
To: Beth Smith
Cc: Marshall, Steve - DOT
Subject: IH 39 Corridor, South Segment: IH 43 Interchange - Place Property early acquisition

Beth,

I have reviewed the James D. and Sharon S. Place Trust Property at 3490 Millington Road, Beloit, WI (approximately 7 acres) for early acquisition. Per the language below from the Real Estate Manual, I was able to address criteria 1- 8 from an environmental perspective.

The early acquisition process allows the acquisition of right of way prior to DSR approval or completion of the environmental analysis process provided that all of the following criteria have been met:

1. Advanced acquisition of property(s) did not influence decision relative to need to construct project or selection of alternative.
 - ✓ *Regardless of the selected alternative (1, 2, or 3) for the IH 39 / IH 43 interchange, the property will be required for acquisition.*
2. Complies with Title VI of Civil Rights Act of 1964.
 - ✓ *The project will not will have an adverse impact on minority populations or low-income populations nor will any impact be disproportionately high.*
3. Complies with Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
 - ✓ *Residential acquisitions and relocations will be completed in accordance with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended."*
4. Does not include lands protected by Section 4(f) of the DOT Act. Parcels impacted by Section 4(f) cannot be acquired until an environmental document has been approved.
 - ✓ *The property is not a Section 4(f) property (not part of a publicly owned park, recreation area, wildlife refuge, or historic site). I reviewed the State Historic Preservation Office's Wisconsin Architecture and History Inventory and found no records for the property.*
5. Early acquisitions are not being used to circumvent federal laws or regulations.
 - ✓ *All federal environmental laws or regulations will be followed by the project.*
6. Environmental process has been initiated and is well on its way to completion.
 - ✓ *Previously approved environmental documentation includes the following:*
 - *An Environmental Assessment (EA) for the I-39/90 corridor from USH 12/18 (Madison Beltline) to the border with Illinois was signed on July 19, 2008.*
 - *The Finding of No Significant Impact (FONSI) was signed by FHWA on October 1, 2010, with an effective date of October 19, 2010.*
 - ✓ *Additional environmental review and updating to the EA/FONSI is on-going throughout preliminary design.*
7. Final project meets all requirements for normal federal aid project, such as compliance with NEPA, Historical Preservation Act, Endangered Species Act, Wetlands Executive Order, etc.
 - ✓ *The final project will meet all federal environmental requirements.*
8. No issues, problems or controversy involved in the concept, or alternatives, or parcel.
 - ✓ *I am not aware of any environmental issues, problems or controversy with the parcel.*

9. Process follows standard procedures for plats, relocation orders, relocation plans (if required), etc. Under this process, relocation order can be approved prior to DSR.

- Not an environmental issue.

I also reviewed the following databases of contaminated sites/storage tanks:

- WDNR Bureau for Remediation and Redevelopment Tracking System (BRRTS) on the Web for information on the investigation and cleanup of potential and confirmed contamination to soil and groundwater in Wisconsin.
- Wisconsin Dept. of Safety and Professional Services (DPS) Storage Tank Database (state registry of underground storage tanks [USTs] and above ground storage tanks [ASTs])
- DPS contaminated sites database

The property is clear from environmental concerns, and you can proceed with the early acquisition.

Standard real estate site assessment procedures should be followed when on-site inspections are completed noting the presence of any underground or above ground fuel/gas storage tanks, asbestos inspection, etc.

See me if you have any questions,
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

From: Beth Smith [<mailto:beth@tva-llc.com>]
Sent: Monday, October 15, 2012 3:20 PM
To: Grimes, Jennifer - DOT
Cc: Marshall, Steve - DOT
Subject: Re: IH 43 Interchange - Place Property early acquisition

Hi Jenny,

The address of the property is 3490 Millington Road, Beloit, WI. It is approximately 7 acres and I believe it is owned by the James D and Sharon S Place Trust. The tax ID number is 20622162000. It appears that the property has been listed for sale a couple of times but that the listings expired and have not since been renewed. It is improved with a house and outbuildings, but in all likelihood those would be razed for development.

There are exhibits on the I-39 website which show that regardless of the selected alternative (1, 2, or 3), the property will be required. Links to those alternatives can be found here: <http://www.dot.state.wi.us/projects/swregion/i3990/south/maps.htm#exhibits> . Please let me know if there is additional information you need.

Beth

On Mon, Oct 15, 2012 at 3:01 PM, Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov> wrote:

Beth,

Please send me any information on the Place property that you have so I can review the existing environmental and give clearance for the Early Acquisition.

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](tel:608.246.3823) | Cell [608.516.9760](tel:608.516.9760)
jennifer.grimes@dot.wi.gov

--

Beth Smith, SR/WA
President
TerraVenture Advisors
4641 West Forest Home Avenue
Milwaukee, WI 53219
Phone (414) 327-2607
Fax (414) 755-0908
beth@tva-llc.com

Appendix 18 – Bureau of Aeronautics Correspondence

Tkachuk, Tyler

From: Hetland, Justin - DOT <Justin.Hetland@dot.wi.gov>
Sent: Tuesday, April 22, 2014 10:05 AM
To: Marshall, Steve - DOT
Cc: Grimes, Jennifer - DOT; Preboske, Michael; Ryan, Dan; Fuchs, Randy; Tkachuk, Tyler
Subject: RE: I-43 Interchange Project ID: 1003-10-02 BOA Agency Coordination Letter

Mr. Marshall,

I've reviewed Project ID 1003-10-02 I-39/90 & I-43/WIS 81 Interchange, and do not have any issues at this time with the project from a Bureau of Aeronautics standpoint. Since portions of the project come close to the Beloit Airport, the FAA's Obstruction Evaluation Website should be checked to see if any notices of proposed construction will be required by the FAA. The 'Notice Criteria Tool' should be used to see if any equipment will require study, here's the link:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

If you have any questions about this process I can assist you. Filing with the FAA is required at least 45 days prior to the start of construction to give them enough time to complete the study, however determinations last a year and a half so I'd recommend filing with the FAA once the project is a little closer to being started.

On a final note, due to the proximity to the Beloit Airport, the Bureau of Aeronautics recommends contacting the airport as a friendly heads up about your project. The airport will welcome any information you have about the use of equipment that may affect airport operations. Contact Steve Stauber at the Beloit Airport at (608)365-2998.

Please let me know if you have any questions!

Justin M Hetland

Airspace Safety Program Manager
Department of Transportation/DTIM/Aeronautics
4802 Sheboygan Ave Room 701
Madison, WI 53707
608-267-5018 | justin.hetland@dot.wi.gov



From: Tkachuk, Tyler [<mailto:Tyler.Tkachuk@aecom.com>]
Sent: Tuesday, March 25, 2014 2:03 PM
To: Hetland, Justin - DOT
Cc: Marshall, Steve - DOT; Grimes, Jennifer - DOT; Preboske, Michael; Ryan, Dan; Fuchs, Randy
Subject: I-43 Interchange Project ID: 1003-10-02 BOA Agency Coordination Letter

Justin,

Attached is the BOA letter for the I-43 interchange Project ID: 1003-10-02 for your review. If you have any questions please let me now.

Thanks,

Tyler Tkachuk, EIT
Transportation Engineer
D 608.828.8211
tyler.tkachuk@aecom.com

AECOM
1350 Deming Way, Suite 100, Middleton, WI 53562
T 608.836.9800 F 608.836.9767
www.aecom.com

Tkachuk, Tyler

From: Steve Stauber <shstauber@aol.com>
Sent: Wednesday, April 30, 2014 1:10 PM
To: Tkachuk, Tyler
Subject: Re: I-43 Interchange WisDOT Project ID 1003-10-02

Tyler, thanks for the info. As I said on the phone if the cranes are going to be left in the air at night, anti collision lights should be installed and working. During the day you can notify the FAA as to the cranes location and they can post a NOTAM for the Beloit Airport on their site for pilots.

Steve Stauber

-----Original Message-----

From: Tkachuk, Tyler <Tyler.Tkachuk@aecom.com>
To: shstauber <shstauber@aol.com>
Cc: Fuchs, Randy <Randy.Fuchs@aecom.com>
Sent: Wed, Apr 30, 2014 12:13 pm
Subject: I-43 Interchange WisDOT Project ID 1003-10-02

Steve,

Below is a summary about the I-39/90 & I-43/WIS 81 interchange WisDOT Project ID 1003-10-02 that we briefly discussed on the phone today. The project maps are attached.

The Wisconsin Department of Transportation is designing the reconstruction of the I-39/90 and I-43/WIS 81 Interchange. The project study limits for this project are shown in the attached map (Exhibit 1). This project lies within two miles of the Beloit Airport and five miles from the Turtle Airport (see Exhibit 2). Previously, you might have received information regarding the Wisconsin Department of Transportation (WisDOT) – Southwest Region's plans for future improvements of the I-39/90 South Segment in Rock County (WisDOT ID: 1003-10-01). WisDOT has initiated a **separate** Environmental Assessment (EA) for the I-39/90 and I-43/WIS 81 interchange under WisDOT ID 1003-10-02.

The proposed interchange at I-39/90 and I-43/WIS 81 will include full reconstruction of the existing I-43 interchange. The highest elevation of the proposed interchange is 866 ft. During construction, there will be temporary cranes that are anticipated to extend up to 1,000 ft. in elevation. We do not believe the completed interchange will result in impacting the airspace for the Beloit airport.

Currently the EA is being completed and we would appreciate any comments you may have on this project.

Thank you,

Tyler Tkachuk, EIT
Transportation Engineer
D 608.828.8211
tyler.tkachuk@aecom.com

AECOM
1350 Deming Way, Suite 100, Middleton, WI 53562
T 608.836.9800 F 608.836.9767
www.aecom.com

**Appendix 19 – National Resources
Conversation Service (NRCS)**

Tkachuk, Tyler

From: Ziegler, Jeremy - NRCS, Juneau, WI <Jeremy.Ziegler@wi.usda.gov>
Sent: Monday, August 04, 2014 3:43 PM
To: Tkachuk, Tyler
Subject: WisDot Project I.D. 1003-10-02: I-39/90 & I-43/WIS 81 Interchange

Tyler Tkachuk, EIT
AECOM
1359 Deming Way, Suite 100
Middleton, WI 53562

Re: WisDot Project I.D. 1003-10-02: I-39/90 & I-43/WIS 81 Interchange

Dear Mr. Tkachuk,

The Natural Resource Conservation Service (NRCS) has reviewed the project description as well as the documentation regarding the proposed project to I-39/90 & I-43/WIS 81 interchange. Since the site assessment score is below 60, this project is not subject to FPPA. Thank you for allowing the NRCS to comment on this project. If you have any further questions please let me know.

Jeremy Ziegler
Area Resource Soil Scientist SE-WI
451 West North Street
Juneau, WI 53039
Phone: 920-386-9999 Ex 122
Gov Cell 920-210-9007

This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

FARMLAND CONVERSION IMPACT RATING

| | | | | | |
|---|---|---|-----------------------------|---|-------------------|
| PART I (To be completed by Federal Agency) | | Date Of Land Evaluation Request | | | |
| Name Of Project I-39/90 & I-43/WIS 81 Interchange | | Federal Agency Involved FHWA | | | |
| Proposed Land Use Interchange | | County And State Rocky County, WI | | | |
| PART II (To be completed by NRCS) | | Date Request Received By NRCS | | | |
| Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form). | | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Acres Irrigated | Average Farm Size |
| Major Crop(s) | Farmable Land In Govt. Jurisdiction Acres: % | | | Amount Of Farmland As Defined in FPPA Acres: % | |
| Name Of Land Evaluation System Used | Name Of Local Site Assessment System | Date Land Evaluation Returned By NRCS | | | |
| PART III (To be completed by Federal Agency) | | Alternative Site Rating | | | |
| | | No Build | 1A | 1B | 2A |
| A. Total Acres To Be Converted Directly | | 3.0 | 90.0 | 83.0 | 88.0 |
| B. Total Acres To Be Converted Indirectly | | 0.0 | 0.0 | 0.0 | 0.0 |
| C. Total Acres In Site | | 3.0 | 90.0 | 83.0 | 88.0 |
| PART IV (To be completed by NRCS) Land Evaluation Information | | | | | |
| A. Total Acres Prime And Unique Farmland | | | | | |
| B. Total Acres Statewide And Local Important Farmland | | | | | |
| C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted | | | | | |
| D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value | | | | | |
| PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points) | | 0 | 0 | 0 | 0 |
| PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b)) | | Maximum Points | | | |
| 1. Area In Nonurban Use | 15 | 11 | 11 | 11 | 11 |
| 2. Perimeter In Nonurban Use | 10 | 6 | 6 | 6 | 6 |
| 3. Percent Of Site Being Farmed | 20 | 12 | 13 | 15 | 12 |
| 4. Protection Provided By State And Local Government | 20 | 0 | 0 | 0 | 0 |
| 5. Distance From Urban Builtup Area | 15 | 0 | 0 | 0 | 0 |
| 6. Distance To Urban Support Services | 15 | 0 | 0 | 0 | 0 |
| 7. Size Of Present Farm Unit Compared To Average | 10 | 0 | 0 | 0 | 0 |
| 8. Creation Of Nonfarmable Farmland | 10 | 0 | 0 | 0 | 0 |
| 9. Availability Of Farm Support Services | 5 | 5 | 5 | 5 | 5 |
| 10. On-Farm Investments | 20 | 0 | 0 | 0 | 0 |
| 11. Effects Of Conversion On Farm Support Services | 10 | 0 | 0 | 0 | 0 |
| 12. Compatibility With Existing Agricultural Use | 10 | 0 | 0 | 0 | 0 |
| TOTAL SITE ASSESSMENT POINTS | 160 | 34 | 35 | 37 | 34 |
| PART VII (To be completed by Federal Agency) | | | | | |
| Relative Value Of Farmland (From Part V) | | 100 | 0 | 0 | 0 |
| Total Site Assessment (From Part VI above or a local site assessment) | | 160 | 34 | 35 | 37 |
| TOTAL POINTS (Total of above 2 lines) | | 260 | 34 | 35 | 37 |
| Site Selected: | Date Of Selection | Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/> | | | |
| Reason For Selection: | | | | | |

FARMLAND CONVERSION IMPACT RATING



| | | | | | |
|---|--|---|-----------------------------|--|-------------------|
| PART I (To be completed by Federal Agency) | | Date Of Land Evaluation Request | | | |
| Name Of Project I-39/90 & I-43/WIS 81 Interchange | | Federal Agency Involved FHWA | | | |
| Proposed Land Use Interchange | | County And State Rocky County, WI | | | |
| PART II (To be completed by NRCS) | | Date Request Received By NRCS | | | |
| Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form). | | Yes <input type="checkbox"/> | No <input type="checkbox"/> | Acres Irrigated | Average Farm Size |
| Major Crop(s) | Farmable Land In Govt. Jurisdiction Acres: % | | | Amount Of Farmland As Defined in FPPA Acres: % | |
| Name Of Land Evaluation System Used | Name Of Local Site Assessment System | Date Land Evaluation Returned By NRCS | | | |
| PART III (To be completed by Federal Agency) | | Alternative Site Rating | | | |
| | | 2A Modified | 2B | 3B | |
| A. Total Acres To Be Converted Directly | | 70.0 | 94.0 | 105.0 | 0.0 |
| B. Total Acres To Be Converted Indirectly | | 0.0 | 0.0 | 0.0 | 0.0 |
| C. Total Acres In Site | | 70.0 | 94.0 | 105.0 | 0.0 |
| PART IV (To be completed by NRCS) Land Evaluation Information | | | | | |
| A. Total Acres Prime And Unique Farmland | | | | | |
| B. Total Acres Statewide And Local Important Farmland | | | | | |
| C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted | | | | | |
| D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value | | | | | |
| PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points) | | 0 | 0 | 0 | 0 |
| PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b)) | | Maximum Points | | | |
| 1. Area In Nonurban Use | 15 | 11 | 11 | 11 | 0 |
| 2. Perimeter In Nonurban Use | 10 | 6 | 6 | 6 | 0 |
| 3. Percent Of Site Being Farmed | 20 | 12 | 13 | 13 | 0 |
| 4. Protection Provided By State And Local Government | 20 | 0 | 0 | 0 | 0 |
| 5. Distance From Urban Builtup Area | 15 | 0 | 0 | 0 | 0 |
| 6. Distance To Urban Support Services | 15 | 0 | 0 | 0 | 0 |
| 7. Size Of Present Farm Unit Compared To Average | 10 | 0 | 0 | 0 | 0 |
| 8. Creation Of Nonfarmable Farmland | 10 | 0 | 0 | 0 | 0 |
| 9. Availability Of Farm Support Services | 5 | 5 | 5 | 5 | 0 |
| 10. On-Farm Investments | 20 | 0 | 0 | 0 | 0 |
| 11. Effects Of Conversion On Farm Support Services | 10 | 0 | 0 | 0 | 0 |
| 12. Compatibility With Existing Agricultural Use | 10 | 0 | 0 | 0 | 0 |
| TOTAL SITE ASSESSMENT POINTS | 160 | 34 | 35 | 35 | 0 |
| PART VII (To be completed by Federal Agency) | | | | | |
| Relative Value Of Farmland (From Part V) | | 100 | 0 | 0 | 0 |
| Total Site Assessment (From Part VI above or a local site assessment) | | 160 | 34 | 35 | 35 |
| TOTAL POINTS (Total of above 2 lines) | | 260 | 34 | 35 | 35 |
| Site Selected: | Date Of Selection | Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/> | | | |
| Reason For Selection: | | | | | |

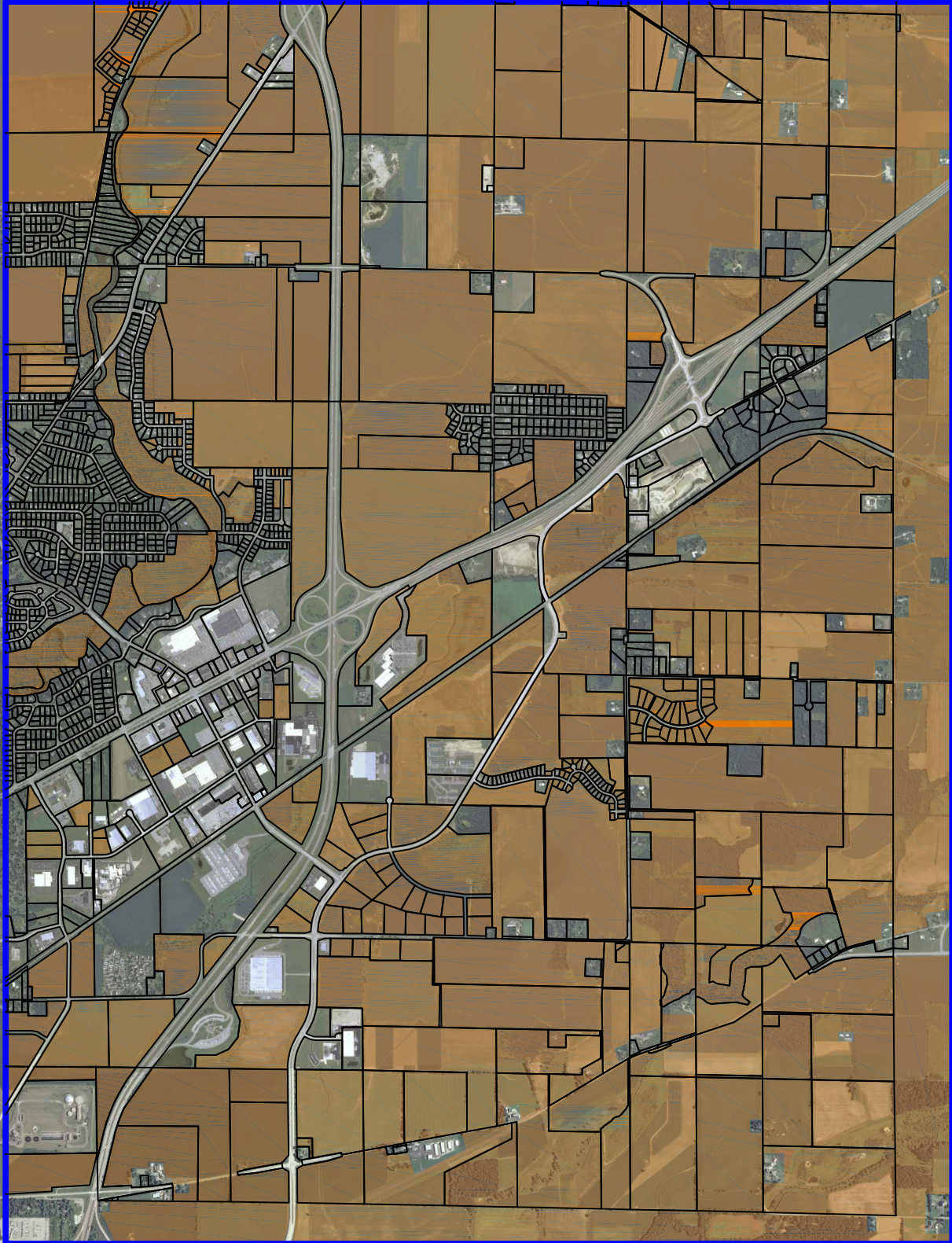
AREA IN NONURBAN USE


EXHIBIT 1

NRCS FORM

LEGEND

-  AREA IN NONURBAN USE
-  1 MILE RADIUS



0 1500' 3000'
SCALE 

**Appendix 20 – Agency Coordination
Meeting Minutes 03/25/2014**



Wisconsin Department of Transportation



WisDOT I-39 Agency Coordination Meeting for the I-43/WIS 81 and US 12/18 (Beltline) Interchanges

March 25th, 2014; 9 – 11 am

SWR Edgerton – Rock River A & B Rooms

Attendees:

Jennifer Grimes (WisDOT)
Jamie MacAlister (WisDOT)
Johnny Gerbitz (FHWA)
Jim Oeth (AECOM)
Steve Marshall (WisDOT)
Lisa Dreifuerst (OTIE)
Colin Fleming (SEH)
Andy Barta (DNR)
Laura Bub (DNR)
Eric Heggelund (DNR)

Tracey Blankenship (FHWA)
Craig Pringle (WisDOT)
Katrina Feltes (WisDOT)
Tyler Tkachuk (AECOM)
Mike Preboske (AECOM)
Randy Fuchs (AECOM)
Dan Ryan (AECOM)
Bob Battaglia (DATCP)
Alice Halpin (DATCP)

On the phone:

Simone Kolb (ACE)
Rebecca Graser (ACE)
Mike Sedlacek (EPA)

John Bridwell (WisDOT BPD)
Kim Cook (SHPO)

South Segment – I43:

Mike P. presented on the I-43 Interchange (see attached presentation - highlights of presentation as follow)

- I-43 Interchange study area extends from the Welcome center to Hart Road overpass along I-39 and from Cranston Road to CTH X/Hart Road interchange along STH 81/I-43.
- EA study in 2010 (original EA preferred Alternative). Had 2 diverges for I-43 and STH 81 along I-39. Those 2 diverges now occur at a single point.
- The new alternative has a new footprint with improved safety and enhance local mobility. Want new interchange to have a LOS of C or better.
- All of A alternatives – realign the mainline, 2 level tiered interchange
- All of B alternatives – same footprint as existing mainline, 3 level tiered interchange (structure costs are significantly higher for these alternatives)
- In reference to local access:
 - 1's have similar access to what is there today, no additional local road
 - 2's and 3's have additional road to provide local access east of I-39.
- After PIM a lot of support for the 2A and 2B alternatives.
- Design team analyzed 2A and 2B to determine what would work best. Came up with a combination of the 2's (modified 2A). Tightened up the system to system interchanges to help with constructability. Also saves on farmland impacts and reduces the footprint. Cost decreased from 2B because more of a 2 tiered interchange.

- 2 wetlands were ID'ed during surveys. Will impact a good portion of wetland R-31. 0.59 Ac represents the entire wetland; do not anticipate impact entire wetland. Do not anticipate impacting wetland R-30. Both are isolated wetlands.
 - Simone Kolb (Army Corps of Engineers) stated that:
 - A Preliminary JD isolated wetland is likely the easiest situation. Can write up, submit to EPA. Have 3 weeks to respond and if do not respond within 3 weeks, it is automatically approved.
 - An approved JD can take a fair amount of time and will be needed if wetland has any hydrological connection to anything. An isolated determination is quite an extensive process and can take a significant time. ACE does not have as much control on timing of approval as they cannot approve it until it is approved by EPA. The EPA can request additional information to be submitted.
 - Randy stated that R-31 may be an engineered detention pond. AECOM needs to look into this as the DNR does not take jurisdiction on these.
 - Randy stated if Wetland R-30 will be impacted, they will go ahead with a 404 permit and preliminary determination. Jenny recommends going with a preliminary determination for both of them. Randy and Simone agreed. WisDOT will request a preliminary jurisdiction determination on both wetlands (R-30 & R-31).
- Floodplain encroachment – 2 locations, see slide on presentation, which is the current updated map.
 - Johnny wanted to know how will compensate for lost storage in these areas
 - Mike said will be re-established during the design process to replace floodplain encroachments, possible solutions included additional ditch storage or an equalizer underneath the roadway.
- Historical Properties – 1 property identified. The historian is recommending no adverse effect because the footprint of I-43 near this site has not changed. Not buying any property from this.
- Initial letter – AECOM would like comments/initial concerns back from the DNR regarding the initial letter. The initial letter was submitted to the DNR in January, but AECOM has not had a response. Randy requested that they get one in the next week from Eric, Laura or Amanda (DNR). Eric and Laura will look into it. Eric determined that the DNR responded with their initial comments regarding the Interchange scoping with a letter dated January 7th, 2014 that was sent to Steve Marshall and Jenny Grimes.
- Public Involvement Coordination - City of Beloit passed a resolution recommending alternative 2A or 2B, but prefers having local access.
 - Randy stated that this is not a controversial project. Everybody is on board (the public, municipality, etc...).
- Planned park and ride is planned in the SW quad of the interchange.
 - Steve added they WisDOT still need a municipal agreement to maintain this. Meeting tomorrow with Beloit to discuss.
- I-90 Business Connection Group submitted letter to Steve Marshall regarding their preference of having traffic signals rather than roundabouts. Also would like the extension of WIS 81 to CTH



Wisconsin Department of Transportation



X/Hart Road signed as WIS 81 because that is a desired destination. (WIS 81 would start at CTH X/Hart Rd)

- Questions/Agency concerns:
 - Eric and Laura (DNR) stated they would not need jurisdiction if the one wetland is a detention/stormwater basin. However, they will need to discuss with the City of Beloit if they are using the pond as a stormwater basin.

