Table of Contents

Basic Sheets

	Statement of Purpose	1
	Basic Sheet 1: Project Summary	2
	Project Location Map	3
	Basic Sheets Defined	4
	Basic Sheet 2: Purpose and Need	5
	Summary of Alternatives	11
	Description of Proposed Action	. 14
	Construction and Operational Energy Requirements	15
	Land Use	16
	Planning and Zoning	17
	Environmental Justice	18
	Title VI of the 1964 Civil Rights Act	18
	Public Involvement	19
	Local/Regional/Tribal/Federal Government Coordination	. 21
	Public Hearing Requirement	2 3
	Basic Sheet 3: Agency and Tribal Coordination	24
	Basic Sheet 4: Environmental Factors Matrix	28
	Basic Sheet 5: Alternatives Comparison Matrix	33
	Basic Sheet 6: Traffic Summary Matrix	34
	Basic Sheet 7: EIS Significance Criteria	35
	Basic Sheet 8: Environmental Commitments	36
F	actor Sheets	
	Factor Sheets Defined	. 40
	Factor Sheets List	. 41
	A-1: General Economics	42

	A-3: Agriculture	47
	B-1: Community or Residential	50
	B-4: Environmental Justice	55
	B-5: Historic Resources – Yahara Hills Golf Course	59
	B-7: Tribal Issues	61
	C-1: Wetlands	64
	C-2-1: Rivers, Streams & Floodplain – Door Creek	73
	C-2-2: Rivers, Streams & Floodplain – Little Door Creek	76
	C-2-3: Rivers, Streams & Floodplain – Unnamed Tributary to Door Creek, US 12/18	79
	C-2-4: Rivers, Streams & Floodplain – Unnamed Tributary to Door Creek, County AB	82
	C-5: Upland Wildlife and Habitat	85
	D-2: Construction Stage Sound Quality	86
	D-4: Hazardous Substances or Contamination	88
E	xhibits	
	List of Exhibits	91
	Exhibit 1: Project Location Map	92
	Exhibit 2: Project Study Sections	94
	,	🧸 🗝
	Exhibit 3: Corridor Preservation	
		96
	Exhibit 3: Corridor Preservation	96 98
	Exhibit 3: Corridor Preservation	96 98 100
	Exhibit 3: Corridor Preservation Exhibit 4: Traffic Volumes Exhibit 5: Relationship to Other Projects	96 98 100 102
	Exhibit 3: Corridor Preservation Exhibit 4: Traffic Volumes Exhibit 5: Relationship to Other Projects Exhibit 6: West Recommended Alternative & Typical Sections	96 98 100 102 107
	Exhibit 3: Corridor Preservation Exhibit 4: Traffic Volumes Exhibit 5: Relationship to Other Projects Exhibit 6: West Recommended Alternative & Typical Sections Exhibit 7: East Recommended Alternative & Typical Sections	96 98 100 102 107 111
	Exhibit 3: Corridor Preservation Exhibit 4: Traffic Volumes Exhibit 5: Relationship to Other Projects Exhibit 6: West Recommended Alternative & Typical Sections Exhibit 7: East Recommended Alternative & Typical Sections Exhibit 8: Combined Recommended Alternative	96 98 100 102 107 111 113
	Exhibit 3: Corridor Preservation Exhibit 4: Traffic Volumes Exhibit 5: Relationship to Other Projects Exhibit 6: West Recommended Alternative & Typical Sections Exhibit 7: East Recommended Alternative & Typical Sections Exhibit 8: Combined Recommended Alternative Exhibit 9: Recommended Alternative — Detailed	96 98 100 102 107 111 113 120

Appendices

List of Appendices	135
Appendix A: Alternative Development Summary	136
Appendix A-1: Alternatives Presented to WisDOT & FHWA – March 19, 2013	145
Appendix A-2: Alternatives Presented to Local Officials – April 3, 2013	159
Appendix A-3: Alternatives Presented at	
Public Information Meeting – April 24, 2013	172
Appendix A-4: Alternatives Presented to WisDOT & FHWA – October 19, 2013 a	nd at
the Public Information Meeting – November 19, 2013	184
Appendix B: Public Involvement Comment Tracking	197
Appendix C: Correspondence	207
Appendix C-1: OPM-LOM Invite Letter	208
Appendix C-2: Agency Coordination	213
Appendix C-3: Local Government Correspondence	224
Appendix C-4: State Agency Correspondence	234
Appendix C-5: Federal Agency Correspondence	254
Appendix C-6: Tribal Correspondence	265
Appendix D: Section 106 Documentation	291
Appendix E: Farmland Impacts	331
Appendix E-1: NRCS CPA Coordination	332
Appendix E-2: Agricultural Impact Notice (AIN)	336
Appendix E-3: DATCP Coordination	363
Appendix F: Pre-Screening of Indirect Effects Analysis	365
Appendix G: Bill Kettle Park Land Transfer	397

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

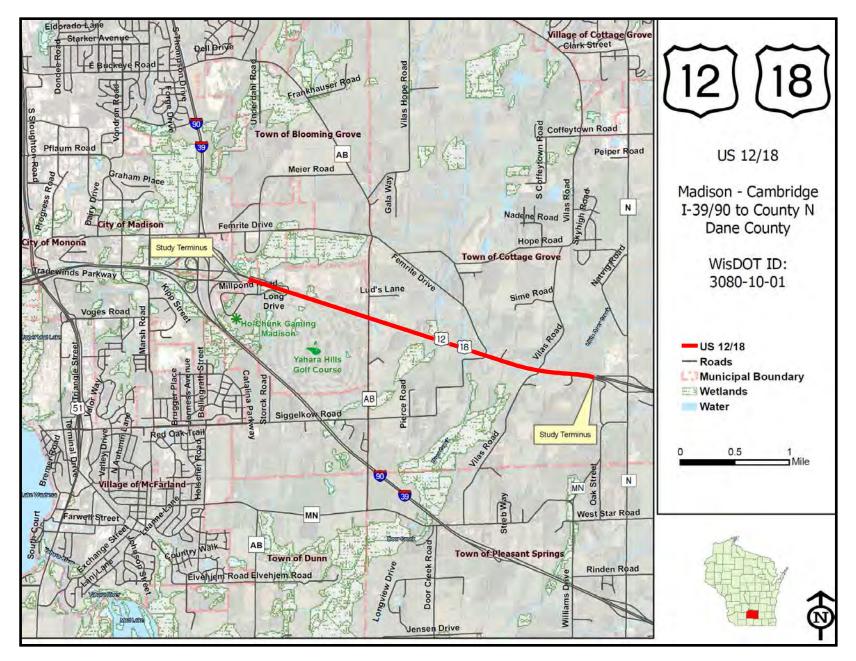
WisDOT uses a series of worksheets to investigate, evaluate, and report the environmental effects of proposed transportation actions. The worksheets are comprised of Basic Sheets and Factor Sheets as a framework for preparing the EA. All Basic Sheets must be completed, while Factor Sheets are completed 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 Project Termini Funding Sources (check all that apply) From I-39/90 3080-10-01 X State Local County N Construction ID Estimated Project Cost and Funding Source (state and/or federal). Year of Expenditure (YOE) dollars include NA (no construction delivery cost. programmed) \$74 million Route Designation (if applicable) Nearest Community Madison, Cottage Grove, McFarland US 12/18 National Highway System (NHS) Real Estate Acquisition Portion of Estimated Cost (YOE) Route \$10 million X Yes ☐ No Project Title Section / Township / Range Utility Relocation Portion of Estimated Cost (YOE) US 12/18 Freeway Conversion 24,29,30,31,32/T7N/R10E To be determined during final design Study 19,29,30,31/T7N/R11E County Right of Way Acquisition Acres Dane 117.49 Fee Bridge Number(s) (if applicable) Scheduled start date - m/d/yyyy (Operational TLE To be determined Planning Meeting (OPM) or Scoping Meeting) B-13-197, C-13-59, C-13-123, PLE To be determined C-13-102, B-13-496 June 18, 2012 Functional Classification of Existing Route WisDOT Project Classification (FDM 3-5-2) (FDM 3-5-2) Urban Rural Resurfacing Freeway/Expressway \times Pavement Replacement Principal Arterial Reconditioning Minor Arterial Expansion Major Collector **Bridge Rehabilitation** Bridge Replacement Minor Collector "Majors" Project (there are both state and federal majors) Collector SHRM Local Reconstruction No Functional Class Preventive Maintenance Safety Other - Describe: Corridor Study/Freeway Conversion X 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. Signature - Director, Bureau of Technical Services) (Date - m/d/yy) (Signature - Company/Qrganization) Gerbitz (Date - m/d/yy) (Signature - Company (Organization) (Signature) Tohan □ Region Aeronautics Rails & Harbors ☐ FAA 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 (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature - Director, Bureau of Technical Services) (Date - m/d/yy) (Signature - Company/Organization) (Date - m/d/yy) (Title) (Signature) (Date - m/d/yy) (Title) Region Aeronautics Rails & Harbors ☐ FHWA ☐ FAA FTA FRA



PROJECT LOCATION MAP

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.

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS (continued)

DT2094

BASIC SHEET 2 – PURPOSE AND NEED

1. Purpose and Need

EXISTING FACILITY

Location

Within the 3.5 mile study limits, US 12/18 is a four-lane east-west expressway connecting Madison and communities to the east. A system interchange at the west end of the planning study provides a connection to I-39/90 and the larger interstate system. The County N interchange, at the east end of the planning study, provides a connection to the Village of Cottage Grove to the north and access to I-39/90 to the south. County AB intersects the US 12/18 corridor approximately one mile east of the I-39/90 interchange and provides an important north-south route for the area. See Exhibit 1 – Project Location Map.

The Village of McFarland is southwest of the planning study corridor and the Village of Cottage Grove is to the northeast. The unincorporated Towns of Blooming Grove and Cottage Grove are also along the planning study corridor. The eastern limits of the City of Madison extend into the western portion of the planning study corridor. The Village of Cambridge is approximately 10 miles east of the study corridor.

East of the planning study corridor, US 12 splits from US 18 at Cambridge approximately 10 miles east of the planning study corridor. US 18 terminates in Milwaukee. US 12 continues to the southeast, extending to Chicago and eventually ending in Detroit. Both highways are approximately parallel to I-90 and I-94.

To the west of I-39/90, US 12/18 becomes the Madison Beltline Highway. US 18 continues west through Prairie du Chien and northern Iowa. US 12 extends northwest to Eau Claire, Minneapolis, Minnesota, and beyond on a route roughly parallel to I-94.

The western portion (west of County AB) of the planning study corridor is more developed while the area east of County AB is primarily agricultural with scattered rural residences and a few commercial properties.

Route Importance

US 12/18 is part of the National Highway System (NHS), which includes roadways that ensure connectivity to other important regional highways and serve interstate and inter-regional travel. In addition, the National Highway System also provides connections for national defense, one of the original purposes of the development of the interstate highway system.

US 12/18 is a designated Wisconsin long-truck route, which identifies routes that can accommodate the large turning radii of longer vehicles. US 12/18 is an acceptable route for permitted oversized and overweight (OSOW) vehicles. OSOW permits allow for the transportation of loads larger than legal limit by permit.

US 12/18 is a designated connector route in the Wisconsin Department of Transportation (WisDOT) *Connections* 2030 plan and connects the communities of southeastern Wisconsin and the interstate system. The *Connections* 2030 plan, adopted in 2009, was developed to encourage regional and statewide economic development by providing connections between Wisconsin communities for the movement of goods and services.

Connections 2030 also identifies statewide multimodal corridors that serve critical economic and population centers, are significant passenger or freight rail corridors, have significant travel and economic development growth, and that serve an important role for other transportation modes. US 12/18 is identified as a primary state highway in the "Geneva Lakes Corridor" that connects Madison to Illinois and the "Capitol Corridor" that connects Madison to Milwaukee.

US 12/18 is a Tier 1 access management corridor under WisDOT's *State Access Management Plan* (SAMP) that was adopted as part of *Connections 2030*. The objectives of the SAMP are to protect the safety, capacity, traffic flow and public investment in the State Trunk Highway system and to work with local governments and the public to provide access where possible, with minimal conflicts. The goal of Tier 1 access management is to maximize Interstate/statewide traffic movement and this designation is generally reserved for Corridors 2030 backbone and connector highways.

PURPOSE

The purpose of this study is to determine the recommended alternative for converting this section of US 12/18 to a limited access freeway. This conversion is intended to preserve the corridor and officially map the recommended alternative and designate US 12/18 as a limited-access freeway under Wisconsin State Statute 84.295. This designation is a *planning* action to identify the requisite improvements and associated right-of-way needs. This designation is also a preservation action where Official Mapping, under Wisconsin State Statute 84.295(10), is used to preserve those right-of-way needs for the eventual actual conversion. This statute is a planning tool that allows WisDOT to address safety, operation, mobility, and capacity issues in advance of impending long-term needs. It can be used as a long-term vision and management strategy so that when improvements become necessary and funding becomes available; a comprehensive approach can be applied to the corridor.

This corridor study covers 3.5 miles of the US 12/18 corridor between the interchanges with I-39/90 and County N. Conversion to a freeway would eliminate direct access to US 12/18. Therefore, this study will include recommendations for the future of the US 12/18 facility, including potential new interchange locations, grade separated crossings, frontage roads, relocated driveway access, and modifications to the local road network.

Study recommendations would allow local development decisions and local plan updates to be consistent with future roadway needs to preserve the ability to upgrade the system and provide connectivity in the future. This study will also accommodate the development planned by the area municipalities in the planning study area, including the potential future expansion of the County AB corridor.

No construction activities are currently scheduled as part of this study. However, it is expected that because of the higher traffic volumes and development potential, the west section (between I-39/90 and County AB) would likely require improvements before the east section (County AB to County N). The alternatives being analyzed within this study are broken out into these two separate sections; West and East. See Exhibit 2 – Project Study Sections.

NEED

The study has identified the following project needs:

- Corridor Preservation
- Safety
- Transportation Demand and Capacity
- Relationship to Other Projects
- Roadway Deficiencies

Corridor Preservation

Identifying the corridor and roadway network needed for a future freeway facility will help prevent future development from occurring in areas where roadway improvements would occur. The more developed area of the City of Madison is immediately west of the I-39/90 corridor. Development has already begun to occur east of I-39/90 especially to the north near Cottage Grove Road (County BB) and Buckeye Road (County AB). Additional development to the east of Madison is likely to occur at some point in the future. Currently, Door Creek, LLP is advertising commercial land for sale in the NE quadrant of US 12/18 and County AB. The City of Madison has long-range plans for County AB to be a multi-lane north-south connection on the east side of the city. See Exhibit 3 – Corridor Preservation.

Safety

With vehicle accidents higher than the statewide average in some areas, safety improvement is a need along the study corridor. Crash rates were analyzed for the five-year period from January 2007 to December 2011. The crash rate on the mainline of US 12/18 is higher in the west section between I-39/90 and County AB. The crash rate in the west section is 220 crashes per 100 MVM (million vehicle miles), which is well above the statewide average of 67 for similar roadways. The injury crash rate in the west section is 89 per 100 MVM, which is higher than the statewide average of 23.8 for similar roadways. The crash rate for incidents resulting in fatality on the west section is 7.7 per 100 MVM which greatly exceeds the statewide rate of 0.9 per 100 MVM. This was the result of two crashes involving fatalities on the west section within the five-year study period. The east section crash rate and injury crash rate are both below the respective statewide averages. The crash rates for both sections are shown below. Rates exceeding the statewide averages are shown in **bold**.

Table 1 – US 12/18 Crash Rates (2007 to 2011)

Section	Section Length (miles)	Total Crashes	Roadway Crash Rate per 100 MVM	Injury Crashes	Injury Crash Rate per 100 MVM	Fatality Crashes	Fatal Crash Rate per 100 MVM
West I-39/90 to County AB	0.9	55	220	5	89	2	7.7
East County AB to County N	2.4	30	47	10	16	0	0.0
Statewide average			67		23.8		0.9

MVM = million vehicle miles

Intersection crash rates are calculated per 100 million entering vehicles (MEV). The crash rates for all crashes and those involving injuries or fatalities are shown in the table below. The crash rates at the intersection of Millpond Road exceed the statewide average for all three categories. All other intersections are below the statewide average crash rates indicates a need for safety improvements. The intersection of Millpond Road exhibits potential safety issues due to a higher than average crash rate. The majority of these crashes were right angle type, involving northbound and eastbound vehicles.

Table 2 – Side Road Crash Rates (2007 – 2011)

Intersection	Total Intersection Crash Rate per MEV	Injury Crash Rate per MEV	Fatal Crash Rate per MEV
Millpond Road/Long Drive	1.04	0.42	0.07
County AB	0.55	0.31	0
Siggelkow Road/Femrite Drive	0.04	0.04	0
Vilas Road	0.23	0.11	0
County N eastbound off-ramp	0.37	0.15	0
County N westbound on-ramp	0.38	0.19	0
Statewide Average	0.94	0.41	0.01

MEV = million entering vehicles

Transportation Demand and Capacity

US 12/18 provides a connection between the communities of southeastern Wisconsin and the interstate system. Currently the Average Annual Daily Traffic volumes (AADTs) observed on US 12/18 are 16,900 vehicles per day (vpd) west of County AB and 15,000 vpd east of County AB. Traffic volumes are projected to increase in the design year of 2040 to 38,000 vpd west of County AB and 21,400 vpd east of County AB. See Exhibit 4 – Traffic Volumes.

The traffic volume of 38,000 vpd is within the range that can be safely accommodated on a four-lane divided roadway. Roadways with interchanges and no at-grade access can safely accommodate higher traffic volumes. Other design elements, such as acceleration lanes at interchanges, also influence the safe carrying capacity of a roadway. The actual operation or quality of traffic flow is a reflection of the traffic volumes and roadway design.

In addition to traffic volume, existing and future operating conditions of a facility can be measured using level of service (LOS). LOS for basic freeway segments is measured in terms of density. The density value describes how close vehicles are to each other and how freely vehicles can move around on a roadway. An LOS range from A through F is used to define the density value. LOS 'A' means traffic flows freely with little influence between vehicles. LOS 'F' means traffic is not flowing freely and is in a stop-and-go condition.

Federal and state policy for highways on the National Highway System (NHS), which includes US 12/18, calls for roadways to provide for LOS 'C' whenever possible and practical. However, LOS 'D' may be considered for peak hour traffic. The current roadway operates at LOS 'A' and 'B' as shown in the following table and indicates there is sufficient capacity for current traffic volumes.

Table 3 – US 12/18 Existing and Projected Traffic Volumes and Operating Conditions

	Current (2012)		Design Year (2040)			
Section	Traffic Volumes			Traffic '	Volumes	
	Direction AADT LOS		Direction	AADT	LOS	
I-39/90 to County AB	Eastbound	8,450	В	Eastbound	19,000	С
	Westbound	8,450	Α	Westbound	19,000	В
County AB to County N	Eastbound	7,500	Α	Eastbound	10,700	Α
	Westbound	7,500	Α	Westbound	10,700	A

The level of service for US 12/18 in the design year and traffic volumes assumes the roadway will still be a four-lane divided roadway. LOS D thru F is shown in **bold**. The LOS levels shown are acceptable based on the highway policies.

The side road traffic volumes are shown in the following table.

Table 4 – Side Road Existing and Projected Traffic Volumes and Operating Conditions

	Current AADT 7	` '	Design Yea	` ,
Side Road	Volur		Volun	
	AADT	LOS	AADT	LOS
Millpond Road / Long Drive	6,200	С	9,500	D
County AB – north of US 12/18	4,000	С	8,800	D
County AB – south of US 12/18	2,100	В	5,100	С
Siggelkow Rd	250	Α	2100	В
Femrite Drive	1,500	В	2,800	В
Vilas Road – north of US 12/18	1,300	В	1,800	В
Vilas Road – south of US 12/18	300	Α	530	Α

While the US 12/18 mainline and adjacent side roads are expected to handle increased traffic in the future, improvements to intersections along the study corridor are needed to handle the traffic demand. Intersection operations are also defined by Level of Service (LOS). Intersection LOS ratings of 'A', 'B', and 'C' indicate an intersection that is operating with minor delays and has sufficient capacity. At LOS 'D', an intersection is approaching capacity and driver delay is increasing. Intersections operating at LOS 'E' and LOS 'F' are experiencing traffic volumes higher than capacity, which is characterized by lengthy delays and traffic backups. The intersections of US 12/18 with Millpond Road/Long Drive, County AB, Siggelkow Road/Femrite Drive, and Vilas Road often operate at LOS 'D' or worse for one or both north/south approaches. Intersection operations are shown in the following table.

Table 5 – Existing Intersection Operations

Intersection	Direction	Turning Movement	Peak Traffic	LOS
Millpond Road	Northbound	All	AM, midday, and PM	F
/Long Drive	Southbound	All AM and midday		A-C
	Southbound	All	PM	F
County AB	Northbound	Left and Through	AM, midday, and PM	D-F
	Northbound	Right	AM, midday, and PM	A-B
	Southbound	Left and Through	AM, midday, and PM	D-F
	Southbound	Right	AM, midday, and PM	B-C
Siggelkow Rd/	Northbound	All	AM	D
Femrite Drive	Northbound	All	Midday and PM	С
	Southbound	All	AM and PM	F
	Southbound	All	Midday	С
Vilas Road	Northbound	All	AM and midday	C- D
	Northbound	All	PM	F
	Southbound	All	AM and PM	С
	Southbound	All	Midday	В

Relationship to other projects

This freeway conversion study on US 12/18 between the Beltline Interchange and County N is adjacent to several other projects and studies in the area. Potential future improvements on US 12/18 need to be coordinated with the planned improvements on I-39/90 so that future improvement options are neither precluded nor foreclosed. See Exhibit 5 – Relationship to Other Projects.

Reconstruction of the I-39/90 Corridor and Beltline Interchange (WisDOT ID 1007-10-01, 1007-10-02)

This project involves evaluating options for the expansion of I-39/90 to add a third lane in each direction from the Illinois state line through the Beltline Interchange of I-39/90 and US 12/18. That interchange is located just west of the limits of this US 12/18 study. The I-39/90 project includes options for the redesign and reconstruction of the Beltline Interchange in order to meet current design standards and projected future traffic volumes. A separate Environmental Impact Statement (EIS) is being completed for the reconstruction of this interchange and will also address the western portion of the US 12/18 freeway conversion study including the US 12/18 and County AB intersection. That EIS is anticipated to be completed in 2017. The initial construction on mainline I-39 is scheduled to begin in 2015 in the southern portion of the corridor in Rock County.

Meier Road Extension and Overpass (WisDOT ID 5992-10-02)

Meier Road, located at the west end of the study area, would be extended approximately 3,500 feet from Femrite Drive to connect with Millpond Road passing over US 12/18 via a new bridge. This project is proposed to provide a second local street connection to the development south of US 12/18 that currently must use Millpond Road as the only access point. In addition, this project will consider improvements on Long Drive and Millpond Road to limit access to one direction on US 12/18. A separate Environmental Report (ER) is being prepared for this project and construction of this project is anticipated to occur in 2019 with advanceable to 2017. The corridor study on US 12/18 is being coordinated with the proposed extension of Meier Road so that future improvements on US 12/18 are neither precluded nor foreclosed. See Factor Sheet A-2.

Millpond Road HSIP (Highway Safety Improvement Program) project (WisDOT ID 3080-01-02, 3080-01-72)

A construction project at the intersection of US 12/18 and Millpond Road is proposed in order to reduce the crash rate at the intersection. The east-bound right-turn lane would be reconstructed with a median separating the right-turning traffic from the main US 12/18 traffic in order to improve the line of sight for vehicles on Millpond Road that are waiting to enter US 12/18. This project was completed in 2015 and will not preclude or foreclose alternatives for future freeway conversion of US 12/18.

Madison Beltline Study (WisDOT ID 5304-02-01)

A separate 20-mile Planning and Environment Linkages (PEL) study of the Beltline corridor from US 14 in Middleton to County N in the Town of Cottage Grove is underway. The PEL corridor study of the Beltline is to identify and evaluate a range of potential strategies that address local and regional safety and mobility along the corridor. A final report is anticipated in late 2015. The findings of this study will be brought forward into a future NEPA environmental impact analysis that will fully examine the PEL study-recommended strategies to address Beltline concerns, beginning in 2016. The Madison Beltline Study will be coordinated with the freeway conversion study for US 12/18 and will not preclude or foreclose alternatives for the US 12/18 corridor study. Construction is not scheduled at this time.

Potential Interim Improvements

In addition, this study may identify interim improvement projects, such as safety improvements at intersections, which could be constructed prior to the future freeway conversion of US 12/18. These interim improvements could be scheduled based on safety and/or operational needs. Any interim developments would be consistent with the future freeway conversion and would not preclude, or foreclose, the conversion of US 12/18 to a limited-access freeway.

Roadway Deficiencies

Roadway

While the current roadway deficiencies are not a driving force for the proposed action, the sub-par vertical and intersection geometry must be addressed with any future construction.

The posted speed limit of a roadway influences the vertical and horizontal curvature of a roadway. Faster speeds require more gradual curves with larger radii to be safely traveled. All of the horizontal curves of US 12/18 meet or exceed the desirable standards for horizontal curves for a 55-mph posted speed. The speed limit on US 12/18 is currently posted at 55 mph and no changes are proposed. Due to the desired travel speeds of most drivers, design speeds are typically 5 mph over the posted speed limit; therefore a 60 mph design speed will be utilized.

The vertical profile of the roadway consists of hills (crests) and valleys (sags) which impact the distance that a driver can see down the roadway. The faster a vehicle is traveling, the more distance is needed to safely stop the vehicle. The current roadway meets standards for a 55-mph posted speed limit (60 mph design speed) with the exception of two vertical curves at the east end of the planning study that are slightly below the minimum standards for stopping sight distance.

				for 55 mph posted sign) speed
			Minimum Standard	Desirable Standard
		Existing stopping	Stopping Sight	Stopping Sight
Curve Location	Curve Type	sight distance (ft)	Distance (ft)	Distance (ft)
Approx. 2200 feet	Sag	563	570	990
west of County N				
Approx. 500 feet	Crest	556	570	990
west of County N				

Table 6 - US 12/18 Stopping Sight Distances

Profile improvements could be addressed during the preparation of construction plans as part of a future project. The required improvements to meet the minimum standards would be minor. Improvements to meet desirable standards would require raising the profile of the sag curve approximately 4 feet at the highest point and would involve reconstructing approximately 1,400 feet of US 12/18. Adequate right-of-way could be acquired as part of the future highway improvements to accommodate that new roadway profile. Improving the crest curve to meet desirable standards would require lowering the profile approximately 14 feet and involve reconstructing approximately 3,000 feet along US 12/18. However, the crest curve falls within the County N interchange where US 12/18 is already a freeway facility; therefore that section would not need to be reconstructed as part of a project to convert the remainder of US 12/18 to a freeway facility in the future.

Intersection Geometry

The WisDOT Facilities Development Manual (FDM Section 11-25-2.81.1, Intersection on Tangent or on Outside of Curve – March 4, 2013) indicates the desired intersection angle should be between 75 degrees and 105 degrees – up to 15 degrees from perpendicular. The maximum allowed intersection angle is 20 degrees from perpendicular (70 to 110 degrees to the intersection roadway).

The intersections at Millpond Road, Siggelkow/Femrite Road, and Vilas Road are (nearly) perpendicular to US 12/18, which is the ideal condition. The intersection at Rothamer Road is at an angle of approximately 75°08' which is just within the desired intersection angle range of 75° to 105°. However, the intersection at County AB is at an angle of 107°17', which exceeds the desired intersection angle of 105°, but is less than the maximum allowable angle of 110°.

The turn lanes at the Vilas Road intersection have been identified as being too short and a potential safety concern. As part of this study, this intersection, along with the other side road intersections along the corridor, will be evaluated for existing deficiencies and the possibility of incorporating some type of interim safety improvement prior to any future freeway conversion project.

2. Summary of Alternatives

The planning study corridor has been split into a west section and an east section for consideration of roadway alternatives. The west section of this study will be incorporated into the I-39/90 Beltline Interchange Environmental Impact Statement.

- West Section East of the Beltline Interchange to County AB including interchange alternatives at County AB
- East Section East of the County AB interchange to the County N interchange ramps. The County N interchange was constructed in 1998 and is not part of this corridor study.

Numerous alternatives were investigated for each section. A series of agency and public meetings were held during the alternative analysis process that helped determine which concepts to take forward and which to dismiss. Additional information on all alternatives considered, when alternatives were dismissed, and the process involved for identifying which alternatives to proceed with, is provided in Appendix A, Alternative Development Summary. Below is a summary of the alternatives to be carried forward; three alternatives in the west section and one alternative in the east section. A matrix showing detailed impact information for the alternatives carried forward can be seen in Basic Sheet 5 on page 29 of this document.

Following are the remaining alternatives identified for further study.

West Section

No-Build Alternative

Under the No-Build Alternative, the highway would continue to receive regularly scheduled maintenance (such as filling potholes and sealing cracks), but no significant improvements would be performed. Access to US 12/18 would not be restricted, the existing intersections would not be modified, and any geometric deficiencies would not be addressed. The No-Build Alternative serves as a baseline of comparison for other alternatives, but was eliminated because it does not address the purpose and need requirements of the planning study.

Recommended West Section Alternative

Alternative 4 –County AB shifted east with Standard Diamond interchange (RECOMMENDED) (See Exhibit 6 – West Recommended Alternative & Typical Sections)

County AB Interchange – Alternative 4 would involve creating a full diamond interchange approximately 1,000 feet east of the existing County AB intersection with US 12/18. The ramps would be approximately 500 feet apart as preferred by interchange design standards. The interchange ramp terminals could be controlled by either traffic signals or independent roundabouts.

US 12/18 – The US 12/18 roadway would be reconstructed with a 32-foot median that would consist of two, 12-foot shoulders and median barriers with 4-foot spacing. The westbound lanes would include two lanes plus an auxiliary lane on the outside as well as an 8-foot outside shoulder and the 12-foot inside shoulder. The auxiliary lane is proposed to address operational needs at the future reconstructed I-39/90 Interchange. Eastbound US 12/18 would have two lanes plus an auxiliary lane on the outside as well as a 12-foot outside shoulder and the 12-foot inside shoulder. The auxiliary lane accommodates weaving movements for vehicles entering and exiting the highway. The roadway would be shifted to the north to fully use the existing right-of-way for US 12/18 and the frontage road and minimize the need for property acquisition from the Yahara Hills Golf Course property on the south side of the road, a Section 4(f) resource.

Frontage Road – A two-way frontage road would be constructed on the south side of US 12/18 between Millpond Road and County AB. The frontage road would be separated from US 12/18 by 30 feet consisting of the 12-foot outside eastbound shoulder of US 12/18, double median barrier with a 4-foot separation and 10-foot shoulder on the frontage road. The frontage road follows the current County AB alignment to form an intersection with County AB 1,320 feet south of the eastbound interchange ramps as required by design standards. No retaining walls would be needed between the frontage road and the eastbound off-ramp. The curves along the frontage road would require 25-mph advisory speed limits. The frontage road would be located so that there would be no right-of-way acquisition from the Yahara Hills Golf Course.

Local Roads – County AB would be reconstructed on new alignment about 1,200 feet east of the existing alignment from approximately 2,600 feet south of US 12/18 to north of the intersection of County AB and Femrite Drive. This alignment would accommodate the City of Madison's future plans to widen County AB without impacting the park, cemetery, or potentially historic church. The realignment will also accommodate the expansion plans of the landfill. Old County AB would remain between Luds Lane and the Hope Lutheran Church just south of Femrite Drive. A new local road would be added to connect the old County AB to the new County AB. Femrite Drive would be realigned east of County AB to form a fourway intersection at County AB and the new local connector approximately 1,600 feet north of Luds Lane. A roughly 1,100-foot long portion of Femrite Drive would be removed. A horizontal curve would be added to Hope Road connecting it to the realigned Femrite Drive to the south.

This alternative is recommended for several reasons:

- The full-diamond interchange does not require the extensive use of retaining walls.
- The proposed interchange has sufficient ramp intersection spacing for proper operations of either independent signals or roundabouts.
- The shift of County AB to the east accommodates the current development of Dane County, which has acquired the property on the east side of old County AB.
- The shift of County AB accommodates the long-range plans of the City of Madison to widen County AB to four lanes, and avoids impacts to a cemetery, park, and church approximately 3,000 feet north of US 12/18 if the roadway is on the same alignment.
- The interchange would avoid Section 4(f) property impacts at the Yahara Hills Golf Course.
- The modifications to the local road grid improve access to US 12/18 for properties to the east of County AB because those properties will no longer have direct access to US 12/18.

The Proposed Action for the west section would match into the adjacent I-39/90 Beltline Interchange reconstruction project to the west.

Other West Section Alternatives

Alternative 2b – Tight Diamond Interchange at County AB with 2-Way Frontage Road South of US 12/18 (See Appendix A)

County AB Interchange – Alternative 2b includes a tight diamond interchange at County AB in the same location as the current intersection of US 12/18 and County AB. The interchange ramps would be approximately 250 feet apart and would act as a single system and could be controlled by traffic signals. The interchange would require the use of retaining walls along US 12/18 in order to keep the ramps close to the freeway and avoid the use of fill slopes.

US 12/18 – Under Alternative 2b, the US 12/18 roadway would be reconstructed with a 32-foot median that would consist of two 12-foot shoulders and median barriers with 4-foot spacing. The westbound lanes would include two lanes plus an auxiliary lane on the outside as well as a 10-foot outside shoulder and the 12-foot inside shoulder. The auxiliary lane is proposed to address operational needs at the future reconstructed Beltline Interchange. Eastbound US 12/18 would have two lanes plus an auxiliary lane on the outside as well as a 24-foot outside shoulder and the 12-foot inside shoulder. The auxiliary lane accommodates weaving movements for vehicles entering and exiting the highway. The roadway would be shifted to the north to minimize and fully use the existing right-of-way for US 12/18 and the frontage road and minimize the need for property acquisition from the Yahara Hills Golf Course property on the south side of the road, which is a Section 4(f) resource.

Frontage Road – A two-way frontage road would be constructed on the south side of US 12/18 between Millpond Road and County AB. The frontage road would be separated from US 12/18 by 36 feet consisting of the 24-foot outside eastbound shoulder of US 12/18, dual median barrier, and 12-foot shoulder on the frontage road. The frontage road would pass under County AB and loop back to intersect County AB 1,320 feet south of the eastbound interchange ramps, which would require a retaining wall on the south side of the eastbound interchange ramps in addition to a wall between the ramp and US 12/18. The curvature of the frontage road loop would require 25-mph advisory speed limits.

Local Roads – County AB would be reconstructed as a multi-lane facility with the northern limits extending just north of the intersection with Femrite Drive. Femrite Drive would be realigned east of County AB to intersect with County AB approximately 1,600 feet north of Luds Lane. A roughly 1,100-foot long portion of Femrite Drive would be removed. A horizontal curve would be added to Hope Road connecting it to the realigned Femrite Drive to the south.

This alternative is not recommended for several reasons:

- Dane County has proposed plans to consolidate some of their facilities and relocate those to the property
 in the northeast quadrant of the existing County AB intersection. This alternative would have impacts to
 that property by requiring additional right-of-way. This alternative would also prevent the ability to access
 the new property directly from County AB since no access would be allowed between the interchange
 ramps and a distance of 1,320 feet north to provide appropriate cross road access at interchanges per
 design standards.
- The City of Madison has long-range plans to widen County AB to four lanes, which would impact a cemetery, park, and church approximately 3,000 feet north of US 12/18 if the roadway is on the same alignment.
- The frontage road would have minor impacts to the Yahara Hills Golf Course Section 4(f) resource
- The diamond interchange at County AB could create driver confusion regarding access to the
 development southeast of the Beltline Interchange, which includes the Ho-Chunk Gaming facility and the
 Yahara Hills Golf Course. Traffic exiting at the interchange would have to turn south on County AB and
 then turn left (away from their destination) onto the frontage road. Additional signing would be necessary
 to address the indirection.

Alternative 3 – Tight Diamond Interchange North/Loop Ramp South at County AB with Frontage Road South of US 12/18 (See Appendix A)

County AB Interchange – Alternatives 3 includes an interchange at County AB in the same location as the current intersection of US 12/18 and County AB. This current Alternative 3 is modified from the initial version by shifting the north ramps closer to US 12/18 creating a "tight diamond" configuration. The westbound interchange ramps would be close to the freeway similar to Alternative 2b. The eastbound off-ramp would be a loop ramp and the eastbound on-ramp would be a diamond ramp. The eastbound ramps would form a four-way intersection with the frontage road.

US 12/18 – For the reconstruction needs of US 12/18, Alternative 3 is the same as Alternative 2b.

Frontage Road – A two-way frontage road would be constructed on the south side of US 12/18 between Millpond Road and County AB. The frontage road would be separated from US 12/18 by 36 feet consisting of the 24-foot outside eastbound shoulder of US 12/18, dual median barrier, and 12-foot shoulder on the frontage road. The frontage road would turn south to form an intersection with County AB 1,320 feet south of the eastbound interchange ramps as required by design standards. No retaining walls would be needed between the frontage road and the eastbound off-ramp. The curvature of the frontage road loop would require 25-mph advisory speed limits. The frontage road would require property from the Yahara Hills Golf Course Section 4(f) resource.

Local Roads – The proposed modifications along County AB, Femrite Drive, and Hope Road would be the same as in Alternative 2b.

This alternative is not recommended for several reasons:

- Dane County has proposed plans to consolidate some of their facilities and relocate those to the property
 in the northeast quadrant of the existing County AB intersection. This alternative would have impacts to
 that property by requiring additional right-of-way. This alternative would also prevent the ability to access
 the new property directly from County AB since no access would be allowed between the interchange
 ramps and a distance of 1,320 feet north to provide appropriate cross road access at interchanges per
 design standards.
- The City of Madison has long-range plans to widen County AB to four lanes, which would impact a cemetery, park, and church approximately 3,000 feet north of US 12/18 if the roadway is on the same alignment.
- The frontage road would impact the Yahara Hills Golf Course Section 4(f) resource and the slope intercepts would be less than 100 feet from one of the existing tee boxes on the golf course.

East Section

No-Build Alternative

Under the No-Build Alternative the highway would continue to receive regularly scheduled maintenance (such as filling potholes and sealing cracks), but no significant improvements would be performed. Access to US 12/18 would not be restricted, the existing intersections would not be modified, and design deficiencies would not be addressed. The No-Build Alternative serves as a baseline of comparison for other alternatives, but was eliminated because it does not address the purpose and need requirements of the planning study.

East Section Recommended Alternative

Alternative 3 – Overpasses at Siggelkow Road/Femrite Drive and Vilas Road (RECOMMENDED) (See Exhibit 7 – East Recommended Alternative & Typical Sections)

This alternative is recommended because the general consensus of the public and design staff indicated that crossings of US 12/18 should be provided at both side road locations. Previously considered alternatives only included one side road crossing. See Appendix A, Alternative Development Summary for more detailed information on all the alternatives considered and the process for identifying which ones were eliminated from further analysis.

US 12/18 - Under this alternative, the US 12/18 roadway would include improvements to the median and shoulders while maintaining the existing travel lanes. The median width would remain at 50 feet wide, and would consist of two 12-foot shoulders with dual median barrier with 22-foot spacing. The westbound direction would include the two existing lanes and include 12-foot inside and outside shoulders. Eastbound US 12/18 would utilize the two existing lanes with a 12-foot inside shoulder and 11-foot outside shoulder. Direct access between US 12/18 with Siggelkow Road, Femrite Drive, and Vilas Road would be eliminated.

Siggelkow Road – A new bridge over US 12/18 would be constructed between Siggelkow Road and Femrite Drive approximately 400 feet west of the existing intersection with US 12/18. Approximately 2,000 feet of Siggelkow Road would be reconstructed south of US 12/18 to remove several sharp curves in the existing roadway. Existing Siggelkow Road would remain and provide access to properties in the area.

Femrite Drive – Femrite Drive would be reconstructed from a point approximately 1,300 feet north of the new bridge crossing. A new frontage road would be constructed along the north side of US 12/18 between Femrite Drive and Vilas Road to provide access to the properties on the north side of US 12/18.

Vilas Road – Vilas Road would be shifted approximately 150 feet to the east of the current location where it intersects US 12/18. A new bridge over US 12/18 would be constructed to carry Vilas Road over US 12/18. Fieldview Road would be extended west to meet Vilas Road. Vilas Road would be reconstructed for approximately 1,800 feet north of US 12/18 and 1,200 feet south of US 12/18.

3. Description of Proposed Action

The Proposed Action consists of the recommended west and east alternatives and will be referred to as Proposed Action from here on. The Proposed Action is located in Dane County along US 12/18 which is part of the National Highway System (NHS). US 12/18 is a four-lane, east-west highway connecting Madison and communities to the east. A system interchange at the west end of the planning study provides a connection to I-39/90 and the larger interstate system. The County N interchange, at the east end of the planning study, provides a connection to the Village of Cottage Grove to the north and access to I-39/90 to the south. The planning study begins just west of Millpond Road and extends east ending short of the County N interchange ramps. The planning study is approximately 3.5 miles in length. See Exhibit 1 – Project Location Map.

The Proposed Action (Recommended Alternative) would add one new diamond interchange, two grade-separated crossings (both overpasses), a realigned County Trunk Highway, 3.5 miles of new US 12/18 roadway, modifications to local roads and a frontage road network to connect residents, businesses, and agricultural properties to US 12/18. Approximately ten at-grade crossings would be eliminated along the US 12/18 corridor, including four intersections, four commercial driveways and two residential driveways. See Exhibit 8 – Combined Recommended Alternative.

The total amount of real estate required to construct the Proposed Action is estimated to be approximately 118 acres.

This Environmental Assessment (EA) was programmed as a *planning* action with no associated final design or construction funding. Following the issuance of the EA-FONSI, WisDOT will determine the extent to which the right-of-way needed to convert un-programmed sections of the Preferred Alternative to a freeway should be Officially Mapped under Wisconsin State Statute 84.295(10). Construction of the Proposed Action would eventually result in designating this portion of US 12/18 as a Freeway under Wisconsin State Statute 84.295. Prior to either action under 84.295, WisDOT would hold a public hearing.

A synopsis of the Proposed Action for each section is found below with more detailed analysis found in Question #2 above.

WEST SECTION - PROPOSED ACTION

Alternative 4 - County AB shifted east with Standard Diamond interchange

The west section Recommended Alternative would create a diamond interchange at County AB and US 12/18 east of the existing intersection. County AB would be reconstructed on new alignment east of the existing alignment. This alignment would accommodate the City of Madison's future plans to widen County AB without impacting the cemetery or potentially historic church and would also accommodate current development plans for Dane County. US 12/18 would be reconstructed to include two-lanes and one auxiliary lane in both the eastbound and westbound direction. Frontage roads would be constructed to provide access to Yahara Hills Golf Course and the businesses located in the Millpond Road area. See Exhibit 9 – Recommended Alternative – Detailed.

This alternative includes the proposed acquisition of one residential property and two commercial properties as a result of the County AB realignment.

The total amount of real estate required to construct the west section Recommended Alternative is estimated to be 91 acres.

EAST SECTION - PROPOSED ACTION

Alternative 3 - Overpasses at Siggelkow Road/Femrite Drive and Vilas Road

The east section Recommended Alternative would create two US 12/18 overpasses on Femrite Drive/Siggelkow Road and Vilas Road connecting businesses and residences with frontage roads to provide US 12/18 access. US 12/18 roadway would include improvements to the median and shoulders while maintaining the existing travel lanes. Siggelkow Road would be reconstructed south of US 12/18 to remove several sharp curves in the existing roadway. Existing Siggelkow Road would remain and provide access to properties in the area. Femrite Drive would be reconstructed to the north of US 12/18. Vilas Road would be shifted to the east of the current location where it intersects US 12/18. Vilas Road would be reconstructed for approximately 1,800 feet north of US 12/18 and 1,200 feet south of US 12/18. See Exhibit 9 – Recommended Alternative – Detailed.

The total amount of real estate required to construct the east section Recommended Alternative is estimated to be 27 acres.

4. Construction and Operational Energy Requirements

Energy requirements for construction of the Recommended Alternative would be greater than the energy requirements of the No-Build Alternative.

However, the No-Build Alternative would fail to improve the operations of US 12/18 and the capacity of the intersections would continue to decline as traffic volumes increase. Increased congestion and failing intersection operations along US 12/18 will lead to a more inefficient transportation system resulting in potentially more crashes and higher energy consumption over time.

Several local roadways would no longer be directly connected to US 12/18 and traffic would be redirected to reach US 12/18, which may result in slightly longer travel times and energy consumption. However, the increased energy consumption associated with the frontage roads is less than the savings in operational energy associated with the proposed system improvements over time. Therefore, over the design life of the improvements, savings in operational energy would be greater than the energy required to build the proposed facility.

5. Land Use

a. Land use of properties that adjoin the project

The study area lies within the City of Madison, the villages of Cottage Grove and McFarland and the towns of Blooming Grove, and Cottage Grove. The west end of the study area is more developed with commercial and other business development close to the Beltline Interchange. The east section of the study area is less densely developed with agriculture, widely-dispersed residential homes, and limited commercial properties present. The Proposed Action is compatible with the adjoining and surrounding land use. See Exhibit 11-1 – City of Madison: Current Land Use Map. Descriptions of land use for the west and east section are described below.

West Section

Commercial/Industrial

The Millpond Road/Long Drive area just west of the planning study limits consists of a building materials company, motorcycle dealership, gaming facility, hotel, gas station and bar/restaurant. A hotel is located just west of the planning study limits north of US 12/18. A vacant bar/restaurant is located at the northeast corner of US 12/18 and County AB and an existing business on the Door Creek, LLP property is located east of this location, on the north side of US 12/18. A bar/restaurant is located north of US 12/18 in the southwest corner of the intersection of County AB and Femrite Drive. A mini warehouse storage facility is located on the east side of County AB north of US 12/18. Higher density commercial/Industrial development land uses are located in the City of Madison, approximately two miles west of the planning study limits.

Residential

Scattered single family residential uses are located adjacent to the planning study corridor in the west section. Higher density residential land uses are located in the City of Madison, approximately two miles west of the planning study limits.

Agricultural

Agricultural land is present in the west section east of County AB both north and south of US 12/18. These agricultural lands produce crops, include forested areas and/or support livestock.

Parks and Recreation

City of Madison owned Yahara Hills Golf Course is located in the west section of the planning study limits. Yahara Hills Golf Course opened in 1967 and boasts 36 holes over 400 acres of rolling hillside.

Wetlands

There are several wetlands in the west section of the planning study limits particularly around Door Creek and an unnamed tributary to Door Creek.

<u>Other</u>

The Dane County Sanitary Landfill is located in the western limits of the planning study limits across from Yahara Hills Golf Course.

East Section

Commercial/Industrial

Commercial land use is scattered in the east section of the planning study limits. A bus service business is located on the south side of US 12/18 just off of Siggelkow Road. An electrician business is located on the north side of US 12/18 east of Femrite Drive. A storage facility is located just east of the electrician business on the north side of US 12/18. An auto restoration shop is located on Vilas Road north of US 12/18.

Residential

Scattered single family residential uses are located adjacent to the planning study corridor in the east section.

<u>Agricultural</u>

Agricultural land is predominant in the east section of the planning study corridor. These agricultural lands produce crops, include forested areas and/or support livestock.

Wetlands

There are several wetlands in the east section of the planning study limits particularly around Door Creek and Little Door Creek.

Other

A Dane County salt shed is located on US 12/18 just off of Siggelkow Road. A sand and gravel quarry is located in the northwest corner of County N and US 12/18.

b. Land use surrounding project area

Land use surrounding the planning study area is similar to that of the immediate planning study corridor. Land use includes agriculture, residential, recreational, and limited commercial with higher density development in the nearby villages of McFarland and Cottage Grove. Higher density development, including residential, institutional, commercial, and industrial land uses are located in the City of Madison, approximately 2 miles west of the project limits.

According to the Dane County Farmland Preservation Plan (March 2012), approximately 70 percent of the total land area of Dane County is used for active farming. See Basic Sheet 5 – Alternatives Comparison Matrix on page 29 for impacts to land use.

6. Planning and Zoning

Zoning

The Proposed Action is compatible with existing zoning maps. For zoning discussion purposes, the study area is described as the US 12/18 corridor and County AB corridor below.

US 12/18

The western portion of the planning study limits is primarily zoned as Utilities for the Dane County Landfill and Outdoor Recreation for Yahara Hills Golf Course. The Millpond Road area is zoned as Commercial (C-1 and C-2) and Institutional/Governmental. The eastern portion of the planning study limits (County AB to County N) is mainly Agriculture (A-1) with scattered Commercial and Residential (R-1 and RH-1). See Exhibit 10 – Zoning Map

County AB

The Proposed Action includes the realignment of County AB and is compatible with the existing zoning maps. The area north of US 12/18 is zoned as Commercial (C-1 and C-2), Residential (RE-1, RH-2, RH-3), Agriculture (A-1 and A-2), Utilities, Institutional and Transportation. An area on the north side of US 12/18 between County AB and Femrite Drive is zoned as C-2 Commercial. This area is called the Door Creek Business Park and has approximately 59 acres. The area south of US 12/18 is zoned primarily as Commercial (C-2), Residential (RH-3) and Agriculture (A-2). See Exhibit 10 – Zoning Map

Future Planning

Dane County, the City of Madison and local Villages and Towns have identified land use plans for future conditions that include the planning study area. The Proposed Action is compatible with the future land use plans described below.

- Dane County Comprehensive Plan, Planned Land Use map (See Exhibit 11-2) shows the area both north and south of US 12/18 and east of County AB as a "Rural Development / Transitional" area. Dane County has expansion plans for the Dane County Landfill located within the study limits north of US 12/18 and west of County AB.
- Exhibit 11-3 shows the Generalized Future Land Use Plan for the City of Madison and notes the future plans for County AB in our study area. Note #25 on Exhibit 11-3 from the City of Madison Comprehensive Plan, January 2006, states that "Development of an Employment District east of County Trunk Highway AB, generally between Femrite Drive and USH 12 &18, is recommended. Because a detailed neighborhood development plan has not yet been prepared for this area, the boundaries of the proposed Employment District are only conceptual. Some Medium Density Residential uses should be located in close proximity to the proposed employment district to provide convenient workforce housing opportunities."
- Town of Cottage Grove Future Land Use Plan (See Exhibit 11-4) shows "Limited Commercial" zoned for the area east of County AB and US 12/18 north to Femrite Drive and south to I-39/90.
- Ho-Chunk Nation is exploring plans to develop land adjacent to Ho-Chunk Gaming Madison near the interchange where the Beltline meets Interstate I-39/90.

The developed area of the Madison metropolitan area generally is west of I-39/90, but as the remaining undeveloped land is used, development pressure would increase east of the I-39/90. The pace of development is influenced by a number of factors including economic conditions, local zoning decisions and the availability of services, such as sewer and water. The most recent agency and municipal plans are described in the table below.

Municipal/Agency Plans

Municipality/ Agency	Adopted Plans	Planned Land Use on US 12/18 corridor	Is Proposed Action Compatible?	Reference
Dane County	Comprehensive Plan (rev. 2012)	Agriculture Preservation Areas and Rural Development/Transitional Areas	Yes	http://pdf.countyofdane.com/plande v/planning/FPP_LU3_PlannedLand Use.pdf
City of Madison	Comprehensive Plan (adopted Jan. 2006)	Park, General Commercial, Low Density Neighborhood, Agriculture	Yes	http://www.cityofmadison.com/plan ning/ComprehensivePlan/dplan/v2/ chapter2/v2c2 2e.pdf
Village of McFarland	Comprehensive Plan (March 2006)	Park, Agriculture, NE corner of 12/18 COUNTY AB is zoned General Commercial	Yes	http://www.villageofmcfarland.net/DesktopModules/Bring2mind/DMX/Download.aspx?TabID=547&Command=Core_Download&EntryId=4042&PortalId=0&TabId=547
Town of Blooming Grove	County Adopted Town Plan (Sept 2000)	Agriculture	Yes	http://danedocs.countyofdane.com/ webdocs/PDF/plandev/BloomingGr oveLandUseMap.pdf
Town of Cottage Grove	Smart Growth 2030 Plan (May 2011)	Agriculture, Commercial	Yes	http://www.tn.cottagegrove.wi.gov/docview.asp?docid=356&locid=143
Madison Area Metropolitan Planning Organization (MPO)	Transportation Improvement Program (TIP)	The US 12/18 study limits are identified as part of a 2014-2018 Major Study.	Yes	http://www.madisonareampo.org/pl anning/documents/TIP 2014 2018 Final Web.pdf

7. Environmental Justice

Survey Questionnaire
☐ WisDOT Real Estate
Local Government
CREEN. Coordination is on-going and WisDOT is working Beltline Interchange project.
sent in project area. nt in project area. Factor Sheet B-4 must be completed.
Disabilities Act or the Age Discrimination Act e been identified. Title VI prohibits discrimination ot identified.

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
6/18/2012	WisDOT	Local Officials Meeting (LOM) #1 (Present the study & gather information)	Ayres Madison Office	32
7/31/2012	WisDOT	Public Involvement Meeting (PIM) #1 (Present the study & gather information)	Town of Cottage Grove Hall	83
4/3/2013	WisDOT	LOM #2 (Alternative concepts presented)	Ayres Madison Office	27
4/24/2013	WisDOT	PIM #2 (Alternative concepts presented)	McFarland High School	66
11/19/2013	WisDOT	PIM #3 (Proposed alternatives presented, Local Officials invited)	McFarland High School	58
4/17/2014	WisDOT	Beltline Interchange Project PIM #1 & LOM #1 (Present the study & gather information)	McFarland High School	50 (35 PIM #1, 15 LOM #1)

A project mailing list was developed and notices were sent for the public meetings and local officials meetings. Included on the mailing list were property owners in the planning study vicinity, local officials, Native American Tribes and various State and Federal agencies. All the meetings were held in an open house format with a PowerPoint presentation provided followed by a question and answer session for those in attendance. Project staff was available before and after the presentation to discuss planning study details and answer questions using the displays showing the proposed planning study concepts.

B. Other methods:

- a. Comment forms and associated sticker #'s to place on a map were handed out at the PIM's. This allowed for easy and organized tracking of public comments.
- A website was created to keep the public informed of up-to-date information including meeting notifications and planning study displays. The website is located at: http://www.dot.wisconsin.gov/projects/swregion/1218conv/index.htm

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

- a. Separate meetings were held with Ho-Chunk Nation to discuss the planning study and present alternatives due to the close proximity of their Ho-Chunk Madison Gaming facility.
- b. Remington Electric business owner
- c. Ruedebusch Commercial Investments, Ruedebusch Development and Construction
- d. Hope Lutheran Church
- e. Door Creek, LLP

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

No other public meetings are currently scheduled as part of the environmental documentation process. An opportunity to request a public hearing will be provided.

BASIC SHEET 2 - PURPOSE AND NEED (continued)

10. Briefly summarize the results of public involvement.

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

A Comment Tracking document was created and is found in: See Appendix B – Public Involvement Comment Tracking. The general consensus from the public meetings included the following:

- 1. Several residents living in the planning study area questioned the need for the planning study
- 2. Access to US 12/18 by business owners and property owners is a concern
- 3. Access to US 12/18 from Vilas Road is a concern
- 4. The US 12/18/Millpond Road intersection is unsafe
- 5. The planning study will have a negative impact to several businesses along the route
- 6. Safety and accidents are a concern
- 7. Identified potential residential relocation should be avoided if possible through further study
- 8. Add an interchange along I-39 at either Siggelkow Road or County AB to improve the access between I-39 and US 12/18.
- 9. The turn lanes at the intersection with Vilas Road are too short and should be improved.
- 10. The planning study impacts too much agricultural land.

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

WisDOT staff and consultants developed and refined eight west-section and three east-section alternatives. Stakeholder meetings, in addition to Public Involvement Meetings and Local Officials Meetings, were held to gather additional input and comments. The Proposed Action was developed to address the planning study purpose and need while incorporating public comments and concerns. The following is how each of the above items was addressed:

- 1. They were informed that this is a study being conducted to better plan for the future and preserve the corridor for potential future conversion to a freeway. This would prevent development from occurring in areas that may be needed in the future for the freeway conversion. Traffic volumes continue to grow along this section increasing the likelihood of future development occurring.
- 2. Several meetings have been held with stakeholders at the west end of the planning study to develop an alternative that provides adequate access without affecting the function of the highway facility.
- 3. Direct access to US 12/18 from Vilas Road will not be allowed with conversion to a freeway. A frontage road is proposed between Vilas Road and Femrite Drive to provide better access to the proposed County AB interchange and also into the City of Madison.
- 4. This intersection will be removed with a future conversion to a freeway. Prior to then, a project was completed in the summer of 2015 to specifically improve the safety of this intersection.
- 5. The change in access with the freeway conversion could have an effect on the adjacent businesses. Access to the properties at the west end of the planning study will be provided either via a new interchange at County AB or from Femrite Drive along the proposed Meier Road extension.
- 6. The interim project involving the modification of the Millpond Road intersection should improve the safety at that location, which was the site with the highest crash rating. Removal of all side road and private access with conversion to a freeway should also improve the safety of the corridor.
- 7. The proposed roadway configurations were developed to minimize the number of relocations as much as possible. However, a few are still required along the relocated County AB corridor. Through meetings with a resident who owns a property just east of Vilas Road and south of US 12/18, a frontage road connection to Fieldview Road has been removed to lessen the impact to the property. If a construction project is scheduled in the future, a potential frontage road could be evaluated by the local agencies at that time.
- 8. There are currently no plans to add a new interchange along I-39.
- 9. This intersection will be removed with a future freeway conversion, however all the intersections along the corridor are being evaluated for potential interim improvements to address safety.
- 10. The roadway alignments were established to minimize relocations as much as possible which results in additional agricultural impacts in some locations. Impacts to farmland are unavoidable in order to maintain local road connectivity and provide access to each parcel.

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.) ALL	Coordination Correspondence Attached Yes No	Coordination Initiation Date (m/d/yyyy) (OPM/LOM) 6/18/2012	Coordination Completion Date (m/d/yyyy) ongoing	Comments Each unit of government identified herein was sent an OPM/LOM Invite Letter. See Appendix C-1 – OPM-LOM Invite Letter. Each unit of government identified herein has attended additional meetings. See Appendix C-2 – Agency Coordination for
Dane County	⊠ Yes □ No	(OPM/LOM) 6/18/2012	ongoing	a meeting log. Dane County officials were invited to provide initial comments as well as attend all local and public involvement meetings.
City of Madison	⊠ Yes □ No	(OPM/LOM) 6/18/2012	ongoing	The City of Madison was invited to provide initial comments as well as attend all local officials and public involvement meetings. Identified Section 4(f) properties, Bill Kettle Park and Yahara Hills Golf Course have been discussed at agency coordination meetings with the City of Madison. WisDOT sent a letter to the City of Madison asking their input on potential impacts to the Section 4(f) property. See Appendix C-3 – Local Government Correspondence. Since this correspondence, WisDOT received a letter from the City of Madison stating that Bill Kettle Park was transferred to Dane County and removed from the park inventory on 6/23/2014. See Appendix G – Bill Kettle Park Land Transfer.
Town of Cottage Grove	⊠ Yes □ No	(OPM/LOM) 6/18/2012	ongoing	The Town of Cottage Grove was invited to provide initial comments as well as attend all local officials and public involvement meetings.
Village of Cottage Grove	⊠ Yes □ No	(OPM/LOM) 6/18/2012	ongoing	The Village of Cottage Grove was invited to provide initial comments as well as attend all local officials and public involvement meetings.
Town of Blooming Grove	⊠ Yes □ No	(OPM/LOM) 6/18/2012	ongoing	The Town of Blooming Grove was invited to provide initial comments as well as attend all local officials and public involvement meetings.
Village of McFarland	⊠ Yes □ No	(OPM/LOM) 6/18/2012	ongoing	The Village of McFarland was invited to provide initial comments as well as attend all local officials and public involvement meetings.

Ho-Chunk Nation		(OPM/LOM) 6/18/2012	ongoing	Ho-Chunk Nation was invited to provide initial comments as well as attend all local officials and public involvement meetings.
	⊠ Yes □ No			Ho-Chunk Nation Legislature and WisDOT have corresponded regarding this study. See Factor Sheet B-7 Tribal Issues and Appendix C6 – Tribal Correspondence for more information.

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

Numerous meetings have been held with the local units of government. Following is a list of some of the major comments.

- 1. Ho-Chunk Nation is concerned about access to their gaming facility. They have requested a minimum of two options for access to and from their facility.
- 2. Concern was expressed about the additional time required for emergency vehicles with the proposed roadway configurations, especially if the alternative without an overpass at Vilas Road is proposed.
- 3. The Town of Cottage Grove favors the alternatives presented, but feels conversion of the eastern section is not warranted. They also would like minor intersection improvements analyzed for the eastern section to improve safety.
- 4. Comments were made about adding a new interchange along I-39 which would provide additional access to US 12/18.
- 5. The City of Madison stated that County AB is an important north/south corridor for the City north of US 12/18 and should be accounted for in the design process.
- 6. The City of Madison expressed concerns regarding the western section and impacts to traffic, connectivity, businesses and real estate.
- 7. Dane County asked about shifting County AB to the east to avoid impacting land the County has acquired in the northeast quadrant of the US 12/18 and County AB intersection. FHWA stated that alternative may be the only option that avoids impacts to Section 4(f) resources and should be carried forward.
- 8. Dane County is concerned about access for large trucks accessing the landfill north of US 12/18.

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

Periodic meetings and presentations were scheduled with WisDOT, Ho-Chunk Nation and Dane Partners throughout the alternatives process. The following is how each of the items listed above is being addressed:

- 1. Two methods of access to their facility will be provided with the proposed concepts. Coordination with Ho-Chunk is ongoing.
- 2. The additional time for emergency vehicles is estimated between 1-3 minutes.
- 3. WisDOT recognizes that the western section may warrant conversion prior to the eastern section. Existing intersections are being evaluated for potential interim improvements.
- 4. There are currently no plans to add a new interchange along I-39.
- 5. The layout of the recommended alternative includes expanding County AB to four lanes and was developed to account for County AB's use as a major north-south route. The proposed concepts should not preclude the use of this route as a significant facility within the City of Madison.
- 6. Coordination is ongoing for addressing the layout of the local roads and access in the western section. A new overpass of US 12/18 at Meier Road is proposed as part of a separate project to provide additional access to the businesses in this area.
- The recommended alternative involves shifting County AB to the east to avoid impacts to the Dane County property.
- 8. Dane County understands access to the landfill will likely be off County AB if a new interchange is constructed. They will evaluate if access from Luds Lane is acceptable or if a new access further north would be preferable.

D. Indicate any unresolved issues or ongoing discussions:

Ho-Chunk Nation has identified several issues with the proposed concepts which are summarized in Factor Sheet B-7. See Appendix C-6 – Tribal Correspondence for more information on the coordination between Ho-Chunk Nation and WisDOT. Coordination is on-going and WisDOT is working closely with Ho-Chunk Nation as part of the adjacent I-39 Beltline Interchange project.

 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 <u>will</u> 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.

BASIC SHEET 3 – AGENCY AND TRIBAL COORDINATION

Agency	Coordination Required?	Correspondence Attached?	Comments
WisDOT			
Regional Real Estate Section	⊠ Yes □ No	☐ Yes ⊠ No	Coordination is required due to two businesses and one residential property which would be acquired. WisDOT Real Estate staff has participated in planning study and public meetings. A Conceptual Stage Relocation Plan is not proposed as part of this study.
Bureau of Aeronautics	☐ Yes ⊠ No	☐ Yes ⊠ No	Coordination is not required. Planning study is not located within 2 miles (3.22 km) of a public or military use airport nor would the planning study change the horizontal or vertical alignment of a transportation facility located within 5 miles (8.05 km) of a public use or military airport.
Railroads and Harbors Section	☐ Yes ⊠ No	☐ Yes ⊠ No	Coordination is not required because no railways or harbors are in or planned in the planning study area.
STATE AGENCY	<u></u>		
			Purpose and need and range of alternatives were sent on 11/6/13.
State Historic Preservation Office (SHPO)	⊠ Yes □ No	⊠ Yes □ No	Archaeological and historical investigations were completed. No potentially eligible archaeological sites in the study were identified. Yahara Hills Golf Course was identified to potentially meet the National Register of Historic Places (NRHP) criteria for history. A Determination of Eligibility (DOE) for Yahara Hills Golf Course was concluded on 2/11/15. Per the DOE, the property was determined to meet the National Register of Historic Places criteria. SHPO and WisDOT concluded the process by determining that this project will have No Adverse Effect on the identified historic property. See Appendix D – Section 106 Review & Determination of Eligibility
Agriculture (DATCP)	⊠ Yes □ No	⊠ Yes □ No	Coordination is required due to farmland impacts. Purpose and need and range of alternatives were sent on 11/6/13 and an Agricultural Impact Notice (AIN) was sent on 2/18/14 and comments were received on 2/21/14 indicating that an AIS is not required. See Appendix C-1 – OPM-LOM Invite Letter. See Appendix E-2 and E-3 for AIN and DATCP correspondence.
Other: Capital Area Regional Planning Commission (CARPC)	⊠ Yes □ No	☐ Yes ⊠ No	Sent a summary of the alternatives investigated and invitations to the public meetings. No response received.
Other: Madison Area Transportation Planning Board (MPO)	⊠ Yes □ No	☐ Yes ⊠ No	Sent a summary of the alternatives investigated and invitations to the public meetings. No response received.

Natural Resources (DNR)		Yes □ No	Sent planning study notification letter on 8/24/12. Coordination is required due to wetland and floodplain impacts. Comments were received from the DNR on 9/24/12. Issues the DNR identified include the following: Presence of several wetland areas along the corridor with impacts avoided or minimized to greatest possible extent. Three navigable streams cross US 12/18 and one tributary to Door Creek crosses County AB. Any instream work should occur between March 15 and May 15. These are Little Door Creek, Door Creek and an unnamed tributary to Door Creek. There is a fourth crossing further north along County AB not mentioned by the DNR that is also a tributary of Door Creek. Measures should be taken to address replacement or extension of existing and/or proposed culverts. Avoid impacting nesting of migratory birds. A review should be completed to determine if the planning study falls within a floodplain. The width and depth of Door Creek must not be altered. Minor dredging is possible. Impacts to stormwater runoff should be addressed. Purpose and need and range of alternatives were sent on 11/6/13. Wetland delineation concurrence from the DNR was provided on 11/12/2013 for the section from I-39/90 to County AB only. Comments were received regarding the purpose and need and range of alternatives from the DNR on 12/19/13. Issues they identified include the following: Presence of several large wetland complexes located within the study corridor particularly around Door Creek. Three navigable streams cross US 12/18 and one tributary to Door Creek and an unnamed tributary to Door Creek. There is a fourth crossing further north along County AB not mentioned by the DNR that is also a tributary of Door Creek. Impacts to stormwater runoff quality and quantity should be addressed.
			See Appendix C-4 – State Agency Correspondence
FEDERAL AGEN	NCY		., ., ., ., ., ., ., ., ., ., ., ., ., .
U.S. Army Corps of Engineers (USACE)	⊠ Yes □ No	☐ Yes ⊠ No	Sent planning study notification letter on 8/24/12 and purpose and need and range of alternatives on 11/6/13. Section 404 permit not required since construction is not proposed in conjunction with this study. No response received.
U.S. Fish and Wildlife Service (USFWS)	⊠ Yes □ No	☐ Yes ⊠ No	Sent planning study notification letter on 8/24/12 and purpose and need and range of alternatives on 11/6/13. No response received.

Natural Resources Conservation Service (NRCS)	⊠ Yes □ No	⊠ Yes □ No	NRCS response to CPA-106 form indicated that this planning study is not subject to Farmland Protection Policy Act (FPPA) requirements because the Land Evaluation scores plus the Site Assessment scores is less than 160 for the three alternatives. See Appendix E-1 – NRCS Coordination.
U.S. National Park Service (NPS)	☐ Yes ⊠ No	☐ Yes ⊠ No	No coordination with NPS required.
U.S. Coast Guard (USCG)	☐ Yes ☒ No	☐ Yes ⊠ No	No coordination with USCG required.
U.S. Environmental Protection Agency (EPA)	⊠ Yes □ No	⊠ Yes □ No	Sent planning study notification letter on 11/27/12 and purpose and need and range of alternatives on 11/6/13. Comments were received on 12/4/13. EPA recommends the use of green stormwater management (bioswales, rain gardens, permeable pavement) and wildlife crossings where practical and/or feasible. See Appendix C-5 – Federal Agency Correspondence.
Advisory Council on Historic Preservation (ACHP)	☐ Yes ⊠ No	☐ Yes ⊠ No	No coordination with ACHP required.
Other (identify)	☐ Yes ☐ No	☐ Yes ☐ No	

Planning study notification letters were sent to the following tribes o 8/24/12: Bad River Band of Lake Superior Chippewa Indians of Wisconsin Forest County Potawatomi Community of Wisconsin Ho-Chunk Nation Lac Vieux Desert Band of the Lake Superior Chippewa Indians - Ketegitigaaning Ojiwe Nation Menominee Indian Tribe of Wisconsin Prairie Band Potawatomi Nation Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin Sac and Fox Nation of Missouri in Kansas and Nebraska Sac and Fox Nation of Oklahoma Sac and Fox of the Mississippi in Iowa A meeting was held on 4/22/13 with Ho-Chunk Nation to discuss the progress of the study and alternatives being presented to the public A meeting was held on 12/11/13 with Ho-Chunk Nation to discuss design refinements and details of the preferred alternative and review the schedule of completing the environmental document. A formal letter containing responses and requests for more information on the study from the Ho-Chunk Nation Legislature received and dated 2/26/14. WisDOT responded to the Ho-Chunk Nation Legislature letter on 5/1/14. A representative from Ho-Chunk Nation emailed questions to WisDOT on 11/20/14. WisDOT responded to the Ho-Chunk Nation letter on 12/15/14. WisDOT responded to the Ho-Chunk Nation letter on 12/15/14. WisDOT sent Ho-Chunk Nation the results of the Section 106 NHP/ studies on 4/23/15. See Factor Sheet B-4 Environmental Justice Evaluation and B-7 Tribal Issues. See Appendix C-6 — Tribal Correspondence

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

Factors	Adverse	Benefit	None Identified	Factor Sheet Attached	Effects
A. ECONOMIC FACTORS		I			
A-1 General Economics					The Proposed Action would provide a safe and efficient transportation corridor while ensuring economic viability in the planning study area. The Proposed Action would accommodate long-range community plans while maintaining access to residents, local businesses and agriculture properties. The Proposed Action would require agriculture land for right-of-way, relocate access to businesses in the Millpond Road area, relocate two businesses and cause temporary disruptions during construction. Future environmental document(s) will be completed and the effect(s)
					will be reassessed at that time.
					See Factor Sheet A-1
A-2 Business	\boxtimes			\boxtimes	The conversion to a freeway facility involves access to and from US 12/18 only at interchange locations which could have an effect on businesses along the corridor. Two businesses would be relocated as a result of the Proposed Action. Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.
					See Factor Sheet A-2
A-3 Agriculture		\boxtimes			The Proposed Action would provide safe and efficient movement of farm equipment. The Proposed Action would require approximately 106 acres of agriculture land from 18 different farm operations. Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.
D. COOLAL (OLU TUDA). E.	A OTO				See Factor Sheet A-3
B. SOCIAL/CULTURAL FA		KS			The Proposed Action would involve changes in access for property owners along and near the planning study corridor. This would include a slight increase in travel times for some residents. It is anticipated that one residence would be relocated. Future environmental document(s) will be completed and the effect(s) will be reassessed at that time. See Factor Sheet B-1
B-2 Indirect Effects					The Proposed Action would not have the likelihood to result in indirect effects. This conclusion was based on the evaluation for ten prescreening factors including: planning study design concepts and scope; planning study purpose and need; planning study type; facility function (current and planned); planning study location; improved travel times to an area; local land use and planning considerations; population and demographic considerations; rate of urbanization; and public/agency concerns.

					Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.
					See Appendix F - Indirect Effects Pre-Screening Analysis
B-3 Cumulative Effects					None identified
Lifetta					The document is in compliance with U.S. DOT and FHWA policies to determine whether a proposed project would have induced socioeconomic impacts or any adverse impacts on minority or low-income populations; and it meets the requirements of Executive Order on Environmental Justice 12898 – "Federal Actions to Address Environmental Justice on Minority and Low-Income Populations".
B-4 Environmental Justice					Ho-Chunk Nation Gaming Madison is identified as an Environmental Justice population. Holiday Apartment complex and America's Best Value Inn have the potential for low income populations. The conversion to a freeway facility involves access to and from US 12/18 only at interchange locations which could have an effect on these businesses. The overall effect of the Proposed Action is beneficial due to the safe and convenient access provided by the proposed interchange and frontage roads.
					Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.
					See Factor Sheet B-4 Environmental Justice Evaluation
For B-5 through B-7, if a	any of ⊤	these	resou	rces are p	oresent on the project, contact your REC.
B-5 Historic Resources					A Phase I Historical Survey was performed. Sites W-0582-01, W-0582-02, W-0582-04, W-0736-01, W-0736-02, W-0736-03, W-0582-03, and W 0736-04 were identified as potential sites of concern. However, they are recommended not eligible for the National Register of Historic Places (NRHP). No additional investigations are recommended at these sites and the Proposed Action is not expected to have an effect on these properties. One historic property, Yahara Hills Golf Course, was found to potentially meet the (NRHP) criteria for history. A Determination of Eligibility (DOE) for Yahara Hills Golf Course was conducted and the property was determined to meet the NRHP criteria. Through coordination with SHPO and WisDOT, a Determination of No Adverse Effect was completed and signed on 2/12/15. Future environmental document(s) will be completed and the effect(s) will be reassessed at that time. See Factor Sheet B-5 See Appendix D – Section 106 Documentation
B-6 Archaeological/ Burial Sites					A Phase I Archaeological Survey was performed. Sites 47DA0062/BDA0334, 47DA0065/BDA0330, 47DA0723/BDA0525, and BDA0030 are uncatalogued burial sites that are protected by Wisconsin Burial site preservation law, Wisconsin Statute 157.70. Archaeological monitoring of any future construction activities shall be provided within the boundaries of these sites. Future environmental document(s) will be completed and the effect(s) will be reassessed at that time. See Appendix D – Section 106 Documentation
B-7 Tribal Coordination /Consultation	\boxtimes			\boxtimes	Ho-Chunk Nation has a gaming facility south of US 12/18 and east of I-39/90 that is accessed from US 12/18. The Ho-Chunk Nation has requested that access to their facility be safe and efficient for their patrons.

					See Factor Sheet B-7
B-8 Section 4(f) and 6(f) or Other Unique Areas					Bill Kettle Park was previously defined as a Section 4(f) property and presented to agencies and the public as such. Since that time, Bill Kettle Park was transferred to Dane County and removed from the park inventory on 6/23/2014. See Appendix G – Bill Kettle Park Land Transfer. Yahara Hills Golf Course is identified as a Section 4(f) property. Access to this property will be modified with the Proposed Action; however, no right-of-way is required from this resource. A Determination of Eligibility (DOE) for Yahara Hills Golf Course was concluded on 2/11/15 and SHPO agreed with the finding that this project will have No Adverse Effect on the identified historic property. DNR confirmed in their 2/28/14 letter that no Land and Water Conservation (LWCF), Pittman-Robertson (P/R), or Dingell-Johnson (D/J) funds were used on the Yahara Hills Golf Course. See Appendix C3 – Local Government Correspondence for the 12/10/2013 Meeting Minutes and letter to the City of Madison. Future environmental document(s) will be completed and the effect(s) will be reassessed at that time. See Appendix C-4 – State Agency Correspondence
B-9 Aesthetics					The Proposed Action would not cause a substantial alteration to the visual character of the landscape as a whole.
C. NATURAL RESOURCE	FAC	rors	,		
C-1 Wetlands					A Wetland Delineation was completed for the west section (I-39/90 to County AB) and a Rapid Assessment was completed for the east section (County AB to County N) to identify wetland areas adjacent to the planning study corridor. DNR provided concurrence on the Wetland Delineation for the west section and a response was provided on 4/2/14 for the Wetland Rapid Assessment for the east section. The Proposed Action would involve impacting a total of 10.54 acres of wetlands. Future environmental document(s) will be completed and the effect(s) will be reassessed at that time. See Exhibit 9 – Recommended Alternative - Detailed See Factor Sheet C-1 See Appendix C-4 – State Agency Correspondence
C-2 Rivers, Streams and Floodplains				\boxtimes	Three streams cross US 12/18 and Vilas Road within the planning study corridor and one tributary crosses County AB near Femrite Drive. As part of any future construction project, the culverts carrying these streams would likely be replaced or extended. Portions of future proposed roadway improvements along US 12/18, Siggelkow Road, Vilas Road and County AB would be completed within the 100-year floodplain. Future environmental document(s) will be completed and the effect(s) will be reassessed at that time. See Factor Sheets C-2-1, C-2-2, C-2-3 and C-2-4
C-3 Lakes or Other Open Water			\boxtimes		Lakes and/or open body waters are not present in the planning study vicinity.

C-4 Groundwater, Wells, and Springs			\boxtimes	None identified.
C-5 Upland Wildlife and Habitat				The DNR indicated there is evidence of past migratory birds nesting on the existing structures, however, with mitigation measures such as removing unoccupied nests during non-nesting season and installing barrier netting prior to May 1 st ; the Proposed Action is not expected to have an effect on these resources. The Proposed Action would involve impacting a total of 12.53 acres of Upland Wildlife and Habitat. Future environmental document(s) will be completed and the effect(s) will be reassessed at that time. See Exhibit 9 – Recommended Alternative - Detailed See Factor Sheet C-5.
C-6 Coastal Zones	П	П	\boxtimes	The planning study is not in the Coastal Zone.
C-7 Threatened and Endangered Species				The U.S. Fish & Wildlife Service (USFWS) Section 7 Consultation, Technical Assistance Website – County Distribution of Federally-listed Endangered, Threatened, Proposed and Candidate Species (accessed June 29, 2015; revised April 2015) identified seven species for Dane County, Wisconsin where the project is located. As a result of consultation with WDNR, it has been determined that the project will have no effect on any federally-listed threatened or endangered species. Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records, no Endangered Resources or suitable habitat that could be impacted by this planning study are known or likely to occur in the planning study area or its vicinity. Future environmental document(s) will be completed and the effect(s) will be reassessed at that time. See Appendix C-4, State Agency Correspondence
D. PHYSICAL FACTOR	S			
D-1 Air Quality			\boxtimes	The planning study is exempt from permit requirements under Wisconsin Administrative Code – Chapter NR 411. No substantial impacts to air quality are expected.
D-2 Construction Stage Sound Quality	\boxtimes			WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply for any future construction projects. Persons that could be affected primarily include residents in nearby households and agricultural operators. Any potential effects are anticipated to be localized, temporary, and transient in nature. Future environmental document(s) will be completed and the effect(s) will be reassessed at that time. See Factor Sheet D-2
D-3 Traffic Noise			\boxtimes	No construction activities are proposed in conjunction with this study. However, for any future construction, a traffic noise analysis would be performed.
				Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.
D-4 Hazardous Substances or Contamination	\boxtimes			A Phase I Hazardous Material Assessment (HMA) was performed and identified four LUST/ERP sites and four spill incidents. Based on the findings of the Phase I HMA, no additional assessment is recommended for the subject corridor at the current time since the

D.E. Charmanatar				planning study is still a preliminary study with no construction activities proposed. Additional investigations would be completed in conjunction with any future design project. A Phase 2 Environmental Site Assessment is recommended to evaluate the presence of soil and/or groundwater contamination for a property located on Vilas Road. Additional investigations would be completed in conjunction with any future design project. Future environmental document(s) will be completed and the effect(s) will be reassessed at that time. See Factor Sheet D-4 No construction activities are proposed in conjunction with this study. However, for any future construction, a Stormwater Management Plan would be developed with coordination from DNR to reduce or minimize runoff effects to surrounding waters of the State from construction of the Proposed Action. Construction site erosion and sediment control would be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the WisDOT/DNR Cooperative Agreement.
D-5 Stormwater				WisDOT would make every effort to design the US 12/18 and County AB interchange so that any runoff from the interchange would be contained within the interchange area through runoff basins and directed ditching. Future environmental document(s) will be completed and the effect(s)
D-6 Erosion Control and Sediment Control			\boxtimes	will be reassessed at that time. No construction activities are proposed in conjunction with this study. However, for any future construction, standard procedures and practices for erosion control and minimization of adverse effects would follow the WisDOT Facilities Development Manual, Chapter 10, Erosion Control and Storm Water Quality; TRANS 401, Construction Site Erosion Control and Storm Water Management Procedures for Department Actions, and the WisDOT/DNR Cooperative Agreement, Memorandum of Understanding on Erosion Control and Storm Water Management. Future environmental document(s) will be completed and the effect(s)
				will be reassessed at that time.
E. OTHER FACTORS E-1	ΙП	П	П	
1				

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.

	Alternatives/Section						
		Alternatives Considered			Recommended Alternative		
Environmental Issues/Impacts	Unit of Measure	No Build	West 2b & East 3	West 3 & East 3	West 4	East 3	Total
Project Length	Miles	3.5	3.5	3.5	1.8	1.7	3.5
PRELIMINARY COST ESTIMATE (YOE - 2	2020)						
Construction	Million \$	2.2 *	67.9	62.1	42.3	22.0	64.3
Real Estate	Million \$	0	6.1	7.7	9.3	0.5	9.8
TOTAL	Million \$	2.2	74.0	69.8	51.6	22.5	74.1
LAND CONVERSIONS							
Wetland Area Converted to ROW	Acres	0	9	10	5.04 **	3.19 **	8.23 **
Upland Habitat Area Converted to ROW	Acres	0	0	0	7.27	5.26	12.53
Other Area Converted to ROW	Acres	0	50	51	78.41	18.32	96.73
Total Area Converted to ROW	Acres	0	59	61	90.72	26.77	117.49
REAL ESTATE	•						
Number of Farms Affected	Number	0	16	16	11	7	18
Total Area Required From Farm Operations	Acres	0	33.7	30.8	82.24	24.00	106.24
AIS Required		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Farmland Rating	Score	N/A	58	59	N/A	N/A	58
Total Buildings Required	Number	0	6	6	3	0	3
Housing Units Required	Number	0	5	5	1	0	1
Commercial Units Required	Number	0	1	1	1	0	1
Other Buildings or Structures Required	Number & Type	0	0	0	0	0	0
ENVIRONMENTAL ISSUES/IMPACTS					l .	I.	
Indirect Effects		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Cumulative Effects		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Environmental Justice Populations		☐ Yes ☒ No	☐ Yes ⊠ No	☐ Yes ⊠ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Historic Properties	Number	1 ***	1 ***	1 ***	1 ***	0	1 ***
Archeological Sites	Number	0	0	0	0	0	0
Burial Site Protection (authorization required)		☐ Yes ☒ No	⊠ Yes □ No	⊠ Yes □ No	⊠ Yes □ No	⊠ Yes □ No	⊠ Yes □ No
106 MOA Required		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
4(f) Evaluation Required		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ⊠ No	☐ Yes ⊠ No
6(f) Land Conversion Required		☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Flood Plain		☐ Yes ☒ No	⊠ Yes □ No	⊠ Yes □ No	⊠ Yes □ No	⊠ Yes □ No	⊠ Yes □ No
Total Wetlands Filled	Acres	0	10.0	11.0	7.5	3.0	10.5
Stream Crossings	Number	4	4	4	2	3	5
Endangered Species		☐ Yes ⊠ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No
Design Year Noise Sensitive Receptors							
No Impact	Number	N/A	N/A	N/A	N/A	N/A	N/A
Impacted	Number	N/A	N/A	N/A	N/A	N/A	N/A
Contaminated Sites	Number	0	9	9	4	4	8

^{*} This number represents major maintenance costs likely to be required between the year of expenditure (2020) and the design year (2040)

^{**} Indicates only wetland area directly converted to ROW

^{***} No Adverse Effect to identified historic property

BASIC SHEET 6 – TRAFFIC SUMMARY MATRIX

	ALTERNATIVES/SECTIONS			
	No Build	West 2b, West 3, West 4*	East 3*	
Base Yr. AADT Yr. 2012	16,900/15,000 **	16,900	15,000	
Const. Yr. AADT *** Yr.	NA	NA	NA	
Const. Plus 10 Yr. AADT Yr.	NA	NA	NA	
Design Yr. AADT Yr. 2040	38,000/21,400 **	38,000	21,400	
DHV Yr. 2040	2,600/1,500 **	2,600	1,500	
TRAFFIC FACTORS				
K [⊠ 30 /□ 100/□ 250] (%)	11.4%	11.4%	11.4%	
D (%)	60%	60%	60%	
Design Year T (% of AADT)	6.8%	6.8%	6.8%	
T (% of DHV)	3.7%	3.7%	3.7%	
Level of Service	C/C **	С	А	
SPEEDS		·		
Existing Posted	55	55	55	
Future Posted	55	55	55	
Design Year Project Design Speed	60	60	60	
OTHER (specify)				
P (% of AADT)	13.9%	13.9%	13.9%	
K ₈ (% OF AADT)	NA	NA	NA	
Other				

AADT = Annual Average Daily Traffic

 $K[_{30/100/200}]$: K_{30} = Interstate, K_{100} = Rural, K_{250} = Urban, % = AADT in DHV

D = % DHV in predominate direction of travel

T = Trucks

P = % AADT in peak hour

DHV = Design Hourly Volume

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

- 1. Identify the agency that generated the data included in the Traffic Summary Matrix. WisDOT, Dane Partners
- 2. Identify the date (month/year) that the traffic forecast data included in the Traffic Summary Matrix was developed. October, 2013
- 3. Identify the methodology and/or computer program(s) used to develop the data included in the Traffic Summary Matrix. WisDOT forecasting methods using the Madison MPO Travel Demand Model; Highway Capacity Software (HCS) based on the 2010 Highway Capacity Manual.
- 4. If a metric other than Annual Average Daily Traffic (AADT) is used for describing traffic volumes such as Average Annual Weekday Traffic (AWDT), explain why a different metric was used and how it compares to AADT. N/A

^{*} Recommended Alternative

^{**} West of County AB/East of County AB

^{***} No construction is programmed for this study

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS (continued)

DT2094

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	During any future construction, access to businesses, residences and recreation areas along the planning study corridor shall be maintained to the extent possible. Provisions will be incorporated into the plans and special provisions by the design staff and implemented in the field by the contractor and overseen by WisDOT's construction engineer.			
	Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.			
	During any future design phase, a Conceptual Stage Relocation Plan will be prepared to address the relocations of existing businesses. Acquisitions and relocations would be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as amended. WisDOT design staff will be responsible for fulfilling this commitment.			
A-2 Business	During any future construction activities, access to businesses along the planning study corridor shall be maintained. Provisions will be incorporated into the plans and special provisions by the design staff and implemented in the field by the contractor and overseen by WisDOT's construction engineer.			
	Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.			
	Farmland owners and operators will be given advanced notice of acquisition and construction schedules by the department's construction engineer so that farm activities could be adjusted accordingly. To the extent feasible, the timing of the acquisition and construction shall be coordinated with them to minimize crop damage and disruption of farm operations.			
	During any future final design and construction, an Agriculture Impact Statement (AIS) may be required. WisDOT design staff will be responsible for coordinating with DATCP to fulfill this commitment.			
A-3 Agriculture	WisDOT will discuss design and construction plans with the Dane County Conservationist during the final design process for this planning study.			
	The contractor will be required to provide access to residences and farming operations during any future construction activities. WisDOT will consult with landowners where access is altered to ensure that farmland remains accessible by farm machinery.			
	Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.			
	During any future design phase, a Conceptual Stage Relocation Plan will be prepared to address the relocations of existing homes. Acquisitions and relocations will be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as amended. WisDOT design staff will be responsible for fulfilling this commitment.			
B-1 Community or Residential	During any future construction activities, access to residences along the planning study corridor shall be maintained. Provisions will be incorporated into the plans and special provisions by the design staff, implemented in the field by the contractor and overseen by WisDOT's construction engineer.			
	Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.			

B-2 Indirect Effects	No commitments needed				
B-3 Cumulative Effects	No commitments needed				
B-4 Environmental Justice	During any future construction activities, access to businesses along the planning study corridor shall be maintained. Provisions will be incorporated into the plans and special provisions by the design staff and implemented in the field by the contractor and overseen by WisDOT's construction engineer. Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.				
B-5 Historic Resources	The Yahara Hills Golf Course was determined to be eligible for the National Register of Historic Places. A Determination of No Adverse Effect document was prepared that indicated the current project area boundary will have no adverse effect on the property. Plans for future construction will be prepared to stay within the boundaries of the identified project area. WisDOT design staff will be responsible for fulfilling this commitment.				
	Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.				
B-6 Archaeological Sites	Archaeological monitoring is recommended during any future construction activities within the boundaries of sites 47DA0062/BDA0334, 47DA0065/BDA0330, and 47DA0723/BDA0525. It is also recommended that the right-of-way boundary be re-established so that it does not include human burials and maintains a minimum 5 ft (1.6 m) buffer adjacent to graves. Coordination shall be completed with the owners of BDA0030 (Hope Cottage Grove Cemetery, 3702 County Road AB, McFarland, WI) to purchase right-of-way being used for highway purposes as the deeds indicate that the cemetery boundary runs to the centerline of County AB. WisDOT design staff will be responsible for fulfilling this commitment.				
	Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.				
B-7 Tribal Coordination/Consultation	Two options for access into the Ho-Chunk gaming facility shall be provided as part of any future design concepts. WisDOT design staff will be responsible for fulfilling this commitment. Prior to any future construction, new environmental documentation will need				
	to be completed and commitments revisited.				
B-8 Section 4(f) and 6(f) or Other Unique Areas	No ROW acquisitions would be made from Yahara Hills Golf Course as part of this planning study. If, during final design for the project, ROW take is required, a Section 4(f) evaluation shall be completed along with coordination with the City of Madison.				
	Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.				
B-9 Aesthetics	No commitments needed				
C-1 Wetlands	As part of any future design phase, wetlands will be re-delineated to identify the limits at that time. The design will be prepared to avoid, to the extent practical, impacts to existing wetlands. Wetlands impacted by any future construction activities will be mitigated in accordance with WisDOT's Wetland Mitigation Banking Technical Guideline developed as part of the WisDOT – DNR Cooperative Agreement on Compensatory Wetland Mitigation, or any other future agreement that may supersede this document. WisDOT design staff will be responsible for fulfilling this commitment.				
	Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.				

C-2 Rivers, Streams and Floodplains	During any future design activities, a hydraulic and hydrologic analysis shall be completed in accordance with NR 116 for the 100-year flood event associated with any new culverts or extension of existing culverts for the stream crossings within the planning study limits. Coordination with property owners shall be completed for identified increases in backwater. WisDOT design staff will be responsible for fulfilling this commitment. All future instream work shall be conducted during approved DNR construction windows. Provisions will be incorporated into the plans and special provisions by the design staff and implemented in the field by the contractor and overseen by WisDOT's construction engineer. Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.
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	Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service. Therefore, the planning study shall either utilize measures to prevent nesting (e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1), or should occur only between August 30 and May 1st (non-nesting season). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the U.S. Fish & Wildlife Service must be contacted to apply for a depredation permit. During any future design activities, a survey for swallows nests and migratory birds shall be conducted. WisDOT design staff will be responsible for fulfilling this commitment. Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.
C-6 Coastal Zones	No commitments needed
C-7 Threatened and Endangered Species	Threatened and Endangered Species (TE) lists are updated regularly. During any future design activities, the list shall be reviewed and coordination with DNR would occur to determine if TE species are located in the area. WisDOT design staff will be responsible for fulfilling this commitment. Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.
D-1 Air Quality	No commitments needed
D-2 Construction Stage Sound Quality	No construction activities are proposed in conjunction with this study. WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply for any future construction projects. WisDOT's construction engineer will be responsible for fulfilling this commitment. Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.
D-3 Traffic Noise	No commitments needed

Precaution should be taken during any future roadway construction activities. WisDOT design staff shall investigate sites identified in the HMA if/when construction activities occur. If contamination is discovered during the course of roadway work, the DNR will be notified and any contaminated media should be contained. A Phase 2 Environmental Site Assessment is recommended to evaluate the presence of soil and/or groundwater contamination for a property located on Vilas Road. WisDOT design staff will be responsible for fulfilling this commitment. Additionally, a "Notice to Contractor" will be placed into the special provisions indicating that if monitoring wells are encountered during construction activities, the wells will be abandoned in accordance with Wisconsin State
D-4 Hazardous Substances or Contamination Additionally, a "Notice to Contractor" will be placed into the special provisions indicating that if monitoring wells are encountered during construction activities, the wells will be abandoned in accordance with Wisconsin State
indicating that if monitoring wells are encountered during construction activities, the wells will be abandoned in accordance with Wisconsin State
Statute NR 141 regulations and the DNR notified accordingly.
Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.
During any future design activities, the project shall follow the guidance in the FDM for Stormwater and Drainage documentation. Coordination will take place with DNR throughout the design process and will continue through construction in compliance with Trans 401 and the DOT/DNR Cooperative Agreement.
A detailed stormwater control plan will be completed prior to any future construction activities. The plan will include a drawing of stormwater BMPs that will be used. It will also document how the removal of total suspended solids (TSS) and phosphorus (TP) would be accomplished. WisDOT design staff will be responsible for fulfilling this commitment.
Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.
During any future design activities, the DNR/WisDOT Cooperative Agreement and Wis. Adm. Code Trans 401 will be followed. Non-netted erosion mat shall be used in environmentally sensitive areas that may have a high probability of having animals that could be entrapped in plastic netting.
Best management practices will be employed to keep sediment on the project site. Guidance for these measures is found in the Products Acceptability List, the Erosion Control Matrix, and the FDM.
These commitments will be incorporated into the plans and special provisions by the designer, implemented in the field by the contractor, and overseen by the department's construction engineer.
An Erosion Control Implementation Plan (ECIP) will be completed in accordance with Chapter 10 of the Facilities Development Manual (FDM) prior to any future construction activities. WisDOT's construction engineer will be responsible for fulfilling this commitment.
Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.
E- Other

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

A-1: GENERAL ECONOMICS

A-2: BUSINESS

A-3: AGRICULTURE

B-1: COMMUNITY OR RESIDENTIAL

B-4: ENVIRONMENTAL JUSTICE

B-5: HISTORIC RESOURCES – YAHARA HILLS GOLF COURSE

B-7: TRIBAL ISSUES

C-1: WETLANDS

C-2-1: RIVERS, STREAMS & FLOODPLAINS – DOOR CREEK

C-2-2: RIVERS, STREAMS & FLOODPLAINS – LITTLE DOOR CREEK

C-2-3: RIVERS, STREAMS & FLOODPLAINS – UNNAMED TRIBUTARY TO DOOR CREEK, US 12/18

C-2-4: RIVERS, STREAMS & FLOODPLAINS – UNNAMED TRIBUTARY TO DOOR CREEK, COUNTY AB

C-5: UPLAND WILDLIFE AND HABITAT

D-2: CONSTRUCTION STAGE SOUND QUALITY

D-4: HAZARDOUS SUBSTANCES OR CONTAMINATION

Wisconsin Department of Transportation

GENERAL ECONOMICS EVALUATION

Factor Sheet A-1

Alternative	Total Length of Center Line of Existing Roadway 3.5 miles
US 12/18 Corridor: West Alt 4 & East Alt 3	Length of This Alternative 3.5 miles
Preferred	

Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited.

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

Economic Activity	Description			
a. Agriculture	Agriculture is an important industry for Dane County and in the planning			
	study vicinity. As of 2010, Dane County had 571,779 acres of land in			
	agricultural use, representing 72% of the total land area in the county.			
	According to the US Census of Agriculture, Dane County continues to lead			
	the state in total market value of agriculture products. There are farm			
	operations in the planning study area along County AB and adjacent to US			
	12/18 between County AB and County N.			
b. Retail business	A BP gas station is located just west of the planning study limits and is			
	accessed via Millpond Road.			
c. Wholesale business	Dane County has a number of wholesale business operations. There are no			
	known operations in the planning study area.			
d. Heavy industry	There are no known heavy industry operations in the planning study area.			
	Heavy industry is found in the US 51 (Stoughton Road) corridor which is			
	located approximately two miles west of the planning study limits.			
e. Light industry	There are no known light industry operations in the planning study area.			
	Light industry is found on Femrite Drive near I-39/90 and along the US 51			
	(Stoughton Road) corridor which is located approximately two miles west of			
	the planning study limits.			
f. Tourism	The City of Madison is home to many popular tourist destinations. Cottage			
	Grove, Cambridge and McFarland are also tourist draws to a certain extent.			
g. Recreation	City of Madison owned Yahara Hills Golf Course is located in the western			
	portion of the planning study limits. Yahara Hills Golf Course opened in			
	1967 and boasts 36 holes over 400 acres of rolling hillside.			
h. Forestry	Small woodlands exist in the planning study area. Forestry is not a major			
-	industry in the planning study area.			
i. Commercial	Several businesses are located just west of the planning study limits and			
	accessed via Millpond Road. Businesses in this area include Norandex			
	Incorporated, a building materials company, Rev. Jim's Road House, Badger			
	Harley Davidson, Magnuson Grand Hotel and Ho-Chunk Gaming. America's			
	Best Value Inn is located just west of the planning study limits on the north			
	side of US 12/18. Country Corners Bar is located in the SW corner of			
	County AB and Femrite Drive. A business owned by Door Creek, LLP is			
	located on US 12/18 just east of County AB. A mini warehouse storage			
	facility (PODS) is located on County AB north of US 12/18. Nelson's bus			
	service is located on US 12/18 just off of Siggelkow Road. Remington			
	Electric and a storage facility are located on the north side of US 12/18 in the			
	eastern portion of the study limits along with a vehicle repair shop on Vilas			
	Road just north of US 12/18.			
j. Other	The Dane County Sanitary Landfill (Rodefeld) is located in the western limits			
	of the planning study limits across from Yahara Hills Golf Course. A Dane			
	County salt shed is located on US 12/18 just off of Siggelkow Road. A sand			
	and gravel quarry is located in the NW corner of County N and US 12/18.			
	County salt shed is located on US 12/18 just off of Siggelkow Road. A sand			

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

The Proposed Action advantages include:

- Providing a safe and efficient transportation corridor while ensuring the economic viability in the planning study area
- New interchange at US 12/18 and County AB accommodates the City of Madison's long range plans for the County AB corridor
- The proposed shift of County AB to the east would accommodate the expansion plans of Dane County, which plans to acquire property on the east side of old County AB
- A future construction project could provide revenue for area construction companies through the purchase of construction materials and supplies required for the project
- A future construction project could provide job creation and potentially increase retail sales from construction workers in the area (hotels, food)

The Proposed Action disadvantages include:

- Relocation of one businesses owned by Door Creek, LLP
- Approximately 106 acres of agricultural land would need to be acquired which would result in a loss of productivity and local property tax revenue
- Access to businesses in the Millpond Road area would be relocated along with businesses between Femrite Drive and Vilas Road along US 12/18. The access to Country Corners bar at the intersection of County AB and Femrite Drive would be relocated to realigned Femrite Drive
- Temporary disruptions during construction

	he proposed improvements would improve safety in the corridor and would benefit the residents who use the road n a regular basis. The roadway enhancements accommodate long-range community plans while maintaining accest to local businesses and agriculture while ensuring a safe transportation system well into the future. There would likel e a slight decrease in agriculture activity due to loss of farmland and impacts to the businesses along Millpond Roa owever there should be opportunities for new development adjacent to the County AB interchange.	ly
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 City of Madison has identified County AB as an important multi-lane, north-south corridor in their future land use plans. The potential future development of this corridor, as planned by area municipalities, along with the proposed interchange at US 12/18 and County AB should have an increased effect on the economic development within the planning study area.	
	Decrease, describe:	

BUSINESS EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-2

Alternative	Total Length of Center Line of Existing Roadway 3.5 miles			
US 12/18 Corridor: West Alt 4 & East Alt 3	Length of This Alternative 3.5 miles			
Preferred				

Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited.

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

☐ Yes

No - (Explain) A Conceptual Stage Relocation Plan is not proposed as part of this study; therefore Questions 6 through 12 are not addressed. This Environmental Assessment is being prepared for a corridor study for mapping purposes and any potential relocation would be addressed in a Conceptual Stage Relocation Plan prepared in conjunction with a future environmental document.

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

The City of Madison has identified County AB as an important multi-lane, north-south corridor in their future land use plans. The potential future development of this corridor, as planned by area municipalities, along with the proposed interchange at US 12/18 and County AB may have an increased effect on the economic development within that area of the project.

One business would be directly affected by being acquired to accommodate the Proposed Action. This business is located on the Door Creek, LLP property. As a destination-oriented business, this is not dependent upon their specific location to serve its customers. See Exhibit 9 – Recommended Alternative - Detailed

Most businesses in the planning study area would continue to have access to US 12/18 by the addition of a proposed interchange, two grade-separations, and a frontage road network. The following other businesses have been identified in the planning study corridor.

Existing Businesses

Millpond Road/Long Drive Businesses

- Norandex Incorporated
- Badger Harley Davidson
- · Jim's Road House
- Magnuson Grand Hotel
- Ho-Chunk Gaming
- BP gas station

Other Businesses along the planning study corridor

- America's Best Value Inn is located just west of the planning study limits on the north side of US 12/18
- Safeguard Storage facility (PODS) is located on County AB north of US 12/18
- Country Corners Bar & Grill is located on County AB north of US 12/18
- Nelson's bus service is located on US 12/18 just off of Siggelkow Road
- Remington Electric is located on the north side of US 12/18 in the eastern portion of the study limits
- 12&18 Storage Facility is located on the north side of US 12/18 in the eastern portion of the study limits
- Nostalgia Auto Restoration on Vilas Road just north of US 12/18

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

US 12/18 carries a mix of private and commercial vehicles and is a major link between communities in eastern Dane County and the City of Madison. There are no rail connections, bus routes, or other modal links on US 12/18. It is used by regional buses as part of the traffic mix. The Madison Metro bus service currently extends to within approximately two miles of the west end of the planning study.

There is minimal pedestrian traffic throughout a majority of the study corridor due to the high speeds along US 12/18 and the rural nature of the area. There are no sidewalks along US 12/18 or any of the side roads within the study corridor. There are no designated bicycle lanes on this section of US 12/18. The paved shoulder width is eight feet, which is adequate to accommodate bicycles. However, US 12/18 is designated as a roadway where bicycling is prohibited or not recommended on the City of Madison Bike Map and WisDOT bicycle mapping. The proposed changes to US 12/18 include converting it to a freeway with interchanges and ramps. Therefore, bikeways and sidewalks would be prohibited on US 12/18. Side roads may include bicycle and pedestrian accommodations, but each side road will be individually evaluated when construction plans are developed to determine the appropriate bicycle and pedestrian accommodations. The Dane County Parks and Open Space Plan Regional Trail Map shows a proposed off-road bicycle/pedestrian trail crossing US 12/18 near Vilas Road. See Exhibit 12 - Dane County Regional Trail Map.

1.	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.

Changes in access to the removal of all at-grade crossings (driveways and local road intersections) would affect how customers and employees access some place of business within the planning study limits. Ho-Chunk Nation identified issues about access to their gaming facility located at 4002 Evan Acres Road as a result of the proposed action (see Factor Sheet B-7). Overall, the Proposed Action would make travel in the corridor safer for business customers and employees.

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.

There have been some issues identified by business owners and representatives in the Millpond Road/Long Drive business area located in the southeast quadrant of the I-39/90 & US 12/18 interchange just west of the planning study limits. Several of these businesses (gas station, bar, hotel) are highway-oriented businesses and the rest are considered destination-oriented businesses. The majority of the concerns are related to access. The Proposed Action would relocate the Millpond Road/Long Drive access to the US 12/18 & County AB interchange and frontage road which would increase the travel distance to these businesses by approximately two miles. While the travel distance may be increased, the overall affect of the Proposed Action is beneficial due to the safe and convenient access provided by the proposed interchange and frontage roads at US 12/18 and County AB.

Access to the businesses along County AB and in the eastern portion of the planning study will no longer be directly connected to US 12/18. Frontage roads and grade-separated crossings are proposed to limit direct access to US 12/18. Impacts to these businesses are expected to be minimal since no known highway-oriented businesses are located along US 12/18.

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

The Proposed Action would benefit employees in the area by providing a safer transportation system for travel to and from their place of employment in the corridor. Some employees of businesses in the area may experience minimal indirection due to removal of at-grade intersection and access changes to driveways. Additionally, some employees of the business that would be proposed for relocation may experience temporary job loss due to the business relocation and transition process.

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					
Service					
Wholesale					
Manufacturing					
Other (Commercial)					

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?
	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☐ Newspaper listing(s)☐ Other - Identify:
10.	Describe the business relocation potential in the community: A. Total number of available business buildings in the community. 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). Number of available and comparable type business buildings in the price range of Number of available and comparable type business buildings in the price range of 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:
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:
	A separate project, the Meier Road Extension and Overpass, is proposed and would benefit the access to the businesses in the Millpond Road/Long Drive area. Meier Road located at the west end of the study area would be

Road so that future improvements on US 12/18 are neither precluded nor foreclosed.

extended approximately 3,500 feet from Femrite Drive to connect with Millpond Road passing over the US 12/18 via a new bridge. This project is proposed to provide a second local street connection to the development south of US 12/18 that currently must use Millpond Road as the only access point. In addition, this project would

consider improvements on Long Drive and Millpond Road that would shift the access to US 12/18 further east and limit access to one direction on US 12/18. A separate Environmental Report (ER) is being prepared for that project and construction is anticipated to occur in 2019 with advanceable to 2017 long before any future freeway conversion project. The corridor study on US 12/18 is being coordinated with the proposed extension of Meier

AGRICULTURE EVALUATION

Wisconsin Department of Transportation

Factor Sheet A-3

Alternative	Total Length of Center Line of Existing Roadway 3.5 miles				
US 12/18 Corridor: West Alt 4 & East Alt 3	Length of This Alternative 3.5 miles				
Preferred					

Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited.

Note: Since the AIN submittal (2/14/14) and DATCP response (2/21/14), a geometric change has occurred which lessoned the agricultural impacts to right-of-way acquisition and the number of farm operations affected. Questions #1 and #2 below have been updated to reflect this change.

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

	Type of Acqu	Total Area	
Type of Land Acquired From Farm Operations	Fee Simple	Easement	Acquired (acres)
Crop land and pasture	86.02	0	86.02
Woodland	12.53	0	12.53
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	7.69	0	7.69
Totals	106.24	0	106.24

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

Acreage to be Acquired	Number of Farm Operations
Less than I acre	3
1 acre to 5 acres	6
More than 5 acres	9

3.	Is land to be converted to highway use covered by the Farmland Protection Policy Act?
	 ☐ 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 alternative.
	Date Form AD-1006 completed. 1/17/2014
	☐ The Site Assessment Criteria Score is 60 points or greater. Date Form AD-1006 completed
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. The project has been discussed with DATCP and they indicated in their response on 2/21/14 that they do not plan to prepare an AIS for this planning project. They will likely prepare an AIS for the Beltline Interchange project which will address some of the farmland impacts at the west end of this study area. See Appendix E3 – DATCP Response Letter. ☐ 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
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) See Appendix E2 - AIN
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.
 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:	

COMMUNITY OR RESIDENTIAL EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-1

Alternative US 12/18 Corridor: West Alt 4 & East Alt 3	Total Length of Center Line of Existing Roadway 3.5 miles Length of This Alternative 3.5 miles
Preferred ⊠ Yes □ No □ None identified	

Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited.

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

Name of Community/Neighborhood	Name of Community/Neighborhood
Dane County	City of Madison
Incorporated	Incorporated
Name of Community/Neighborhood	Name of Community/Neighborhood
Village of McFarland	Village of Cottage Grove
Incorporated	Incorporated
	∑ Yes □ No
Name of Community/Neighborhood	Name of Community/Neighborhood
Town of Blooming Grove	Town of Cottage Grove
Incorporated	Incorporated
⊠ Yes □ No	⊠ Yes □ No

	Dane County	Town of Cottage Grove	Village of McFarland	City of Madison	Village of Cottage	Town of Blooming Grove
Census Year 2010					Grove	
Total Population	488,073	3,875	7,808	233,209	6,192	1,815
		% of	Population			
White	84.7	96.0	94.4	78.9	92.1	86.8
Black	5.1	8.0	1.2	7.3	2.5	5.0
Asian	4.7	1.5	1.7	7.4	2.2	2.1
American Indian/Alaskan Native	0.4	0.2	0.4	0.4	0.2	0.7
Other Race	2.5	0.2	0.8	2.9	1.1	2.3
Two or more Races	2.6	1.3	1.5	3.1	2.0	3.0
Hispanic (exclusive of other race)	5.9	1.1	2.3	6.8	3.0	6.4
Census Year 2000						
Over Age 65	9.3	6.3	7.9	9.2	6.0	9.2
Below Poverty Level Individuals	9.4	2.4	3.0	15.0	3.8	2.9

All Demographic data from the Wisconsin Department of Administration Demographic Services Center and US Census websites

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

US 12/18 carries a mix of private and commercial vehicles and is a major link between communities in eastern Dane County and the City of Madison.

There are no rail connections, bus routes, or other modal links on US 12/18. It is used by regional buses as part of the traffic mix. The Madison Metro bus service currently extends to within approximately two miles of the west end of the planning study. Bus service is not proposed to be extended into the planning study corridor.

Bicycle and pedestrian use of US 12/18 is not recommended according to the City of Madison Bike Map, although the shoulders are sufficient to accommodate bicycles. US 12/18 is a high-speed roadway and no bicycles or pedestrians were observed during traffic counts. The Dane County Regional Trail Map shows a future off-road bicycle/pedestrian trail crossing US 12/18 near Vilas Road.

There is a snowmobile trail crossing of US 12/18 approximately 0.25 miles east of County AB.

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:

No changes to the existing modes of transportation in the corridor are expected as a result of the proposed action. The proposed action includes a grade-separated structure at Vilas Road and US 12/18. According to the Dane County Regional Trail Map (see Exhibit 12 – Dane County Regional Trail Map), a future crossing is proposed near the Vilas Road crossing of US 12/18. The future trail may be able to use the proposed grade-separation to cross US 12/18.

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

In general, land use within the planning study corridor would not change. The City of Madison has identified County AB as an important multi-lane, north-south corridor in their future land use plans. The potential future development of this corridor, as planned by area municipalities, along with the proposed interchange at US 12/18 and County AB could have an increased effect on the economic development within the planning study area.

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

Increased emergency response time during construction is possible. It is anticipated that there would likely be a slight increase in response for the majority of the corridor after improvements are made. The removal of direct access to US 12/18 would require emergency vehicles to access adjacent properties either from the interchanges at County AB or N, or from the local road network via other routes. According to a meeting with the Madison Fire Department, the combination of a new fire station in the area and the closing of the Millpond Road access to US 12/18 would have no impact on response times for businesses located in the Millpond Road area. See Appendix C3 – Local Government Correspondence.

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.:

As part of the freeway conversion, access to US 12/18 would be restricted to interchanges only. Frontage roads would be constructed to provide access to businesses and residences currently using at-grade intersections or private drives along US 12/18. The grade of US 12/18 would likely remain about the same, so there should not be significant grade changes along that corridor. There would likely be some minor strip acquisitions in some areas along US 12/18 for the re-grading of ditches and slope adjustments. The addition of overpasses at Siggelkow Road/Femrite Drive and Vilas Road would involve more significant grading with higher fills on each side of the new bridges which would result in physical changes adjacent to properties in those areas. County AB would be realigned east of existing County AB as a result of the proposed interchange with US 12/18. This would result in a cul-de-sac of existing County AB just north of US 12/18. Luds Lane would also be extended to the east to provide access to the Door Creek, LLP property.

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

No community/neighborhood facilities are anticipated to be affected by the proposed action.

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

One residential property owner in the east section has voiced concern over the proposed action and the impact to their residence. Through separate coordination meetings, a frontage road connection to Fieldview Road has been removed to lessen the impact to the property. If a construction project is scheduled in the future, a potential frontage road could be evaluated by the local agencies at that time.

Questions 10 and 11 in Basic Sheet 2 include a list of issues identified by the general public along with how each issue is being addressed. Those issues include the following:

- Several residents living in the planning study area questioned the need for the planning study
- Access to US 12/18 by business owners and property owners is a concern
- Access to US 12/18 from Vilas Road is a concern
- The Millpond Road/US 12/18 intersection is unsafe
- The planning study will have a negative impact to several businesses along the route
- Safety and accidents are a concern
- Identified residential relocation should be avoided if possible through further study
- Add an interchange along I-39 at either Siggelkow Road or County AB to improve the access between I-39 and US 12/18.
- The turn lanes at the intersection with Vilas Road are too short and should be improved.
- The planning study impacts too much agricultural land

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

The majority of the corridor is in a rural area; therefore Community Sensitive Design measures are not anticipated. If the boundaries of the City of Madison extend to the east beyond County AB in the future, they may choose to incorporate aesthetic features into the proposed bridge along County AB over US 12/18 similar to the features shown on other bridges along I-39 to the northwest.

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.
С	Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single

 Cccupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc.

One residential property has been identified as a relocation. This property is a rental house located at 3124 Hope Hollow Trail. The recommended west section includes a proposed realignment of County AB south of US 12/18 at the location of this existing property.

11. Anticipated number of households that will be relocated from the occupied residential buildings identified in item 10c, above:

A Conceptual Stage Relocation Plan is not proposed as part of this study, therefore Questions 11 through 18 are not addressed. This Environmental Assessment is being prepared for a corridor study for mapping purposes and any potential relocation would be addressed in a Conceptual Stage Relocation Plan prepared in conjunction with a future environmental document.

	Total Number of Households to be Relocated.						
	(Note that this number may be greater than the number shown in 10c) above because an occupied apartment building may have many households.)						
	a. Number by Owr	nership					
	Number of Househ	nolds Living in Owner Occupied	d Building	Number of Hou	useholds Living in Rented Quarters		
	b. Number of hous	seholds to be relocated that have	ve.				
	1 Bedroom	2 Bedroom	3 Bedro	oom	4 or More Bedrooms		
	c. Number of reloc	cated households by type and p	orice range of d	welling.			
	Number of Single I	Family Dwelling.	Price R	ang.			
	Number of Multi-Fa	amily Dwellings	Price R	ange			
	Number of Apartm	ent	Price R	ange			
12	Describe the reloc	eation potential in the commu	mitv:				
· Z.	a. Number of Avai	•	inity.				
	1 Bedroom	2 Bedrooms	3 Bedro	ooms	4 or More Bedrooms		
	b. Number of Avai	lable and Comparable Dwelling		within			
	within			within			
		lable and Comparable Dwelling hose being dislocated, if any.)	gs by Type and	Price. (Include d	dwellings in price ranges		
	Single Family Dwe		Price	Range			
	Multi-Family Dwell	ings					
	Apartments						
 I3. Identify all the sources of information used to obtain the data in item 12: ☐ WisDOT Real Estate Conceptual Stage Relocation Plan ☐ Multiple Listing Service (MLS) ☐ Other – Identify 							

Special Characteristics		Yes total households to be	e relocated. Complete table below	
Elderly Disabled Low income Minority Household of large family (5 or more) Not Known No special characteristics 5. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24: 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." In addition to providing for payment of "Just Compensation" for property acquired, additional benefits are available to eligible displaced persons required to relocate from their residence. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, and down payment assistance. In compliance with State law, no person would be displaced unless a comparable replacement dwelling would be provided. Federal law also requires that decent, safe, and sanitary replacement dwelling must be made available before any residential displacement can occur. Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners would be contacted and given an explanation of the details of the acquisition process and Wisconsin's Emiment Domain Law under Section 32.05, Wisconsin Statutes. Any property be a acquirer would be inspected by one or more professional appraisers. The property owner would 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. Based on the appraisal(s) made, the value of the property would be determined, and that amount offered to the owner. Indicate whether Special Relocation Assistance Service will be needed. Describe any special services or housing programs needed to remedy identified difficulti		Special Characteristics	Individuals with Special	
Low income Minority Household of large family (5 or more) Not Known No special characteristics 5. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24: 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." In addition to providing for payment of "Just Compensation" for property acquied, additional benefits are available to eligible displaced persons required to relocate from their residence. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, and down payment assistance. In compliance with State law, no person would be displaced unless a comparable replacement dwelling would be provided. Federal law also requires that decent, safe, and sanitary replacement dwelling must be made available before any residential displacement can occur. Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners would 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 would be inspected by one or more professional appraisers. The property owner would 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. Based on the appraisal(s) made, the value of the property would be determined, and that amount offered to the owner. I Identify any difficulties or unusual conditions for relocating households displaced by the proposed action: I Identify any difficulties or unusual conditions for relocating ho		Elderly		
Minority Household of large family (5 or more) Not Known No special characteristics 5. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24: 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." In addition to providing for payment of "Just Compensation" for property acquired, additional benefits are available to eligible displaced persons required to relocate from their residence. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, and down payment assistance. In compliance with State law, no person would be displaced unless a comparable replacement dwelling would be provided. Federal law also requires that decent, safe, and sanitary replacement dwelling must be made available before any residential displacement can occur. Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners would 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 would be inspected by one or more professional appraisers. The property owner would be invited to accompany the appraiser of uning the inspection to ensure the appraiser is informed of every sact 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. Based on the appraisar (show the property. Property would be determined, and that amount offered to the owner. Indicate whether Special Relocation Assistance Service will be needed. Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in		Disabled		
Household of large family (5 or more) Not Known No special characteristics				
Not Known No special characteristics		,		
Sourcible how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24: 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." In addition to providing for payment of "Just Compensation" for property acquired, additional benefits are available to eligible displaced persons required to relocate from their residence. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, and down payment assistance. In compliance with State law, no person would be displaced unless a comparable replacement dwelling would be provided. Federal law also requires that decent, safe, and sanitary replacement dwelling must be made available before any residential displacement can occur. Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners would 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 would be inspected by one or more professional appraisers. The property owner would 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. Based on the appraisal (s) made, the value of the property would be determined, and that amount offered to the owner. Identify other relocation assistance requirements not identified above. 6. Identify any difficulties or unusual conditions for relocating households displaced by the proposed action: 7. Indicate whether Special Relocation Assistance Service will be needed. Describe				
5. Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24: 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." In addition to providing for payment of "Just Compensation" for property acquired, additional benefits are available to eligible displaced persons required to relocate from their residence. Some available benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, and down payment assistance. In compliance with State law, no person would be displaced unless a comparable replacement dwelling would be provided. Federal law also requires that decent, safe, and sanitary replacement dwelling must be made available before any residential displacement can occur. Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners would 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 would be inspected by one or more professional appraisers. The property owner would 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. Based on the appraisal (s) made, the value of the property would be determined, and that amount offered to the owner. Identify other relocation assistance requirements not identified above. 6. Identify any difficulties or unusual conditions for relocating households displaced by the proposed action: 7. Indicate whether Special Relocation Assistance Service will be needed. Describe any				
FHWA regulation 49 CFR Part 24: 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." In addition to providing for payment of "Just Compensation" for property acquired, additional benefits include relocation advisory services, reimbursement of moving expenses, replacement housing payments, and down payment assistance. In compliance with State law, no person would be displaced unless a comparable replacement dwelling would be provided. Federal law also requires that decent, safe, and sanitary replacement dwelling must be made available before any residential displacement can occur. Compensation is available to all displaced persons without discrimination. Before initiating property acquisition activities, property owners would 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 would be inspected by one or more professional appraisers. The property owner would 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. Based on the appraisal(s) made, the value of the property would be determined, and that amount offered to the owner. Identify any difficulties or unusual conditions for relocating households displaced by the proposed action: Indicate whether Special Relocation Assistance Service will be needed. Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above: None identified Yes - Describe services that will be required		No special characteristics		
 7. Indicate whether Special Relocation Assistance Service will be needed. Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above: None identified Yes - Describe services that will be required 8. Describe any additional measures that will be used to minimize adverse effects or provide benefits to those 	rr	Residential acquisitions and relocated Assistance and Real Property Acquired providing for payment of "Just Competed displaced persons required to relocated services, reimbursement of moving expression compliance with State law, no person provided. Federal law also requires the before any residential displacement can be compensation is available to all displacement can would be inspected by one or more provided by the appraiser during the inspection to compensation in establishing just compensation of the stablishing just compensation of the stablishing just compensation and that amount offered to the service and t	sition Policies Act of 1970 (Uniform ensation" for property acquired, addition of from their residence. Some available penses, replacement housing payment in would be displaced unless a compart at decent, safe, and sanitary replacement occur. I would be displaced unless a compart of the contract of t	Act), as amended." In addition to mal benefits are available to eligible benefits include relocation advisory is, and down payment assistance. In able replacement dwelling would be ent dwelling must be made available after initiating property acquisition to edetails of the acquisition process it. Any property to be acquired the ner would be invited to accompany the result of the property. Property aiser that will be considered by
housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above: None identified Yes - Describe services that will be required 8. Describe any additional measures that will be used to minimize adverse effects or provide benefits to those	6. Id	entify any difficulties or unusual cond	litions for relocating households dis	placed by the proposed action:
housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above: None identified Yes - Describe services that will be required 8. Describe any additional measures that will be used to minimize adverse effects or provide benefits to those				
		None identified	uired	
	8. De	None identified Yes - Describe services that will be requestribe any additional measures that	will be used to minimize adverse ef	fects or provide benefits to those
	8. De	None identified Yes - Describe services that will be requestribe any additional measures that	will be used to minimize adverse ef	fects or provide benefits to those
	8. De	None identified Yes - Describe services that will be requestribe any additional measures that	will be used to minimize adverse ef	fects or provide benefits to those
	8. De	None identified Yes - Describe services that will be requestribe any additional measures that	will be used to minimize adverse ef	fects or provide benefits to those
	8. De	None identified Yes - Describe services that will be requestribe any additional measures that	will be used to minimize adverse ef	fects or provide benefits to those
	8. De	None identified Yes - Describe services that will be requestribe any additional measures that	will be used to minimize adverse ef	fects or provide benefits to those
	8. De	None identified Yes - Describe services that will be requestribe any additional measures that	will be used to minimize adverse ef	fects or provide benefits to those
	8. De	None identified Yes - Describe services that will be requestribe any additional measures that	will be used to minimize adverse ef	fects or provide benefits to those

ENVIRONMENTAL JUSTICE EVALUATION Wisconsin Department of Transportation Factor Sheet B-4 Alternative Total Length of Center Line of Existing Roadway 3.5 miles US 12/18 Corridor: West Alt 4 & East Alt 3 Length of This Alternative 3.5 miles Preferred ⊠ Yes □ No None identified Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited. 1. Identify and give a brief description of the populations covered under Executive Order 12898 (EO 12898). Include the relative size of the populations and their pertinent demographic characteristics: (Check all that apply.) Low Income Disabled **Population Groups Elderly** Black (having origins in any of the black racial groups of Africa) Yes Yes Yes Describe: \boxtimes \boxtimes No No \boxtimes No Hispanic (of Mexican, Puerto Rican, Cuban, Central or South Yes Yes Yes American, or other Spanish culture or origin, regardless of race) No No No Describe: Asian American (origins in any of the original peoples of the Yes Yes Yes 茵 冈 Far East, SE Asia, the Indian subcontinent, or the Pacific Islands) Describe: American Indian and Alaska Native (having origins in any of the Yes Yes Yes original people of North American and who maintains cultural No No identification through tribal affiliation or community recognition) Describe: Ho-Chunk Nation. Ho-Chunk Gaming Madison is located at 4002 Evan Acres Road, Madison, WI 53718. WisDOT is coordinating closely with Ho-Chunk as part of the adjacent I-39 Beltline Interchange project. White and any combination of the above. Yes Yes Yes Describe: Holiday Apartment complex located at 3522 Evan Acres Road in Madison, WI 53718 has the potential for low income population. Apartments are rented on a month-by-month basis. This apartment complex is not on the Tenant Resource Center website, but it is on the EPA EJSCREEN. Describe: America's Best Value Inn located at 3438 US 12&18 in Madison, WI 53718 has the potential for low income population. This motel is listed on the Tenant Resource Center website as a "lessexpensive motel room" which could be used for short term leases. ■ Non-minority low-income population Yes Describe: 2. How was information on the proposed action communicated to populations covered by Executive Order 12898. Check all that apply: Advertisements **Brochures** Newsletters Notices Utility Bill Inserts ☐ E-mails Public Service Announcements Direct Mailings Other, identify Public Meetings How was input from populations covered by EO 12898 obtained? Check all that apply: ☐ Targeted Small Group Information Meetings ☐ Door-to-door interviews Targeted Workshop/conferences Focus Group Research Public Meetings Public Hearings Other, identify ___

4.	Indicate any special accommodations made to encourage participation from populations covered by EO
	12898. Check all that apply:
	☐ Interpreters ☐ Listening Aids
	Accessibility for Elderly & Disabled Transportation Provided
	☐ Child Care Provided ☐ Sign Language
	Other,
5.	If there is a project advisory committee, identify and describe committee members from populations
	covered by EO 12898
	None identified
	Yes - Check all that apply and describe below:
	■ Black
	Hispanic
	Asian-American
	American Indian or Alaska Native
	White and any combination of the above
	□ Non-minority low-income
	Describe:
6.	As a result of public involvement and inter-agency coordination, identify and describe issues of concern or
	controversy to populations covered by EO 12898:
	A. Economic Development and Business
	No issues of concern or controversy identified.
	Yes - Issues of concern or controversy identified.
	List effects on businesses and populations covered by EO 12898:
	None identified.
	∑ Yes.
	List and discuss –
	He Charle Coming Madison, sublic transportation. Compaths the series
	Ho-Chunk Gaming Madison - public transportation. Currently there is no
	Madison Metro Transit service offered to/from Ho-Chunk Gaming. There are no
	plans to extend service to this area according to the MPO's 2013-2017 Transit
	Development Plan for the Madison Urban Area. Ho-Chunk Nation identified
	issues about access to their gaming facility as a result of the Proposed Action
	(see Factor Sheet B-7). Overall, the Proposed Action would make travel in the
	corridor safer for business customers and employees. Coordination is on-going
	and WisDOT is working closely with Ho-Chunk Nation as part of the adjacent I-39
	Beltline Interchange project.
	Number of Businesses Number of Businesses
	Population Groups
	Employ Serve Employ Serve
	Elderly
	Disabled
	Low income
	Minority
	Time only
	2. List other effects.
	None identified.
	∑ Yes
	List and discuss -
	Holiday Apartment complex – access to this destination-oriented business may
	be an issue. The Proposed Action would relocate the Millpond Road/Long Drive
	access to the US 12/18 & County AB interchange and frontage road which would
	increase the travel distance to this complex by approximately two miles. While
	the travel distance may be increased, the overall affect of the Proposed Action is
	beneficial due to the safe and convenient access provided by the proposed
	interchange and frontage roads at US 12/18 and County AB. WisDOT is closely

coordinating with the identified populations as part of the adjacent I-39 Beltline Interchange project.

America's Best Value Inn – access to this destination-oriented business may be an issue. The Proposed Action would relocate the Millpond Road/Long Drive access to the US 12/18 & County AB interchange and frontage road which would increase the travel distance to this complex by approximately two miles. While the travel distance may be increased, the overall affect of the Proposed Action is beneficial due to the safe and convenient access provided by the proposed interchange and frontage roads at US 12/18 and County AB. WisDOT is closely coordinating with the identified populations as part of the adjacent I-39 Beltline Interchange project.

	<u>Agriculture</u>					
	No issues of concern or controversy identified.					
L	 Yes - Issues of concern or controversy identified. List effects on agricultural operations owned by members of populations covered by EO 12898. 					
	 List effects on agricultural operations owne None identified. 	a by members of populations covered by E	O 12898.			
	Yes					
	List and discuss -					
	List effects on agricultural operations which	employ members of populations covered b	y EO 12898,			
	including migrant workers					
	None identified.					
	∐ Yes					
	List and discuss 3. List other effects on members of populations					
	None identified.	s covered by EO 12696.				
	Yes					
	List and discuss -					
C. <u>C</u>	Community/Residential					
	No issues of concern or controversy identif					
	Yes - Issues of concern or controversy ide List and discuss -	entinea.				
	List and discuss - List relocation effects on households covered	d by FO 12898 [.]				
	None identified.	a 2) 20 12000.				
	☐ Yes					
	List and discuss -					
	LIST ATTU DISCUSS -					
	List allu discuss					
	Population Groups	Number of Households Relocated				
	Population Groups	Number of Households				
	Population Groups Elderly	Number of Households				
	Population Groups	Number of Households				
	Population Groups Elderly Disabled	Number of Households				
	Population Groups Elderly Disabled Low income	Number of Households				
	Population Groups Elderly Disabled Low income	Number of Households				
	Population Groups Elderly Disabled Low income Minority	Number of Households Relocated				
	Population Groups Elderly Disabled Low income Minority 2. List other effects on members of populations	Number of Households Relocated				
	Population Groups Elderly Disabled Low income Minority 2. List other effects on members of populations None identified.	Number of Households Relocated				
	Population Groups Elderly Disabled Low income Minority 2. List other effects on members of populations	Number of Households Relocated s covered by EO 12898.				
	Population Groups Elderly Disabled Low income Minority 2. List other effects on members of populations None identified. Yes	Number of Households Relocated s covered by EO 12898.				
D. <u>G</u>	Population Groups Elderly Disabled Low income Minority 2. List other effects on members of populations None identified. Yes List and discuss -	Number of Households Relocated s covered by EO 12898.				
D. <u>C</u>	Population Groups Elderly Disabled Low income Minority 2. List other effects on members of populations None identified. Yes List and discuss - Dther No issues of concern or controversy identif	Number of Households Relocated s covered by EO 12898.				
D. <u>C</u>	Population Groups Elderly Disabled Low income Minority 2. List other effects on members of populations None identified. Yes List and discuss - Dither No issues of concern or controversy identifications Issues of concern or controversy identified.	Number of Households Relocated s covered by EO 12898.				
D. <u>C</u>	Population Groups Elderly Disabled Low income Minority 2. List other effects on members of populations None identified. Yes List and discuss - Dther No issues of concern or controversy identif	Number of Households Relocated s covered by EO 12898.				

	A. Benefici	
		Describe effects on populations and discuss whether they are direct, indirect or cumulative. Include a discussion of any measures to enhance beneficial effects. Describe methods used to determine beneficial effects resulting from the proposed project. (If only beneficial effects, process is complete.)
		A direct effect for all three of the identified populations is the relocated access. The Proposed Action would relocate the Millpond Road/Long Drive access to the US 12/18 & County AB interchange and frontage roads. While this access would increase the travel distance to this complex by approximately two miles, the overall effect of the Proposed Action is beneficial due to the safe and convenient access provided by the proposed interchange and frontage roads at US 12/18 and County AB.
	B. Adverse	effect
	D. Adverse	Adverse Effects are <u>proportional</u> or disproportionately low. Identified adverse effects are proportionate or disproportionately low to those experienced by the general population.
		Describe effects on populations and discuss whether they are direct, indirect or cumulative. Describe methods used to determine adverse effects resulting from the proposed project. Include a discussion of any measures to avoid, minimize, or mitigate adverse effects. (If only beneficial or proportional or disproportionately low effects, process is complete.)
		2. Adverse Effects are <u>disproportionately high</u> . A disproportionately high and adverse effect means an adverse effect that:
		a.) is predominately borne by populations covered by EO 12898; orb.) will be suffered by populations covered by EO 12898 and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by population not covered by EO 12898.
		Describe disproportionately high and adverse effects on populations covered by EO 12898 and discuss whether they are direct, indirect or cumulative. Describe methods used to determine adverse effects resulting from the proposed project. Include a discussion of any measures to avoid, minimize, or mitigate disproportionately high and adverse effects or enhance beneficial effects.
3.		ternative be carried through final design even with disproportionately high and adverse effects on ns covered by EO 12898?
	new enviro	ction activities or final design are proposed in conjunction with this study. Prior to any future construction, inmental documentation will need to be completed and environmental issues revisited. WisDOT is closely ag with the identified populations as part of the adjacent I-39 Beltline Interchange project.
	A. No,	the alternative will not be carried out because of disproportionately high and adverse effects on populations covered by EO 12898.
	1. 2.	Another alternative with less severe effects on populations covered by EO 12898 can meet the purpose and need of the proposed alternative and is practicable.
	_	Describe
	B. ∐ Yes	s, the alternative will be carried out with the mitigation of disproportionately high and adverse effects on populations covered by EO 12898. 1. All disproportionate effects will be mitigated by the following measures.
		List and discuss measures: 2. The alternative will be carried through final design without fully mitigating disproportionately high and adverse effects. A substantial need for the alternative exists based on the overall public interest. Alternatives that would have less adverse effects on populations covered by EO 12898 have either:
		 a) Adverse social, economic, environmental, or human health impacts that are more severe. b) Would involve increased costs of an extraordinary magnitude.

	property was determined to meet the National Register of Historic Places criteria. SHPO and WisDOT concluded the process by determining that this project will have No Adverse Effect on the identified historic property.
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:
	A Determination of Eligibility was completed on 2/11/15. See Appendix D: Section 106 Review & Determination of Eligibility.
	 ☐ 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
	 No □ Project is not federally funded. □ No right-of-way or Permanent Limited Easements will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the NRHP. □ Right-of-way will be acquired from the NRHP property but a <i>de minimus</i> finding has been proposed. □ Other – Explain: □ Yes – Complete Factor Sheet B-8, Section 4(f) and 6(f) or other Unique Areas.

HISTORIC RESOURCES EVALUATION

Wisconsin Department of Transportation

Factor Sheet B-5

Alternative	Total Length of Center Line of Existing Roadway 3.5 miles
US 12/18 Corridor: West Alt 4 & East Alt 3	Length of This Alternative 3.5 miles
Preferred	

Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited.

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

1. Parties contacted:

	_	Comments Received			
Parties Contacted	Date Contacted	No	Yes	Check if Attached	
Kay Rutledge, City of Madison Parks	2/18/2014		Х		
Development Manager					
Blooming Grove Historical Society	12/2/2013	Х			
Cottage Grove Area Historical Society	12/2/2013	Х			
Dane County Historical Society	12/2/2013	Χ			

2.	Property Name:	Yahara Hills	Golf Course -	clubhouse an	d maintenance	building
----	-----------------------	--------------	---------------	--------------	---------------	----------

3	Location:	6701	LIS 12/12	R Madison	WI 53718
J.	Location.	0101	00 12/10	o iviauisuii	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,

4	11	0:44	N /!!		!	
4.	use:	CITY OF	iviadison	owned	recreational	area

5.	Property type:

□ Bridge	
□ Building	
☐ Historic District	
Other:	

6 Property Designations

heii	ly Designations.
	National Historic Landmark (NHL)
	National Register of Historic Places (NRHP)
	State Register of Historic Places
\boxtimes	Local Registry
	Tribal Registry

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

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

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

Yahara Hills Golf Course was evaluated under Criterion C for its association with Arthur Johnson and its Contemporary club house. Yahara Hills Golf Course opened on May 31, 1968. The 36-hole golf course was designed by landscape architect Arthur Johnson, a prominent landscape architect and principal planner for the Madison city park system. Between the 1950s and 1980s, he designed more than 40 golf courses in Wisconsin. Additionally, he worked with Frank Lloyd Wright on the original conceptual design for the Monona Terrace. Although the building is not yet 50 years old, it meets Criteria Consideration G because its low profile, wide overhanging eaves, and large expanses of glass make this a fine example of Contemporary design. It is built into a hill and acts as a sculptural enhancement to the landscape, while also serving a practical purpose. The building's low profile and intentional connection to the landscape may also be a result of Johnson's earlier work with Wright. Finally, the clubhouse retains a high degree of integrity. Yahara Hills Golf Course was potentially eligible for the National Register under Criterion C. A Determination of Eligibility (DOE) for Yahara Hills Golf Course was concluded on 2/11/15. Per the DOE, the

Wisconsin Department of Transportation	

TRIBAL ISSUES

Factor Sheet B-7

Alternative	Total Length of Center Line of Existing Roadway 3.5 miles
US 12/18 Corridor: West Alt 4 & East Alt 3	Length of This Alternative 3.5 miles
Preferred	

Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited.

1. Summary of Coordination with American Indian Tribes for Cultural Issues (Attach response letters):

See Appendix C-6 – Tribal Correspondence for initial coordination letters for the following American Indian Tribes.

American Indian Tribe	Initial Coordination Date	Response	Received	Phase I Arch. Report Sent	Phase II Arch. Report Sent	D for C Sent	MOA Sent	Human Remains	Trad. Cultural Properties	Acq. of Tribal Lands
	Initia	Yes	No							
Bad River Band of Lake Superior Chippewa Indians of Wis.	August 24, 2012	Х								
Forest County Potawatomi Community of Wisconsin	August 24, 2012		Х							
Ho-Chunk Nation	August 24, 2012	Х								
Iowa Tribe of Oklahoma	, -									
Lac Courte Oreilles Band of Lake Superior Chippewa Indians										
Lac du Flambeau Band of Lake Superior Chippewa Indians of Wis.										
Menominee Indian Tribe of Wisconsin	August 24, 2012		Х							
Prairie Island Indian Community. Minnesota Mdewakanton Sioux,										
Prairie Band Potawatomi Nation	August 24, 2012		Х							
Stockbridge-Munsee Community Band of Mohican Indians										
Oneida Nation of WI										
Red Cliff Band of Lake Superior Chippewa Indians	August 24, 2012		Х							
Sac & Fox of the Mississippi in lowa	August 24, 2012		Χ							
Sac & Fox Nation of Missouri in Kansas and Nebraska	August 24, 2012		Х							
Sac & Fox Nation of Oklahoma	August 24, 2012		Χ							

St. Croix Band of Lake Superior Chippewa Indians						
Sokaogon (Mole Lake) Band of Chippewa Indians						
Lac Vieux Desert Band of Lake Superior Chippewa Indians - Ketegitigaaning Ojibwe Nation	August 24, 2012	Х				

Tribes may have additional concerns, rules and requirements related to non-cultural resource issues. These should be documented on the Environmental Justice Factor Sheet (Factor Sheet B-4) and other appropriate factor sheets (e.g. Stormwater, Historic Resources, Archaeological Sites Sheets).

2. Summary of Issues Identified by Tribes:

Tribe	Date	Issues					
Ho-Chunk Nation	4/22/2013, 12/11/2013	Ho-Chunk Nation identified issues about access to their gaming facility located at 4002 Evan Acres Road as a result of the proposed action. Two meetings with Ho-Chunk and WisDOT staff have occurred (see Appendix C6 – Tribal Coordination for Ho-Chunk Nation Meeting Minutes) and they attended nine other meetings as shown in Appendix C2 – Agency Coordination for the Stakeholder Meeting Log. Ho-Chunk has requested a minimum of two options for access to and from their gaming facility. The proposed action would provide two options for access which include a frontage road connection to County AB and an extension of Meier Road over US 12/18 that connects to Femrite Drive.					
Ho-Chunk Nation	2/26/2014	Ho-Chunk Nation Legislature provided a formal response to the preferred alternative as a result of the 12/11/2013 meeting described above. See Appendix C6 – Tribal Correspondence for a copy of the letter.					
Ho-Chunk Nation	5/1/2014	WisDOT responded to Ho-Chunk Nation's 2/26/2014 letter. See Appendix C6 – Tribal Correspondence for a copy of the letter.					
Ho-Chunk Nation	11/20/2014	A representative for Ho-Chunk Nation (Brian Anderson) emailed WisDOT (Roger Nelson) with questions in response to WisDOT's May 1, 2014 letter. See Appendix C6 – Tribal Correspondence for a copy of the email correspondence.					
Ho-Chunk Nation	12/15/2014	WisDOT responded to Ho-Chunk Nation's 11/20/2014 email. See Appendix C6 – Tribal Correspondence for a copy of the letter.					
Ho-Chunk Nation	4/23/2015	WisDOT sent Ho-Chunk Nation the results of the Section 106 NHPA studies. See Appendix C6 – Tribal Correspondence for a copy of the letter cover page.					

3. Archaeological and Historic Structure/Buildings Issues:

	O	0
	Historic Structure	Building Issues:
	⊠ No	
	☐ Yes Co	omplete Factor Sheet B-5 – Historic Resources Evaluation.
	Archaeological Iss	ues:
	⊠ No	
	☐ Yes Co	omplete Factor Sheet B-6 – Archaeological Sites Evaluation.
4.	Human Remains: Have American Indian re ⊠ No	emains/burials been reported or encountered during archaeological studies?

☐ Yes ☐ Consultation dates: ☐ American Indian Tribe: ☐ SHPO: ☐ Burial Sites Office: ☐ Area avoided. ☐ Burials will not be affected. ☐ Burials left in place. ☐ Burials will be affected: ☐ Permission to re-inter from Wisconsin Historical Society Director (date) ☐ MOA prepared? ☐ No
Signatories to MOA and dates: FHWA: American Indian Tribe: WisDOT: ACHP: Other , , , Commitments to be included in contract specifications:
All documentation attached: Project may proceed. Traditional Cultural Property (TCP):
Is a TCP present within the Area of Potential Effect of the project? No Yes: Tribal Affiliation: Type of Property:
Sacred Place Cemetery Gathering place Place or resource that is significant in tribal traditions
Is there an effect on a TCP? No Explain Yes: Steps to avoid impact to the TCP ————————————————————————————————————
6. Will lands owned by American Indian tribes be acquired for this project? □ No □ Yes: Are the lands held in trust for the tribe by the US government? □ No □ Yes, explain.

WETLANDS EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-1

	Total Length of Center Line of Existing Roadway 3.5 miles Length of This Alternative 3.5 miles					
Preferred ☐ Yes ☐ No ☐ None identified	-					

Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited.

A Wetland Delineation Report was prepared as part of this study and only addressed wetland areas within the west section (Wetlands 1-11 described below). A Rapid Wetland Assessment was performed for the east section to identify wetland areas for that area (Wetlands 12-16). The Proposed Action includes a total wetland loss of 10.54 acres.

1. Describe Wetlands:

	Wet	land 1	Wetl	and 2	Wetland 3		
Name (If known)	South of U	JS 12/18	North of U	JS 12/18	North of U	North of US 12/18	
·	and just east of I-		between I-39/90		between I-39/90		
	39/90 (W-	-6 from	and County AB		and County AB		
	Wetland I	Delineation	(W-13A from		(W-14 from		
	Report)		Wetland		Wetland		
	_		Delineation	n Report)	Delineation	on Report)	
Location County	Dane		Dane		Dane	_	
Location (Section-Township-Range)	S25 T7N	R10E	S25 T7N	R10E	S25 T7N	R10E	
Location Map	See Exhibit 9		See Exhibit 9		See Exhibit 9		
Wetland Type(s) ¹	M, SS, SM, WS		SM, M, WS, SS		M, SM, SS		
Total Wetland Loss	Acres 0.49		Acres 0.76		Acres 0.51		
Wetland is: (Check all that apply) ²	Yes	No	Yes	No	Yes	No	
 Isolated from stream, lake or 		X		X		X	
other surface water body							
 Not contiguous (in contact 	X		X		X		
with) a stream, lake, or other							
water body, but within 5-year							
floodplain							
 If adjacent or contiguous, 	1,600 LF NW of		1,600 L	F SW of	1,700 LF S of		
identify stream, lake or water	unnamed tributary to		unnamed tributary		unnamed tributary		
body by Section-Township-	Door Creek		to Door Creek		to Door Creek		
Range							

¹Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C" ²If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.

	Wetland 4		Wetland 5		Wetland 6	
Name (If known)	North of US 12/18		South of US 12/18		South of US 12/18	
	just east o	f County	just west of County		just east of County	
	AB (W-15 from		AB (W-17 from		AB (W-18 from	
	Wetland Delineation		Wetland		Wetland	
	Report)		Delineation Report)		Delineation Report)	
Location County	Dane		Dane		Dane	
Location (Section-Township-Range)	S30 T7N R11E		S25 T7N R10E		S30 T7N R11E	
Location Map	See Exhibit 9		See Exhibit 9		See Exhibit 9	
Wetland Type(s) ¹	SM, WS, RPF, SS, M		M, SM,			
Total Wetland Loss	Acres 0.11		Acres 0.14		Acres 2.02	
Wetland is: (Check all that apply) ²	Yes	No	Yes	No	Yes	No
 Isolated from stream, lake or 		X		X		X
other surface water body						
 Not contiguous (in contact 	X		X		X	
with) a stream, lake, or other						
water body, but within 5-year						
floodplain						
 If adjacent or contiguous, 	2,600 LF W of Door		2,500 LF NW of		2,300 LF NW of	
identify stream, lake or water	Creek		unnamed tributary		unnamed tributary	
body by Section-Township-			to Door Creek		to Door Creek	
Range						

¹Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C" ²If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.

	Wet	land 7	Wetland 8	
Name (If known)	SE corner of US		North of Femrite	
	12/18 and	County AB	Drive and west of	
	(W-19 fro	m Wetland	County AB (W-20	
	Delineation Report)		A from We	
			Delineation Report)	
Location County	Dane		Dane	
Location (Section-Township-Range)	S30 T7N R11E		S24 T7N R10E	
Location Map	See Exhibit 9		See Exhibit 9	
Wetland Type(s) ¹	M, SS, WS		M, RPF,	
Total Wetland Loss	Acres 0.13		Acres 0.16	
Wetland is: (Check all that apply) ²	Yes	No	Yes	No
 Isolated from stream, lake or 		X		X
other surface water body				
 Not contiguous (in contact 	X			X
with) a stream, lake, or other				
water body, but within 5-year				
floodplain				
 If adjacent or contiguous, 	2,200 LF west of		Adjacent to	
identify stream, lake or water	unnamed tributary to		unnamed tributary	
body by Section-Township-	Door Creek		of Door Creek	
Range				

¹Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C" ²If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.