North Segment – Beltline Interchange:

Lisa D. presented on the USH 12/18 Interchange (see attached presentation - highlights of presentation as follows:

- The limits of the EA impact analysis are signified by the gold colored dots on the presentation.
- Original EA alternative was to accommodate the expansion from 2 to 3 lanes. Did not look at deficiencies at the ramps and along US 12/18.
- Seeing extreme growth number of cars on the Beltline.
- When looking at the EB Beltline to NB Interstate, it has the highest volume of the ramps, with traffic counts that are higher than the interstate mainline traffic counts.
- EA preferred alternative included in the Phase 1 alternative. This adds a 3rd lane to the existing 2 lane section and associated ramp connections.
 - Johnny recommends changing “EA/FONSI Preferred Alternative” to “EA Re-Evaluation Alternative” OTIE agreed.
 - Need to remove access at Millpond Rd. and replace with a frontage road.
 - Meier Road overpass will have its own ER associated with it. It will provide an overpass over USH 12/18.

Colin Fleming (SEH) discussed Environmental related items.

- There are a lot of wetlands along beltline interchange, many of these will be impacted.
- Yahara Hills Golf Course: Will be taking a minor amount of land due to box culvert extension. This will require a Section 4f. Working with the City of Madison and FHWA on this.
- Yellow on map signifies Tribal Trust land. (basically the Ho-Chunk Casino building)
- Potential historical property is the clubhouse on the Yahara Hills Golf Course.
 - Jenny added that the structure has some contemporary features – designer worked with Frank Lloyd Wright on other projects. Historical boundary could include the entire golf course.
- A large commercial data center currently exists on the NW quad of the beltline interchange – Trying to avoid.
 - Craig thought that it is a privately owned property that is leased out to the state of WI.
 - Colin added that site was developed privately. There is a lot of infrastructure invested in this site.
- There is a meeting being scheduled to occur in April to discuss water resources at the interchange (wetlands, drainage, stormwater) in more detail.
- Questions/Agency Concerns/Additional Comments:



Wisconsin Department of Transportation



- Regarding Drainage Meeting:
 - Eric Heggelund wants to be part of the wetland/stormwater/drainage/stream re-alignment
 - Jenny suggested inviting Simone Kolb, Wendy Braun, Ann-Marie Kirsch, Jamie MacAlister
 - Colin added that the Dane County Drainage Board is involved, but wasn't sure how much they wanted to be involved. Asked Eric (DNR) if they work with them much. He said no. Jamie suggested contacting Seth McClure (DOT) regarding drainage.
- Johnny commented that when looking at wetland impacts, should consider looking at the construction limits, rather than the footprint of the Beltline interchange. As all wetlands near the Beltline Interchange will likely be impacted.
 - Lisa clarified that their analysis (of wetland impacts) includes any wetland within the outer footprint of the construction area.
 - Johnny agreed.
- Jim Oeth asked to point out the wetland mitigation site (World Dairy):
 - Jenny said the site is 200 acres. "Project Constraints" slide shows the mitigation site in purple shading.
- Lisa explained that the reason the limits of the project goes so far to the North (CTH AB)/Buckeye Rd, is because of the high traffic counts coming from EB Beltline to the NB I-39 and the need to merge from 6 lanes, back down to 8 lanes.
- Lisa explained that when relocating Pennito Creek, will relocate to allow the beltline to expand to 4 lanes in the future. Trying to stay away from ATC poles (\$2M each to relocate), Ho-Chunk property and Yahara Hills Golf Course. So trying to stay within the same footprint. There are really no wetlands on the east side and everything drains to the south. When looking at adding stormwater basins, it could be a challenge.
- Jenny is meeting with the City of Madison tomorrow (3.26.14) regarding the Capitol City Trail along the RR.
 - Johnny asked if this was for Rails to Trails. Jenny responded that trains will still be allowed along the rail-line. Grade separation may need to be higher for this.

Attachments to Meeting Minutes:

- Meeting Agenda
- I-43 Presentation
- USH 12/18 Presentation

*****Any Agency comments regarding the purpose/need for the WisDOT recommended alternative is requested by May 1st.*****



Wisconsin Department of Transportation



**I-39 Agency Coordination Meeting
I-43/WIS 81 and US 12/18 (Beltline) Interchanges
March 25, 2014, 9:00 am
Rock River Room A & B – DOT SW Region – Edgerton Office
111 Interstate Blvd, Edgerton
Conference Line: 877-336-1286, Access Code 6279722**

Agenda

- I. Introductions
- II. I-43/WIS 81 Interchange Environmental Assessment (WisDOT ID 1003-10-02)
 - 1. Purpose & Need
 - 2. Range of Alternatives
 - 3. DOT Recommended Alternative (2A Modified)
 - 4. Public Involvement
 - 5. Schedule
- III. US 12/18 (Beltline Interchange) Environmental Assessment (WisDOT ID 1007-10-02)
 - 1. Purpose & Need
 - 2. Range of Alternatives
 - 3. DOT Recommended Alternative (Alt D – Turbine w/Collector-Distributor Road)
 - 4. Public Involvement
 - 5. Schedule
- IV. Comments
 - 1. Written requested by 5/1/14
 - 2. Draft EA document availability period






I-39/90 Project






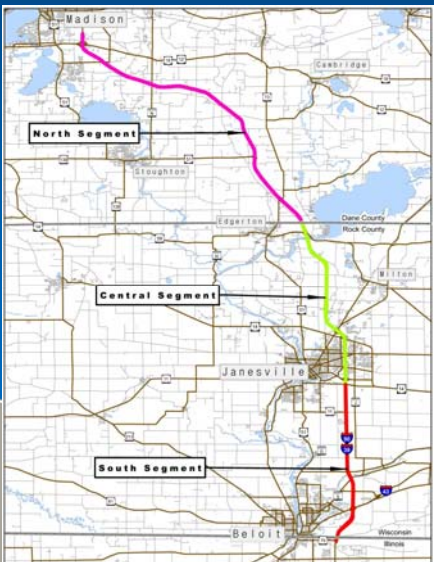
South Segment Environmental Agency
 Coordination Meeting for I-43 Interchange
 March 25, 2014, 9:00 a.m.
 WisDOT I-39 Project Field Office, Edgerton







I-39/90 Project Overview






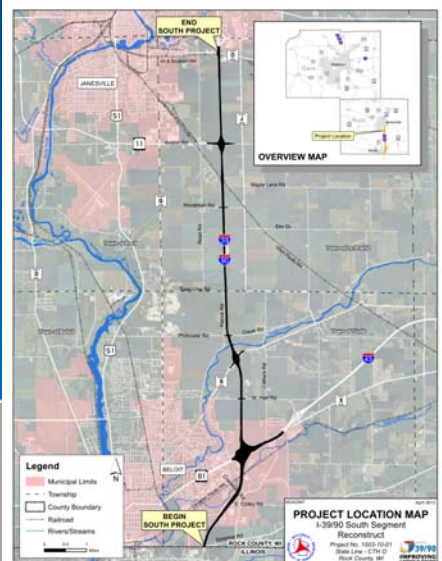
- North Segment
 - Dane/Rock County Line to County AB (Buckeye Road)
- Central Segment
 - County O to Dane/Rock County Line
- South Segment
 - WI/IL Stateline to County O






South Segment Overview







Overview


- 12 mile reconstruction and expansion of I-39
- Reconstruction of 3 interchanges
- Right of way acquisition required
- South Segment PIM held October 17, 2013
- I-43 Interchange PIM held December 10, 2013






Information Presented Today

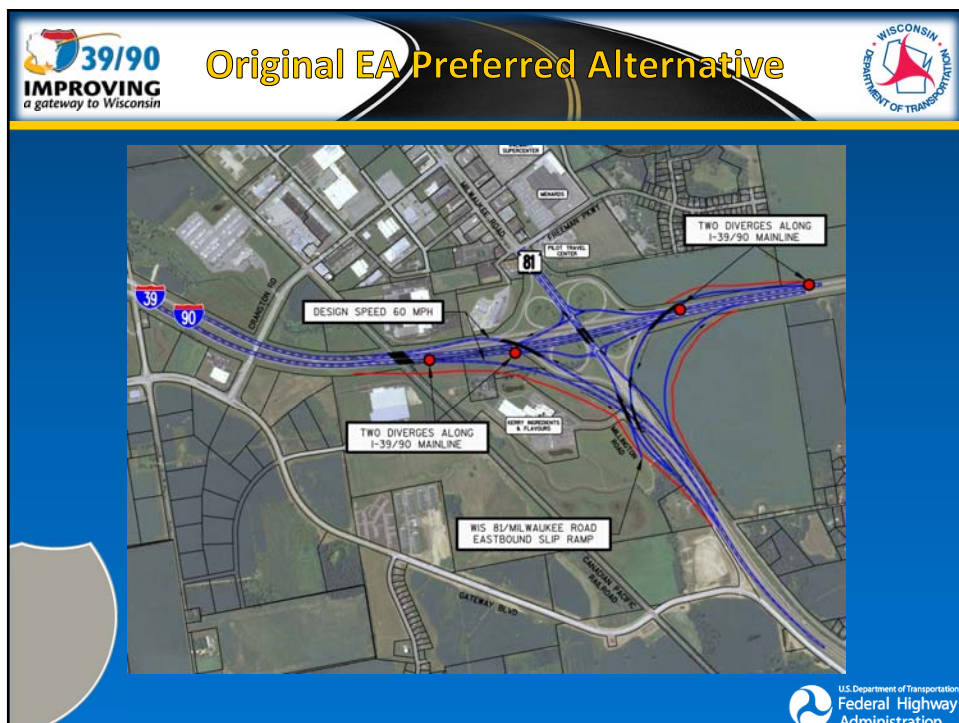




Focus today is I-43 interchange

- Purpose & Need
- 5 Preliminary Alternatives
- Alternative Comparison Matrix
- WisDOT Recommended Alternative
- Wetland Locations
- Floodplain Encroachment
- Historic Property
- Environmental Findings
- Public/Local Municipality Input
- Schedule

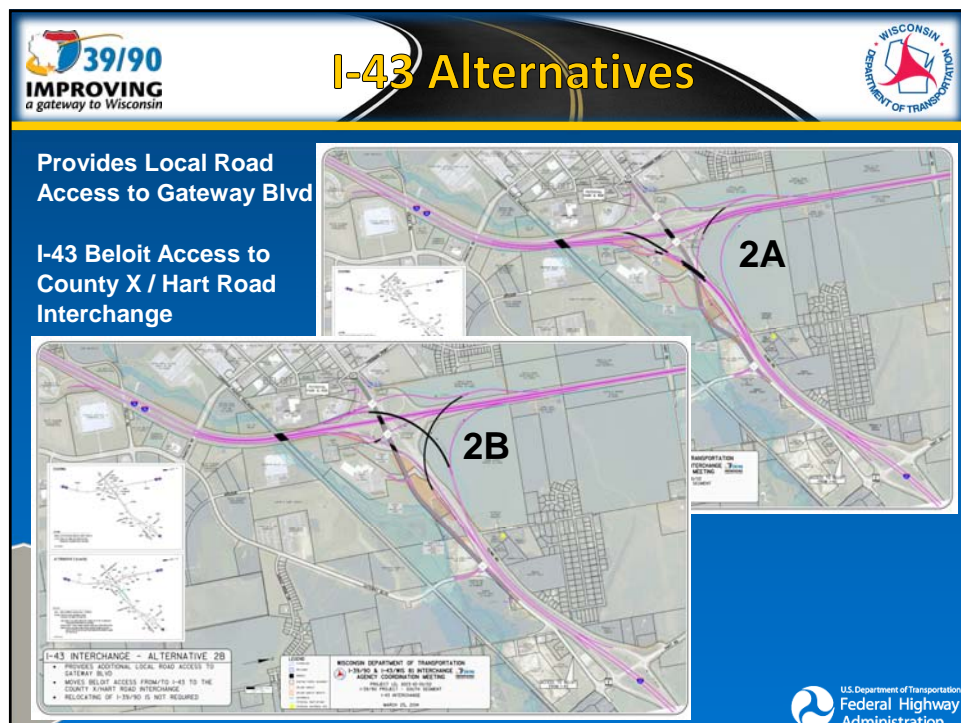
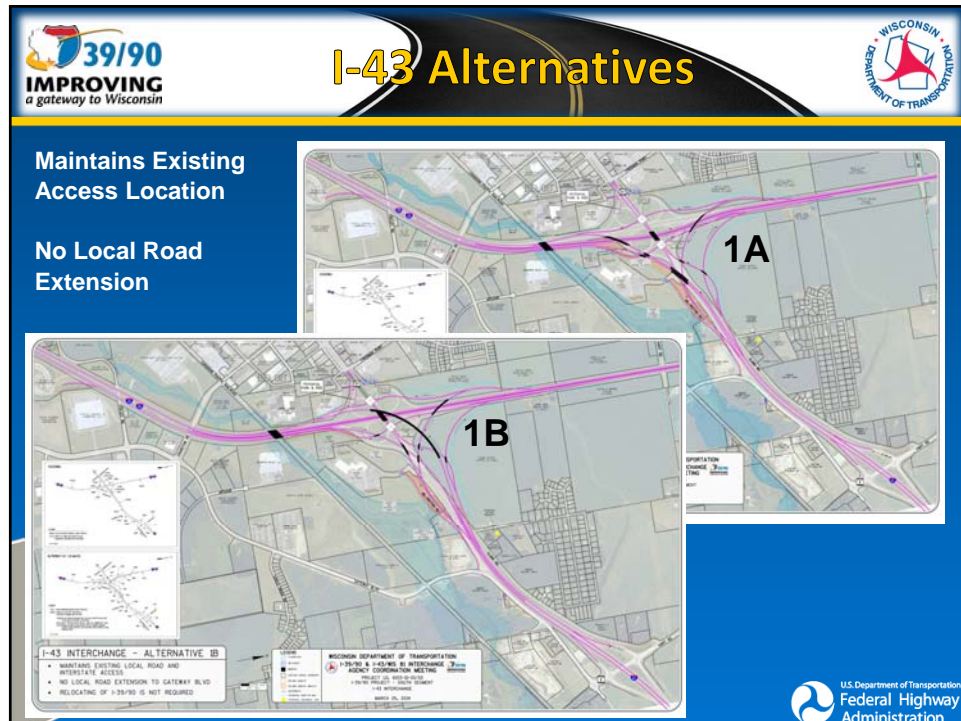





I-43 Environmental Assessment


- Purpose
 - ✓ Meet Current Design Standards
 - ✓ Improve Overall Safety
 - ✓ Accommodate Future Traffic
 - ✓ Replace Aging Pavements/Structures
 - ✓ Enhance Local Mobility
- Need
 - ✓ Route Importance/System Linkage
 - ✓ Traffic and Roadway Capacity
 - ✓ Safety
 - ✓ Interchange Deficiencies

U.S. Department of Transportation
Federal Highway Administration



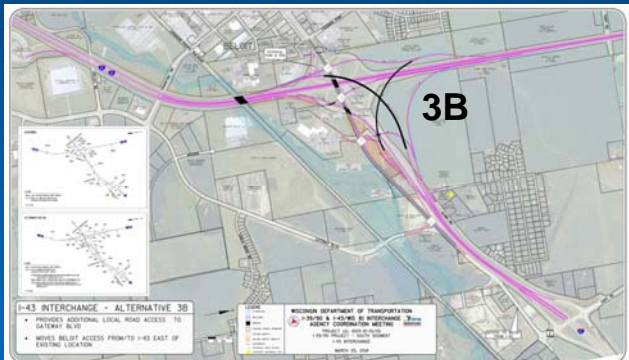



I-43 Alternatives




Provides Local Road Access to Gateway Blvd


I-43 Beloit Access East of I-39/90






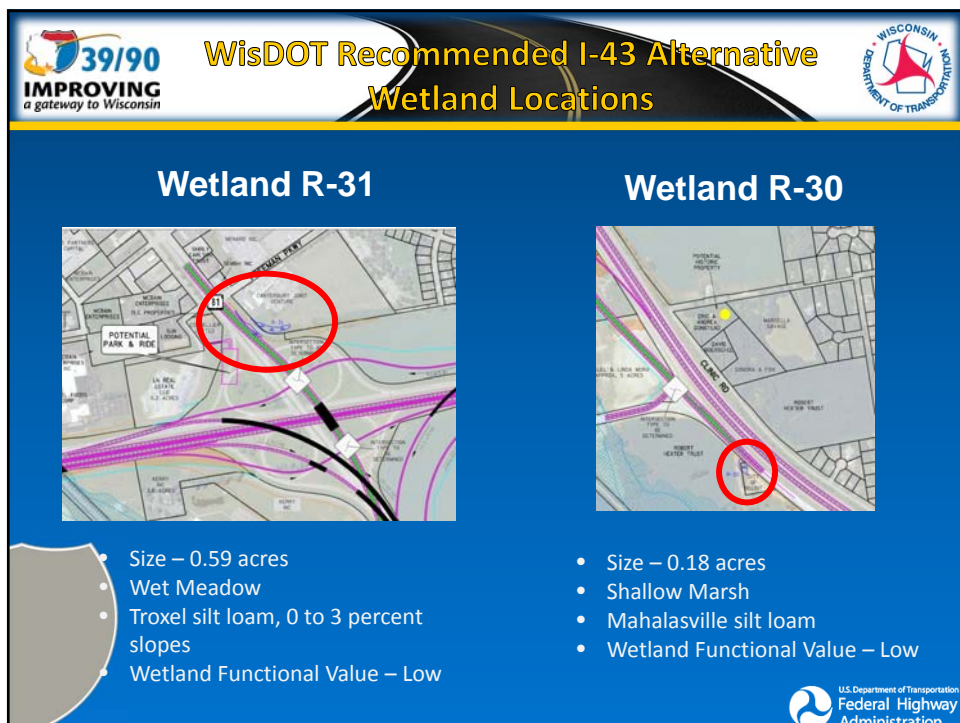
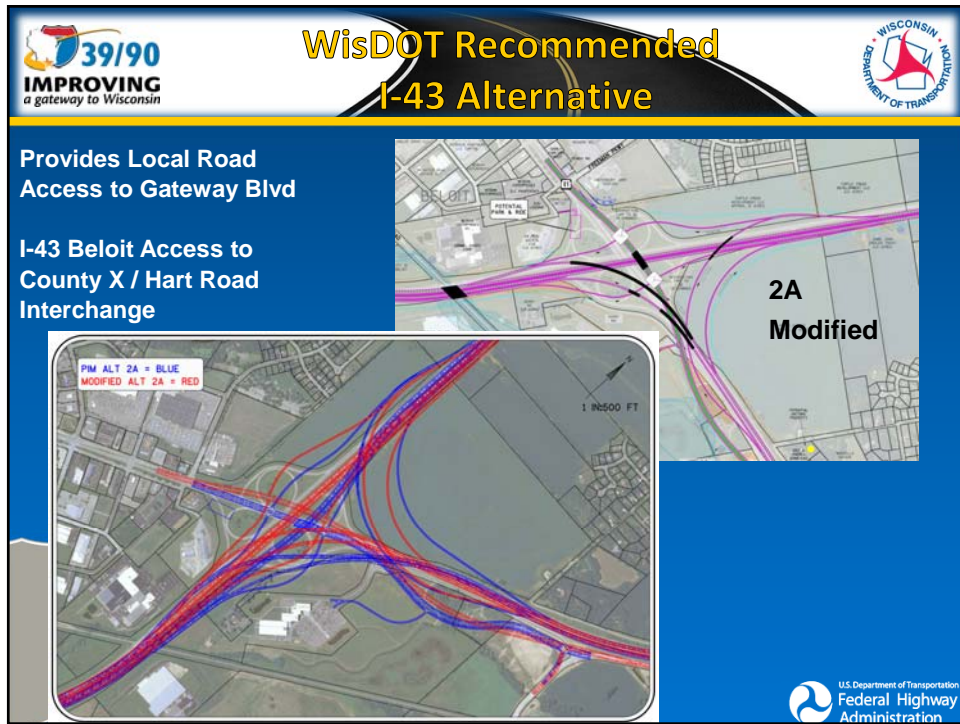


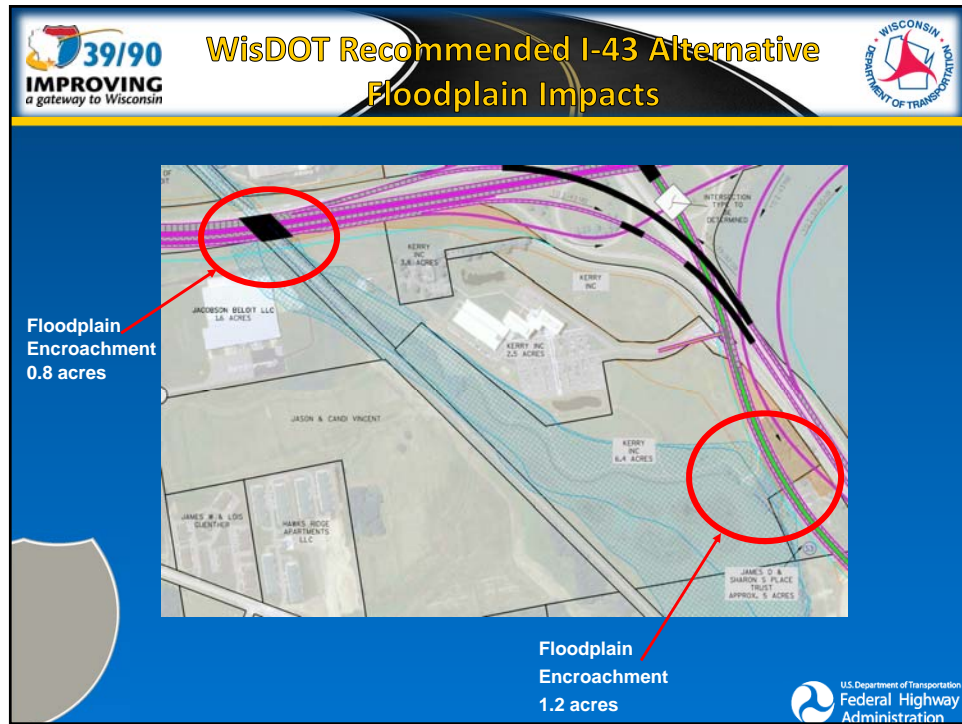
Comparison of Alternatives




| Comparison Factor | No Build | 1A | 1B | 2A | 2A Mod. | 2B | 3B |
|--|----------|-----|-----|-----|---------|-----|-----|
| Project Length (Lane Miles) | 14 | 34 | 34 | 35 | 35 | 35 | 36 |
| Construction Cost: Structures (\$Mil) | 0 | 29 | 39 | 30 | 36 | 48 | 53 |
| Construction Cost: Non-Structures (\$Mil) | 19 | 59 | 65 | 62 | 61 | 65 | 66 |
| Real Estate Cost (\$Mil) | 1 | 5 | 4 | 4 | 4 | 4 | 5 |
| Total Cost (\$Mil) | 20 | 93 | 108 | 96 | 101 | 117 | 124 |
| Farms Affected | 3 | 7 | 7 | 7 | 7 | 7 | 7 |
| Area From Farm Operations Required (Acres) | 1.8 | 57 | 60 | 53 | 48 | 58 | 67 |
| Wetland Area Converted to Right of Way (Acres) | 0 | 0 | 0 | 0 | 0.6 | 0 | 0 |
| Other Area Converted to Right of Way (Acres) | 1.2 | 33 | 23 | 35 | 21.4 | 36 | 38 |
| Total New Right of Way Area (Acres) | 3 | 90 | 83 | 88 | 70 | 94 | 105 |
| Buildings Required | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Floodplain Encroachment | No | Yes | Yes | Yes | Yes | Yes | Yes |
| Stream Crossings | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Endangered Species Affected | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Potential Historic Properties | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| Archaeological Sites | 0 | 0 | 0 | 0 | 0 | 0 | 0 |












Environmental Findings




- **Section 106, DNAE, and DOE**
 - *One historic property (Gonstead Chiropractic Clinic)*
 - *Report submitted, approval pending*
- **Wetland Delineation Report and Threatened and Endangered Species**
 - *Two Wetlands found during survey*
 - *No T&E species were found*
 - *Reports submitted, approval pending*
- **Hazardous Materials Report**
 - *No sites impacted*









Public & Local Coordination



- Alternative Development Meetings (13)
- I-43 PIM held December 10, 2013
- City of Beloit Resolution recommending Alternative 2A or 2B






Public/Local Municipality Input

- Public Questions
 - Construction Phasing? – The goal is to keep all the ramps open
 - Noise Walls? – Do not anticipate the need
 - Floodplain Impacts? – Plan to replace lost area within interchange footprint
 - Ped/Bike Accommodations? – Incorporated into design
- Local Municipality/Business Questions
 - Park and Ride Lot? – Park and Ride planned
 - I-90 Business Connection Group
 - Install traffic signals versus roundabouts
 - WIS 81 starts at County X/Hart Rd. Interchange





Schedule

- Selection of Preferred Alternative – Spring 2014
- PIM – Summer 2014
- Public Hearing – Fall 2014
- FONSI – Early 2015
- Construction 2017 and 2018





Slide 1 features a blue background with a white road graphic at the top. The top left corner contains the "39/90 IMPROVING a gateway to Wisconsin" logo. The top right corner contains the Wisconsin Department of Transportation logo. The center of the slide displays the project website and Facebook links. The bottom right corner features the U.S. Department of Transportation Federal Highway Administration logo.

Project website
www.i39-90.wi.gov

Project Facebook
www.facebook.com/WisconsinI3990Project



Slide 2 features a blue background with a white road graphic at the top. The top left corner contains the "39/90 IMPROVING a gateway to Wisconsin" logo. The top right corner contains the Wisconsin Department of Transportation logo. The center of the slide displays a yellow square sign with a red question mark. The bottom right corner features the U.S. Department of Transportation Federal Highway Administration logo.

Appendix 21 – WisDOT Traffic Forecast

TRAFFIC FORECAST REPORT

PROJECT ID(S): 1003-10-01, 1005-10-01

ROUTE(S): IH-39 (w/o West Bypass)

DISTRICT/COUNTY(IES): SW / Rock

LOCATION: IL-WI State Line to Rock Co - Dane Co Line

COMPLETED: 1-17-12. Revised by KT 4-4-12, Revised by VSH 08-20-12

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management

Developed by: Kim Tran, Revised by Vicki Haskell
Phone: (608) 264-7265 (Kim Tran);
(608) 266-2571 (Vicki Haskell)
FAX #: 608-267-1856
E-Mail ID:kim.tran@dot.wi.gov,

| ROUTE(S): | Site ID# | Site ID# | Site ID# |
|------------------------|----------|----------|----------|
| | 530001 | 531462 | 530275 |
| Design | | | |
| Volume(s): | 71100 | 94300 | 81300 |
| K250 | 8.8 | 8.7 | 8.0 |
| K100 | 9.9 | 9.8 | 9.0 |
| K30 | 10.6 | 10.4 | 9.6 |
| T(DHV) | 18.6 | 24.2 | 22.5 |
| D (Dsgn hr | 58/42 | 58/42 | 58/42 |
| K8(ADT) | -- | -- | -- |
| T(A8HV) | -- | -- | -- |
| Truck Class %'s | | | |
| Truck Class | 530001 | 531462 | 530275 |
| 2D | 3.6 | 4.6 | 4.3 |
| 3AX | 0.7 | 0.9 | 0.8 |
| 2S1+2S2 | 2.6 | 3.3 | 3.1 |
| 3-S2 | 21.0 | 27.2 | 25.2 |
| DBL-BTM | 1.2 | 1.8 | 1.7 |
| TOTAL | 29.1% | 37.8% | 35.1% |

Specify Last Count & Forecast Years:

| | | |
|-------|------|-------|
| {000} | 2010 | COUNT |
| {000} | 2016 | AADT |
| -000- | 2028 | AADT |
| 000 | 2040 | AADT |

Notes on the Forecast:

1. Truck classification percentages for IH-39 were taken from 2008 Wisconsin Vehicle Classification Data, Site ID # 530001, I-39-90 - 3.7 MI S OF STH 59 - NEWVILLE, which is estimated at 29.1%.

2. Truck percentages of SiteID#530738 and 530335 are from the length based classification data in 2010.

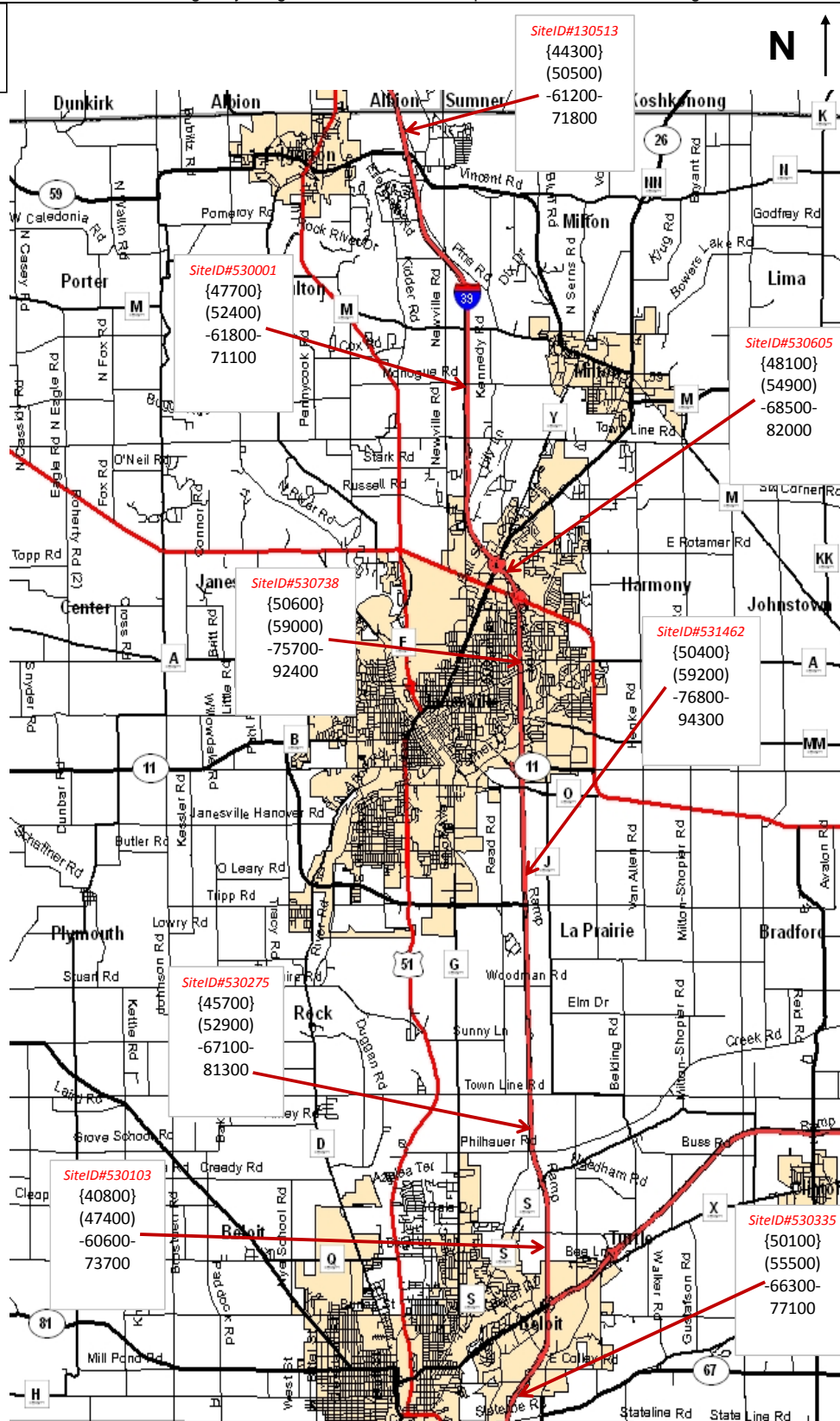
3. The historical traffic count trends will continue increasing at a decreasing rate. BoxCox regression is used to project past count data.

4. IH-39 is a factor group III highway indicating little fluctuation in traffic throughout the year. It is considered a rural interstate highway for count purposes along this segment of highway.

5. In this project, the Rock County Travel Demand Model was consulted and used as a comparison tool to check against the Traffic Analysis Forecasting Information System output. Adjustments were made as needed.

6. IH-39 is assumed to be an 8-lane (4 lanes / direction) facility between Avalon Rd/STH-11 and STH 26.

7. Site ID#530001: Between Madison and Janesville Rural; Site ID#531462 : Janesville Rural; Site ID# 530275: Janesville to Beloit Rural.



TRAFFIC FORECAST REPORT

PROJECT ID(S): 1003-10-01

ROUTE(S): IH-43/STH 81 (Milwaukee Rd)

CONDITION: Existing (AADT)

REGION/COUNTY(IES): SW/Rock

LOCATION: IH-39/90 Ramp Interchange

COMPLETED: August 22, 2012, Revised April 9, 2013

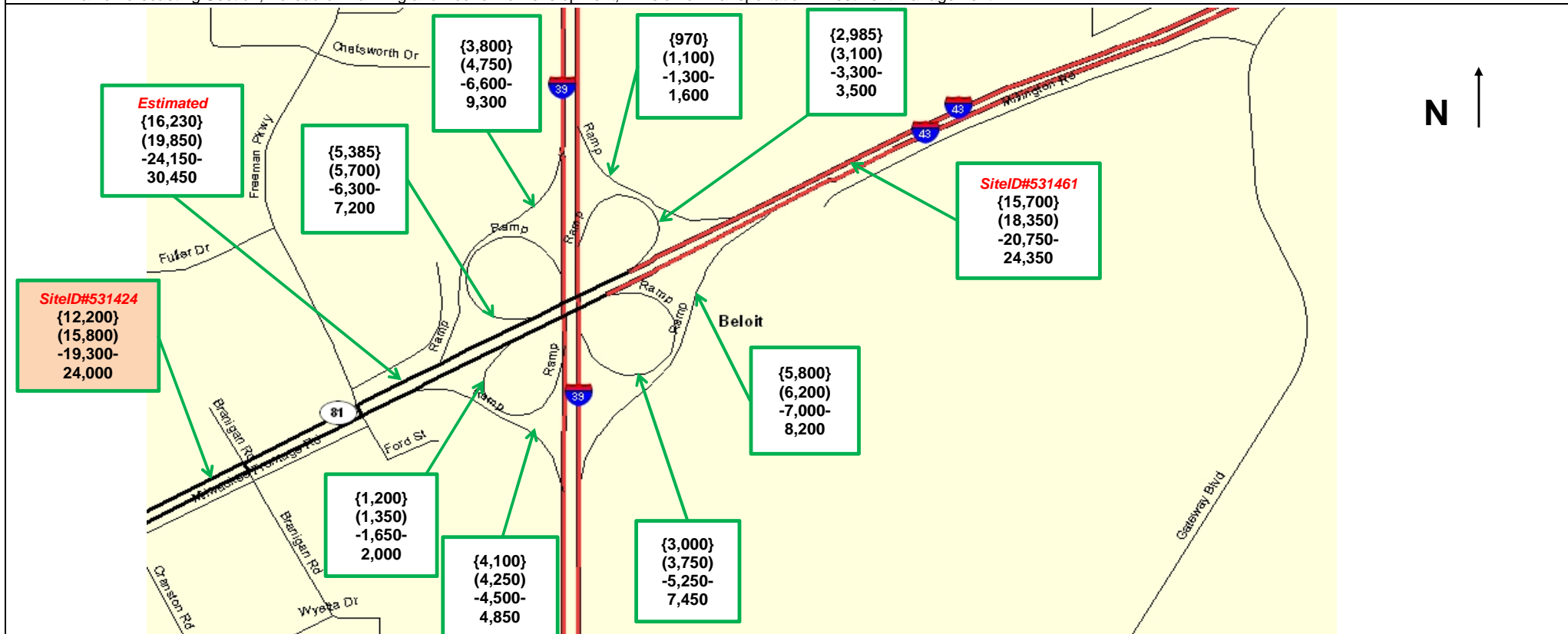
Developed by: Vicki S. Haskell

Phone: (608) 266-2571

FAX #: (608) 267-0294

E-Mail ID:vicki.haskell@dot.wi.gov

Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management



| Design Values (%) | | | | Last Count/Forecast Years: | | | | Notes on the Forecast: | | | | MORE NOTES ON THE FORECAST: | | | |
|-------------------|--------------------|-------------------|----|----------------------------|--------------------------|--------------------------|--------------------------|------------------------|--|--|--|-----------------------------|--|--|--|
| Routes → | STH 81 (530483) | IH-43 (640348) | | {000} 2010 AADT-Count | {000} 2015 AADT-Forecast | {000} 2020 AADT-Forecast | {000} 2025 AADT-Forecast | | | | | | | | |
| Design Volume(s): | 30,450 | 24,350 | -- | Truck Class %'s | | | | | | | | | | | |
| | | | | Class | Seg. 1 | Seg. 2 | Seg. 3 | | | | | | | | |
| K250 | 9.1 | 9.4 | -- | 2D | 3.6 | 2.3 | -- | | | | | | | | |
| K100 | 9.9 | 10.5 | -- | 3AX | 0.3 | 0.9 | -- | | | | | | | | |
| K30 | 10.5 | 11.5 | -- | 2S1+2S2 | 2.6 | 3.1 | -- | | | | | | | | |
| T(DHV) | 8.0 | 11.9 | -- | 3-S2 | 2.5 | 11.3 | -- | | | | | | | | |
| D(Dsgn. Hr.) | 59/41 | 58/42 | -- | DBL-BTM | 0.3 | 1.0 | -- | | | | | | | | |
| K8(ADT) | -- | -- | -- | TOTAL | 9.3% | 18.6% | -- | | | | | | | | |
| T(A8HV) | -- | -- | -- | | | | | | | | | | | | |

Addendum A

Table of Contents

Page

| | |
|--|-----|
| Environmental Addendum A | A-1 |
| 1) Dates of Public Notice | A-1 |
| 2) In: (Name of Newspaper) | A-1 |
| 3) Dates Environmental Assessment made available to public..... | A-1 |
| 4) Public Hearing..... | A-1 |
| 5) Summarize Comments from Public Hearing and Notice of Availability | A-1 |
| A) General Overview | A-1 |
| B) Summary of Testimony, Comments, and Responses for the Draft EA | A-2 |
| C) Environmental Assessment Report Updates | A-4 |
| 6) Describe Selected Alternative | A-4 |

Appendices

| | | |
|-----------------|---|------|
| • Appendix 22 – | Oral and Written Comments on Draft Environmental Assessment | A-6 |
| • Appendix 23 – | Text changes to Draft Environmental Document | A-60 |
| • Appendix 24 – | Post Public Hearing Correspondence Added Sheets to Draft Environmental Document | A-72 |

ENVIRONMENTAL ADDENDUM A

| | |
|--|---|
| Alternative Preferred Alternative – 2A Modified | Total Length of Center Line of Existing Roadway – 4.6 miles Length of This Alternative – 4.6 miles |
|--|---|

1. **Date(s) of Public Notice:** January 12, 2015
January 19, 2015
January 28, 2015
February 4, 2015
Notice of Availability January 27/28, 2015 and February 4, 2015

2. **In: (Name of Newspaper):** Wisconsin State Journal
Janesville Gazette
Beloit Daily News

| | Notice of Public Hearing | Notice of Availability | Combined Notice of Public Hearing & Availability |
|-------------------------|--------------------------|------------------------|--|
| Beloit Daily News | 1/12/2015 & 1/19/2015 | | 1/28/2015 & 2/4/2015 |
| Janesville Gazette | 1/12/2015 & 1/19/2015 | | 1/28/2015 & 2/4/2015 |
| Wisconsin State Journal | 1/12/2015 & 1/19/2015 | 1/27/2015 | 1/28/2015 & 2/4/2015 |

3. **Dates Environmental Assessment made available to public:**

From – January 27, 2015

To – February 26, 2015

4. **Public Hearing:**

- ☐ Was not required, explain: _____
- ☐ Opportunity was given but no hearing was held.
- ☐ No requests for a public hearing were received.
- ☐ Requests for a public hearing were not substantial.
- ☒ Was held on February 11, 2015

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

A. General Overview

A public hearing was held on Wednesday, February 11, 2015 at the Beloit Public Library, 605 Eclipse Boulevard, Beloit, WI 52511. The traditional-style portion of the public hearing took place from 5:30 to 7:30 p.m. and was opened with the reading of the project statement. One court reporter was available to record private testimony from 5:00 to 8:00 p.m. and a second court reporter was used to record the public hearing's general public verbal testimony and project statement. Eighty (80) people attended the hearing and there were a total of 11 entities that provided comments on the draft environmental document during the availability period between January 27, 2015 and February 26, 2015.

One (1) Beloit city council member and two (2) individuals publically gave oral testimony and two (2) gave private oral testimony. Three (3) individuals and three (3) agencies submitted written comments within the public comment period. Copies of the official hearing transcripts are on file at the Wisconsin Department of Transportation (WisDOT) Southwest Region Project Office at 111 Interstate Boulevard, Edgerton, WI, 53534; WisDOT's Central Office at 8502 Sheboygan Avenue, Room 451, Madison, WI 53702; and at the Federal Highway Administration (FHWA), 525 Junction Road, Suite 8000, Madison, WI 53717.

Included in this addendum are two appendices. Appendix 22 contains both the oral and written comments on the project's draft environmental document as received by the local officials, regulatory agencies, and the

Included in this addendum are two appendices. Appendix 22 contains both the oral and written comments on the project's draft environmental document as received by the local officials, regulatory agencies, and the general public. The relevant comments have been numbered sequentially along the right margin for reference purposes.

Appendix 23 contains the pertinent changes to the environmental document in response to the comments received during the availability period. **Substantive new material and changes to tables are presented in gray overstrike.** Minor corrections in grammar, syntax, etc., have been made without such highlighting.

B. Summary of Testimony, Comments, and Responses for the Draft EA

Local Officials

One (1) local unit of government publically read their written testimony at the public hearing.

Commentor: *Beloit City Council*:

1. The City is in favor of the preferred alternative. It fits well into the comprehensive plans for the city (Addendum A-8).

Regulatory Agencies

Three (3) agencies provided written responses.

Commentor: *U.S Environmental Protection Agency (US EPA)*:

2. The USEPA has no comments on the proposed alternative but they recommend FHWA and WisDOT commit to installing permeable pavement wherever appropriate, such as at the new park-and-ride location (Addendum A-9).

Response

2. The use of permeable pavement will be evaluated during the design process. The park and ride lot is proposed to be constructed as a final stage of the interchange reconstruction work.

Commentor: *Wisconsin Department of Natural Resources (WDNR)*

3. Wetland Impacts – Currently the World Dairy Center Wetland Mitigation Bank Site in Dane County bank credits are not available. If unavailable prior to construction, alternative bank arrangements will need to be made. If construction of the project extends beyond August 2018, WisDOT will need to coordinate with WDNR regarding the wetland boundary (Addendum A-10).
- 4A. Floodplain & Flood Storage – WDNR provided two options of incorporating compensatory storage areas into the proposed highway design. Plans need to be submitted to WDNR after the storage areas have been determined. Also, WisDOT needs to coordinate with the city of Beloit (Addendum A-11).
- 4B. Since the February 26, 2015 environmental document review and comment period, the WDNR updated their flood storage and floodplain maps based upon an updated hydrology analysis. As a result of this update, the flood storage areas have been removed in this area because the benefit of including them was determined insignificant. Therefore, the enforcement of the flood storage district maps is no longer required. (Addendum A-12,13,15)
5. Endangered Species – If Spring Brook is impacted, coordination with the WDNR needs to be completed in order to schedule appropriate mussel surveys in the impacted areas prior to construction (Addendum A-11).
6. Storm Water/ TMDL – Compliance with TRANS 401 and the Rock River TMDL requirements will be required for this project (Addendum A-11).
7. Endangered Species – Since the draft environmental document's review period, it has been determined that Spring Brook will be impacted. A survey to determine if the Elktoe Mussel is present in the brook will be required prior to construction. The area to be studied is where the

7. Endangered Species – Since the draft environmental document’s review period, it has been determined that Spring Brook will be impacted. A survey to determine if the Elktote Mussel is present in the brook will be required prior to construction. The area to be studied is where the brook will be impacted. If the Elktote Mussel is found, they should be relocated to a different location within Spring Brook (Addendum A-18).

Responses

3. WisDOT will continue to coordinate with the WNDNR through the design process in order to determine if the World Dairy Center Wetland Bank Site credits are available or not. If not, then an alternate bank site will be identified.
- 4A. Due to the updated WNDNR information on the flood storage enforcement requirements, comment 4A has been superseded by comment 4B.
- 4B. The Environmental Assessment report (pages 26, 32, 54, and 55 and Appendix 7, Page 7-1 Preferred Alternative map) has been updated in Appendix 23 to reflect this updated information. In summary, the flood storage areas and the floodplain boundaries have been adjusted, along with the respective impacts to these two environmental features.
5. It has been determined that Spring Brook will be impacted during construction. Please see response number 7.
6. The proposed improvements will meet both TRANS 401 and the Rock River TMDL requirements.
7. WisDOT will coordinate with the WNDNR prior to construction in regards to completing the Elktote Mussel survey in Spring Brook.

Commentor: US Army Corps of Engineers (USACE)

8. The USACE wants to be notified of the pre-construction meeting in reference to wetland impact for this project and the jurisdictional determination of wetlands and streams if impacted. (Addendum A-26).

Responses

8. The wetland factor sheet will be updated to reflect the pre-construction notification (PCN) required for this project. The PCN will be sent out 6 months prior to the plans, specs, and estimates (PS&E).

General Public

Seven (7) individuals gave oral and/or written testimony. The public comments received are summarized below.

9. Concerned about the noise levels and property values in the Field Crest Court neighborhood (north side of I-43) (Addendum A-42).
10. Prefer camera detection instead of traffic loops at the Freeman Parkway & WIS 81 (Addendum A-43).
11. Decorative stone in the middle of the road will create safety hazards at the Hart Road roundabouts (Addendum A-43/44).
12. Concerned about the traffic control at the Kerry entrance (Addendum A-44).
13. Concerned about residential driveway access at the southern Hart Road & County X roundabout (Addendum A-49).
14. Comment against the proposed alternative design, trucks driving through roundabouts, traffic congestion, and roundabout design (Addendum A-50/51).
15. Provide a nicer and safer way into Beloit on the proposed WIS 81 (Addendum A-57).
16. Local businesses will not be put in jeopardy during the construction of the proposed interchange (Addendum A-57).
17. Flooding issues at Cornellier Superstore (improving slope from property line) (Addendum A-57).

18. Glad that bicycle lanes and pedestrian paths will be added on WIS 81. Concerned new governor's current proposed budget might eliminate these proposed bicycle lanes and pedestrian paths (Addendum A-58).
19. Agrees with preferred alternative because it balances access and convenience with the constraints of safety, construction/maintenance costs and land use priorities. The design greatly improves connection to eastern part of Beloit. Bicycle/pedestrian is a beneficial improvement. Believes there is no reason sounds level from proposed interchange will increase over existing layout (Addendum A-59).

Responses

9. A noise analysis was completed to determine the impacts of the new interchange in the design year 2040. As per WisDOT's criteria, mitigation for noise impacts is not warranted. The proposed interchange falls into the land use plans for the city and the future property values are unknown.
10. The determination of the type of traffic detection at the Freeman Parkway & WIS 81 intersection will be determined in the design process.
11. The decorative stone in the middle of the road will be evaluated in the design process at the County X interchange roundabouts.
12. Intersection traffic control along WIS 81 has been determined based on an intersection control evaluation for the design year traffic.
13. The driveway access at the roundabout will be analyzed in the design process.
14. The preferred alternative has been chosen based on the purpose and need of the project, the minimization of environmental impacts, and construction costs. The roundabouts at the County X interchange will be improved to accommodate truck turning movements. The traffic analysis has been completed for the project and has determined the proposed intersection control for each intersection along WIS 81 (Ford/Freeman, I-39/90 ramps, and Gateway Boulevard).
15. The proposed alternative will provide a more aesthetic and safer roadway into the city of Beloit along the extension of WIS 81.
16. The interchange will remain open to traffic throughout the duration of construction; with the exception of temporary lane closures during transition between various construction stages.
17. Floodplain and stormwater design are essential elements of this project. WisDOT will analyze the flooding issues at the Cornellier Superstore in the design process.
18. The change in statute will not affect the inclusion of bike and pedestrian accommodations in the project and WisDOT will work with the city of Beloit during final design to make sure that they are included.
19. Comment noted.

C. Environmental Assessment Report Updates

The EA has been updated to reflect the previously identified substantive comments received during the EA's review period. See Appendix 23 and Appendix 24 for updates to the Environmental Assessment (EA).

Public Involvement, page 17 of 67 of the basic sheets.

The public hearing was added to the public meetings table. Addendum (A-61)

Intersection traffic control, pages 19 and 20 of the basic sheets.

The intersection traffic control has been determined and was presented at the Public Hearing on February 11, 2015. Intersection control along WIS 81 will include traffic signals at Freeman/Ford intersection, traffic signals at the I-39/90 ramp intersections utilizing a diverging diamond interchange alignment, and stop sign for Gateway Boulevard traffic at WIS 81 (Addendum A-62/63).

Threatened and Endangered Species, page 22, 23, 26, 32 of 67 of basic sheets. Added new commitments and factor sheet (Appendix 24). After coordination with the WDNR this page has been updated to reflect the threatened and endangered species in the project area. The factor sheet for threatened and endangered species and Northern Long-Eared Bat (NLEB) commitment pages has been added (Addendum A-64-67/73-75/77-84).

Environmental commitments, page 32 of the basic sheets and added new commitments in Appendix 24. Coordinate with WDNR for mussel surveys in Spring Brook prior to construction and also avoidance and mitigation measures for the NLEB (Addendum A-67/73-75).

Wetland Mitigation Jurisdiction, question 9, page 49 on the wetland factor sheet. This page has been updated to reflect the pre-construction notification required for this project (Addendum A-68).

Floodplain and Flood Storage District, pages 19, 26, 32, 54 and 55 of the basic sheets and Appendix 7 Page 7-1. These pages have been updated based on the WDNR comment to remove information relating to the flood storage. Appendix 7 page 7-1 the preferred alternative map has also been updated based on the WDNR comment (Addendum A-62/66/67/69/70/71/76).

6. **Describe selected alternative:**

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

The proposed action is the same as that described on form DT2094, page 16 of 67, and is repeated below.

The proposed project consists of reconstructing the I-39/90 and I-43/WIS 81 interchange. The project length totals 4.6 miles in the project area. The north-south leg of I-39/90 has a length of approximately 2.7 miles. The east-west leg of WIS 81/Milwaukee Road and I-43 has a length of approximately 1.9 miles. The project study limits for this project extend along I-39/90 from the WisDOT Welcome Center south of I-43 to E. Hart Road and along I-43/WIS 81 from Freeman Parkway in the city of Beloit to the County X/Hart Road Interchange.

The new I-39/90 and I-43/WIS 81 interchange will include 70 mph (design speed) free flow movements from southbound I-43 to southbound I-39/90 and from northbound I-39/90 to northbound I-43. It will also include 60 mph (design speed) free flow movements from southbound I-39/90 to northbound I-43 and from southbound I-43 to northbound I-39/90. These movements will play an important role in improving the system linkage between the two WisDOT backbone routes.

The preferred alternative will enhance the community's local mobility by extending WIS 81/Milwaukee Road from Beloit to the I-43/County X/Hart Road interchange. This extension will provide improved vehicle access from the city of Beloit to the Gateway Business Park and will accommodate both bicycle and pedestrian traffic.