	Wetland 9		Wetland 10		Wetland 11	
Name (If known)	South of Femrite		North of Femrite		North of US 12/18	
	Drive and west of		Drive and east of		and just east of	
	County A	B (W-20-B	County AB (W-20-		Femrite Drive (W-	
	from Wetland		C from Wetland		22-A from Wetland	
	Delineation Report)		Delineation Report)		Delineation Report)	
Location County	Dane		Dane		Dane	
Location (Section-Township-Range)	S24 T7N R10E		S24 T7N R10E		S30 T7N R11E	
Location Map	See Exhibit 9		See Exhibit 9		See Exhibit 9	
Wetland Type(s) ¹	RPF, SS, M		RPF, M, SS		M, RPF, RPE, SS	
Total Wetland Loss	Acres 0.46		Acres 0.98		Acres 1.76	
Wetland is: (Check all that apply) ²	Yes	No	Yes	No	Yes	No
 Isolated from stream, lake or 		X		X		X
other surface water body						
 Not contiguous (in contact 		X		X		X
with) a stream, lake, or other						
water body, but within 5-year						
floodplain						
 If adjacent or contiguous, 	Adjacent to unnamed		Adjacent to		Adjacent to	
identify stream, lake or water	tributary of Door		unnamed tributary		unnamed tributary	
body by Section-Township-	Creek		of Door Creek		of Door Creek	
Range						

¹Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C" ²If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.

	Wetland 12		Wetland 13		Wetland 14		
Name (If known)	North of US 12/18		South of US 12/18		North of US 12/18		
	and west of Femrite		and west of Femrite		and east of Vilas		
	Drive (W-	1 from	Drive (W-	Drive (W-2 from		Road (W-4 from	
	Rapid Wetland		Rapid Wetland		Rapid Wetland		
	Assessment)		Assessment)		Assessment)		
Location County	Dane		Dane		Dane		
Location (Section-Township-Range)	S29 T7N R11E		S29/30/32, T7N,		S28/29/30/32, T7N,		
			R11E		R11E		
Location Map	See Exhibit 9		See Exhibit 9		See Exhibit 9		
Wetland Type(s) ¹	RPF, SS, M		RPF, M, SS, SM,		RPF, SS, M		
			WS, DM				
Total Wetland Loss	Acres 0.05		Acres 2.24		Acres 0.47		
Wetland is: (Check all that apply) ²	Yes	No	Yes	No	Yes	No	
 Isolated from stream, lake or 		X		X		X	
other surface water body							
 Not contiguous (in contact 	X		X		X		
with) a stream, lake, or other							
water body, but within 5-year							
floodplain							
 If adjacent or contiguous, 	Adjacent to Door		Adjacent to Door		Adjacent to Little		
identify stream, lake or water	Creek		Creek		Door Creek		
body by Section-Township-							
Range							

¹Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C" ²If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.

	Wetland 15		Wetland 16		
Name (If known)	South of US 12/18		South of US 12/18		
	and east of Vilas		and west of Vilas		
	Road (W-	5 from	Road (W-6 from		
	Rapid Wetland		Rapid Wetland		
	Assessment)		Assessment)		
Location County	Dane		Dane		
Location (Section-Township-Range)	S32, T7N, R11E		S32, T7N, R11E		
Location Map	See Exhibit 9		See Exhibit 9		
Wetland Type(s) ¹	M, RPF		RPF, M		
Total Wetland Loss	Acres 0.23		Acres 0.03		
Wetland is: (Check all that apply) ²	Yes	No	Yes	No	
 Isolated from stream, lake or 		X		X	
other surface water body					
 Not contiguous (in contact 	X		X		
with) a stream, lake, or other					
water body, but within 5-year					
floodplain					
 If adjacent or contiguous, 	Adjacent to an		Adjacent to Little		
identify stream, lake or water	unnamed tributary of		Door Creek		
body by Section-Township-	Little Door Creek				
Range					

¹Use wetland types as specified in the "WisDOT Wetland Mitigation Banking Technical Guideline, Table 3-C" ²If wetland is contiguous to a stream, complete Factor Sheet C-2, Rivers, Streams and Floodplains Impact Evaluation. If wetland is contiguous to a lake or other water body, complete Factor Sheet C-3, Lake or Water Body Impact Evaluation.

2.	Are any impacted wetlands considered "wetlands of special status" per WisDOT Wetland Mitigation Banking Technical Guideline, page 10?
	 Yes: Advanced Identification Program (ADID) Wetlands Other − Describe:
3.	Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other:
	This Environmental Assessment is being prepared for a corridor study for mapping purposes. Future proposed work in the wetland areas would be due to the new interchange and realignment of County AB, addition of frontage roads along US 12/18, and the realignment of Siggelkow Road and Vilas Road.
4.	List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland: (List should include both permanent, migratory and seasonal residents).
	Expected wildlife and waterfowl in the wetland areas near the Proposed Action may include: various reptiles and amphibians, white-tailed deer; rabbits, pheasant, muskrat, beaver, mink, weasel, raccoon, skunk, fox, coyote, duck, mallard and songbirds.
5.	Federal Highway Administration (FHWA) Wetland Policy:
	 Not Applicable - Explain A determination of wetland findings will be completed with a construction project. 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
٥.	on form: (Check all that apply) Factor Sheet D-6, Erosion Control Impact Evaluation.
	Factor Sheet D-6, Erosion Control Impact Evaluation. Factor Sheet D-5, Stormwater Impact Evaluation. Neither Factor Sheet - Briefly describe measures to be used
	A stormwater analysis is not proposed as part of this planning study, therefore stormwater management measures have not been identified. A stormwater analysis will be completed in conjunction with any future design project which will identify appropriate stormwater features to be incorporated.
7.	U S Army Corps of Engineers (USACE) Jurisdiction - Section 404 Permit (Clean Water Act) ☐ Not Applicable - No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.
	 △ Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE. Indicate area of wetlands filled: 10.54 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 Provisional GP
	☐ Provisional LOP ☐ Programmatic GP Expiration date of 404 Permit, if known
	This Environmental Assessment is being prepared for a corridor study for mapping purposes and therefore no fill will be placed in wetlands in conjunction with this study. A Section 404 permit will be obtained in conjunction with any future construction project that would involve fill within the wetland areas identified above.

8.	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 Indicate whether Pre-Construction Notification (PCN) to the USACE is: ☐ Not applicable. ☐ Required: Submitted on:
	Status of PCN USACE has made the following determination on: (Date)
	USACE is in the process of review, anticipated date of determination is: (Date)
9.	 Wetland Avoidance and Impact Minimization: [Note: Required before compensation is acceptable] A. Wetland Avoidance: Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.:
	The design for the west section includes a new interchange at US 12/18 and County AB. Alternatives were developed to minimize and negate the impacts to the Section 4(f) property (Yahara Hills Golf Course). As a result, County AB is shifted to the east and includes wetland impacts on the north end of County AB. The wetland areas in the east section of the planning study extend across where the relocated side roads are proposed therefore avoidance of those wetlands is not possible.
	Indicate the total area of wetlands avoided: Acres: 0
	 B. Minimize the amount of wetlands affected: 1. Describe methods used to minimize the use of wetlands, such as a steepening of side slopes or use of retaining walls, equalizer pipes, upland disposal of hydric soils, etc.:
	Side slopes would be analyzed during final design for the possibility of steepening to minimize wetland impacts when possible without sacrificing the safety of the roadway.
	Indicate the total area of wetlands saved through minimization: Acres: NA

10. Compensation for Unavoidable Wetland Loss:

According to Section 401 (b) (1), of the Clean Water Act, unavoidable wetland losses must be mitigated on-site, if possible. If no on-site opportunities exist, near/off-site wetland compensation sites must be considered. If neither exists, the losses may be debited to an existing wetland mitigation bank site. Compensation ratios are based on WisDOT Wetland Mitigation Banking Technical Guideline.

The determination of wetland compensation would be made at the time of final design/construction.

				Compensation Type and Acreage			
	Туре	Acre(s) Loss	Ratio	On-site	Near/off site	Consolidation Site	Bank site
RPF(N)	Riparian wetland (wooded)						
RPF(D)	Degraded riparian wetland (wooded)						
RPE(N)	Riparian wetland (emergent)						
RPE(D)	Degraded riparian wetland (emergent)						
M(N)	Wet and sedge meadows, wet prairie, vernal pools, fens						
M(D)	Degraded meadow						
SM	Shallow marsh						
DM	Deep marsh						
AB(N)	Aquatic bed						
AB(D)	Degraded aquatic bed						
SS	Shrub Swamp, shrub carr, alder thicket						
WS(N)	Wooded swamp						
WS(D)	Degraded wooded swamp						
Bog	Open and forested bogs						

D = Degraded

N = Non-degraded

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

The determination of wetland compensation would be made at the time of final design/construction.

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

Coordination with other agencies regarding the compensation for unavoidable wetland losses would be made at the time of final design/construction.

Wisconsin Department of Transportation

Alternative US 12/18 Corridor: West Alt 4 & East Alt 3	Total Length of Center Line of Existing Roadway 3.5 miles Length of This Alternative 3.5 miles		
Preferred Yes No None identified			
Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited.			
 Stream Name: Door Creek crosses US 12/18. See Exhib location. 	it 9 – Recommended Alternative - Detailed for stream		
2. Stream Type: (Indicate Trout Stream Class, if known) ☐ Unknown Cool (Warm Transition) Mainstem, Macroin ☐ Warm water ☐ Cold water ☐ If trout stream, identify trout stream classification: ☐ Wild and Scenic River			
Size of Upstream Watershed Area: (Square miles or ac Door Creek is located in the Yahara River and Lake Kego	•		
 4. Stream flow characteristics: 			
 5. Stream Characteristics: A. Substrate: 1. Sand 2. Silt 3. Clay 4. Cobbles 5. Other-describe: B. Average Water Depth: Unknown, some stretches have C. Vegetation in Stream: Unknown Absent Present - If known describe: D. Identify Aquatic Species Present: The most common fish species include common and white sucker, black bullhead, brook stickleback, blued	spotfin shiner, mud minnow, bluntnose minnow, creek chub,		
E. If water quality data is available, include this informati	ion:		
According to DNR, water quality in the stream is poor water.	and some stretches have 4-6 feet of silt under 2 feet of		
	e, and total phosphorus sample data exceed 2012 WisCALM DNR: http://dnr.wi.gov/water/impairedDetail.aspx?key=11644)		
F. Is this river or stream on the DNR's "Impaired Waters ☐ No ☑ Yes - List: 303d	" list?		

6.	If bridge or box culvert replacement, are migratory bird nests present?
	Since this is a planning study, migratory bird nests have not been identified in the culvert at this time. A thorough investigation would need to be completed in conjunction with any future design project.
	 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 land adjacent to Door Creek is primarily agriculture with a mix of forest and wetlands. According to DNR, large portions of the adjacent wetlands have been drained. Much of Door Creek has been straightened and ditched to facilitate drainage and provide more agricultural land.
	<u>Description of the Door Creek Wetlands</u> According to DNR (http://dnr.wi.gov/water/waterDetail.aspx?key=11644), the Door Creek Wetlands are a shallow marsh with stands of cattail, which sits on a major peat deposit of the Yahara River Valley. The north end of the peat deposit is drier than the southern area, with sedge meadow and shrubs. Peat disturbance caused primarily by changes to Door Creek for agricultural purposes has a major nutrient impact on the Yahara River. This high quality wetland complex at the mouth of Door Creek provides excellent habitat for northern pike spawning and sandhill crane nesting; the cranes are expanding their range into the area.
9.	Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site:
	According to DNR (http://dnr.wi.gov/water/waterDetail.aspx?key=11644), Door Creek is a tributary to the Yahara River entering at Lake Kegonsa and begins as a small stream in the southeast corner of the Town of Burke. It flows south 12.7 miles to Lake Kegonsa. Door Creek and its tributaries drain 29.5 square miles of rolling agricultural land in the drumlin-marsh area of eastern Dane County.
	There is one unnamed upstream tributary to Door Creek which crosses US 12/18 approximately 1,000 feet west of Door Creek. Door Creek joins Little Door Creek downstream approximately ½ mile to the south of US 12/18.
10	Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment: [Note: Coast Guard must be notified when Section 10 waters are affected by a proposal. Also see Wetland Evaluation, Factor Sheet C-1, Question 8.]
	This study is for planning purposes. Should this planning study move to construction, US 12/18 would include improvements to the median and shoulders while maintaining the existing travel lanes. The median width would remain at 50 feet wide, and would consist of two 12-foot shoulders with dual median barrier with 22-foot spacing. The westbound direction would include the two existing lanes and include 12-foot inside and outside shoulders. Eastbound US 12/18 would utilize the two existing lanes with a 12-foot inside shoulder and 11-foot outside shoulder. Future proposed roadway improvements would likely include a box culvert replacement along Door Creek on US 12/18. This work would be completed within the 100-year floodplain. The proposed realigned Siggelkow Road would also cross existing Door Creek south of US 12/18. A new culvert would be proposed as part of this crossing. This work would be completed within the 100-year floodplain. See Exhibit 9 – Recommended Alternative - Detailed

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:
	Any future construction would comply with the National Flood Insurance Program, NR 116 and Executive Order 73. New construction would be planned and constructed in such a way as to comply with local floodplain development plans. Culverts would be sized to prevent creation of new backwater.
12.	Describe and provide the results of coordination with any floodplain zoning authority:
	Dane County was included on initial planning study scoping and invited to all Local Official Meetings and Public Involvement Meetings. Pursuant to Dane County Code of Ordinance Section 17.05(7), WisDOT reconstruction projects are exempt from the local floodplain regulations.
13.	Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?
	A hydraulic analysis is not proposed as part of this planning study, therefore upstream impacts have not been identified. A hydraulic analysis would be completed in conjunction with any future design project which would identify potential backwater impacts. However, the current freeway concepts would only likely involve minor changes to the existing stream crossings; therefore significant backwater impacts are unlikely.
	 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 Action would result in the construction of US 12/18 over Door Creek and a proposed realigned Siggelkow Road over Door Creek. Future proposed roadway improvements would likely include a box culvert replacement along Door Creek on US 12/18 and would be completed within the 100-year floodplain. The proposed realigned Siggelkow Road would also cross existing Door Creek south of US 12/18. A new culvert would be proposed as part of this crossing and this work would be completed within the 100-year 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:
	Impacts to water quality could occur during any future construction in the form of temporary disturbance of the stream banks, and this could disrupt the habitat temporarily. Plants, fish and wildlife would be expected to become reestablished relatively quickly after completion of the work.
	No adverse impacts to water quality are expected within the floodplain after construction is completed. Trans 401 <i>Construction Site Erosion Control and Storm Water Management Procedures for Department Actions</i> will apply to this project during future construction activities. Best management practices for TSS reduction by use of flatter roadside slopes and longitudinal ditches would be applied to minimize the potential for increased adverse effect on plants,

animals or fish

	difficient from the state of th
16.	Are measures proposed to enhance beneficial effects?
	No
	Yes. Describe:
	Since this is a planning study and no construction is currently planned, no measures to enhance beneficial effects

have been identified. However, as part of any future construction project, WisDOT, through TRANS 401 and Cooperative Agreement, would comply with the substantive permit requirements of Chapter 147 Wis. Stats. Wisconsin Pollutant Discharge Elimination System. Additionally, erosion control measures implemented during construction would conform to the standard specifications listed in WisDOT's Standard Specifications for Road and Bridge Construction and the Wisconsin Storm Water Management Technical Standards.

Some of the construction Best Management Practices (BMPs) could include silt fence, bale checks, temporary sediment basins, and detention basins incorporating infiltration could be incorporated as BMP's into the design of the project to manage storm water runoff and maintain/improve water quality on a permanent basis.

Wisconsin Department of Transportation

Alternative US 12/18 Corridor: West Alt 4 & East Alt 3	Total Length of Center Line of Existing Roadway 3.5 miles Length of This Alternative 3.5 miles		
Preferred ☐ Yes ☐ No ☐ None identified			
Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited.			
 Stream Name: Little Door Creek crosses US 12/18. See location. 	Exhibit 9 – Recommended Alternative - Detailed for stream		
 Stream Type: (Indicate Trout Stream Class, if known) Unknown Cool (Cold Transition) Headwater noted Warm water Cold water If trout stream, identify trout stream classification: Wild and Scenic River 			
 Size of Upstream Watershed Area: (Square miles or a Little Door Creek is located in the Yahara River and Lake 	•		
 4. Stream flow characteristics: low flow identified ☐ Permanent Flow (year-round) ☐ Temporary Flow (dry part of year) 			
darter E. If water quality data is available, include this information	cultural influences including hydrologic modification and non-		

6.	If bridge or box culvert replacement, are migratory bird nests present?
	Since this is a planning study, migratory bird nests have not been identified in the culvert at this time. A thorough investigation would need to be completed in conjunction with any future design project.
	 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 land adjacent to Little Door Creek is primarily agriculture with a mix of forest and wetlands.
9.	Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site:
	This small ditched stream joins Door Creek south of US 12/18.
10	Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment: [Note: Coast Guard must be notified when Section 10 waters are affected by a proposal. Also see Wetland Evaluation, Factor Sheet C-1, Question 8.]
	This study is for planning purposes. Should this planning study move to construction, US 12/18 would include improvements to the median and shoulders while maintaining the existing travel lanes. The median width would remain at 50 feet wide, and would consist of two 12-foot shoulders with dual median barrier with 22-foot spacing. The westbound direction would include the two existing lanes and include 12-foot inside and outside shoulders. Eastbound US 12/18 would utilize the two existing lanes with a 12-foot inside shoulder and 11-foot outside shoulder. A frontage road is proposed on the north side of US 12/18 between Femrite Drive and Vilas Road. Future proposed roadway improvements would likely include a box culvert extension and replacement along Little Door Creek at US 12/18. This work would be completed within the 100-year floodplain. The proposed realigned Vilas Road would cross existing Little Door Creek north of US 12/18. A new culvert would be proposed as part of this crossing. This work would be completed within the 100-year floodplain. See Exhibit 9 – Recommended Alternative - Detailed
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:
	Any future construction would comply with the National Flood Insurance Program, NR 116 and Executive Order 73. New construction would be planned and constructed in such a way as to comply with local floodplain development plans. Culverts would be sized to prevent creation of new backwater.
12	. Describe and provide the results of coordination with any floodplain zoning authority:
	Dane County was included on initial project scoping and invited to all Local Official Meetings and Public Involvement Meetings. Pursuant to Dane County Code of Ordinance Section 17.05(7), WisDOT reconstruction projects are exempt from the local floodplain regulations.

Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?
A hydraulic analysis is not proposed as part of this planning study, therefore upstream impacts have not been identified. A hydraulic analysis would be completed in conjunction with any future design project which would identify potential backwater impacts. However, the current freeway concepts would only likely involve minor changes to the existing stream crossings; therefore significant backwater impacts are unlikely.
 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.
Discuss existing or planned floodplain use and briefly summarize the project's effects on that use:
The Proposed Action would result in the construction of realigned Vilas Road over Little Door Creek within the 100-year floodplain. In addition, the culvert extension at the US 12/18 Little Door Creek crossing would also be constructed in the 100-year floodplain.
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:
Impacts to water quality could occur during any future construction in the form of temporary disturbance of the stream banks, and this could disrupt the habitat temporarily. Plants, fish and wildlife would be expected to become reestablished relatively quickly after completion of the work.
No adverse impacts to water quality are expected within the floodplain after construction is completed. Trans 401 <i>Construction Site Erosion Control and Storm Water Management Procedures for Department Actions</i> will apply to this project during future construction activities. Best management practices for TSS reduction by use of flatter roadside slopes and longitudinal ditches would be applied to minimize the potential for increased adverse effect on plants, animals, or fish.
Are measures proposed to enhance beneficial effects?
No☐ Yes. Describe:
Since this is a planning study and no construction is currently planned, no measures to enhance beneficial effects have been identified. However, as part of any future construction project, WisDOT, through TRANS 401 and Cooperative Agreement, would comply with the substantive permit requirements of Chapter 147 Wis. Stats. Wisconsin Pollutant Discharge Elimination System. Additionally, erosion control measures implemented during construction would conform to the standard specifications listed in WisDOT's Standard Specifications for Road and Bridge Construction and the Wisconsin Storm Water Management Technical Standards.
Some of the construction Best Management Practices (BMPs) could include silt fence, bale checks, temporary sediment basins, and detention basins incorporating infiltration could be incorporated as BMP's into the design of the project to manage storm water runoff and maintain/improve water quality on a permanent basis.

Wisconsin Department of Transportation

Alternative US 12/18 Corridor: West Alt 4 & East Alt 3	Total Length of Center Line of Existing Roadway 3.5 miles Length of This Alternative 3.5 miles			
Preferred ☑ Yes ☐ No ☐ None identified				
Prior to any future construction, new environmental document revisited.	Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited.			
Stream Name: Unnamed Tributary to Door Creek crosses Detailed for stream location.	s US 12/18. See Exhibit 9 – Recommended Alternative -			
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 ac This unnamed tributary of Door Creek is located in the Ya mi ²	res) hara River and Lake Kegonsa watershed which is 126.33			
 4. Stream flow characteristics: Unknown Permanent Flow (year-round) Temporary Flow (dry part of year) 				
5. Stream Characteristics: A. Substrate: Unknown 1.	" list? d nests present? not been identified in the culvert at this time. A thorough			

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 land adjacent to this unnamed tributary is primarily wetland with a mix of forest and agriculture.
9.	Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site:
	This unnamed tributary splits from Door Creek north of US 12/18 and terminates approximately $\frac{1}{2}$ mile southwest of this split.
10.	Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment: [Note: Coast Guard must be notified when Section 10 waters are affected by a proposal. Also see Wetland Evaluation, Factor Sheet C-1, Question 8.]
	This study is for planning purposes. Should this planning study move to construction, US 12/18 would include improvements to the median and shoulders while maintaining the existing travel lanes. The median width would remain at 50 feet wide, and would consist of two 12-foot shoulders with dual median barrier with 22-foot spacing. The westbound direction would include the two existing lanes and include 12-foot inside and outside shoulders. Eastbound US 12/18 would utilize the two existing lanes with a 12-foot inside shoulder and 11-foot outside shoulder. Future proposed roadway improvements would likely include a box culvert extension or replacement over this tributary to Door Creek. This work would be completed within the 100-year floodplain. See Exhibit 9 – Recommended Alternative - Detailed
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:
	Any future construction would comply with the National Flood Insurance Program, NR 116 and Executive Order 73. New construction would be planned and constructed in such a way as to comply with local floodplain development plans. Culverts would be sized to prevent creation of new backwater.
12.	Describe and provide the results of coordination with any floodplain zoning authority:
	Dane County was included on initial project scoping and invited to all Local Official Meetings and Public Involvement Meetings. Pursuant to Dane County Code of Ordinance Section 17.05(7), WisDOT reconstruction projects are exempt from the local floodplain regulations.
13.	Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?
	A hydraulic analysis is not proposed as part of this planning study, therefore upstream impacts have not been identified. A hydraulic analysis would be completed in conjunction with any future design project which would identify potential backwater impacts. However, the current freeway concepts would only likely involve minor changes to the existing stream crossings; therefore significant backwater impacts are unlikely.
	 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 Action would result in the construction of US 12/18 over this unnamed tributary to Door Creek. The proposed construction of the culvert would take place within the 100-year 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:
	Impacts to water quality could occur during any future construction in the form of temporary disturbance of the stream banks, and this could disrupt the habitat temporarily. Plants, fish and wildlife would be expected to become reestablished relatively quickly after completion of the work.
	No adverse impacts to water quality are expected within the floodplain after construction is completed. Trans 401 <i>Construction Site Erosion Control and Storm Water Management Procedures for Department Actions</i> will apply to this project during future construction activities. Best management practices for TSS reduction by use of flatter roadside slopes and longitudinal ditches would be applied to minimize the potential for increased adverse effect on plants, animals, or fish.
16.	Are measures proposed to enhance beneficial effects?
	NoYes. Describe:
	Since this is a planning study and no construction is currently planned, no measures to enhance beneficial effects have been identified. However, as part of any future construction project, WisDOT, through TRANS 401 and Cooperative Agreement, would comply with the substantive permit requirements of Chapter 147 Wis. Stats. Wisconsin Pollutant Discharge Elimination System. Additionally, erosion control measures implemented during construction would conform to the standard specifications listed in WisDOT's Standard Specifications for Road and Bridge Construction and the Wisconsin Storm Water Management Technical Standards.
	Some of the construction Best Management Practices (BMPs) could include silt fence, bale checks, temporary sediment basins, and detention basins incorporating infiltration could be incorporated as BMP's into the design of the project to manage storm water runoff and maintain/improve water quality on a permanent basis.

Wisconsin Department of Transportation

Alternative US 12/18 Corridor: West Alt 4 & East Alt 3	Total Length of Center Line of Existing Roadway 3.5 miles Length of This Alternative 3.5 miles			
Preferred ☐ Yes ☐ No ☐ None identified				
Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited.				
Stream Name: Unnamed Tributary to Door Creek crosse Detailed for stream location.	s County AB. See Exhibit 9 – Recommended Alternative -			
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				
 Size of Upstream Watershed Area: (Square miles or ac This unnamed tributary of Door Creek is located in the Ya mi² 	cres) ahara River and Lake Kegonsa watershed which is 126.33			
 4. Stream flow characteristics: Unknown Permanent Flow (year-round) Temporary Flow (dry part of year) 				
5. Stream Characteristics: A. Substrate: Unknown 1.	ion: Unknown			
 F. Is this river or stream on the DNR's "Impaired Waters No ☐ Yes - List: 6. If bridge or box culvert replacement, are migratory bir. 				
Since this is a planning study, migratory bird nests have investigation would need to be completed in conjunction. Not Applicable None identified Yes – Identify Bird Species present Estimated number of nests is:	not been identified in the culvert at this time. A thorough			

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 land adjacent to this unnamed tributary is primarily agriculture.
9.	Identify upstream or downstream dischargers or receivers (if any) within 0.8 kilometers (1/2 mile) of the project site:
	This unnamed tributary splits from Door Creek approximately 1,500 feet north of Hope Road and terminates approximately 1 mile west of this split.
10.	Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment: [Note: Coast Guard must be notified when Section 10 waters are affected by a proposal. Also see Wetland Evaluation, Factor Sheet C-1, Question 8.]
	This study is for planning purposes. Should this planning study move to construction, County AB would be realigned east of the existing County AB & Femrite Drive intersection. The proposed roadway improvements would likely include a box culvert replacement over the tributary both on County AB and Femrite Drive. See Exhibit 9 – Recommended Alternative - Detailed
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:
	Any future construction would comply with the National Flood Insurance Program, NR 116 and Executive Order 73. New construction would be planned and constructed in such a way as to comply with local floodplain development plans. Culverts would be sized to prevent creation of new backwater.
12.	Describe and provide the results of coordination with any floodplain zoning authority:
	Dane County was included on initial project scoping and invited to all Local Official Meetings and Public Involvement Meetings. Pursuant to Dane County Code of Ordinance Section 17.05(7), WisDOT reconstruction projects are exempt from the local floodplain regulations.
13.	Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?
	A hydraulic analysis is not proposed as part of this planning study, therefore upstream impacts have not been identified. A hydraulic analysis would be completed in conjunction with any future design project which would identify potential backwater impacts. However, the current freeway concepts would only likely involve minor changes to the existing stream crossings; therefore significant backwater impacts are unlikely.
	 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 Action would result in the improvements of County AB and Femrite Drive over this unnamed tributary to Door Creek. The proposed improvement of the County AB culvert would take place within the 100-year 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:
	Impacts to water quality could occur during any future construction in the form of temporary disturbance of the stream banks, and this could disrupt the habitat temporarily. Plants, fish and wildlife would be expected to become reestablished relatively quickly after completion of the work.
	No adverse impacts to water quality are expected within the floodplain after improvements are completed. Trans 401 <i>Construction Site Erosion Control and Storm Water Management Procedures for Department Actions</i> will apply to this project during future construction activities. Best management practices for TSS reduction by use of flatter roadside slopes and longitudinal ditches would be applied to minimize the potential for increased adverse effect on plants, animals, or fish.
16.	Are measures proposed to enhance beneficial effects?
	No☐ Yes. Describe:
	Since this is a planning study and no construction is currently planned, no measures to enhance beneficial effects have been identified. However, as part of any future construction project, WisDOT, through TRANS 401 and Cooperative Agreement, would comply with the substantive permit requirements of Chapter 147 Wis. Stats. Wisconsin Pollutant Discharge Elimination System. Additionally, erosion control measures implemented during construction would conform to the standard specifications listed in WisDOT's Standard Specifications for Road and Bridge Construction and the Wisconsin Storm Water Management Technical Standards.
	Some of the construction Best Management Practices (BMPs) could include silt fence, bale checks, temporary sediment basins, and detention basins incorporating infiltration could be incorporated as BMP's into the design of the project to manage storm water runoff and maintain/improve water quality on a permanent basis.

UPLAND WILDLIFE AND HABITAT EVALUATION

Wisconsin Department of Transportation

Factor Sheet C-5

Alternative US 12/18 Corridor: West Alt 4 & East Alt 3	Total Length of Center Line of Existing Roadway 3.5 miles Length of This Alternative 3.5 miles		
Preferred			

Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited.

1. Proposed Work in Upland Areas:

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

The Proposed Action would require removal of top soil, clearing, grubbing and grading in upland areas during any future construction and would require the permanent conversion of 12.53 acres of uplands. However, no construction is currently proposed as part of this study. This Environmental Assessment is being prepared for a corridor study for mapping purposes and any proposed work within any upland areas would be addressed with a future environmental document. For Upland areas, See Exhibit 9 – Recommended Alternative - Detailed

2. Vegetation/Habitat:

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

Uplands in project area are anticipated to consist of grasses, shrubs and trees.

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

Any roadside areas that may be affected by any future construction would be re-seeded after construction.

3. Wildlife:

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

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

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

The DNR indicated there is evidence of past migratory birds nesting on the existing structures, however, with mitigation measures, the Proposed Action is not expected to have an effect on these resources.

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

The total area of upland impacts are fairly minor, therefore any impacts to wildlife would be minimal. It may be possible that during any future construction activities, some wildlife would be displaced.

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

None have been identified.

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

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

CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-2				
Alternative US 12/18 Corridor: West Alt 4 & East Alt 3	Total Length of Center Line of Existing Roadway 3.5 miles Length of This Alternative 3.5 miles			
Preferred ☑ Yes ☐ No ☐ None Identified				
Prior to any future construction, new environmental docu revisited.	mentation will need to be completed and environmental impacts			
	es, or other noise sensitive areas near the proposed action ne proposed action. Include the number of persons			
operations and scattered residences located along the	cent land use is primarily agricultural. There are farming ne corridor and adjacent side roads. Yahara Hills Golf Course is US 12/18 for approximately 0.75 miles. There are no schools or			
	proximately 18 farm operations, 17 households and 13 corridor that could be affected by construction sound. Any porary, and transient in nature.			
2. Describe the types of construction equipment to noise levels including the frequency and duration	be used on the project. Discuss the expected severity of n of any anticipated high noise levels:			
of operation and specific type of work effort. However	vary greatly, depending on equipment type/model/make, duration er, typical noise levels may occur in the 67 to 107 dBA range at a age for typical noise levels for a variety of construction equipment.			
 3. Describe the construction stage noise abatement measures to minimize identified adverse noise effects. Check all that apply: WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply. WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to P.M. until A.M. WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply with the exception that the hours of operation requiring the engineer's written approval for operations will be changed to P.M. until A.M. Special construction stage noise abatement measures will be required. Describe: 				

FIGURE 1, CONSTRUCTION EQUIPMENT SOUND LEVELS

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

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

HAZARDOUS SUBSTANCES OR CONTAMINATION EVALUATION Wisconsin Department of Transportation

Factor Sheet D-4

	Total Length of Center Line of Existing Roadway 3.5 miles Length of This Alternative 3.5 miles
Preferred	

Prior to any future construction, new environmental documentation will need to be completed and environmental impacts revisited.

Briefly describe the results of the Phase 1 Hazardous Materials Assessment for this alternative. Do not use property identifiers (owner name, address or business name):

The Site Reference #'s listed below corresponds to the order in which they are presented in the Phase I Environmental/Hazardous Materials Assessment Report and Addendum.

Site Reference #	Land Use of Concern (Past or Present)	Contaminants of Concern	Phase 1 Recommendations	Phase 2 Recommended? Y/N
1	LUST site, closed 2004	Residual groundwater contamination	A Phase III Environmental Site Assessment is recommended to be performed prior to any property transfer or subsurface activities to determine concentrations and extent of contamination.	N (no additional assessments are proposed in conjunction with this planning study)
2	ERP site, closed 2005	Low levels of 1- and 2-methylnaphthalene in the soil	Pending final project designs and associated determinations of property acquisition needs, further investigation prior to acquisition may be warranted.	N
3	LUST site, closed 2002	Soil contamination	The distance from the project corridor and the lack of remaining residual contamination would indicate no additional assessment is warranted at this time.	N
4	Spill incident, barrel falling off truck, closed 1987	55 gallons of engine waste oil spilled	Assessment activities are not recommended with respect to adjacent properties. Precaution should be taken during roadway construction activities.	N
5	Spill incident, tank falling off truck, closed 1988	Release of 1-gallon of pesticides, herbicides, and insecticides	Assessment activities are not recommended with respect to adjacent properties. Precaution should be taken during roadway construction activities.	N
6	Spill incident, broken pit lock, closed 1994	Release of 100 gallons of diesel fuel	Assessment activities are not recommended with respect to adjacent properties. Precaution should be taken during roadway construction activities.	N

7	Spill incident, traffic accident, closed 1996	150 gallons of fuel oil spilled	Assessment activities are not recommended with respect to adjacent properties. Precaution should be taken during roadway construction activities.	N
8	LUST site, closed 1999	Soil and groundwater contamination	DNR BRRTS website indicates this site does not pose an environmental concern to the project corridor. When file review information is obtained, a recommendation can be made.	N

Additional comments:

Based on the findings of the Phase I Hazardous Material Assessment, no additional assessment is recommended for the subject corridor at the current time since the project is still a preliminary study with no construction activities proposed.

2. Were any parcels not included in the Phase 1 assessment?

□ No

Yes - How many: 4

Why were they not reviewed?

Three landfill sites were listed within 0.5 miles of the subject corridor. Currently, the Dane County Rodefeld #2 Landfill constructed cells are over 200 feet from the existing right-of-way. Unless future designs would indicate property acquisition within this area, no further action is warranted at this time.

A business on Vilas Road has been identified as a historical auto station since 2001. There are no additional records of hazardous waste, storage tanks, or previous environmental investigation on the property. As an auto body shop, there is a reasonable potential for a release of petroleum or other hazardous materials on the site, and a *Phase 2 Environmental Site Assessment is recommended* to evaluate the presence of soil and/or groundwater contamination on the property.

3. Have Phase 2 or 2.5 Assessments been completed?

This Environmental Assessment is being prepared for a corridor study for mapping purposes and additional investigations would be completed in conjunction with a future environmental document. No Phase 2 or 2.5 Assessments have been completed.

Discuss the results:

Site Reference #	Phase 2/2.5 Recommendations	Remediation Recommended?		Is WisDOT a Responsible Party?	
		Yes	No	Yes	No

4. Describe the results of any additional investigations performed by WisDOT or others: (Include the number of sites investigated, the level of investigation and results for each site)

Registered Storage Tanks

A total of 38 UST sites and 8 AST sites were identified within approximately 0.25 miles of the subject corridor. Of the 36 sites, there are 12 UST and/or AST sites adjacent to the subject corridor work area, with 8 USTs and 6 ASTs currently in use. Due to the rural nature of the subject corridor, although not observed, additional ASTs or USTs may be situated on other farmsteads located adjacent to the subject corridor.

Non-Geocoded Sites

Non-geocoded or "orphan" sites are those sites reported by Environmental Data Resources, Inc. (EDR) that cannot be located relative to the target property due to insufficient address information. A total of 36 non-geocoded sites were listed in the EDR report. No additional non-geocoded sites that would have a detrimental impact on the subject corridor were located.

5. Describe proposed action to avoid hazardous materials contamination:

Additional investigations would be completed in the future prior to any construction activities and efforts should be made to avoid any identified sites of concern.

6. Describe the remediation and waste management practices to be included in the design for areas where contamination cannot be avoided (e.g., waste handling plan, remediation of contamination, design changes to minimize disturbances):

Prior to any future construction activities, additional investigations would be completed in conjunction with a future environmental document. If sites of concern are identified, efforts would be made to avoid those areas during the design of the project. If contaminated sites can't be avoided, the region would work with all concerned parties to insure that the disposition of any petroleum contamination is resolved to the satisfaction of the DNR, WisDOT BTS – Environmental Services Section and the FHWA before acquisition of any questionable site, and before advertising the project for letting. Non-petroleum sites would be handled on a case-by-case basis with detailed documentation and coordination with the FHWA, as needed.

7. List any parcels with known contamination, proposed for acquisition:

At this time in the study planning process, one parcel (Site Reference # 2) has been identified as a potential acquisition property with the current recommended alternative footprint. However, since this is a planning study, no acquisitions are proposed at this time.

8.	Bridge Projects Only:	Has the structure been inspected for the presence of asbestos	containing materials
	(ACMs)?		

\boxtimes	No - Explain: There are no bridges within the limits of this study.
	Yes:
	Were regulated ACMs identified?
	□ No ·
	Yes:
	State the standard language to be incorporated in the special provisions of the project

LIST OF EXHIBITS

Exhibit 1	Project Location Map
Exhibit 2	Project Study Sections
Exhibit 3	Corridor Preservation
Exhibit 4	Traffic Volumes
Exhibit 5	Relationship to Other Projects
Exhibit 6	West Recommended Alternative & Typical Sections
Exhibit 7	East Recommended Alternative & Typical Sections
Exhibit 8	Combined Recommended Alternative
Exhibit 9	Recommended Alternative – Detailed
Exhibit 10	Zoning Map
Exhibit 11-1	City of Madison Current Land Use Map
Exhibit 11-2	Dane County Planned Use Map
Exhibit 11-3	City of Madison Future Land Use Map
Exhibit 11-4	Town of Cottage Grove Future Land Use Map
Exhibit 12	Dane County Regional Trail Map

EXHIBIT 1 PROJECT LOCATION MAP

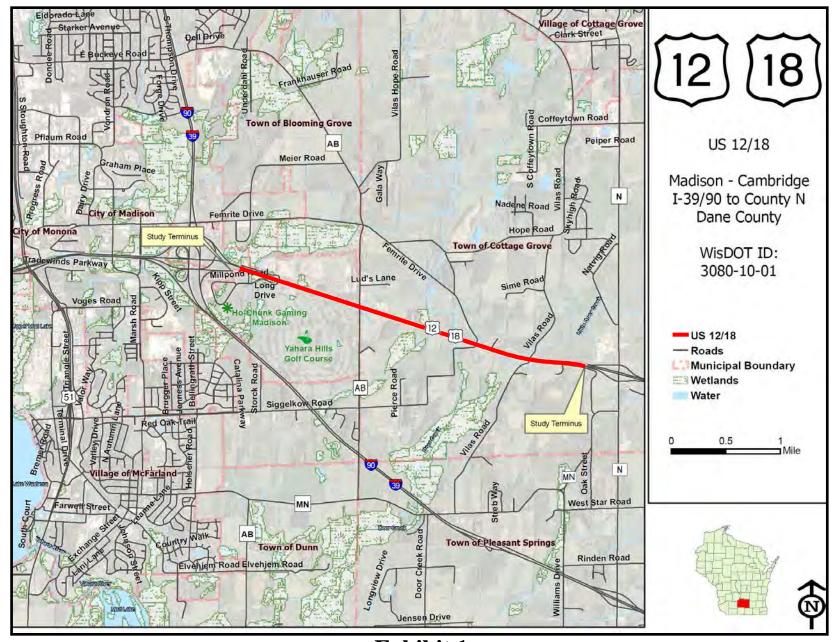


Exhibit 1PROJECT LOCATION MAP

EXHIBIT 2 PROJECT STUDY SECTIONS

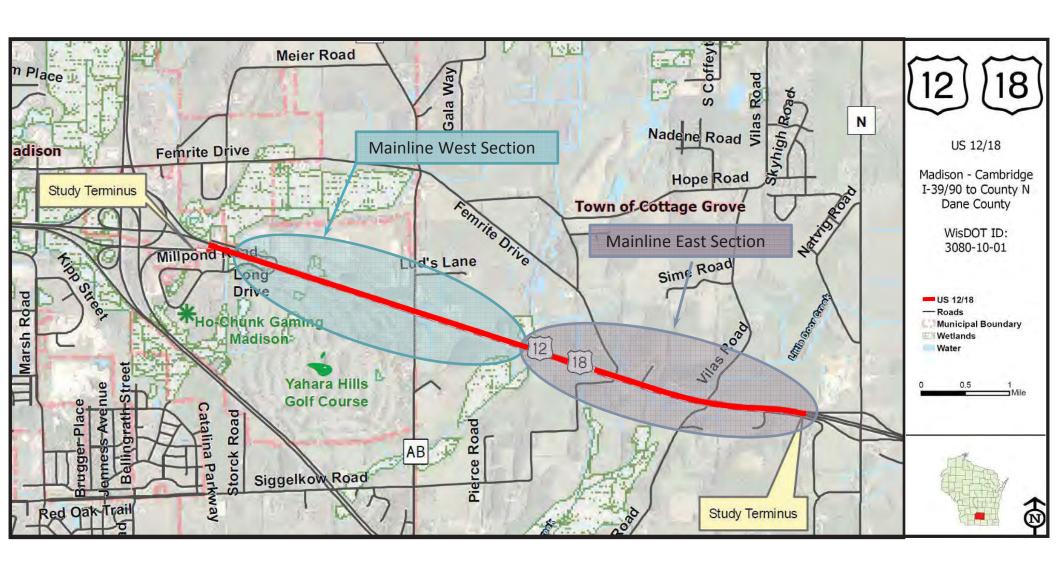


Exhibit 2
Project Study Sections

EXHIBIT 3 CORRIDOR PRESERVATION

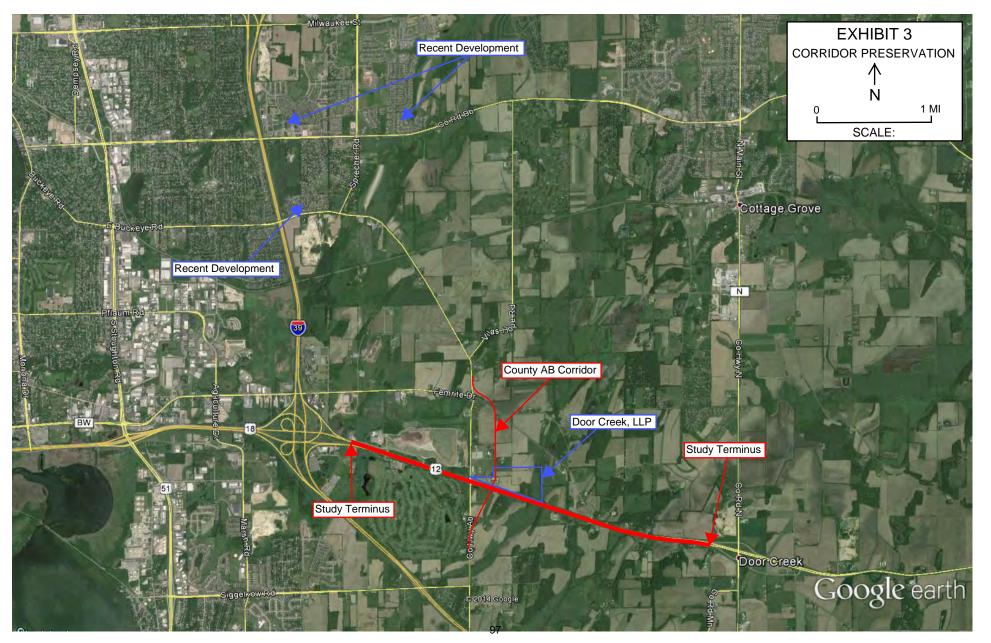


EXHIBIT 4 TRAFFIC VOLUMES

WisDOT TRAFFIC FORECAST REPORT

PROJECT ID(S): 3080-10-01 ROUTE(S): USH 12/18

Region/COUNTY(IES): SW / Dane

LOCATION: Side Roads REVISED: October 15, 2013 Developed by: Mike Sillence Phone: (608) 266-3322 FAX #: (608) 267-1856

E-Mail: mike.sillence@dot.wi.gov





				Site IDs are Colored, Bolded, and Underlined				
ı	Design Val	ues (%)		-000-	2012 Count	(000)	2020 AADT	١
Sites	130387	132095	131604	*000* 2010 Count		[000] 2030 AADT		١.
Routes →	USH 12	Millpond	CTH AB			000	2040 AADT	1
Volume(s):	38000	9520	8800					2
K250	9.5	10.2	10.1	Truck Class Percents				
K100	10.7	11.2	11.3	Class	130387	132095	131604	2
K30	11.4	12.7	12.4	2D	2.0	0.5	1.9	t
P	13.9	17.5	15.2	3AX	1.3	1.3	1.4	t
				2S1+2S2	1.2	1.1	0.9	
D(Dsgn. Hr.)	60/40	62/38	60/40	3-S2	3.4	0.4	1.2	
T(DHV)	6.8	2.7	4.7	DBL-BTM	0.2	0.1	0.1	
T(PHV)	3.7	1.5	2.5	TOTAL	8.1%	3.4%	5.6%	l

NOTES ON THE FORECAST:

- 1. This projection was generated using the 2035 Dane County Model, TAFIS, and Forecasts 4079 (completed 2012) and 4274 (completed 2013).
- 2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.

MORE NOTES ON THE FORECAST:

- 3. USH 12/18 is a Factor Group IV (Rural-Other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a Rural Principal Arterial (2) for count purposes.
- 4. The Dane County Travel Demand Model was used to complete this forecast. The Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.

Exhibit 4

EXHIBIT 5 RELATIONSHIP TO OTHER PROJECTS

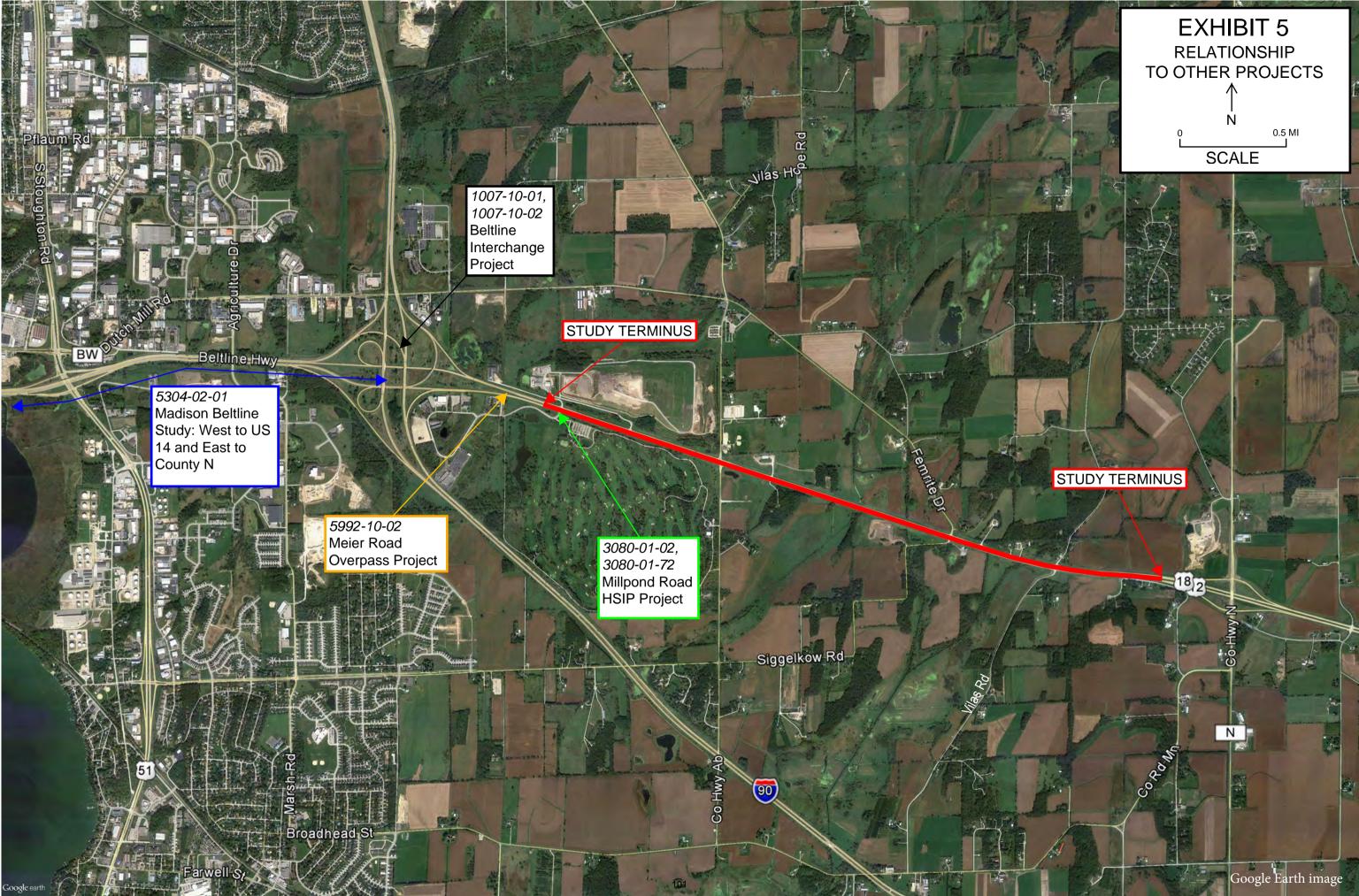
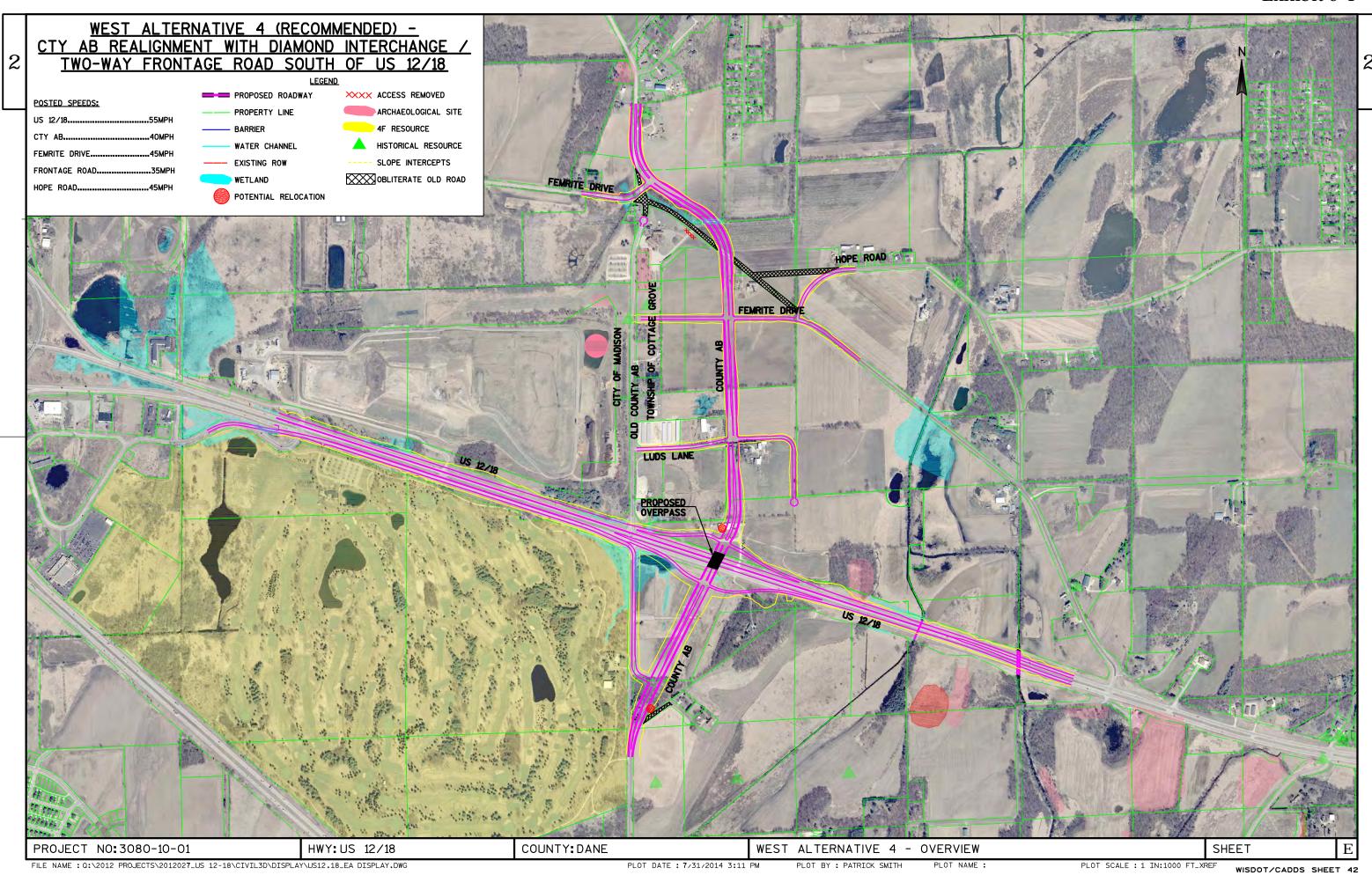


EXHIBIT 6 WEST RECOMMENDED ALTERNATIVE & TYPICAL SECTIONS



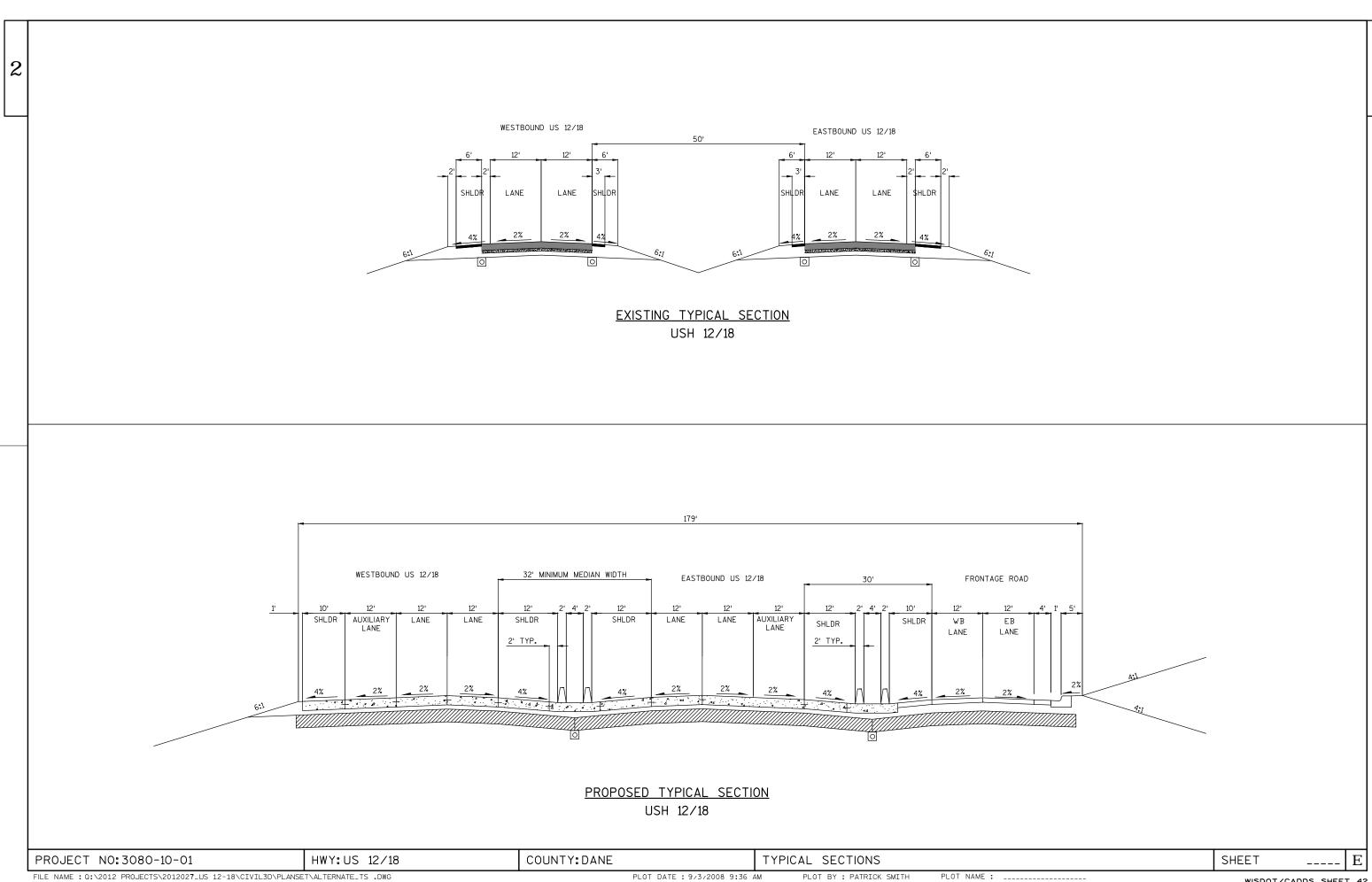


Exhibit 6-3

128′ VARIABLE WIDTH* MEDIAN 2' 8' 5' Terracewalk 11′ 11′ 11′ 11′ 11' 11′ WALKTERRACE BIKE BIKE LANE LANE LANE LANE LANE LANE LANE * 30 FT AT INTERCHANGE 20 FT NORTH AND SOUTH OF INTERCHANGE NEAR INTERCHANGE: 9-INCH CONCRETE 6-INCH 1-1/4" CABC 16-INCH SELECT CRUSHED NORTH AND SOUTH OF INTERCHANGE 6-INCH ASPHALT 12-INCH 1-1/4" CABC 6-INCH 3" CABC COUNTY AB PROPOSED TYPICAL SECTION COUNTY: DANE PROJECT NO:3080-10-01 HWY: US 12/18 TYPICAL SECTIONS SHEET

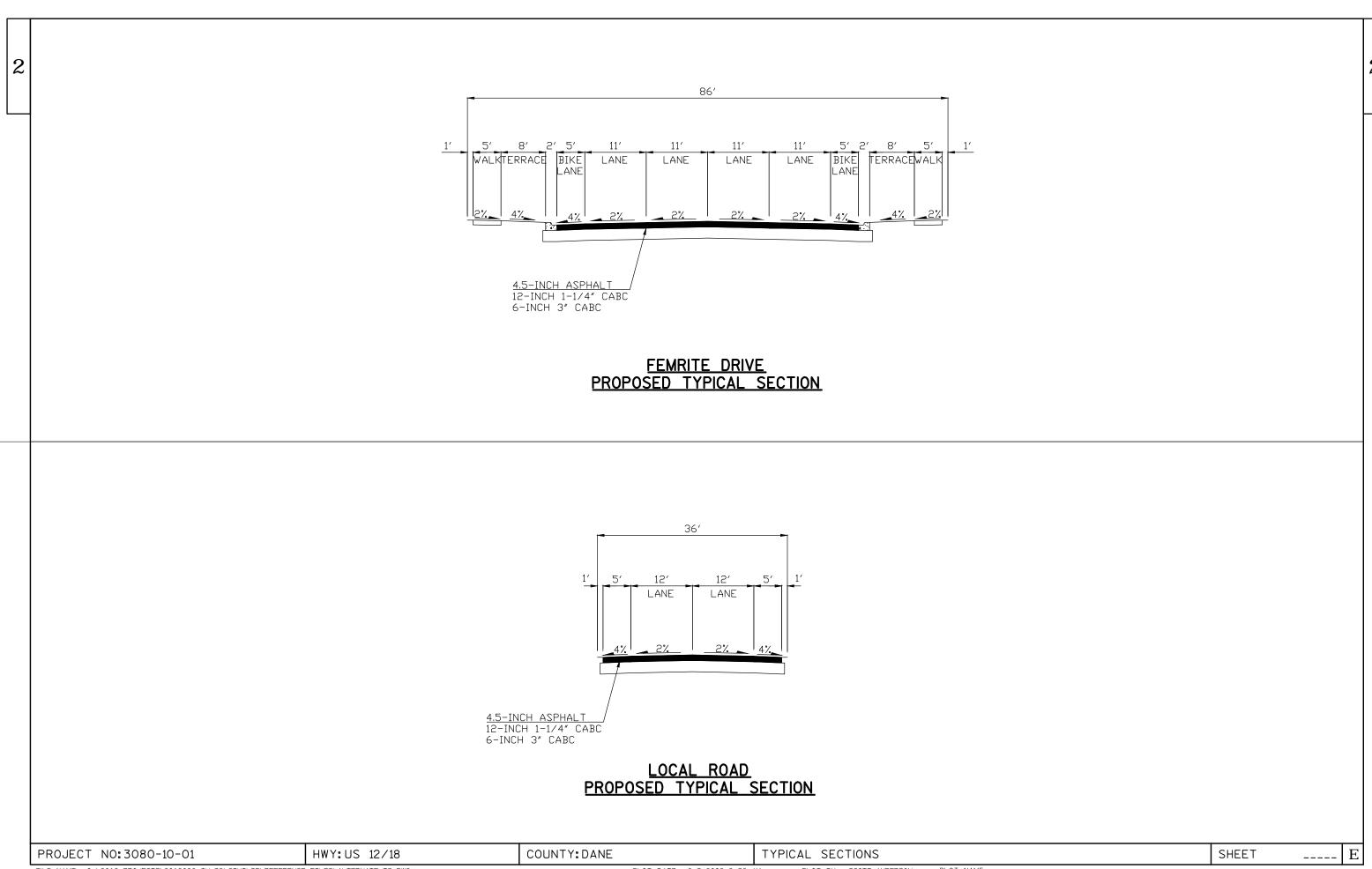
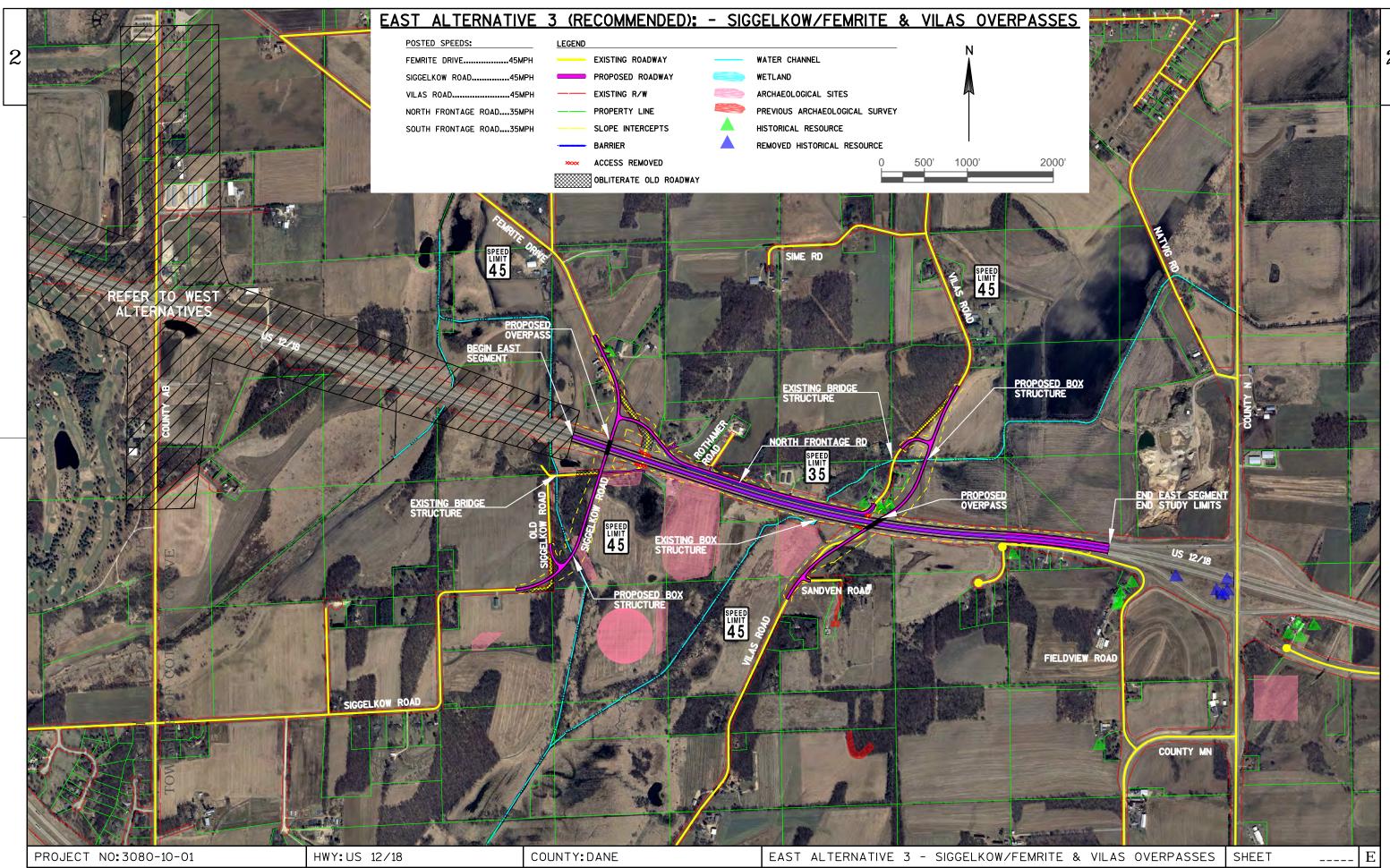
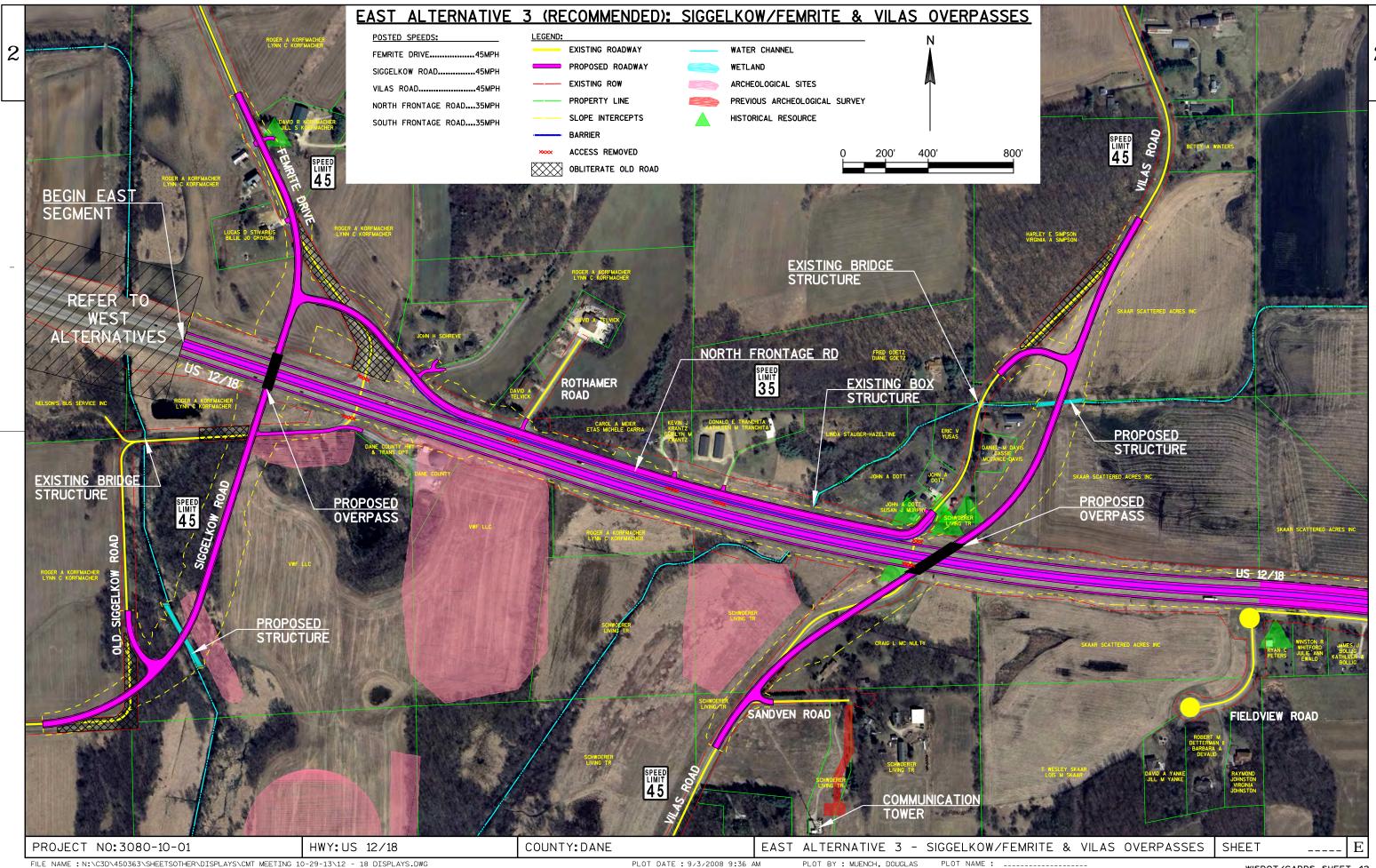