The new interchange will be constructed with current design standards thus improving the overall safety from the existing geometric deficiencies. The interchange will remain open to traffic throughout the duration of construction; with the exception of temporary lane closures during transition between the various construction stages. Local access will be provided during construction as there will be no designated detour route for this project. However, for the I-39 reconstruction project from the Illinois State Line to Madison, there is a designated alternate route for motorists to choose to utilize during construction.

Appendix 22 –

**Oral and Written Comments on Draft
Environmental Assessment**

WEDNESDAY, FEBRUARY 11, 2015

**TESTIMONY FOR
PUBLIC HEARING ON THE
LOCATION, DESIGN, ENVIRONMENTAL, STATE TRUNK HIGHWAY SYSTEM
CHANGE AND INTERSTATE BRIDGE ASPECTS
FOR THE PROPOSED IMPROVEMENT OF
INTERSTATE HIGHWAY 39/90 AND INTERSTATE 43/WISCONSIN STATE TRUNK
HIGHWAY 81 BETWEEN ILLINOIS 75 TO COUNTY HIGHWAYS AND CRANSTON
ROAD TO WISCONSIN STATE TRUNK HIGHWAY 140
ROCK COUNTY**

Good evening, my name is Mark Spreitzer and I currently serve as President of the Beloit City Council and have the following comments related to the I-39/90 widening and the I-43 Interchange reconstruction, which will directly impact the City of Beloit.

First, I would like to compliment the Department of Transportation on the planning process for these improvements, which actually began almost 15 years ago with a corridor planning committee. Over the last several years, since consultants were hired to begin work on an actual roadway design, the City has been included along with numerous DOT officials, Federal Highway Administration representatives and, of course, a large contingent from the selected design firm. The City very much appreciates its inclusion in planning for this project that will so significantly impact our community.

Over the course of that planning period, numerous layouts and designs have been reviewed to determine the best configuration for how the Interstate 43 interchange would be reconstructed to meet contemporary Federal Highway Administration design guidelines. The City has been particularly appreciative of efforts by both the Federal and State agencies to consider the importance of extending Wisconsin Highway 81, Milwaukee Road, from its current termination point where it turns into Interstate 43, east to the current Hart Road interchange. This new East-West arterial route will use a portion of the existing Gateway Boulevard and will provide local access to both the East and the West sides of Interstate 39/90.

Businesses located in the Gateway area will have improved access to the hotels, restaurants, and other service facilities located on the West side of the Interstate and traffic flow will be improved to the benefit of visitors and employees who will have more direct access to their business locations. As the community continues to grow toward the East with more and more companies and jobs being created in the Gateway Business area, the importance of this arterial link will become even more significant to the City's transportation network.

The City is also supportive of other elements of the final design option, which is currently under review. The location of the interchange and the high speed ramps, which will provide for direct Interstate to Interstate transition, were laid out in a way that not only facilitates constructability and improves the interchanges operational and safety characteristics, but also minimizes impact on the City of Beloit. Minimal right-of-way will be required on the West side of the Interstate on the City's highway commercial corridor and most of that acquisition involves vacant land that is not currently in use. The City will also benefit by realignment and improvements to the Freeman/Ford intersection, which lies directly west of the Interstate highway.

In recognition of the City's support of the Interstate design as currently contemplated, the City Council unanimously adopted a resolution on January 21, 2014 supporting the design option currently under review. A copy of the resolution has already been provided to the Department of Transportation and an additional copy is attached to this testimony for your information.

At this time, our main concern is to move through the final review process and get the construction plans and specifications completed and the right-of-way acquired, so that bidding for construction can occur in 2017 as currently planned.

Thank you for coming to Beloit this evening to hear comments from interested parties and again our thanks and appreciation for your allowing the City to be a part of the planning process for this significant improvement project.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

Addendum A-9

FEB 23 2015

REPLY TO THE ATTENTION OF:

E-19J

Johnny Gerbitz
Federal Highway Administration – Wisconsin Division
525 Junction Road
Madison, Wisconsin 53717-2157

**Re: Draft Environmental Assessment for the Improvement of the Interstate 39/90 and
Interstate 43/Wisconsin State Trunk Highway 81 Interchange, Rock County,
Wisconsin**

Dear Mr. Gerbitz:

The U.S. Environmental Protection Agency has reviewed the referenced draft Environmental Assessment (EA) prepared the Federal Highway Administration (FHWA) and the Wisconsin Department of Transportation (WisDOT) pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The document was given a cursory review, and we determined that there were no significant concerns meriting comment. We do, however, recommend FHWA and WisDOT commit to installing permeable pavement where appropriate, such as at the new park-and-ride location.

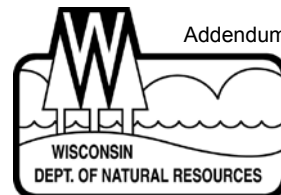
2.

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

Sincerely,

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

cc: Steve Marshall, Wisconsin Department of Transportation
Jenny Grimes, Wisconsin Department of Transportation



February 24, 2015

Steve Marshall
Project Manager
WisDOT SW Region
111 Interstate Blvd
Edgerton, WI 53534

Subject: DNR Review and Comments:
Draft Environmental Assessment
Project I.D. 1003-10-02
IH 39/90 and IH 43/Wisconsin STH 81 interchange
Between Illinois 75 to CTH S and Cranston Rd to Wisconsin State Trunk Hwy 140
Rock County

Dear Steve,

We have received and reviewed the Draft Environmental Assessment (EA) for the IH 39/90 and IH 43/WIS 81 Interchange Improvement Project. The purpose of the project is to upgrade the interchange to improve safety, meet current design standards, accommodate future traffic with an acceptable level of service (LOS), replace aging pavements and structures, and enhance local mobility to the city of Beloit. Five alternatives were considered in addition to a no-build alternative. Alternative 2A Modified was selected due to lesser right of way impacts, better construction staging, and potentially enhanced mobility into the Beloit Gateway area. The preferred alternative will have right of way impacts, including 0.6 acres of wetland impacts. New roadway improvement at the 139/90 crossing of Spring Brook will impact 1.9 acres of the 100 year floodplain. Changes to the floodplain boundary are not expected. We have reviewed the document and have the following comments regarding the Draft EA.

Wetland Impacts

A wetland investigation and delineation of the project area was conducted in August 2013 and the Department provided concurrence with wetland boundaries on June 18, 2014. Two wetlands were identified within the project area, Wetland R-30 and Wetland R-31. Preferred Alternative 2A Modified will not impact wetland R-30. However, realignment of WIS 81/Milwaukee Road will cause impact to wetland R-31, which is classified as a wet meadow. It is likely that the entire wetland will be filled, with a total of 0.59 acres of wetland fill expected. The 0.59 acres of unavoidable wetland impacts will be mitigated at a 1:1 ratio at the World Dairy Center Wetland Mitigation Bank Site in Dane County. The Department is aware the bank credits are currently not available at the World Dairy Center site, and the timeline for release of credits is not specifically known. If credits are not available at the time of construction, alternative bank arrangements will need to be made. Additionally, it should be noted that if the project extends beyond August 2018, WisDOT should coordinate with the Department to

3.

confirm that the wetland boundaries have not changed for wetland R-31. This is necessary consideration, as wetland delineations are regarded as valid for a period of five years.

Floodplain & Flood Storage

The project will result in 9.6 acre-feet of flood storage impacts along the proposed WIS 81/Milwaukee Road extension between the 143 and County X/ Hart Road interchanges. Through highway design, compensatory flood storage will be incorporated into the proposed interchange. This could occur by 1) hydraulically accessing the compensatory storage areas using equalizer pipes beneath the highway fill, or 2) use of interchange infields for storage mitigation and use sandy soils to release the water. Plans should be submitted showing the location and acreage of flood storage areas that will be filled as well as the location and acreage of compensatory storage areas. WisDOT should also coordinate with the City of Beloit to ensure that information is available to properly update flood storage maps.

4A.

Endangered Resources

Alternative 2A Modified will likely impact Spring Brook, which has historically been known to support populations of endangered mussel species. As detailed construction plans are developed, WisDOT should continue coordination with the Department to schedule appropriate surveys to determine the presence or absence of mussels at the area of impact and to make any necessary arrangements for relocation of mussels.

5.

Storm Water / TMDL

Storm Water impacts will be addressed by using available land within the proposed right of way to provide stormwater treatment and conveyance, both for compliance with TRANS 401 and the Rock River TMDL requirements. Proposed strategies include grass swales parallel to the highway, grass filter strips along highway embankments, and infiltration fields. A TSS (total suspended solids) reduction of 40% must be met throughout the project area. Additionally, post-construction storm water practices must meet the TSS and TP (total phosphorus) reductions required for the Rock River TMDL. This project is located in TMDL Reach 81, which requires a TSS reduction (from no control baseline) of 44%, and a TP reduction of 42% (from no control baseline).

6.

Thank you for the opportunity to provide comments on the Draft Environmental Assessment document and to participate in the planning stages of this project. If any of the concerns or information provided in this letter requires further clarification, please contact me at 608.275.3485 or laura.bub@wisconsin.gov.

Sincerely,



Laura Bub
Environmental Analysis & Review Specialist
South Central Region

CC: Russ Anderson – DNR/Fitchburg
Lisie Kitchel –DNR/Central Office
Jenny Grimes, WisDOT Environmental Coordinator

From: [Olds, Christopher J - DNR](#)
To: [Jacobson, Theran](#)
Cc: [Davis, Robert R - DNR](#); [Leisgang, Ashley](#); [Preboske, Michael](#); [Statz, Gordon F - DNR](#)
Subject: RE: Rock Co. Spring Brook Creek FEMA models and shapefiles
Date: Monday, April 20, 2015 9:01:59 AM
Attachments: [SpringBrook_Beloit.zip](#)

Theran, it appears based on your previous map "flood_storage.pdf" that you have the most up to date floodplain linework. There was only one version of the maps that showed the area after the channel relocation at the Kerry building.

The final FIRM maps set to go effective on 9/16/15 are too big to e-mail, but you can download them from FEMA's website.

<https://msc.fema.gov/portal/advanceSearch>

Then choose the 3 dropdowns from the jurisdiction as shown in the attachment "msc.jpg" and click search.

Then from the "pending product" folder in the search results, look at the "FIRM Panels" and the area of interest is on panels 55105C0338E and 55105C0339E.

I think you may have the final version of the HEC-RAS model, but in case you don't I zipped that up and attached it too. The reasoning behind removing the storage in the hydrology was that the benefit provided by including storage was not significant enough to make much change to the BFE, so it was removed so enforcement of flood storage district maps was not required.

4B.

We are committed to service excellence.

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

CHRIS OLDS, PE

Floodplain Engineer – Bureau of Watershed Management/Dam Safety and Floodplain Section

Wisconsin Department of Natural Resources

Phone: (608) 266-5606

Christopher.Olds@wi.gov



dnr.wi.gov



From: Jacobson, Theran [<mailto:Theran.Jacobson@aecom.com>]
Sent: Friday, April 17, 2015 4:09 PM
To: Olds, Christopher J - DNR
Cc: Davis, Robert R - DNR; Leisgang, Ashley; Preboske, Michael
Subject: Rock Co. Spring Brook Creek FEMA models and shapefiles

Chris,

Per the discussion below can you please send us a copy of the HEC-RAS flow file and shapefiles that will define the floodway, flood fringe, and 0.2% floodplain area for the Spring Brook Creek on the FEMA FIRM panels.

I want to make sure we are using the correct files for our analysis of the IH 39/90 Spring Brook Creek Crossing.

We have done an preliminary analysis for the impacts to the waterway crossing and want to verify everything since these changes have occurred.

Do you have preliminary FIRM panels you can provide us? The extents of the project are shown on the attached figure.

Thanks

Theran

Theran P. Jacobson, P.E.

Project Engineer, Water
AECOM Water
D 608-828-8122
C 608-438-7335
theran.jacobson@aecom.com

AECOM

1350 Deming Way Suite 100
Middleton, WI 53562
Office 608-836-9800
Fax 608-836-9767
www.aecom.com

This electronic communication, which includes any files or attachments thereto, contains proprietary or confidential information and may be privileged and otherwise protected under copyright or other applicable intellectual property laws. All information contained in this electronic communication is solely for the use of the individual(s) or entity to which it was addressed. If you are not the intended recipient(s), you are hereby notified that distributing, copying, or in any way disclosing any of the information in this e-mail is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately, and destroy the communication and any files or attachments in their entirety, whether in electronic or hard copy format. Since data stored on electronic media can deteriorate, be translated or modified, AECOM, its subsidiaries, and/or affiliates will not be liable for the completeness, correctness or readability of the electronic data. The electronic data should be verified against the hard copy.

Please consider the environment before printing this page

From: Olds, Christopher J - DNR [<mailto:Christopher.Olds@wisconsin.gov>]
Sent: Friday, April 17, 2015 3:39 PM
To: Jacobson, Theran
Cc: Davis, Robert R - DNR
Subject: RE: Rock Co FSD

Theran, I know we had extensive discussions concerning this a while back and I'm sorry I forgot to circle back on this with you. The final hydrology used for the FEMA maps that will go final 9/16/15 uses no storage on Spring Brook – Beloit. The final storage maps with the same date will show no

storage on that stream.

We are committed to service excellence.

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

CHRIS OLDS, PE

Floodplain Engineer – Bureau of Watershed Management/Dam Safety and Floodplain Section

Wisconsin Department of Natural Resources

Phone: (608) 266-5606

Christopher.Olds@wi.gov



dnr.wi.gov



From: Jacobson, Theran [<mailto:Theran.Jacobson@aecom.com>]

Sent: Friday, April 17, 2015 3:15 PM

To: Olds, Christopher J - DNR

Subject: Rock Co FSD

Hi Chris,

Can I please get a copy of the FSD shapefile used on the preliminary map attached. We are making some additional maps along IH43 and it looks as if we have the old mapping.

Thanks

Theran

Theran P. Jacobson, P.E.

Project Engineer, Water

AECOM Water

D 608-828-8122

C 608-438-7335

theran.jacobson@aecom.com

AECOM

1350 Deming Way Suite 100

Middleton, WI 53562

Office 608-836-9800

Fax 608-836-9767

www.aecom.com

This electronic communication, which includes any files or attachments thereto, contains proprietary or confidential information and may be privileged and otherwise protected under copyright or other applicable intellectual property laws. All information contained in this electronic communication is solely for the use of the individual(s) or entity to which it was addressed. If you are not the intended recipient(s), you are hereby notified that distributing, copying, or in any way disclosing any of the information in this e-mail is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately, and destroy the communication and any files or attachments in their entirety, whether in electronic or hard copy format. Since data stored on electronic media can deteriorate, be translated or modified, AECOM, its subsidiaries, and/or affiliates will not be liable for the completeness, correctness or readability of the electronic data. The electronic data should

From: [Grimes, Jennifer - DOT](#)
To: [DOT I39 Project](#)
Subject: FW: 1003-10-02 (ENV) I-39 & I-43 Interchange: Rock Co Flood Storage Districts - no longer applied to Spring Brook
Date: Thursday, April 30, 2015 6:29:14 PM

From: Bub, Laura A - DNR
Sent: Thursday, April 30, 2015 2:38 PM
To: Grimes, Jennifer - DOT
Subject: RE: 1003-10-02 (ENV) I-39 & I-43 Interchange: Rock Co Flood Storage Districts - no longer applied to Spring Brook

Hi Jenny,

I double checked with Rob Davis, and Chris' email from 4/17 should be sufficient (*The final hydrology used for the FEMA maps that will go final 9/16/15 uses no storage on Spring Brook – Beloit. The final storage maps with the same date will show no storage on that stream.*)

Rob confirmed that storage was not taken into account in these areas and therefore DOT no longer needs compensatory storage for any fill in the Spring Brook flood fringe at the I43 interchange site.

4B.

Let me know if you need anything else!

Laura

We are committed to service excellence.

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

Laura Bub

Phone: (608) 275-3485

Laura.Bub@Wisconsin.gov

From: Grimes, Jennifer - DOT
Sent: Wednesday, April 29, 2015 9:17 AM
To: Bub, Laura A - DNR
Cc: Voorhees, John; Kirsch, Ann-Marie E - DOT (DTSD); Marshall, Steve - DOT; DOT I39 Project
Subject: RE: 1003-10-02 (ENV) I-39 & I-43 Interchange: Rock Co Flood Storage Districts - no longer applied to Spring Brook

Laura,

Some additional information regarding the changes to the Flood Storage District designation at the I-39 & I-43 interchange...

The attached email from Chris Olds describes why the flood storage districts were removed from this area. Also attached are the updated FSD and FIRM maps for this area which do not show any FSD in the I-43 interchange area.

For the I-43 area, the previous FSD areas will now be classified as floodplain in the new FIRM panels to be approved in September 2015. However, the floodplain impacts for the preferred alternative

in the previous FSD areas will not require mitigation since we are not changing the BFE. We plan to update the preferred alternative map in the EA to show these designation changes with the new floodplain boundary in addition to the FSD text changes.

I am thinking that a brief response stating the change from you/DNR would be appropriate for the Final EA for the project stating the final opinion for Spring Brook with a recommendation on how to proceed. Do you think Chris's email is sufficient? If not, can you send me something in writing to attach to the Final EA? I have attached your email on the Draft EA for reference.

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: Olds, Christopher J - DNR [<mailto:Christopher.Olds@wisconsin.gov>]

Sent: Friday, April 17, 2015 3:39 PM

To: Jacobson, Theran

Cc: Davis, Robert R - DNR

Subject: RE: Rock Co FSD

Theran, I know we had extensive discussions concerning this a while back and I'm sorry I forgot to circle back on this with you. The final hydrology used for the FEMA maps that will go final 9/16/15 uses no storage on Spring Brook – Beloit. The final storage maps with the same date will show no storage on that stream.

We are committed to service excellence.

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

CHRIS OLDS, PE

Floodplain Engineer – Bureau of Watershed Management/Dam Safety and Floodplain Section

Wisconsin Department of Natural Resources

Phone: (608) 266-5606

Christopher.Olds@wi.gov



dnr.wi.gov



From: Jacobson, Theran [<mailto:Theran.Jacobson@aecocom.com>]

Sent: Friday, April 17, 2015 3:15 PM

To: Olds, Christopher J - DNR

Subject: Rock Co FSD

Hi Chris,

Can I please get a copy of the FSD shapefile used on the preliminary map attached. We are making some additional maps along IH43 and it looks as if we have the old mapping.

Thanks

Theran

Theran P. Jacobson, P.E.

Project Engineer, Water
AECOM Water
D 608-828-8122
C 608-438-7335
theran.jacobson@aecom.com

AECOM

1350 Deming Way Suite 100
Middleton, WI 53562
Office 608-836-9800
Fax 608-836-9767
www.aecom.com

Tkachuk, Tyler

From: Kitchel, Lisie E - DNR <Lisie.Kitchel@wisconsin.gov>
Sent: Monday, March 30, 2015 10:38 AM
To: Grimes, Jennifer - DOT; Jacobson, Theran; Bub, Laura A - DNR
Cc: Marshall, Steve - DOT; DOT I39 Project; Preboske, Michael; Romenesko, Tom
Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - survey needs for Final EA? (3/27/15)

The survey work would encompass any areas of instream impacts, with a buffer (usually 50 feet depending on the site) – this would be done the spring, summer or fall immediately before construction. A winter or early spring let would have the work done the season before, all depends on when they plan to start instream work.

We are committed to service excellence.

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

Lisie Kitchel

Phone: (608) 266-5248

Cell: (608) 220-5180

Lisie.Kitchel@wi.gov

From: Grimes, Jennifer - DOT
Sent: Friday, March 27, 2015 7:58 AM
To: 'Jacobson, Theran'; Kitchel, Lisie E - DNR; Bub, Laura A - DNR
Cc: Marshall, Steve - DOT; DOT I39 Project; Preboske, Michael; Romenesko, Tom
Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - survey needs for Final EA? (3/27/15)

Lisie,

For the Final EA, I would like to include your opinion on the use of temporary shoring during construction and recommendation on the need for any stream survey work prior to construction. Can you let me know what type of survey work would be required and the timing?

Jenny

From: Jacobson, Theran [<mailto:Theran.Jacobson@aecom.com>]
Sent: Friday, February 27, 2015 10:23 AM
To: Kitchel, Lisie E - DNR; Grimes, Jennifer - DOT; Bub, Laura A - DNR
Cc: Marshall, Steve - DOT; DOT I39 Project; Preboske, Michael; Romenesko, Tom
Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - design update (2/24/15)

Hi Lisie,

I spoke to our structural group leader, Tom Romenesko. Construction of the piers between the stream and railroad will most likely require temporary shoring. The actual location, type will be determined by the contractors means and methods. With the close proximity we should assume that there will be temporary impacts in the creek for the construction of the structures. That way we are planning for impacts but hopefully can minimize any.

Thanks

Theran

Theran P. Jacobson, P.E.

Project Engineer, Water
 AECOM Water
 D 608-828-8122
 C 608-438-7335
theran.jacobson@aecom.com

AECOM

1350 Deming Way Suite 100
 Middleton, WI 53562
 Office 608-836-9800
 Fax 608-836-9767
www.aecom.com

This electronic communication, which includes any files or attachments thereto, contains proprietary or confidential information and may be privileged and otherwise protected under copyright or other applicable intellectual property laws. All information contained in this electronic communication is solely for the use of the individual(s) or entity to which it was addressed. If you are not the intended recipient(s), you are hereby notified that distributing, copying, or in any way disclosing any of the information in this e-mail is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately, and destroy the communication and any files or attachments in their entirety, whether in electronic or hard copy format. Since data stored on electronic media can deteriorate, be translated or modified, AECOM, its subsidiaries, and/or affiliates will not be liable for the completeness, correctness or readability of the electronic data. The electronic data should be verified against the hard copy.

Please consider the environment before printing this page

From: Kitchel, Lisie E - DNR [<mailto:Lisie.Kitchel@wisconsin.gov>]
Sent: Wednesday, February 25, 2015 8:53 AM
To: Grimes, Jennifer - DOT; Bub, Laura A - DNR
Cc: Marshall, Steve - DOT; Jacobson, Theran; DOT I39 Project
Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - design update (2/24/15)

If there would be no instream impacts (other than measures that strict sediment and erosion control would address) then impacts would be avoided – however if there would be temporary structures like a cofferdam, sheetpiling, or access into the river then we would need to check those areas. Otherwise, if no instream impacts then A mussel survey would not be warranted – or if the construct and plans change.

We are committed to service excellence.

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

Lisie Kitchel

Phone: (608) 266-5248
 Cell: (608) 220-5180
Lisie.Kitchel@wi.gov

From: Grimes, Jennifer - DOT
Sent: Tuesday, February 24, 2015 10:09 AM
To: Bub, Laura A - DNR
Cc: Kitchel, Lisie E - DNR; Marshall, Steve - DOT; Jacobson, Theran; DOT I39 Project
Subject: FW: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - design update (2/24/15)

Laura (and Lisie),

See Theran's note below. The design team was able to avoid any permanent disturbance to the existing channel. As previously discussed in the emails below, if there is no impact to the stream, additional surveys would not be needed (specifically for the Elktoe mussel). Once the 30% plans are available for review, I will send a plan sheet showing the cross-section of the stream.

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: Jacobson, Theran [<mailto:Theran.Jacobson@aecom.com>]
Sent: Friday, February 20, 2015 9:14 AM
To: Grimes, Jennifer - DOT
Cc: Marshall, Steve - DOT; Preboske, Michael; Jacobson, Theran; Leisgang, Ashley
Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - design update? (1/27/15)

Hi Jenny,

We can avoid any permanent disturbance to the existing channel cross section within the top of bank limits. We are defining the top of bank from the existing design survey information.

The existing top of bank varies from elevation 804 to 805. The top of bank is approximately the edge of the existing slope paving under the bridge on the north side.

The cross section attached I provided back in January was used as the baseline for the analysis. This is a preliminary view of what the modification will look like under the bridge. A formal cross section view will be provided with the 30% submittal later this spring.

With the cross section analyzed (attached) we have a post-project base flood elevations less than the pre-project base flood elevation.

Please let me know if there are any questions or concerns.

Thanks

Theran

Theran P. Jacobson, P.E.

Project Engineer, Water
AECOM Water
D 608-828-8122
C 608-438-7335
theran.jacobson@aecom.com

AECOM

1350 Deming Way Suite 100
Middleton, WI 53562
Office 608-836-9800

Fax 608-836-9767

www.aecom.com

From: Grimes, Jennifer - DOT [<mailto:Jennifer.Grimes@dot.wi.gov>]
Sent: Tuesday, January 27, 2015 6:50 PM
To: Jacobson, Theran; Preboske, Michael
Cc: Marshall, Steve - DOT
Subject: FW: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - design update? (1/27/15)

Theran/Mike,

Can you provide me with an update for DNR regarding the in stream work?

Jenny

From: Kitchel, Lisie E - DNR
Sent: Tuesday, January 06, 2015 2:05 PM
To: Grimes, Jennifer - DOT
Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - any surveys needed? (12/12/14)

Thanks!

We are committed to service excellence.

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

Lisie Kitchel

Phone: (608) 266-5248

Cell: (608) 220-5180

Lisie.Kitchel@wi.gov

From: Grimes, Jennifer - DOT
Sent: Tuesday, January 06, 2015 2:02 PM
To: Kitchel, Lisie E - DNR; Bub, Laura A - DNR
Cc: Marshall, Steve - DOT; DOT I39 Project; Sorge, Michael J - DNR; Welke, Kurt I - DNR; Jacobson, Theran
Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - any surveys needed? (12/12/14)

Lisie,

We are discussing what options are available at the location of the proposed creek widening...I will keep you and Laura up to date.

Jenny

From: Kitchel, Lisie E - DNR
Sent: Monday, January 05, 2015 4:35 PM
To: Grimes, Jennifer - DOT; Bub, Laura A - DNR
Cc: Marshall, Steve - DOT; DOT I39 Project
Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - any surveys needed? (12/12/14)

Wow – that sounds like major instream work, is widening the channel absolutely necessary or can we discuss other options to meet your needs, my preference would be to keep the existing stream channel intact if possible. Either way we will definitely need a mussel surveys and relocation if we can't avoid instream impacts. The fish will likely swim

away, but might have a restriction if the area impacted is spawning area and may or may not have to do some mitigation if spawning habitat is lost.