EXHIBIT 7 EAST RECOMMENDED ALTERNATIVE & TYPICAL SECTIONS





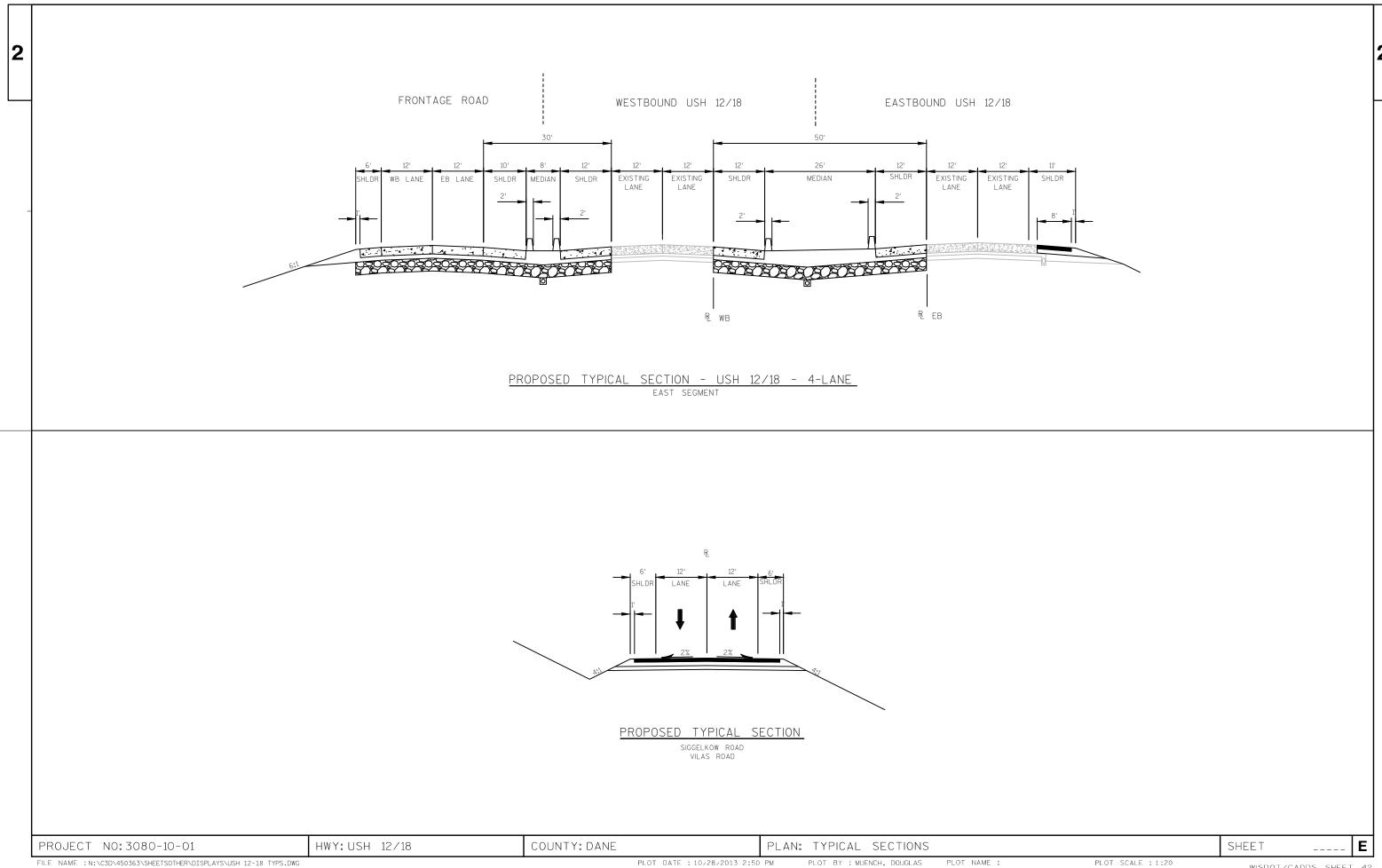


EXHIBIT 8 COMBINED RECOMMENDED ALTERNATIVE

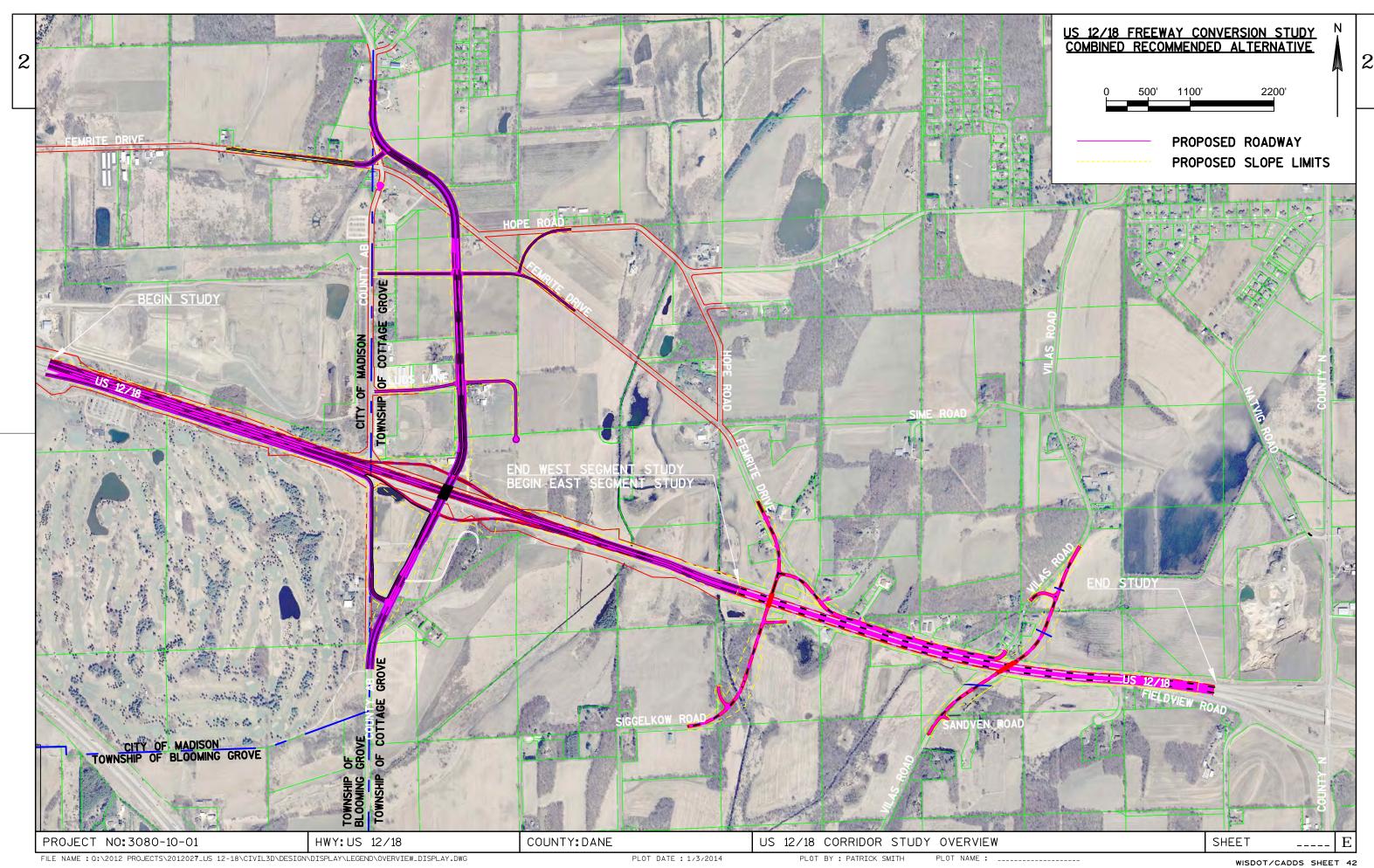
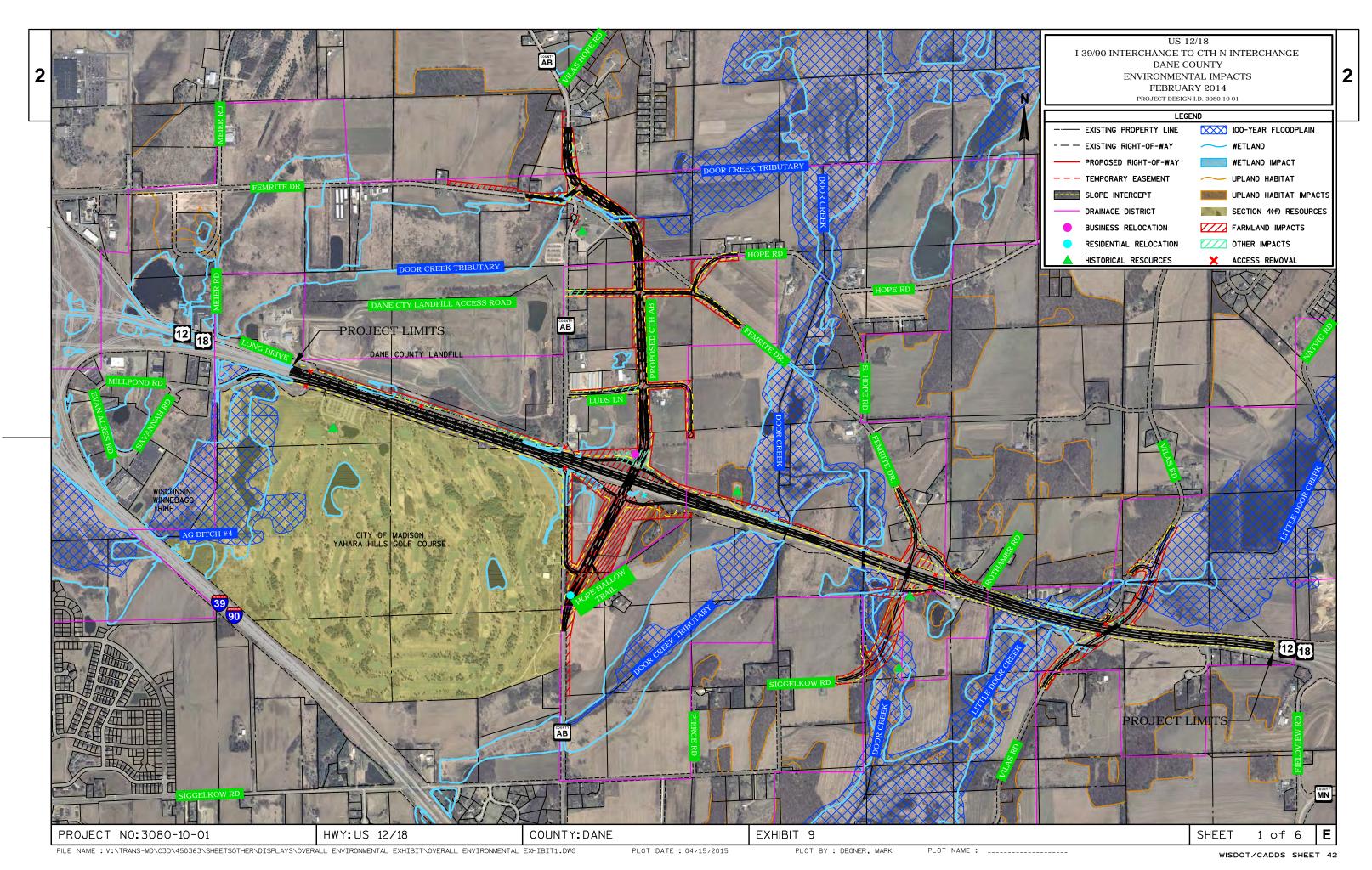
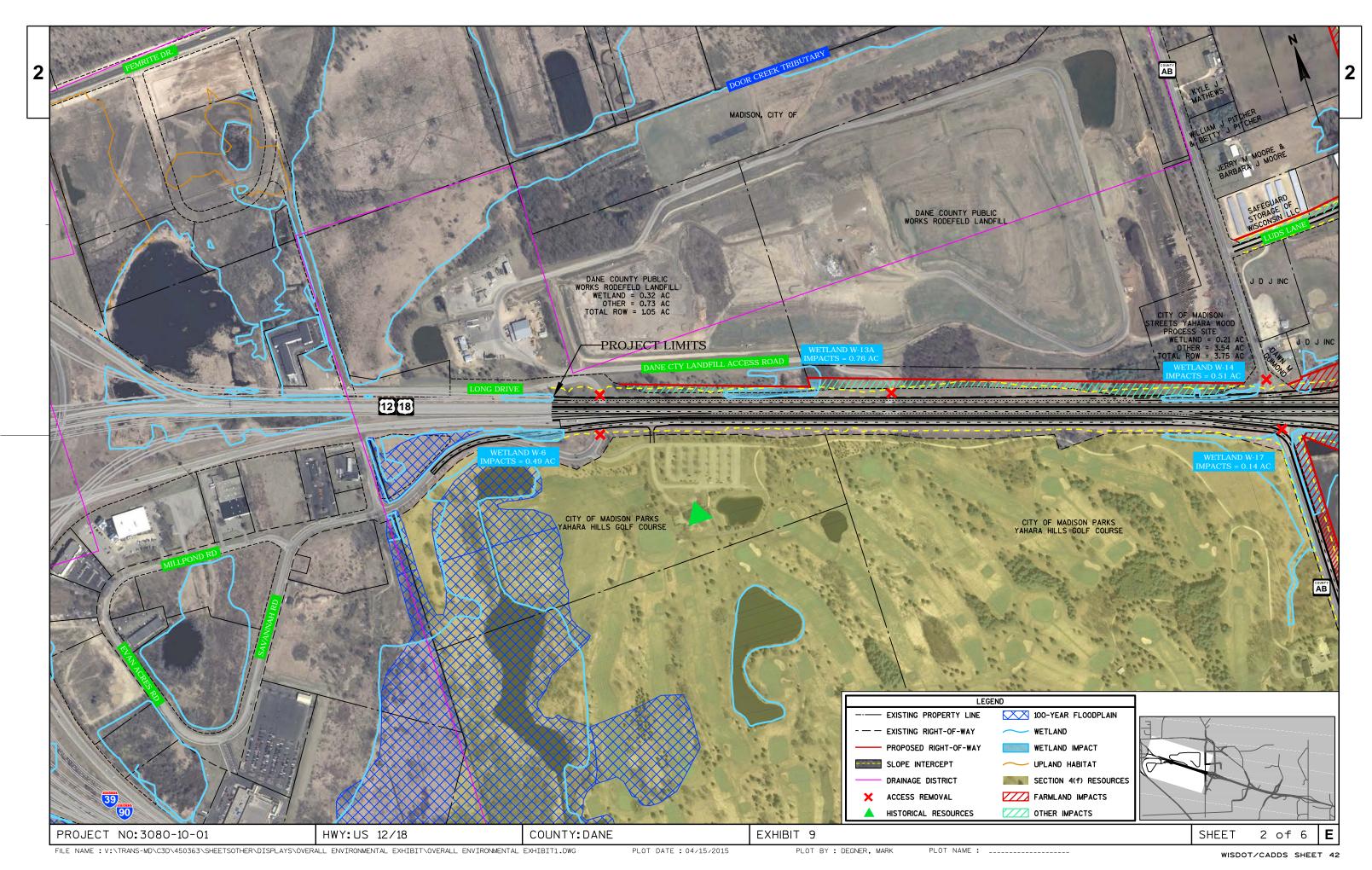
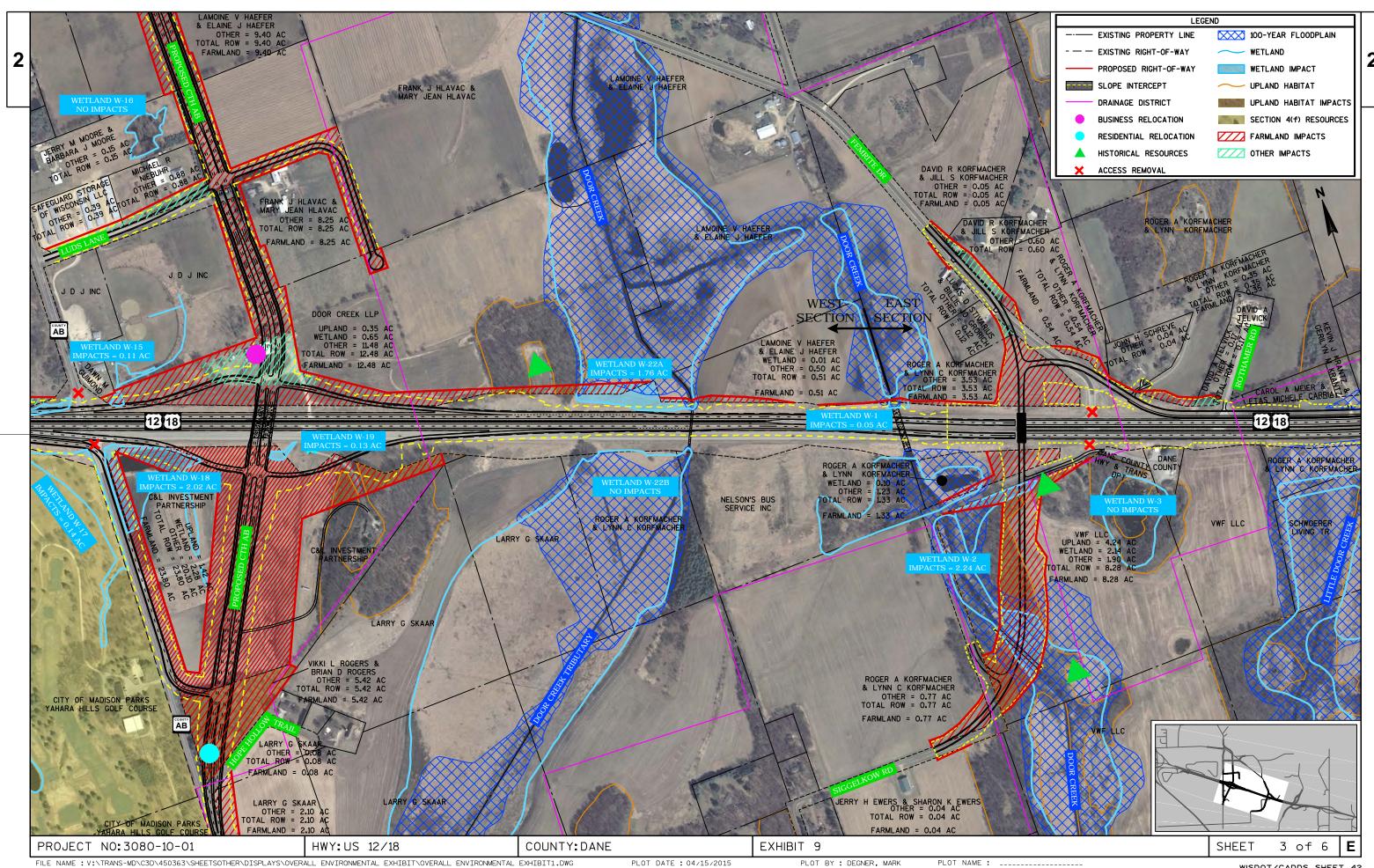
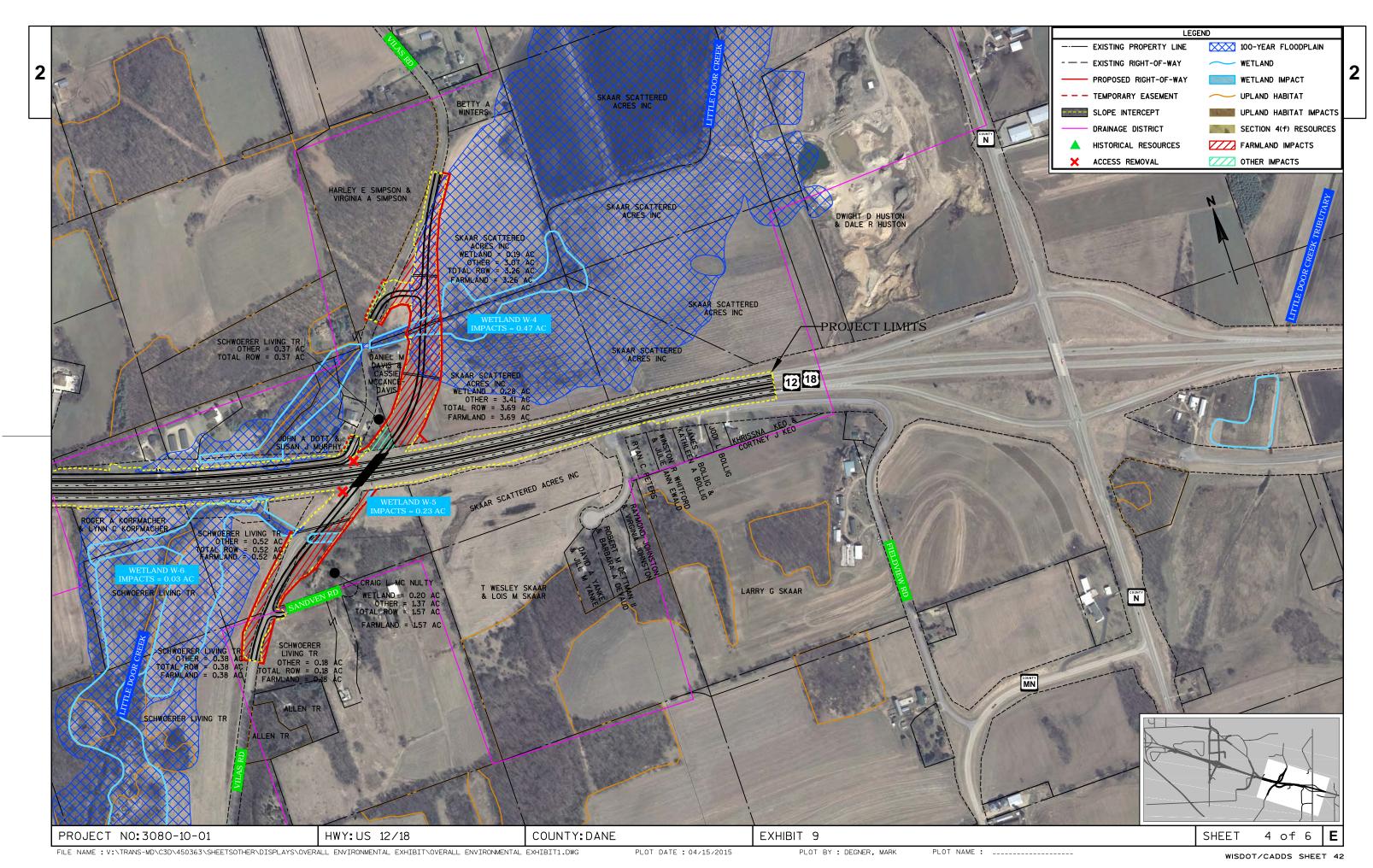


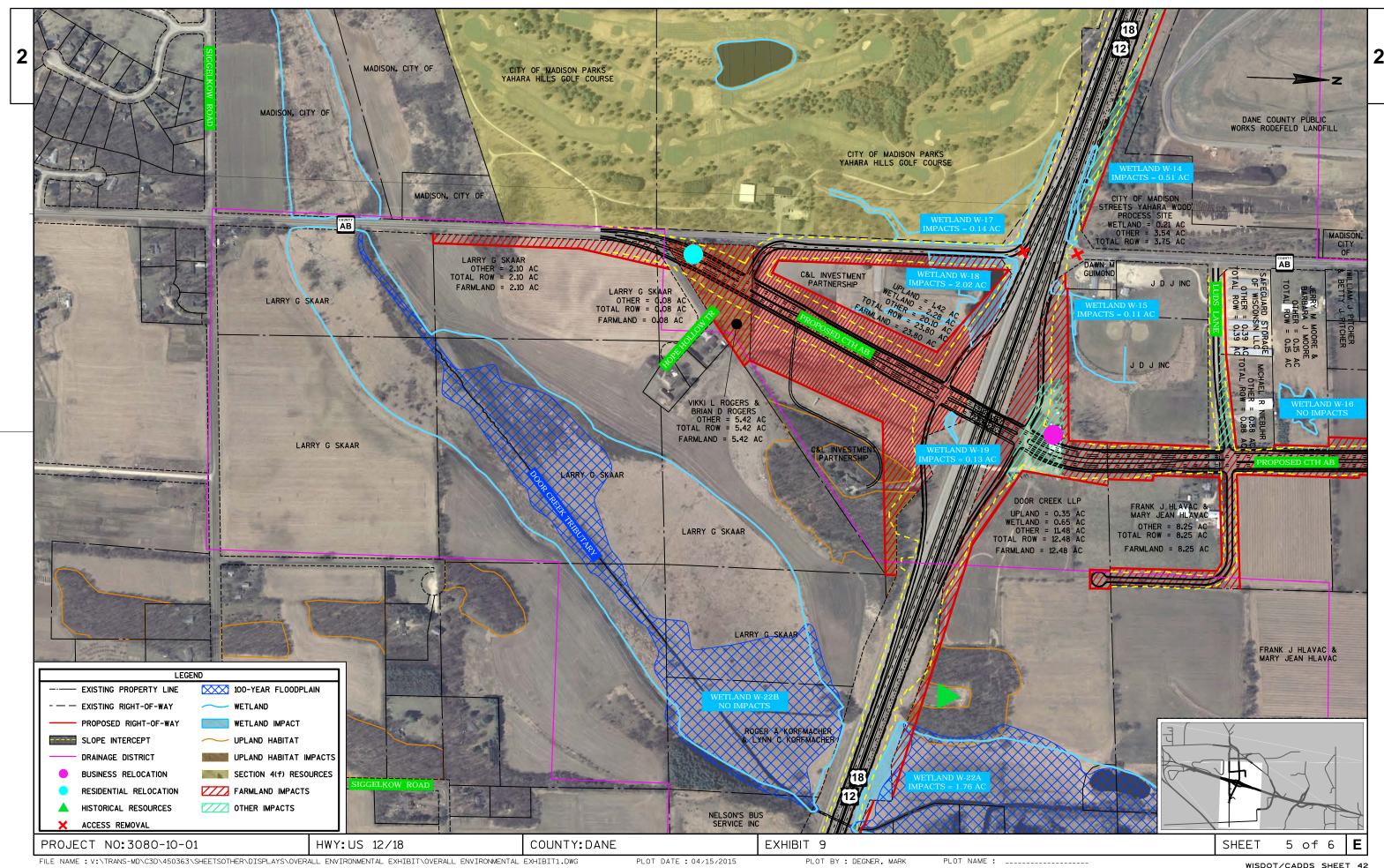
EXHIBIT 9 RECOMMENDED ALTERNATIVE - DETAILED

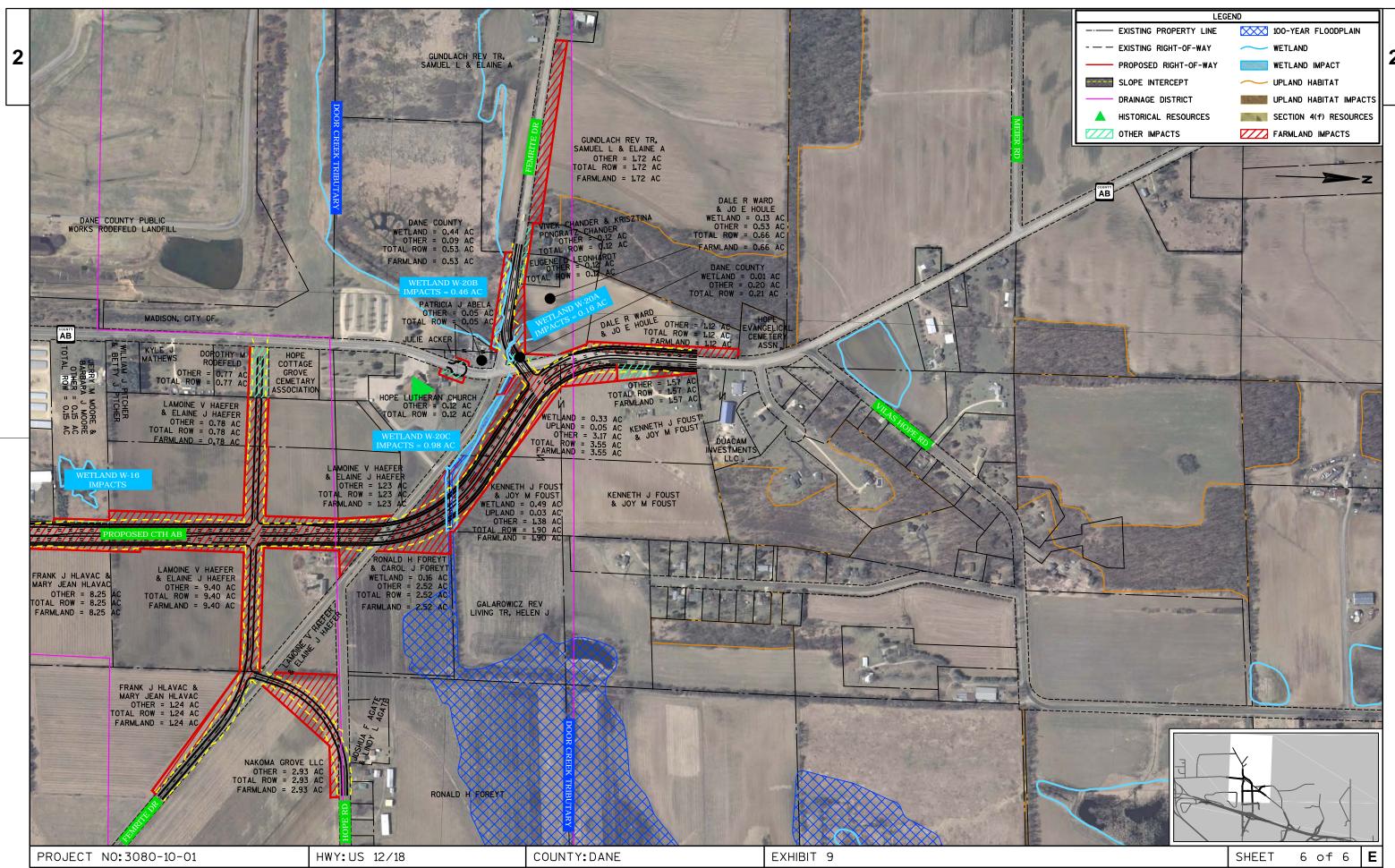






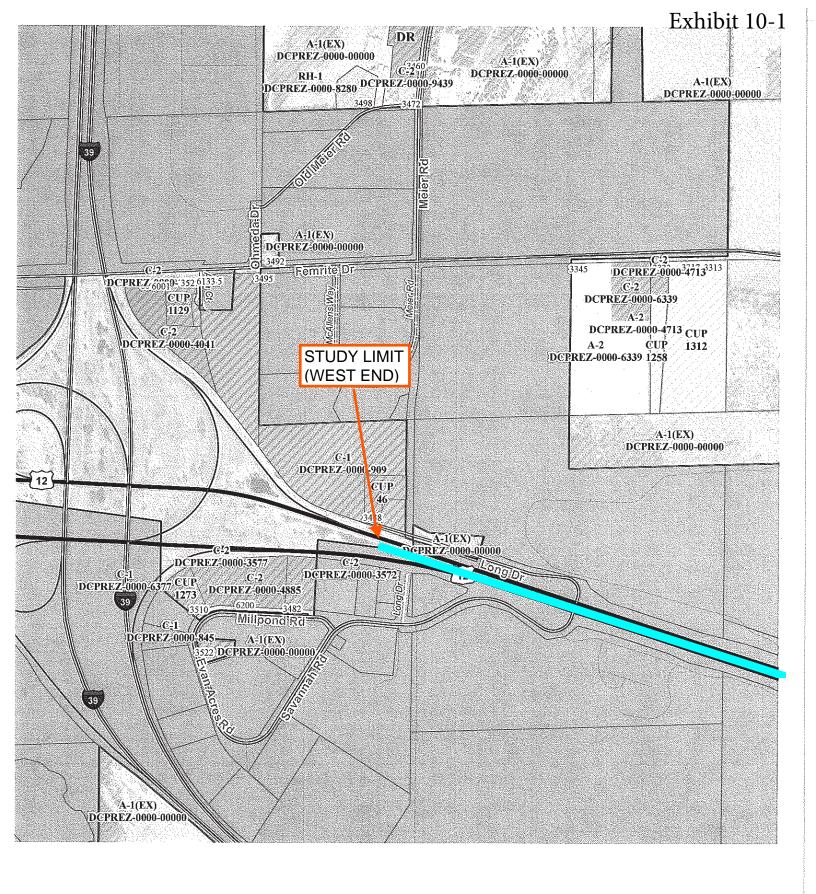


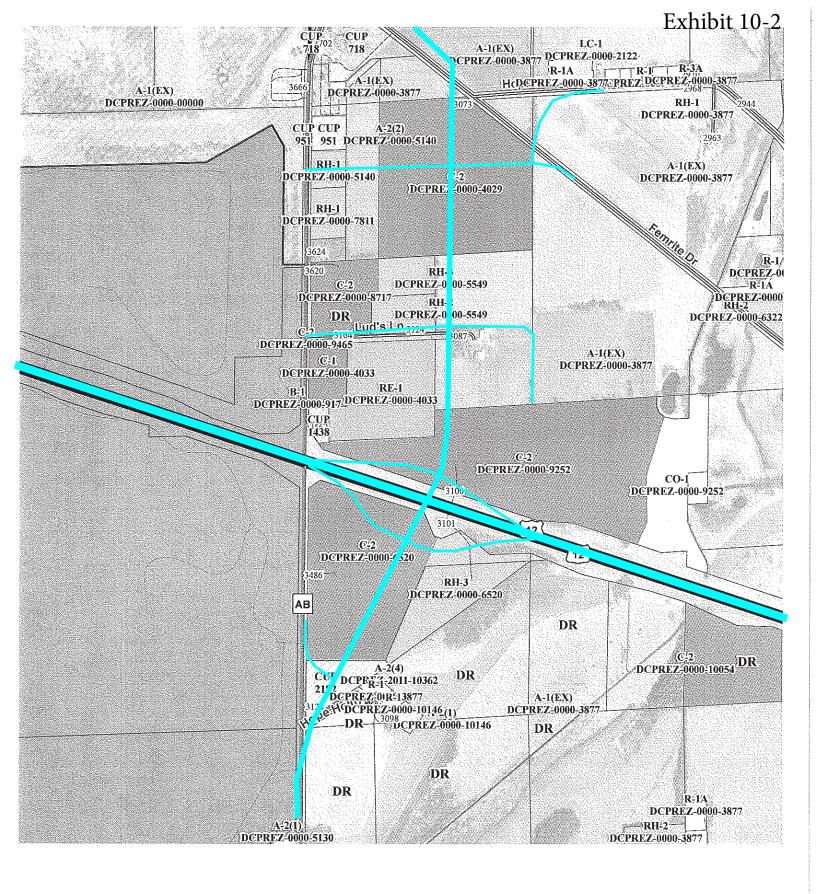


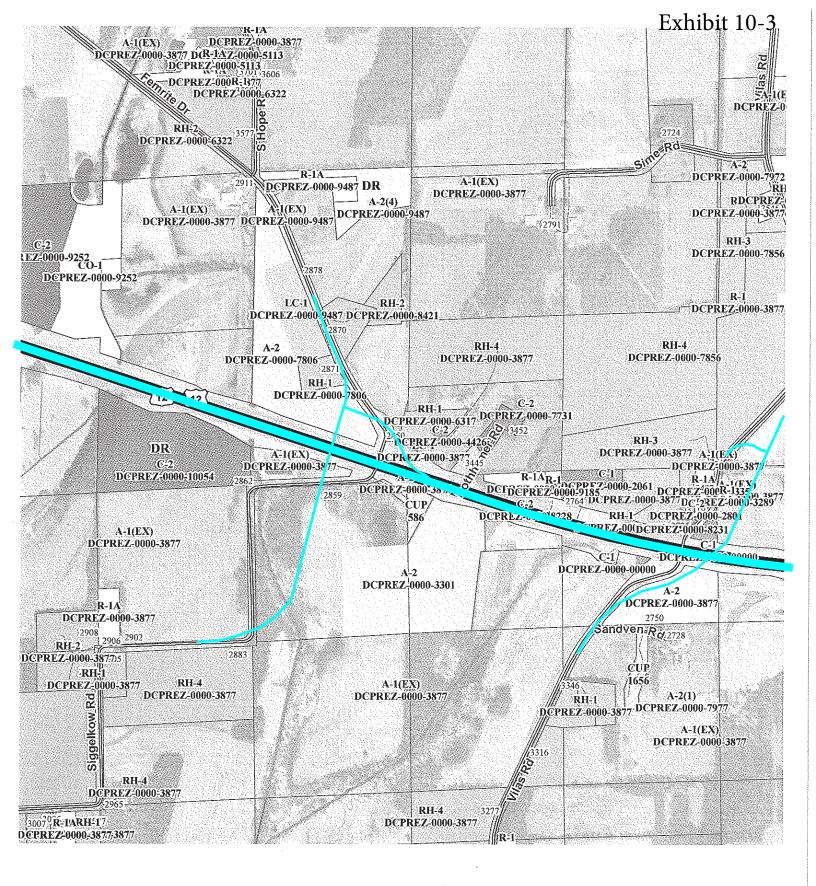


PLOT BY : DEGNER, MARK

EXHIBIT 10 ZONING MAP







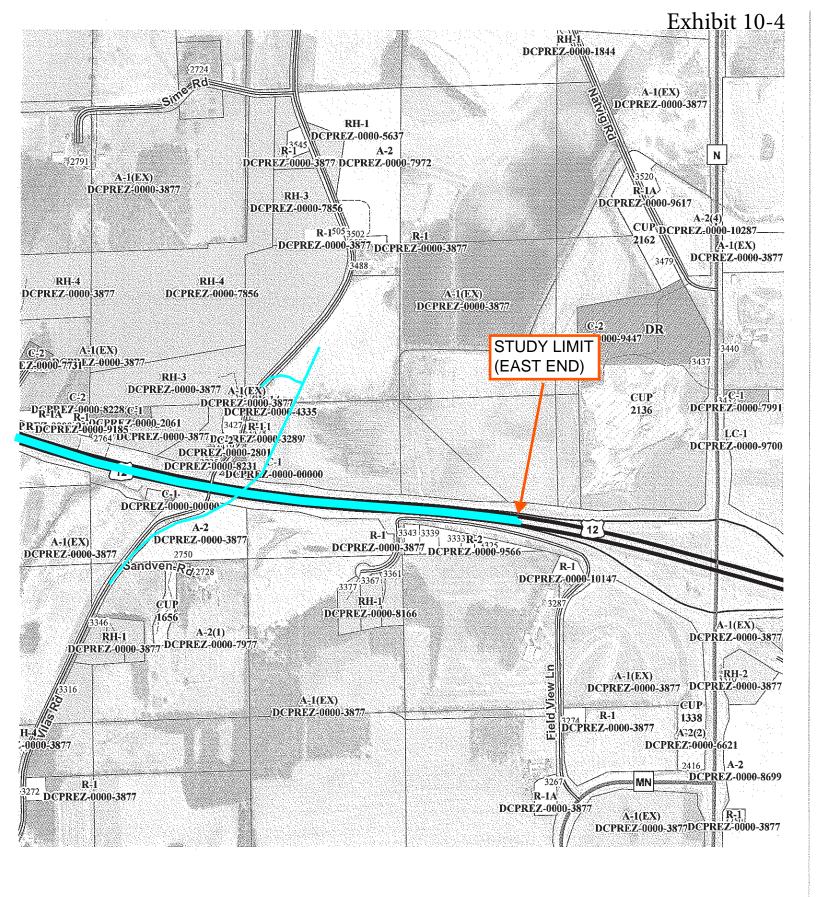
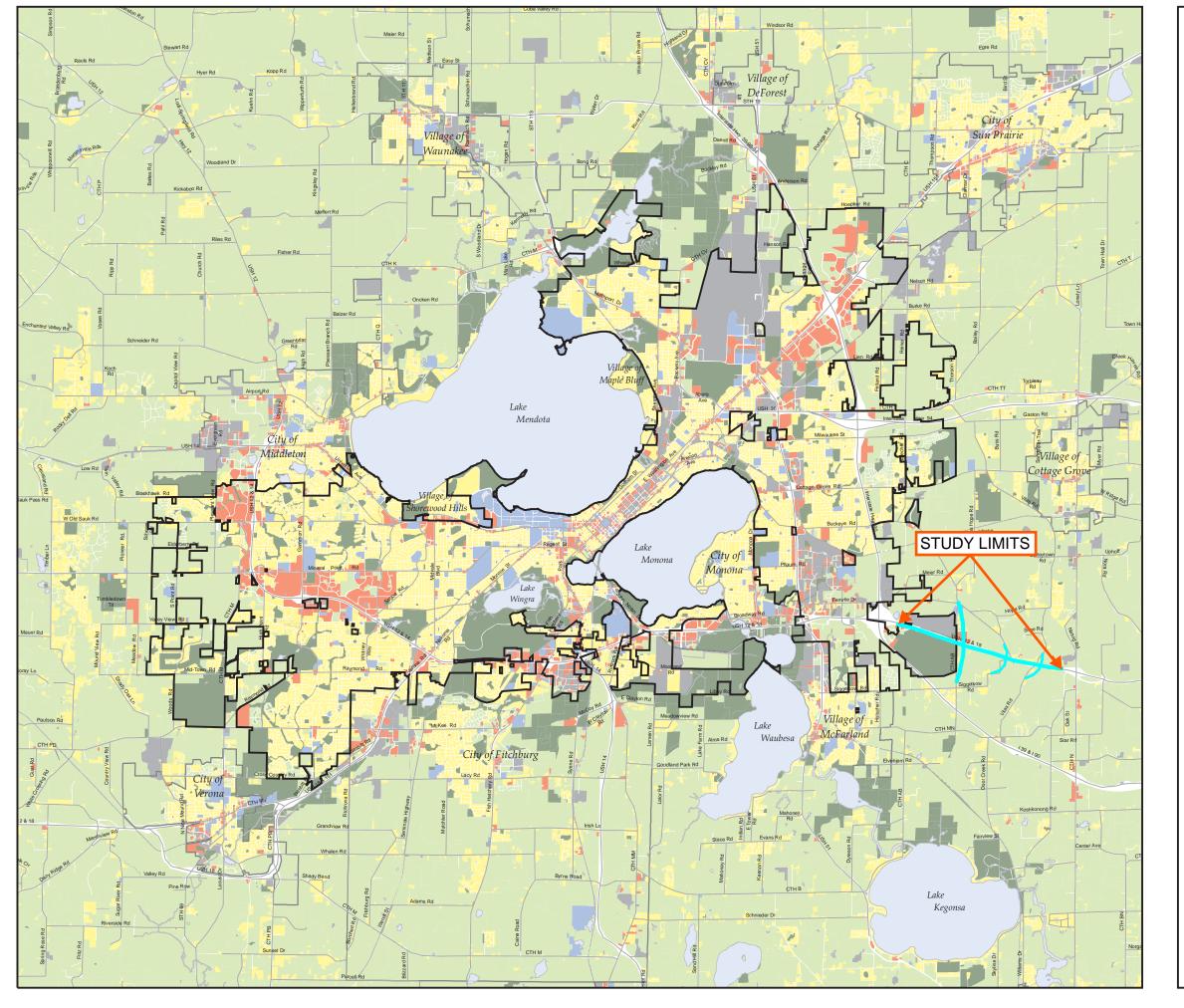


EXHIBIT 11-1 CITY OF MADISON CURRENT LAND USE MAP



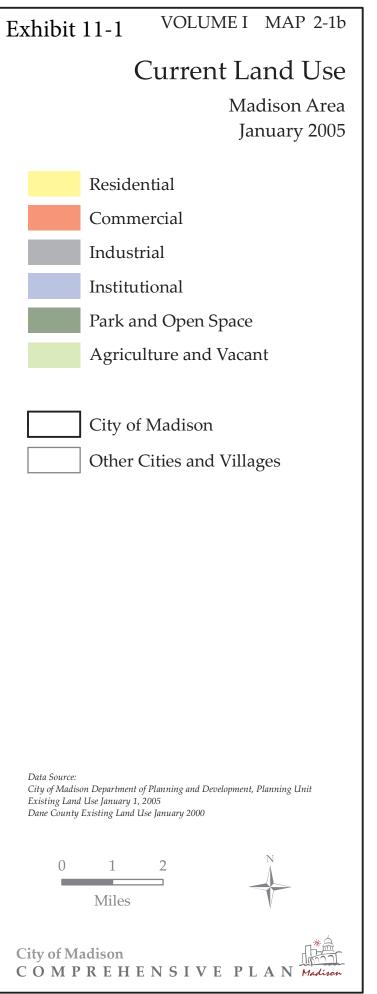
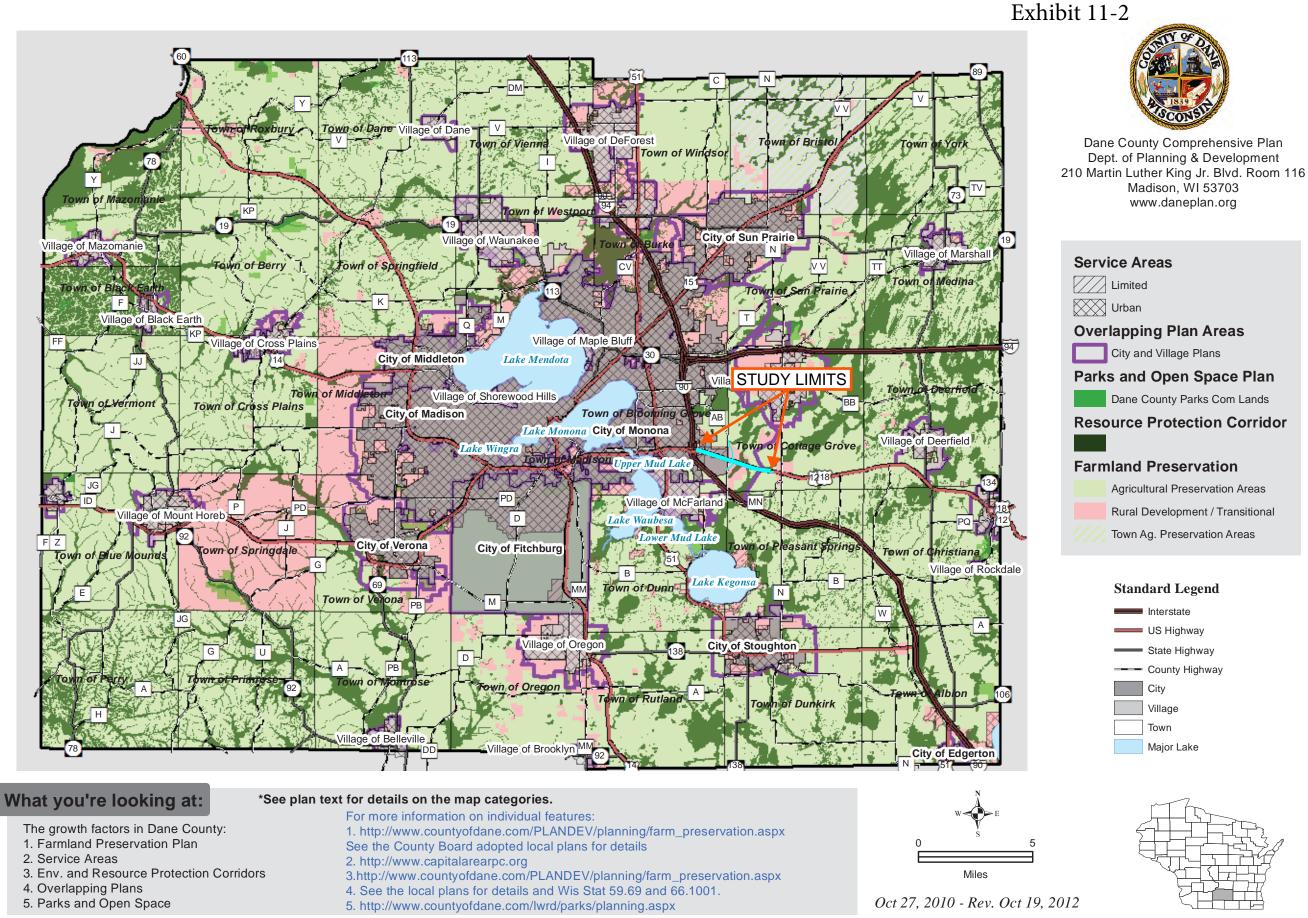
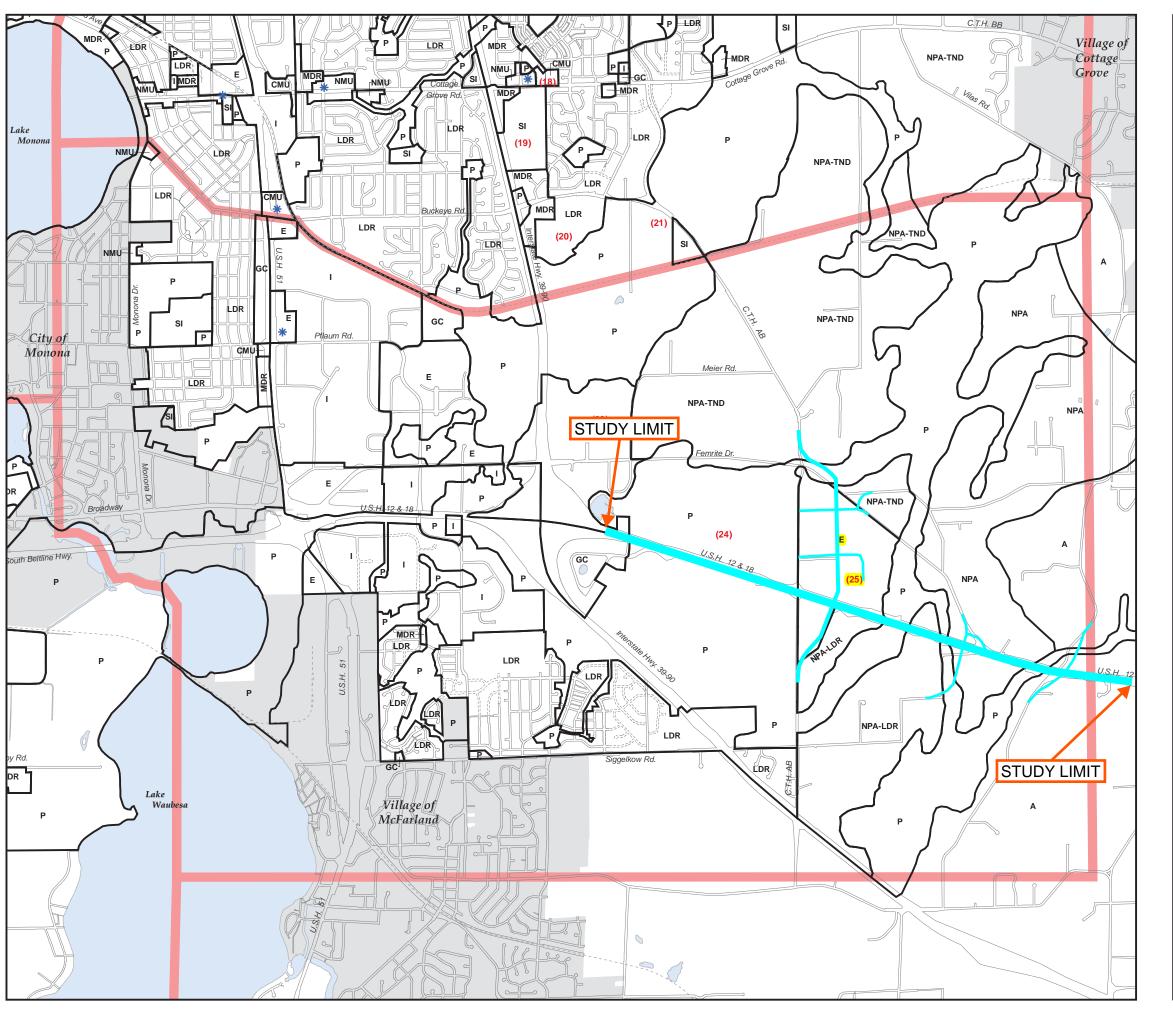


EXHIBIT 11-2 DANE COUNTY PLANNED USE MAP



Source Info: Farmland Preservation & Overlapping Plan Areas (DPD). Park Commission Lands (LWRD). Service Areas & Envr. & Open Space Corridors (CARPC) Road Network: 2012 (DCLIO). Municipal Boundaries & Water: 2012 (DCLIO). This map was prepared through the Department of Planning and Development in conjunction with the Dane County Land & Water Resources Department, Land Information Office and the Capital Area Regional Planning Commission.

EXHIBIT 11-3 CITY OF MADISON FUTURE LAND USE MAP



VOLUME II MAP 2-2e Exhibit 11-3 Generalized Future Land Use Plan City of Madison March 2012 RESIDENTIAL DISTRICTS LDR Low Density (0 - 15 units/acre) MDR Medium Density (16 - 40 units/acre) HDR High Density (41 - 60 units/acre) MIXED USE DISTRICTS NMU Neighborhood Mixed-Use CMU Community Mixed-Use RMU Regional Mixed-Use COMMERCIAL/EMPLOYMENT DISTRICTS GC General Commercial RC Regional Commercial E Employment Industrial OPEN SPACE - AGRICULTURE DISTRICTS P Park and Open Space A Agriculture/Rural Uses SPECIAL DISTRICTS SI Special Institutional AP Airport C Campus Downtown Districts (See Volume II Map 2-3) NPA Neighborhood Planning Area (TND Encouraged) SPECIAL OVERLAY DESIGNATIONS TOD Transit-Oriented Development (Conceptual Locations) Traditional Neighborhood Development (Conceptual locations, TND may be applied to NPA and residential districts as specified in neighborhood and special area plans.) Land Use Note Reference Number Other Cities and Villages **Existing Street** Conceptual Street Map Section Reference City of Madison Department of Planning & Community & Economic Development, Planning Division Miles City of Madison

COMPREHENSIVE PLAN Madison

EXHIBIT 11-4

TOWN OF COTTAGE GROVE FUTURE LAND USE MAP

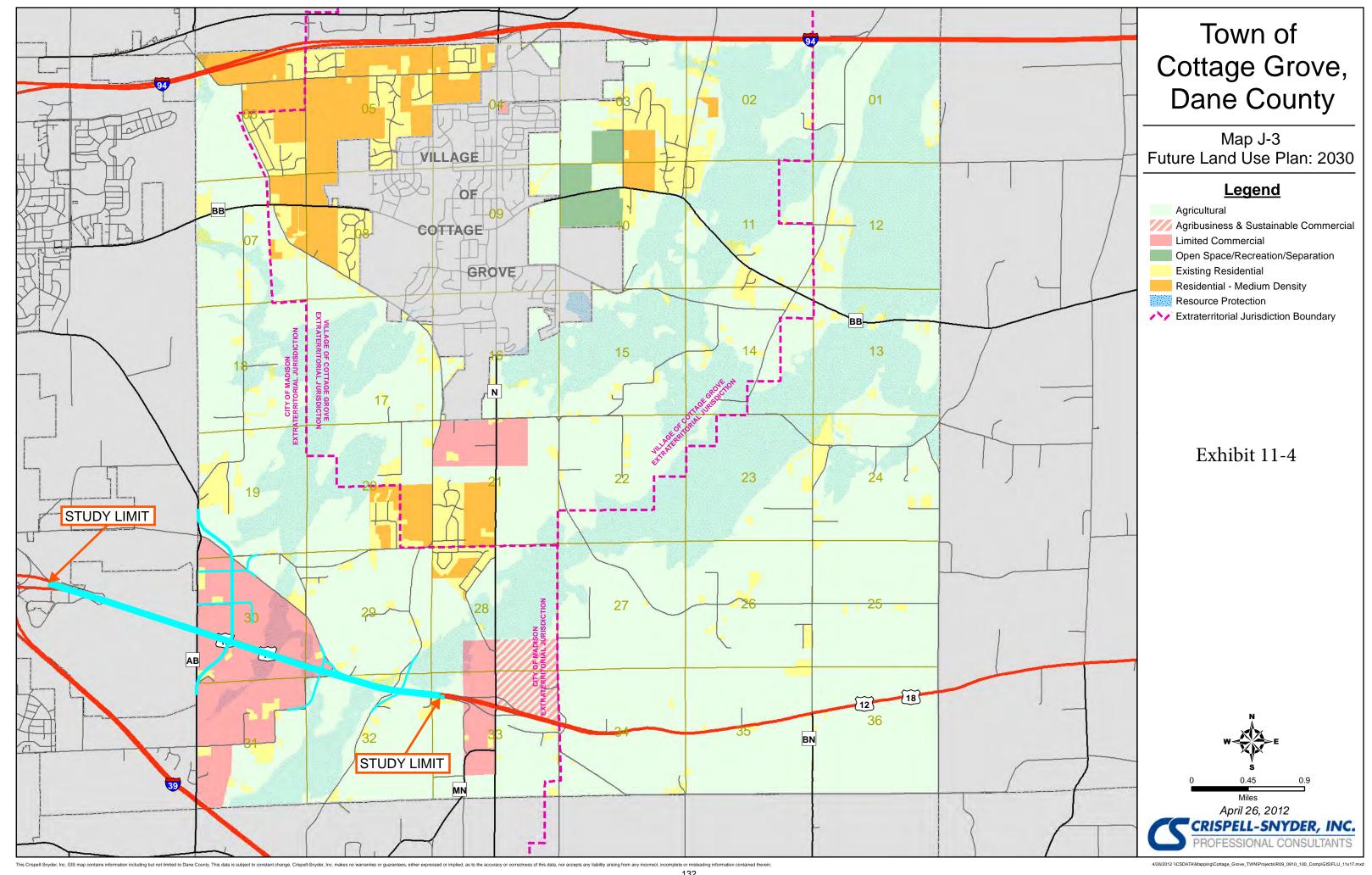
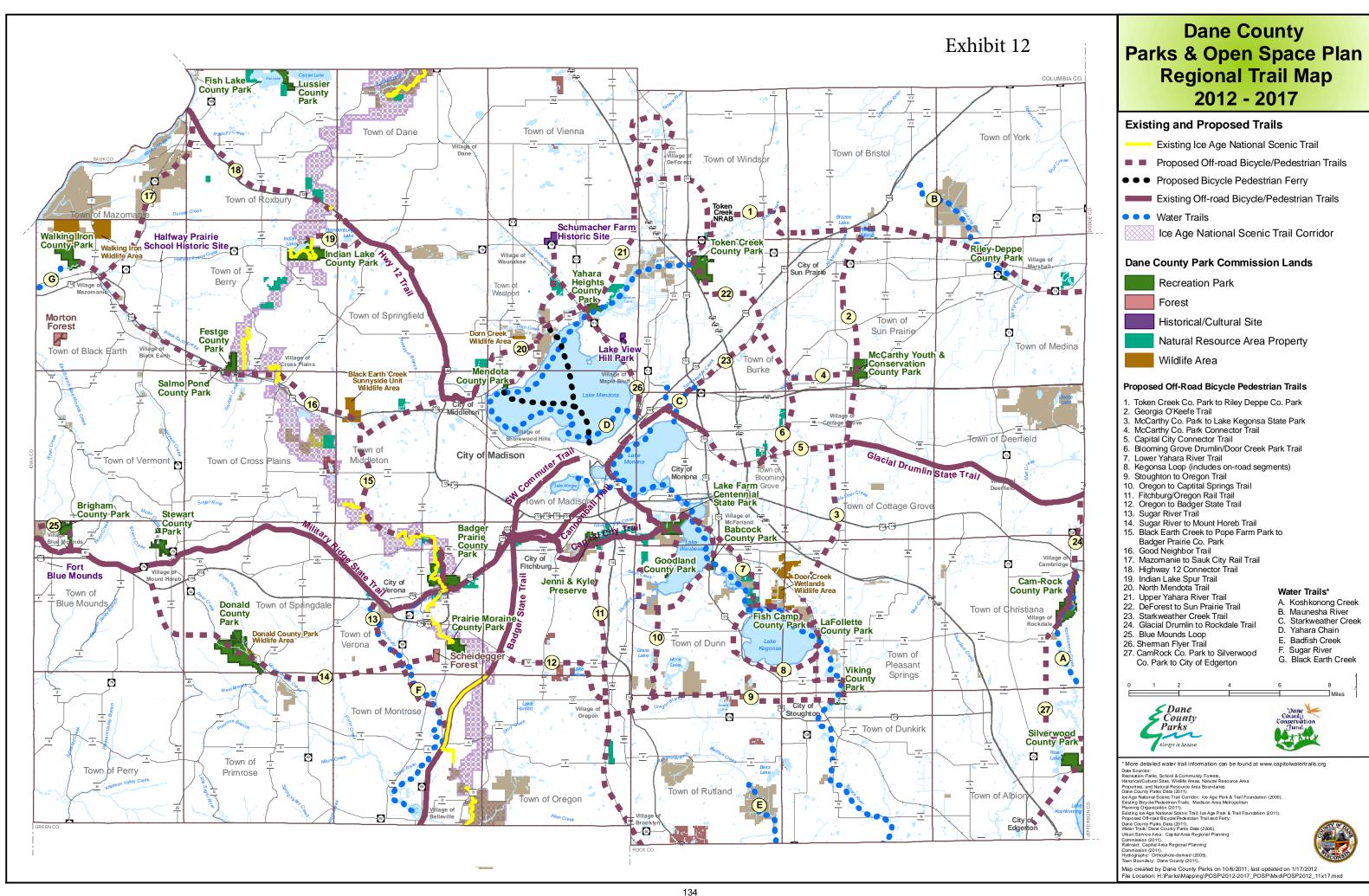


EXHIBIT 12 DANE COUNTY REGIONAL TRAIL MAP



LIST OF APPENDICES

Appendix A: Alternative Development Summary

A-1: Alternatives Presented to WisDOT & FHWA – March 19, 2013

A-2: Alternatives Presented to Local Officials – April 3, 2013

A-3: Alternatives Presented at Public Information Meeting – April 24, 2013

A-4: Alternatives Presented to WisDOT & FHWA – October 29, 2013 and at Public Information Meeting – November 19, 2013

Appendix B: Public Involvement Comment Tracking

Appendix C: Correspondence

C-1: OPM-LOM Invite Letter

C-2: Agency Coordination

C-3: Local Government Correspondence

C-4: State Agency Correspondence

C-5: Federal Agency Correspondence

C-6: Tribal Correspondence

Appendix D: Section 106 Review Form & Determination of Eligibility

Appendix E: Farmland Impacts

E-1: NRCS CPA Coordination

E-2: Agricultural Impact Notice (AIN)

E-3: DATCP Coordination

Appendix F: Pre-Screening of Indirect Effects Analysis

Appendix G: Bill Kettle Park Land Transfer

APPENDIX A ALTERNATIVE DEVELOPMENT SUMMARY

Appendix A-a

US 12/18 Freeway Study Alternative Development Summary

This document is intended to address the process for developing, reviewing, and eliminating roadway design concepts for converting the US 12/18 corridor to a freeway facility between the interchanges at I-39/90 and County N. The goal is to reduce the number of alternatives that will be further analyzed as part of the environmental documentation process and this document addresses that process.

An initial **Local Officials Meeting** was held on **June 18, 2012** followed by a **Public Informational Meeting** on **July 31, 2012** to present the project. The purpose of the meetings was to gather background information and identify issues to assist in the development of roadway alternative concepts.

After those meetings, the decision was made to divide the project into three segments for the purposes of analyzing roadway design concepts. The segments have differing characteristics, therefore separating the corridor helped to simplify the process of defining and analyzing the various concepts. The segments are defined as Meier Road Overpass, the West Segment (East of the Beltline Interchange to County AB) and the East Segment (East of the County AB interchange to the County N interchange ramps). The County N interchange was constructed in 1998 and is not part of this corridor study.

Due to the complexities of the West Segment associated with the nearby I-39/90 interchange, the commercial businesses located along the south side of the corridor, the Yahara Hills Golf Course public property, the Dane County landfill, and the County AB intersection, this segment involved the analysis of more alternatives than the East Segment.

The construction of an overpass at Meier Road at the west end of this study would help provide additional access to the commercial properties, including the Ho-Chunk Nation gaming facility, on the south side of US 12/18. It would also address a safety issue at the current access location into these properties at the Millpond Road intersection. Given the safety concern at this location, the decision was made to accelerate the implementation of a new overpass at this location. Therefore, the Meier Road Overpass concepts will be addressed as part of a separate environmental documentation process and no longer included as part of the US 12/18 freeway study. However, close coordination will be required for the analysis of alternatives for Meier Road and the US 12/18 West Segment to ensure the designs considered for each segment are compatible.

Various concepts were prepared and presented to **WisDOT staff** at a meeting on **December 5, 2012**. Comments received at that meeting include the following:

West Segment

- 1. Grass medians are preferred but the Dane County landfill has 30+ monitoring wells that should be avoided if possible.
- 2. Efforts should be made to minimize or eliminate any 4f impacts to Yahara Hills Golf Course.

Appendix A-b

- 3. Need to get comments from agencies on maintaining side road access along US 12/18 between I-39 and County AB. FHWA will have concerns about maintaining access at Mill Pond Road if an interchange is recommended at County AB.
- 4. Develop an alternative that relocates County AB to the east to ensure that all 4f impacts to the golf course are avoided. Use a design speed of 50 mph for the relocated segment of County AB.
- 5. A collector-distributor had previously been investigated along with the slip ramp option for accessing Millpond Road. This alternative does not need to be further evaluated at this time because the Meier Road jug-handle interchange is a better alternative.
- 6. A partial clover leaf would be an acceptable interchange alternative for County AB to avoid/minimize impacts to the landfill and golf course.
- Concrete median barrier is the preferred layout between I-39 and County AB due to the changes being made at the Beltline Interchange and to minimize impacts to the landfill and golf course. Alternatives with a grass median do not need to be evaluated.
- 8. If necessary, access control along County AB may be shortened to 1,000 feet south of US 12/18 to avoid 4f impacts. Current standards specify that this distance should be ¼ mile (1,320 feet).

East Segment

- 1. An overpass will likely be required at both Siggelkow/Femrite Road and Vilas Road.
- Investigate temporary solutions for Siggelkow/Femrite Road and Vilas Road intersections; including but not limited to, longer turning lanes, slotted turning lanes, etc. that would accommodate 2020 volumes.
- 3. Optional frontage roads not located immediately adjacent to mainline were eliminated from further review and it was recommended that the frontage road on the south side of 12/18 be located closer to the highway.

On March 19, 2013, a meeting was held with WisDOT and FHWA officials to discuss the revised design concepts prior to presenting to local officials and the general public. The alternatives presented at that meeting included the following (see attached Exhibit A-1):

West Segment

Alternative 1a – Jug handles at Meier Road/Loop interchange at County AB

Alternative 1b – Jug handles at Meier Road/Tight diamond at County AB

Alternative 2a – Loop interchange at County AB/Two-way frontage road north of US 12/18

Alternative 2b – Tight diamond interchange at County AB/Two-way frontage road north of US 12/18

Alternative 3a – Loop interchange at County AB/Two-way frontage road south of US 12/18

Appendix A-c

Alternative 3b – Tight diamond interchange at County AB/Two-way frontage road south of US 12/18

Alternative 4a – Loop interchange at County AB/One-way frontage roads north and south of US 12/18

Alternative 4b – Tight diamond interchange at County AB/One-way frontage roads north and south of US 12/18

Alternative 5 – County AB realignment

East Segment

Alternative 1a – Overpass at Siggelkow Road/Femrite Drive

Modifications to US 12/18 would include improvements to the median and a new bridge would be constructed over US 12/18 between Siggelkow Road and Femrite Drive. Direct access between US 12/18 with Siggelkow Road, Femrite Drive, and Vilas Road would be eliminated. Approximately 2,000 feet of Siggelkow Road would be reconstructed south of US 12/18 to remove several sharp curves in the existing roadway. Femrite Drive would be reconstructed approximately 1,000 feet north of US 12/18. A frontage road connection between Femrite Drive and Vilas Road would be constructed to provide access to the properties on the north side of US 12/18. Vilas Road would no longer have access to US 12/18. The portion of Vilas Road south of US 12/18 would be extended to the east to connect with Fieldview Road which provides access to County N via County MN. The portion of Vilas Road north of US 12/18 would connect to the extension of Femrite Drive.

Alternative 2a – Overpass at Vilas Road

Modifications to US 12/18 would include improvements to the median and a new bridge would be constructed to carry Vilas Road over US 12/18. Direct access between US 12/18 with Siggelkow Road, Femrite Drive, and Vilas Road would be eliminated. Vilas Road would be shifted approximately 200 feet to the east of the current location and Fieldview Road would be extended west to meet Vilas Road. An option for extending Fieldview Road to Vilas Road would be to tie into Sandven Road. Femrite Drive would be reconstructed from approximately 500 feet west of the current Siggelkow Road intersection and extended east to Vilas Road as a frontage road to provide access to the properties on the north side of US 12/18. Siggelkow Road would no longer have access to US 12/18 and a cul-de-sac would be added on the south side of US 12/18.

Alternative 3a – Overpasses at Siggelkow Road/Femrite Drive and Vilas Road

Alternative 3a is a combination of Alternatives 1 and 2 and includes overpasses at both Siggelkow Road/Femrite Drive and Vilas Road. US 12/18 would be modified to include median improvements and direct access between US 12/18 with Siggelkow Road, Femrite Drive, and Vilas Road would be eliminated. Approximately 2,000 feet of Siggelkow Road would be reconstructed south of US 12/18 to remove several sharp

Appendix A-d

curves in the existing roadway. Femrite Drive would be reconstructed from approximately 1,000 feet west of Siggelkow Road and extended east to Vilas Road as a frontage road to provide access to the properties on the north side of US 12/18. Vilas Road would be shifted approximately 200 feet to the east of the current location and Fieldview Road would be extended west to meet Vilas Road. Fieldview Road provides access to County N via County MN. An option for extending Fieldview Road to Vilas Road would be to tie into Sandven Road.

Numerous comments were received regarding the proposed designs and changes made to the alternatives prior to the local officials and public information meetings. The following changes were recommended:

- 1. Eliminate Alternatives 1a and 1b in the West Segment which provide a jug handle intersection at Millpond Road which is not feasible with a new interchange at County AB
- Create Alternative 2c in the West Segment with a south loop ramp and north diamond at County AB
- 3. Add a diamond interchange to Alternative 5 in the West Segment. Due to the elimination of Alternatives 1a and 1b from this study, Alternative 5 has been modified and renumbered as Alternative 4.
- 4. Look at realigning Vilas Road to reduce the length of the structure over US 12/18 in the East Segment

A **Local Officials Meeting** was held on **April 3, 2013** to present the revised design concepts prior to presenting to the public. The alternatives presented at the Local Officials Meeting included the following (see attached Exhibit A-2). The east segment alternatives were the same as were discussed at the March 19th meeting, except the option for connecting Fieldview Road to Sandven Road was eliminated.

West Segment

Alternative 1a – Loop interchange at County AB with 2-way frontage road north of US 12/18

Alternative 1b – Loop interchange at County AB with 2-way frontage road south of US 12/18

Alternative 1c – Loop interchange at County AB with 1-way frontage roads north and south of US 12/18

Alternative 2a - Tight diamond interchange at County AB with 2-way frontage road north of US 12/18

Alternative 2b – Tight diamond interchange at County AB with 2-way frontage road south of US 12/18

Alternative 2c – Tight diamond interchange at County AB with 1-way frontage roads north and south of US 12/18

Appendix A-e

Alternative 3 – Diamond interchange configuration north of US 12/18 and loop ramp configuration south of US 12/18 with 2-way frontage road south of US 12/18

Alternative 4 – Diamond interchange at County AB shifted east of existing County AB with 2-way frontage road south of US 12/18

East Segment

Alternative 1 – Overpass at Siggelkow Road/Femrite Drive

Alternative 2 - Overpass at Vilas Road

Alternative 3 – Overpasses at Siggelkow Road/Femrite Drive and Vilas Road

Local officials were not in favor of the one-way frontage roads; therefore alternatives 1c and 2c were eliminated after this meeting.

Dane County officials requested another meeting to discuss the concepts in more detail which was held on **April 10, 2013** with Jerry Mandli and John Welch representing the County. At that meeting, County representatives indicated they prefer the alternatives that minimize the impacts to the parcel in the northeast quadrant of the US 12/18 & County AB intersection. They are in the process of acquiring that parcel to use for their highway garage, maintenance vehicles, medical examiner's facility, salt sheds, and potentially a precinct building.

As a result of the discussions at the Local Officials Meeting and meeting with Dane County, the following alternatives were presented at the **Public Informational Meeting on April 24, 2013**. A similar presentation was also made to representatives of the **Ho-Chunk Nation on April 22, 2013** who have a significant interest in the future access to their facility located at the west end of the study area. Changes made from the alternatives presented at the Local Officials Meeting are noted. The alternatives presented at these meetings included the following (see attached Exhibit A-3)

West Segment

Alternative 1a – Loop interchange at County AB with 2-way frontage road north of US 12/18

Alternative 1b – Loop interchange at County AB with 2-way frontage road south of US 12/18

Alternative 2a – Tight diamond interchange at County AB with 2-way frontage road south of US 12/18. Frontage road was shifted from the north side of US 12/18 to the south side to provide better access to commercial properties at west end of study area.

Alternative 2b – Tight diamond interchange at County AB with 2-way frontage road south of US 12/18. Frontage road along south side was extended underneath County AB to intersect County AB on the east side instead of west side to minimize impacts to Yahara Hills Golf Course.

Appendix A-f

Alternative 3 – Diamond interchange configuration north of US 12/18 and loop ramp configuration south of US 12/18 with 2-way frontage road south of US 12/18. County AB revised to a 4-lane urban roadway.

Alternative 4 – Diamond interchange at County AB shifted east of existing County AB with 2-way frontage road south of US 12/18. County AB revised to a 4-lane urban roadway and south frontage road shifted east to minimize impacts to Yahara Hills Golf Course.

East Segment

Alternative 1 – Overpass at Siggelkow Road/Femrite Drive

Alternative 2 – Overpass at Vilas Road

Alternative 3 – Overpasses at Siggelkow Road/Femrite Drive and Vilas Road

After the Public Informational Meeting held on April 24, 2013, the study team met and discussed the various comments received and what modifications to make to the alternatives moving forward. A wide range of comments were received with very few specifying a preference for any specific alternative, but instead providing comments on their concerns and issues to take into account during the study.

A meeting was held with the **City of Madison** on **June 19, 2013**. After this meeting, a new option was developed for Alternative 4 that involved extending the reconstruction of County AB further north to the intersection of Femrite Drive. This option would avoid many of the impacts to the properties along existing County AB south of Femrite Drive. This new option was called Alternative 4b while the previous Alternative 4 was re-named Alternative 4a.

A second meeting was held with John Welch from **Dane County** on **June 26, 2013.** The County requested a tight diamond alternative be carried through the environmental documentation process.

After further refinements were made, a meeting was held on **June 27, 2013** with **Jennifer Grimes**, WisDOT CMT environmental coordinator, to discuss the changes and determine which alternatives to carry through the environmental process. Following is a summary of what was determined at that meeting.

West Segment

Alternative 1a – Eliminate due to impacts to parcel in northeast quadrant of County AB intersection and FHWA's desire to avoid loop ramps where possible. This alternative doesn't have any advantages over the diamond interchange alternatives.

Alternative 1b - Eliminate for same reasons as Alternative 1a.

Alternative 2a – Eliminate due to impacts to Yahara Hills Golf Course.

Alternative 2b – Carry this alternative forward.

Appendix A-g

Alternative 3 – Carry this alternative forward. Similar to Alternative 2a with less impact to Yahara Hills Golf Course.

Alternative 4a – Eliminate due to impacts along existing County AB.

Alternative 4b – Carry this alternative forward and re-name to Alternative 4 since Alternative 4a was eliminated.

East Segment

Alternative 1 – Eliminate. The general consensus seems to indicate crossings of US 12/18 are needed at both side road locations in the East Segment.

Alternative 2 – Eliminate for same reasons as Alternative 1.

Alternative 3 – Carry this alternative forward.

After this meeting, West Alternatives 2b and 3 were modified to extend the reconstruction of County AB north past the intersection with Femrite Drive which is the same northern limit as shown in Alternative 4.

A meeting was held on **July 9, 2013** with officials from the **Town of Cottage Grove** as a follow up to the Local Officials Meeting held in April. They asked about the possibility of connecting Sandven and Fieldview Roads in the East Segment. No significant revisions were made to the alternatives as a result of this meeting.

A meeting was held on **October 29, 2013** with **WisDOT and FHWA** staff to discuss the latest alternatives prior to presenting them at the next Public Information Meeting. A matrix was also provided that summarized the impacts and costs of the remaining build alternatives. The alternatives presented at that meeting included the following (see attached Exhibit A-4):

West Segment

Alternative 2b – Tight diamond interchange at County AB with south frontage under County AB

Alternative 3 – Tight diamond interchange configuration at County AB north of US 12/18 and loop ramp and frontage road south of US 12/18

Alternative 4 – Diamond interchange at County AB with County AB shifted east

East Segment

Alternative 3 – Overpasses at Siggelkow Road/Femrite Drive and Vilas Road

After this meeting, the following changes were made to the west alternatives and the updated alternatives and revised matrix were presented to the public at a **Public Information Meeting on November 19, 2013**:

1. Eliminate the new segment of Femrite Drive between the proposed County AB/Luds Lane intersection and existing Femrite Drive.

Appendix A-h

- 2. Connect Femrite Drive into County AB just south of the cemetery along existing County AB for Alternatives 2b and 3 and into the County AB/local connector for Alternative 4.
- 3. Eliminate the intersection of Hope Road with County AB and tie Hope Road into Femrite Drive along a curve at a new intersection location east of County AB.

Summary

As indicated above, numerous meetings were held to discuss the various alternatives. Following is a summary of the meetings involving the refinement of the alternative concepts:

•	June 18, 2012	Local Officials Meeting #1
•	July 31, 2012	Public Information Meeting #1
•	December 5, 2012	WisDOT & FHWA
•	March 19, 2013	WisDOT & FHWA
•	April 4, 2013	Local Officials Meeting #2
•	April 10, 2013	Dane County
•	April 22, 2013	Ho-Chunk Nation
•	April 24, 2013	Public Information Meeting #2
•	June 19, 2013	City of Madison
•	June 26, 2013	Dane County
•	June 27, 2013	WisDOT Environmental Coordinator
•	July 9, 2013	Town of Cottage Grove
•	July 24, 2013	Town of Cottage Grove Plan Commission
•	October 29, 2013	WisDOT & FHWA
•	November 19, 2013	Public Information Meeting #3

The following freeway concept alternatives were proposed for further analysis as part of the environmental documentation process.

West Segment

Alternative 1 - No Build

Alternative 2b – Tight diamond interchange at County AB with south frontage under County AB

Alternative 3 - Tight diamond interchange configuration at County AB north of US 12/18 and loop ramp and frontage road south of US 12/18

Alternative 4 – Diamond interchange at County AB with County AB shifted east

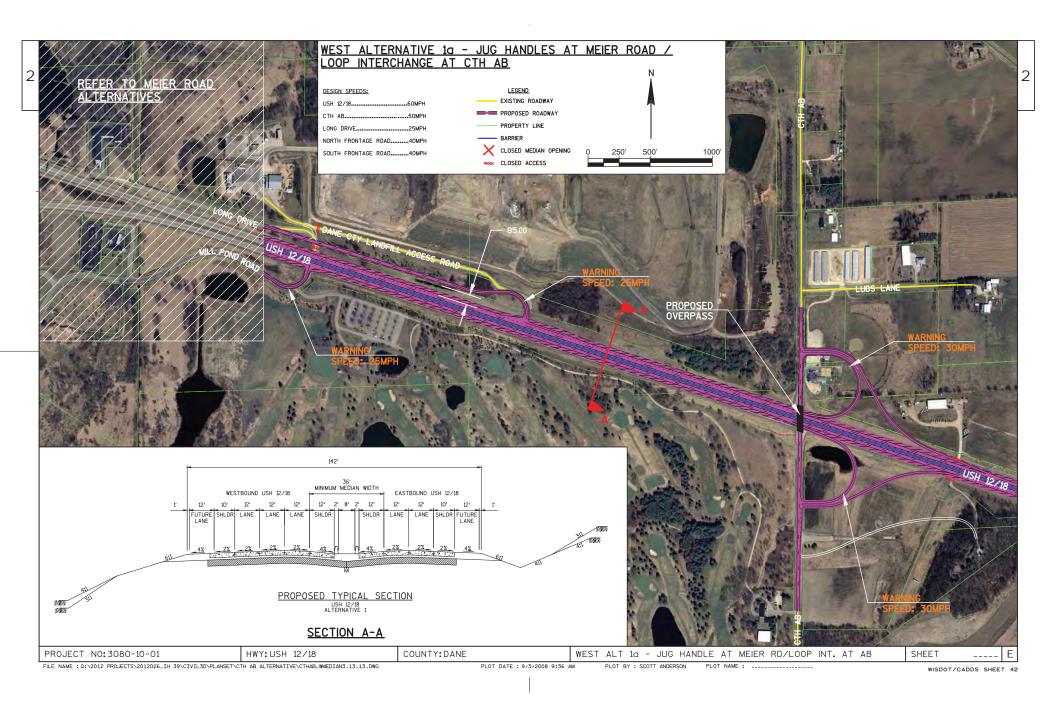
East Segment

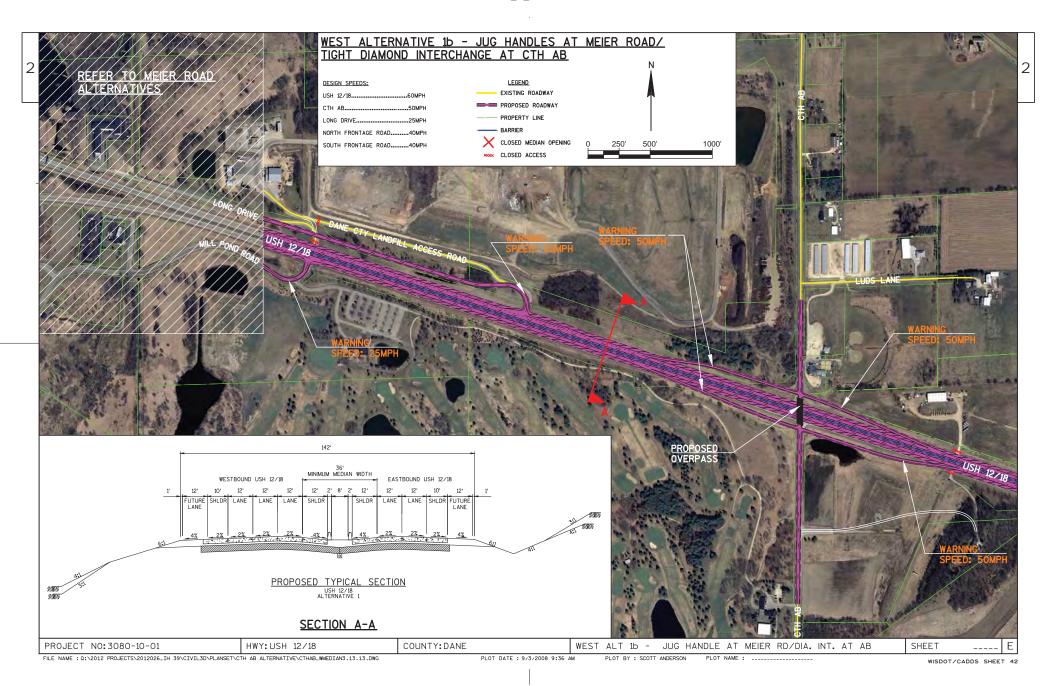
Alternative 1 - No Build

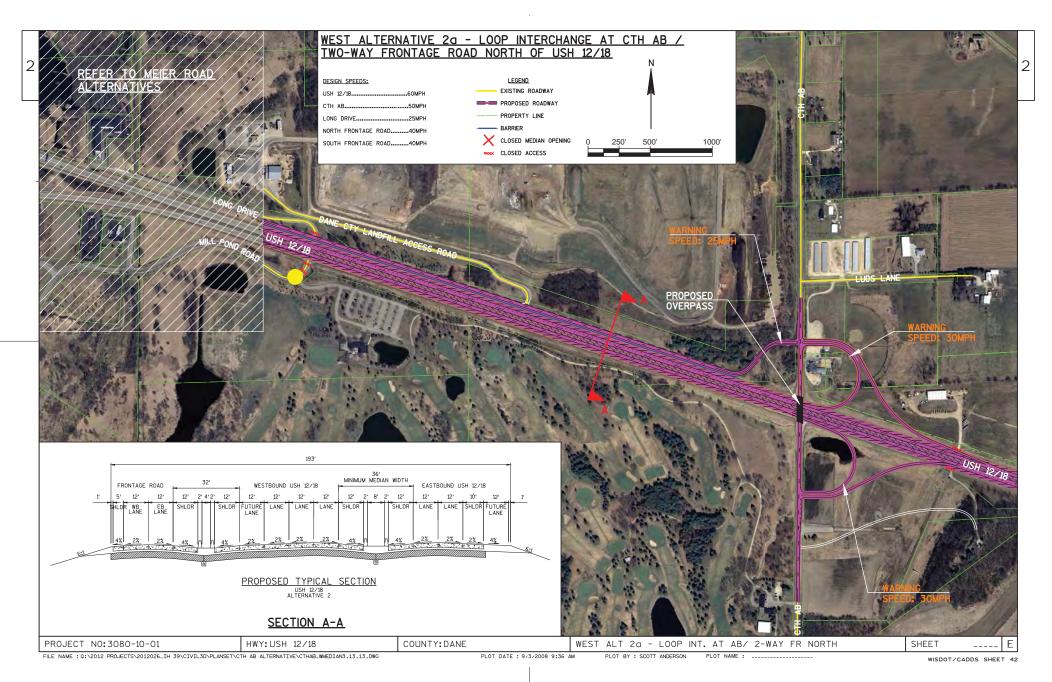
Alternative 3 – Overpasses at Siggelkow Road/Femrite Drive and Vilas Road

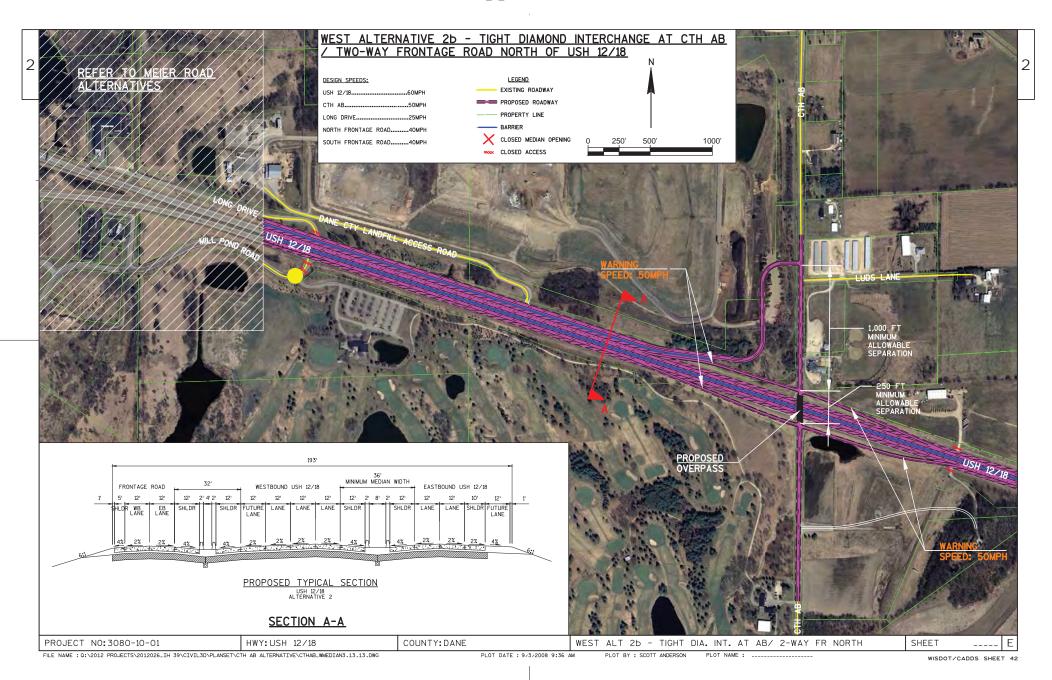
The only changes made to the alternatives since the last public meeting include adding an access road and cul-de-sac east of County AB at the Luds Lane intersection to provide access to the parcel in the northeast quadrant of the County AB interchange for West Alternative 4, and eliminating the frontage road between Vilas Road and Fieldview Road for East Alternative 3.

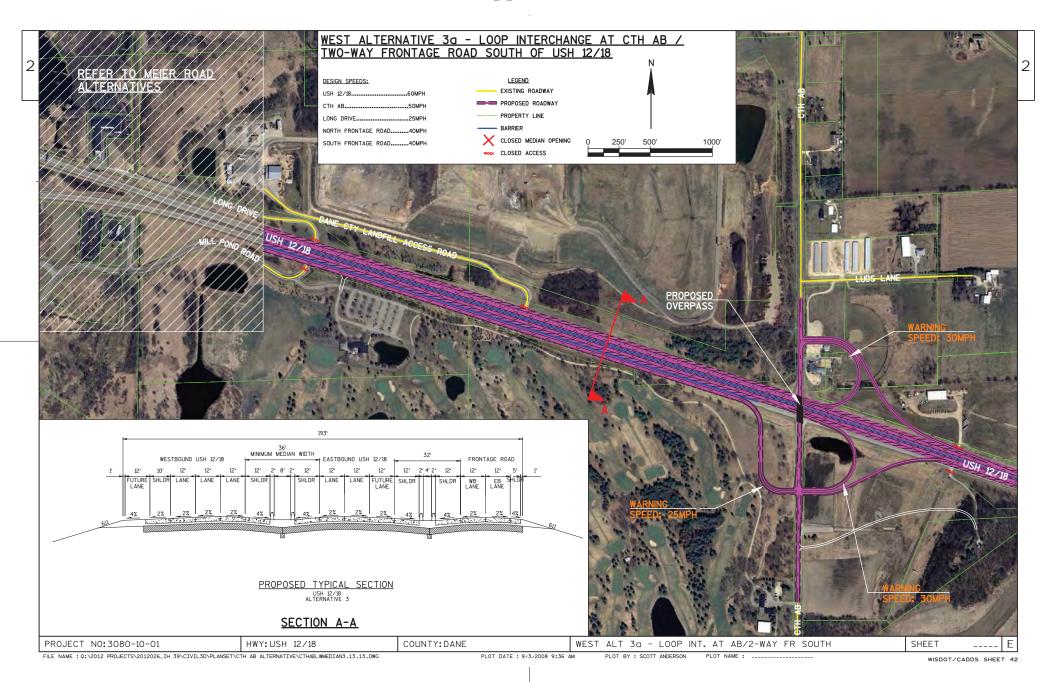
APPENDIX A-1 ALTERNATIVES PRESENTED TO WISDOT & FHWA – MARCH 19, 2013