Keep me posted on other options to avoid widening the channel.

We are committed to service excellence.

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

Lisie Kitchel

Phone: (608) 266-5248

Cell: (608) 220-5180

Lisie.Kitchel@wi.gov

From: Kitchel, Lisie E - DNR

Sent: Tuesday, January 06, 2015 1:59 PM

To: Bub, Laura A - DNR; Grimes, Jennifer - DOT

Cc: Marshall, Steve - DOT; DOT I39 Project; Sorge, Michael J - DNR; Welke, Kurt I - DNR

Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - any surveys needed? (12/12/14)

I will gladly work with Mike on a mussel survey and relocation for any instream areas that would be impacted. Did the fish guys have any concerns for widening the creek?

We are committed to service excellence.

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

Lisie Kitchel

Phone: (608) 266-5248

Cell: (608) 220-5180

Lisie.Kitchel@wi.gov

From: Bub, Laura A - DNR

Sent: Tuesday, January 06, 2015 1:38 PM

To: Grimes, Jennifer - DOT; Kitchel, Lisie E - DNR

Cc: Marshall, Steve - DOT; DOT I39 Project; Sorge, Michael J - DNR; Welke, Kurt I - DNR

Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - any surveys needed? (12/12/14)

Hi Jenny,

I spoke with Mike Sorge and Kurt Welke, and they do not feel that a survey for the gravel chub or ozark minnow is necessary in this particular reach of Spring Brook.

It sounds like Lisie would like to see a survey completed for the Elktoe mussel, and Mike Sorge mentioned that he would be willing to schedule that into his field work for next summer.

Please let me know if you need any additional information.

Laura

We are committed to service excellence.

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

Laura Bub

Phone: (608) 275-3485

Laura.Bub@Wisconsin.gov

From: Grimes, Jennifer - DOT
Sent: Monday, January 05, 2015 9:26 AM
To: Kitchel, Lisie E - DNR; Bub, Laura A - DNR
Cc: Marshall, Steve - DOT; DOT I39 Project
Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - any surveys needed? (12/12/14)

Laura and Lisie,

Please see the email below with additional details on the work planned:

From: Preboske, Michael [<mailto:Michael.Preboske@aecom.com>]
Sent: Tuesday, December 30, 2014 9:33 AM
To: Grimes, Jennifer - DOT
Cc: Marshall, Steve - DOT; Fuchs, Randy
Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - any surveys needed? (12/12/14)

Jennifer:

We will have stream impacts to Spring Brook at the new I-39 structures over the Railroad/Spring Brook. We will be widening out the bottom of the channel to accommodate the embankment slope from the north abutment so there are no impacts to the base flood elevations approved flood insurance study.

Mike

Please let me know if you need any other information for your review.

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: Kitchel, Lisie E - DNR
Sent: Sunday, January 04, 2015 4:38 PM
To: Bub, Laura A - DNR; Grimes, Jennifer - DOT
Cc: Marshall, Steve - DOT; DOT I39 Project
Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - any surveys needed? (12/12/14)

Keep me posted – we mostly need to know what DOT plans to do and where to determine whether additional surveys are warranted.

We are committed to service excellence.

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

Lisie Kitchel

Phone: (608) 266-5248

Cell: (608) 220-5180

Lisie.Kitchel@wi.gov

From: Bub, Laura A - DNR
Sent: Monday, December 22, 2014 4:49 PM
To: Grimes, Jennifer - DOT
Cc: Kitchel, Lisie E - DNR; Marshall, Steve - DOT; DOT I39 Project
Subject: RE: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - any surveys needed? (12/12/14)

Hi Jenny,

I hadn't previously asked BNHC /Fisheries about this, because I thought it more appropriate to wait until an alternative had been selected. Maybe I erred in the process on that decision.

I have since inquired with our regional biologists, but have not received feedback about the likelihood of T&E species (there's actually a mussel hit, in addition to the fish) actually being in that portion of the stream. Lisie did reply back to say that it all boils down to what DOT proposes to do in/near the stream. If there won't be direct instream impacts, additional surveys would obviously not be needed. If there will be instream impacts, then we would need to know where those impacts would be. I'll keep working on the biologists to see what I can find out. I may not be able to get you a definitive answer until after the holidays, though.

Sorry about the confusion and delay on my end.

Laura

We are committed to service excellence.

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

Laura Bub

Phone: (608) 275-3485

Laura.Bub@Wisconsin.gov

From: Grimes, Jennifer - DOT
Sent: Friday, December 12, 2014 5:51 PM
To: Bub, Laura A - DNR
Cc: Kitchel, Lisie E - DNR; Marshall, Steve - DOT; DOT I39 Project
Subject: 1003-10-02 I-39 & I-43 Interchange: T&E species concerns - any surveys needed? (12/12/14)

Laura,

I am reviewing the final version of the Draft EA for the I-43 interchange and had a question about threatened and endangered species surveys needed for the project. I have attached your 5/19/14 comment letter for the project which mentions BNHC will determine if additional surveys are warranted for a state threatened fish.

Can you let me know if this has been discussed and what the determination was?

Thank you!
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

Tkachuk, Tyler

From: Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>
Sent: Monday, March 09, 2015 6:01 PM
To: Fuchs, Randy; Tkachuk, Tyler
Cc: Marshall, Steve - DOT; Preboske, Michael; DOT I39 Project
Subject: FW: I39/90 I43 interchange EA - wetland R-30 jurisdiction question

FYI - additional COE discussion. Not sure if/how we want to incorporate this into the Final EA.

-----Original Message-----

From: Graser, Rebecca M MVP [<mailto:Rebecca.M.Graser@usace.army.mil>]
 Sent: Friday, February 27, 2015 10:13 AM
 To: Grimes, Jennifer - DOT
 Cc: Kolb, Simone E MVP; Gerbitz, Johnny
 Subject: RE: I39/90 I43 interchange EA - wetland R-30 jurisdiction question

Ok - if R-30 isn't being touched, I don't think you need any JD?!

Rebecca Graser
 WI Program Manager - Regulatory
 USACE-MVP-OP-R

(262) 717-9531, extension 5728
 (651) 290-5728 (direct office line)
 (262) 422-3051 (cell)

-----Original Message-----

From: Grimes, Jennifer - DOT [<mailto:Jennifer.Grimes@dot.wi.gov>]
 Sent: Friday, February 27, 2015 10:06 AM
 To: Graser, Rebecca M MVP
 Cc: Kolb, Simone E MVP; Gerbitz, Johnny
 Subject: [EXTERNAL] RE: I39/90 I43 interchange EA - wetland R-30 jurisdiction question

Thanks for the response. You are correct, R-30 will not be impacted with the design as proposed. We will submit a JD for all as part of the permitting process with Simone.

We will also check the PCN box in the Final EA. I have not always understood when one was required and thought it was for LOP or IP impacts, but will include this as a part of the GP - 003 projects as well, and share this info with the other REC's. Is there a case where we wouldn't need a PCN for wetland impacts?

Jenny

-----Original Message-----

From: Graser, Rebecca M MVP [<mailto:Rebecca.M.Graser@usace.army.mil>]
 Sent: Friday, February 27, 2015 10:01 AM
 To: Grimes, Jennifer - DOT
 Cc: Kolb, Simone E MVP; Gerbitz, Johnny
 Subject: RE: I39/90 I43 interchange EA - wetland R-30 jurisdiction question

Jenny:

Thanks for the question. I did see that it (R-30) was described as a detention basin in the EA - but I also thought that it was not proposed to be impacted with the preferred alternative?

My reading of the EA did show that wetland 31 would be impacted and require a GP from our agency - so it would be best maybe to submit for both (stream crossing too?). That way, we can evaluate JD as part of permitting and sew up both issues at the same time. Officially we can't say something isn't jurisdictional without completing a JD - so alternately, you could request a JD for w30 now. That's my two cents, but as this moves away from NEPA, Simone is the lead for permitting.

As an aside, I did see in the EA that the box was not checked to say a pre-construction notification (PCN) was required. I don't think that was correct from what I saw, but I didn't think it worth calling out yesterday (but since we are emailing now...). A PCN is required for all GP-003-WI categories, it can simply be the notification you provide us for non-reporting (unverified) activities, or it is the application itself if the project requires we confirm coverage under a GP or provide a permit at an LOP or IP level.

Rebecca Graser
WI Program Manager - Regulatory
USACE-MVP-OP-R

8.

(262) 717-9531, extension 5728
(651) 290-5728 (direct office line)
(262) 422-3051 (cell)

-----Original Message-----

From: Grimes, Jennifer - DOT [<mailto:Jennifer.Grimes@dot.wi.gov>]
Sent: Friday, February 27, 2015 9:14 AM
To: Graser, Rebecca M MVP
Cc: Kolb, Simone E MVP; Gerbitz, Johnny
Subject: [EXTERNAL] RE: I39/90 I43 interchange EA - wetland R-30 jurisdiction question

Thank you Rebecca.

There is an outstanding issue related to jurisdiction of wetland R-30. Should we continue to proceed as if this wetland will not be under COE jurisdiction when we get to permitting time?

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 <<mailto:jennifer.grimes@dot.wi.gov>>

From: Graser, Rebecca M MVP [<mailto:Rebecca.M.Graser@usace.army.mil>]
Sent: Thursday, February 26, 2015 5:13 PM
To: Gerbitz, Johnny; Grimes, Jennifer - DOT
Cc: Kolb, Simone E MVP
Subject: Fw: I39/90 I43 interchange EA

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

I took a quick look at the EA, and we have no comments.

Thanks.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

021115Presentation.txt

* * * * *

PUBLIC HEARING
PRESENTATION AND PUBLIC TESTIMONY

* * * * *

I-39/90 and I-43/WIS 81 Interchange
IL 75 to County S and Cranston Road
to WIS 140
Beloit Public Library
February 11, 2015

♀

2

1 TRANSCRIPT OF PROCEEDINGS
2 MR. MARSHALL: I appreciate everybody
3 coming tonight. I'm Steve Marshall with the
4 Wisconsin Department of Transportation. I'll be
5 serving as the hearing chairperson for this
6 evening.
7 Also presenting tonight is Mike Preboske
8 from our lead design team, AECOM.
9 And a little different situation here as
10 compared to some of the past meetings, this is a
11 hearing, so over on this side here is a court
12 reporter, Karen, will be kind of taking notes and
13 creating an official manuscript for this hearing.
14 If you're interested in receiving a copy of the

021115Presentation.txt

15 manuscript, please get a hold of her after the
16 hearing and she'll get names and addresses,
17 whatever, and she'll get that sent out to you.

18 As I said, this is a public hearing
19 today, so the main goal is to get your public
20 testimony, get your input, get it officially
21 recorded into the record of this meeting.

22 We kind of have a back room/front room
23 situation here. The back room has a lot of our
24 design displays. We have some of the design team
25 members back there answering questions if you have

3

1 any, great location to get those answers and
2 things like that.

3 We will be going through a little bit of
4 a presentation to kind of describe a few of these
5 displays that you've been looking at so far this
6 evening. Mike will be going into that in a little
7 bit, shortly.

8 As I said, this is a public hearing, so
9 we're interested in your testimony. Three ways to
10 give testimony: We have a private testimony area,
11 if you're shy like me and don't like to speak in
12 front of people, it's kind of in the library. If
13 you walk towards the reference desk -- and we do
14 have a sign -- walk towards the reference desk, to
15 the right, there's a sign. There is another court
16 reporter there that will take your private
17 testimony. We have a couple of chairs out in
18 front of the room in case somebody is in there,
19 and you can just sit there until that person that

021115Presentation.txt

20 is in the room is done.

21 We also have public verbal testimony.

22 That will be taking place in here after our

23 presentation here a little bit and our opening

24 statements and various items that we have to get

25 into the record. We will have the opportunity for

4

1 folks to come up here, either use the microphone

2 or not use the microphone, and give verbal public

3 testimony. Whether you're giving a public or

4 private testimony, kind of on the back of the

5 handout packet that you received when you checked

6 in, there is a form that basically has your name

7 -- asks your name and address. If you're going to

8 be giving public testimony, give it to one of us.

9 Tyler is in the back room trying to -- oh, he is

10 actually up here now, never mind -- trying to

11 collect those, and then we'll just kind of, as we

12 get them in order, that's how we will kind of

13 speak in order.

14 If you're also just giving the private

15 testimony in the other room, have that also

16 present and give that to the court reporter at

17 that time.

18 A third way of giving testimony tonight

19 is the written testimony. The second-to-the-last

20 sheet within your packet has the availability to

21 write some of your written comments there. They

22 can either be dropped off in the drop box here --

23 if you fold it up, there is an address on the back

021115Presentation.txt
 24 of it, kind of fold it up in thirds, put it in the
 25 mail, and that will ultimately get to us at the

5

1 private field office, too.

2 So those three ways are kind of the key
 3 ways, and that's what we're here for tonight, to
 4 get your testimony on this project that we're
 5 doing.

6 Environmental assessment. Basically,
 7 it's what's driving a public hearing on this.
 8 Almost all DOT road projects have a purpose and
 9 need kind of in the background of it. Larger
 10 projects like this are kind of, you know, try to
 11 bring it to the forefront. You'll see a lot of
 12 similar reasons for a lot of our roadway projects.
 13 Certainly, one of the key ones is overall safety,
 14 bringing old designs up to current design
 15 standards. This interchange was built in the late
 16 '50s, early '60s, so we certainly have changed
 17 some standards since then.

18 Some of the needs described here a
 19 little bit, route importance, system linkage.
 20 Obviously, everyone in the room understands, the
 21 interstate system certainly is one of our key ways
 22 of moving people and goods across, you know,
 23 through the states, across the United States.
 24 This interchange brings a little bit of a unique
 25 factor as it's kind of the start or the end of a

6

1 second interstate, I-43. So two interstates
 Page 4

021115Presentation.txt

2 within this interchange area certainly adds a
3 little bit to the complexity of the project
4 itself.

5 I guess this is actually our first
6 public hearing. It actually -- we have certainly
7 had other public meetings, public involvement
8 meetings, public interaction meetings, PIM, we
9 like to use that acronym. I guess just looking at
10 this, this is kind of our fourth time getting
11 together. Typically, we kind of start out broad,
12 start with just generalizations, multiple ideas,
13 try to keep narrowing it down as we kind of move
14 along in the process.

15 Today, we're trying to give a little bit
16 of a description of what we're showing of what we
17 kind of determined as our preferred alternative of
18 this interchange.

19 With that, I'll kind of hand it over to
20 Mike a little bit here. And with kind of one of
21 our main displays here, we'll kind of go over it a
22 little bit and kind of lead you through what's
23 going on.

24 MR. PREBOSKE: Thank you, Steve.

25 I'm going to drop the lights a little

7

1 bit here, just get a better -- I'll just walk
2 through a couple features of the draft that's on
3 display here this evening.

4 Just to orientate yourself a little bit,
5 to your right, I-93/90 runs across the top; I-43

021115Presentation.txt

towards the lower right-hand corner; and that's the City of Beloit on the top of the map.

First of all, our interstate-to-interstate connections are to be going to, what we call, free-flow connections. That basically means they'll be at highway speeds. So movements to and from the south between I-39 and I-43 will be provided by two-lane roadways at 65 mile an hour posted speeds. The movements to and from the north between I-39 and I-43 will be done by single-lane roadways posted at 55 miles per hour. So the interstate-to-interstate movements are at highway speeds.

One thing we do want to point out is, there is a Wisconsin 81 limit and designation change as part of this project. So today, 81 here starts in the City of Beloit, and with this project, it will extend over I-39; go parallel to I-43, just south of 43; continue all of the way to the County X/Hart Road interchange at the

8

intersection with I-43. So that entire route will be designated as Wisconsin 81 and signed appropriately for those exits.

So now I just want to touch on the local access to 81 and coming into the City of Beloit. From I-39, it will still occur pretty much the same location where it does today, where the interchange sits today. There will be ramps that will come down to 81 and connect to 81 either into Beloit or take the new extension across the other

021115Presentation.txt

11 side to the Gateway business park.

12 I-43 access to and from the City of
13 Beloit changes with this project, so that is done
14 via the new 81 connection and the County X/Hart
15 Road interchange. For example, if you're on I-43
16 and you want to come into the City of Beloit, you
17 now get off at the County X/Hart Road interchange,
18 it will be designated as Wisconsin 81, and take
19 the Wisconsin 81 route into Beloit.

20 Now I just want to touch briefly on the
21 Wisconsin 81 intersection and the preferred
22 control at those locations. At the last meeting,
23 we gave a bunch of alternatives to these three
24 intersection locations, and we did, what we call,
25 the intersection control evaluation. So we looked

9

1 at the various alternatives with signals,
2 roundabouts, stop signs. And then, right now,
3 these are the preferred controls at each location.
4 Starting in the City of Beloit, and we'll work our
5 way east, Wisconsin 81 and Freeman intersection
6 and Ford intersection are to remain a signal. So
7 what's up there today, the signal intersection,
8 will be the same control with this project as
9 proposed.

10 Then moving east to the I-39 ramp
11 location, those will be controlled with traffic
12 signals, but it's going to be connected to, what
13 we call, the diverging diamond interchange. So
14 the alignment of the roadway approaches to these

021115Presentation.txt

15 signals is going to be a little unique and
 16 different from what you're used to. I'm not going
 17 to go into details on that now, but we have
 18 brochures on the table. There is great
 19 information online, drivethrough videos, that
 20 process how that interchange works and an easier
 21 -- good resource to go to those locations.

22 And then finally, our third intersection
 23 is Wisconsin 81 and Gateway Boulevard. This is
 24 the 81 extension here going towards the Hart
 25 Road/County X interchange. And then the current

10

1 Gateway Boulevard will key into the new Wisconsin
 2 81 pretty close to where the Millington Road and
 3 Gateway intersection is today. And that's
 4 proposed to be a stop-controlled intersection,
 5 Gateway traffic stopping; 81 traffic would not
 6 stop. And then a future signal, once warrants are
 7 met, as traffic flow increases.

8 The Preferred Alternative Impact Table,
 9 which you see in our display here tonight, just
 10 kind of goes through some of the features,
 11 environment features, of the preferred
 12 alternative. And it does reference the 82 acres
 13 of right-of-way for the entire interchange project
 14 to be acquired as part of the interchange
 15 improvement.

16 So what's our next step? Tonight,
 17 obviously, we're here to get your comments, like
 18 Steve indicated. And that will continue until
 19 February 26th. So if you don't want to do a

021115Presentation.txt

20 comment tonight, that's fine, just make sure we
21 try to receive that prior to February 26th, and
22 that will become part of the public record and
23 part of the documents. The target completion date
24 for that final document will be in March of this
25 year. We will likely look at the future public

11

1 information meetings involving these, bring some
2 more details back and see the design progression,
3 maybe esthetic features, looking at more design
4 details, and perhaps the construction staging and
5 time frame for when the staging will be going out
6 to the construction of the interchange.

7 Final document design will proceed, and
8 then we will get to real estate acquisitions in
9 2016 and 2017, for the acquisition of the required
10 property. So the construction is currently
11 targeted for late 2017, 2018, and 2019.
12 That's the current schedule, that could change,
13 and we will keep you up to date if it does.

14 MR. MARSHALL: I will now precede with
15 the reading of the opening statement for the
16 hearing tonight.

17 This public hearing is being conducted
18 on behalf of the Department of Transportation as
19 part of the comprehensive consideration of the
20 location, design, environmental, and state trunk
21 highway change aspects of the proposed improvement
22 of the Interstate 39/90 and Interstate
23 43/Wisconsin 81. The proposed project consists of

021115Presentation.txt
 24 reconstructing the I-39/90 and I-43/WIS 81
 25 interchange. The project length totals 4.6 miles

12

1 in the project area. The north-south leg of the
 2 I-39/90 has a length of approximately 2.7 miles;
 3 the east-west leg of WIS 81/Milwaukee Road and
 4 I-43 has a length of approximately 1.9 miles. The
 5 project study limits for this project extend along
 6 I-39/90 from the Wisconsin DOT Welcome Center
 7 south of I-43 to East Hart Road along
 8 I-43/Wisconsin 81 from the Freeman Parkway in the
 9 City of Beloit to the County X/Hart Road
 10 Interchange.

11 The objective of this public hearing is
 12 to give you full opportunity to express your
 13 opinions about the location, design, environmental
 14 and state trunk highway change aspects of this
 15 proposal. You may also present questions as part
 16 of your testimony for the Department's
 17 consideration as the total concept of this
 18 proposal is reviewed prior to arriving at a
 19 decision.

20 If you wish answers to specific
 21 questions or clarification of any aspect of this
 22 proposal, you may remain after this portion of the
 23 hearing is closed to meet with the project team
 24 staff, or you may contact the project team at
 25 WiSDOT Southwest Region Project Office, 111

13

1 Interstate Boulevard, Edgerton, Wisconsin 53534.
 Page 10

021115Presentation.txt

2 The contact information is contained in your
3 Hearing Handout Packet.

4 I emphasize that this public hearing has
5 the basic purpose of getting the most complete
6 expression of public opinion and your individual
7 viewpoints on the record so that they can be
8 considered along with all other judgments and
9 opinions to be reviewed by the Department before
10 further decisions are made.

11 We will now proceed by having the
12 official notice of public hearing and other
13 articles entered into the record, after which, I
14 will call upon Mike Preboske to identify and
15 describe the exhibits before you and to present
16 the project.

17 Following this, I will call anyone who
18 may have an interest in this project and wishes to
19 present individual evidence or views. I would
20 like to call your attention to the Hearing Handout
21 Packet provided when you signed in. The last
22 sheet of the packet is a registration slip for
23 verbal testimony. Anyone wishing to testify
24 should fill it out and present it to a project
25 team member who will bring it up here. If you

14

1 would rather not make a verbal statement, you may
2 submit a written statement, which will also be
3 entered into the public hearing record.

4 Written statements or other exhibits, in
5 addition to the testimony presented at this public

021115Presentation.txt

6 hearing will be included in the official public
7 hearing record if postmarked or received no later
8 than February 26, 2015. Mail this additional
9 testimony by using the prepaid mailer available
10 towards the back of the Hearing Handout Packet or
11 e-mail the Department of Transportation project
12 manager as listed in the Hearing Handout Packet.

13 I now ask Mike Preboske to present the
14 information for the record.

15 MR. PREBOSKE: Thank you, Mr. Chairman.

16 I would like to enter several articles
17 into the record.

18 In addition to the testimony provided at
19 this public hearing, all exhibits, handouts,
20 audio/visual presentations, and displays for
21 viewing at this public hearing will be included in
22 the official public hearing record. Page 9 of the
23 Hearing Handout Packet contains a complete list of
24 these materials. Other materials, along with
25 written testimony received after the public

15

1 hearing, will be added to the official public
2 hearing record provided they are received prior to
3 the end of the environmental document availability
4 period, which is February 26, 2015.

5 The environmental document for this
6 project proposal has been made available to the
7 public and copies are here for your review.

8 Mr. Chairman, I request that the
9 published public hearing notice, environmental
10 document, brochures, and the Hearing Handout

021115Presentation.txt

11 Packet which contains a description of all
12 exhibits, handouts, audio/visual presentations,
13 and displays for viewing at this public hearing be
14 entered into the record as exhibits.

15 MR. MARSHALL: It is so ordered. Thank
16 you, Mr. Preboske.

17 The Hearing Handout Packet and project
18 presentation given earlier serves as the extended
19 version of the Project Statement. A summary of
20 the Project Statement has also been read and
21 transcribed into the record shortly before the
22 beginning of this portion of the hearing. Is
23 there any objection to dispensing with the reading
24 of the Project Statement, which is included in the
25 Hearing Handout Packet, and move directly to the

16

1 invitation of testimony?

2 Hearing no objection, we will proceed
3 directly to the invitation of testimony.

4 Tyler, do you have some of those forms?

5 MR. TKACHUK: Yes.

6 MR. MARSHALL: Okay. When you hear your
7 name when it's called, please approach the
8 microphone and state your name and address. You
9 may also provide the name of any organization or
10 business you are representing, if so desired. We
11 ask that you please kind of limit your verbal
12 testimony to three minutes so everyone has an
13 opportunity to present their testimony. Once
14 everyone has had an opportunity to present verbal

021115Presentation.txt

15 testimony, you may present additional testimony as
16 time allows. You may also present additional
17 verbal testimony individually to the court
18 reporter at any time during the public hearing.

19 I guess up first is Charles Haynes.

20 MR. HAYNES: Charles Haynes, 209
21 Portland Avenue, Beloit, Wisconsin, and
22 representing the City of Beloit as the council
23 vice president. We have entered written testimony
24 into the public record, but I will paraphrase it
25 for the public.

17

1 Good evening. My name is Charles
2 Haynes, I'm the vice president of the City of
3 Beloit City Council. And we would like to commend
4 the Department of Transportation for a long and
5 drawn-out process of almost 15 years to arrive at
6 this point.

7 We are looking forward to the increased
8 safety and increased transportation opportunities
9 that the reconstruction of the I-43/90 interchange
10 entails.

11 Over this, we've, with great
12 trepidation, always considered this outmoded
13 interchange as a safety hazard. And watching the
14 high speed ramps developing and planning, you
15 know, does bring pleasure to us.

16 Over the course of planning, we were
17 very appreciative of the fact that we're planning
18 to bring the State Highway 81 out to the Hart Road
19 interchange, which allows us to connect our

021115Presentation.txt

20 Gateway Business Park with our Madison Road
 21 business community. We see this as a great
 22 opportunity for the linking of those, the synergy,
 23 of bringing workers in our industrial park to our
 24 commercial businesses. We believe that this will
 25 greatly enhance the value of both and the

18

1 community overall.

2 And at this point, we are appreciative
 3 of the continued difficulties that are going to be
 4 obtained in finalizing the design and property
 5 acquisitions, and we look forward to working with
 6 the State Department of Transportation in all of
 7 these matters and receiving public input. Thank
 8 you.