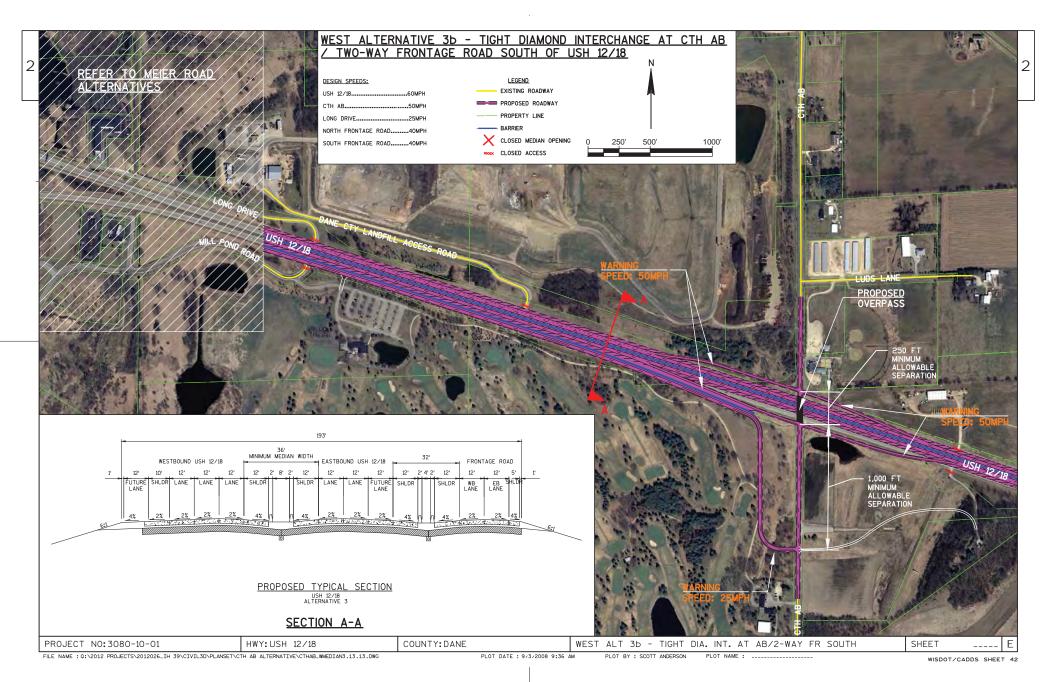


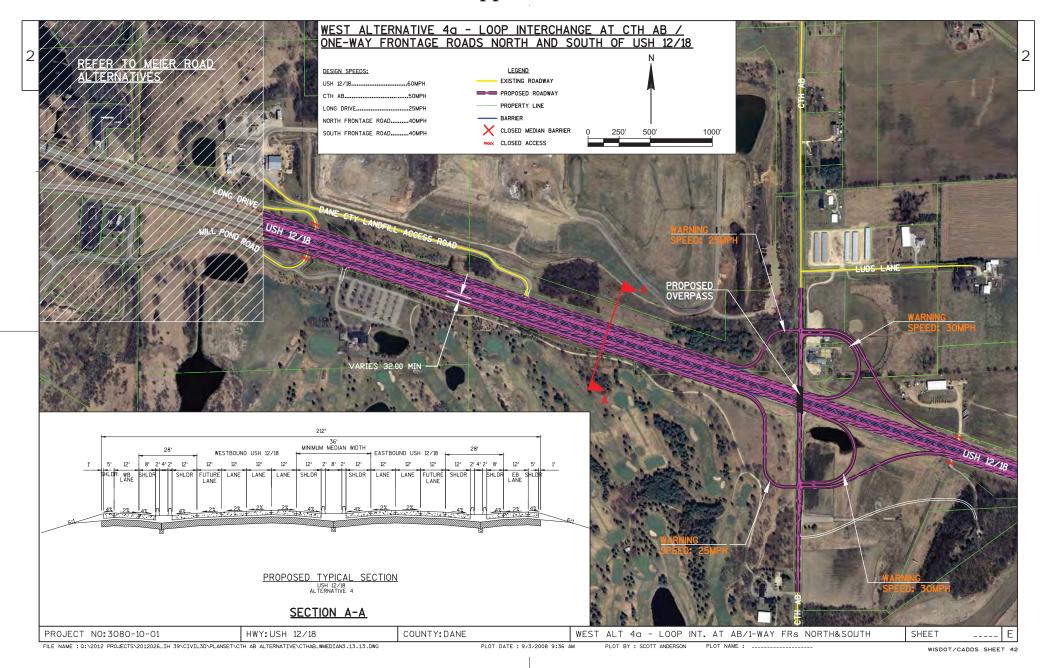


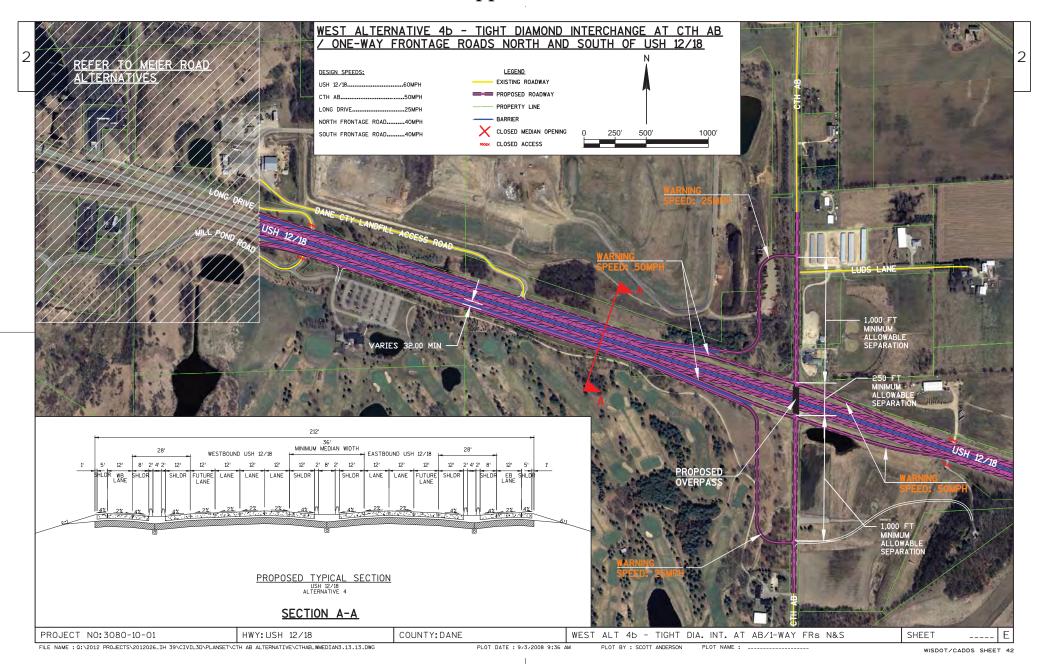


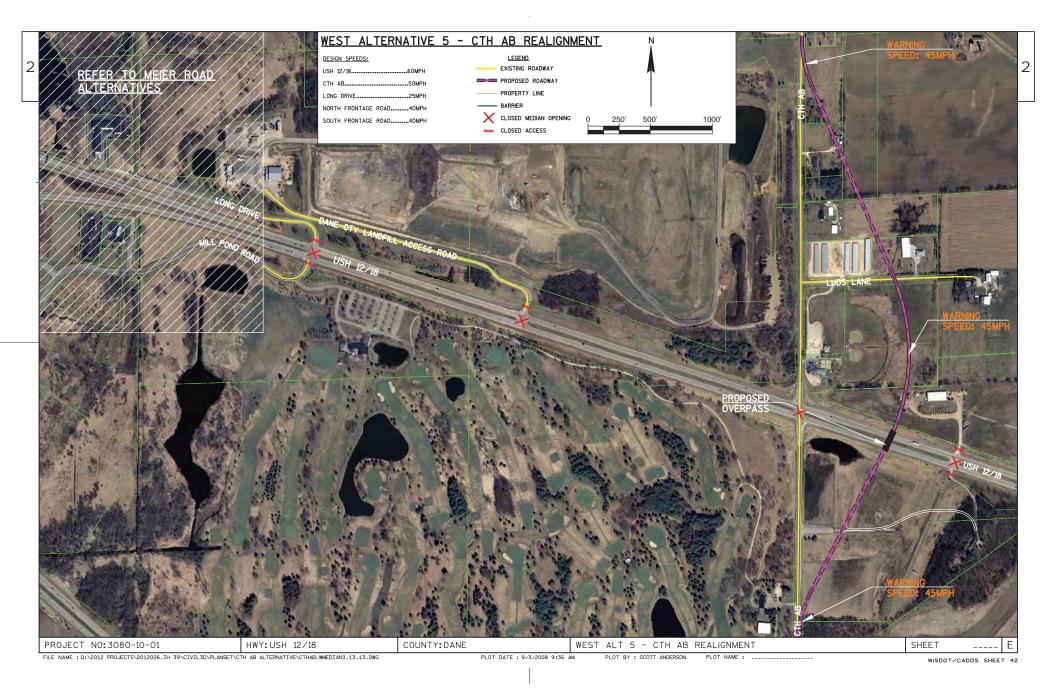


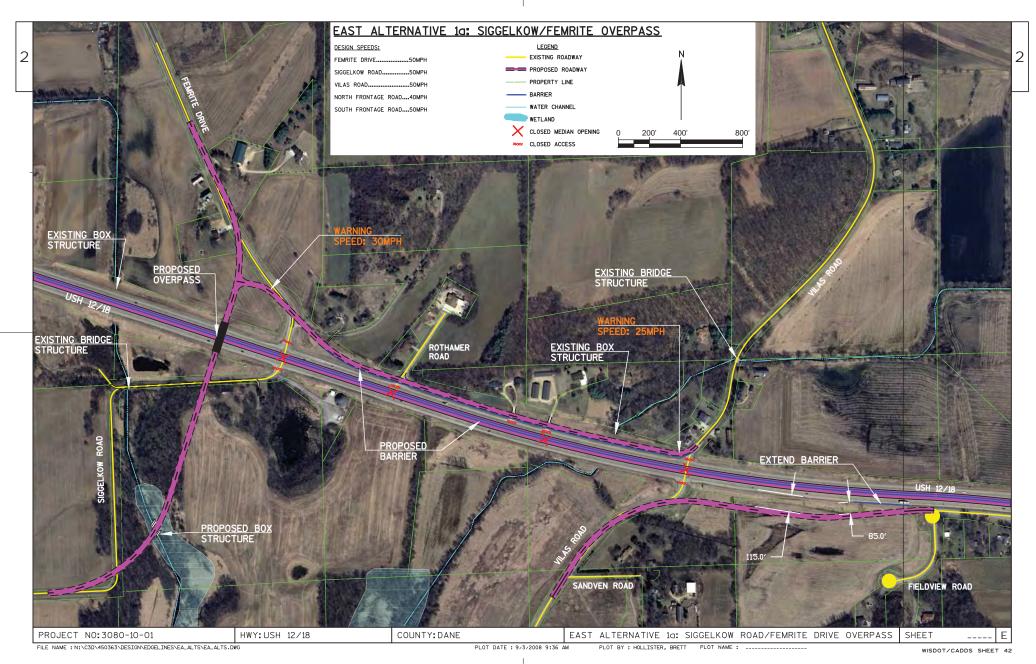


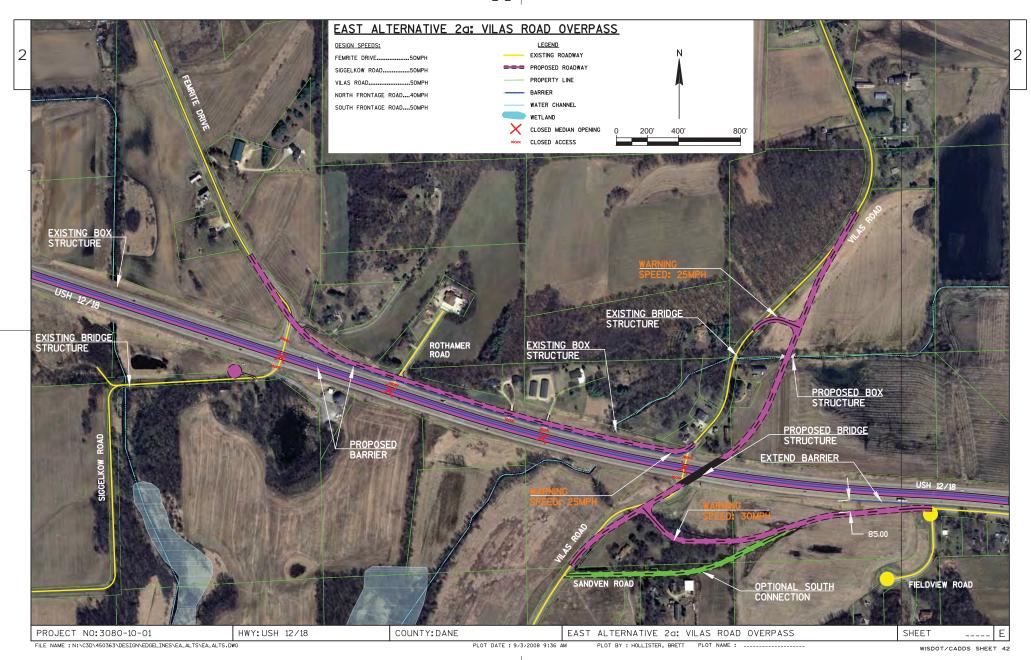


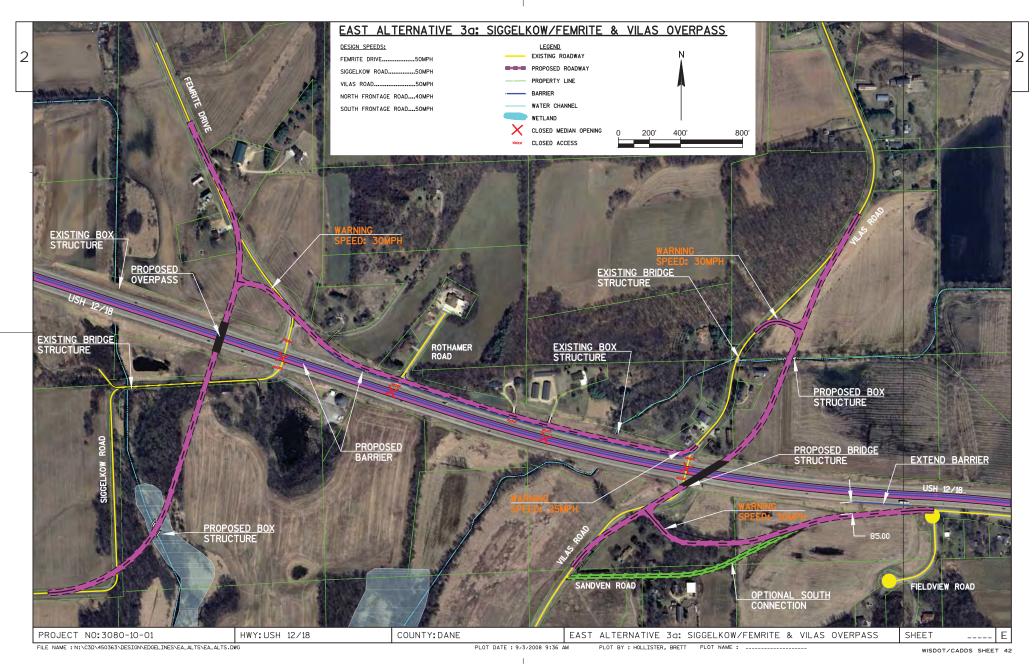


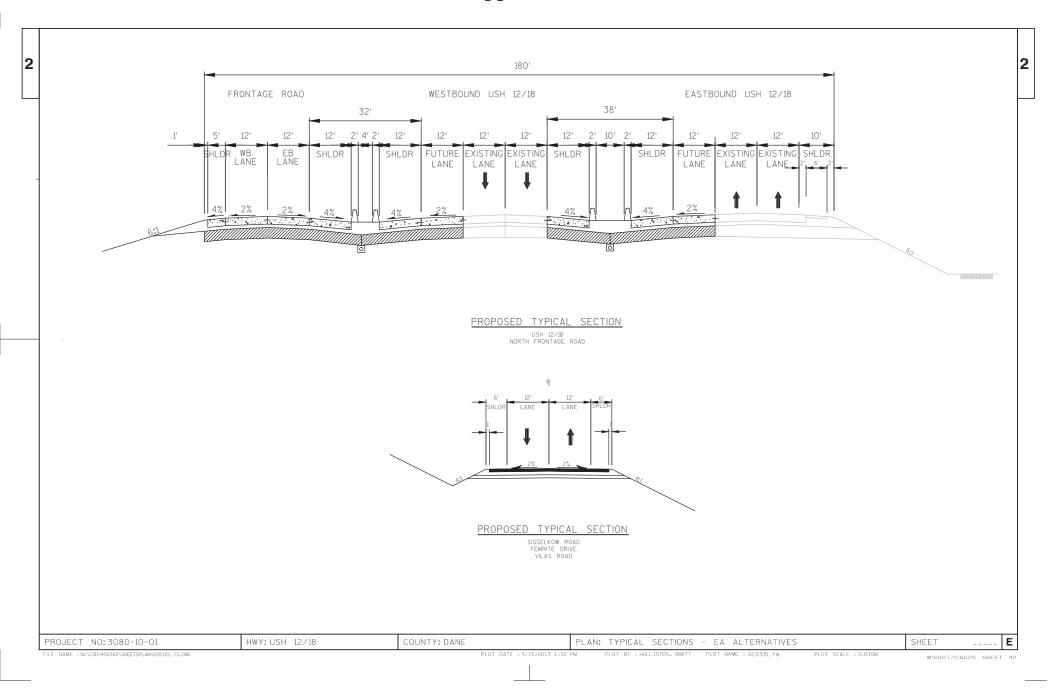




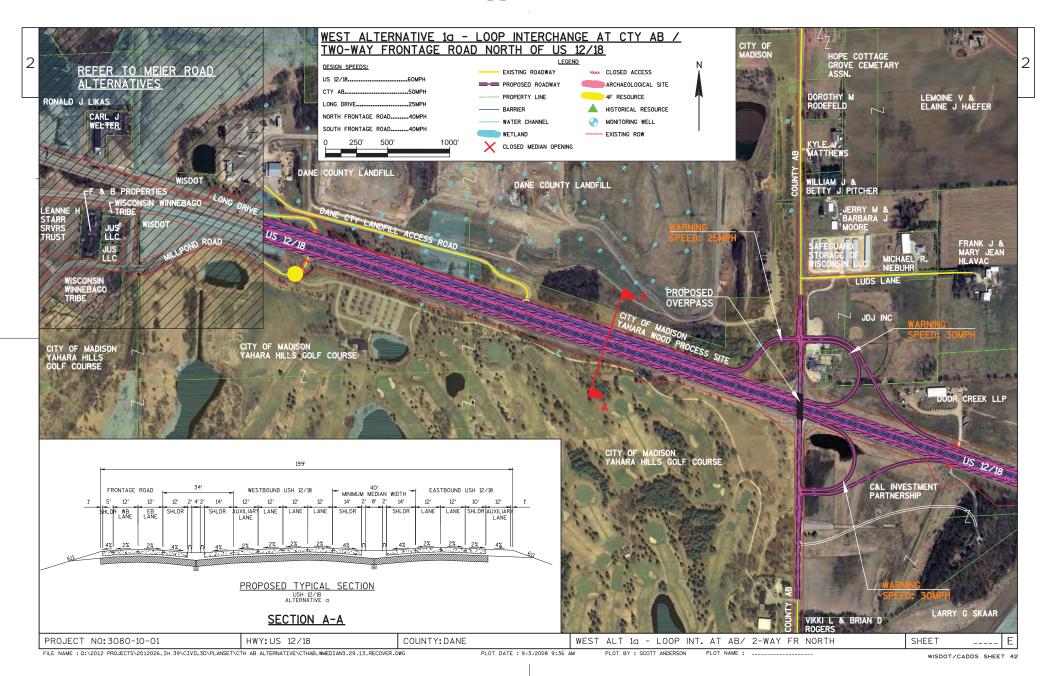


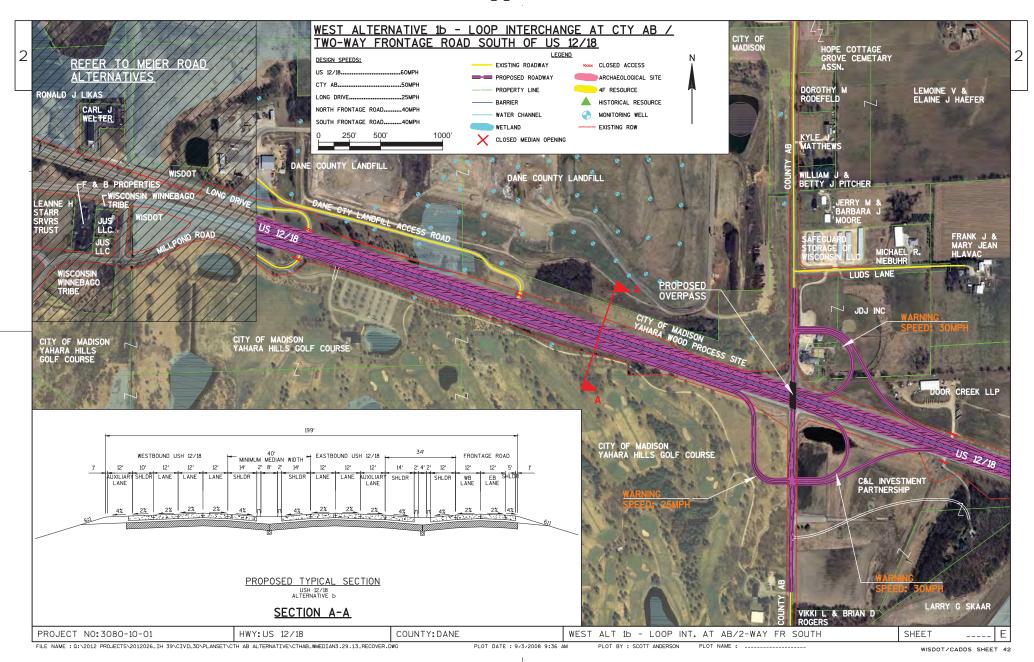


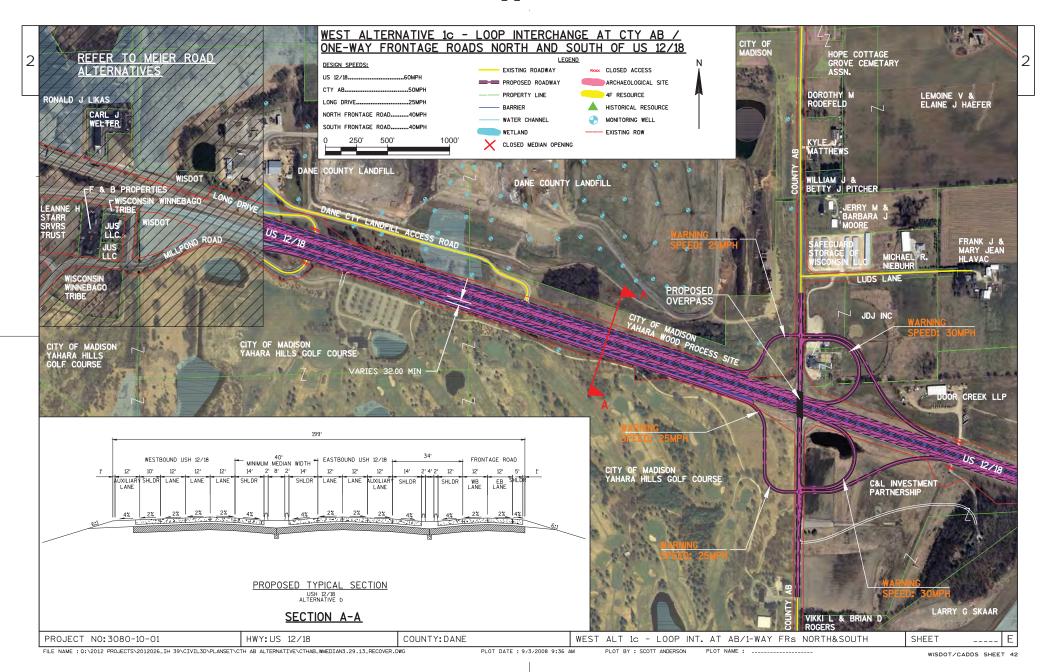


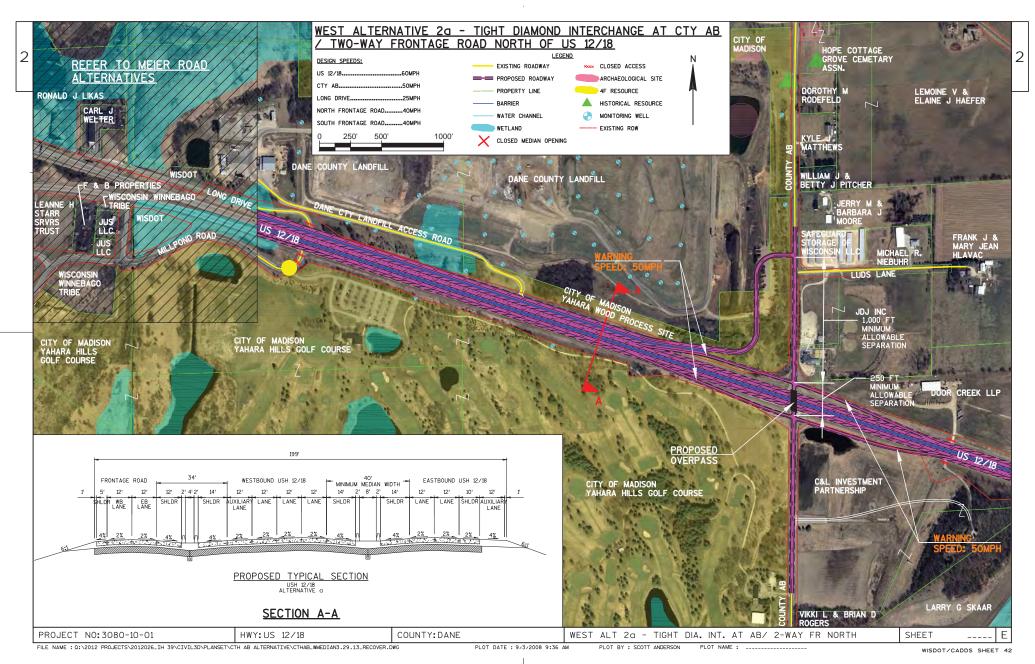


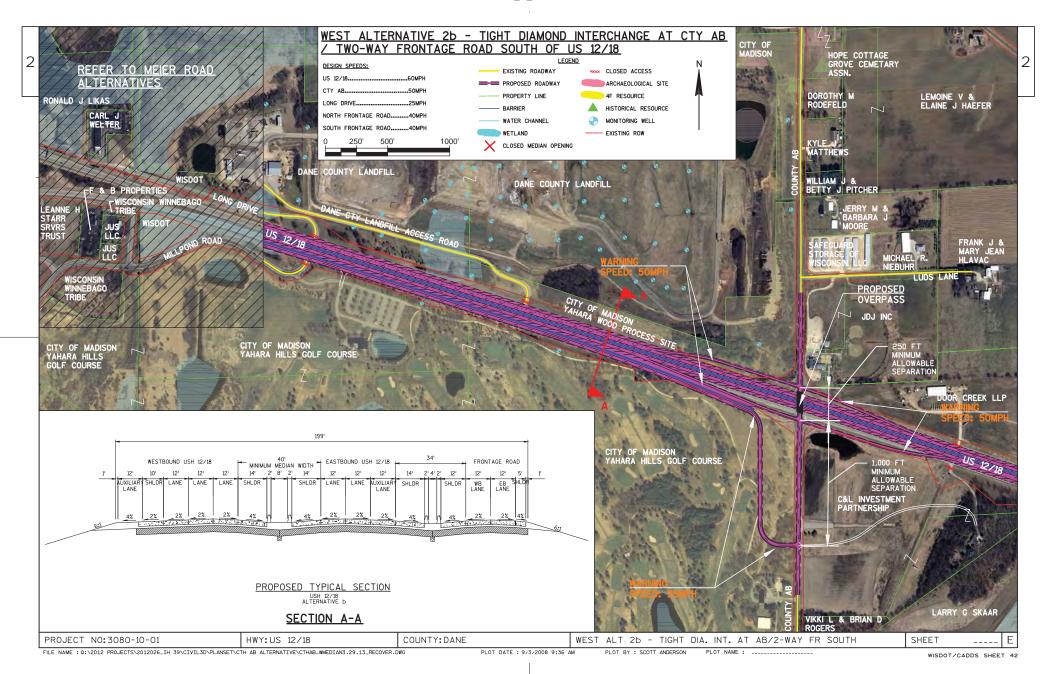
APPENDIX A-2 ALTERNATIVES PRESENTED TO LOCAL OFFICIALS – APRIL 3, 2013

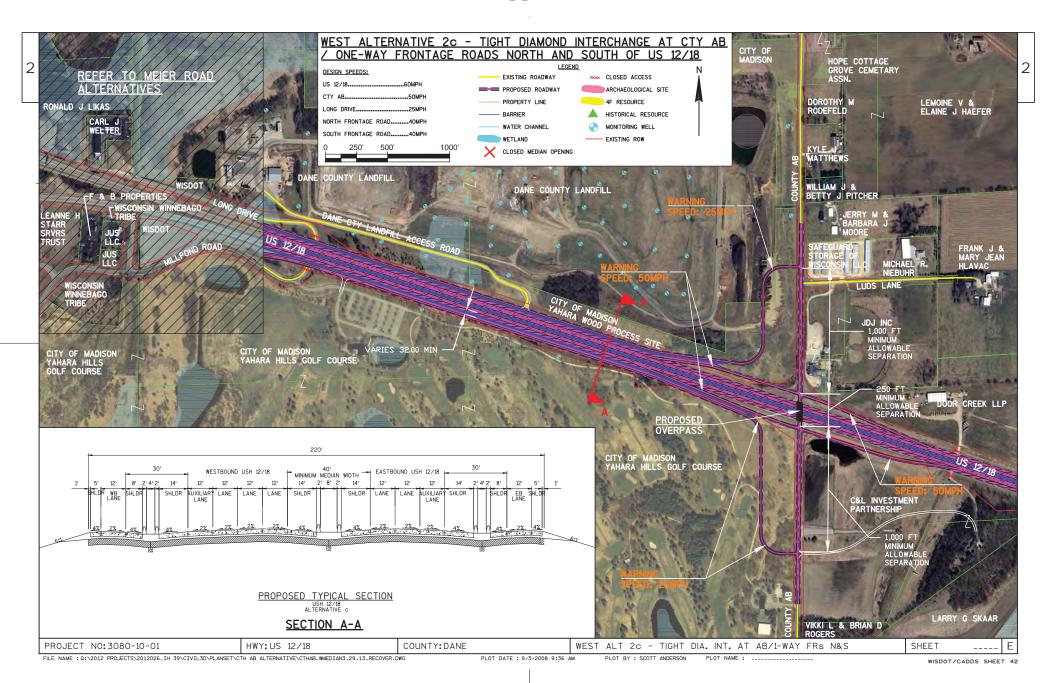


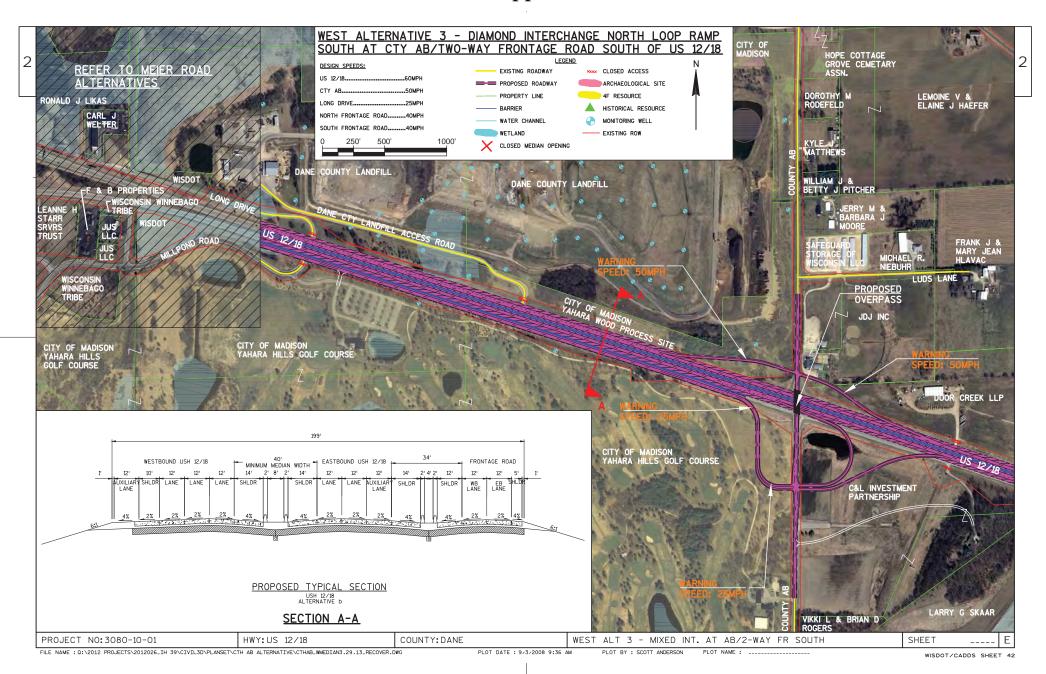


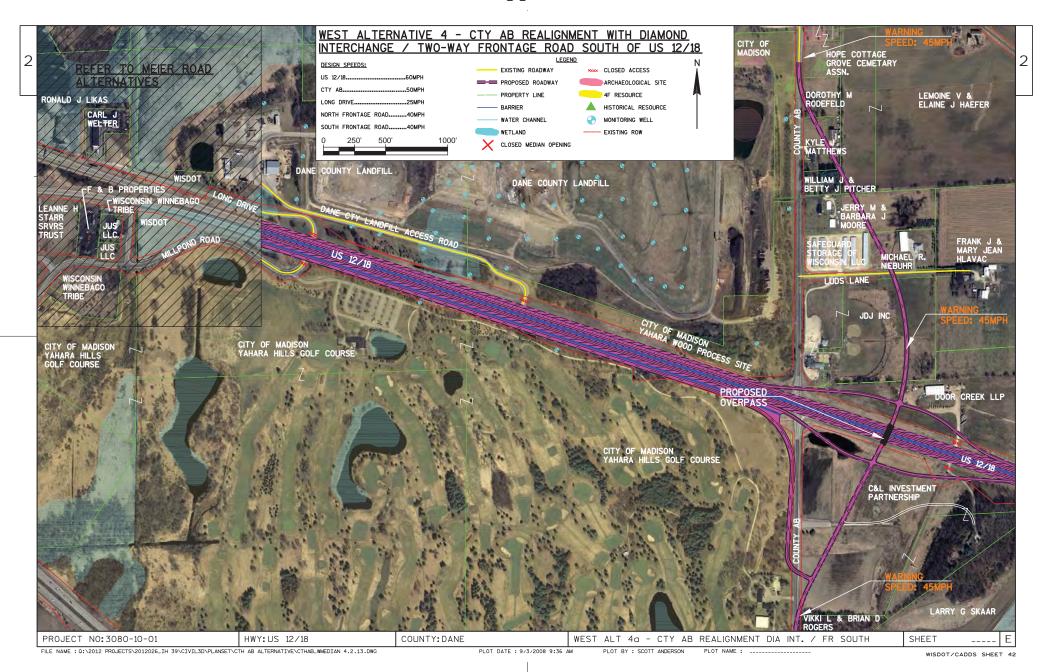


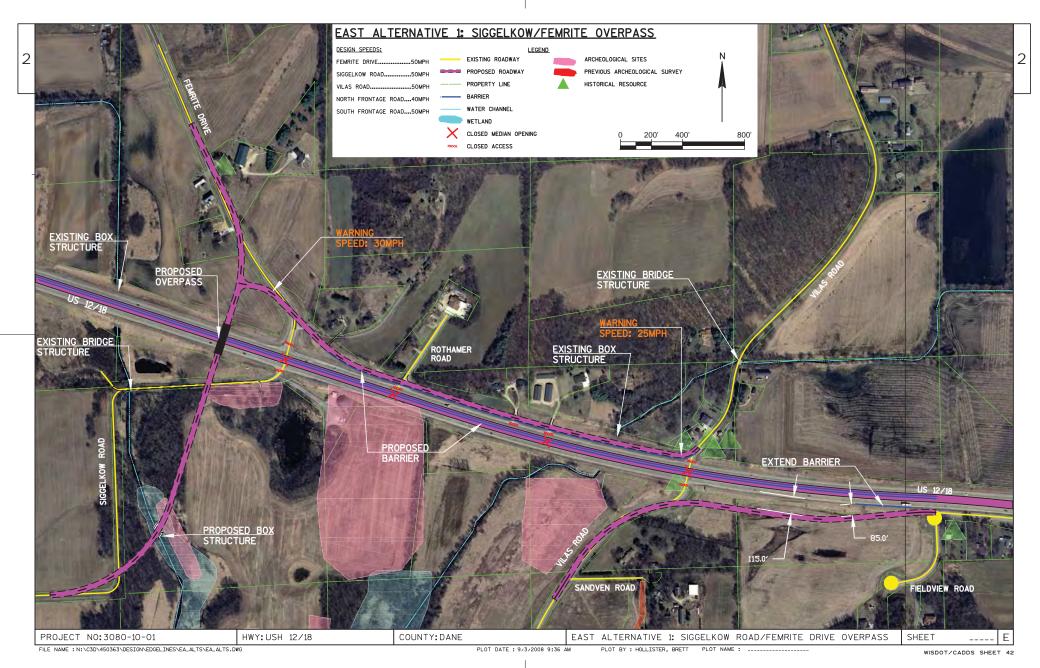


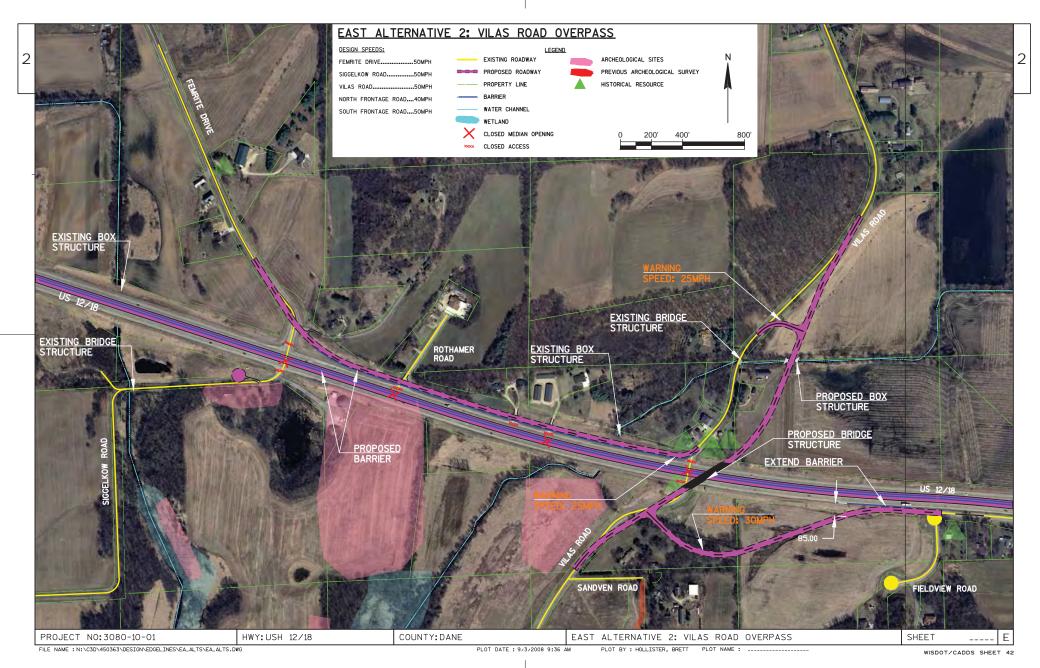


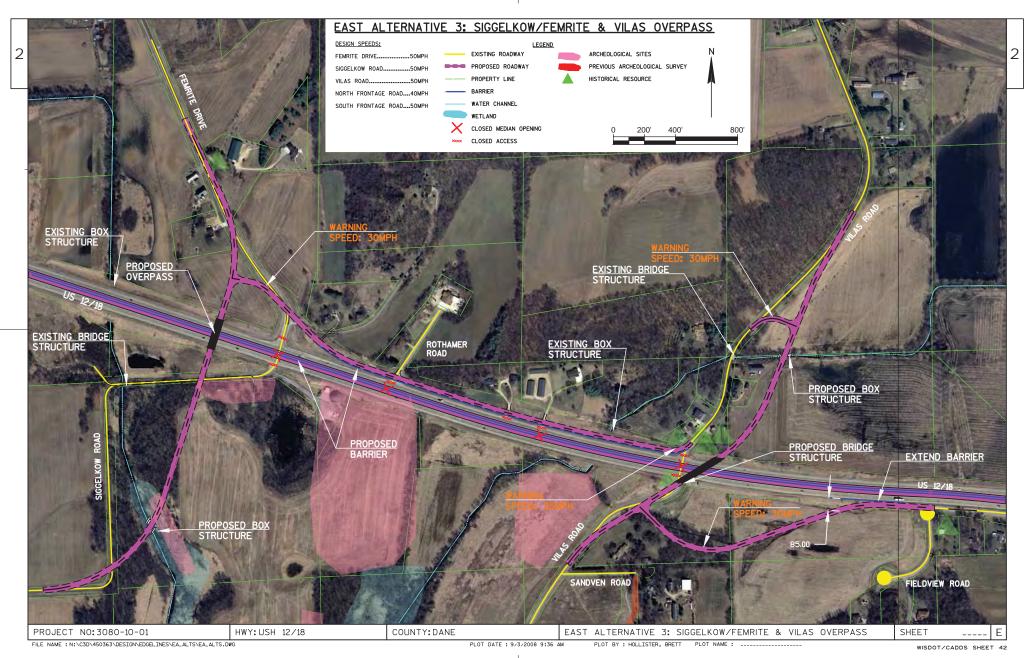


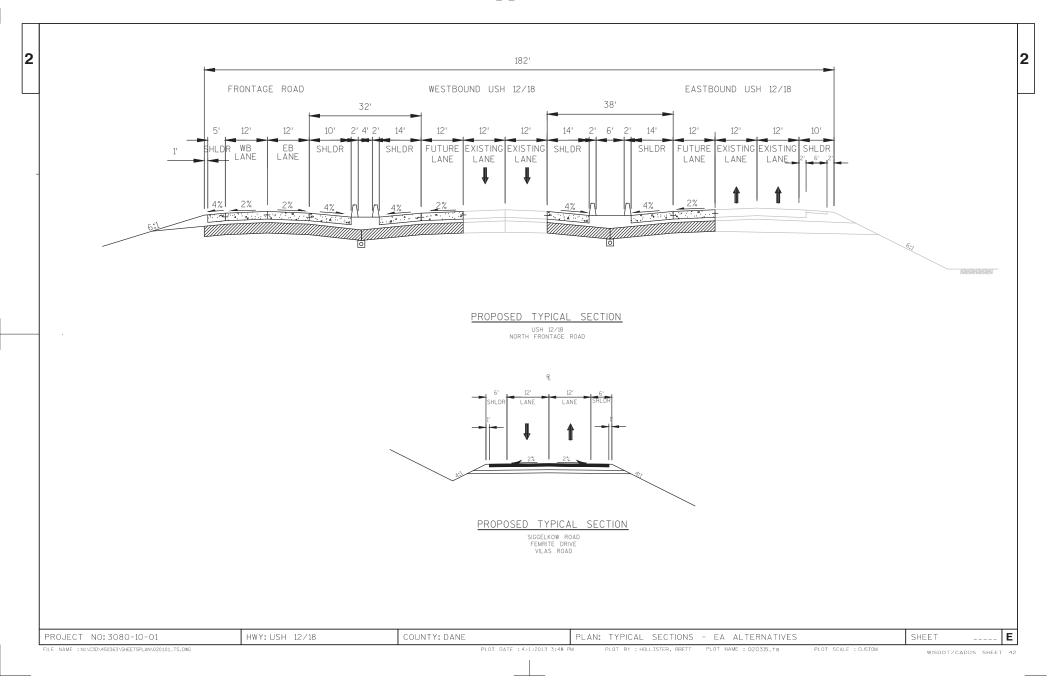












APPENDIX A-3 ALTERNATIVES PRESENTED AT PUBLIC INFORMATION MEETING – APRIL 24, 2013



US 12/18 Mainline West Segment - Overview

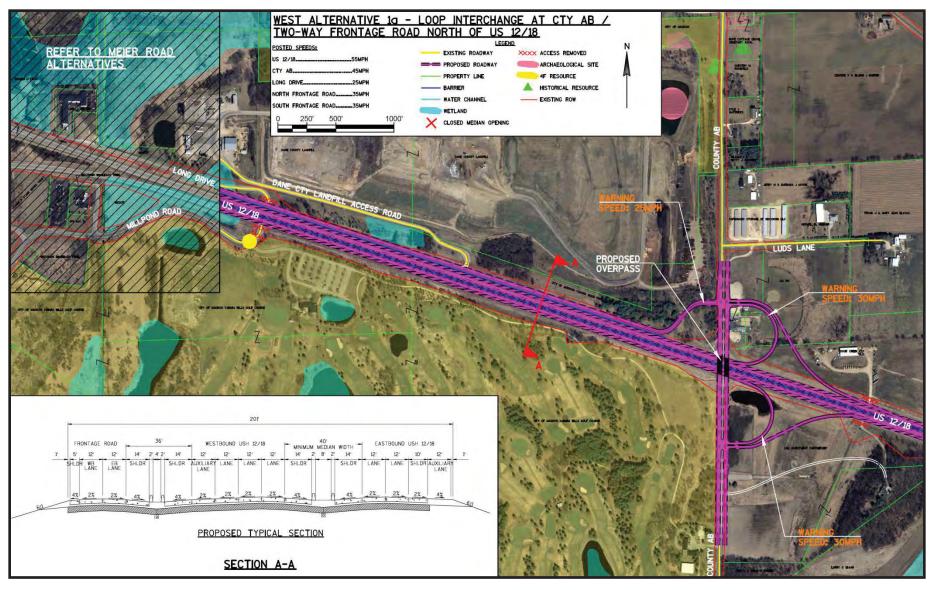






US 12/18 Mainline West Segment

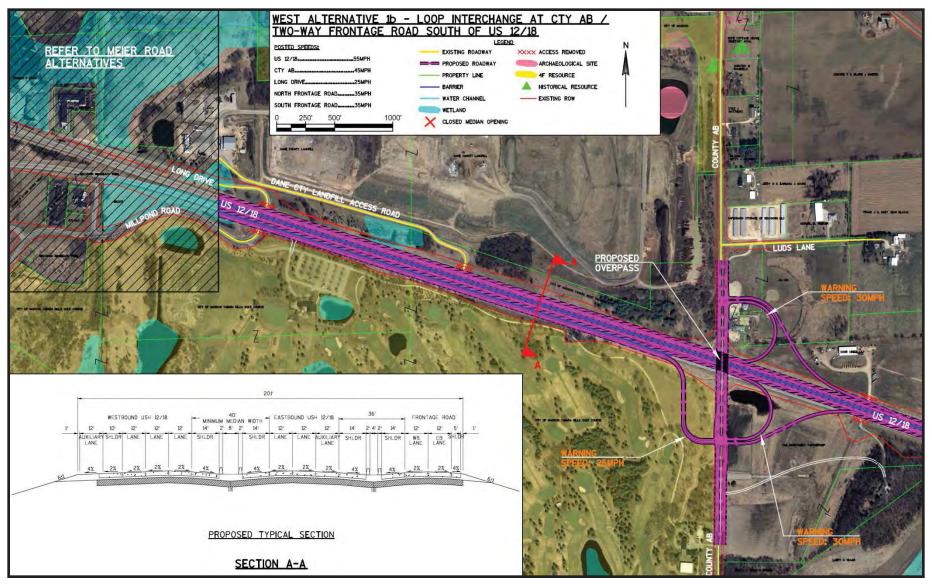






US 12/18 Mainline West Segment

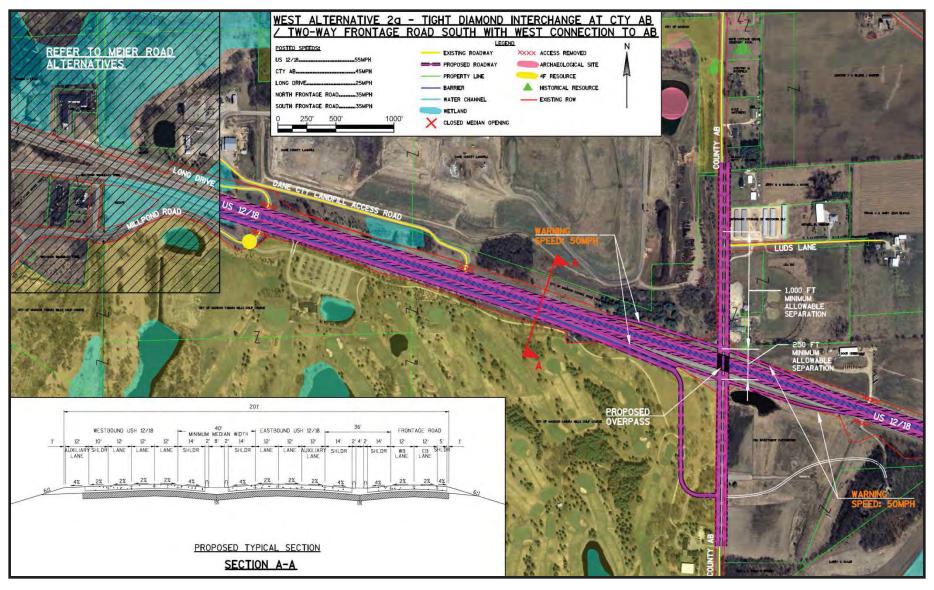






US 12/18 Mainline West Segment

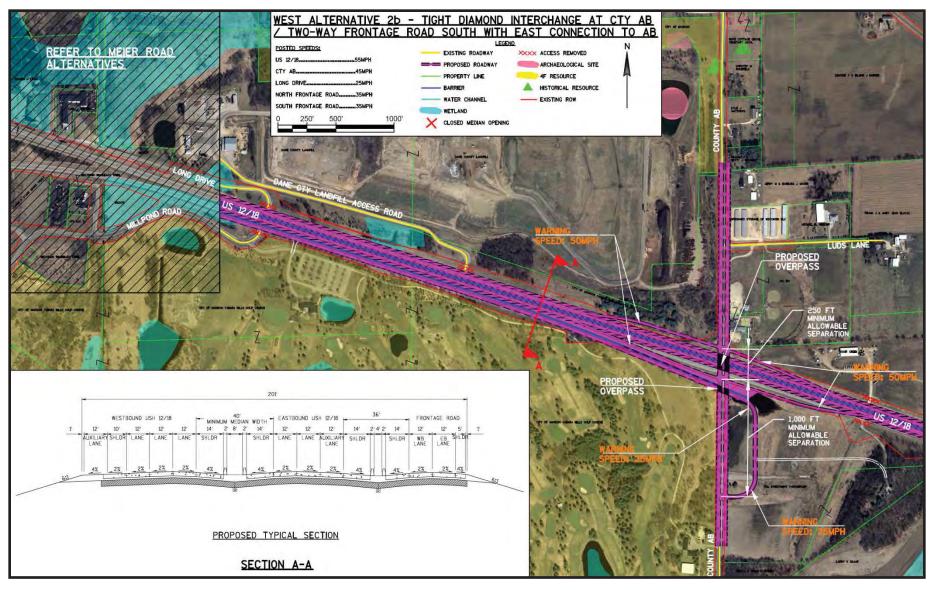






US 12/18 Mainline West Segment

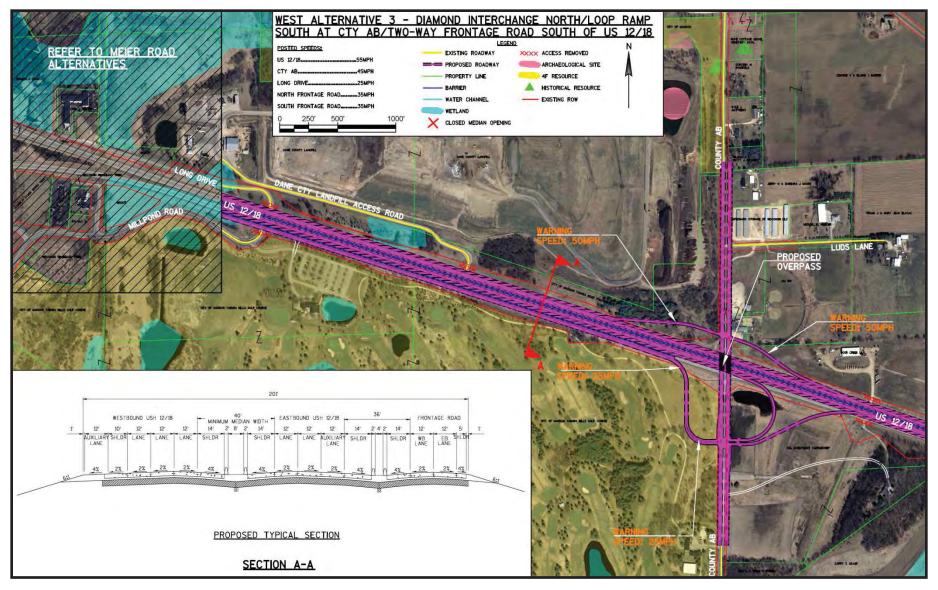






US 12/18 Mainline West Segment

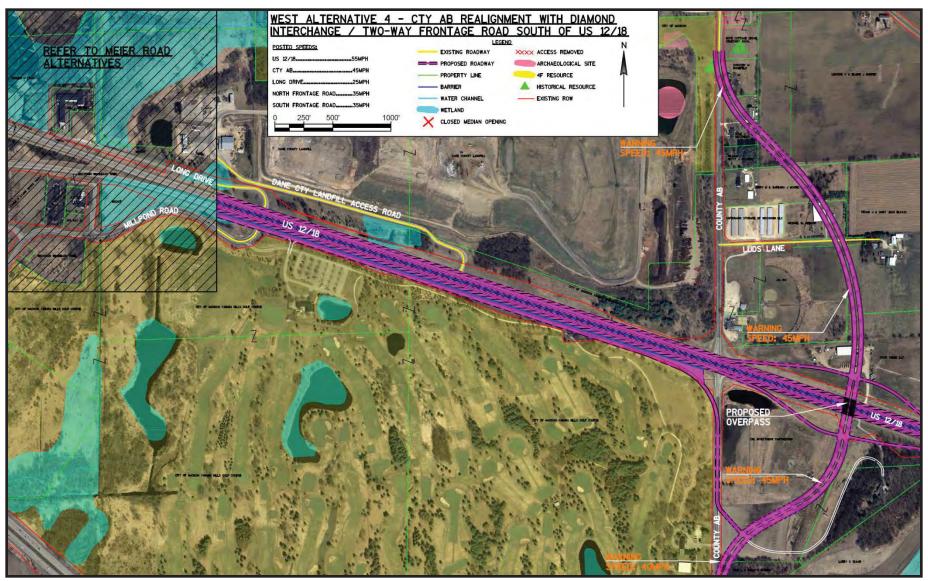






US 12/18 Mainline West Segment

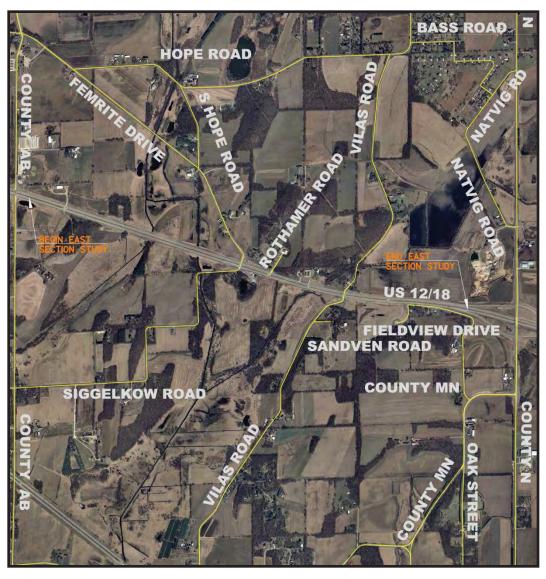






US 12/18 Mainline East Segment - Overview

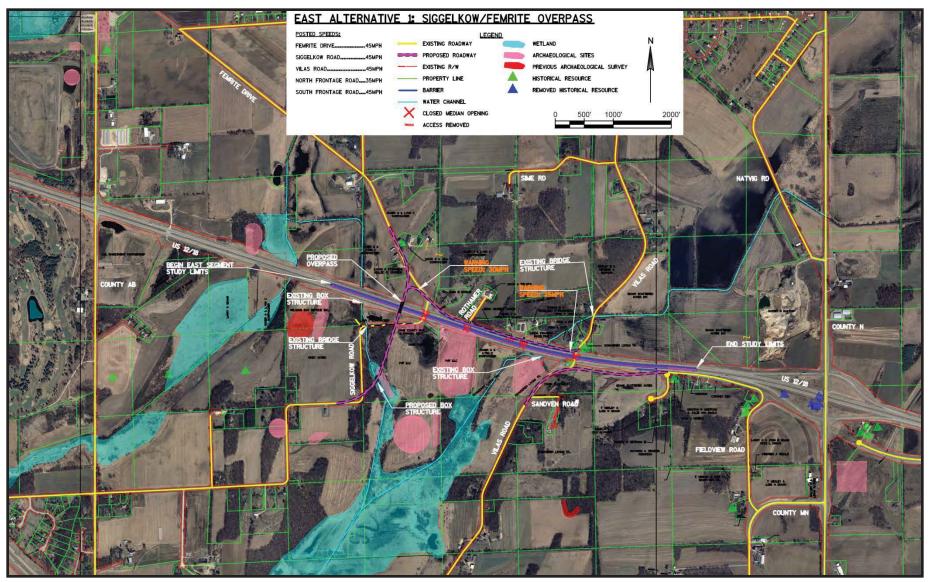






US 12/18 Mainline East Segment

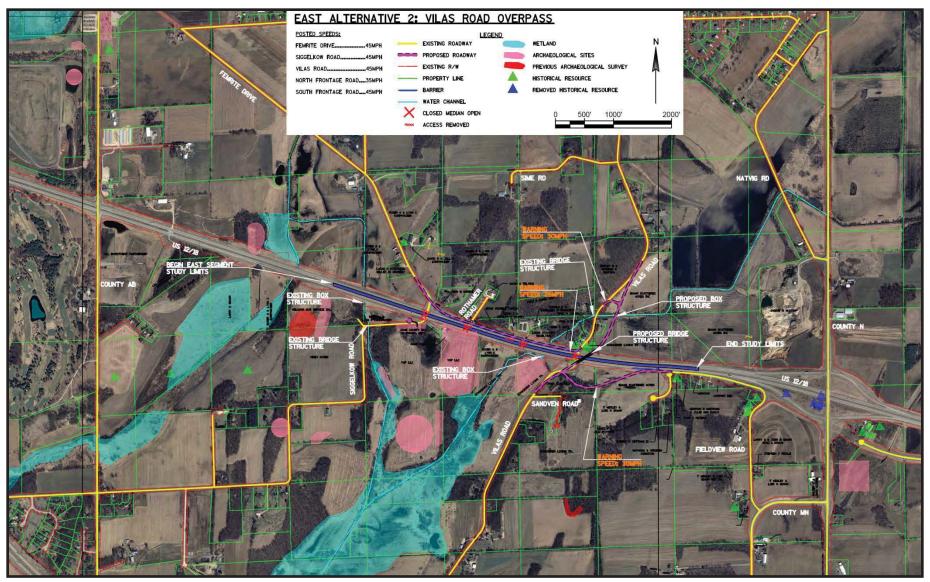






US 12/18 Mainline East Segment

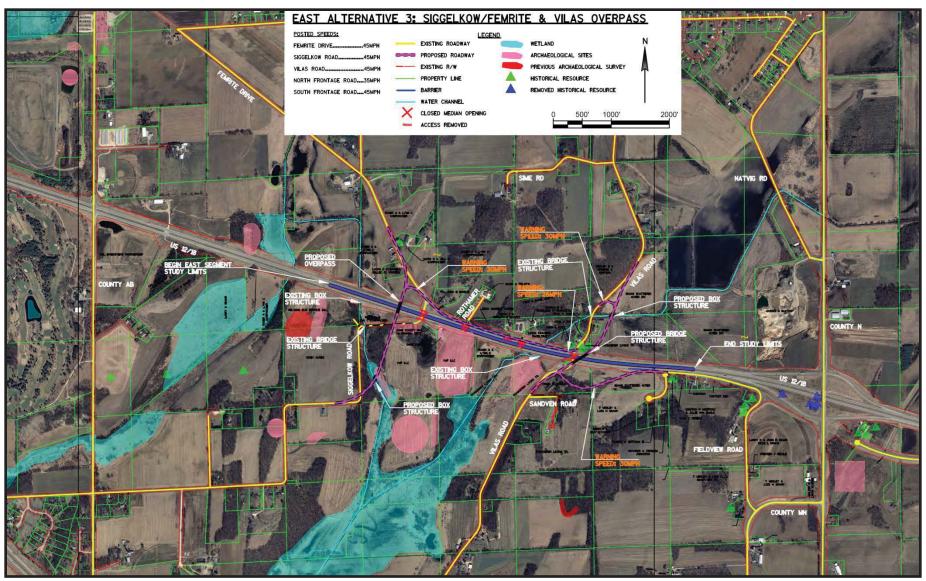






US 12/18 Mainline East Segment



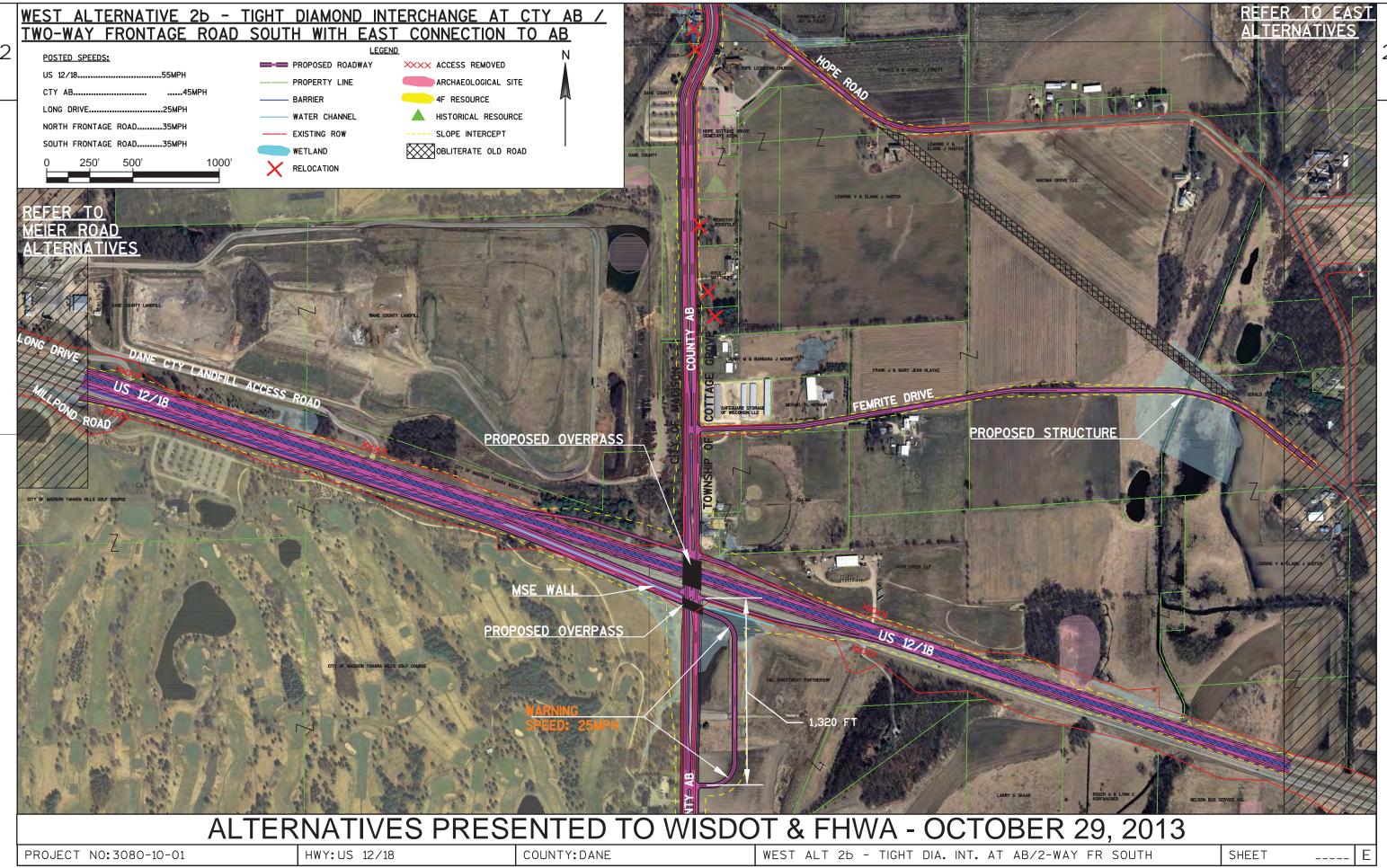


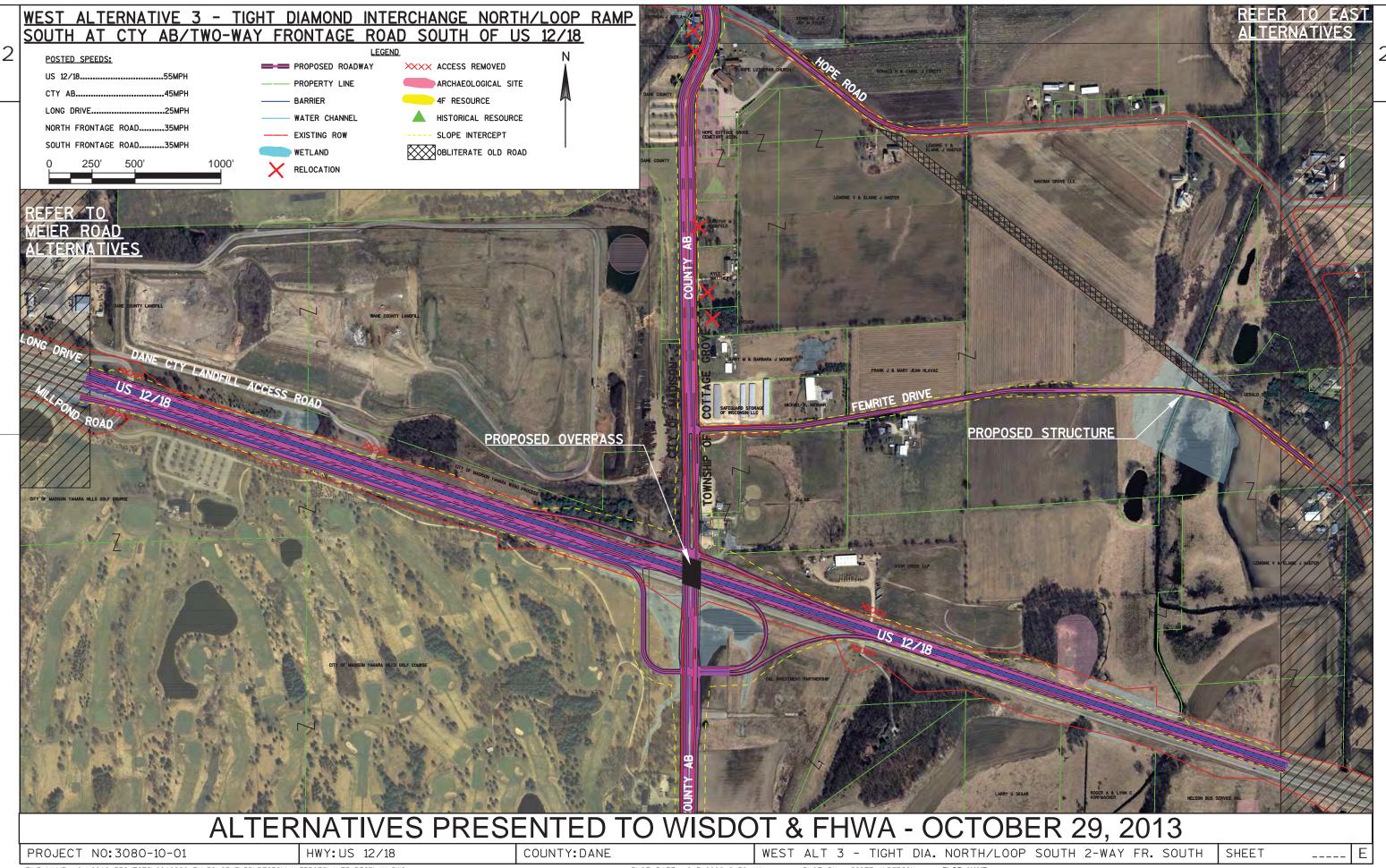
APPENDIX A-4

ALTERNATIVES PRESENTED TO WISDOT & FHWA – OCTOBER 29, 2013

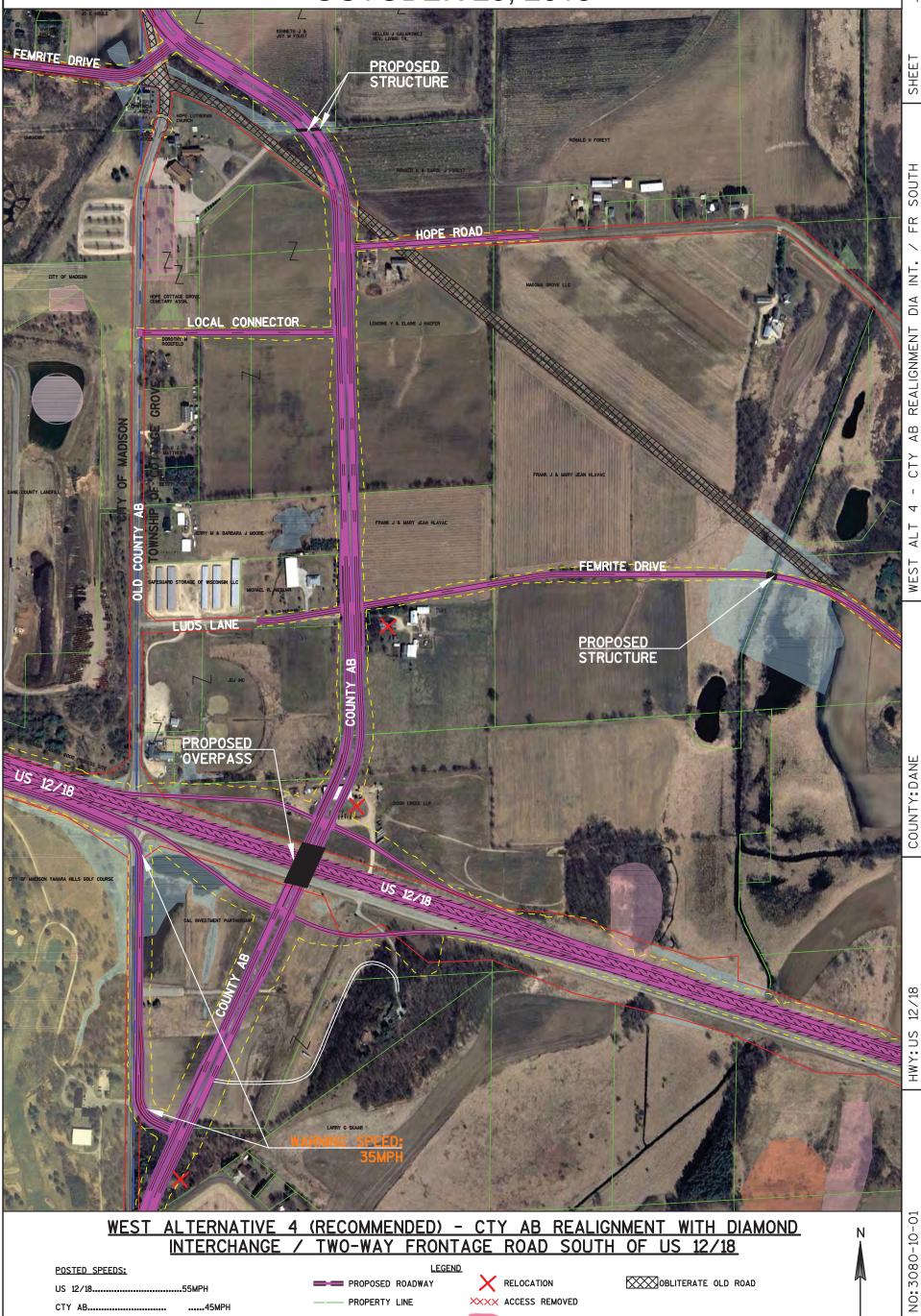
AND AT

PUBLIC INFORMATION MEETING ON NOVEMBER 19, 2013

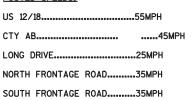


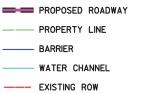


ALTERNATIVES PRESENTED TO WISDOT & FHWA -OCTOBER 29, 2013



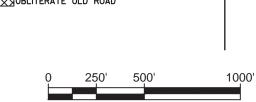


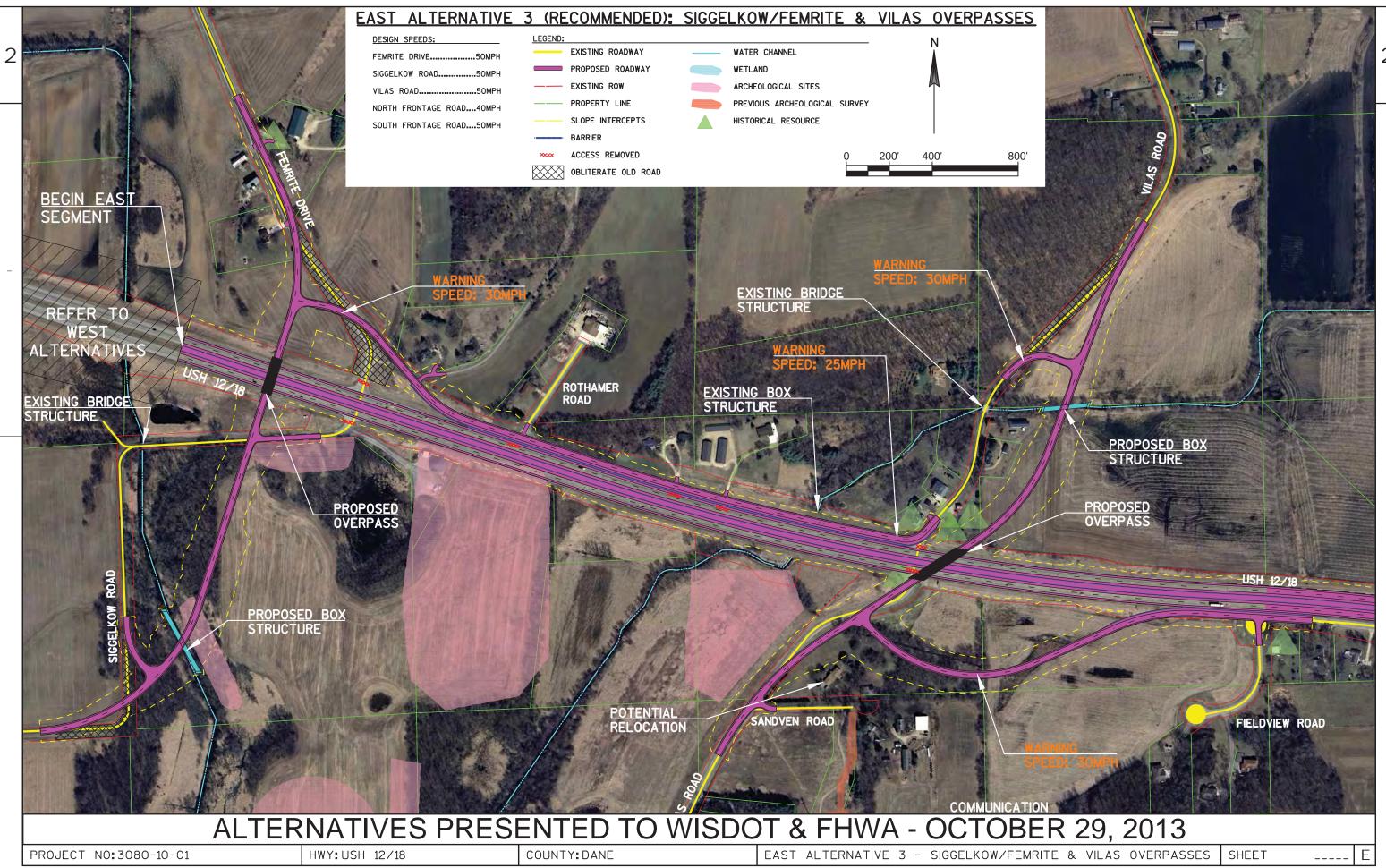


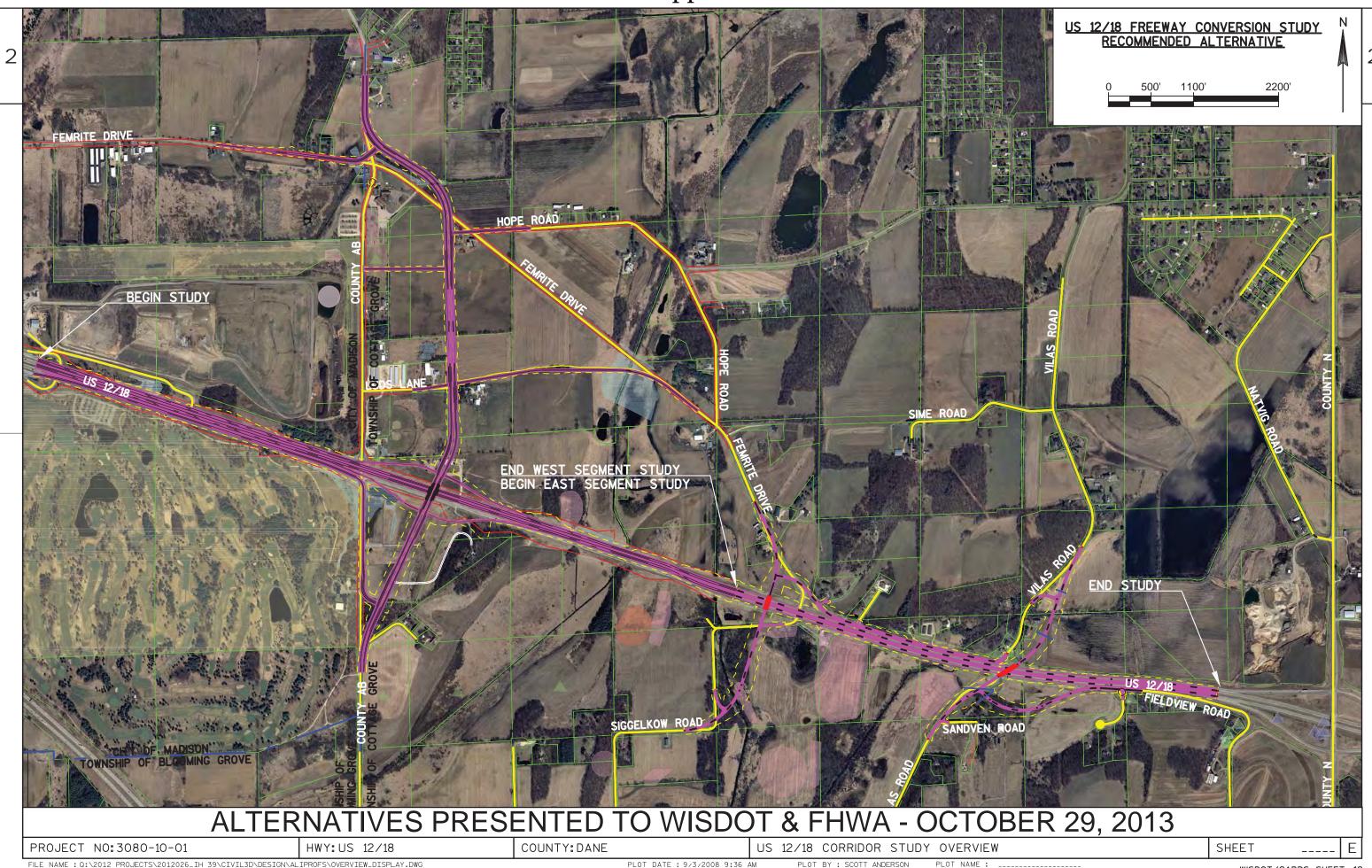


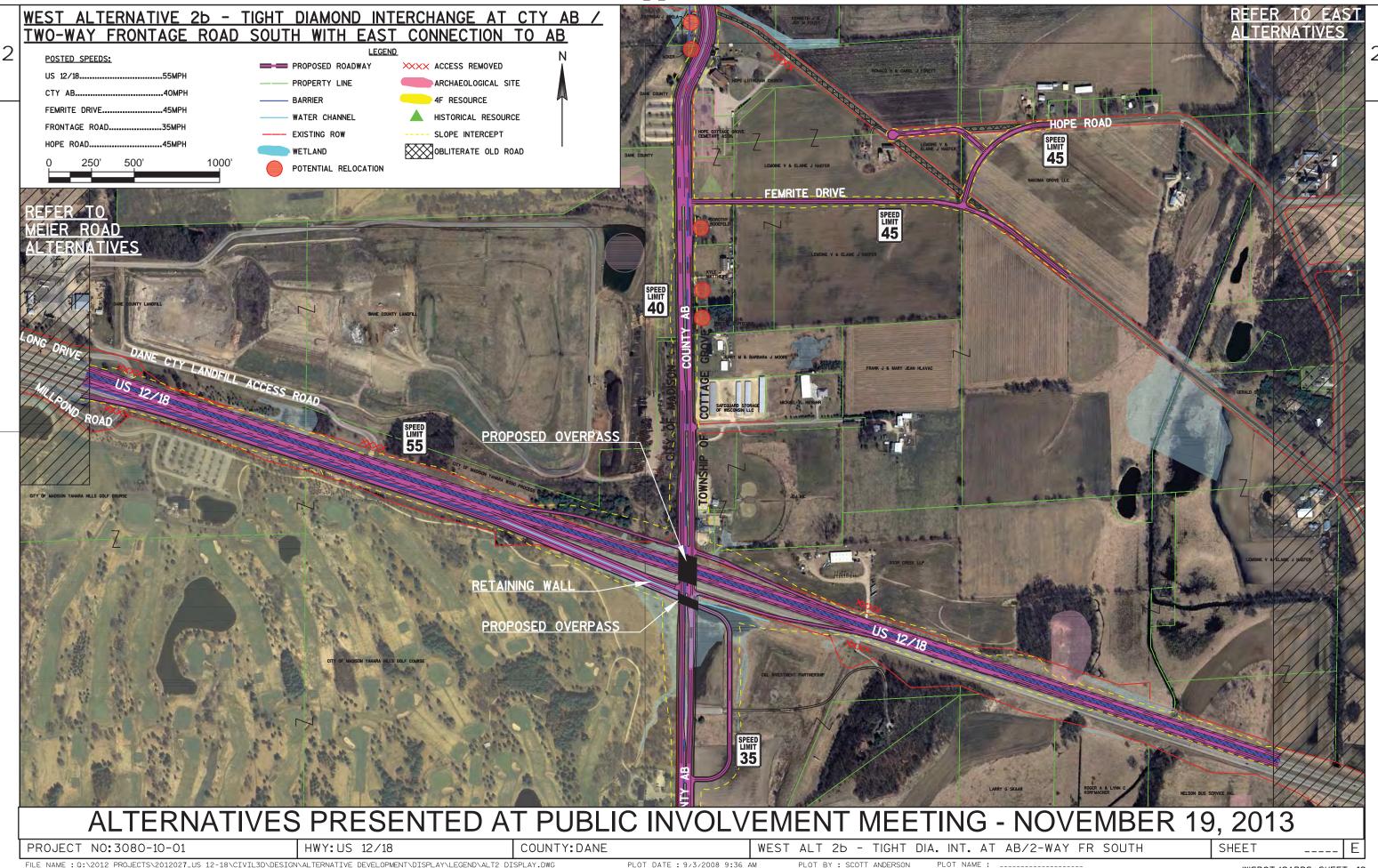
WETLAND

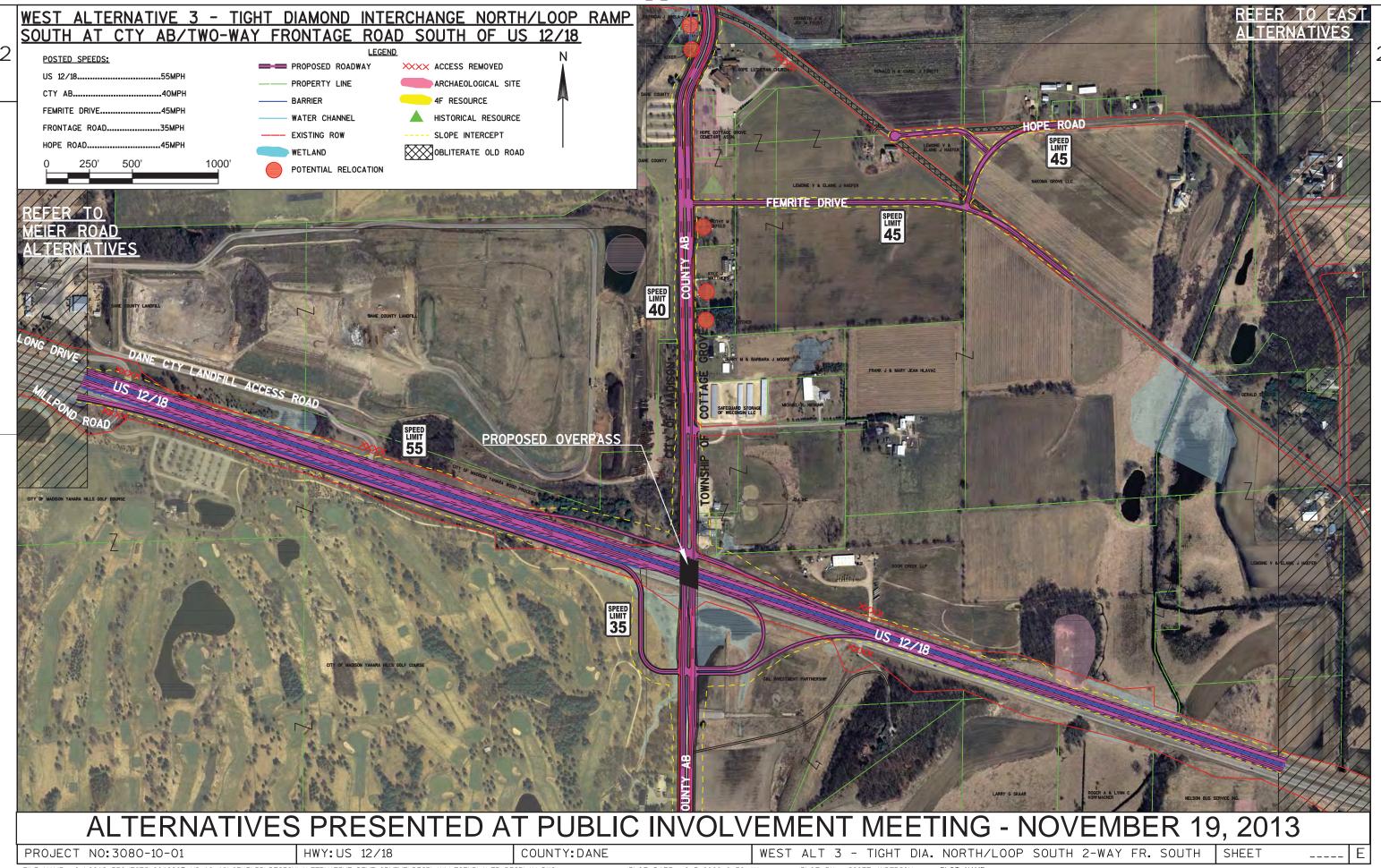


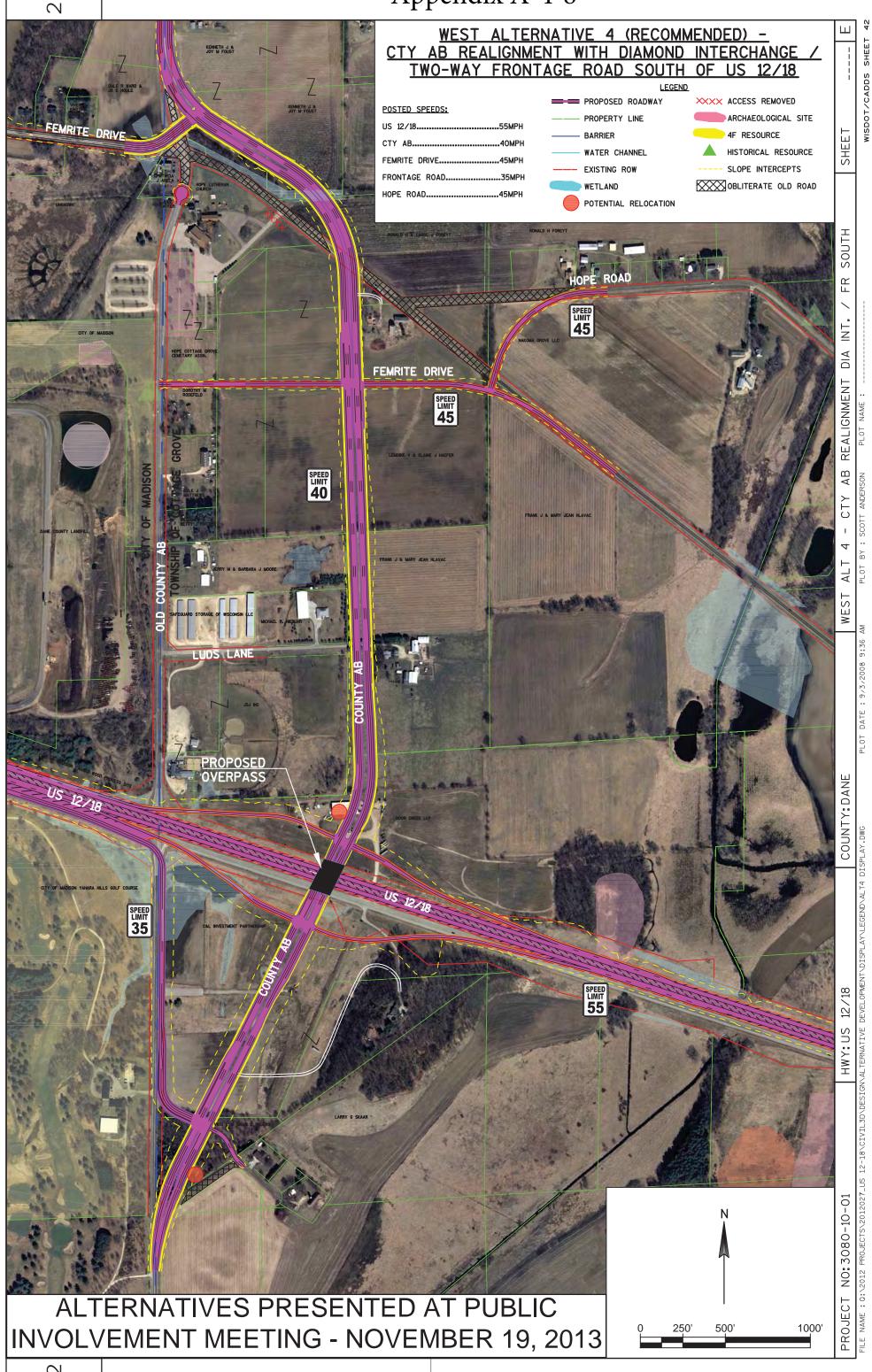


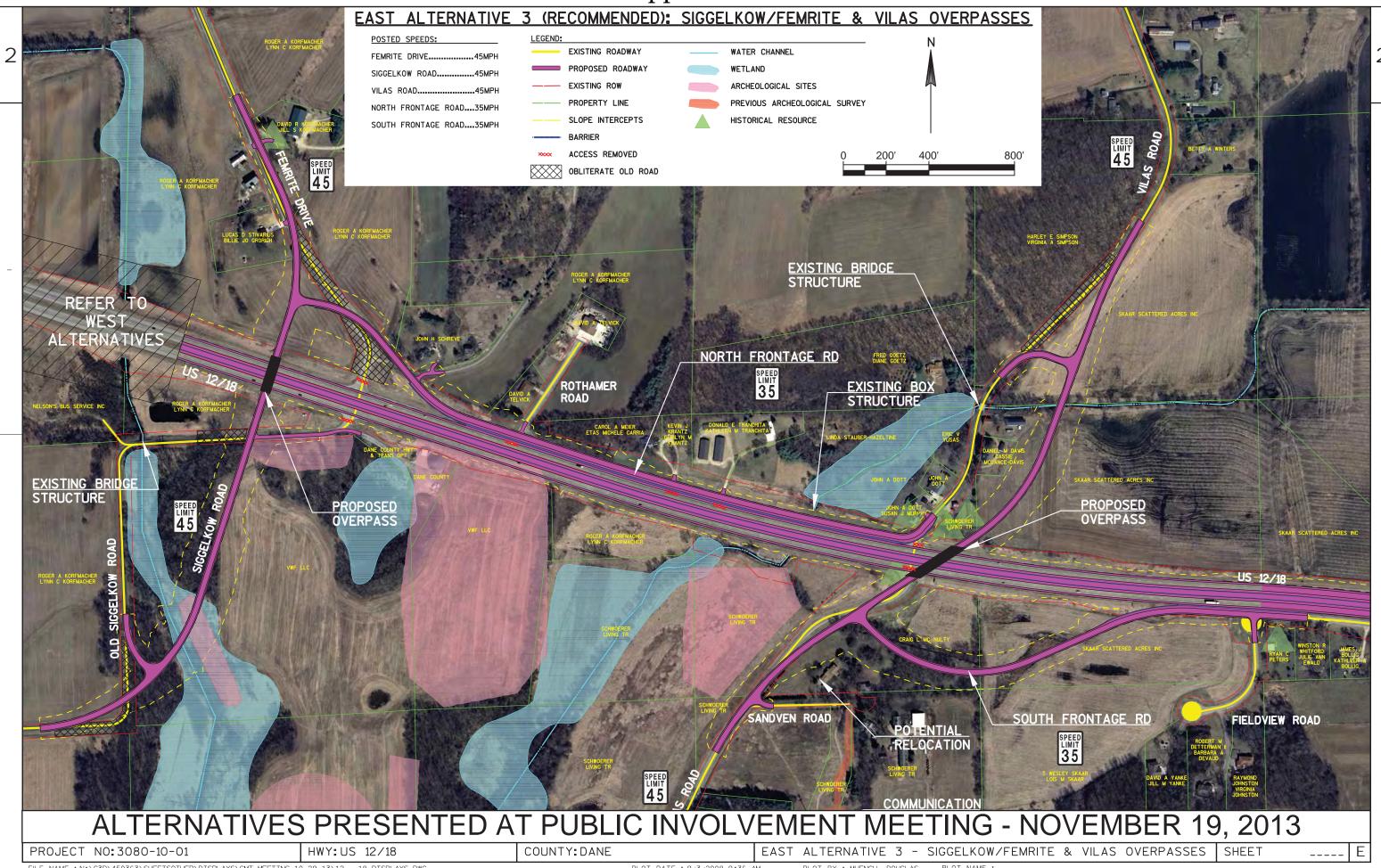


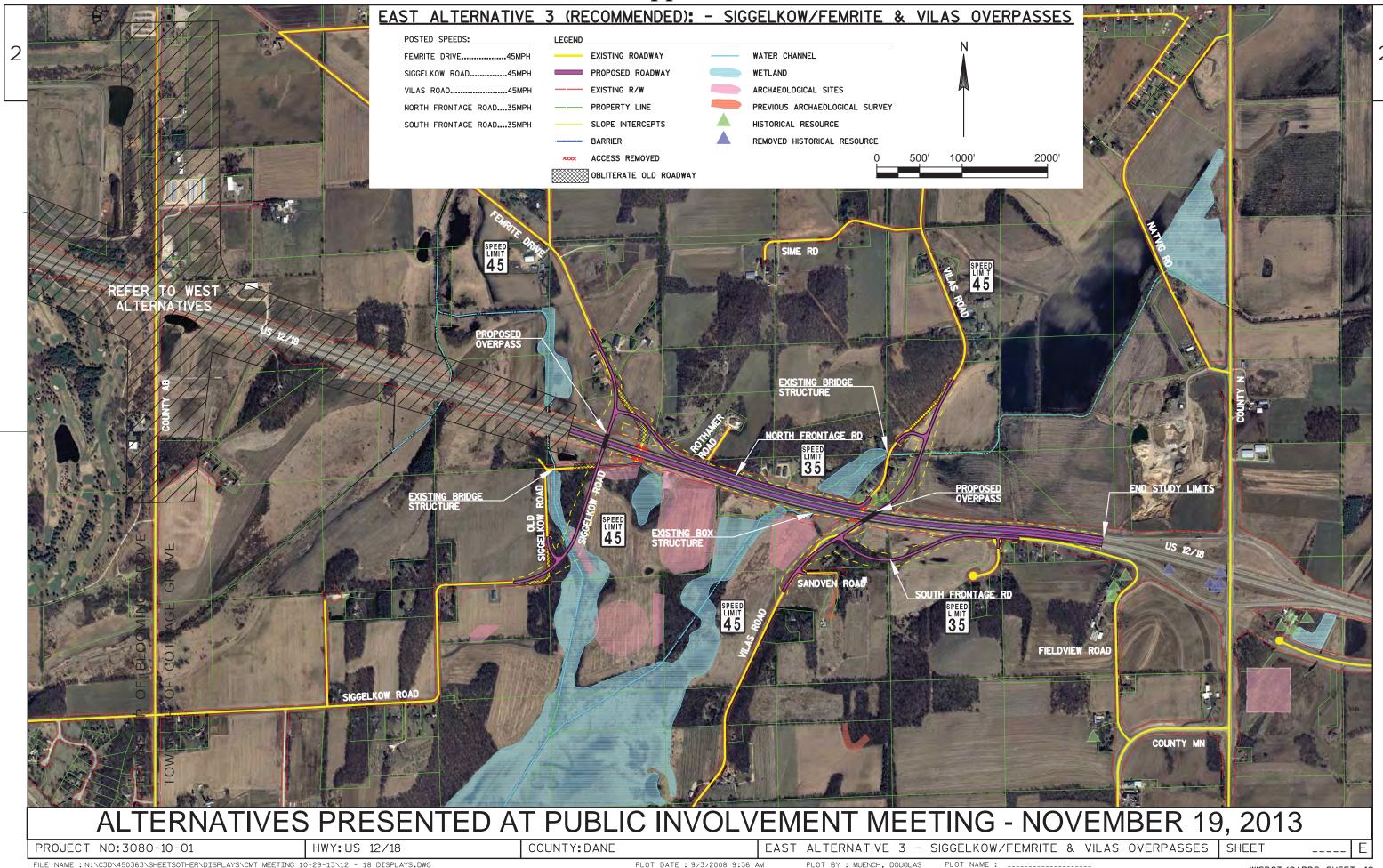












US 12/18 Freeway Conversion Study I-39/90 to County N Dane County

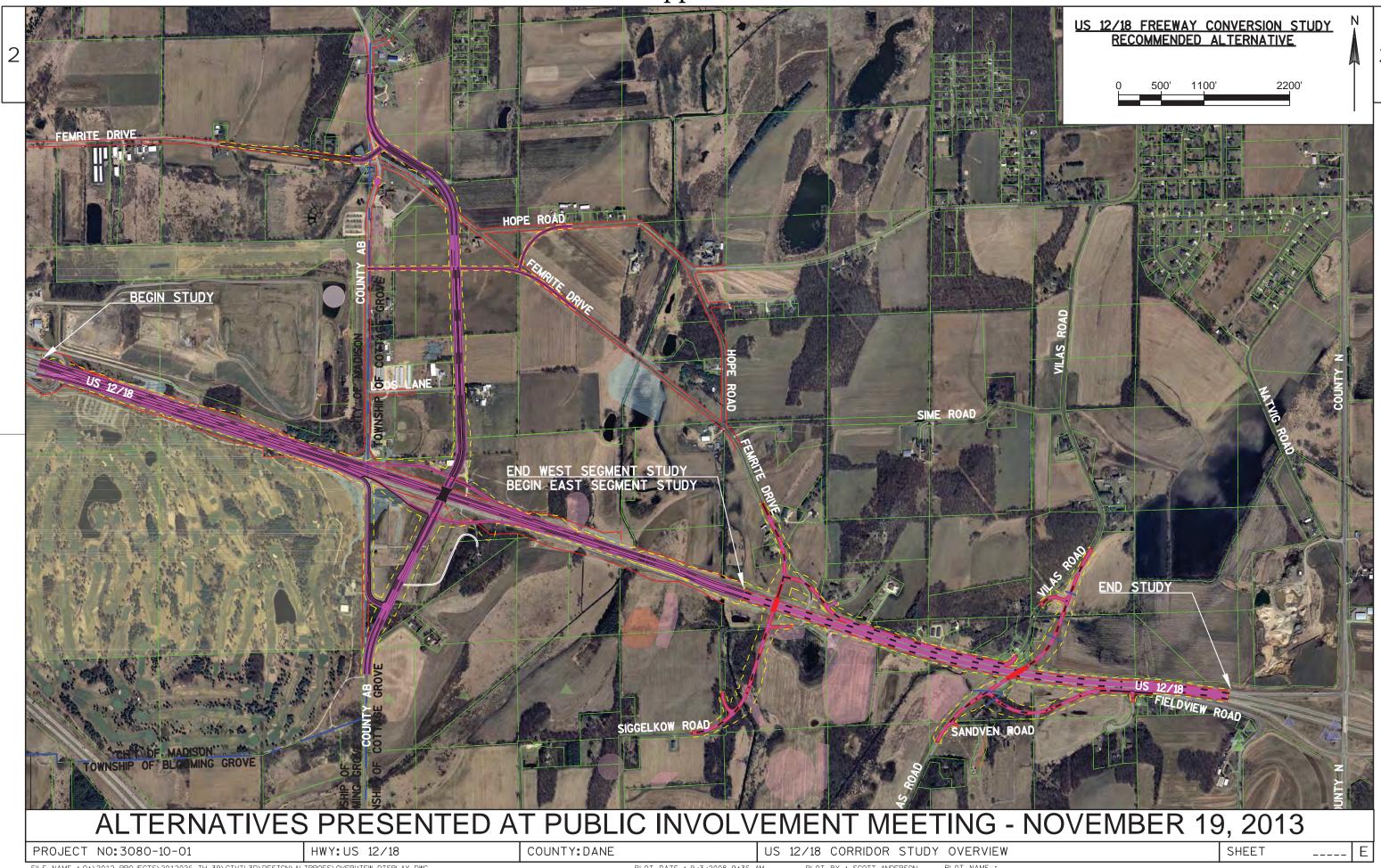
Preliminary Alternative Impacts

		West Section		East Section
	Alternative 2b	Alternative 3	Alternative 4 (Recommended)	Alternative 3 (Recommended)
Roadway Centerline Length				
US 12/18 (miles)	1.7	1.7	1.7	1.7
County AB Ramps (miles)	1.4	1.4	1.4	N/A
County AB (miles)	1.2	1.2	1.6	N/A
Local Roads (miles)	2.5	2.3	3.0	2.6
Opinion of Probable Costs				
Construction (Million \$)	\$36.9	\$32.2	\$34.0	\$17.7
Right of Way (Million \$)	\$4.5	\$5.8	\$7.5	\$0.4
Relocation (Million \$)*	\$2.1	\$2.1	\$1.0	\$0.0
Total (Million \$)	\$43.5	\$40.1	\$42.5	\$18.1
Right of Way Requirements				
Wetland (acres)	7	8	9	2
4(f) Land (acres)	7	10	0	0
Ag Land (acres)	8	8	44	19
Other (acres)	31	31	34	12
Total (acres)	53	57	87	33
Farm Impacts				
R/W Required (number of farms)	3	3	8	13
Severances (number of farms)	1	1	2	2
Relocations				
Business	1	1	1	0
Farm	0	0	0	0
Residential	4	4	1	1
Other Impacts				
Possible Historical Sites (number)**	3	3	4	7
Possible Arch Sites (number)**	2	2	3	3
Possible Hazardous Materials Sites (number)**	5	5	5	4

^{*} Relocation costs were estimated at 2.5 times the fair market value

INFORMATION PRESENTED AT PUBLIC INVOLVEMENT MEETING - NOVEMBER 19, 2013

^{**} Numbers of historical, arch, and haz-mat sites are based on literature searches; will be updated once field work is complete



APPENDIX B PUBLIC INVOLVEMENT COMMENT TRACKING

#	Comment/Issue	Source	Contact	Follow Up
	A resident saw a story about the public information meeting on the 10 o'clock news last night, and wanted his comments to reflect the fact that he takes that route (he said the Interstate	Craig Pringle		
	and 12/18) every day and feels everything is fine, and there should be no changes.	Phone Msg	2220 Chamberlain Ave	
		4/25/2013		0
	Was unable to attend the meeting you had on Tuesday in Cottage Grove regarding this. I wonder if you have written information about this plan that I could read. I am wondering if all the traffic in the Sky High subdivision will be routed through the Rolling Wheels subdivision in order to get to N and 12/18. I and many of my neighbors currently use Vilas Road. Will it no longer	Email sent to Craig Pringle		Craig followed up via email on 8/2/2012.
	have access to 12/18 under this new plan? Will A/B have access? What is the timeframe for all this?	on 8/2/2012		Email notification sent on 5/28/2013
	have access to 12/10 ander this new plant. Will Ay b have access: What is the timerame for all this:	011 0/ 2/ 2012		by Steve Theisen for US 12/18
				Freeway Conversion website.
	I am writing in regard to the ongoing study of converting US 12/18 to a freeway.	Email sent to		Craig followed up with email on
	I have to question the necessity of such a conversion. Not only will it impact hundreds if not thousands of daily commuters; I find any monies could be spent on more urgent needs.	Craig Pringle		8/6/2012.
		on 8/2/2012		Email notification sent on 5/28/2013
	I have worked in the public transportation sector for over 25 yrs. As a taxpayer, considering the cost of any additional interchanges, overpasses and frontage roads; extended and/or			by Steve Theisen for US 12/18
	additional turn lanes could be utilized at a fraction of the cost and provide years of a safer commute. This would also require little if any R/W acquisition.			Freeway Conversion website.
	I can safely say that the majority of the neighbors and businesses I have spoken with concur; any conversion to a freeway would not only be an unnecessary hassle/inconvenience for most,			
	but a considerable expense/hit to some businesses.			
	Living in the Rolling Wheels subdivision on Hupmobile Drive brings a concern to me because when I am heading into or home from the Madison area on US 12/18 I never use the exit on	Email sent to		Email notification sent on 5/28/2013
	County N. I use the Vilas Road turn off. Because of the recent current events dealing with the county/township before I left re: other issues in the area off County N and the belt line, I'm	Craig Pringle	2574 Hupmobile Drive	by Steve Theisen for US 12/18
	finding it very discomforting that important meetings are being held over the summer months, before/after holiday weekends, or as I'm beginning to feel when people will be less likely to	on 9/16/2012		Freeway Conversion website.
	give any input into any situations dealing with land use, tax dollars, etc. Is there hidden agendas that aren't being explained?? on this particular construction. Is Ho-Chunk Gaming having a			
	problem with their Millpond Road entrance?? to name one! What does the social impact have to due with construction of a freeway?			
	In the past two years we have encountered road changes/improvements on the belt line in the areas you have been describing to which I am truly grateful. If monies need to be spent, why			
	isn't there more of a concern to widening the highway from County N to Cambridge to a four-lane highway. This is more of a safety risk with the amount of traffic coming into the Madison area from the east. Has anyone sat and witnessed the congestion at the intersection of US 12/18 & 73 outside of Deerfield? This is naming just two concerns I have since I also travel this			
	area on a regular basis.			
	As a property owner near HWY 12/18 (at Hope Rd and Femrite Drive) we want the intersection of County AB and HWY 12/18 to remain as functional as possible. Please incorporate on/off	Email sent to		
	ramps for all four directions of travel at this intersection in future highway plans.	Craig Pringle	2310 Parmenter St #414	
		on 9/22/2012	Middleton, WI 53562	
	Commercial real estate broker for land NE of beltline interchange along Femrite Dr. and Meier Road asked about planned intersection improvements along US 12/18 east of the interchange	Email to WisDOT	4605 D	Craig followed up with emails on
	(as shown on City of Madison map for 2014). He also asked about the Meier Road extension.	5/09/2013 and 5/13/2013	4605 Dovetail Drive	5/13/2013. **would like link to website**
	Craig followed up with an email providing information on the planned Millpond Road intersection improvements. Kyle asked if there were plans to alter Femrite Drive between Meier Road	5/13/2013	Madison, WI 53704	Email notification sent on 5/28/2013
	and the interstate.			by Steve Theisen for US 12/18
				Freeway Conversion website.
				,
	A grade separated interchange needs to be put in at County AB. The sooner this can be done the better. It is a very dangerous intersection. Recent improvement have helped but are	Email to WisDOT		Email notification sent on 5/28/2013
	insufficient. Would prefer a diamond-style interchange rather than loop.	5/16/2013	4630 Secret Garden Dr.	by Steve Theisen for US 12/18
			McFarland, WI 53558	Freeway Conversion website.
	The City of Madison supports splitting the environmental document to enable the Meier Road extension to proceed. They also have a strong preference for the west segment mainline	Email to		
	alternatives. The City is concerned with golf course impacts. The City will provide a letter outlining their concerns and preferences.	Darin Blang		
	3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5/15/2013		
	Property owner at southeast corner of 12/18 and County AB would like to meet to discuss alternatives.	Email to		Craig followed up via email on
		WisDOT		5/21/2013
		5/17/2013		
	A formal response from the City of Madison is on file. The City is most supportive of the Meier Road Alt #2 that shifts Meier Road to the west. The City has concerns with the West Segment (I	_		
	39 to CTH AB) alternatives. The City feels that the project has the potential to impact the City in ways including regional and local traffic circulation, area connectivity, business and park	Pringle dated		
	visibility and access, and direct impacts to real estate in the area (primarily Yahara Hills Golf Course). The City strongly encourages the one-way paired frontage road alternatives be abandoned, as well as the alternatives that directly impact the Yahara Hills Golf Course (West Alt #1 and #2). They are most supportive of West Alt #4, but also feel that West Alt #3 could be	5/20/2013		
	advanced if modified to minimize golf course impacts. The City is appreciative of the coordination efforts to date and look forward to these continued efforts throughout the study process.			
	as as a second to the second to the second three second the second to the second to the second to the second three second to the			

#	Comment/Issue	Source	Contact	Follow Up
	A resident lives on Hope Road. He does not like the project, the landfill, or the City of Madison. He has battled with the County and City on the landfill	Phone Msg to		** would like link to website**
	area.	Craig Pringle	2767 Hope Rd.	Email notification sent on 5/28/2013
		4/25/2013		by Steve Theisen for US 12/18 Freeway Conversion website.
1	Issues: Increase in volume of road noise and vibration. Increase in distressed drivers (i.e. car trouble, out of gas, directions, stuck in ditch). Motorists bang on our door at all hours of the	PIM 1		Email notification sent on 5/28/2013
	night, especially during snowstorms. Trash in yard (i.e. beer/soda cans and bottles, dirty diapers, fast food containers, plastic bags, cigarette butts, screws/nails, debris from truck tire		2774 US Highway 12&18	by Steve Theisen for US 12/18
	blowouts and car accidents, motorists deliberately dropping off trash bags for our trash pickup, motorists being pulled over by State Patrol throw drug paraphernalia in yard). We try to keep		Cottage Grove, WI 53527	Freeway Conversion website.
	things clean between our driveway and the next, but wouldn't be able to manage increase trash. Motorists hitting wildlife and leaving remains on edge of lawn. Also have concerns with			
	security of mail delivery. Concerned about our ability to sell? Decrease in value of property. What are the DOT plans? Build sound limiting wall? Frontage road will always be full of non-			
-	residential traffic. Plowing priority? Remain residential or become commercial zoning?	DINAA		
ь	Access to Femrite Dr off of 12/18. Many people use Femrite as access to work daily. Near term improve turn lanes, extend westbound turn lane and add acceleration lane at 12/18 EB.	PIM 1	1266 Prairie Village Rd	
31	Consider moving the AB interchange east for a new AB alignment.		1200 France Village Nu	
50	How will the proposed interchange with AB affect/limit the option for the County's plans to develop AB to the north into a 4-lane corridor. Consider moving the AB interchange east for a			
8	new AB alignment. Rebuild AB interchange to a diamond and send Millpond and landfill down to the AB interchange. Keep speed limit at 55mph	PIM 1		
	The same has interesting to a diamond and send miniporta and tandim down to the his interestinger. Reep speed initial assistance.	1	3310 CTN N	
			Cottage Grove, Wi 53527	
12	When will the actual construction be happening? Vilas Rd cutoff? Or overpass?	PIM 1		
			2817 SkyHigh Rd	
	Issue #2: Will AB be accessible to 12/18?		Cottage Grove, WI 53527	
13	Eliminate at grade intersection (Vilas). Would I have to back track to get to 12/18? Issue #2: Emergency vehicles, longer response time? What currently is working is flow of traffic, no	PIM 1		
	signals. Important trends: Bad drivers. Put signs up 'slower traffic keep right' with lights around the sign.		3777 Bohnsack Ln	
			Cottage Grove, WI 53527	
14	What impact on Hope Lutheran Church property, corner AB and Femrite. Issue #2: Any property loss to the Church? County problem/issue but how will it ultimately relate to the project?	PIM 1		
	Is this area tied to 39/90 expansion to 6 lanes? Would like County contact names for their project.		2702 Hung AB	
			3702 Hwy AB	
15	At the Stoughton Rd exit, there is a lot of traffic and congestion during rush hours and lunch. Femrite Drive has high traffic count consisting of cars and trucks. The best outlet to 12/18 is at	PIM 1		
	Stoughton Rd due to the condition of Femrite. Alternative access is at AB if Femrite is improved. Even better access is a potential extension of Meier Rd to Long Rd. This will provide better		2695 Gaston Rd	
	access to vehicles servicing businesses in that area of Femrite that want to travel west and east on 12/18 while avoiding the Stoughton Rd interchange.		Cottage Grove, WI 53527	
35	There are existing businesses and future development that may be accessed via Long Dr. This access will be essential in attracting businesses to this area and retaining existing businesses.			
16	Eliminating access to 12/18 via Long Rd will be a negative. Will Femrite be improved to handle the triple volume of cars and will it include bike lanes for safety.	PIM 1		
16	will remitte be improved to naticile the triple volume of cars and will it include bike lanes for safety.	PIIVI I	3701 S Hope Rd Cottage	
22	If there is a ramp access here, it would improve all traffic from McFarland and Cottage Grove at AB. Avoid Hwy 51 access which is terrible already. All the businesses will be impacted		Grove, WI 53527	
	negatively, current and future. Did this get communicated to Cambridge, Deerfield, McFarland etc? That's who uses this section in addition to Cottage Grove.		Grove, Wisself	
21	Why does this section of US 12/18 have to be converted from a 4-lane expressway to a 4-lane freeway? I do understand the need to reduce the accident potential by making it a limited	PIM 1		
	access road, but by going the freeway route, there is no way that area can accommodate frontage roads.		3719 Oakwood Drive	
			Cottage Grove, WI 53527	
135	By making US 12/18 a freeway with limited access, will put numerous businesses located on access roads to US 12/18 out of business. Wouldn't it be more economically feasible to add two			
	more lanes in each direction (one for traffic in that direction & the other for on & off lanes)? The existing freeway has almost enough land to accommodate this relatively small change to the			
	highway & wouldn't cost near as much as your proposal.			
137	By making US 12/18 a freeway with limited access, will put numerous businesses located on access roads to US 12/18 out of business. Wouldn't it be more economically feasible to add two			
13,	more lanes in each direction (one for traffic in that direction & the other for on & off lanes)? The existing freeway has almost enough land to accommodate this relatively small change to the			
	highway & wouldn't cost near as much as your proposal.			
33	Going fast on 12/18 at interstate. Put second turn arrow on sign for traffic going north. Put 6' fence all along center of beltline west so cars don't rubber neck and slow down traffic and	PIM 1		
	cause more accidents (so cars cant see through to other side).		1340 Ohstad Rd	
			Deerfield, WI 53531	
87	Take 12/18 west. Make right lane go through. Put another lane on right side to Marsh Rd. Put barricade to Marsh Rd so traffic speeding up from interstate doesn't cut you off.			

#	Comment/Issue	Source	Contact Follow Up	
36	Right of way of frontage roads - how much land will I lose? Looking to build commercial building at Rothamen & 12/18 next year.	PIM 1		
			3452 Rothamen Cottage	
94	Access - how from my place of business and home on Vilas.		Grove, WI 53527	
46	We live on the north side of 12/18 and we like it the way it is. We don't want to have to go clear to County N on a frontage road or clear up the road to Madison to get across the road to do	PIM 1		
	our farming.		3408 Vilas Rd	
			Cottage Grove, WI 53527	
59	Highway AB; people driving too fast and taking chances when going from one side of AB to the other side across 12/18; new exits from 12/18 to AB too sharp of an angle. Suggestion: stop	PIM 1	3545 Vilas Rd	ŀ
	light at AB or an overpass would fix this issue. What is working well is that it's 4 lanes. Vilas is fine, leave it alone. Important trends: more elderly drivers due to the casino. Garbage trucks		Cottage Grove, WI 53527	
	don't stop when coming out of landfill. They don't care since they are bigger than everyone else. Additional comments: turn lane of 12/18 on to Vilas Rd is not long enough to be out of way			
	of traffic. Get rid of access to casino from Millpond. Move it to AB thru the road in the golf course. The casino is a huge issue as to the amount of accidents on this road. We've lived here			
	for 25+ years and things have gotten worse due to the added traffic to and from the casino. We are .5 mile off 12/18, if you dead end our road there, we will have to drive several miles out			
	of the way on county roads to get back to 12/18 to get to work. This is a huge deal for us when the snow flies. Hwy 18/151 towards Dodgeville has a freeway traveling 65mph and they have			
	crossroads. So why is there talk to remove ours?			
92	Need stop lights at Millpond & 12/18. Taking unnecessary chances going across 12/18 at Millpond. Casino shouldn't have been built without installing stop lights first.			
62	We have driveway from home onto 12/18. Would need access.	PIM 1		
			W1085 Hwy K	
63	We intend to build a business on AB and 12/18. Need access on 12/18. At this time, it is very difficult to cross AB at 12/18. With semi trailers it is very difficult. With continued growth on		Columbus, WI 53925	
	County AB, will need an interchange at that point.			
65/67	Don't want to lose anymore farmland. Access point for us would not be a major concern	PIM 1		
			2506 HWY MN	,
			Cottage Grove, WI 53527	
76	Vilas Rd interchange - while traffic has continued to increase, I have had no problem entering/exiting this intersection - do this as least one or twice a day.	PIM 1	3750 SkyHigh Rd Cottage	
00			Grove, WI 53527	
89	Millpond Rd interchange - please do something NOW. I have concerns almost every time I am eastbound on 12/18. Vehicles pullout in front of fast approaching eastbound cars. At least a			
422	flashing caution sign or something before people are KILLED. This is a daily concern - please address ASAP.	DINA 4		
133	Millpond Rd is not a safe intersection. I was a witness to an accident there where a vehicle pulled out from Millpond and was t-boned by a eastbound vehicle on 12/18.	PIM 1	2227 Hurry AD MaFayland	
124	AB and 12/10 has been the site of many positionts annually few 40 years. A number of many bound there was a interest many bound many this issue. This should be where 1. Dhose 2 at		3237 Hwy AB McFarland,	
134	AB and 12/18 has been the site of many accidents annually for 40 years. A number of people have died there. An interchange should resolve this issue. This should be phase 1. Phase 2 at later data each of AB. Fact of County AB cooper to be weaking well page. Another concern is that people are driving factor so keep enforcing speed limits on 13/18.		WI 53558	
	later date east of AB. East of County AB seems to be working well now. Another concern is that people are driving faster so keep enforcing speed limits on 12/18. Coming from Cambridge turning north on HWY 73. I want to make a simple right turn in front of or in back of the banks. Extend the turning lane so cars can slow down for the turn. Faster	PIM 1		
		PIIVI I	6 NI Wastern	
	traffic can pass.		6 N Western Deerfield, WI 53531	
			Decinicia, WI 33331	
	While talking to a group of people, a couple general comments were made. The Millpond intersection is dangerous and this project will have a severe impact to several businesses along the	PIM 1		
	route.	Spoke with		
		Matt Barr		
	A resident expressed opposition to the project. He said volumes on the road aren't that bad and questioned the need for the project. He said drivers should just be more patient and wait	PIM 1		
	before trying to access US 12/18. He said most of the traffic on this road comes from motorists east of County N and thinks that stretch should be upgraded to four lanes before this section	Spoke with		
	is converted to a freeway.	Matt Barr		
	A resident who lives on Vilas Road just north of US 12/18 asked about future access to the roadway. I told him we don't know the details yet but mentioned options for Vilas Road could	PIM 1		
	include a bridge over US 12/18, frontage road connections to a new interchange, or even constructing a cul-de-sac. He would be opposed to a cul-de-sac option.	Spoke with		
	5 , , , a sign and a sign and a sign a sign and a sign	Matt Barr		
	A resident who lives north of US 12/18 just east of County AB says he is working with WisDOT to relocate his entrance a little further east. He understands with a future freeway, his access	PIM 1		
	would likely have to be relocated off of County AB. He recalls alternatives for this interchange being presented several years ago as part of a separate study. I told him current standards	Spoke with		
	require access on side roads next to interchanges should desirably be located ¼ mile from the ramp terminals. That would likely be further north than where Luds Lane currently intersects	Matt Barr		
	County AB.			
	A resident made comment that a Madison north Beltline would help the operations at the Beltline interchange since not as many people would need to access the south beltline and could	PIM 1		
	continue north on I-39. He also talked about some problems at the existing Beltline interchange and I told him we are looking at alternatives for totally reconstructing it.	Spoke with		
	3	Matt Barr		
			1	

#	Comment/Issue	Source	Contact	Follow Up
	A resident who works for Blooming Grove Township said he often travels west on US 12/18 and that it is difficult to shift into the outer lanes after passing through the Beltline interchange. I	PIM 1		
	told him we are aware of the merging problems in that location and are working on alternatives for modifying the interchange. He also mentioned that a problem with many drivers today is	·		
	"rubbernecking" and suggested some type of barrier between the roadways to prevent drivers from slowing down and looking at the other roadway. He said the elimination of the access at	Matt Barr		
	Millpond Road will have a significant impact to the businesses in that area, specifically the gas station. One other issue he brought up is that during heavy rains, the southern loop ramp at the Beltline interchange is covered with worms and recalls one instance where numerous cars ran off the road traveling around that loop due to the slippery pavement.			
	A resident asked if there are plans for an interchange at I-39/County AB. I told him there are no current plans to include one at that location, but that we are looking at traffic models that	PIM 1		
	include investigating impacts of an interchange at that location.	Spoke with		
		Matt Barr		
	A resident who lives south of US 12/18 on Vilas Road said he works for the Dane County Highway Department and is concerned about how he will be able to access US 12/18 with a freeway	PIM 1		Darin will check signs and follow up
	facility. He said there are some signs just west of the US 12-18/Vilas Road intersection that block the view of a motorist sitting at that intersection looking west and this would be something	Spoke with		
	relatively easy to address now. He asked when the County plans to construct their new building on County AB north of US 12/18. He has asked County officials but never received an answer. Pam Dunphy, assistant highway commissioner, was in attendance and told him possibly within a couple years.	Matt Barr		
	A resident lives at 2750 Sandven Rd (southeast quadrant of US 12-18/Vilas Road intersection) and said this is the third WisDOT project that could potentially impact him since he has lived at	PIM 1		
	this residence. The first time the DOT just presented him with a check for the right of way impacts and told him to sign. The second time was during the 4-lane expansion when he walked	Spoke to	2750 Sandven Rd	
	through his property with the project staff and pointed out issues which helped them in the alignment of relocated Vilas Road. He said if a bridge is proposed over US 12/18, it would wipe	Matt Barr	Cottage Grove, WI 53527	
	him out. I asked if shifting the intersection to the west would help since that seemed to fit the alignment of the road better and he said it would. There are other properties in this area that			
	might also benefit from a shift to the west. He asked about access to US 12/18 and said a frontage road to the east to County N would work best. There is currently a frontage road covering			
	part of that area now extending off County N, therefore extending it to Vilas Road seems to make sense.			
74	US 12/18 Mainline East: This area of farmland floods almost every year where the proposed road goes. It is flooded now. Bad spot to build on. I'm not concerned with road access as I am	PIM 2	3428 Vilas Rd	** would like link to website**
	with the environmental issues.		Cottage Grove, WI 53527	Email notification sent on 5/28/2013
442				by Steve Theisen for US 12/18
112	US 12/18 Mainline East: Do not want Vilas Rd moved to the east with the overpass.			Freeway Conversion website.
123	US 12/18 Mainline East: Little Door Creek has natural springs where the proposed road crosses over. I'm concerned with building right at the spot that feeds the creek.			
91	US 12/18 Meier Road Overpass: Get it done soon!	PIM 2		
			3237 Hwy AB	
117	US 12/18 Mainline West: Will there be stoplights where AB intersects the proposed north and south frontage roads, especially the south frontage road that carries the bingo hall traffic?		McFarland, WI 53558	
02/09	LIS 12/19 Major Dd Overness I'm pleased that traffic from the McAllen 120 business park will be able to gain access to the heltling heading both east and west. We will be bappy to work	PIM 2		
93/98	US 12/18 Meier Rd Overpass: I'm pleased that traffic from the McAllen 120 business park will be able to gain access to the beltline heading both east and west. We will be happy to work with the WisDOT on the Meier Rd extension through our land.	PIIVI Z	3950 Commercial Ave	
	with the wisbot on the weler ha extension through our land.		Madison, WI 53714	
			(Vidaison, VVI 557 14	
99	US 12/18 Mainline East: Which ever alternative is chosen for the east segment I'm concerned about how close the highway and north frontage road will be to our house. Also how will	PIM 2		Email notification sent on 5/28/2013
	construction affect our septic system?		2774 US Highway 12&18	by Steve Theisen for US 12/18
			Cottage Grove, WI 53527	Freeway Conversion website.
110	US 12/18 Mainline East: I live on the end of Vilas Rd and like direct access to the highway without going back or forth on a frontage road. The main emphasis should remain with the Millpond	PIM 2		
110	area where the accidents seem to occur. The money saved from additional construction on the road could be used to repair the already existing roads such as Femrite and AB. Resurface the	FIIVI Z		
	road will make them safer and be cheaper in the long run. My problem with frontage roads is with snow plowing in the winter. The frontage road would seem to be treated like any other			
	back road, and there for last on the plowing list. My closeness to the main highway gives me a better chance of making it to work via the main highway which is usually the first road plowed.			
	A frontage road in either a negative direction or a much extended positive direction would be subject to plowing on a whenever basis. The east side is fine as it is.			
113	US 12/18 Meier Road Overpass: Huge problem with the wetland impacts associated with the Meier Rd overpass.	PIM 2		
	, , , , , , , , , , , , , , , , , , , ,	<u>-</u>	210 Martin Luther King Jr Blvd	
	US 12/18 Meier Road Overpass: Avoid, minimize, then mitigate. Please drop this alternative and instead roll it into the frontage road alternatives associated with the west 12/18 segment.		Madison, WI 53704	
	Thanks.			
151	US 12/18 Meier Rd Overpass: The Meier Rd overpass could help solve a major problem at Millpond Rd by preventing traffic from crossing lanes of traffic to head west on Hwy 12/18. Please	PIM 2		** would like link to website**
	consider doing this past the project in the near future; it would help to prevent fatal crashes which are not just likely but highly probable. If this is not done, there should be other		3768 Bohnsack Ln	Email notification sent on 5/28/2013
	improvements at this intersection; stop ahead signs, flashing stop sign, rumble strips, increased law enforcement surveillance at primetime.		Cottage Grove, WI 53527	by Steve Theisen for US 12/18
				Freeway Conversion website.
152	US 12/18 Mainline East: See comment related to West segment: make every effort to reduce the impact on farmland; God isn't making more of it and once it's paved over, it's gone for			
	good! Alt 4 is the worst in terms of wasting farmland.			
	US 12/18 Mainline West: I'm concerned about the amount of good farmland that is destroyed with each and every alternative. Please minimize cropland destruction.			

#	Comment/Issue	Source	Contact	Follow Up
153 154	US 12/18 Mainline West: Prefer Alt 2B with all right farms and minimum land grab. I have a real problem with alternative 4. This takes the most land and is less efficient in general. US 12/18 Mainline East: I see all the land paved over and it makes the conservationist in me sad. Please don't implement this plan.	PIM 2	3768 Bohnsack Ln Cottage Grove, WI 53527	** would like link to website** Email notification sent on 5/28/2013 by Steve Theisen for US 12/18 Freeway Conversion website.
159 160	US 12/18 Meier Road Overpass: Appreciate the idea to reduce traffic hazard at Millpond Rd. US 12/18 Meier Rd Overpass: 1.04 crash rate at Millpond/Long Rd. State ave. = .94. Only intersection above state average. Why not just change the 1 intersection? Why put the cost into changing the rest of 12/18 when it is 1 intersection that is the main issue? Why not use a roundabout at the 12/18 intersection with Long Rd and Millpond Road? The roundabout will slow traffic and allow smooth flow. An intersection to compare would be STH 15/County CB in Greenville. I think it has many similarities; suburb of bigger city, high traffic flow, et. This would also eliminate the need to change HWY AB, in my opinion. US 12/18 Mainline West: Another alternative - roundabout at 12/18; County AB. Why a full freeway and not just a roundabout to slow traffic? This suggestion come from the elimination of	PIM 2	6200 Millpond Road Madison, WI 53718	
100	Long Rd; the elimination would severely impact our business at Badger Harley - Davidson and significantly increase the distance our customers would have to travel to reach our business. I believe it is money that the State and DOT does not need to spend at County AB. The roundabout would solve the issue at Long Rd.			
206	US 12/18 Mainline East: There is no direct access for people who line on the north side of Vilas Rd to 12/18 with any of your 3 examples. How far out of my way am I supposed to drive to get to work via 12/18 towards Madison? US 12/18 Mainline East: Possible frontage road from Vilas to Hwy N on the north side of 12/18. Otherwise we will be driving from Vilas to Hope to Femrite to AB to get on WB 12/18.	PIM 2	3545 Vilas Rd Cottage Grove, WI 53527	** would like link to website and copy of presentation** Email notification sent on 5/28/2013 by Steve Theisen for US 12/18
210	We are currently offering to sell some or all of our land so we have to disclose any changes we are aware of.	PIM 2	7016 Elmwood Ave.	Freeway Conversion website. Email notification sent on 5/28/2013 by Steve Theisen for US 12/18
211	Re-align AB to the east - we are currently marketing to sell some or all of the land. If this option is selected, when would the R.O.W. acquisition process start? All alternatives - our access onto 12&18 wold be taken away, so where would our new access point be located?		Middleton, WI 53562	Freeway Conversion website.
212	US 12/18 Meier Rd Overpass: The concern with either alternative is that this has the potential for increasing traffic easterly on Femrite from Meier Rd. This section of Femrite is greatly deteriorated now from Meier to AB, and the town has no incentive to improve this section. Otherwise the most westerly overpass seems to make more sense. US 12/18 Mainline West: This interchange is needed, BUT it will significantly increase traffic north on AB and on Femrite Dr. Without improvements to AB and Femrite into Madison there will be significant problems on AB & Femrite. The County, City and Town need to have plans for AB & Femrite improvements that coordinate with the 12/18 - AB interchange, regardless of which alternative is selected.	PIM 2	1266 Prairie Village Rd Deerfield, WI 53531	
	US 12/18 Mainline East: I would prefer the last option (Alt 3) with overpasses at both Femrite/Siggelkow and Vilas Rd.	DIM 2		
	US 12/18 Meier Rd Overpass: Prefer #2 with the 4 leg intersection rather than the T intersection on #1 US 12/18 Mainline West: 2B is bad. Minimum spacing misdirection not intuitive. Alternative 4 has good spacing and is intuitive not confusing o the driver. Don't design to the minimum. It leads to bad design and future problems.	PIM 2	PO Box 486 McFarland, WI 53558	
	US 12/18 Mainline East: Need overpasses at Femrite/Siggelkow and at Vilas Rd. Need to be able to cross 12/18.			
	US 12/18 Meier Road Overpass: There is a need to improve the safety eastbound on 12/18 for those vehicles turning left westbound. Many near misses. US 12/18 Mainline West: I would like diamond alt best and not worry as much about golf course (I am golfer). Golf #s declining and they will not have demand for 36 holes.	PIM 2	2842 Pleasant View Hts	** would like link to website** Email notification sent on 5/28/2013 by Steve Theisen for US 12/18 Freeway Conversion website.
	US 12/18 Mainline East: Would love the expanded turn lane at Vilas. Not huge needs for overpasses in my opinion if they don't easily connect into N or AB. Would like bike access over 12/18 on Vilas (wish but not ideal). Makes it difficult and adds 3 miles each trip to get on 12/18 for everyone south of I2/18 on Vilas. Would like to keep as is with expanded turn lane as there is not a huge need for it. Seems like overkill for east segment. Is there a possible frontage rd from Vilas to AB on both sides? The could eliminate overpasses?			

#	Comment/Issue	Source	Contact	Follow Up
116a	US 12/18 Mainline West: Alt 2 eliminates 5 families and 1 business. Overpass would only be 1/2 mile from N. Makes no sense! My property would not be saleable. It is currently a \$600k	PIM 2		
	property. This alt involves marsh which will never be developed.		2750 Sandven Rd	
			Cottage Grove, WI 53527	
116b	US 12/18 Mainline West: 2 overpasses in addition to Hwy N just makes no sense. Takes even more of my land. Makes it not saleable.		, , , , , , , , , , , , , , , , , , , ,	
118	US 12/18 Meier Rd Overpass: Alt #1 at Femrite leaves all parties at Vilas whole and all parties at Femrite whole. Put overpass 1/2 way between N and AB. Minimal impact to those who have made our lives around our properties for over 40+ years. This alternative would retain my property value.			
	Why not fix Millpond Rd. Major issues. AB has just ben modified. See if crash reduce then do not put in overpass if crashes persist. Then alter AB. Leave the rest of us alone! I also don't understand the concern about saving the golf course and the willingness to destroy family dwellings and small businesses. I am available for conversation and visits at any time.			
	The resident had concerns with the alternatives that severely severed his property (Alternatives 2 & 3). He was frustrated with the process of having to go through another study process as he stated this was the 3rd or 4th time WisDOT was going to impact his property. He felt that Alternative 1 was the best option as there was little cross traffic at Vilas Road. For Alternatives 2 & 3 he would like to see the frontage road tight up against US 12/18. I stated this would be undesirable as a retaining wall would be required due to the large fill at the overpass structure.	Spoke with Brett Hollister		
	Also having an intersection that close to the structure and on such a high skew creates sight issues and an unsafe intersection. The resident would like to have the impacts to his property lessened as much as possible and prefers Alternative 1.			
108a	US 12/18 Meier Rd Overpass Alternative #1 - Likes this option for access to both N & S of the landfill.	PIM 2		
108b	US 12/18 Mainline West: Alt #4 uses way too much land. Dislike even though this may be the safest.	· ···· <u>-</u>	3310 CTN N Cottage Grove, Wi 53527	
	US 12/18 Mainline East: I don't like ANY of this that were presented.			
	The resident asked about agricultural impacts and how we were considering them. I told him it was one of many issues we have to consider. But that the rules have a process for evaluating impacts – if the impacts are above 5 acres total then the Department of Ag, Trade and Consumer protection will prepare an agricultural impact statement. This evaluation gets at the impacts	Spoke with Beth Klemann		
	to the farm land as well as farm improvements and also how that fits into the overall agricultural market. Specific to our project we look at how we are developing alignments and when possible run along property lines rather than through the middle of properties because a severance of a farm operation is a more severe impact even though the acreage of impact is the same. I also explained that we have to consider how farm operations might be impacted by changes in access. In our case, with limiting access to 12-18, we need to make sure we consider			
	how farmers would get across 12-18 if their operations are on both sides of the road.			
294	We live on the north side of 12/18 and we need to get across the road for our farming on Sandven Rd. We don't want to have to travel 5 miles to get there. A frontage road on the south side of 12/18 would help us better. Would our house be gone if they did some frontage road in front or back of our house? A bridge over 12/18 by our house for Vilas would be the best fro us. We could get to our farm real easy.	PIM 2	3408 Vilas Rd Cottage Grove, WI 53527	
	Discussed the general layouts of the concepts and access to their properties for each alternative. The residents own a residential property north of US 12/18 on Vilas Road and farmland south of US 12/18 on Vilas Road. They would be impacted with all alternatives pretty significantly. Alternative 1 would have little impact to either property, but they would not have direct access to their farmstead. With Alternatives 2 & 3, their residential property would have significant impacts; however, they would have direct access to their farmstead.	Spoke with Brett Hollister		
	A resident commented that a right turn lane is needed at Vilas Road (EB US 12/18 to SB Vilas Road); vehicles currently have to get onto the shoulder to make the right turn without getting	PIM 2		
	rear ended.	Spoke with		
		Ryan Murphy		
	A resident asked if 84.295 mapping would be completed to preserve the right of way for any improvements. I told him that mapping was planned, at least for the west segment, but that	PIM 2		
	there is no construction scheduled at this time.	Spoke with		
		Ryan Murphy		
	The owner of Door Creek LLP (north side of US 12/18, east of County AB) does not like Alternative 4 for the west segment, since it impacts his property and would require the relocation of	PIM 2		
	the buildings on the property. He also asked about the timing of real estate acquisition. I told him that this is currently just a study, and there is no funding for real estate acquisition at this	Spoke with Ryan		
	time.	Murphy and		
		Lisa Dreifuerst		
	A resident asked about the meaning of the archaeology and history identifiers on the maps. I explained that the information came from a review of the records at the State Historical Society	PIM 2		
	The records were things that had been looked at or studied previously. I told her that we would need to do our own evaluation of each of these resources as well as look for any additional	Spoke with		
	potential resources. And she may see them out there doing surveys or possibly (if she's close enough) receive a letter from them about their surveys. Then we would evaluate whether the resources rose to the threshold of importance, which in this case is eligibility for the National Register. I also explained that resources with local importance may not be sufficiently	Beth Klemann		
	important from the national point of view. She told me about a number of interesting items (mounds, log cabins, rock walls, local history). I encouraged her to put a "dot" on the map and			
	offer herself as a resource for the archaeological/historical review.			
	For several residents I explained the alternatives for Meier Road and the west segment. Also explained that these are the first alternatives (although some have already been eliminated as	PIM 2	Various	
	not effective or overly impactful) and we are looking for feedback on what they think as we refine the alternatives and eliminate more. Several of these folks were concerned about impacts	Spoke with		
	to wetlands.	Beth Klemann		

#	Comment/Issue	Source	Contact	Follow Up
	A representative with the bus company was present and had questions about access to his business. They have two businesses that essentially have different access requirements. The bus	PIM 2		
	line services McFarland primarily and a majority of their traffic heads south on Siggelkow. Our design concepts would have minimal impacts on this service line out of the bus center	Spoke with		
	property. He also stated the bus service line avoids making any crossing maneuvers from Siggelkow onto US 12/18, so this is not an ideal route. The bus dealership business typically is	Brett Hollister		
	coming from US 12/18 and would be impacted significantly. I discussed the proposed future access to his property from County AB. This would be the most direct access to his property and			
	he was concerned with the limited access. He would like to see a south frontage road connection of Vilas and Siggelkow to utilize the County N interchange as an access point. We also			
	discussed the tight curves south of our project tie-ins. I explained those were the jurisdiction of the Town and would have to be discussed with them. He would like to see those removed at			
	some point. He will be emailing his comments in to one of the contacts on the handout form and would like a pdf of the alternatives.			
	Farmland owners south on Siggelkow. These folks were concerned with access to their property from US 12/18 and how they were going to get farming equipment east of County Road N	PIM 2		
	down to the County Road AB interchange with US 12/18 being a converted to a freeway and not being allowed to operate farm equipment on US 12/18 west of County Road N. They have	Spoke with		
	multiple farming operations to the east of County N and use USH 12/18 get between the farmlands. With all alternatives, the most direct access to this property would be via County Road	Brett Hollister		
	AB which is irrelevant because they would be using farm equipment. The next best access would be County N, but there is quite a bit of indirection to get from County N over to Siggelkow			
	Road. They would like to see a south frontage road connection of Vilas Road and Siggelkow Road.			
	A resident had some general comments for the turn lanes at Vilas Road. He felt turn lanes either needed to be added or extended. He stated they current configurations are very unsafe and	PIM 2		
	did not feel comfortable making turns off USH 12/18 onto Vilas Road. I did explain that these are being evaluated for interim improvements and could be done in the near future.	Spoke with		
		Brett Hollister		
	Received quite a few comments about the inadequacies of the turn lanes at Vilas Road. I stated that all intersections are being evaluated for interim improvements and these issues may be	PIM 2	Various	
	resolved in the near future.	Spoke with		
		Brett Hollister		
	Quite a few people were interested in the schedule of the east segment. I stated the east segment is not slated for 15-20 years, but would mainly be driven by future development. I			
	reiterated this study was a tool/guide for any immediate development or development that occurs prior to our project.			
	A couple who lives along Vilas Road just north of US 12/18 doesn't like Alternatives 2 and 3. Those include shifting Vilas Road east from its existing location and constructing a bridge over US	PIM 2		
	12/18. They don't want a new road in their backyard. The land in that area east of Vilas Road and north of US 12/18 is much lower than the existing Vilas Road. They said the terrain at	Spoke with		
	Femrite and Siggelkow Roads is more suitable for providing a bridge over US 12/18 than what exists at Vilas Road.	Brett Hollister		
	The owner of the automotive business on Vilas Road at the US 12/18 intersection is very concerned about losing direct access to US 12/18. He has been at that location for over 30 years and	PIM 2		
	eliminating the intersection would be a severe impact to his business. He is thinking of constructing another building just west of his existing building, but isn't so sure now after seeing the	Spoke with		
	plan concepts. He also asked if some improvements can be made to the US 12-18/Vilas Road intersection now. There is only a short, narrow left turn lane from the west and every time he	Matt Barr		
	or his wife turn left onto Vilas, they check the rear view mirror for someone going too fast and rear ending them. They also asked about adding a right turn lane from the east. I told them			
	safety improvements like these are being considered.	DIN 4 2		
	A resident who operates farm property east of Vilas Road is opposed to the alternatives with a new bridge on Vilas Road over US 12/18. Very little traffic goes straight across US 12/18 at	PIM 2		
	that location. I mentioned the bridge is also intended to connect the road network in this area which would allow property owners north of US 12/18 to cross the road and access a frontage	Spoke with		
	road that connects to the County N interchange to the east. He said that would involve a lot of expense and only benefit a few people. Property owners further north on Vilas wouldn't use	Matt Barr		
	that crossing and would access County N to the north. And there is nothing south on Vilas Road that people from the north would need to access. He said a frontage road connection			
	between Vilas and Fieldview isn't needed either. It would just eliminate more farmland with little benefit. The owner of a \$500,000 house on Sandven Road south of US 12/18 and east of Vilas Road is opposed to Alternatives 2 and 3. Both of those would likely wipe him out.	PIM 2		
	The owner of a \$300,000 house on Sandvert Road South of 03 12/18 and east of vilas Road is opposed to Alternatives 2 and 3. Both of those would likely wipe him out.	Spoke with		
		Matt Barr		
	A resident who lives on Vilas just north of US 12/18 said they have farm property south of US 12/18. She was curious why a property owner she knows that lives on Vilas Road further south	PIM 2		
	wasn't at the meeting. This is possibly the owner of an orchard there? I told her an invite list was developed to include property owners along the corridor but wasn't sure how far each	Spoke with		
	side of the road was used to develop the list. I told her she can let us know the person's name if she wants and we can see if they are on the project mailing list.	Matt Barr		
	The owner of a farm along Femrite Drive just north of US 12/18 is strongly opposed to Alternative 1. That option would impact quite a bit of his farmland on both sides of US 12/18.	iviati ball		
	He is also opposed to having a frontage road on the south side of US 12/18 that connects to County N as shown in all of the alternatives. That would involve a lot of maneuvering around for	PIM 2		
	him to access US 12/18 to the east. His main request is to add a frontage road from Femrite to County N on the north side of US 12/18. I told him it would either have to go north of a large	Spoke with		
	quarry there and impact a lot of farmland, or go through the quarry which would be costly. I also said the new construction for a frontage road on the south side would be much shorter	Matt Barr		
	and impact less farmland than one on the north side connecting to County N. He would prefer a new road go through a quarry rather than impact his farmland or having it on the south side			
	of US 12/18. He mentioned farmland should take precedence over a quarry.			
189	The resident would like copies of the map showing the whole 12/18 and back roads and their changes.	PIM 3		
			3744 Vilas Road	
			Cottage Grove, WI 53527	
	The resident would like website information, printed copies of US 12/18 study information	PIM 3	3728 Vilas Road Cottage	
			Grove, WI 53527	

#	Comment/Issue	Source	Contact Follow Up
338	The resident would like to be involved in any historical/archaeological consideration/exploration of the Vilas Road intersection. For a short term improvement it is suggested extending the turn off lanes to Vilas Rd in both directions. Eastbound on US 12/18 especially hazardous. When exiting south on Vilas Rd there seems to be plenty of room to extend the deceleration lane.	PIM 3	3272 Vilas Rd Cottage Grove, WI 53527
303	We want our house to be left standing but I don't want the frontage road coming up to my door and I don't want to have to go so far around to get on US 12/18 to get to Madison. We say leave the road as is for the next 20 years. I would suggest making the turn off lanes longer on US 12/18 and Vilas Rd. Maybe a frontage road south of US 12/18 would be better idea for getting to Madison.	PIM 3	3408 Vilas Rd Cottage Grove, WI 53527
304	That wouldn't be a good idea to put a frontage road down Sanden Rd and also our house on Sandven Rd is historical.	DIA 4 2	
241	Concern: most recommended proposal for East Alt 3 seems unreasonable for building overpasses. Traffic could be managed with wider and longer acceleration and deceleration lanes going to and from Vilas and Siggelkow. I have been paying top dollar commercial real estate taxes for this corner for 35 years. Now access will be difficult, dropping my property values and making current expansion plans with any banks almost impossible. I also have concerns about losing property and a building that I just put \$40k into renovating.	PIM 3	3419 Vilas Rd Cottage Grove, WI 53527
205	For those living in the area on roads that currently are connected to US 12/18 and will not in the future this is a step back. From past meetings it was communicated the AB and N segment was below statewide accident rate. My hop as a resident and taxpayer in the area is that cheaper alternatives to expensive overpasses are looked at. For the AB and N segment, neither Siggelkow nor Vilas has adequate turn lanes. Improving the turn lanes at those locations would help improve safety at a much lower cost in my opinion. Please consider the alternative.	PIM 3	2842 Pleasant View Hts
78	Resident's house is potentially historic.	PIM 3	3408 Vilas Rd Cottage Grove, WI 53527
	East alternative (recommended) include a frontage road going east of Vilas Rd to CTH N. This will provide a shortened route for people to get to CTH N.	PIM 3	
	Like West alternative 4 (recommended) very much. Good job.		3310 CTN N Cottage Grove, Wi 53527
	With conversion to a freeway do not increase speed limits. 55mph is working and accidents do not make any improvements at this time east of CTH AB interchange.		
	I appreciate the time and effort spent in keeping the public and local governments informed.	PIM 3	509 Southing Grange Cottage Grove, WI 53527
324	1- The alternative 3 will have CTH AB 110' from my current residence. Have acoustic barriers ever been installed with such close proximity?	PIM 3	
	2-Will Luds Lane end or intersect with the new N-S CTH AB?		3124 Luds Lane McFarland, WI 53558
	3-Have any considerations been entertained with the current snowmobile corridor 29 which connects the Oregon-Utica system with Drumlin? Currently, it crosses US 12/18 1000' east of CTH AB. Corridor 29 is a State recognized trail.		
	Sent same comments as previous PIM (numbers 210 and 211).		7016 Elmwood Ave. Middleton, WI 53562
323	We were surprised to learn Hwy AB will be so close to our home and farm buildings. Our farm would also be split into smaller parcels which would be more difficult for working. We would perhaps consider selling all the property. Also, we would like to receive maps for this project if possible since my husband has not seen them yet.		2911 Femrite Drive Cottage Grove, WI 53527
	The resident is not in favor of Alt 3 as it severely impacts his property. This was a comment he made on his comment form at PIM #2. Alternative 3 potentially involves a full relocation of the resident's property. The resident would like to have a few of the team members (including RE) visit his place to discuss any viable options to eliminate the possibility of relocation. The resident understands that his parcel will be impacted with this project; however he would like to minimize the impacts as much as possible and does not want to be relocated. Currently there is a drainage ditch bisecting his property that he would like to use as a limit line for the extension of Fieldview Drive. Limiting impacts to the north of this drainage ditch would save about half his property including his home. The resident would like to see the Fieldview Drive extension pulled close to US 12/18 which would save a portion of his property.	PIM 3 Spoke with Brett Hollister	

#	Comment/Issue	Source	Contact	Follow Up
	The resident owns property adjacent to US 12/18 that will no longer have access and will be landlocked by the project. The resident does not use this parcel for farming operations any	PIM 3		
	longer, and was not opposed to being bought out. To provide access to this parcel would involve a very long driveway connection to Vilas road that would not be reasonable access. The	Spoke with		
	resident was very adamant about providing a connection from Vilas road to CTH N on the north side of US 12/18. He stated this would provide better connectivity and minimize unnecessary indirection.	Brett Hollister		
	The resident owns a homestead at the northeast intersection of US12/18 and Vilas Road and farm land/buildings south of US 12/18 along Vilas Road. They commented on their need to	PIM 3		
	drive farm equipment to/from the homestead and their farm land and reviewed the Alt 3 exhibits to see how their driving routes would change. The property owner did not mention any	Spoke with		
	additional concerns after reviewing and discussing the exhibits.	Brett Hollister		
	This individual inquired about the potential timeline of the construction project. Brett H. stated construction activities were not planned at this time and would be determined in the future.	PIM 3	Community Member	
	Brett H. also stated a driver of any construction activities would be the increase of development in the area. Community member stated quite a few people he works with live south of the	Spoke with		
	project and work north, on Femrite Drive, use CTH N to Femrite to get to/from work. We talked through the proposed route, which would extend their drive time, however it is not a significant increase.	Brett Hollister		
	This individual inquired how we selected alternative 3 over 1 and 2. Brett H. indicated, based on PIM #2, this alternative was more favorable to the public, and, also, it satisfies the needs of	PIM 3	Community Member	
	the study: Eliminate direct access to US 12/18, improves safety along the corridor and provides better local road network connectivity.	Spoke with		
		Brett Hollister		
	These individuals inquired why an additional interchange was not being evaluated between CTH AB and CTH N. Brett H. stated this was not investigated because of the close proximity of the	PIM 3	Community Members	
	proposed interchanges and there would not be sufficient distance between the series of interchanges. These members also inquired as to the safety of the existing Vilas Road intersection	Spoke with		
	(they live on Vilas). Brett H. stated this intersection has been identified as a potential improvement project. They had indicated it is a dangerous intersection with very short tapers and no	Brett Hollister		
	turn bay to remove turning vehicles out of the thru lanes. Also, heading WB to SB the DO NOT ENTER sign in the median on the west side of the median opening obstructs your view of			
	oncoming traffic. They stated they have to encroach into the oncoming traffic thru lane in order to see, which is very dangerous. They indicated the sign looks to be lower than most			
	standard signs and should be field verified, and shifted to the north slightly to improve the sight lines.			
	These individuals lived in the area and were interested how the project would impact their travel. We talked through a few different scenarios and overall it was not	PIM 3	Community Members	
	significantly changing their current routes. They requested paper copies of the exhibits and were directed to the website and told if they request them on their comment form	Spoke with	,	
	we would send them hard copies of the exhibits.	Brett Hollister		
	Email notification sent to local officials, utilities, and agencies with emails on record on 5/28/2013 by Steve Theisen for US 12/18 Freeway Conversion website.			

APPENDIX C CORRESPONDENCE

C-1: OPM-LOM Invite Letter

C-2: Agency Coordination

C-3: Local Government Correspondence

C-4: State Agency Correspondence

C-5: Federal Agency Correspondence

C-6: Tribal Correspondence

APPENDIX C-1 OPM-LOM INVITE LETTER



Wisconsin Department of Transportation



2101 Wright Street, Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 www.dot.wisconsin.gov

May 24, 2012

Subject: Operational Planning/Local Officials Meeting

US 12/18 Freeway Conversion

I-39/90 - County N Dane County

WisDOT Project ID 3080-10-01

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison has initiated a study that will evaluate the environmental, economic, and social impacts of converting US 12/18 from a four-lane highway to a four-lane freeway. The study begins at I-39/90 (the "Beltline Interchange") and continues east to the County N interchange. A study location map is enclosed.

Conversion of US 12/18 to a freeway would require the elimination of at-grade intersections within the study area and limit access to interchanges. The study will evaluate additional interchanges, grade-separated overpasses, and frontage roads that would connect local roadways without interruption to freeway traffic flow. It should be noted that this is a study to evaluate the impacts of converting of US 12/18 to a freeway. No construction activities are planned at this time.

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

Monday, June 18, 2012 1:00 PM Ayres Associates – Madison Office 1802 Pankratz Street Madison, WI 53704-4069

If you are unable to attend the meeting, please send a representative in your place.

If you have any questions, please feel free to contact Craig Pringle, WisDOT Project Manager at (608) 242-8058 or email craig.pringle@dot.wi.gov or Darin Blang, Consultant Project Leader at (608) 243-6475 or email dblang@otie.com. Thank you in advance for your cooperation.

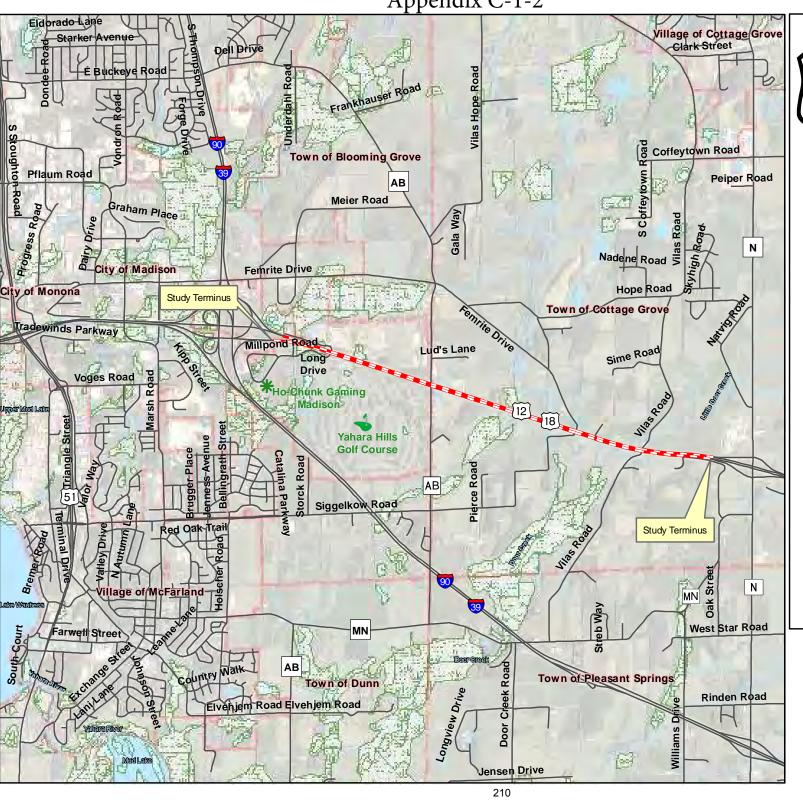
Sincerely,

Craig Pringle
Project Manager
WisDOT Southwe

WisDOT Southwest Region 2101 Wright Street

Madison, WI 53719 (608) 242-8058

craig.pringle@dot.wi.gov



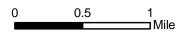


US 12/18

Madison - Cambridge I-39/90 to County N **Dane County**

> WisDOT ID: 3080-10-01

- **US 12/18**
 - Roads
- **Municipal Boundary**
- **Wetlands**
- Water







irst Name		Professional Title	Organization	Address	City			Phone Number	email
m	Oeth		AECOM	1350 Deming Way, Suite 100	Middleton		53562		
son	Hogan		Alliant Energy	4902 North Biltmore Lane	Madison	WI		(608) 458-4871	jasonhogan@alliantenergy.com
e	Olsen		American Transmission Company LLC	801 O'Keefe Road, P.O. Box 6113	DePere	WI		(920) 338-6582	molsen@atcllc.com
ту	Huber	Property Rights Specialist	ANR Pipeline Company	W3925 Pipeline Lane	Eden	WI	53019	(920) 477-2235	lawrence.huber@elpaso.com
ott	Grinde		AT&T Wisconsin						
h	Klemann		Ayres Associates	N17 W24222 Riverwood Drive, Suite 310	Waukesha	WI	53188-1132		
tt	Barr		Ayres Associates	1802 Pankratz Street	Madison	WI	53704		
n	Davis	T 1 1 1 1 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2	Ayres Associates	N17 W24222 Riverwood Drive, Suite 310	Waukesha	WI	53188-1132		
th nran	Leoso Meshah	Tribal Historic Preservation Officer	Bad River Band of Lake Superior Chippewa Indians of Wisconsin	PO Box 39	Odanah Madison	WI	54861 53703		
	Storm	Deputy Director	Capital Area Regional Planning Commission Charter Communications	210 Martin Luther King Jr. Blvd., Room 362 2701 Daniels Street	Madison	WI	53703		
indon		Otes et Oue edeter de et	1						
ris /in	Kelley	Street Superintendent Parks Superintendent	City of Madison	1501 W. Badger Road	Madison Madison	WI	53713 53703		
	Cnare	Common Council President	City of Madison City of Madison	210 Martin Luther King Jr. Blvd, Rm 104 5218 Kevins Wav	Madison	WI	53703		
ıren									
ven	Cover	Planning Director Fire Chief	City of Madison	210 Martin Luther King Jr Blvd., Rm 103 325 W. Johnson Street	Madison Madison	WI	53703-3342 53703		
ven ve	Driver	Traffic Engineer	City of Madison City of Madison	215 Martin Luther King Jr. Blvd., Suite 100	Madison	WI	53703		
ve .		3 3							
1.	Johnson	Common Counil, Dist. #16 Metro Transit Manager	City of Madison	6102 Fairfax Lane	Madison Madison	WI	53718 53703		
uck	Kamp Murphy	Planning Unit Director	City of Madison City of Madison	1245 East Washington Avenue, Ste 201 215 Martin Luther King Jr. Blvd., Rm. LL100	Madison	WI	53703		
	- 1 /					_			
on	Olver	Economic Development Director	City of Madison	210 Martin Luther King Jr. Blvd., Rm 103	Madison Madison	WI	53703		
oert	Phillips Soglin	City Engineer	City of Madison	210 Martin Luther King Jr. Blvd., Rm 115	Madison Madison	WI	53703 53703-3342		
		Mayor Zoning Administrator	City of Madison	210 Martin Luther King Jr Blvd., Rm 403 215 Martin Luther King Jr. Blvd., Rm LL100			53703-3342 53703-3342		
tt	Tucker		City of Madison		Madison	WI			
ribeth		Clerk	City of Madison	210 Martin Luther King Jr. Blvd. Rm. 103	Madison	WI	53703		
ble	Wray	Police Chief	City of Madison	211 S. Carroll Street	Madison	WI	53703		
vid		Sheriff	Dane County	115 W Doty Street	Madison	WI	53703		
•	Parisi	County Executive	Dane County	210 Martin Luther King Jr. Blvd. Rm. 421	Madison	WI	53703		
en		Clerk	Dane County	210 Martin Luther King Jr. Blvd., Rm. 106A	Madison	WI	53703		
vid	de Felice	District 16 Supervisor	Dane County Board of Supervisors	6302 Dominion Drive	Madison	WI	53718		
ott		County Board Chair	Dane County Board of Supervisors	210 Martin Luther King Jr. Blvd.	Madison	WI	53703		
nda	Solberg	District 36 Supervisor	Dane County Board of Supervisors	3703 County Road N	Cottage Grove	WI	53527		
b		District 37 Supervisor	Dane County Board of Supervisors	210 Martin Luther King Jr. Boulevard	Madison	WI	53703	(608) 423-4358	salov@countyofdane.com
ve		Director	Dane County Department of Emergency Management	115 W. Doty Street, Room 2107	Madison	WI	53703		
m	Dunphy	Assistant Commissioner	Dane County Highway Department	2302 Fish Hatchery Road	Madison	WI	53713		
rald	Mandli	Highway Commissioner	Dane County Highway Department	2302 Fish Hatchery Road	Madison	WI	53713		
ary	Clark	President	Dane County Historical Society	3101 Lake Farm Road	Madison	WI	53711	(608) 224-3605	
vin		Director	Dane County Land & Water Resources Dept.	1 Fen Oak Court, Room 208	Madison	WI	53718		
dd	Violante	Planning Director	Dane County Planning Department	210 Martin Luther King Jr. Blvd., Room 116	Madison	WI	53703		
ırrie	Edgar	Department Head	Dane County UW Extension	1 Fen Oak Court, Room 138	Madison	WI		(608) 224-3706	
ter	Nauth	Impact Analyst	DATCP	P.O. Box 8911	Madison	WI	53708-8911		
ff	Hanson	Dane Partners Project Manager	EMCS	901 Deming Way, Suite 203	Madison	WI	53717		
ke	McCarthy	Dane Partners Deputy Project Manager	EMCS	1300 West Canal Street, Suite 200	Milwaukee	WI	53233		
hnny	Gerbitz		Federal Highway Administration	525 Junction Road, Suite 8000	Madison	WI	53717	(608) 829-7500	Johnny.Gerbitz@fhwa.dot.gov
ke .	Alloway		Forest County Potawatomi Community of Wisconsin	Tribal Office, PO Box 340	Crandon	WI	54520		
bert	Church		Frontier Communications of WI LLC	118 Division Street	Plymouth	WI	53073		
lliam	Quackenbush	Tribal Historic Preservation Officer	Ho-Chunk Nation	Executive Offices, PO Box 667, 405 Airport Road		WI	54615		
lliam	Lowe	DOB Development Director	Ho-Chunk Nation	P.O. Box 667	Black River Falls	WI	54615	(715) 284-9186	william.lowe@ho-chunk.com
gie	Waege	DOB Project Manager	Ho-Chunk Nation	P.O. Box 667	Black River Falls	WI	54615	(715) 284-9186	angie.waege@ho-chunk.com
niel	Brown	Executive Manager	Ho-Chunk Nation					(608) 224-1110	daniel.brown@ho-chunk.com
rret	Blackdeer	Tribal Roads Director	Ho-Chunk Nation					(608) 374-3950	garret.blackdeer@ho-chunk.com
า	Schrader	Transportation Planner	Ho-Chunk Nation					(608) 374-3950	jon.schrader@ho-chunk.com
d	Walczak	Construction Manager	Ho-Chunk Nation					(608) 374-3950	ted.walczak@ho-chunk.com
ett	Blackdeer	BIA Roads Division	Ho-Chunk Nation					(608) 374-3950	brett.blackdeer@ho-chunk.com
lliam	Skinner		Kegonsa Sanitary District	P.O. Box 486	Stoughton	WI	53589		
ie	Maher	Right of Way Agent	Koch Pipeline Company, L.P.	PO Box 64596	St. Paul	MN	55164	(651) 438-1563	julie.maher@kochpipeline.com
wegiizhigookway	Martin	Tribal Historic Preservation Officer	Lac Vieux Desert Band of Lake Superior Chippewa Indians - Ketegitiç	PO Box 249	Watersmeet	WI	49969		
lliam	Schaefer		Madison Area Transportation Planning Board						
n	Statz		Madison Gas & Electric	133 South Blair Street, P.O. Box 1231	Madison	WI	53703	(608) 252-4727	
(e	Howen	Asst. Director, Transportation	Madison Metropolitan School District	4711 Pflaum Road	Madison	WI	53718		
c	Hjellen		Madison Metropolitan Sewerage District	1610 Moorland Road	Madison	WI	53713		
nnis	Cawley		Madison Water Utility	119 East Olin Avenue	Madison	WI	53713		
ott	Brown	District Administrator	McFarland School District	5101 Farwell Street	McFarland	WI	53558		
ve	Grignon	Tribal Historic Preservation Officer	Menominee Indian Tribe of Wisconsin	W3426 CTH V V West, PO Box 910	Keshena	WI	54135		
aig	Gerlach	Superintendent	Monona Grove School District	5301 Monona Drive	Monona	WI	53716	(608) 221-7660	
a	Dreifuerst	Dane Partners Deputy Project Manager	OTIE, LLC	5100 Eastpark Blvd. Suite 200	Madison	WI	53718		
rin	Blang	Dane Partners Design Team Leader	OTIE, LLC	5100 Eastpark Blvd. Suite 200	Madison	WI	53718		
nes		Outside Plant Supervisor	PAETEC (McCleod USA Telecommunications)	731 North Jackson Street, Suite 410	Milwaukee	WI	53202	(414) 831-5252	james.birkeheier@paetec.com
eph	Hale	Chairman, NHPA Rep.	Prairie Band Potawatomi Nation	16281 Q Road	Mayetta	KS	66509		
	Balber	Tribal Historic Preservation Officer	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	88385 Pike Road, Highway 13	Bayfield	WI	54814		
Ty	Fortney	Dane Partners Public Involvement	SEH	6972 Harmony Way	Middleton	WI	53562		
	-		Sac and Fox Nation of Missouri in Kansas and Nebraska	305 N. Main	Reserve	KS	66434		
rren	Nioce	NAGPRA Representative	Sac and Fox Nation of Oklahoma	RR 2, Box 246	Stroud	OK	74079		
ren ie					Tama	IA	52339-9629		
rren ne ndra	Massey		Sac and Fox of the Mississippi in Jowa					The second secon	
ne ndra nathan	Massey Buffalo	NAGPRA Representative	Sac and Fox of the Mississippi in Iowa	349 Meskwaki Road Room 202 South State Capitol P.O. Box 7882			53707	(608) 266-5660	
ren e e ndra athan	Massey Buffalo Fitzgerald	NAGPRA Representative Wisconsin State Senator 13th District	State of Wisconsin	Room 202 South State Capitol, P.O. Box 7882	Madison	WI	53707 53708	(608) 266-5660	
rren ne ndra nathan ott	Massey Buffalo Fitzgerald Hebl	NAGPRA Representative Wisconsin State Senator 13th District Representative, 46th Assembly District	State of Wisconsin State of Wisconsin	Room 202 South State Capitol, P.O. Box 7882 State Capitol Room 120, P.O. BOX 8952	Madison Madison	WI	53708	(608) 266-5660	Ren lorgensen@legis wisconsin gov
rry Irren ne Indra nathan bott ary ddy	Massey Buffalo Fitzgerald Hebl	NAGPRA Representative Wisconsin State Senator 13th District	State of Wisconsin	Room 202 South State Capitol, P.O. Box 7882	Madison	WI		(608) 266-5660	Rep.Jorgensen@legis.wisconsin.gov

Rob									
	Riley	Transportation Director	Stoughton School District	320 North Street	Stoughton	WI	53589		
eth	Smith	TerraVenture, Inc	TerraVenture, Inc.	4641 West Forest Home Avenue	Milwaukee	WI	53219		
oger	Olson	Town Chairman	Town of Albion	645 Albion Road	Edgerton	WI	53534	(608) 884-4930	
ulie	Hanewall	Town Clerk	Town of Albion	620 Albion Road	Edgerton	WI	53534	(608) 884-8974	
had	Andrews	Town Supervisor	Town of Albion	131 Lakeview Ave	Edgerton	WI	53534	(608) 212-8467	
'uce	Hudson	Town Supervisor	Town of Albion	21 Goede Road	Edgerton	WI	53534	(608) 884-9291	
obert	Venske	Town Supervisor	Town of Albion	170 Hillside Road	Edgerton	WI	53534	(608) 884-4842	
obert	Cusick	Town Supervisor	Town of Albion	136 Forest Avenue	Edgerton	WI	53534	(608) 884-4020	
nold	Berg	Supervisor	Town of Blooming Grove	3469 Palace Road	Madison	WI	53718	(,	
wight	Johnson	Chairman	Town of Blooming Grove	3378 Kuehling Drive	McFarland	Wi	53558		
uthleen	Linzmeier	Supervisor	Town of Blooming Grove	3330 Siggelkow Road	McFarland	WI	53558		
ark	McLaughlin	Supervisor	Town of Blooming Grove	4193 Bruns Avenue	Madison	WI	53714		
irk ke		Clerk							
	Wolf		Town of Blooming Grove	1880 South Stoughton Road	Madison	WI	53716		
vid	Young	Supervisor	Town of Blooming Grove	3395 Kuehling Drive	McFarland	WI	53558		
rnard	Nikolay	Cambridge School District	Town of Cambridge						
ary	Rattmann	Town Chairman	Town of Christiana	2586 Highland Drive	Cambridge	WI	53523	(608) 423-4584	ratniktwo@yahoo.com
ndra	Everson	Town Clerk	Town of Christiana	773 Koshkonong Road	Cambridge	WI	53523	(608) 423-3816	severson@twp.christiana.wi.us
m	Jelinek	Planning Commission Chairman	Town of Christiana	2193 Highway 73	Cambridge	WI	53523	(608) 423-9860	jel-ellaho@litewire.net
gina	Kravik	Town Supervisor	Town of Christiana	11 E. Rockdale Road	Cambridge	WI	53523	(608) 423-4825	
1	Lowrey	Town Supervisor	Town of Christiana	2316 Berge Hinny Road		WI	53523	(608) 334-5376	jimsrealfarm@yahoo.com
ven	Anders	Supervisor	Town of Cottage Grove	4058 County N	Cottage Grove	WI	53527	(608) 839-4441	sanders@towncq.net
n	Banigan	Clerk	Town of Cottage Grove	4058 County N 4058 County N	Cottage Grove	WI	53527	(608) 839-5021	clerk@towncg.net
n chael	DuPlayee	Supervisor	Town of Cottage Grove	4058 County N 4058 County N		WI	53527	(608) 839-5021	mduplayee@towncg.net
					Cottage Grove	_		()	
ke .	Fonger	Supervisor	Town of Cottage Grove	4058 County N	Cottage Grove	WI	53527	(608) 839-8208	mfonger@towncg.net
s	Hampton	Town Chairman	Town of Cottage Grove	4058 County N	Cottage Grove	WI	53527	(608) 279-4470	khampton@towncg.net
chael	Kindschi	Supervisor	Town of Cottage Grove	4058 County N		WI	53527	(608) 839-4783	mkindschi@towncg.net
	Minihan	Town Chairman	Town of Dunn	4156 County Road B	McFarland	WI	53558	(608) 838-6432	
dd	Klahn	Highway Superintendent	Town of Dunn	4156 County Road B	McFarland	WI	53558	608-838-1081 ext201	tklahn@town.dunn.wi.us
inley	Solheim	Town Supervisor	Town of Dunn	4156 County Road B	McFarland	WI	53558	(608) 838-1081	
ive	Greb	Town Supervisor	Town of Dunn	4156 County Road B	McFarland	WI	53558	(608) 838-1081	
thy	Hasslinger	Town Clerk	Town of Dunn	4156 County Road B	McFarland	WI	53558	(608) 838-1081	
ca	Schimitz	Land Use Manager/Deputy Clerk	Town of Dunn	4136 County Road B	Wichalland	VVI	33336	(000) 030-1001	
salind	Gausman		Town of Dunn	P.O. Box 104	McFarland	WI	53558		
		Sanitary District 3		P.O. BOX 104	wcranand	VVI	53558		
n	Becker	Jana Airport	Town of Edgerton						
nnis	Pauli	Edgerton School District	Town of Edgerton						
ne	Quale	Sanitary District	Town of Pleasant Springs	2083 Williams Drive	Stoughton	WI	53589		
ssandra	Clerkin	Clerk	Town of Pleasant Springs	2354 County Highway N	Stoughton	WI	53589		
/	Damkoehler	Supervisor	Town of Pleasant Springs	2354 County Highway N	Stoughton	WI	53589		
hard	Green	Chairman	Town of Pleasant Springs	2354 County Highway N	Stoughton	WI	53589		
ary	Haley	Supervisor	Town of Pleasant Springs	2354 County Highway N	Stoughton	WI	53589		
on .	Lund	Supervisor	Town of Pleasant Springs	2354 County Highway N	Stoughton	WI	53589		
om .	McGinnis	Supervisor	Town of Pleasant Springs	2354 County Highway N	Stoughton	WI	53589		
ин	WICGITHIS	Sanitary District #2	Town of Waunona	2354 County Highway N	Stoughton	VVI	33369		
	14.11			200141111			=====		
mone	Kolb	Project Manager	US Army Corps of Engineers	20711 Watertown Road, Suite F	Waukesha	WI	53186		
ter	Fasbender	Wisconsin Field Office Supervisor	US Fish and Wildlife Service	2661 Scott Tower Drive		WI	54229		
am	Dowling	District Conservationist	Center	1 Fen Oak Court	Madison	WI	53718-8812		
ce	Harried	Village President	Village of McFarland	5108 Rustic Way	McFarland	WI	53558	(608) 838-3136	mike.harried@mcfarland.wi.us
an	Coville	Director of Public Works	Village of McFarland	5115 Terminal Drive	McFarland	WI	53558	(608) 838-7287	public.works@mcfarland.wi.us
n	Peterson	Village Administrator	Village of McFarland	P.O. Box 110	McFarland	WI	53558-0110	(608) 838-3619	village.administration@mcfarland.wi.us
b	Neal	Village Clerk	Village of McFarland	P.O. Box 110	McFarland	WI	53558-0110	(608) 838-3153	village.administration@mcfarland.wi.us
uline	Boness	Community Development Director	Village of McFarland	P.O. Box 110	McFarland	WI		(608) 838-3153	pauline.boness@mcfarland.wi.us
	Garman	Fire Chief	Village of McFarland	P.O. Box 110	McFarland	WI		(608) 838-3153	fire.dept@mcfarland.wi.us
ry	Sherven	Police Chief	Village of McFarland Village of McFarland	P.O. Box 110 P.O. Box 111	McFarland McFarland	WI		(608) 838-3153	police.dept@mcfarland.wi.us
aig	onerven	Folice Crief		F.U. BOX 111	wcranano	VVI	03008-U111	(000) 838-3151	police.dept@mcrariand.wi.us
	Henry 1	Faultanamental Apartuals 2.2 1 2 1 2	Waunona Sanitary District #2 (No contact listed)	2044 Fish Harsham 2	Plants'	14/7	50744	(000) 075 0001	
С	Heggelund	Environmental Analysis & Review Specialist	Wisconsin Department of Natural Resources	3911 Fish Hatchery Road	Fitchburg	WI	53711	(608) 275-3301	eric.heggelund@wisconsin.gov
chael	Stevens	SHPO	Wisconsin Historical Society	816 State Street	Madison	WI	53706		
c	Callisto		Wisconsin Public Service Commission	610 North Whitney Way, PO Box 7854	Madison	WI		(608) 267-7897	
ptain Charles R.	Teasdale	Commander	Wisconsin State Patrol, SW Region	911 W. North Street, P.O. Box 610	DeForest	WI		(608) 846-8500	
rk	Pfundheller		WisDOT - Bureau of Aeronautics	PO Box 7914	Madison	WI	53707-7914	(608) 266-3351	
1	Buschkopf	Corridor Project Manager	WisDOT - SW Region	2101 Wright Street	Madison	WI	53704		
nny	Fredrickson	Environmental Coordinator	WISDOT - SW Region	2101 Wright Street	Madison	WI	53704		
aig	Pringle	Project Manager	WisDOT - SW Region	2101 Wright Street	Madison	WI	53704		
n e	Schauder	Project Manager Project Supervisor	WisDOT - SW Region	2101 Wright Street	Madison	WI	53704		
nn	Steiner	Project Supervisor	WisDOT - SW Region	2101 Wright Street	Madison	WI	53704		
	Vesperman	Project Team Manager	WisDOT - SW Region	2101 Wright Street	Madison	WI	53704		
	Larson	Tribal Coordinator	WisDOT - SW Region						
ger		1	WisDOT (Utility/Communication Line)	433 West St. Paul Avenue, Ste 300	Milwaukee	WI	53203		
ger f	Madson			4802 Sheboygan Avenue, Room 451	Madison	WI	53705		
ger f		ESS Regional Environmental Liaison	WisDOT Environmental Services Section						
ger f ar	Madson Te Beest				Madison	WI		(608) 234-6115	
ger f ar an	Madson Te Beest Anderson	Legal Counsel	Ho-Chunk Nation	33 E Main St, Ste 300	Madison Madison	WI	53703	(608) 234-6115	
ger ff ar an m	Madson Te Beest Anderson Spinger		Ho-Chunk Nation Ho-Chunk Nation	33 E Main St, Ste 300 33 E Main St, Ste 300	Madison	WI		(608) 255-4440	
ger ff ar an m	Madson Te Beest Anderson Spinger Abagan	Legal Counsel	Ho-Chunk Nation Ho-Chunk Nation Ho-Chunk Nation	33 E Main St, Ste 300 33 E Main St, Ste 300 4002 Evan Acres Rd	Madison Madison	WI	53703 53703	(608) 255-4440 (608) 223-9576	
ger If ar an m ive	Madson Te Beest Anderson Spinger Abagan Loger	Legal Counsel	Ho-Chunk Nation Ho-Chunk Nation Ho-Chunk Nation Yahara Materials, Inc.	33 E Main St, Ste 300 33 E Main St, Ste 300	Madison	WI	53703	(608) 255-4440	
hn gger ff siar siar sian m sive	Madson Te Beest Anderson Spinger Abagan	Legal Counsel	Ho-Chunk Nation Ho-Chunk Nation Ho-Chunk Nation	33 E Main St, Ste 300 33 E Main St, Ste 300 4002 Evan Acres Rd	Madison Madison	WI	53703 53703	(608) 255-4440 (608) 223-9576	
ger If ar an m ive	Madson Te Beest Anderson Spinger Abagan Loger	Legal Counsel	Ho-Chunk Nation Ho-Chunk Nation Ho-Chunk Nation Yahara Materials, Inc.	33 E Main St, Ste 300 33 E Main St, Ste 300 4002 Evan Acres Rd	Madison Madison	WI	53703 53703	(608) 255-4440 (608) 223-9576	
ger If ar an m ive	Madson Te Beest Anderson Spinger Abagan Loger	Legal Counsel	Ho-Chunk Nation Ho-Chunk Nation Ho-Chunk Nation Yahara Materials, Inc.	33 E Main St, Ste 300 33 E Main St, Ste 300 4002 Evan Acres Rd	Madison Madison	WI	53703 53703	(608) 255-4440 (608) 223-9576	

APPENDIX C-2 AGENCY COORDINATION

Agency Coordination List Project ID 3080-10-71 US 12/18 Freeway Conversion Study Dane County

Federal & State Resource Agencies (Purpose & Need, Alternatives, Summary, PIM Invite)

- US Army Corps of Engineers (Simone Kolb)
- US Fish and Wildlife Service (Peter Fasbender)
- US EPA, Region 5 (Michael Sedlacek)
- Department of Agriculture, Trade and Consumer Protection (Alice Halpin)
- Wisconsin Department of Natural Resources (Eric Heggelund)
- State of Wisconsin Historic Preservation Office (SHPO) (Michael Stevens)

Email copy only:

- o FHWA (Johnny Gerbitz)
- CC: FHWA (Tracey Blankenship)
- o WisDOT BTS-EPDS Regional Environmental Liaison (Jay Waldschmidt)
- WisDOT BTS-EPDS Regional Environmental Liaison (Jamie McAlister)
- WisDOT SW Region Environmental Coordinator (Jenny Grimes)
- WisDOT SW Region Project Manager (Craig Pringle)
- WisDOT SW Region Project Chief (John Vesperman)
- WisDOT SW Region Project Supervisor (John Steiner)
- WisDOT SW Region Tribal Coordinator (Roger Larson)

<u>Local/Regional Stakeholders (Alternatives, Summary, PIM Invite)</u>

- Capital Area Regional Planning Commission (Kamran Mesbah)
- Madison Area Transportation Planning Board (MPO) (William Schaefer)
- Dane County Executive (Joe Parisi)
 - Copy the following:
 - Chairman (John Hendrick)
 - Clerk (Karen Peters)
 - Highway Commissioner (Jerry Mandli)
 - Assistant Highway Commissioner (Pam Dunphy)
 - Planning Director (Todd Violante)
 - Land & Water Conservation Dept. (Kevin Connors)
 - Sheriff (David Mahoney)
 - Emergency Management (Dave Janda)
 - District 36 Supervisor (Cynda Solberg)
 - District 16 Supervisor (Dave de Felice)
 - Dane County Land Fill (John Welch)
 - Dane County Historical Society (Mary Clark, President)
 - University of Wisconsin Extension Dane County (Carrie Edgar)

- City of Madison Mayor (Paul Soglin)
 - Copy the following:
 - Clerk (Maribeth Witzel-Beh)
 - Common Council President (Lauren Cnare)
 - Alder District #16 (Jill Johnson)
 - Director Planning/Community/Economic Development (Steve Cover)
 - Planning Unit Director (Katherine Cornwell)
 - Economic Development Director (Aaron Olver)
 - City Engineer (Robert F. Phillips)
 - Traffic Engineer (Dave Dryer)
 - Transportation Planner (David Trowbridge)
 - Streets Superintendent (Chris Kelley)
 - Zoning Administrator (Matt Tucker)
 - Metro Transit Manager (Chuck Kamp)
 - Parks Superintendent (Kevin Briski)
 - o Interim Police Chief (Randy Gaber)
 - Fire Chief (Steven Davis)
- Town of Blooming Grove Chairman (Dwight Johnson)
 - Copy the following:
 - Clerk (Michael Wolf)
 - Supervisor (Arnold Berg)
 - Supervisor (Kathleen Linzmeier)
 - Supervisor (David Young)
- Town of Cottage Grove Chairman (Kris Hampton)
 - Copy the following:
 - Clerk (Kim Banigan)
 - Supervisor (Mike Fonger)
 - Supervisor (Steven Anders)
 - Supervisor (Kristi Williams)
 - Supervisor (Michael DuPlayee)

Ho-Chunk Nation (Alternatives, Summary, PIM Invite)

- Ho-Chunk Nation (William Quackenbush)
- DOB Project Manager (Angie Waege)
 - Copy the following:
 - o BIA Roads Division (Brett Blackdeer)
 - Tribal Roads Director (Garret Blackdeer)
 - Executive Manager (Dan Brown)
 - DOB Development Director (William Lowe)
 - Transportation Planner (Jon Schrader)
 - Construction Manager (Ted Walczak)
 - Consulting Engineer (Coleman Engineering Todd Mulvey)

Native American Tribes (PIM Invite)

- Bad River Band of Lake Superior Chippewa Indians of Wisconsin (Edith Leoso)
- Forest County Potawatomi Community of Wisconsin (Melissa Cook)
- Lac Vieux Desert Band of the Lake Superior Chippewa Indians Ketegitigaaning Ojibwe Nation (giiwegiizhigookway Martin)
- Menominee Indian Tribe of Wisconsin (Dave Grignon)
- Prairie Band Potawatomi Nation (Steve Ortiz)
- Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin (Larry Balber)
- Sac and Fox Nation of Missouri in Kansas and Nebraska (Edmore Green)
- Sac and Fox Nation of Oklahoma (Sandra Massey)
- Sac and Fox of the Mississippi in Iowa (Jonathan Buffalo)

State Agencies, Elected Officials, Others (PIM Invite)

- USDA Natural Resource Conservation Service Wisconsin Office (Adam Dowling)
- State Patrol, District 5 (Captain Charles R. Teasdale)
- Wisconsin Public Service Commission (Eric Callisto)
- WisDOT Bureau of Aeronautics (Justin Hetland)
- State Senate District 16 (Mark Miller)
- State Rep. 46th Assembly District (Gary Hebl)
- State Rep. 47th Assembly District (Robb Kahl)
- Village of McFarland President (Brad Czebotar)
- Madison Water Utility (Dennis Cawley)

Utilities (PIM Invite)

- Alliant Energy (Jason Hogan)
- ANR Pipeline Company (Lawrence Huber)
- ATC Management, Inc. (Mike Olsen)
- AT&T Wisconsin (Scott Grinde)
- Charter Communications (Brandon Storm)
- Dunn Sanitary District #3 (Rosalind Gausman)
- Frontier Communications of WI LLC (Robert Church)
- Kegonsa Sanitary District
- Koch Pipeline Company L.P. (Luke Schuette)
- Madison Gas and Electric Company (Tim Statz)
- Madison Water Utility (Dennis Cawley)
- McLeod USA Telecommunications Inc (Jim Birkenheier)
- Pleasant Springs Sanitary District
- Waunona Sanitary District #2

Agencies Not Formally Coordinated With

- US Forest Service
- US Coast Guard
- Federal Energy Regulatory Commission
- US Dept. of Interior Bureau of Indian Affairs
- US Dept. of Interior National Park Service

Mailing	First Name	Last Name	Professional Title	Organization	Addresss	City	State	Zip Code
Purpose and Need, Alternatives Text, PIM Invite	Alice	Halpin	Impact Analyst	DATCP	P.O. Box 8911	Madison	WI	53708-8911
email copies	Johnny	Gerbitz		Federal Highway Administration	525 Junction Road, Suite 8000	Madison	WI	53717
email copies	Tracey	Blankenship		Federal Highway Administration	525 Junction Road, Suite 8000	Madison	WI	53717
Purpose and Need, Alternatives Text, PIM Invite	Simone	Kolb	Project Manager	US Army Corps of Engineers	20711 Watertown Road, Suite F	Waukesha	WI	53186
Purpose and Need, Alternatives Text, PIM Invite	Peter	Fasbender	Wisconsin Field Office Supervisor	US Fish and Wildlife Service	2661 Scott Tower Drive	New Franken	WI	54229
Purpose and Need, Alternatives Text, PIM Invite	Eric	Heggelund	Environmental Analysis & Review Specialist	Resources	3911 Fish Hatchery Road	Fitchburg	WI	53711
Purpose and Need, Alternatives Text, PIM Invite	Michael	Stevens	SHPO	Wisconsin Historical Society	816 State Street	Madison	WI	53706
Purpose and Need, Alternatives Text, PIM Invite	Michael	Sedlacek	US EPA Region 5	E-19J	77 West Jackson Blvd.	Chicago	IL	60604-3507
email copies	Jay	Waldschmidt		WisDOT BTS-EPDS	4802 Sheboygan Avenue, Room 451	Madison	WI	53705
email copies	Jamie	MacAlister	Regional Environmental Liaison	WisDOT BTS-EPDS	4802 Sheboygan Avenue, Room 451	Madison	WI	53705
email copies	Jenny	Grimes	Environmental Coordinator	WISDOT - SW Region	2101 Wright Street	Madison	WI	53704
email copies	Roger	Larson	Tribal Coordinator	WisDOT - SW Region	2101 Wright Street	Madison	WI	53704
email copies	Craig	Pringle	Project Manager	WisDOT - SW Region	111 E. Interstate Blvd.	Edgerton	WI	53534
email copies	John	Steiner	Project Supervisor	WisDOT - SW Region	2101 Wright Street	Madison	WI	53704
email copies	John	Vesperman	Project Team Manager	WisDOT - SW Region	2101 Wright Street	Madison	WI	53704

Mailing	First Name	Last Name	Professional Title	Organization	Addresss	City	State	Zip Code
Alternative Text and PIM Invite	Kamran	Mesbah	Deputy Director	Capital Area Regional Planning Commission	210 Martin Luther King Jr. Blvd., Room 362	Madison	WI	53703
Alternative Text and PIM Invite	Paul	Soglin	Mayor	City of Madison	210 Martin Luther King Jr Blvd., Rm 403	Madison	WI	53703-3342
cc'd on Soglin letter	Robert	Phillips	City Engineer	City of Madison	210 Martin Luther King Jr. Blvd., Rm 115	Madison	WI	53703
cc'd on Soglin letter	David	Trowbridge	Transportation Planner	City of Madison				
cc'd on Soglin letter	Kevin	Briski	Parks Superintendent	City of Madison	210 Martin Luther King Jr. Blvd, Rm 104	Madison	WI	53703
cc'd on Soglin letter	Lauren	Cnare	Common Council President	City of Madison	5218 Kevins Way	Madison	WI	53714
cc'd on Soglin letter	Katherine	Cornwell	Planning Unit Director	City of Madison	215 Martin Luther King Jr. Blvd., Rm. LL100	Madison	WI	53703
cc'd on Soglin letter	Steven	Cover	Planning Director	City of Madison	210 Martin Luther King Jr Blvd., Rm 103	Madison	WI	53703-3342
cc'd on Soglin letter	Steven	Davis	Fire Chief	City of Madison	325 W. Johnson Street	Madison	WI	53703
cc'd on Soglin letter	Dave	Dryer	Traffic Engineer	City of Madison	215 Martin Luther King Jr. Blvd., Suite 100	Madison	WI	53703
cc'd on Soglin letter	Jill	Johnson	Common Counil, Dist. #16	City of Madison	6102 Fairfax Lane	Madison	WI	53718
cc'd on Soglin letter	Chuck	Kamp	Metro Transit Manager	City of Madison	1245 East Washington Avenue, Ste 201	Madison	WI	53703
cc'd on Soglin letter	Chris	Kelley	Street Superintendent	City of Madison	1501 W. Badger Road	Madison	WI	53713
cc'd on Soglin letter	Aaron	Olver	Economic Development Director	City of Madison	210 Martin Luther King Jr. Blvd., Rm 103	Madison	WI	53703
cc'd on Soglin letter	Matt	Tucker	Zoning Administrator	City of Madison	215 Martin Luther King Jr. Blvd., Rm LL100	Madison	WI	53703-3342
cc'd on Soglin letter	Maribeth	Witzel-Behl	Clerk	City of Madison	210 Martin Luther King Jr. Blvd. Rm. 103	Madison	WI	53703
cc'd on Soglin letter			Police Chief	City of Madison	211 S. Carroll Street	Madison	WI	53703
Alternative Text and PIM Invite	Joe	Parisi	County Executive	Dane County	210 Martin Luther King Jr. Blvd. Rm. 421	Madison	WI	53703
cc'd on Parisi letter	Pam	Dunphy	Assistant Commissioner	Dane County Highway Department	2302 Fish Hatchery Road	Madison	WI	53713
cc'd on Parisi letter	Todd	Violante	Planning Director	Dane County Planning Department	210 Martin Luther King Jr. Blvd., Room 116	Madison	WI	53703
cc'd on Parisi letter	John	Welch	Solid Waste Manager	Division	1919 Alliant Energy Center Way	Madison	WI	53713
cc'd on Parisi letter	David	Mahoney	Sheriff	Dane County	115 W Doty Street	Madison	WI	53703
cc'd on Parisi letter	Karen	Peters	Clerk	Dane County	210 Martin Luther King Jr. Blvd., Rm. 106A	Madison	WI	53703
cc'd on Parisi letter	David	de Felice	District 16 Supervisor	Dane County Board of Supervisors	6302 Dominion Drive	Madison	WI	53718
cc'd on Parisi letter	John	Hendrick	County Board Chair	Dane County Board of Supervisors	210 Martin Luther King Jr. Blvd.	Madison	WI	53703
cc'd on Parisi letter	Cynda	Solberg	District 36 Supervisor	Dane County Board of Supervisors	3703 County Road N	Cottage Grove	WI	53527
cc'd on Parisi letter	Dave	Janda	Director	Management	115 W. Doty Street, Room 2107	Madison	WI	53703
cc'd on Parisi letter	Gerald	Mandli	Highway Commissioner	Dane County Highway Department	2302 Fish Hatchery Road	Madison	WI	53713
cc'd on Parisi letter	Mary	Clark	President	Dane County Historical Society	3101 Lake Farm Road	Madison	WI	53711
cc'd on Parisi letter	Kevin	Connors	Director	Dane County Land & Water Resources Dept.	1 Fen Oak Court, Room 208	Madison	WI	53718
cc'd on Parisi letter	Carrie	Edgar	Department Head	Dane County UW Extension	1 Fen Oak Court, Room 138	Madison	WI	53718-8812
Alternative Text and PIM Invite	William	Schaefer	•	Madison Area Transportation Planning Board				
Alternative Text and PIM Invite	Dwight	Johnson	Chairman	Town of Blooming Grove	3378 Kuehling Drive	McFarland	WI	53558
cc'd on Johnson letter	Arnold	Berg	Supervisor	Town of Blooming Grove	3469 Palace Road	Madison	WI	53718
cc'd on Johnson letter	Kathleen	Linzmeier	Supervisor	Town of Blooming Grove	3330 Siggelkow Road	McFarland	WI	53558
cc'd on Johnson letter	Mark	McLaughlin	Supervisor	Town of Blooming Grove	4193 Bruns Avenue	Madison	WI	53714
cc'd on Johnson letter	Mike	Wolf	Clerk	Town of Blooming Grove	1880 South Stoughton Road	Madison	WI	53716
cc'd on Johnson letter	David	Young	Supervisor	Town of Blooming Grove	3395 Kuehling Drive	McFarland	WI	53558
Alternative Text and PIM Invite	Kris	Hampton	Town Chairman	Town of Cottage Grove	4058 County N	Cottage Grove	WI	53527
cc'd on Hampton letter	Steven	Anders	Supervisor	Town of Cottage Grove	4058 County N	Cottage Grove	WI	53527
cc'd on Hampton letter	Kim	Banigan	Clerk	Town of Cottage Grove	4058 County N	Cottage Grove		53527
cc'd on Hampton letter	Michael	DuPlayee	Supervisor	Town of Cottage Grove	4058 County N	Cottage Grove		53527
cc'd on Hampton letter	Mike	Fonger	Supervisor	Town of Cottage Grove	4058 County N	Cottage Grove		53527
cc'd on Hampton letter	Kristi	Williams	Supervisor	Town of Cottage Grove	4058 County N	Cottage Grove		53527

Mailing	First Name	Last Name	Professional Title	Organization	Addresss	City	State	Zip Code
PIM Invite Only	Dennis	Cawley		Madison Water Utility	119 East Olin Avenue	Madison	WI	53713
PIM Invite Only	Gary	Hebl	Representative, 46th Assembly District	State of Wisconsin	State Capitol Room 120, P.O. BOX 8952	Madison	WI	53708
PIM Invite Only	Robb	Kahl	State Representative, Assembly District 47	State of Wisconsin	Room 7 West State Capitol, P.O. Box 8952	Madison	WI	53708
PIM Invite Only	Mark	Miller	State Senate District 16	State of Wisconsin	State Capitol Room 317, P.O. BOX 7882	Madison	WI	53707
PIM Invite Only	Adam	Dowling	District Conservationist	Service, Madison Service Center	1 Fen Oak Court	Madison	WI	53718-8812
PIM Invite Only	Brad	Czebotar	Village President	Village of McFarland	5211 Cook Street	McFarland	WI	53558
PIM Invite Only	Eric	Callisto		Wisconsin Public Service Commission	610 North Whitney Way, PO Box 7854	Madison	WI	53707-7854
PIM Invite Only	R.	Teasdale	Commander	Wisconsin State Patrol, SW Region	911 W. North Street, P.O. Box 610	DeForest	WI	53532-0610
PIM Invite Only	Justin	Hetland		WisDOT - Bureau of Aeronautics	PO Box 7914	Madison	WI	53707-7914

Mailing	First Name	Last Name	Professional Title	Organization	Addresss	City	State	Zip Code
PIM Invite Only	Edith	Leoso	Tribal Historic Preservation Officer	Bad River Band of Lake Superior Chippewa Indians of Wisconsin	PO Box 39	Odanah	WI	54861
PIM Invite Only	Melissa	Cook		Forest County Potawatomi Community of Wisconsin	Tribal Office, PO Box 340	Crandon	WI	54520
PIM Invite Only	William	Quackenbush	Tribal Historic Preservation Officer	Ho-Chunk Nation	Executive Offices, PO Box 667, 405 Airport Road	Black River Falls	WI	54615
PIM Invite Only	William	Lowe	DOB Development Director	Ho-Chunk Nation	P.O. Box 667	Black River Falls	WI	54615
PIM Invite Only	Angie	Waege	DOB Project Manager	Ho-Chunk Nation	P.O. Box 667	Black River Falls	WI	54615
PIM Invite Only	Daniel	Brown	Executive Manager	Ho-Chunk Nation				
PIM Invite Only	Garret	Blackdeer	Tribal Roads Director	Ho-Chunk Nation				
PIM Invite Only	Jon	Schrader	Transportation Planner	Ho-Chunk Nation				
PIM Invite Only	Ted	Walczak	Construction Manager	Ho-Chunk Nation				
PIM Invite Only	Brett	Blackdeer	BIA Roads Division	Ho-Chunk Nation				
PIM Invite Only	giiwegiizhigookway	Martin	Tribal Historic Preservation Officer	Lac Vieux Desert Band of Lake Superior Chippewa Indians - Ketegitigaaning Ojibwe Nation	PO Box 249	Watersmeet	WI	49969
PIM Invite Only	Dave	Grignon	Tribal Historic Preservation Officer	Menominee Indian Tribe of Wisconsin	W3426 CTH V V West, PO Box 910	Keshena	WI	54135
PIM Invite Only	Steve	Ortiz		Prairie Band Potawatomi Nation	16281 Q Road	Mayetta	KS	66509
PIM Invite Only	Larry	Balber	Tribal Historic Preservation Officer	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	88385 Pike Road, Highway 13	Bayfield	WI	54814
PIM Invite Only	Edmore	Green		Sac and Fox Nation of Missouri in Kansas and Nebraska	305 N. Main	Reserve	KS	66434
PIM Invite Only	Sandra	Massey	NAGPRA Representative	Sac and Fox Nation of Oklahoma	RR 2, Box 246	Stroud	OK	74079
PIM Invite Only	Jonathan	Buffalo	NAGPRA Representative	Sac and Fox of the Mississippi in Iowa	349 Meskwaki Road	Tama	IA	52339-9629



Dane Partners Meeting Log

Beltline Interchange, US 12/18 Freeway Conversion, CTH AB, Meier Road WisDOT ID 1007-10-01/02 WisDOT 3080-10-01 Dane County

No.	Date	Purpose	Attendees
1.	2/27/2012	Stakeholder Meeting at SW Region: Introduce stakeholders to the CMT and design team, present information on I-39 corridor project, Beltline Interchange reconstruction, and US 12/18 freeway conversion study (FWC).	Ho-Chunk Nation, WisDOT, Dane County, City of Madison, Village of McFarland, Town of Blooming Grove, Town of Cottage Grove
2.	3/5/2012	Stakeholder Meeting at Ho-Chunk Gaming Wisconsin Dells: Present information on the I-39 project, Beltline Interchange, and US 12/18 FWC to the Ho-Chunk Nation. Discuss plans the Ho-Chunk Nation has for developing facility.	Ho-Chunk Nation, WisDOT, Dane Partners
3.	3/12/2012	Stakeholder Meeting at Ayres Associates: Introduce stakeholders to the design team, provide a corridor overview, discuss the schedule, and gather information.	Ho-Chunk Nation, FHWA, WisDOT, WDNR, Dane County, City of Madison, Village of McFarland, Towns of Albion, Blooming Grove, Cottage Grove, Christiana, Dunn, Pleasant Springs, Utilities, Dane Partners
4.	3/28/2012	Stakeholder Meeting at Cottage Grove Town Hall: Present information to Town of Cottage Grove on I-39 corridor project, Beltline Interchange reconstruction, and US 12/18 freeway conversion study.	WisDOT, Town of Cottage Grove, Dane Partners
5.	4/16/2012	Stakeholder Meeting at Ho-Chunk Gaming Madison: Present updates on the I-39 project, Beltline Interchange, and US 12/18 FWC to the Ho-Chunk Nation.	Ho-Chunk Nation, WisDOT, Dane Partners
6.	4/24/2012	Local Officials Meeting at Edgerton Public Library (LOM #1 I-39): Provide an update on the I-39 corridor and Beltline Interchange.	FHWA, WisDOT, Dane County, Towns of Albion, Utilities, Dane Partners
7.	4/24/2012	Public Information Meeting at Edgerton Public Library (PIM #1 I-39): Introduce the design team, provide a corridor overview, discuss the schedule, and gather information. FHWA, WisDOT, Dane Partners, Local Resid Businesses	
8.	5/9/2012	Stakeholder Meeting at City-County Building: Discuss City of Madison's concerns, future transportation needs, and planned development at the Beltline Interchange.	WisDOT, City of Madison, Dane Partners
9.	5/23/2012	Stakeholder Meeting at City-County Building: Discuss City of Madison's proposed development of CTH AB/ Sprecher Road corridor.	WisDOT, City of Madison, Dane Partners
10.	6/8/2012	Stakeholder Meeting at Dane County Highway Department: Present design alternatives for Beltline Interchange to Dane County.	WisDOT, Dane County, Dane Partners
11.	6/18/2012	Local Officials Meeting at Ayres Associates (LOM #1 - US 12/18 FWC): Provide an update on the I-39 corridor and Beltline Interchange.	Ho-Chunk Nation, FHWA, WisDOT, Dane County, City of Madison, Village of Cottage Grove, Village of McFarland, Town of Blooming Grove, Town of Cottage Grove, Utilities
12.	7/31/2012	Public Information Meeting at Cottage Grove Town Hall (PIM #1 - US 12/18 FWC): Introduce the study team, provide a corridor overview, discuss the study process and schedule, and gather information. FHWA, WisDOT, Dane Partners, Local Residents and Businesses	
13.	9/24/2012	Local Officials Meeting at McFarland High School (LOM #2 I-39): Provide an update on the I-39 corridor, Beltline Interchange, and Meier Road.	FHWA, WisDOT, Dane County, City of Madison, Village of McFarland, Towns of Blooming Grove, Cottage Grove, Christiana, Utilities, Dane Partners

No.	Date	Purpose	Attendees
14.	9/24/2012	Public Information Meeting at McFarland High School (PIM #2 I-39): Provide an update on the I-39 corridor, Beltline Interchange, and Meier Road.	FHWA, WisDOT, Dane Partners, Local Residents and Businesses
15.	10/1/2012	Stakeholder Meeting at City-County Building: Discuss US 12/18 intersection with CTH AB with Dane County and City of Madison.	WisDOT, Dane County, City of Madison, Dane Partners
16.	10/23/2012	Stakeholder Meeting at Ho-Chunk Gaming Wisconsin Dells: Present project updates (I-39, Beltline Interchange, US 12/18 FWC) as well as Millpond Road HSIP project to the Ho-Chunk Nation.	Ho-Chunk Nation, WisDOT, Dane Partners
17.	4/3/2013	Local Officials Meeting at Ayres Associates (LOM #2 - US 12/18 FWC): Provided an update on the US 12/18 FWC and Meier Road alternatives.	Ho-Chunk Nation, FHWA, WisDOT, WDNR, Dane County, City of Madison, Village of McFarland, Town of Blooming Grove, Town of Cottage Grove, Utilities
18.	4/10/2013	Stakeholder Meeting at Dane County Highway Department: Discuss US 12/18 FWC alternatives, including Meier Road.	WisDOT, Dane County, Dane Partners
19.	4/22/2013	Stakeholder Meeting at Ho-Chunk Gaming Wisconsin Dells: Present project updates (I-39, Beltline Interchange, US 12/18 FWC) as well as Meier Road and Millpond Road HSIP project to the Ho-Chunk Nation.	Ho-Chunk Nation, WisDOT, Dane Partners
20.	4/24/2013	Public Information Meeting at McFarland High School (PIM #2 - US 12/18 FWC): Provided an update on the US 12/18 FWC and Meier Road alternatives.	FHWA, WisDOT, Dane Partners, Local Residents and Businesses
21.	6/6/2013	Stakeholder Meeting at City-County Building: Discuss US 12/18 FWC and CTH AB Interchange alternatives with City of Madison, as well as 4(f) resources, the Yahara Hills Golf Course, and future plans for City parks in the project/study area.	WisDOT, City of Madison, Dane Partners
22.	6/19/2013	Stakeholder Meeting at City-County Building: Discuss CTH AB Interchange alternatives with City of Madison.	WisDOT, Dane County, City of Madison, Dane Partners
23.	6/26/2013	Stakeholder Meeting at Dane County Highway Department: Discuss US 12/18 FWC alternatives, including Meier Road.	WisDOT, Dane County, Dane Partners
24.	7/9/2013	Stakeholder Meeting at SW Region: Present I-39 corridor update and Turbine configuration for Beltline Interchange.	Ho-Chunk Nation, FHWA, WisDOT, Dane County, City of Madison, Village of McFarland, Town of Blooming Grove, Town of Cottage Grove
25.	7/9/2013	Stakeholder Meeting at SW Region: Present updates to CTH AB interchange alternatives.	WisDOT, Town of Cottage Grove, Dane Partners
26.	7/23/2013	Local Officials Meeting at Edgerton High School (LOM #3 I-39): Provided an update on the I-39 corridor and Beltline Interchange.	WisDOT, Dane County, City of Edgerton, Towns of Christiana, Dane Partners
27.	7/23/2013	Public Information Meeting at Edgerton High School (PIM #3 I-39): Provided an update on the I-39 corridor and Beltline Interchange. FHWA, WisDOT, Dane Partners, Local Resider Businesses	
28.	7/26/2013	Meeting with Local Business Owner: Discussion of US 12/18 FWC alternatives with Dave Telvick (Remington Electric) and impacts the project will have on EMS response, property value, and access.	WisDOT, Dave Telvick (Business Owner)

No.	Date	Purpose	Attendees
29.	8/6/2013	Stakeholder Meeting at Ho-Chunk Nation Executive Offices in Black River Falls: Present US 12/18 FWC alternatives, including Meier Road, to Ho-Chunk Nation Legislature.	Ho-Chunk Nation, WisDOT, Dane Partners
30.	9/12/2013	Stakeholder Meeting at Deer Grove EMS: Present US 12/18 FWC alternatives, including Meier Road, and to discuss potential impacts on EMS services in the area.	Deer Grove EMS, Dane Partners
31.	10/10/2013	Stakeholder Meeting at Blooming Grove EMS: Present US 12/18 FWC alternatives, including Meier Road, and to discuss potential impacts on EMS services in the area.	Blooming Grove EMS, Dane Partners
32.	11/6/2013	Stakeholder Meeting at Dane County: Provide an update on Beltline Interchange, CTH AB interchange, and US 12/18 FWC, including Meier Road.	WisDOT, Dane County, Dane Partners
33.	11/19/2013	Public Information Meeting at McFarland High School (PIM #3 - US 12/18 FWC): Provided an update on the US 12/18 FWC including CTH AB Interchange	FHWA, WisDOT, Dane Partners, Local Residents and Businesses
34.	12/10/2013	Stakeholder Meeting at SW Region: Provide an update on Beltline Interchange, CTH AB interchange, and US 12/18 FWC, including Meier Road.	WisDOT, City of Madison, Dane Partners
35.	12/11/2013	Stakeholder Meeting at Ho-Chunk Gaming Madison: Provide an update on Beltline Interchange, CTH AB interchange, and US 12/18 FWC, including Meier Road.	Ho-Chunk Nation, WisDOT, Dane Partners
36.	12/12/2013	Stakeholder Meeting at Town of Cottage Grove: Provide an update on Beltline Interchange, CTH AB interchange, and US 12/18 FWC, including Meier Road.	WisDOT, Town of Cottage Grove, Dane Partners
37.	1/29/2014	Public Open House at SW Region Project Field Office in Edgerton (POH #1 - I-39): Provided an update on the I-39 corridor and Beltline Interchange.	FHWA, WisDOT, Dane Partners, Local Residents and Businesses

APPENDIX C-3 LOCAL GOVERNMENT CORRESPONDENCE



Wisconsin Department of Transportation



2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 <u>www.dot.wisconsin.gov</u>

August 24, 2012

Mary Clark President Dane County Historical Society 3101 Lake Farm Road Madison, WI 53711

Subject: US 12/18 Freeway Conversion Study

I-39/90 Interchange to County N Interchange

WisDOT Project I.D. 3080-10-01

Dear Ms. Clark:

The Wisconsin Department of Transportation (WisDOT) Southwest Region is studying the conversion of approximately 3.5 miles of US 12/18 to a freeway facility. The study begins 500 feet east of I-39/90 (the "Beltline" interchange) and continues east on US 12/18 to 500 feet west of the County N interchange. A study location map has been enclosed.