9 MR. MARSHALL: We have Jane Freiman.

10 MS. FREIMAN: Freiman.

11 My name is Jane Freiman. Some of you
 12 know me as Jane Newbauer-Freiman, whatever. I
 13 have a lot of names, but I only have one home, and
 14 it sits at 3473 Fieldcrest Court, which is in
 15 Lathers Woods, which is a beautiful subdivision
 16 that if this plan goes through, is going to be
 17 decimated. Why? The noise level on 83 -- I mean,
 18 what is that? 81.

19 MR. MARSHALL: 81 and 43.

20 MS. FREIMAN: 81 and 43. That whole
 21 area is going to affect us. It is not only going
 22 to affect us personally, but our property values,
 23 for many of us, they're going to plummet. There

9.

021115Presentation.txt
 24 is just no question that this is going to be the
 25 case. You can't get around it. If you go out

19

1 there and look at Lathers Woods, particularly in
 2 the part that is closest to the freeway, I know
 3 everybody likes nice roads, but don't we like nice
 4 homes? Don't we like nice neighborhoods in
 5 Wisconsin? One of the nicest is Lathers Woods.
 6 This particular program, this project, will ruin
 7 that area. Please think twice.

8 MR. MARSHALL: Thank you.

9 And then Brad Trewyn, if I'm pronouncing
 10 that correctly.

11 MR. TREWYN: Trewyn.

12 MR. MARSHALL: Okay, I'm 0 for 2.

13 MR. TREWYN: My name is Brad Trewyn, I
 14 live at 5037 East County Road X, which is right by
 15 the roundabouts.

16 And I actually -- I have three things:
 17 One is the intersection of Freeman Parkway and
 18 Ford Drive. You said it's going to be controlled
 19 by stop lights. Do you know if it's going to be a
 20 loop system or by camera? Just -- that's just a
 21 simple -- just because, the loop system, sometimes
 22 later at night doesn't work so well. That's just
 23 a question.

24 Another one is the roundabouts. I've
 25 mentioned it at a couple of different meetings

10.

20

1 that they had the decorative stone in there, but
 Page 16

11.

021115Presentation.txt

11.

2 the decorative stone seems to get scattered all
3 over by the trucks, and traffic tends to run over
4 the curbing. It kind of makes it a safety hazard
5 at certain times. So I guess I'd like them to
6 look at that.

12.

7 And then the other thing I was looking
8 at on the drawing is, I was asking about the
9 direct in and out for Kerry, and they told me that
10 would be controlled by a stop sign, and I thought
11 the amount of traffic coming out of there, I
12 didn't think the stop sign was sufficient. That's
13 all. Thank you.

14 MR. MARSHALL: All right. That's the
15 last that we have for public testimony on our
16 list. I guess I'd like to just thank you for
17 taking time to participate in this public hearing.
18 You may provide individual verbal testimony to the
19 court reporter until the end of the hearing.

20 Also, as a reminder, that any written
21 testimony that you like to -- that you would like
22 to become a part of the public hearing record
23 should be postmarked or received no later than
24 February 26, 2015.

25 This portion of the hearing is now

21

1 formally adjourned. Thank you.

2 We'll be here until eight o'clock in the
3 other room if you have any questions regarding the
4 displays.

5 (Proceedings concluded at 5:55 p.m.)

021115Presentati on. txt

6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

⌘

22

1 STATE OF WISCONSIN)
2 COUNTY OF WALWORTH) SS:

3
4

5 I, KAREN RENEE, Court Reporter and
6 Notary Public in and for the State of Wisconsin, do
7 hereby certify that the above presentation was recorded
8 by me on February 11, 2015, and reduced to writing
9 under my personal direction.

10 I further certify that I am not a
 Page 18

021115Presentation.txt

11 relative or employee or attorney or counsel of any of
 12 the parties, or a relative or employee of such attorney
 13 or counsel, or financially interested directly or
 14 indirectly in this action.

15 In witness whereof I have hereunder set
 16 my hand and affixed my seal of office at Burlington,
 17 Wisconsin, this 15th day of February, 2015.

18

19

20 _____
 21 Karen Renee
 22 Court Reporter and Notary Public
 23 In and for the State of Wisconsin

24

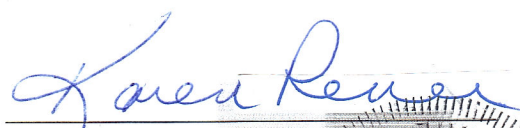
25 My Commission Expires: March 06, 2016.

1 STATE OF WISCONSIN)
2 COUNTY OF WALWORTH) SS:

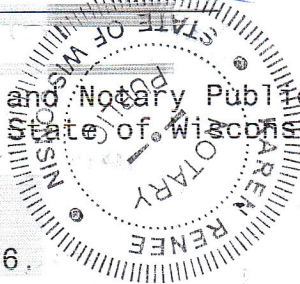
3
4
5 I, KAREN RENEE, Court Reporter and
6 Notary Public in and for the State of Wisconsin, do
7 hereby certify that the above presentation was recorded
8 by me on February 11, 2015, and reduced to writing
9 under my personal direction.

10 I further certify that I am not a
11 relative or employee or attorney or counsel of any of
12 the parties, or a relative or employee of such attorney
13 or counsel, or financially interested directly or
14 indirectly in this action.

15 In witness whereof I have hereunder set
16 my hand and affixed my seal of office at Burlington,
17 Wisconsin, this 15th day of February, 2015.

18
19 
20 Karen Renee
21 Court Reporter and Notary Public
22 In and for the State of Wisconsin

23 My Commission Expires: March 06, 2016.
24
25



021115Private testimony.txt

1

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

PUBLIC HEARING

* * * * *

I-39/90 and I-43/WIS 81 Interchange

IL 75 to County S and Cranston Road
to WIS 140

Beloit Public Library

February 11, 2015

* * * * *

Milwaukee Court Reporters
www.milwaukee reporters.com

♀

2

1 PRIVATE TESTIMONY
2 MR. DORR: My name is William F.
3 Dorr, III, 836 Church Street in Beloit,

021115Private testimony.txt
 4 Wisconsin 53511. My question is that Highway
 5 81 is going to be extended out to Hart Road
 6 and the first roundabout, if that's a state
 7 highway, and I was curious if this will be
 8 the first state highway roundabout with a
 9 person's private driveway on the roundabout.

10 The problem is when the recycling
 11 truck and the garbage truck picks his garbage
 12 and recycling up, it stops the whole
 13 roundabout. And I thought the reason of a
 14 roundabout is to keep the traffic moving, but
 15 with that driveway and if there were ever
 16 ambulances or fire trucks, I just can only
 17 imagine, but I don't believe I've seen a
 18 private driveway on a state highway
 19 roundabout, but maybe it is an acceptable
 20 use. That's all I want to say. It just
 21 doesn't make any sense to me to see that
 22 driveway in that.

23 * * * * *

24 MR. STROM: My name is John
 25 Strom. I live at 1347 Moore Street in

1 Beloit. I'm speaking as a private person who
 2 does use the 43 corridor many times a year,
 3 probably once or twice a month, and I am
 4 opposed to the design that they -- looks like
 5 it's probably going to happen, but I'm still
 6 opposed to it because of the Hart Road
 7 situation. I think it really defies logic,
 8 common sense. What I see on the displays

13.

021115Private testimony.txt
 9 looks rather confusing.

10 I cannot believe that the -- well, I
 11 believe that the majority of traffic that is
 12 entering and exiting Beloit and going to
 13 points to Clinton and east and beyond or
 14 coming that direction has to be greater than
 15 the number of cars and trucks that are going
 16 to the Gateway area. Does the Gateway area
 17 need a frontage road? Yeah, I think it
 18 probably does.

19 And as I look at the map in there,
 20 you know, I think that it could come in and
 21 out over I-90 at the old Wickes Lumber area.
 22 There's a railroad bed there that I'm not
 23 sure is real active. I know that Frito-Lay
 24 receives trainloads of things, but I'm
 25 wondering why that maybe couldn't become an

♀

4

1 access road.

2 But anyway, getting back to the
 3 design in general, I see traffic jams. I see
 4 problems with big trucks trying to negotiate
 5 roundabouts, which I understand they're going
 6 to increase the roundabout space by making
 7 the middle smaller, but that really doesn't
 8 help a semi very much.

9 To me, this intersection should look
 10 very, very similar to where 151 enters
 11 Madison, goes under I-90 and becomes East
 12 Washington Avenue. Someone is going to say,
 13 well, 151 is not interstate. No, but it's

14.

14.

021115Private testimony.txt
 14 built to interstate specifications, and I
 15 think more importantly, if you are arriving
 16 from Milwaukee or, say, Johnson Creek on 94,
 17 it approaches I-90/39, goes underneath, I
 18 guess that's called a Badger Interchange, and
 19 becomes Highway 30 afterwards. And so either
 20 one of those two intersections I think is
 21 what this intersection 43, 81 and I-90/39
 22 should really look like. Not exactly, but
 23 pretty darn close. I guess that's it.

24 I guess for the city of Beloit, I
 25 wish that this would have been presented on a

♀

5

1 referendum in an advisory manner, not one
 2 that's binding but an advisory manner to try
 3 and get the input of the people, the citizens
 4 and go from there, but obviously that didn't
 5 happen. That's my position.

6 * * * * *

7 MR. STROM: My name is John
 8 Strom. I live at 1347 Moore in Beloit. I
 9 gave a previous comment and I'm back for
 10 another. I am still opposed to the Hart Road
 11 interchange situation. Again, I think
 12 there's going to be traffic jams for the
 13 Gateway area. It will be problematic for
 14 trucking and things like that. But I just
 15 learned in the conference there that
 16 apparently the federal government is
 17 dictating a lot of this. Okay, well, if
 18 that's the case, you know, you have to pretty

021115Private testimony.txt
19 much do what they say.

20 So what I would want to see then is
21 continue with Highway 81 going over
22 Interstate 90/39 and become part of the
23 Gateway Boulevard area, but then in and
24 around Hart Road, I would prefer to see the
25 roundabouts taken out and people that are

♀

6

1 coming to Beloit from 43 or getting onto 43
2 from Beloit would have a blended ramp, let's
3 say, instead of roundabouts and that sort of
4 thing.

5 Again, as I stated before, the
6 roundabouts are quite small and they're going
7 to try to improve them by taking some
8 material out of the middle part. Well, that
9 really doesn't do much to expand it in size
10 so I still think that's going to be
11 problematic.

12 And I guess I am still concerned for
13 the intersection where Gateway Boulevard
14 comes out. I think the people and the
15 businesses that will come and go to home and
16 work there are going to be experiencing some
17 pretty nasty traffic jams but, you know, that
18 can maybe be ironed out another way.

19 I also heard from a lady in there
20 that was upset, she lives in the Lathers
21 Woods area, about the sound of the highway
22 and what it's going to do to property values
23 and things like that. Well, I had mentioned

021115Private testimony.txt

24 to her and I'll say now that hopefully if
25 that's an issue that those sound-ending walls

♀

7

1 can be constructed. I guess in the Milwaukee
2 area they call them Chia walls, but they're
3 like sound-ending walls I guess. So I guess
4 to help that neighborhood out, that would be
5 my suggestion there. Done.

6 * * * * *

7 MR. STROM: John Strom, 1347
8 Moore Street. Back for round three
9 comments. The Hart Road exit, right now it
10 goes to the north. It will go over -- it
11 will intersect with Lathers Road and it will
12 go over I-90 and then it will come to a
13 T-intersection with Shopiere Road where
14 there's some very nice houses.

15 Now, I know that they're going to
16 build a new road for Inman Parkway, calling
17 it an extension in the parkway, which goes in
18 front of Turner High School, will cross
19 Prairie Avenue, become a new road, probably
20 go over Creek Road at some point and Turtle
21 Creek. I'm not exactly sure where it's going
22 to come out, but here's my suggestion: If
23 Hart Road, once it crosses Interstate 90,
24 could veer to the right or to the north and
25 arc around some of the properties there and

♀

8

1 actually line up with the Inman Parkway road
2 that comes out at Shopiere Road, to me, that

021115Private testimony.txt

3 would be a terrific idea. Just putting it
4 out there.

5 (Private testimony concluded.)

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

♀

9

1 COURT REPORTER'S CERTIFICATE

2 STATE OF WISCONSIN:

3 COUNTY OF RACINE:

4

5 I, SARA R. ROGAN, Reporter and
6 Notary Public, Racine County, Wisconsin,
CERTIFY:

7 1. The foregoing private testimony
Page 7

021115Private testimony.txt
was taken before me at the time and place
stated in the foregoing styled cause with the
appearances as noted;

2. Being a Court Reporter, I then
reported the private testimony in Stenotype
to the best of my skill and ability, and the
foregoing pages contain a full, true and
correct transcript of my said Stenotype notes
then and there taken;

3. I am not in the employ of and am
not related to any of the parties or their
counsel, and I have no interest in the matter
involved.

WITNESS MY SIGNATURE, this, the
_____ day of _____, 2015.

SARA R. ROGAN
Court Reporter and
Notary Public ***

My commission expires:
July 18, 2017

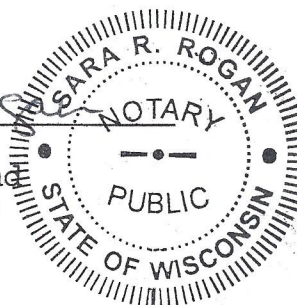
1 COURT REPORTER'S CERTIFICATE

2 STATE OF WISCONSIN:

3 COUNTY OF RACINE:

4
5 I, SARA R. ROGAN, Reporter and
6 Notary Public, Racine County, Wisconsin,
7 CERTIFY:8 1. The foregoing deposition was
9 taken before me at the time and place stated
10 in the foregoing styled cause with the
11 appearances as noted;12 2. Being a Court Reporter, I then
13 reported the deposition in Stenotype to the
14 best of my skill and ability, and the
15 foregoing pages contain a full, true and
16 correct transcript of my said Stenotype notes
17 then and there taken;18 3. I am not in the employ of and am
19 not related to any of the parties or their
20 counsel, and I have no interest in the matter
21 involved.

22 WITNESS MY SIGNATURE, this, the

23 16th day of February, 2015.24
25 Sara R. Rogan
SARA R. ROGAN
Court Reporter and
Notary Public ***My commission expires:
July 18, 2017

Written Testimony Form

I-39/90 and I-43/WIS 81 Interchange
 IL 75 to County S and Cranston Road to WIS 140
 Public Hearing
 Beloit Public Library
 February 11, 2015



Please place this form in the comment box at the sign in table tonight or send as indicated below*

Name (please print): Jerilyn L. Cornellier Date: 2-12-14

Address: 2909 Ford Street Beloit

Phone Number (optional): 608-751-6000 E-mail Address (optional): Blk Wyatt@Aol.Com

Testimony (use additional pages if necessary): for Cornellier Superstore

I Support, but would like to make a few
 comments: 1. we need to have the entry into
^{Beloit} Wisconsin (since we are just) nicer & safer. We
 have to make sure during the 2-3 year construction
 local businesses are not put in jeopardy. 15.
 2. I Hope everyone is aware of the Drainage
 Problem on the property here. We have flooded
 several times (water right up to front door of store)
 3. It would be nice if they could give ^{us} a
 nice gradual Slope from our property to the
 new road. We are kind of in a hole and
 that would make it easier to see ^{us} I think -
 Thank you 16. 17.

*WRITTEN TESTIMONY CAN BE SUBMITTED TONIGHT (FEBRUARY 11, 2015), IN THE MAIL OR
 EMAILED, BUT MUST BE POSTMARKED OR EMAILED NO LATER THAN FEBRUARY 26, 2015 TO BE
 INCLUDED IN THE OFFICIAL PUBLIC HEARING RECORD.

Written Testimony Form

I-39/90 and I-43/WIS 81 Interchange
 IL 75 to County S and Cranston Road to WIS 140
 Public Hearing
 Beloit Public Library
 February 11, 2015



Please place this form in the comment box at the sign in table tonight or send as indicated below*

Name (please print): JEFF JOHANSON Date: 2/12/15

Address: 804 Milwaukee Rd Beloit, WI 53511

Phone Number (optional): 608362-9384 E-mail Address (optional): _____

Testimony (use additional pages if necessary):

I'm glad you've included bike lanes and pedestrian paths for this intersection and highway 81. These will definitely be used and as such can reduce auto traffic and allow for bike commuting to work. Hopefully, the governor's current proposed budget won't eliminate these very important amenities/necessities.

18.

*WRITTEN TESTIMONY CAN BE SUBMITTED TONIGHT (FEBRUARY 11, 2015), IN THE MAIL OR EMAILED, BUT MUST BE POSTMARKED OR EMAILED NO LATER THAN FEBRUARY 26, 2015 TO BE INCLUDED IN THE OFFICIAL PUBLIC HEARING RECORD.

Marshall, Steve - DOT

From: Carl Lange [cplange@att.net]
Sent: Tuesday, February 24, 2015 11:17 AM
To: Marshall, Steve - DOT
Subject: Testimony on Feb. 11 hearing

This is my written testimony for the February 11, 2015 public hearing relating to the I-39/90 and I-43/WIS 81 Interchange.

I have attended nearly all of the previous public meeting related to the I-39/90 and I-43/WIS 81 Interchange and have submitted design suggestions during the earlier phases. I have listened to other attendees questions and concerns.

I feel that the design presented on February 11, 2015 does an excellent job of balancing access and convenience within the constraints of safety, construction/maintenance costs and land use priorities. The design greatly improves the connection to the eastern portion of Beloit. The changes for I-43/Beloit traffic are acceptable, balanced against the benefits of the design. The bicycle/pedestrian access is a huge improvement over the existing layout. I do not feel that the February 11th verbal testimony given by the Lathers Woods resident was based on logic or reason. There may be extra noise during the construction phase, but there is no reason to believe that eventual sound levels would increase over the current layout. The amount of distance that the new southbound I-43 to northbound/westbound I-39/90 ramp will be closer to Lathers Woods residents is insignificant.

19.

Carl Lange
2015 Sherwood Dr SW
Beloit, WI 53511-5659
cplange@att.net
608-368-1323

Appendix 23 –

**Text changes to Draft Environmental
Document**

7. Environmental Justice

The proposed action will have both beneficial and adverse effects to all populations. Beneficial effects include improved safety for motorists, enhanced local mobility, pedestrian and bike accommodations, and added aesthetics features. Adverse effects will be in the form of inconveniences during construction and the proposed acquisition of highway right of way from the adjacent property owners. No disproportionate adverse impacts to minority or low-income populations are expected to result from the proposed action. Beneficial and adverse effects will be similar for all populations as the project area consists of several different land types. There were several methods used including windshield survey, US Census data, public information meetings, and local official meetings. See Factor Sheet B-1 Community/Residential (Page 40) for more detailed information.

| How was information obtained about the presence of populations covered by EO 12898? (check all that apply) | |
|--|--|
| <input checked="" type="checkbox"/> Windshield Survey | <input type="checkbox"/> Official Plan |
| <input checked="" type="checkbox"/> US Census Data | <input type="checkbox"/> Survey Questionnaire |
| <input type="checkbox"/> Real Estate Company | <input type="checkbox"/> WisDOT Real Estate |
| <input checked="" type="checkbox"/> Public Information Meeting | <input checked="" type="checkbox"/> Local Government |
| <input type="checkbox"/> Human Resources Agency Identify agency: Identify plan, approval authority and date of approval: | |
| <input type="checkbox"/> Other – Identify: | |

- a. ☒ No – Populations covered by EO 12898 are not present in project area.
 b. ☐ Yes – Populations covered by EO 12898 are present in project area. 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. ☒ No – Individuals covered by the above laws were not identified.
 b. ☐ Yes – Individuals covered by the above laws were identified.
 ☐ Civil Rights issues were not identified.
 ☐ Civil Rights issues were identified. Explain:

9. Public Involvement

A. Public Meetings

| Date (m/d/yyyy) | Meeting Sponsor (WisDOT, RPC, MPO, etc.) | Type of Meeting (PIM, Public Hearings, etc.) | Location | Approx. Number of Attendees |
|--------------------|---|---|-----------------------------------|--------------------------------|
| 8/28/2012 | WisDOT | Local Officials Meeting #1 | Turtle Town Hall | 29 |
| 8/28/2012 | WisDOT | Public Involvement Meeting #1 | Turtle Town Hall | 88 |
| 12/10/2013 | WisDOT | Local Officials Meeting #2 | Rotary River Center, Beloit WI | 31 |
| 12/10/2013 | WisDOT | Public Involvement Meeting #2 | Rotary River Center, Beloit WI | 61 |
| 8/5/2014 | WisDOT | Local Official Meeting #3 | Beloit Public Library | 23 |
| 8/5/2014 | WisDOT | Public Involvement #3 | Beloit Public Library | 75 |
| 10/21/14 | WisDOT | Local Requested Meeting by Beloit City Council | Rotary River Center, Beloit WI | 11 |
| 2/11/2015 | WisDOT | Public Hearing | Beloit Public Library | 80 |

*For complete documentation please refer to the WisDOT project file for complete documentation for all involvement.

Agency coordination contacts (U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Wisconsin Department of Natural Resources) and American Indian Tribes were invited to participate in the local officials meetings. Representatives from the following entities were also invited to participate and generally attended the meetings:

- Town of Turtle
- Town of LaPrarie
- Town of Rock
- City of Beloit
- City of Janesville
- Rock County
- Assembly Districts 11, 15, 31, 43, 44
- Beloit City Council
- Beloit Plan Commission
- Town of Beloit Police Department
- Beloit Landmarks Committee
- Janesville MPO
- School District of Beloit Turner
- CPG Midwest

- *Park and Ride:*
 1. One resident inquired about locating a park and ride at the interchange.
 - *Alternate Route Consideration:*
 1. Several residents inquired if alternate routes have been taken into consideration during the design of the interchange.
 2. The conversion of Gateway Boulevard into a state highway, and improvements to Hart Road and/or Lathers Road was also suggested.
 - *Other Concerns:*
 1. Improve the entrance ramp at the WisDOT Welcome Center to provide more space to merge onto the interstate.
 2. Add auxiliary lanes northbound between the WisDOT Welcome Center and the interchange and in both directions between the County X/Hart Road interchange and the I-43 interchange.
 3. Hart Road interchange cannot handle the increased traffic load and difficult for trucks to maneuver the roundabouts.
- B. Briefly describe how the issues identified above were addressed:
The above issues were taken into consideration throughout the design process and also in the selection of the preferred alternative.
- *Access:*
 1. The access issue of extending WIS 81 eastward was one of the main topics and was one of the reasons why the city of Beloit passed a resolution in favor of Alternative 2. The proposed action includes the extension of WIS 81/Milwaukee Road.
 2. The proposed action will cause an increase in time for some users but will also decrease the time for other users. The increase and decrease in time will be approximately 3-4 minutes.
 3. The proposed action includes a detailed sign plan that will provide the proper signage necessary to clearly mark the new interchange.
 4. The traffic control has been determined. Intersection control along WIS 81 will include traffic signals at Freeman/Ford intersection, traffic signals at the I-39/90 ramp intersections utilizing a diverging diamond interchange alignment, and stop sign for Gateway Boulevard traffic at WIS 81.
 - *Bicycle and Pedestrian Facilities:*
 1. The preferred alternative will provide bicycle and pedestrian facilities along the extension of WIS 81/Milwaukee Road that will provide access under the interstate.
 - *Noise:*
 1. A noise analysis was completed that analyzed the impacts of the new interchange in the design year 2040. It is anticipated that there will not be any noise impact.
 - *Cost:*
 1. Cost was an important issue throughout the design process. **Appendix 8** discusses in detail the cost of the alternatives. Rock County will be responsible and still continue to manage maintenance for this interchange.
 - *Environmental:*
 1. The existing floodplain will be impacted by the proposed improvements due to the placement of fill within the boundary. It is not anticipated that the adjacent property owners will be impacted.
 - *Park and Ride:*
 1. A park and ride lot is anticipated to be located in the southwest quadrant of the interchange and is currently being discussed with the city of Beloit.
 - *Alternate Route Consideration:*
 1. There is no alternate route designation for this project because the interchange will remain open with temporary lane closures. However, the I-39/90 mainline reconstruction from Illinois State Line to Madison has a designated alternate route for the motorists to use during construction. See **Appendix 9** for the Alternate Route Map.
 2. Gateway Boulevard is a local road and will remain one. Improvements to Hart and Lathers Road are beyond the scope of this project and will not be included in the final plan because it is not needed for the operation of the interchange. Hart Road from County S to I-43/County X interchange will be improved as an alternate route for I-39/90.
 - *Other Concerns:*
 1. The WisDOT Welcome Center ramps will be improved.
 2. Auxiliary lanes will be added northbound between the WisDOT Welcome Center and the interchange and southbound between the County X/Hart Road interchange and the I-43 interchange.
 3. I-43 & Hart Road/County X interchange has been analyzed to determine if any modifications will be needed to handle the increased traffic volumes and any improvements to truck turning movements. Hart Road improvements will occur based on the analysis and will be incorporated into the project.

11. Local/regional/tribal/federal government coordination

Addendum A-63

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

| Unit of Government (MPO, RPC, City, County, Village, Town, etc.) | Coordination Correspondence Attached | Coordination Initiation Date (m/d/yyyy) | Coordination Completion Date (m/d/yyyy) | Comments |
|--|---|---|---|--|
| Rock County | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 8/28/2012 | Ongoing | |
| City of Beloit | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 8/28/2012 | Ongoing | City of Beloit passed a resolution in favor of Alternative 2 (preferred alternative). See Appendix 12 |
| City of Janesville | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | 8/28/2012 | Ongoing | |
| Town of Beloit | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 8/28/2012 | Ongoing | |
| Town of LaPrairie | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 8/28/2012 | Ongoing | |
| Town of Rock | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | 8/28/2012 | Ongoing | |
| Town of Turtle | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | 8/28/2012 | Ongoing | |
| Janesville MPO | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | 8/28/2012 | Ongoing | |

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

The local units of government identified the same issues that are found in the previous question as well as several other issues.

1. The amount of right of way that was required to construct the new interchange.
2. The number of access points for emergency situations.
3. Desire to have additional local access connection to the Gateway Business Park.
4. Provide plenty of signing for Beloit businesses along I-43 to inform drivers to exit at the Hart Road interchange.

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

The four additional concerns by the units of government were incorporated into the Preferred Alternative.

1. The Preferred Alternative minimizes the amount of right of way by 6 acres compared to the Alternative 2A option.
2. The Preferred Alternative provides convenient access into the Gateway Business Park in case of an emergency situation with the extension of WIS 81/Milwaukee Road.
3. The Preferred Alternative provides access to and from the interchange with the extension of WIS 81/Milwaukee Road. On January 21, 2014, the city of Beloit passed a resolution endorsing Alternative 2. One of the main reasons they selected Alternative 2 because the extension of WIS 81/Milwaukee Road provides local access to the adjacent properties.
4. The signing plan on I-43 will follow current WisDOT and FHWA signing requirements. Specific service signs can be used on the interstate to inform drivers of businesses at a particular exit.

D. Indicate any unresolved issues or ongoing discussions:

1. The park and ride lot is proposed to be constructed as a final stage of the interchange reconstruction work.

12. Public Hearing Requirement

- ☒ This document is an Environmental Assessment.
- ☐ A Notice of Opportunity to Request a Public Hearing will be published.
- ☒ A Public Hearing will be held.
- ☐ This document is a Type 2c Categorical Exclusion / Environmental Report.
- ☐ A Public Hearing is NOT Required.

Note: If any of the following five boxes are checked, a Notice of Opportunity to Request a Public Hearing must be published or a Public Hearing must be held.

- ☐ A substantial amount of right-of-way **will** be acquired.
- ☐ The proposed action **will** substantially change the layout or functions of connecting roadways or of the facility being improved.
- ☐ The proposed action **will** have a substantial adverse impact on abutting property.
- ☐ The proposed action **will** have other significant social, economic, environmental effects.

| Agency | Coordination Required? | Correspondence Attached? | Comments |
|---|---|---|--|
| Natural Resources (DNR) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <p>December 4, 2013 – Initial letter was sent to DNR with information regarding the project</p> <p>January 7, 2014 – A letter was received from DNR that identified several concerns:</p> <ul style="list-style-type: none"> • Spring Brook is a warm water fishery and any in-stream work or work has the potential to adversely affect the water quality of the stream should be completed between June 15 and September 15. • The Ozark Minnow has been identified within the project area. DNR will coordinate with Bureau of Natural Heritage Conservation. • Stormwater (TMDL) is located within the project area and special requirements of the management practices applied will be determined during the design process and submitted to the DNR for review. • Upland habitat is located within the project area and design should consider impacts to the prairie restoration. • The Spring Brook floodplain is located in the southeast quadrant of the interchange. A hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new structure or existing structure that is not being replaced within a mapped floodplain. Consult with Rock County Zoning Administrator for project-specific information. • Avoid the spread of oak wilt disease and the emerald ash borer. <p>March 25, 2014 – Agency Coordination meeting. See Appendix 20</p> <p>May 19, 2014 – A letter was received from DNR regarding the project's purpose and need and alternatives development. They identified some concerns in addition to previous review:</p> <ul style="list-style-type: none"> • If wetland R-30 is impacted an equivalent post-construction storm water treatment system must be put in place. See Wetland Map (Page 52) • R-31 impacts and any mitigation should be discussed in draft EA document. See Wetland Map (Page 52) • Spring Brook is classified as an Area of Special Natural Resources interest due to presence of threatened fish. Implementation of best management practices should be considered. • A State Threatened Fish was found in the project area and DNR needs to determine if anything further needs to be done. <p>June 18, 2014 – An email was received from DNR concurring with the wetland boundaries in the wetland delineation report.</p> <p>August 26, 2014 – A meeting was held with DNR and WisDOT to discuss the flood storage districts. See Appendix 13</p> <p>December 12, 2014 – An email was sent to DNR asking if a fish survey was needed for the project. See Appendix 13</p> <p>August 14, 2015 – An email was sent to DNR asking for an updated Wisconsin Natural Heritage Inventory (NHI) report.</p> |
| State Historic Preservation Office (SHPO) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <p>No archaeological sites were found. One structure named the Gonstead Chiropractic Clinic was determined to be potentially eligible for the National Register of Historic Places.</p> <p>March 25, 2014 – Agency coordination meeting. See Appendix 20</p> <p>June 24, 2014 - SHPO approved the Section 106 determination and agreed with a project determination of no adverse effect (DNAE) on the clinic. See Appendix 14</p> |

BASIC SHEET 3 – AGENCY AND TRIBAL COORDINATION

Addendum A-65

| Agency | Coordination Required? | Correspondence Attached? | Comments |
|--|---|---|---|
| Agriculture (DATCP) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | An AIS Addendum was published on December 27, 2013 titled <i>IH 39/90: Illinois State Line to USH 12&18 Dane & Rock Counties</i> that includes the agricultural properties impacted for this project. No additional information is required for this project. See Appendix 15 March 25, 2014 – Agency coordination meeting. See Appendix 20 |
| Other | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| FEDERAL AGENCY | | | |
| U.S. Army Corps of Engineers (USACE) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | December 4, 2013 – Initial letter was sent to USACE with information regarding the project. USACE provided no response. January 28, 2014 - Submitted the project's wetland delineation report and requested jurisdictional determination of the wetlands. March 25, 2014 – Agency coordination meeting. See Appendix 20 |
| U.S. Fish and Wildlife Service (USFWS) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | December 4, 2013 – Initial letter was sent to USFWS with information regarding the project. USFWS provided no response. August 14, 2015 – Project information was submitted to USFWS for a may affect, not likely to adversely affect (NLAA) determination for programmatic informal consultation to fulfill Endangered Species Act consultation requirements for the Northern Long-Eared Bat. |
| Natural Resources Conservation Service (NRCS) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Farmland Conversion Impact Rating Form AD-1006 was completed for impacts to farmland. The highest score was 37. July 31, 2014 – Initial letter was sent to NRCS with information regarding the project. August 4, 2014 – A letter was received from NRCS indicating that since the site assessment scores is below 60, the project is not subject to the Farmland Protection Policy Act (FPPA). See Appendix 19 |
| U.S. National Park Service (NPS) | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | Coordination not required; no lands administered by the NPS are in the project area. |
| U.S. Coast Guard (USCG) | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | Coordination not required; no commercially navigable waterways are in the project area. |
| U.S. Environmental Protection Agency (EPA) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | December 4, 2013 – Initial letter was emailed to EPA with information regarding the project. EPA provided no response. March 25, 2014 – Agency coordination meeting. See Appendix 20 |
| Advisory Council on Historic Preservation (ACHP) | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | N/A |
| Other (identify) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| SOVEREIGN NATIONS | | | |

| Factors | Adverse | Benefit | None Identified | Factor Sheet Attached | Effects |
|--|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| B-8 Section 4(f) and 6(f) or Other Unique Areas | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | There is one historic property the Gonstead Chiropractic Clinic that will require no property acquisition. |
| B-9 Aesthetics | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The proposed action has the potential to incorporate Community Sensitive Design features into the bridge structures or along the extension of WIS 81/Milwaukee Road. The proposed action will include aesthetic features that include staining and relief features to bridges and grass and other landscaping elements. See B-9 Aesthetics factor sheet (Page 45). |
| C. NATURAL RESOURCE FACTORS | | | | | |
| C-1 Wetlands | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | The proposed action will impact approximately 0.6 acres of wetland. The wetland impacts are the result in the realignment of WIS 81/Milwaukee Road to provide better construction staging and remove an extra curve along I-39/90. This wetland impact is located in the northwest quadrant of the interchange. See C-1 Wetland factor sheet (Page 47). |
| C-2 Rivers, Streams and Floodplains | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>This project will replace the existing bridge on I-39/90 over Spring Brook. Spring Brook crosses the project in two locations. The land surrounding the creek includes prairie, forested upland habitat, and old field habitat. Tributary to Spring Brook crosses under I-39/90 through culverts just north of Cranston Road. The land surrounding the tributary includes old field, agricultural land, and commercial development.</p> <p>Floodplain encroachment will occur along Millington Road adjacent to the proposed WIS 81/Milwaukee Road to County X connection and by the Spring Brook overpass on I-39/90. See C-2 Rivers, Streams, and Floodplains factor sheet (Page 53).</p> |
| C-3 Lakes or Other Open Water | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | No lakes or other open waters are present in the project area. |
| C-4 Groundwater, Wells, and Springs | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | This project will not impact groundwater, wells, or springs. |
| C-5 Upland Wildlife and Habitat | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Right of way acquisition will be required along the southeast quadrant of the interchange. In front of Kerry Ingredients lies upland prairie grass. WisDOT will minimize impacts to this area by restoring the prairie along the side slopes of the highway. It should be noted that there are no regulations governing prairie mitigation in Wisconsin. |
| C-6 Coastal Zones | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | This project is not associated with a coastal zone. |
| C-7 Threatened and Endangered Species | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Consultations on threatened or endangered species have been resolved with DNR and USFWS. See commitment sheet page 32 and see C-7 Threatened and Endangered Species factor sheet (Appendix 24) |
| D. PHYSICAL FACTORS | | | | | |
| D-1 Air Quality | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | No substantial impacts to air quality are expected. This project is exempt from permit requirements formerly contained in NR411 under the Wisconsin Administrative Code. |
| D-2 Construction Stage Sound Quality | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply. See Construction Stage Sound Quality Evaluation factor sheet (Page 59). |
| D-3 Traffic Noise | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | A noise analysis was completed for this project. No noise impacts are anticipated. See D-3 Traffic Noise Evaluation factor sheet (Page 61). |
| D-4 Hazardous Substances or Contamination | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>There were 3 sites identified within the project area. These 3 sites were avoided by design and will not be impacted.</p> <p>Structures B-53-46/47/48 & 51 were inspected for asbestos containing material (ACM). No ACM was found.</p> |

| | |
|---|--|
| C-2 Rivers, Streams and Floodplains | <p>Commitments Made – Standard erosion control practices will be implemented during construction to minimize short-term adverse effects to the floodplain. The WisDOT construction engineer will monitor and ensure fulfillment of this commitment.</p> <p>Commitments Made – Work that could affect water quality and habitat will be completed between June 15 and September 15. The contractor may work in other areas near the waterway beyond September 15th provided appropriate measures are taken to control erosion. The special provisions will include the date of restrictions for in-stream work. The WisDOT construction engineer will ensure and monitor the fulfillment of this commitment.</p> |
| 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 | <p>Commitments Made – DNR coordination is required for mussel surveys in Spring Brook prior to construction. The WisDOT environmental coordinator will ensure fulfillment of this commitment.</p> <p>Commitments Made – Use avoidance and minimization measures for the Northern Long-Eared Bat (NLEB). The WisDOT construction engineer and environmental coordinator will ensure fulfillment of this commitment. See Appendix 24 on pages Addendum A-74 to 76.</p> |
| D-1 Air Quality | No commitments needed |
| D-2 Construction Stage Sound Quality | <p>Construction Restrictions – The contractor shall check for, and comply with, local ordinances governing the hours of operation of construction equipment. The special provisions will include restrictions for operating motorized construction equipment during certain times of the week. The WisDOT construction engineer will monitor and ensure fulfillment of this commitment.</p> |
| D-3 Traffic Noise | <p>Local Municipality Coordination – Coordination with local units of government shall be completed in areas currently undeveloped to notify them of predicted sound levels for land use planning purposes. The WisDOT environmental coordinator and design engineer will ensure fulfillment of this commitment.</p> |
| D-4 Hazardous Substances or Contamination | <p>Commitments Made – Asbestos: No asbestos-containing material has been found on structure(s) (B-53-48, B-53-51, B-53-46, and B-53-47). Standard special provision 107-125 shall be included in the plans. The contractor will be responsible for completion of the Notification of Demolition and/or Renovation (DNR form 4500-113) if required. A copy of the inspection report is available from the region office.</p> <p>Commitments Made – Special provisions will be included in the project to warn the contractor of the presence of hazardous materials contamination outside of the construction limits. The WisDOT design engineer will ensure fulfillment of this commitment.</p> |
| D-5 Storm Water | <p>Commitments Made – Stormwater management shall comply with Trans 401 and address the requirements in the Rock River total maximum daily load (TMDL) through the use of appropriate stormwater quality control practices such as grass swales, standard and enhanced filter strips, infiltration areas, and wet detention ponds and catch basins where they can be practically maintained. PS&E documents shall specify requirements to be met during construction. The WisDOT design engineer will ensure fulfillment of this commitment.</p> |

- ☒ Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE.

Indicate area of wetlands filled: 0.59 Acres

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:

- ☐ **Non-Reporting GP** [GP-002-WI (*expires 5/31/16*) or GP-004-WI (*expires 12/31/17*)]
☒ **Reporting GP** [GP-002-WI, GP-003-WI (*expires 12/31/17*), or GP-004-WI]
☐ **Letter of Permission** [LOP-06-WI (*in effect 4/17/06, no expiration date*)]
☐ **Programmatic GP** [Applies to projects not covered under the DOT/DNR Cooperative Agreement]

8. Wisconsin Department of Natural Resources Coordination - Section 401 Water Quality Certification

- ☒ DNR has provided concurrence on the project wetland delineation. Received on: June 18, 2014
☐ Other- Explain

9. Section 10 Waters (Rivers and Harbors Act). For navigable waters of the United States (Section 10) indicate which 404 permit is required:

- ☒ No Section 10 Waters
☐ Section 10 Waters
☐ **Reporting GP** [GP-003-WI (*expires 12/31/17*)]
☐ **Reporting GP** [GP-004-WI (*expires 12/31/17*)]

Indicate whether Pre-Construction Notification (PCN) to the USACE is:

- ☐ Not applicable.
☒ Required: Submitted on: Approximately 6 months prior to PS&E

Status of PCN

USACE has made the following determination on: (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

10. Wetland Avoidance and Impact Minimization: [Note: Required before compensation is acceptable]

A. Wetland Avoidance:

1. 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.:

The roadway improvements for the interchange could avoid impacts to the wetlands if the no build or 2A alternative were selected as the preferred alternative. The no build alternative was eliminated from further consideration because it does not meet the purpose and need for this project. The 2A alternative was not selected because it has a greater overall right of way and agricultural impact compared to the 2A modified alternative.

Wetland R-30 was avoided by design.

2. Indicate the total area of wetlands avoided:
 Acres: 0.18 (wetland R-30)

In 2002 the University of Wisconsin-Stevens Point assessed water quality at the Spring Brook - Spring Brook at Guftafson Road station. This station is approximately 2.7 miles east of where Spring Brook is located within the project area (east of IH-39, west of Town Hall Road and south of IH-43). The study looked at insect taxa to assess pollution. The results indicated that very substantial pollution is likely in the Spring Brook River.

The water quality data can be obtained by opening the Wisconsin Department of Natural Resources Surface Water Data Viewer and turning on the Monitoring Station Points layer. Navigation to the station points referenced above will allow for detailed review of the monitoring data.

F. Is this river or stream on the WDNR's "Impaired Waters" list?

- ☒ No
☐ Yes - List: _____

6. If bridge or box culvert replacement, are migratory bird nests present?

- ☐ Not Applicable
☒ None identified
☐ Yes – Identify Bird Species present
 Estimated number of nests is:

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

- ☒ Not Applicable
☐ Yes
☐ No - Describe mitigation measures:

8. Describe land adjacent to stream:

The first location is along the south end of the project area underneath the railroad bridge crossing over I-39/90. This stream is labeled as S2 in **Appendix 7**. The land adjacent to this portion of the stream is old field, railroad corridor, and prairie. The second location is along the east end of the project area next to Millington Road. This stream is labeled as S3 in **Appendix 7**. The land adjacent to this portion of the stream includes forested upland habitat to the north and old field habitat to the south.

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

Waterway 2 (see **Appendix 7** label S2) within the project area limits is a perennial tributary to Spring Brook that crosses under I-39/90 through culverts north of Cranston Road.

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:

The total area of the Spring Brook Floodplain from the I-39/90 crossing to the east is 360 acres. The total portion of the floodplain being impacted is 9.2 acres (2.6% of entire floodplain area). The floodplain impacts are not significant. See map on page Addendum A-78 for the extent of the floodplain.

The proposed improvements at the Spring Brook crossing of I-39/90 will result in having crossing impacts of 1.9 acres of 100-year floodplain on the upstream (east) side of I-39/90. The floodplain impacts at the I-39/90 crossing are due to the widening of I-39/90 and the northbound off ramp to WIS 81 and I-43 located to the east of the interstate. There are minor impacts to the floodway boundary due to filling the area for the proposed bridge abutments. The proposed improvement analysis showed no significant encroachment (minor floodway width decreases) to the floodplain as the main channel remains undisturbed and a high flow bench is proposed in the channel to convey the 100-year flood flows without increasing elevations.

The proposed improvements along WIS 81/Milwaukee Road and the I-39/90 off ramps will have longitudinal impacts of 7.3 acres of 100-year floodplain in the southeast quadrant of the I-43 interchange. The floodplain impacts along WIS 81/Milwaukee Road are longitudinal and due to embankment fill slopes for the roadway re-alignments and vertical grade changes, the impacts are to the floodplain area outside of the floodway. There is no significant encroachment to the floodway.

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 activities will be in compliance with NR 116 by creating 0.01 ft backwater or less. The backwater is anticipated not to impact the land adjacent to the stream. If the backwater is unable to be less than 0.01 ft proper mitigation will be used to decrease floodplain impacts. The mitigation of the floodplain will mimic existing conditions. Mitigation measures are anticipated not to change base flood elevations (BFEs). Floodplain modifications will occur at the Spring Brook Bridge over I-39/90; no impacts are expected to BFEs.

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

Floodplain

Information was provided from the city of Beloit's city engineer in reference to the Kerry Letter of Map Revision (LOMR) and the flood mapping. The LOMR helped determine the floodplain boundary. The LOMR was approved April 1, 2014 and the mapping will be effective on September 16, 2015. Coordination is on-going with the WDNR and they are aware of floodplain encroachment in the southeast quadrant of the interchange.

Flood Storage

An agency coordination meeting discussing the flood storage districts was held on August 26, 2014. Attendees included both WDNR and WisDOT. See **Appendix 13** for WDNR coordination and meeting minutes from meeting on August 26, 2014. After the August 26, 2014 meeting the WDNR internally reviewed the flood storage districts and determined that no flood storage district will be created along the Spring Brook in the project limits. See Addendum A-12 to A-17 for WDNR Correspondence. No flood storage district will be created with in the project area.

13. Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

- ☒ No impacts would occur.
- ☐ 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 proposed improvements at the Spring Brook crossing of I-39/90 will impact 1.9 acres of 100-year floodplain on the upstream (east) side of I-39/90.

The proposed improvements along WIS 81/Milwaukee Road and I-39/90 off ramps will impact 7.3 acres of 100-year floodplain in the southeast quadrant of the I-43 interchange.

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:

Roadway construction has the potential to affect water quality due to erosion, sedimentation, and stormwater runoff. In addition, existing roadways have the potential to reduce water quality due to the runoff of salt and other particles from the roadway. Over the long term, the proposed action is not anticipated to cause continued direct impacts to

water quality. Standard erosion control measures will be implemented during construction to minimize short-term adverse effects to the waterway. Filter strips are planned to be used on the back slopes along the south side of WIS 81/Milwaukee Road. The remaining drainage is proposed to be treated with stormwater Best Management Practices (BMPs) (infiltration basins, grass swales, and/or filter strips). These measures will be determined in the design stage.

16. Are measures proposed to enhance beneficial effects?

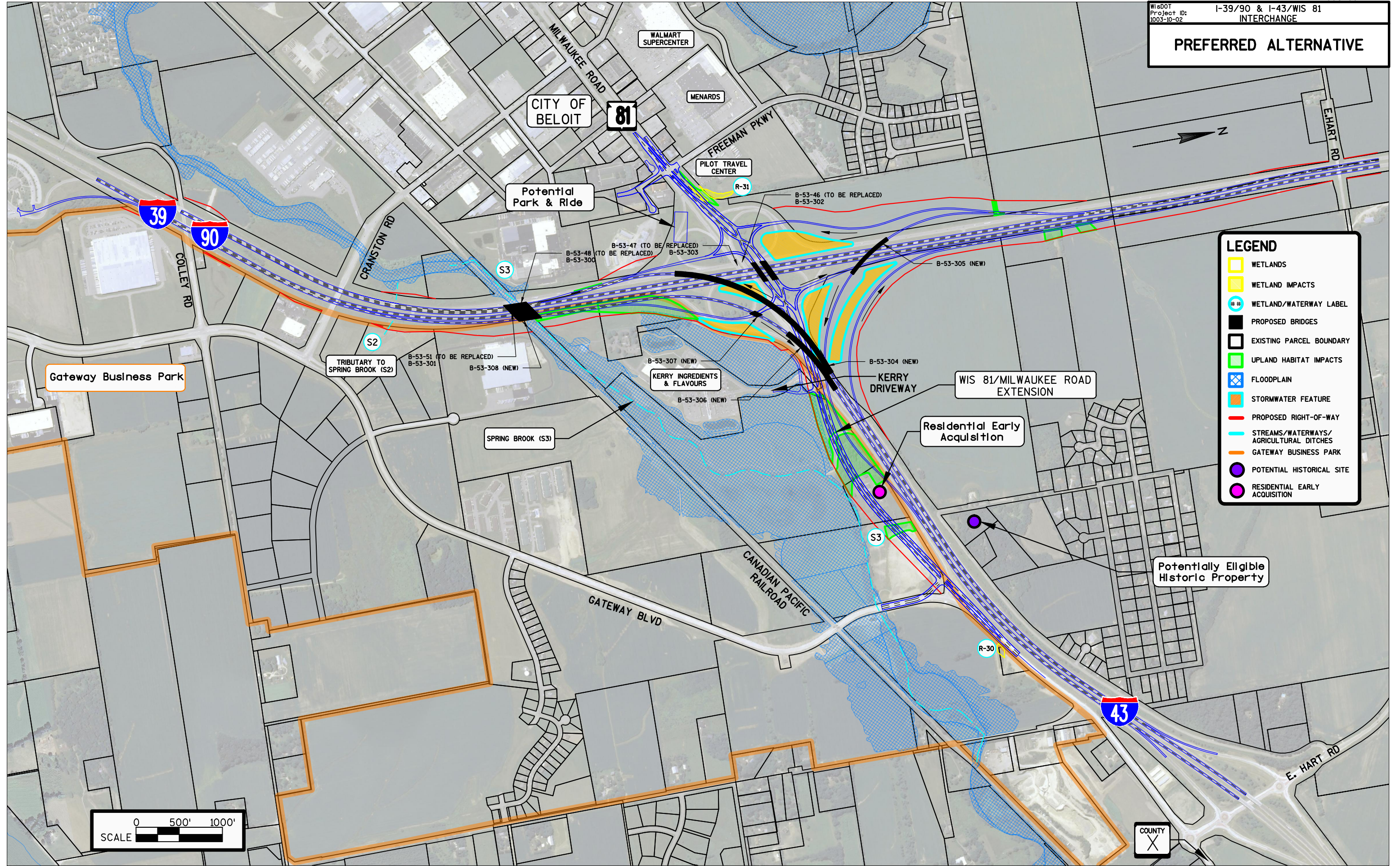
- ☒ No
- ☐ Yes. Describe: _____

There will be no measures proposed to enhance or decrease beneficial effects. Compensatory storage will be used to maintain floodplain storage to preserve existing floodplain physical characteristics. Five ponds will be constructed as shown in orange on the Preferred Alternative map. See **Appendix 7**.

WisDOT
Project ID:
1003-10-02

I-39/90 & I-43/WIS 81
INTERCHANGE

PREFERRED ALTERNATIVE



Appendix 24 –

Post Public Hearing Correspondence

Added sheets to Draft

Environmental Document

I-39/90 and I-43/WIS 81 Interchange**Project ID: 1003-10-02****Threatened and Endangered Species Commitments****Avoidance and Minimization Measures (AMM) for Northern Long-eared Bat****More Details please refer to:**http://www.fws.gov/midwest/endangered/section7/fhwa/pdf/UserGuideV11_060415.pdf**Tree AMMs**

Unless surveys document that the species are not present, these AMMs will be applied, as appropriate. The word “trees” as used in the AMMs refers to trees that are suitable habitat¹ for each species with their range.

Tree Removal AMM 1. Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal in excess of what is required to implement the project safely.

Tree Removal AMM 2. Apply time of year (TOY) restrictions for tree removal² when bats are not likely to be present.

Tree Removal AMM 3. Ensure tree removal is limited to that specified in project plans. Install bright orange flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits. Ensure that contractors understand clearing limits and how they are marked in the field.

Tree Removal AMM 4. Do not cut down documented Indiana bat or NLEB roosts (that are still suitable for roosting) or documented foraging habitat any time of year.

Bridge and Structure AMMs

Bridge AMM 2. If construction activity is planned during the active season, perform a final inspection of the bridge no more than 7 days prior to the start of construction activity to ensure bats have not started to use the area of the bridge proposed for work after the original inspection.

Lighting AMMs

Lighting AMM 1. Direct temporary lighting away from suitable habitat.

Lighting AMM 2. Use downward-facing, full cut-off³ lens lights, and direct lighting away from suitable habitat when installing new or replacing existing permanent lights.

Dust Control

AMM To minimize potential effects on air quality, construction contractors will use water trucks and other proactive measures to prevent discharges of dust into the atmosphere that may unreasonably interfere with the public and adjacent properties or may be harmful to plants and animals.

Water Quality AMMs

To minimize potential indirect effects on bats or aquatic insects which may provide forage, adverse effects to aquatic resources will be minimized through strict adherence to the SWPPP⁴.

Typical SWPPPs will provide a detailed description of the pollution prevention measures that will be used to control litter, construction chemicals, and construction debris from becoming a pollutant source in stormwater discharges. In addition, SWPPPs will describe specific actions to be taken during active and post-construction phases of the project that will minimize adverse impacts to water quality from erosion and sedimentation and will include a spill prevention response plan. Typical elements of a SWPPP include the following items:

Water Quality AMM 1. Erosion Control—The project will incorporate temporary erosion control structures to minimize erosion. Erosion control measures, such as silt fence, temporary seeding, rock checks, and erosion control blankets, will be incorporated as a first step in construction and maintained throughout active construction activities. In addition, U.S. DOT often requires permanent stormwater quality practices, such as stormwater ponds, wetlands, or detention basins for projects that require coverage under the SPDES General Permit.

Water Quality AMM 2. Sediment Control—In addition, the SWPPP will describe the temporary and permanent structural and vegetative measures to be used for soil stabilization, runoff control, and sediment control for each stage of the project from initial land clearing and grubbing to project close-out, including a description of structural practices to divert flows from exposed soils, store flows, or otherwise limit runoff and the discharge of pollutants from exposed areas of the site to the degree attainable.

Water Quality AMM 3. Roadside Drainage—Where feasible, vegetated swales will be used to assist with filtering sediment and other pollutants before it reaches streams and adjacent wetlands.

Water Quality AMM 4. Revegetation—All temporarily disturbed areas created from construction activities will be revegetated following State DOT/FRA specifications. Permanent revegetation will occur after sections are completed and consist of a variety of grasses and forbs, including legumes, wildflowers, and cereals. Seed mixes used for temporary sediment and erosion control shall consist of quick-growing species such as ryegrass, Italian ryegrass, or cereal grasses. The species used shall be suitable to the area and not compete with the permanently planted grasses. Mulch consisting of hay, straw, wood fiber, or other suitable materials will be placed evenly after the application of the seed mix to temporarily stabilize unprotected earth.

Water Quality AMM 5. Equipment Service/Maintenance—The SWPPP will require that any areas used for servicing and performing maintenance on construction equipment will be designated in locations away from streams, wetlands, and ponds. The contractor will submit a proposed plan designating staging areas, and this plan will be reviewed and approved by the engineer prior to construction. Materials that may leach pollutants will be stored under cover and out of the weather. Fuel tanks located on-site will have double containment systems and any fuels or other spills must be cleaned up immediately.

Concrete or other material wash outs will be located in designated areas away from aquatic resources. All construction equipment will be maintained in proper mechanical condition so fuel, oil, and other pollutants do not get into water bodies during construction activities.

Water Quality AMM 6. Spill Plan—The SWPPP will include a spill plan.

Wetland/Stream Protection AMMs

For those projects that may result in wetland/stream impacts, the following measures should be applied:

Wetland/Stream Protection AMM 1. Establish and/or maintain 100-ft vegetative buffers with a sufficient number of canopy species around all permanent water bodies and perennial streams where possible to minimize erosion and sedimentation of water bodies. Intermittent streams should be buffered by 50 feet.

Wetland/Stream Protection AMM 2. Locate, design, construct, and maintain stream crossings to provide maximum erosion protection.

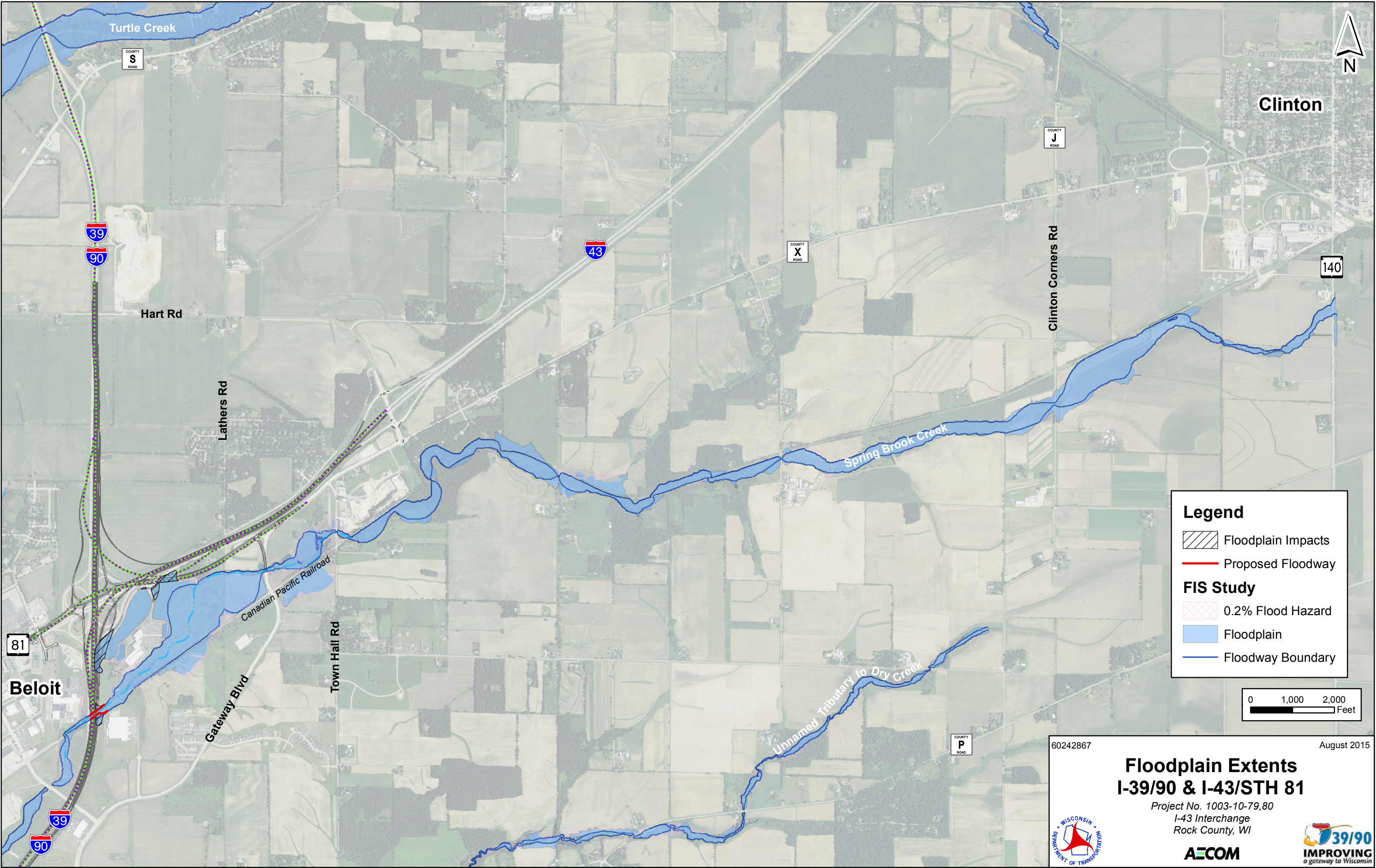
Wetland/Stream Protection AMM 3. Maintain existing road ditches, culverts, and turnouts to ensure proper drainage and minimize the potential for the development of ruts and mud holes and other erosion-related problems.

Wetland/Stream Protection AMM 4. Stabilize, seed, and mulch eroded roadsides and new road cuts with native grasses and legumes, where feasible, in a timely manner to minimize impacts to water bodies.

Wetland/Stream Protection AMM 5. Implement erosion and sediment controls where appropriate. Maintain protective vegetative covers over all compatible areas, especially on steep slopes. Where necessary, gravel, fabrics, mulch, riprap, or other materials that are environmentally safe and compatible with the location, may be used, as appropriate, for erosion control in problem areas. 5

Wetland/Stream Protection AMM 6. Erosion and sediment control measures will be inspected within 24 hours of a rain event and will be monitored and maintained throughout construction to ensure proper function.

-
1. See the Service's current summer survey guidance for our latest definitions of suitable habitat.
 2. Coordinate with local Service field office for appropriate dates.
 3. http://www.lithonia.com/micro_webs/nighttimefriendly/cutoff.asp
 4. <http://water.epa.gov/polwaste/npdes/stormwater/Stormwater-Pollution-Prevention-Plans-for-ConstructionActivities.cfm>



THREATENED AND ENDANGERED SPECIES EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-7Alternative
2A ModifiedTotal Length of Center Line of Existing Roadway – 4.6 miles
Length of This Alternative – 4.6 miles

Preferred

☒ Yes ☐ No ☐ None identified**1. Are there any known threatened or endangered species in the vicinity of the project?**☐ None identified☒ Yes - Identify the species and indicate its status on Federal or State lists:

| Species Common Name | Species Scientific Name | Federal Status | State Status | Affected by Project? Y/N |
|--------------------------------|-------------------------------|---------------------------------------|---------------------------------------|--------------------------|
| Plants | | | | |
| Dragon Wormwood | <i>Artemisia dracunculus</i> | | Special Concern | N |
| Wooly Milkweed | <i>Asclepias lanuginosa</i> | | Threatened | N |
| Purple Milkweed | <i>Asclepias purpurascens</i> | | Endangered | N |
| Prairie Indian Plantain | <i>Cacalia tuberosa</i> | | Threatened | N |
| Pale Purple Coneflower | <i>Echinacea pallida</i> | | Threatened | N |
| Prairie False Dandelion | <i>Nothocalais cuspidata</i> | | Special Concern | N |
| Yellow Water Lily | <i>Nuphar advena</i> | | Special Concern | N |
| Pink Milkwort | <i>Polygala incarnata</i> | | Endangered | N |
| Prairie Parsley | <i>Polytaenia nuttalli</i> | | Threatened | N |
| Rough Rattlesnake-root | <i>Prenanthes aspera</i> | | Endangered | N |
| Wafer Ash | <i>Ptelea trifoliata</i> | | Special Concern | N |
| Hairy Wild Petunia | <i>Ruellia humilis</i> | | Endangered | N |
| Snowy Campion | <i>Silene nivea</i> | | Threatened | N |
| Animals/Fish | | | | |
| Northern Long-Eared Bat | <i>Myotis septentrionalis</i> | Threatened | Threatened | Y |
| Whooping Crane | <i>Grus americanus</i> | Non-essential experimental population | Non-essential experimental population | N |
| Eastern Massasauga | <i>Sistrurus catenatus</i> | Candidate | Candidate | N |
| Eastern Prairie Fringed Orchid | <i>Platanthera leucophaea</i> | Threatened | Threatened | N |
| Prairie Bush-Clover | <i>Lespedeza leptostachya</i> | Threatened | Threatened | N |
| Ozark Minnow | <i>Notropis nubilus</i> | | Threatened | N |
| Gravel Chub | <i>Erimystax x-punctatus</i> | | Threatened | N |
| Elktoe Mussel | <i>Alasmodonta marginata</i> | | Threatened | TBD* |

*See Addendum A page 67 for commitment requiring a mussel survey for the Elktoe Mussel in Spring Brook prior to construction.

2. Explain How a Species Is or Is Not Affected by the Action:☒ Species Not Affected:

A threatened and endangered species survey was completed on July 30, 2013 and September 9, 2013 for the I-43 interchange for all of the plants listed in the table in question 1. None of the identified species were found within the project area.

Based upon DNR staff review of the Wisconsin Natural Heritage Inventory (NHI Portal) and other records on January 7, 2014, one State Threatened fish, the Ozark Minnow, was identified within the project area. The Ozark Minnow prefers clear, small to medium, low-gradient streams over bottoms of cobble. Spawning occurs from May through early August. There were no suitable habitats identified for the Whooping Crane, Eastern Massasauga, Eastern Prairie Fringed Orchid, and Prairie Bush-Clover.

In January 2015, the DNR determined that a survey for both the Gravel Chub (newly identified for the project area) and Ozark Minnow was not necessary in this particular reach of Spring Brook. DNR also made a new recommendation that a survey be completed for the Elktote Mussel at the I-39 crossing area to be impacted. The Elktote Mussel will be surveyed prior to construction for its presence. If any Elktote Mussels are found, they will need to be relocated to a different location within Spring Brook.

☒ Species Affected:

Under the informal programmatic consultation procedure with the U.S. Fish and Wildlife Service (USFWS) for the Northern Long-Eared Bat (NLEB), the project activities *may affect, but are not likely to adversely affect (NLAA)* the NLEB thru implementation of all applicable avoidance and minimization measures. There are a few scattered trees within the current clover-leaf interchange ramps that will be removed by the project. The four existing bridge structures for the interchange will be removed and replaced as a part of the project. No bat surveys have been conducted. No suitable habitat has been identified.

Avoidance and minimization measures will be applied. See Appendix 24 on pages Addendum A-73 to 75 for a list of all avoidance and minimization measure commitments for the project.

3. Describe Coordination:

U.S. Fish & Wildlife Service:

☐ Has Section 7 coordination been completed?

☐ No

☒ Yes - Describe mitigation required to protect the federally listed endangered species:

An initial project scoping letter was sent to USFWS with information regarding the project in December 2013. USFWS provided no response at that time.

Project information was submitted to USFWS for NLAA determination for programmatic informal consultation to fulfill Endangered Species Act consultation requirements for the NLEB on August 14, 2015. USFWS correspondence was received and they agree with the determination of NLAA for the NLEB.

☐ Has coordination with DNR been completed?

☐ No

☒ Yes - Describe mitigation required to protect the state-listed species:

Coordination with DNR started on December 4, 2013 and has been on-going throughout the project design. A DNR coordination timeline is included in the Agency Coordination matrix on page Addendum A-64.

A commitment has been made that DNR coordination is required for mussel surveys in Spring Brook prior to construction. (See Addendum A-67)

An additional letter was sent to DNR on August 14, 2015 regarding an updated NHI database review for any changes to listed species in the project area. See Appendix 13 and Appendix 24 for correspondence with DNR.

From: [Bub, Laura A - DNR](#)
To: [Grimes, Jennifer - DOT](#)
Cc: [Marshall, Steve - DOT](#); [DOT I39 Project](#)
Subject: RE: 1003-10-02 I-39 & I-43 Interchange: updated NHI Portal review request (8/14/15)
Date: Friday, August 21, 2015 4:29:07 PM
Attachments: [RE 1003-10-02 I-39 I-43 Interchange TE species concerns - survey needs for Final EA \(32715\).msg](#)

Hi Jenny,

Per your request, an updated Natural Heritage Inventory (NHI) review of rare and endangered species and sensitive communities was completed on 8/20/15 for the I-43 interchange project area project in Rock County. The review identified the potential presence of both terrestrial and aquatic species within the project area or a 2-mile buffer. Neither the terrestrial plant species nor suitable habitat for those species are likely to occur within the project area or associated buffer. Regarding the aquatic species, there were two fish -- Gravel Chub (*Erimystax x-punctatus*, endangered) & Ozark Minnow (*Notropis nubilus*, threatened), and one mussel species, Elktote (*Alasmidonta marginata*, special concern/protected), identified within the project area and buffer. While suitable habitat exists for all three of these aquatic species, there was recent agreement amongst Department staff in Fisheries and Natural Heritage Inventory (see attached correspondence) that surveys **do not** need to be conducted for Gravel Chub or Ozark Minnow, but **do** need to be conducted for the Elktote. Standard erosion and sediment control measures during construction should be sufficient to protect any Gravel Chub and Ozark Minnow that might be present in Spring Brook. Finally, the NHI database does not indicate the presence of any known Northern Long-eared Bat roost sites or hibernacula at this project site, within the buffer area, or in the entirety of Rock County.

I hope that this is the information that you were looking for. If you have questions or need more detail, please let me know.

Have a great weekend!

Laura

We are committed to service excellence.

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

Laura Bub

Phone: (608) 275-3485

Tkachuk, Tyler

From: Horton, Andrew [mailto:andrew_horton@fws.gov]

Sent: Monday, August 31, 2015 4:26 PM

To: Grimes, Jennifer - DOT

Subject: Re: WisDOT 1003-10-02 IH 39 & IH 43 Interchange, Rock County, WI - NLEB Project Submittal Form (8/14/15)

Thank you for the updated consultation code. I do believe the determination was handled appropriately for this project.

- Andrew

Andrew Horton

Twin Cities Ecological Services Field Office

U.S. Fish and Wildlife Service

4101 American Blvd East

Bloomington, MN 55425-1665

(612) 725-3548 ext. 2208

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

Sent: Friday, August 28, 2015 7:28 AM

To: 'Horton, Andrew'

Subject: RE: WisDOT 1003-10-02 IH 39 & IH 43 Interchange, Rock County, WI - NLEB Project Submittal Form (8/14/15)

Andrew,

I met with Alyssa Barrette a couple days after submitting the info and explained to her that I didn't think I had received the correct Official Species List and she pointed me in the right direction. One 8/19/15 I received the OSL for the project and the OSL Consultation Code: 03E17000-2015-SLI-0176.

Can you let me know if you agree with the determination of Not Likely to Adversely Affect for the completion of our NEPA documentation?

Jenny

From: Horton, Andrew [mailto:andrew_horton@fws.gov]

Sent: Thursday, August 27, 2015 12:03 PM

To: Grimes, Jennifer - DOT

Subject: Re: WisDOT 1003-10-02 IH 39 & IH 43 Interchange, Rock County, WI - NLEB Project Submittal Form (8/14/15)

Thanks Jenny, was the 25 digit consultation code generated from IPAC? Otherwise, everything else seems okay for the moment.

Andrew Horton

Twin Cities Ecological Services Field Office

U.S. Fish and Wildlife Service

4101 American Blvd East

Bloomington, MN 55425-1665

(612) 725-3548 ext. 2208

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

Sent: Friday, August 14, 2015 3:09 PM

To: 'Andrew_Horton@fws.gov'

Cc: Barrette, Alyssa - DOT; Marshall, Steve - DOT; Meer, Rosanne - DOT; Gerbitz, Johnny (FHWA); DOT I39 Project

Subject: WisDOT 1003-10-02 IH 39 & IH 43 Interchange, Rock County, WI - NLEB Project Submittal Form (8/14/15)

Andrew,

Attached is the NLEB Project Submittal Form for the subject project in Rock County, WI.

<< File: 1003-10-02 USFWS Appendix A_ProjectSubmittalForm062315.pdf >>

Please let me know if you have any questions or need additional information about the project.

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

**Federal Highway Administration (FHWA) and Federal Railroad Administration (FRA)
Range-wide Programmatic Informal Consultation for
Indiana Bat and Northern Long-eared Bat**

Project Submittal Form for FHWA, FRA, and Transportation Agencies
Updated June 23, 2015

In order to use the programmatic informal consultation to fulfill Endangered Species Act consultation requirements, transportation agencies must use this form to submit project-level information for all may affect, not likely to adversely affect (NLAA) determinations to the appropriate U.S. Fish and Wildlife Service (Service) field office prior to project commencement. For more information, see the Standard Operating Procedure for Site Specific Project(s) Submission in the User's Guide.

In submitting this form, the transportation agency ensures that the proposed project(s) adhere to the criteria of the range-wide programmatic informal BA. Upon submittal of this form, the appropriate Service field office may review the site-specific information provided and request additional information. If the applying transportation agency is not notified within 14 calendar days of emailing the Project Submittal Form to the Service field office, it may proceed under the range-wide programmatic informal consultation.

Further instructions on completing the form can be found by hovering your cursor over each text box.

1. Date:

2. Lead Agency:

This refers to the Federal governmental lead action agency initiating consultation; select FHWA or FRA as appropriate

3. Requesting Agency:

a. Name:

b. Title:

c. Phone:

d. Email:

4. Consultation Code¹:

5. Project Name(s):

¹ Available through IPaC System Official Species List: <https://ecos.fws.gov/ipac/>

6. Project Description:

Please attach additional documentation or explanatory text if necessary

7. Other species from Official Species List:

No effect – project(s) are inside the range, but no suitable habitat – see additional information attached

May Affect – see additional information provided for those species (either attached or forthcoming)

8. For Ibat/NLEB, if Applicable, Explain Your No Effect Determination

No effect – project(s) are outside the species' range (*form complete*)

No effect – project(s) are inside the range, but no suitable summer habitat (*form complete*)

No effect from maintenance, alteration, or demolition of bridge(s)/structure(s) – results of inspection surveys indicate no signs of bats. (*form complete*)

No effect – other (*see Section 2.2 of the User's Guide – form complete*)

Otherwise, please continue below.

9. Affected Resource/Habitat Type

Trees

Bridge

Other Non-Tree Roosting Structure (e.g., building)

Other (please explain):

10. For Tree Removal Projects:

- a. Please verify that no documented roosts or foraging habitat will be impacted and that project is within 100 feet of existing road surface:
- b. Please verify that all tree removal will occur during the inactive season²:
- c. Timing of clearing:
- d. Amount of clearing:

11. For Bridge/Structure Work Projects:

- a. Proposed work:
- b. Timing of work:
- c. Evidence of bat activity on bridge/structure:
- d. If applicable, verify that superstructure work will not bother roosting bats in any way:
- e. If applicable, verify that bridge/structure work will occur only in the winter months:

² Coordinate with local Service field office for appropriate dates.

12. Please confirm the following:

Proposed project(s) adhere to the criteria of the range-wide programmatic informal BA (see Section 2.0).

All applicable AMMs will be implemented, including³:

Tree Removal AMM 1:

Dust Control AMM 1:

Tree Removal AMM 2:

Water Control AMM 1:

Tree Removal AMM 3:

Water Control AMM 2:

Tree Removal AMM 4:

Water Control AMM 3:

Bridge AMM 1:

Water Control AMM 4:

Bridge AMM 2:

Water Control AMM 5:

Bridge AMM 3:

Water Control AMM 6:

Bridge AMM 4:

Wetland/Stream Protection AMM 1:

Structure AMM 1:

Wetland/Stream Protection AMM 2:

Structure AMM 2:

Wetland/Stream Protection AMM 3:

Structure AMM 3:

Wetland/Stream Protection AMM 4:

Structure AMM 4:

Wetland/Stream Protection AMM 5:

Lighting AMM 1:

Wetland/Stream Protection AMM 6:

Lighting AMM 2:

³ See AMMs Fact Sheet (Appendix B) for more information on the following AMMs.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
 Green Bay Ecological Services Field Office
 2661 SCOTT TOWER DRIVE
 NEW FRANKEN, WI 54229
 PHONE: (920)866-1717 FAX: (920)866-1710



Consultation Code: 03E17000-2015-SLI-0176

August 19, 2015

Event Code: 03E17000-2015-E-00174

Project Name: I-43

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project "may affect" listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height (e.g., communication towers)**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: I-43

Official Species List

Provided by:

Green Bay Ecological Services Field Office
2661 SCOTT TOWER DRIVE
NEW FRANKEN, WI 54229
(920) 866-1717

Consultation Code: 03E17000-2015-SLI-0176

Event Code: 03E17000-2015-E-00174

Project Type: TRANSPORTATION

Project Name: I-43

Project Description: The anticipated reconstruction limits for this interchange extends north along I-39/90 from the WisDOT Welcome Center south of I-43 to E. Hart Road and east along WIS 81/I-43 from Freeman Parkway in the city of Beloit to County X/Hart Road Interchange. Construction is anticipated to occur from 2017-2019.

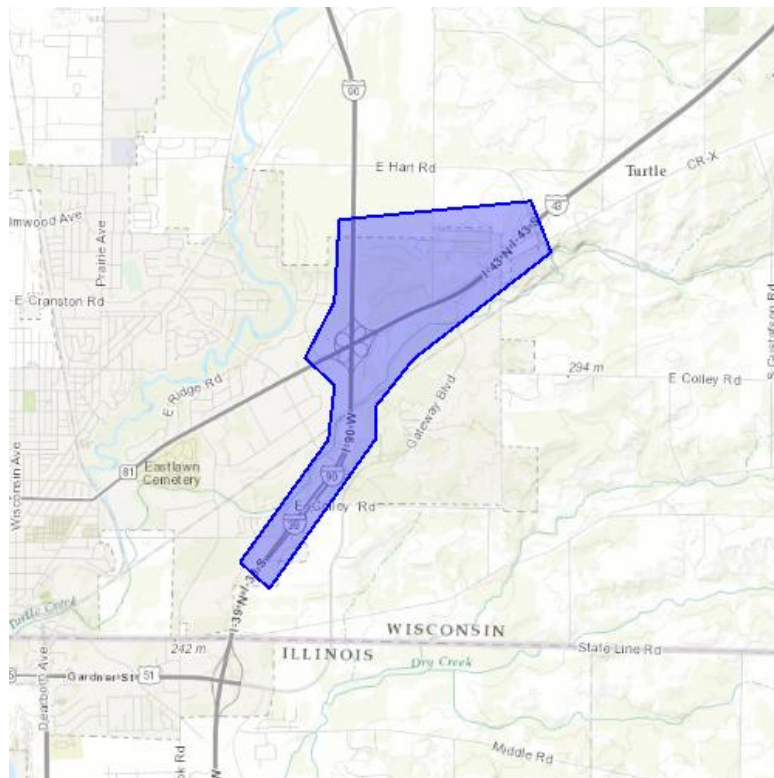
Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior
Fish and Wildlife Service

Project name: I-43

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-88.99140357971191 42.50431302331001, -88.97852897644043 42.51740991900762, -88.97767066955556 42.52322988064187, -88.98204803466797 42.526171285442416, -88.97767066955556 42.53208530385116, -88.97715568542479 42.54090785188646, -88.94908905029297 42.54296310520116, -88.94617080688477 42.53739795519656, -88.9661693572998 42.52607640357825, -88.97174835205078 42.52101582869039, -88.97174835205078 42.51753644567698, -88.98719787597656 42.50146550893477, -88.99140357971191 42.50431302331001)))

Project Counties: Rock, WI



United States Department of Interior
Fish and Wildlife Service

Project name: I-43

Endangered Species Act Species List

There are a total of 5 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

| Birds | Status | Has Critical Habitat | Condition(s) |
|--|---|----------------------|--------------|
| Whooping crane (<i>Grus americana</i>) Population: U.S.A.(AL, AR, GA, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, OH, SC, TN, VA, WI, WV) | Experimental Population, Non-Essential | | |
| Flowering Plants | | | |
| Eastern Prairie Fringed orchid (<i>Platanthera leucophaea</i>) | Threatened | | |
| Prairie bush-clover (<i>Lespedeza leptostachya</i>) | Threatened | | |
| Mammals | | | |
| Northern long-eared Bat (<i>Myotis septentrionalis</i>) | Threatened | | |
| Reptiles | | | |
| eastern Massasauga (<i>Sistrurus catenatus</i>) | Candidate | | |



United States Department of Interior
Fish and Wildlife Service

Project name: I-43

Critical habitats that lie within your project area

There are no critical habitats within your project area.