The study will involve developing alternatives to complete a freeway conversion and assess the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study will include completion of an Environmental Assessment and 30% design. No construction activities are scheduled at this time.

WisDOT would appreciate any information or concerns you may have pertaining to historic resources that may be located in the study area. Your input will be valuable in the treatment of historic resources associated with the study. Please provide all comments within 30 days of receiving this letter.

I would like to thank you in advance for your cooperation and assistance in our study efforts. If you have any questions or concerns, please feel free to contact me at (608) 242-8058.

Yours sincerely,

Craig Pringle

Project Manager I-39/90 North Segment

craig.pringle@dot.wi.gov



Wisconsin Department of Transportation



2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 <u>www.dot.wisconsin.gov</u>

August 24, 2012

Leonard Ringelstetter Chairperson Dane County Drainage Board 2361 County Hwy V Sun Prairie, WI 53590

Subject: US 12/18 Freeway Conversion Study

I-39/90 Interchange to County N Interchange

WisDOT Project I.D. 3080-10-01

Dear Mr. Ringelstetter:

The Wisconsin Department of Transportation (WisDOT) Southwest Region is studying the conversion of approximately 3.5 miles of US 12/18 to a freeway facility. The study begins 500 feet east of I-39/90 (the "Beltline" interchange) and continues east on US 12/18 to 500 feet west of the County N interchange. A study location map has been enclosed.

The study will involve developing alternatives to complete a freeway conversion and assess the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study will include completion of an Environmental Assessment and 30% design. No construction activities are scheduled at this time.

The Door Creek Drainage District crosses the study corridor between I-39/90 and County N. WisDOT would appreciate any information or concerns you may have regarding this drainage district or other drainage issues in the study area. **Please provide all comments within 30 days of receiving this letter.**

I would like to thank you in advance for your cooperation and assistance in our study efforts. If you have any questions or concerns, please feel free to contact me at (608) 242-8058.

Yours sincerely,

Craig Pringle

Project Manager I-39/90 North Segment

craig.pringle@dot.wi.gov



Office of the Mayor

Paul R. Soglin, Mayor

City-County Building, Room 403 210 Martin Luther King, Jr. Boulevard Madison, Wisconsin 53703-3345 PH 608 266 4611 FAX 608 267 8671 www.cityofmadison.com mayor@cityofmadison.com

May 20, 2013

Mr. Craig Pringle
Division of Transportation Systems Development
Southwest Region
Wisconsin Department of Transportation
2101 Wright Street
Madison, WI 53704-2583

RE: USH 12/18 Freeway Conversion Study (I-39/90 to CTH N)

Dear Mr. Pringle:

The City of Madison would like to take an opportunity to document some of the concerns we have with the USH 12/18 freeway conversion project, particularly in the western portion of the project area.

This project has the potential to impact our City in numerous ways – such as regional and local traffic circulation, area connectivity, business and park visibility and access, and direct impacts to real estate in the area. As one example, Yahara Hills Golf Course will be significantly impacted by these alternatives not just in terms of traffic flow and access to the clubhouse, but also noise will be a significant factor if traffic is routed closer to and/or onto the park property. Some of these alternatives will directly impact the golf course, while others directly impact the facilities that support the golf course. These alternatives will also impact our ability to develop a community park adjacent to the golf course in the future.

Overall, the City's acceptance of a specific proposal will be dependent upon the convenience and safety for motorists accessing the area, the ability of motorists to understand how to navigate the roadway system to access their destination, the impact of the alternative on existing development and future redevelopment opportunities, and the overall aesthetic impact.

I would like to also point out that City staff has appreciated the opportunity to work with WisDOT planners and designers in efforts to address these impacts, and hope to continue that working relationship as the project moves forward. Please note the concerns we have at this time. It is important to note that the comments below are not intended to be exhaustive of every concern we have, and that continued refinement of the design alternatives over time may generate others.

May 20, 2013 Page 2

Meier Road Alternatives

In the far western area of the segment, the City is most supportive of Meier Road Alternative 2, with Meier Road shifted to the west. We support the proposed bridge that will connect the north and south sides of the USH 12/18 corridor, and feel it will help to improve traffic safety and circulation in this area. At the new 4-way intersection of Millpond Road and Savannah Road, the City urges WisDOT to consider a roundabout. We feel that a roundabout may be a desirable option given the projected traffic volumes in this area.

West Alternatives

In the area along the USH 12/18 corridor between Meier Road and CTH AB, the City strongly encourages the Department to abandon the conceptual alternatives that include a one-way frontage road system. We feel this would be highly inconvenient to motorists accessing businesses in this area, particularly given the significant distance between Meier Road and CTH AB.

The City of Madison also strongly encourages WisDOT to avoid impacts to the Yahara Hills Golf Course, and therefore cannot support the West Alternatives that show such impacts. West Alternative 3, if modified to minimize golf course impacts, may be an option worth advancing.

We are most supportive of West Alternative 4, which shifts the USH 12/18 and CTH AB interchange to the east, which avoids impacts to the golf course. Alternative 4 also provides adequate infrastructure capacity, in order to accommodate the anticipated high volume of traffic projected in the future. The City would like to refine Alternative 4 further, to better address the many impacts that this concept would have on property owners in this area. Planning, Engineering and Traffic Engineering Division staff have developed some suggested modifications to West Alternative 4 and look forward to sharing these ideas with your design team.

We urge the Department to continue working with City staff to refine these options throughout the design evaluation process - particularly with regard to traffic safety, access and circulation, and real estate impacts.

In conclusion, we look forward to providing additional comments to the Wisconsin Department of Transportation over time, and appreciate the continued involvement of City of Madison professional staff throughout the conduct of this important project. Thank you for the opportunity to comment at this time.

Paul R. Soglin

Mayor

Cc: Rob Phillips, City Engineer

David Dryer, City Traffic Engineer Kevin Briski, Parks Superintendent

Steven Cover, Planning and Community and Economic Development Director



Wisconsin Department of Transportation US 12/18 Freeway Conversion Study Meeting with City of Madison December 10, 2013; 3:00 pm



Meeting Minutes

- I. Attendees: Craig Pringle (WisDOT), Chris Petykowski, Rob Phillips, (City of Madison Engineering), Brian Grady, David Trowbridge, Michael Waidelich (City of Madison Planning), Tom Maglio, Kay Rutledge, (City of Madison Parks), Darin Blang, Lisa Dreifuerst (Dane Partners)
- II. Purpose of Meeting

This was a meeting with the City of Madison to share the results of the Public Information Meeting (PIM) held on November 19, 2013, to discuss design refinements and details of the preferred alternatives, and to review the schedule for completing the study and environmental document.

III. Summary of Discussion

- 1. The City of Madison supports the preferred alternatives as shown at the PIM, however the following items should be addressed:
 - Luds Lane should be a four legged intersection so there is access to the east of the proposed relocated CTH AB
 - ii. Show access/turn lane configuration at the entrance to Yahara Hills Golf Course
 - iii. Show the planned access to the landfill
 - iv. At the northern limits of the project, CTH AB could tie back into existing Femrite Drive just west of Hope Road until the City of Madison moves forward with expansion plans for the CTH AB/Sprecher Road corridor.
- 2. There was a discussion of potential 4(f) impacts to City owned parks
 - i. Bill Kettle Park is still owned by the City of Madison and will likely remain under their ownership for the near future. There was a possibility that Dane County would purchase the park to accommodate their landfill expansion plans, but that decision is on hold.
 - ii. Potential impacts to Yahara Hills Golf Course along US 12/18 include revised access and aesthetic changes. US 12/18 will be shifted to the north to accommodate the proposed frontage road, which will be located in the approximate area of the existing eastbound lanes of US 12/18. This shift should allow the existing berm and landscaping along US 12/18 to remain in place.
 - iii. Potential impacts to Yahara Hills Golf Course along I-39 will be determined in January 2014 as the design proceeds. Dane Partners will provide the City of Madison with two options in this area which will likely include a retaining wall that would avoid construction impacts to the golf course property entirely, or a grading easement onto the golf course property that could possibly include a small berm and/or landscaping to minimize aesthetic impacts. The City indicated that their initial thoughts are that they would prefer the more natural landscape setting rather than the retaining wall, but will need to review the proposed design before making a final decision.
 - iv. Once the design options along I-39 are further along, WisDOT will send a letter to the City of Madison asking for their input on potential impacts to 4(f) resources. One letter will be sent to cover both the I-39 and US 12/18 projects to ensure a comprehensive discussion of impacts. This City of Madison should expect to receive this letter in late January or early February 2014.



Wisconsin Department of Transportation



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

February 5, 2014

Kevin Briski Superintendent, City of Madison Parks Department 210 Martin Luther King Jr. Blvd., Room 104 Madison, WI 53703

Subject: City of Madison Section 4(f) Properties

US 12/18 Freeway Conversion Study

I-39/90 to County N

Dane County

WisDOT Project ID 3080-10-01

Dear Mr. Briski:

I am writing to provide information on the US 12/18 Freeway Conversion Study that is underway and to let you know how the preferred study alternative relates to the City of Madison Section 4(f) properties. Properties that fall under the provisions of Section 4(f) include publicly owned parks, recreation areas, and waterfowl/wildlife refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register for Historic Places. Both Yahara Hills Golf Course and Bill Kettle Park are deemed Section 4(f) resources by Federal Highway Administration (FHWA).

We are pleased to inform you that the preferred US 12/18 freeway conversion alternative avoids encroaching onto both the Yahara Hills Golf Course and Bill Kettle Park.

The purpose of the US 12/18 Freeway Conversion Study is to determine the preferred alternative for converting a section of US 12/18 to a limited-access freeway. A limited-access freeway allows access at interchanges only and eliminates direct access such as at-grade intersections or driveways. This corridor study covers 3.5 miles of the US 12/18 corridor between the interchanges with I-39/90 (the "Beltline Interchange") and County N.

US 12/18 will be shifted to the north to accommodate the proposed two-way frontage road between Millpond Road and County AB. The proposed frontage road will be located in the approximate area of the existing eastbound US 12/18 lanes and will allow for the existing berm and landscaping along US 12/18 to remain in place. A full diamond interchange is proposed at County AB approximately 1,000 feet east of its current intersection with US 12/18. County AB will be realigned from a point approximately 1,400 feet south of US 12/18 to a point north of Femrite Drive. A copy of the preferred alternative is attached.

No construction is currently planned in conjunction with the freeway conversion; however construction of the County AB interchange and frontage road is currently being evaluated for inclusion with the I-39 corridor project.

Meier Road Construction

As part of a separate project, additional access will be provided for the properties along Millpond Road and in the southeast quadrant of the Beltline Interchange. This will be accomplished by extending Meier Road to the south over US 12/18, connecting into Millpond Road. Construction is currently scheduled for 2019 with the potential to be moved up to as early as 2017. While this project is not a part of the US 12/18 Freeway Conversion study, it is being mentioned here since it will provide a second means of access to the Yahara Hills Golf Course. A conceptual drawing of the overpass is attached.

Yahara Hills Golf Course

A new frontage road will be added along the south side of US 12/18 to provide a connection between Millpond Road and the realigned County AB. Patrons accessing the golf course will use the frontage road and County AB or the new Meier Road overpass. Due to the relocated golf course access, the eastbound

travel distance to Yahara Hills is proposed to increase by approximately two miles and the westbound travel distance is expected to increase by approximately one-half mile. Although access will change, no right of way will be required.

The location of the maintenance facility driveway will not change however with the preferred alternative it will connect into the new frontage road rather than County AB.

Bill Kettle Park

With County AB being shifted approximately 1,000 feet to the east, no property is required from Bill Kettle Park for the freeway conversion. The only anticipated change to the property involves extending Luds Lane to the realigned County AB, which patrons would use to access the park.

If you have any comments or concerns, we request that you provide written response within 30 days of your receipt of this letter. If you have any questions or would like to schedule a meeting, please feel free to contact me.

Thank you in advance for your cooperation.

Sincerely,

Craig Pringle

North Segment Project Manager WisDOT Southwest Region Project Field Office

111 Interstate Boulevard, Edgerton, WI 53534

(608) 884-7132

craig.pringle@dot.wi.gov

cc: Johnny Gerbitz, FHWA Jamie MacAlister, WisD0

Jamie MacAlister, WisDOT Bureau of Technical Services

Jenny Grimes, WisDOT Southwest Region

Kay Rutledge, City of Madison Parks Department

Tom Maglio, City of Madison Parks Department

Ray Shane, City of Madison Parks Department



Wisconsin Department of Transportation US 12/18 Freeway Conversion Study Meeting with City of Madison, Fire Dept. March 13, 2014



Meeting Minutes

I. Attendees: Clayton Christenson (Assistant Chief), Lance Langer (Assistant Chief Operations), Darin Blang (Dane Partners)

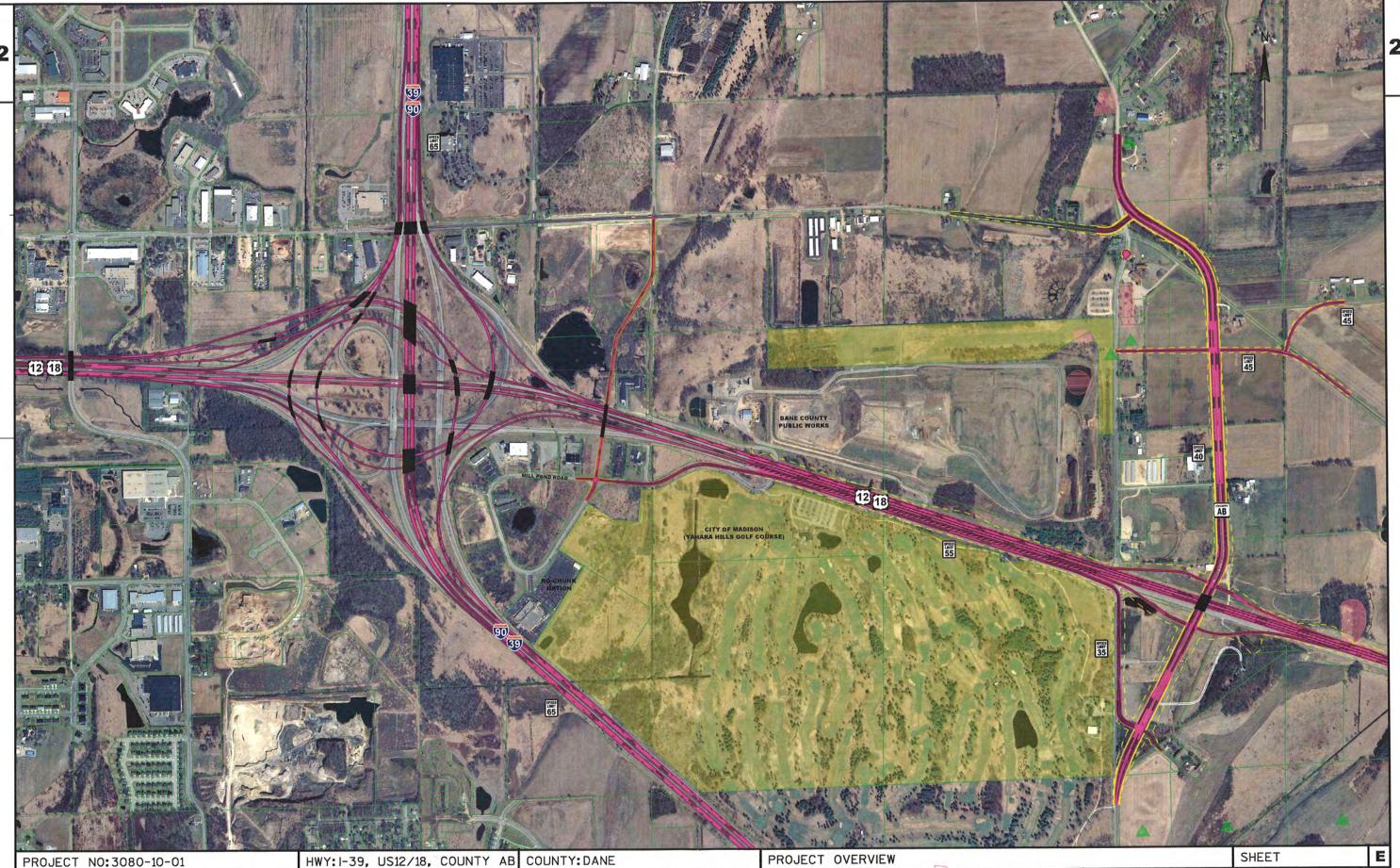
II. Purpose of Meeting

This was a meeting at the Madison Fire Department Offices located at 30 W. Mifflin Street, Suite 800 to discuss the potential impacts of the US 12/18 Freeway Conversion as well as the Meier Road Extension project on emergency services in the area.

III. Summary of Discussion

- 1. Darin Blang spent a few minutes going over the possible roadway projects in the area including the US 12/18 Freeway Conversion, the Meier Road Extension, and the I39/90 six lane expansion which includes reconstruction of the Beltline Interchange. It was explained that all construction dates are tentative at this time, but approximate dates are sometime between 2016-2018 for the Meier Road Extension and 2020-2022 for the other projects. A draft map showing the possible improvements was used for these discussions and given to the Madison Fire Department. Darin then explained that the purpose of the meeting was to discuss the possible roadway projects and determine if there would be any impact to emergency services in the area as a result.
- 2. Both Clayton Christenson and Lance Langer were happy to hear about the Meier Road Extension Project. They agreed that the existing US 12/18 and Mill Pond Road intersection is dangerous and this would provide an excellent access point for the businesses in the area, especially the businesses located in the southeast quadrant of the interchange.
- 3. Currently fire services for the area being discussed is provided from Station #5 located on Cottage Grove Road or Station #6 located near the intersection of Badger Road/Park Street depending on the type of service needed and the availability of equipment.
- 4. The City of Madison has plans to build a new fire station that would be responsible for providing service to the area being discussed. They have already purchased land for the new station in the northwest quadrant of Femrite and Dairy Drive. Plans are being developed and construction is tentatively planned for 2018.
- Once the new fire station is opened it would utilize Femrite and Meier Road to provide service to this area. Therefore, closing access at Mill Pond Road would have no impact to response times for businesses located in the area as long as the Meier Road Extension and the new fire station were constructed.
- 6. If the new fire station was not constructed the closing of Mill Pond Road would require additional travel time to reach the businesses in the southeast quadrant of the Beltline Interchange via the CTH AB interchange and Frontage Road. This additional travel would take approximately 2-3 minutes.





FILE NAME : Q:\2012 PROJECTS\2012027_US 12-18\CIVIL3D\DESIGN\DISPLAY\BIC OVERVIEW.DWG

PLOT DATE: 12/5/2013 2:08 PM

PLOT BY : PATRICK SMITH

PLOT SC.

PLOT SCALE : 1 IN:1000 FT_XREF

WISDOT/CADDS SHEET 42

APPENDIX C-4 STATE AGENCY CORRESPONDENCE



Wisconsin Department of Transportation



2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 <u>www.dot.wisconsin.gov</u>

August 24, 2012

Peter Nauth Impact Analyst DATCP P.O. Box 8911 Madison, WI 53708-8911

Subject: US 12/18 Freeway Conversion Study

I-39/90 Interchange to County N Interchange

WisDOT Project I.D. 3080-10-01

Dear Mr. Nauth:

The Wisconsin Department of Transportation (WisDOT) Southwest Region is studying the conversion of approximately 3.5 miles of US 12/18 to a freeway facility. The study begins 500 feet east of I-39/90 (the "Beltline" interchange) and continues east on US 12/18 to 500 feet west of the County N interchange. A study location map has been enclosed.

The study will involve developing alternatives to complete a freeway conversion and assess the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study will include completion of an Environmental Assessment and 30% design. No construction activities are scheduled at this time.

WisDOT would appreciate any information or concerns you may have pertaining to agricultural resources that may be located in the study area. Your input will be valuable in the treatment of agricultural resources associated with the study. Please provide all comments within 30 days of receiving this letter.

I would like to thank you in advance for your cooperation and assistance in our study efforts. If you have any questions or concerns, please feel free to contact me at (608) 242-8058.

Yours sincerely.

Craig Pringle

Project Manager I-39/90 North Segment

craig.pringle@dot.wi.gov



Wisconsin Department of Transportation



2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 <u>www.dot.wisconsin.gov</u>

August 24, 2012

Eric Heggelund Environmental Analysis & Review Specialist Wisconsin Department of Natural Resources 3911 Fish Hatchery Road Fitchburg, WI 53711

Subject: US 12/18 Freeway Conversion Study

I-39/90 Interchange to County N Interchange

WisDOT Project I.D. 3080-10-01

Dear Mr. Heggelund:

The Wisconsin Department of Transportation (WisDOT) Southwest Region is studying the conversion of approximately 3.5 miles of US 12/18 to a freeway facility. The study begins 500 feet east of I-39/90 (the "Beltline" interchange) and continues east on US 12/18 to 500 feet west of the County N interchange. A study location map has been enclosed.

The study will involve developing alternatives to complete a freeway conversion and assess the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study will include completion of an Environmental Assessment and 30% design. No construction activities are scheduled at this time.

WisDOT would appreciate any information or concerns you may have pertaining to natural resources that may be located in the study area. Your input will be valuable in the treatment of natural resources associated with the study. Please provide all comments within 30 days of receiving this letter.

I would like to thank you in advance for your cooperation and assistance in our study efforts. If you have any questions or concerns, please feel free to contact me at (608) 242-8058.

Yours sincerely,

Craig Pringle

Project Manager I-39/90 North Segment

craig.pringle@dot.wi.gov



Wisconsin Department of Transportation



2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 <u>www.dot.wisconsin.gov</u>

August 24, 2012

Michael Stevens SHPO Wisconsin Historical Society 816 State Street Madison, WI 53706

Subject: US 12/18 Freeway Conversion Study

I-39/90 Interchange to County N Interchange

WisDOT Project I.D. 3080-10-01

Dear Mr. Stevens:

The Wisconsin Department of Transportation (WisDOT) Southwest Region is studying the conversion of approximately 3.5 miles of US 12/18 to a freeway facility. The study begins 500 feet east of I-39/90 (the "Beltline" interchange) and continues east on US 12/18 to 500 feet west of the County N interchange. A study location map has been enclosed.

The study will involve developing alternatives to complete a freeway conversion and assess the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study will include completion of an Environmental Assessment and 30% design. No construction activities are scheduled at this time.

WisDOT would appreciate any information or concerns you may have pertaining to historic resources that may be located in the study area. Your input will be valuable in the treatment of historic resources associated with the study. Please provide all comments within 30 days of receiving this letter.

I would like to thank you in advance for your cooperation and assistance in our study efforts. If you have any questions or concerns, please feel free to contact me at (608) 242-8058.

Yours sincerely,

Craig Pringle

Project Manager I-39/90 North Segment

craig.pringle@dot.wi.gov



Wisconsin Department of Transportation



2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 <u>www.dot.wisconsin.gov</u>

August 24, 2012

Mark Pfundheller WisDOT - Bureau of Aeronautics PO Box 7914 Madison, WI 53707-7914

Subject: US 12/18 Freeway Conversion Study

I-39/90 Interchange to County N Interchange

WisDOT Project I.D. 3080-10-01

Dear Mr. Pfundheller:

The Wisconsin Department of Transportation (WisDOT) Southwest Region is studying the conversion of approximately 3.5 miles of US 12/18 to a freeway facility. The study begins 500 feet east of I-39/90 (the "Beltline" interchange) and continues east on US 12/18 to 500 feet west of the County N interchange. A study location map has been enclosed.

The study will involve developing alternatives to complete a freeway conversion and assess the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study will include completion of an Environmental Assessment and 30% design. No construction activities are scheduled at this time.

WisDOT would appreciate any information or concerns you may have pertaining to the proximity of Blackhawk Airfield to the study area. Your input will be valuable in the development of this study. Please provide all comments within 30 days of receiving this letter.

I would like to thank you in advance for your cooperation and assistance in our study efforts. If you have any questions or concerns, please feel free to contact me at (608) 242-8058.

Yours sincerely,

Craig Pringle

Project Manager I-39/90 North Segment

craig.pringle@dot.wi.gov

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
South Central Region Headquarters
3911 Fish Hatchery Road
Fitchburg WI 53711-5397

Appendix C-4-5

Scott Walker, Governor Cathy Stepp, Secretary Mark Aquino, Regional Director Telephone 608-275-3266 FAX 608-275-3338 TTY Access via relay - 711



September 24, 2012

Craig Pringle DOT Project Manager DTSD SW Region - Madison Office 2101 Wright Street Madison, WI 53711

Subject: **DNR Initial Project Review**:

Project I.D. 3080-10-01

USH 12/18

I-39 Interchange to CTH N Interchange US 12/18 Freeway Conversion Study

Dane County

Dear Mr. Pringle:

The Department has received the information you provided for the freeway conversion study of approximately 3.5 miles of USH 12/18. The study begins 500 feet east of I-39/90 (Badger Interchange) and continues east on US 12/18 to 500 feet west of the County N interchange. The study will involve developing alternatives to complete a freeway conversion and assess the environmental, economic and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway.

Preliminary information has been reviewed by DNR staff for the project under the DOT/DNR Cooperative Agreement. Initial comments on the project as proposed are included below and assume that additional information will be provided that addresses all resource concerns identified.

A. Project-Specific Resource Concerns

Wetlands & Waterways:

There are several wetland areas located along this project corridor. A wetland investigation/delineation should be completed for this project corridor and submitted to this office for review. Wetland impacts must be avoided and/or minimized to the greatest extent possible. Unavoidable wetland impacts must be mitigated for in accordance with the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline. The Department requests information regarding the amount and type of unavoidable wetland impacts.

Endangered Resources (ER)

No concerns: Based upon a review of the Natural Heritage Inventory (NHI) and other Department records on September 24, 2012, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity.

Fisheries/Stream work

Three navigable streams cross USH 12/18 within the project boundaries: Little Door Creek, Door Creek and an unnamed tributary to Door Creek. These are warm water fisheries. In order to protect developing fish eggs and substrate for aquatic organisms, all instream work that could adversely impact water quality should be undertaken between May 15 and March 15.

Culverts/Aquatic organism passage

The submittal did not indicate if any culverts would be replaced or extended. We request information on the proposal for the culvert crossings mentioned above when it is available.

Culvert replacements should be set in such a manner that it does not cause stream fragmentation and allows fish and other aquatic organisms to migrate upstream and downstream during low-flow conditions. This requires that the invert be set an adequate distance below the final streambed elevation to allow a natural and continuous streambed condition to occur. A gravel bed substrate may be installed in the culvert to obtain this condition. The desired end-result is that during high-flow conditions, the stream does not cause a large pool (scour hole) to develop at the downstream edge of the structure. Such a pool can act as an impassable barrier to aquatic organisms during low-flow conditions. The invert elevations of the existing and proposed structure(s) should be specified in the plans.

Migratory birds

Based on site review, there is evidence of past migratory bird nesting on the existing structures. Under the U.S. Migratory Bird Treaty Act, destruction of swallows and other migratory birds or their nests is unlawful unless a permit has been obtained from the U.S. Fish & Wildlife Service. Therefore, the project should either utilize measures to prevent nesting (e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1), or should occur only between August 30 and May 1st (non-nesting season). If netting is used, ensure it is properly maintained, then removed as soon as the nesting period is over. If neither of these options is practicable then the U.S. Fish & Wildlife Service must be contacted to apply for a depredation permit.

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
For work involving waterbodies:

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 inwater 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

Floodplains

A determination must be made as to whether the project lies within a mapped/zoned floodplain. 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 the structure must comply with the provisions of the local community's floodplain zoning ordinance. For project-specific information, please consult with the [insert county] County Zoning Administrator.

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

Burning

If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. The use of oil based accelerants is also prohibited. In addition, a permit may be required to burn any material during the wildland fire season. For information regarding current fire danger and burning permit restrictions please refer to the DNR Forestry website at http://dnr.wi.gov/topic/ForestFire/restrictions.asp

For information regarding air quality information please contact:

Tom Roushar, Air Management Section Southcentral Region 3911 Fish Hatchery Road Fitchburg, WI 53711 608-273-5603

Burning permits are available through the local DNR ranger or fire warden.

Dredging

The width and depth of Door Creek, the tributary to Door Creek and Little Door Creek must not be altered. However, a minor amount of dredging necessary to place the structure elements is permissible.

Navigation:

No navigation concerns

This reach of the Door Creek, the tributary to Door Creek and Little Door Creek are not used by recreational watercraft. It will not be necessary to place navigational aids during construction.

B. Construction Site Considerations:

The following issues may be addressed in the Special Provisions and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP).

Erosion control/Stormwater

Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.

An adequate erosion control implementation plan (ECIP) for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference.

If erosion mat is used along stream banks, the department recommends that biodegradable and non-netted mat be used (e.g., Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

Temporary Stream Channel or Culvert

If a temporary channel is needed for culvert construction, the channel should be lined with plastic or other non-erodible material and weighted down with clean stone. A temporary channel or culvert must be capable of carrying all stream flows during the construction period and must maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

The above comments represent the Department's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after review of plans and further consultation if necessary. 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: Jennifer Fredrickson, WisDOT Brian Taylor, WisDOT

Russ Anderson, WDNR

From: <u>Grimes, Jennifer - DOT</u>

To: <u>Heggelund, Eric P - DNR</u>

Cc: Scott Horzen (SHorzen@otie.com); Pringle, Craig - DOT; Anderson, Russell A - DNR;

Simone.E.Kolb@usace.army.mil; Lisa Dreifuerst (LDreifuerst@otiesolutions.com)

Subject: RE: North Segment IH 39 / 90 and STH 12 / 18 Beltline Interchange Wetland Delineation 1007-10-02

Eric,

You are correct, there are no T&E discussions included with the delineation report. I had used language from the mainline I-39 North Segment cover letter for the I-39/Beltline Interchange report transmittal. My bad.

The T&E assessment/summary report will be prepared for the 12/18 interchange and US 12/18 corridor once the updated rare species of concern have been received from WDNR.

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: Heggelund, Eric P - DNR

Sent: Tuesday, November 12, 2013 9:12 AM

To: Grimes, Jennifer - DOT

Cc: Scott Horzen (SHorzen@otie.com); Pringle, Craig - DOT; Anderson, Russell A - DNR;

Simone.E.Kolb@usace.army.mil

Subject: North Segment IH 39 / 90 and STH 12 / 18 Beltline Interchange Wetland Delineation 1007-10-

02

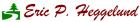
Jenny,

Thank you for sending the wetland delineation report for the I-39 North Segment – Beltline Interchange dated October 28, 2013. I have reviewed the report and concur with the wetland boundaries as shown on the included exhibits. Thank you again Jenny and Scott for meeting me in the field to review the boundaries a few weeks ago.

The cover letter stated that an Endangered Species Report was included with the delineation report. I am thinking that this language was mistakenly included in the letter since there was no ES report in the submittal.

Thank you,

Eric



Environmental Analysis & Review Specialist Wisconsin Department of Natural Resources (2) phone: (608) 275-3301

(☎) fax: (608) 275-3338

(E) e-mail: eric.heggelund@wisconsin.gov
Website: dnr.wi.gov

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

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
South Central Region Headquarters
3911 Fish Hatchery Road
Fitchburg WI 53711-5397

Appendix C-4-11

Scott Walker, Governor Cathy Stepp, Secretary Mark Aquino, Regional Director Telephone 608-275-3266 FAX 608-275-3338 TTY Access via relay - 711



December 19, 2013

Craig Pringle DOT Project Manager DTSD SW Region - Madison Office 2101 Wright Street Madison, WI 53704

Subject: DNR Comments on the Development of Alternatives for the Environmental Assessment

for Project ID 3080-10-01, US 12/18 Freeway Conversion Study, I-39/90 Interchange to

CTH N Interchange, Dane County

Dear Mr. Pringle:

Thank you for the opportunity to review and provide comments on WisDOT's development of alternatives for the Environmental Assessment (EA) of the US 12/18 Freeway Conversion Study in Dane County. The study begins approximately 500 feet east of the I-39/90 Interchange and continues east approximately 3.5 miles to 500 feet west of the CTH N Interchange. The study involves developing alternatives to completing a freeway conversion and assessing the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway.

The study has been broken into two segments for consideration of roadway alternatives: The West Segment comprising east of the I-39/90 interchange to and including the CTH AB interchange and the East Segment consisting of east of the CTH AB interchange to the CTH N interchange. The west segment includes proposals for two cross roads, Vilas Road and Femrite Drive/Sigglekow Road.

The Department has received the information about the proposed alternatives to be carried forward for further analysis in the EA. 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 and the completed alternatives analysis when it is available. We have the following comments on the proposed alternatives and on the project:

1. Wetlands

There are significant wetland resources including several large wetland complexes located within this project corridor. Larger wetland complexes in this corridor are generally located along waterways such as Door Creek and its tributaries and these wetlands may provide important functions to the waterways and the surrounding landscape including: important corridors for wildlife movement; flood protection; and buffers that filter runoff and improve water quality.

A wetland delineation was conducted during the summer of 2013 that included both the Beltline Interchange project (1007-10-02) and parts of this freeway conversion project. The DNR reviewed the wetland delineation report and provided concurrence with the wetland boundaries on November 12, 2013. The eastern limits of that

wetland delineation ended at approximately 2000 feet east of the US 12/18 and CTH AB Intersection. Wetlands will need to be reviewed from this area to project limits located approximately 1.75 miles to the east at the CTH N interchange with US 12/18.

The alternatives analysis for this project should include a discussion and comparison of the amount of wetland impacts for each alternative. Avoidance and minimization of wetland impacts should be an important factor in the selection of the preferred alternative.

2. Waterways

Three navigable streams cross USH 12/18 within the project boundaries: Little Door Creek, Door Creek and an unnamed tributary to Door Creek. The study and alternatives analysis should investigate and compare potential impacts to these waterways including the consequences of building new structures over these waterways. The study should also evaluate the potential for increased runoff to these streams due to an increase in impervious surfaces in the local watershed resulting from the project.

3. Stormwater

The conversion of this highway from an expressway to a freeway facility will require the construction of new interchanges, frontage roads and will result in an overall increase of impervious surfaces within the corridor. The EA should address the impacts of the various alternatives on storm water runoff quality and quantity, considering that appropriate storm water practices will be employed.

4. Endangered Resources

Based upon a review of the Natural Heritage Inventory (NHI) and other Department record, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity. If endangered resources are identified within the project corridor during the study, they should be included in the evaluation of alternatives.

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

FEDERAL AND STATE-LISTED THREATENED AND ENDANGERED SPECIES

Federal:

The U.S. Fish & Wildlife Service (USFWS) Section 7 Consultation, Technical Assistance Website – County Distribution of Federally-listed Endangered, Threatened, Proposed and Candidate Species (accessed June 29, 2015; revised April 2015) identified the following listed species for Dane County, Wisconsin where the project is located. There are seven species that may be present:

Group	Name	Status	Habitat
Mammal	Northern long-eared bat (Myotis septentrionalis)	Threatened	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. During summer, roosts and forages in upland forests.
Bird	Whooping crane (Grus americanus)	**Non-essential experimental population	Open wetlands and lakeshores
Mussel	Higgins eye pearly mussel (Lampsilis higginsii)	Endangered	Lower Wisconsin River
Fish	Sheepnose (Plethobasus cyphyus)	Endangered	Shallow areas in larger rivers and streams
Plant	Eastern prairie fringed orchid (Platanthera leucophaea)	Threatened	Wet grasslands
Plant	Mead's milkweed (Asclepias meadii)	Threatened	Upland tallgrass prairie or glade/barren habitat Note: all the Mead's milkweed sites in Wisconsin are reintroduction attempts and occur on protected conservation lands.
Plant	Prairie bush-clover (Lespedeza leptostachya)	Threatened	Dry to mesic prairies with gravelly soil

Source: http://www.fws.gov/Midwest/endangered/section7/s7process/index.html

The USFWS's website provides guidance on Section 7 consultation. Due to the nature of the activities and project environs, the informal consultation process was deemed appropriate for completion of the Environmental Assessment which does not require consultation with USFWS if suitable habitat is not present in the action area.

The study area lies within the City of Madison, the villages of Cottage Grove and McFarland and the towns of Blooming Grove, and Cottage Grove. The west end of the study area is more developed with commercial and other business development close to the Beltline Interchange. The east section of the study area is less densely developed with agriculture, widely-dispersed residential homes, and limited commercial properties present. There are several wetlands in the west section of the planning study limits particularly around Door Creek and an unnamed tributary to Door Creek.

The process that WisDOT is following for determining project impacts to the Northern Long-Eared Bat has been reviewed and approved by USFWS for use on WisDOT projects (as of 8/3/15).

After reviewing the project area it was concluded that the listed Dane County species and suitable habitat are not present and no consultation with the USFWS is required. For these reasons, we conclude that the study is not likely to adversely affect the species identified above.

State:

Based upon a review of the Wisconsin Natural Heritage Inventory (NHI Portal) and other Wisconsin DNR (WDNR) records on September 24, 2012, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity.

Follow-up coordination with the WDNR was conducted regarding state and federally-listed threatened and endangered species. Per DNR review on July 9, 2015, no NHI element occurrences were found within the project area. (See Appendix C-4, State Agency Correspondence).

The NHI Portal database contains all current Northern Long-eared Bat roost sites and hibernacula in Wisconsin. The NHI Portal contains verified survey results from WDNR, USF&WS, and private organizations and is updated on a weekly basis. The NHI Portal was consulted for this project, and per U.S. Fish and Wildlife Service's interim 4(d) rule, it was determined that this project is more than 1/4 mile from a known maternity roost tree AND is more than 1/4 mile from a known hibernacula. Therefore, there will be no impacts to the Northern Long-eared Bat.

Conclusion:

As a result of consultation with WDNR and USFWS's current informal consultation process, it has been determined that the project will have no effect on any state or federally-listed threatened or endangered species.

From: <u>Heggelund, Eric P - DNR</u>
To: <u>Grimes, Jennifer - DOT</u>

Cc: Pringle, Craig - DOT; "Lisa Dreifuerst"

Subject: RE: 3080-10-01 US 12/18 Freeway Conversion: updated NHI Portal review (7/9/15)

Date: Thursday, July 09, 2015 2:13:21 PM

Jenny,

I searched the NHI database today (7/9/15) for the above referenced project as depicted on the project location map to your e-mail (USH 12/18 from the I-39/90 interchange to CTH N interchange). No NHI element occurrences where found within the project area.

Let me know if you need anything else,

Eric

We are committed to service excellence.

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

Eric Heggelund

Phone: 608-275-3301

Eric.heggelund@wisconsin.gov

From: Grimes, Jennifer - DOT

Sent: Monday, June 29, 2015 1:18 PM

To: Heggelund, Eric P - DNR

Cc: Pringle, Craig - DOT; 'Lisa Dreifuerst'; DOT 139 Project

Subject: 3080-10-01 US 12/18 Freeway Conversion: updated NHI Portal review request

(6/29/15)

Eric,

As we are completing the Draft EA for the US 12/18 Freeway Conversion, I am requesting an updated NHI review to attach to the document. I have prepared the attached draft summary of the T&E species for the project area, and will include any changes to species if you find anything in your search, specifically for the northern long-eared bat.

<< File: 3080-10-01 T&E species review_6-29-15.docx >> << File: Project Location Map (WisDOT ID 3080-10-01).pdf >>

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

 From:
 Heggelund, Eric P - DNR

 To:
 Grimes, Jennifer - DOT

 Cc:
 Pringle, Craig - DOT

Subject: RE: 1007-10-02 I39 & Beltline Interchange / 3080-10-01 US 12/18: Section 6(f)/special funding determination

requested (2/26/14)

Date: Friday, February 28, 2014 8:57:59 AM

Jenny,

I checked with our programs and there have been no LWCF or PR/DJ funds used on the Yahara Hills Golf Course or on Bill Kettle Park.

Eric

From: Grimes, Jennifer - DOT

Sent: Wednesday, February 26, 2014 3:09 PM

To: Heggelund, Eric P - DNR **Cc:** Pringle, Craig - DOT

Subject: 1007-10-02 I39 & Beltline Interchange / 3080-10-01 US 12/18: Section 6(f)/special

funding determination requested (2/26/14)

Eric,

Please see the attached exhibit showing the Section 4(f) resources in the area of the I-39 and Beltline Interchange.

<< File: US 12-18 and Beltline Interchange Public Lands Map_2-5-14.pdf >>

Can you review the area for the US 12/18 Freeway Conversion (WisDOT #3080-10-01) and Beltline Interchange (WisDOT #1007-10-02) projects to determine if any special funding (LWCF, Dingell-Johnson, and Pittman-Robertson funds) was used for Bill Kettle Park or Yahara Hills Golf Course?

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:
 Grimes, Jennifer - DOT

 To:
 Heggelund, Eric P - DNR

 Cc:
 Pringle, Craig - DOT; Scott Horzen

Subject: RE: 3080-10-01 US 12/18 Freeway Conversion - Wetland Rapid Assessment - DNR response (4/2/14)

Thanks Eric. This was more of a field wetland determination to see if the mapping was accurate so we could include a better number of anticipated wetland impacts for the EA and avoidance where possible. A full wetland determination will be completed if the project ever goes to construction to the east of the proposed CTH AB interchange, which may not be for 20 years. We will conduct an 84.295 public hearing next year and map the areas that we can (non-local routes) for future freeway conversion purposes.

Jenny

From: Heggelund, Eric P - DNR

Sent: Wednesday, April 02, 2014 4:09 PM

To: Grimes, Jennifer - DOT **Cc:** Pringle, Craig - DOT

Subject: RE: 3080-10-01 US 12/18 Freeway Conversion - Wetland Rapid Assessment (3/13/14)

Jenny,

I've reviewed the document. It does not follow the DNR Wetland Rapid Assessment methodology nor does it indicate wetland quality or functional values http://dnr.wi.gov/topic/wetlands/documents/wramuserguide.pdf. It does give an overview of location of wetlands in the corridor.

I would still consider areas on the WWI layer to likely be wetland even if they were not mapped during this survey. A full wetland delineation should be completed when you need more than an overview of wetland extent and location.

Thanks for passing this on.

Fric

From: Grimes, Jennifer - DOT

Sent: Thursday, March 13, 2014 8:12 AM

To: Heggelund, Eric P - DNR

Cc: Pringle, Craig - DOT; Scott Horzen; Lisa Dreifuerst (<u>LDreifuerst@otie.com</u>); DOT 139 Project **Subject:** 3080-10-01 US 12/18 Freeway Conversion - Wetland Rapid Assessment (3/13/14)

Eric,

The Rapid Wetland Assessment Summary Report for US 12/18 Freeway Conversion Project (3080-10-01) is located on the I-39 CMT SharePoint site at the following link: 3080-10-01 US 12/18 Rapid Wetland Assessment

The rapid assessment was completed for the section of US 12/18 from just east of CTH AB to CTH N. The remainder of the project to the west of CTH AB was field delineated in conjunction with the Beltline Interchange EA (1007-10-02).

Let me know if you would prefer a hard copy mailed to you, or if you have any comments on the document.

Jenny

Jønnifør Grimøs
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

APPENDIX C-5 FEDERAL AGENCY CORRESPONDENCE



Wisconsin Department of Transportation



2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 <u>www.dot.wisconsin.gov</u>

August 24, 2012

Simone Kolb Project Manager US Army Corps of Engineers 20711 Watertown Road, Suite F Waukesha, WI 53186

Subject: US 12/18 Freeway Conversion Study

I-39/90 Interchange to County N Interchange

WisDOT Project I.D. 3080-10-01

Dear Ms. Kolb:

The Wisconsin Department of Transportation (WisDOT) Southwest Region is studying the conversion of approximately 3.5 miles of US 12/18 to a freeway facility. The study begins 500 feet east of I-39/90 (the "Beltline" interchange) and continues east on US 12/18 to 500 feet west of the County N interchange. A study location map has been enclosed.

The study will involve developing alternatives to complete a freeway conversion and assess the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study will include completion of an Environmental Assessment and 30% design. No construction activities are scheduled at this time.

WisDOT would appreciate any information or concerns you may have pertaining to natural resources that may be located in the study area. Your input will be valuable in the treatment of natural resources associated with the study. Please provide all comments within 30 days of receiving this letter.

I would like to thank you in advance for your cooperation and assistance in our study efforts. If you have any questions or concerns, please feel free to contact me at (608) 242-8058.

Yours sincerely,

Craig Pringle

Project Manager I-39/90 North Segment

craig.pringle@dot.wi.gov



Wisconsin Department of Transportation



2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 <u>www.dot.wisconsin.gov</u>

August 24, 2012

Peter Fasbender Wisconsin Field Office Supervisor US Fish and Wildlife Service 2661 Scott Tower Drive New Franken, WI 54229

Subject: US 12/18 Freeway Conversion Study

I-39/90 Interchange to County N Interchange

WisDOT Project I.D. 3080-10-01

Dear Mr. Fasbender:

The Wisconsin Department of Transportation (WisDOT) Southwest Region is studying the conversion of approximately 3.5 miles of US 12/18 to a freeway facility. The study begins 500 feet east of I-39/90 (the "Beltline" interchange) and continues east on US 12/18 to 500 feet west of the County N interchange. A study location map has been enclosed.

The study will involve developing alternatives to complete a freeway conversion and assess the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study will include completion of an Environmental Assessment and 30% design. No construction activities are scheduled at this time.

WisDOT would appreciate any information or concerns you may have pertaining to natural resources that may be located in the study area. Your input will be valuable in the treatment of natural resources associated with the study. Please provide all comments within 30 days of receiving this letter.

I would like to thank you in advance for your cooperation and assistance in our study efforts. If you have any questions or concerns, please feel free to contact me at (608) 242-8058.

Yours sincerely,

Craig Pringle

Project Manager I-39/90 North Segment

craig.pringle@dot.wi.gov



Wisconsin Department of Transportation



2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 <u>www.dot.wisconsin.gov</u>

August 24, 2012

Adam Dowling
District Conservationist
USDA - Natural Resource Conservation Service,
Madison Service Center
1 Fen Oak Court
Madison, WI 53718-8812

Subject: US 12/18 Freeway Conversion Study

I-39/90 Interchange to County N Interchange

WisDOT Project I.D. 3080-10-01

Dear Mr. Dowling:

The Wisconsin Department of Transportation (WisDOT) Southwest Region is studying the conversion of approximately 3.5 miles of US 12/18 to a freeway facility. The study begins 500 feet east of I-39/90 (the "Beltline" interchange) and continues east on US 12/18 to 500 feet west of the County N interchange. A study location map has been enclosed.

The study will involve developing alternatives to complete a freeway conversion and assess the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study will include completion of an Environmental Assessment and 30% design. No construction activities are scheduled at this time.

WisDOT would appreciate any information or concerns you may have pertaining to agricultural resources that may be located in the study area. Your input will be valuable in the treatment of agricultural resources associated with the study. Please provide all comments within 30 days of receiving this letter.

I would like to thank you in advance for your cooperation and assistance in our study efforts. If you have any questions or concerns, please feel free to contact me at (608) 242-8058.

Yours sincerely,

Craig Pringle

Project Manager I-39/90 North Segment

craig.pringle@dot.wi.gov

November 27, 2012

Kenneth Westlake US EPA Region 5 E-19J 77 West Jackson Blvd. Chicago, IL 60604-3507

Subject: US 12/18 Freeway Conversion Study

I-39/90 Interchange to County N Interchange

WisDOT Project I.D. 3080-10-01

Dear Mr. Westlake:

The Wisconsin Department of Transportation (WisDOT) Southwest Region is studying the conversion of approximately 3.5 miles of US 12/18 to a freeway facility. The study begins 500 feet east of I-39/90 (the "Beltline" interchange) and continues east on US 12/18 to 500 feet west of the County N interchange. A study location map has been enclosed.

The study will involve developing alternatives to complete a freeway conversion and assess the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study will include completion of an Environmental Assessment and 30% design. No construction activities are scheduled at this time.

WisDOT would appreciate any information or concerns you may have pertaining to natural resources that may be located in the study area. Your input will be valuable in the treatment of natural resources associated with the study. Please provide all comments within 30 days of receiving this letter.

I would like to thank you in advance for your cooperation and assistance in our study efforts. If you have any questions or concerns, please feel free to contact me at (608) 242-8058.

Yours sincerely,

Craig Pringle

Project Manager I-39/90 North Segment

craig.pringle@dot.wi.gov

Enclosures: As Noted

cc: Jennifer Grimes, WisDOT Johnny Gerbitz, FHWA



Wisconsin Department of Transportation

June 15, 2012

Johnny Gerbitz, P.E., Field Operations Engineer FHWA Wisconsin Division Office City Center West 525 Junction Road, Suite 8000 Madison, WI 53717

Division of Transportation Systems Development Bureau of Technical Services 4802 Sheboygan Avenue, Room 451 P.O. Box 7965 Madison, WI 53707-7965 Telephone: (608) 266-3761 Facsimile (FAX): (608) 266-7818

An Equal Opportunity Employer

Dear Mr. Gerbitz:

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

Project ID: 3080-10-01

Route: US 12/18

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

Project Location & Study Termini: The study begins approximately 500 feet east of I-39/90 (the "Beltline Interchange") and continues east along US 12/18 to approximately 500 feet west of the County N interchange. For further detail see location map attached.

Length: 3.5 miles

Counties: Dane

Project Description: The study will develop alternatives to complete a freeway conversion and assess the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The existing roadway will be evaluated for drainage issues, substandard vertical and horizontal alignments, and intersection safety. Natural and cultural resources potentially affected include wetlands and woodlands; Native American, archeological and historical resources; and city parkland (Yahara Hills Golf Course). Environmental constraints including land use, existing access points, hazardous materials, contaminated soils, and the Dane County landfill will also be identified and mapped. The final product will be the completion of an environmental document and 30% plan submittal.

Anticipated Timeframe to Initiate Environmental Review Process: June 2012

Proposed Environmental Document Type: It has been determined that an Environmental Assessment (EA) will serve as the environmental documentation for this proposed project – previous coordination between the lead agencies for this proposed project has led to a determination that the environmental documentation process of Section 6002 of SAFETEA-LU will **NOT** be utilized in preparing the environmental document for this project.

Anticipated federal approvals necessary if a Build Alternative is selected: U.S. Army Corps of Engineers, Section 404 permit

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

Sincerely,

Rebecca Burkel, Bureau of Technical Services Director

cc: George Poirier, P.E., Division Administrator, FHWA Wisconsin Division Office Bethany Bacher-Gresock, Environmental Specialist, FHWA Wisconsin Division Office Jennifer Grimes, Regional Environmental Coordinator

Robert Reukema, P.E., Bureau of Project Development Regional Liaison

CO Files

Craig Pringle, SW Region Project Manager

Lisa Dreifuerst, Deputy Project Manager, Dane Partners (Oneida Total Integrated Enterprises)

Jeff Hanson, Consultant Project Manager, Dane Partners (EMCS)

Enclosure: Location map

Lisa Dreifuerst

From: JGERBITZ@dot.gov

Sent: Tuesday, October 29, 2013 10:04 PM

To: jennifer.grimes@dot.wi.gov; Jamie.Macalister@dot.wi.gov

Cc: Jay.Waldschmidt@dot.wi.gov; Lisa Dreifuerst; craig.pringle@dot.wi.gov;

JGERBITZ@dot.gov; Bethaney.Bacher-Gresock@dot.gov; ian.chidister@dot.gov;

Tracey.Blankenship@dot.gov

Subject: RE: [Process Initiation Letter] 3080-10-01 USH 12 Freeway Conversion, IH 39 - CTH N,

Dane Co.

Attachments: 3080-10-01 PIL signed ESS 6-15-12.pdf; 3080-10-01 PIL map.pdf

Hello Jenny& Jamie;

I checked our files, and yes, WisDOT's Project Initiation Letter (PIL) for this project was transmitted from WisDOT's Central Office BTS by Jay Waldschmidt to me on 6/15/2012, and entered into our Office's EA Status spreadsheet by Betaney Bacher-Gresock on 6/21/2012.

I do not find any evidence that I/we sent a response confirming our receipt and concurrence of the proposed EA study.

Please accept my apologies for not providing a formal response on our concurrence of the proposed EA study.

However, please note that, in reality, we did accept & concur in the proposed EA study by logging the project into our Office's EA Status spreadsheet. We also authorized the use of Federal-aid funds for preparation of this EA study as FA project WISC-2012(409). And have been actively involved in monitoring the development of alternatives, Public Involvement Meetings, etc.

Please use this e-mail to document your files of FHWA's concurrence in the proposed EA study referenced in the 6/15/2012 PIL.

If you have any questions, wish to further discuss this item etc, please let me know.

Sincerely

/s/ Johnny M Gerbitz

Field Operations Engineer, HAT-WI
Fed Hwy Admin, Wis Div
525 Junction Rd, Suite 8000
Madison, WI 53717-2157
(City Center West, Johnson Bank Bldg)
Tel 608-829-7500 (Dial "0" After Message Starts)
FAX 608-829-7526
johnny.gerbitz@dot.gov

From: Lisa Dreifuerst [mailto:LDreifuerst@otie.com]

Sent: Tuesday, October 29, 2013 5:12 PM

To: Grimes, Jennifer - DOT SW; Gerbitz, Johnny (FHWA); Blankenship, Tracey (FHWA)

Cc: Pringle, Craig - DOT SW

Subject: FW: [Process Initiation Letter] 3080-10-01 USH 12 Freeway Conversion, IH 39 - CTH N, Dane Co.

I had to dig deep but I found it!

Lisa Dreifuerst, P.E.

Transportation Project Engineer/Supervisor

Oneida Total Integrated Enterprises (OTIE)

5100 Eastpark Blvd, Suite 200 Madison, WI 53718 608.243.6478 office 608.241.3914 fax www.otie.com

Engineering, Science and Construction

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

Sent: Friday, June 22, 2012 8:56 AM **To:** Pringle, Craig - DOT; Lisa Dreifuerst **Cc:** Jeff Hanson; DOT I39 Project

Subject: RE: [Process Initiation Letter] 3080-10-01 USH 12 Freeway Conversion, IH 39 - CTH N, Dane Co.

Attached is a copy of the SAFETEA-LU Process Initiation Letter for US 12 signed by ESS and sent to FHWA.

Jennifer Grimes

Environmental Analyst & Review Specialist Mega Team Projects & Planning Majors Studies DOT Southwest Region – Madison office 2101 Wright Street, Madison, WI 53704 Phone 608.246.3823 Cell 608.516.9760 jennifer.grimes@dot.wi.gov

Please consider the environment before printing this email.

From: Waldschmidt, Jay - DOT Sent: Friday, June 15, 2012 5:33 PM

To: Grimes, Jennifer - DOT **Cc:** Pringle, Craig - DOT

Subject: RE: [Process Initiation Letter] 3080-10-01 USH 12 Freeway Conversion, IH 39 - CTH N, Dane Co.

Here is a Word copy of the document I anticipate Rebecca signing. Once it is signed, I will send you a scanned copy of the document. You will need to forward it on to your consultants.

Jay

<< File: Process Initiation Letter for US 12 & 18.docx >>

From: Grimes, Jennifer - DOT

Sent: Thursday, June 14, 2012 1:52 PM

To: Waldschmidt, Jay - DOT **Cc:** Pringle, Craig - DOT

Subject: [Process Initiation Letter] 3080-10-01 USH 12 Freeway Conversion, IH 39 - CTH N, Dane Co.

Jay,

Attached is the Process Initiation Letter and map for the above project for your review.

<< File: 3080-10-01 Process Initiation Letter_2012-06-14.pdf >>

Jennifer Grimes

Environmental Analyst & Review Specialist
Mega Team Projects & Planning Majors Studies
DOT Southwest Region – Madison office
2101 Wright Street, Madison, WI 53704
Phone 608.246.3823
Cell 608.516.9760
jennifer.grimes@dot.wi.gov

Please consider the environment before printing this email.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5 77 WEST JACKSON BOULEVARD CHICAGO, IL 60604-3590

DEC 0 4 2013

REPLY TO THE ATTENTION OF

Craig Pringle
Wisconsin Department of Transportation
111 Interstate Boulevard
Edgerton, Wisconsin 53534

E-19J

Re:

Purpose and Need and Description of Alternatives for the U.S. Highway 12/U.S. Highway 18 Freeway Conversion Study, from Interstate 39/90 to the County Road N Interchange, Dane County, Wisconsin

Dear Mr. Pringle:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced purpose and need and description of alternatives document, dated November 6, 2013, which was produced by the Federal Highway Administration (FHWA) and the Wisconsin Department of Transportation (WisDOT). We undertook this review 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.

We concur with the proposed purpose and need, and range of alternatives to be analyzed. We recommend FHWA and WisDOT consider videotaping the public meetings for those unable to attend in person. If feasible, those video(s) could be linked to the project's website for viewing. Additionally, we recommend WisDOT and FHWA consider the use of green stormwater management (bioswales, rain gardens, permeable pavement, etc.), and wildlife crossings, where practical and/or feasible.

We are available to discuss our comments on the purpose and need and description of alternatives document at your convenience. Please feel free to contact me or 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: Johnny Gerbitz, Federal Highway Administration

APPENDIX C-6 TRIBAL CORRESPONDENCE

August 24, 2012

«First Name» «Last Name»

«Professional_Title»

«Organization»

«Address»

«City», «State» «Zip Code»

Subject: US 12/18 Freeway Conversion Study

I-39/90 Interchange to County N Interchange

WisDOT Project I.D. 3080-10-01

Dear Ms. Clark:

The Wisconsin Department of Transportation (WisDOT) Southwest Region is studying the conversion of approximately 3.5 miles of US 12/18 to a freeway facility. The study begins 500 feet east of I-39/90 (the "Beltline" interchange) and continues east on US 12/18 to 500 feet west of the County N interchange. A study location map has been enclosed.

The study will involve developing alternatives to complete a freeway conversion and assess the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study will include completion of an Environmental Assessment and 30% design. No construction activities are scheduled at this time.

WisDOT would appreciate any information or concerns you may have pertaining to cultural resources that may be located in the study area. Your input will be valuable in the treatment of cultural resources associated with the study. We are asking that you provide a response within 30 days that you have received this letter.

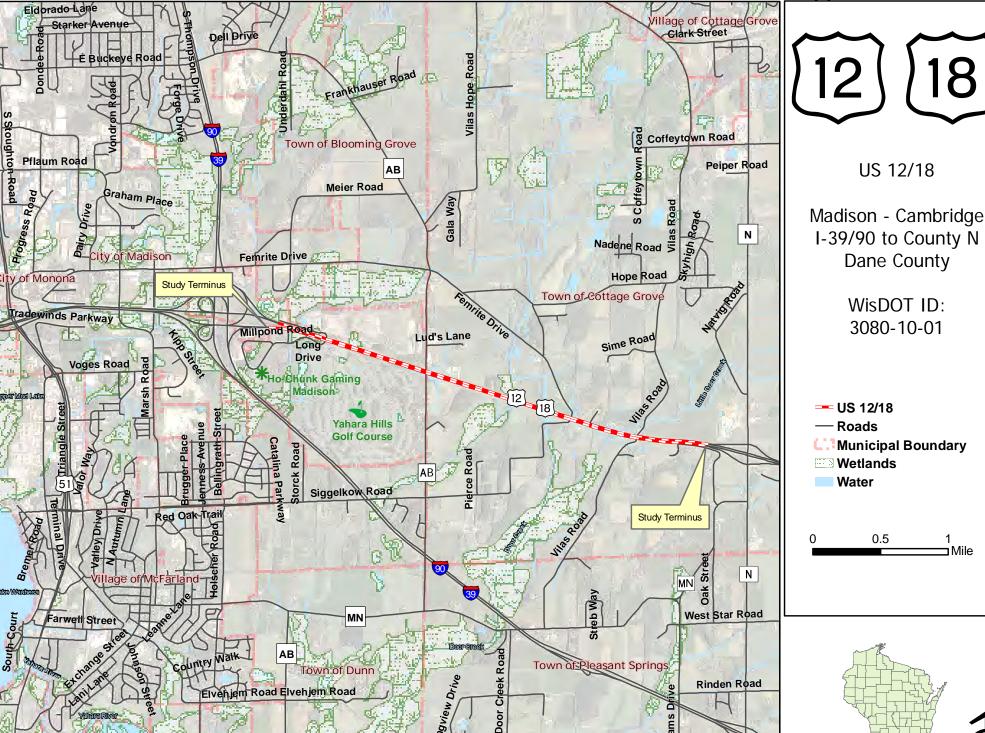
I would like to thank you in advance for your cooperation and assistance in our study efforts. Please contact WisDOT if your tribe would like to become an interested party under Section 106 of the National Historic Preservation Act, or if you would like additional information. If you have any questions or concerns, please feel free to contact me at (608) 242-8058.

Yours sincerely,

Craig Pringle

Project Manager I-39/90 North Segment

craig.pringle@dot.wi.gov







Jensen Drive

Title	First Name	Last Name	Professional Title	Organization	Address	City	State	Zip Code
Ms.	Edith	Leoso	Tribal Historic Preservation Officer	Bad River Band of Lake Superior Chippewa Indians of Wisconsin	PO Box 39	Odanah	WI	54861
Mr.	Mike	Alloway		Forest County Potawatomi Community of Wisconsin	Tribal Office, PO Box 340	Crandon	WI	54520
Mr.	William	Quackenbush	Tribal Historic Preservation Officer	Ho-Chunk Nation	Executive Offices, PO Box 667, 405 Airport Road	Black River Falls	WI	54615
M.	giiwegiizhigookway	Martin	Tribal Historic Preservation Officer	Lac Vieux Desert Band of Lake Superior Chippewa Indians - Ketegitig	PO Box 249	Watersmeet	WI	49969
Mr.	Dave	Grignon	Tribal Historic Preservation Officer	Menominee Indian Tribe of Wisconsin	W3426 CTH V V West, PO Box 910	Keshena	WI	54135
Mr.	Joseph	Hale	Chairman, NHPA Rep.	Prairie Band Potawatomi Nation	16281 Q Road	Mayetta	KS	66509
Mr.	Larry	Balber	Tribal Historic Preservation Officer	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	88385 Pike Road, Highway 13	Bayfield	WI	54814
Ms.	Jane	Nioce		Sac and Fox Nation of Missouri in Kansas and Nebraska	305 N. Main	Reserve	KS	66434
Ms.	Sandra	Massey	NAGPRA Representative	Sac and Fox Nation of Oklahoma	RR 2, Box 246	Stroud	OK	74079
Mr.	Jonathan	Buffalo	NAGPRA Representative	Sac and Fox of the Mississippi in Iowa	349 Meskwaki Road	Tama	IA	52339-9629



Wisconsin Department of Transportation US 12/18 Freeway Conversion Study Meeting w/ Ho-Chunk Nation in Wisconsin Dells April 22, 2013



Meeting Minutes

- I. Purpose of Meeting
 - 1. To update the Ho-Chunk Nation on the progress of the study.
 - 2. To discuss alternatives prior to presenting them to the public.

II. Summary of Discussion

- 1. Jon Schrader (HCN) asked how the landfill truck traffic would be impacted with the addition of a Meier Road extension and whether they would need to go to County AB to access US 12/18. The landfill has plans to move their scales to the east end of the landfill so it is likely that trucks going to and from the landfill will use County AB more than the local roads.
- Dave Abangan (HCN) asked why the Long Drive access point is shown being relocated further east. The access point is being moved to accommodate the ramps to the re-designed Beltline Interchange.
- Jon Schrader stated that his preference would be Alt 2 since it creates a 4-leg intersection on the south side rather than 2 intersections staggered a short distance apart.
- 4. Dave Abangan asked if access would change for the Yahara Hills Golf Course and other businesses in the area. The golf course would maintain their access to US 12/18 via Millpond Road (and subsequently Meier Road) and would not have direct access to US 12/18.
- 5. Jon Schrader asked when the Meier Road extension and overpass would be constructed. John Steiner (WisDOT) replied that it's likely to be in about 5 years and that the County AB Interchange is in a study phase only so no construction is planned at this time. John also said that Dane County has a lot of development plans for the landfill and the City of Madison has a lot of plans for the development of County AB and Sprecher Road so we want to make sure we plan for the future.
- 6. Dave Abangan asked what the timeline is for reconstructing the I-39 corridor and Beltline Interchange. The interchange is scheduled for construction beginning in 2018. It is unlikely any work would start prior to that and may be delayed a few years which would push back construction to 2020 or 2021.
- 7. Jon Schrader asked who the contact person is for the Millpond Road HSIP project. Craig Pringle (WisDOT) said that David Layton is leading up that project and he would get Jon his contact info.
- 8. Jon Schrader asked where the City of Madison limits are around the interchange and what would the typical section for Femrite Drive and Meier Road look like. He can see a lot of traffic using a new Meier Road extension



Wisconsin Department of Transportation US 12/18 Freeway Conversion Study Meeting w/ Ho-Chunk Nation in Wisconsin Dells April 22, 2013



to access US 12/18. HCN would like to be involved in discussions regarding the number of lanes for Meier Road. The City of Madison owns the Yahara Hills Golf Course and segments of Femrite Drive at the interstate. The Town of Cottage Grove is the other primary municipality in the area.

- 9. Dave Abangan asked if the Meier Road overpass would be removed when the County AB interchange is constructed. It is expected that the Meier Road overpass would remain in place; however, the Long Drive and Millpond Road access points along US 12/18 would be removed. Local traffic would need to use a frontage road to County AB where they would then be able to access US 12/18.
- 10. Jon Schrader asked if there were traffic projections available for Femrite Drive and Meier Road. Craig Pringle said he wasn't sure that there were projections available, but if there are they would be provided to the HCN.
- 11. Dave Abangan asked when the design team would start looking at signing for Meier Road, Millpond Road, and County AB. Preliminary signing layouts are being looked at for the Beltline Interchange now, but it will likely be several years before a final plan is developed. Any other signing for Meier Road and County AB would not be looked at until it has reached the design phase. Any signing plans for the Millpond Road HSIP project can be discussed with David Layton.
- 12. Jon Schrader said the Ho-Chunk Nation Legislature would provide a formal written response to the US 12/18 study alternatives presented in about a month. The Legislature may want WisDOT and the design team to present the Meier Road and County AB alternatives to them as well.

III. Next Steps/Action items

- 1. Craig Pringle will provide Jon Schrader the contact info for WisDOT leader of the HSIP project at Millpond Road (David Layton).
- 2. Dane Partners will find out if there are traffic projections available for Femrite Drive and Meier Road. If so, they will forward the information to Jon Schrader.
- 3. The Ho-Chunk Nation Legislature will provide a formal written response to the Meier Road and County AB alternatives that have been developed.
- 4. The Ho-Chunk Nation will decide if they would like the Meier Road and County AB alternatives presented to their Legislature.



Wisconsin Department of Transportation US 12/18 Freeway Conversion Study Meeting with the Ho-Chunk Nation December 11, 2013; 1:30 pm



Meeting Minutes

I. Attendees: Brian Anderson, Daniel Brown, Sheila Corbine, Mike Murphy, Jon Schrader, Angie Waege, Susan Weber (Ho-Chunk Nation), John Vesperman, John Steiner, Craig Pringle, Roger Larson (WisDOT), Todd Mulvey (Coleman Engineering), Lisa Dreifuerst (Dane Partners)

II. Purpose of Meeting

This was a meeting with the Ho-Chunk Nation (HCN) to share the results of the Public Information Meeting (PIM) held on November 19, 2013, to discuss design refinements and details of the preferred alternatives, and to review the schedule for completing the study and environmental document.

III. Summary of Discussion

- 1. The question was asked how the Meier Road overpass is being funded. The project is currently tied to the I-39 project financials. Local participation, if any, has not yet been determined.
- 2. It was asked what portion of the project has been enumerated already. It was explained that only the I-39 mainline has been enumerated so far. The Beltline Interchange, including the proposed CTH AB interchange and frontage road, will be presented to the Transportation Projects Commission (TPC) in October 2014. The TPC reviews major projects being proposed and makes recommendations to the Governor as to which projects should be enumerated. State law prevents the TPC from recommending projects for enumeration unless funding is available to begin work within six years.
- 3. It was asked if there is any talk of an interchange at I-39 and CTH AB. It was explained that the Village of McFarland recent met with the Secretary of Transportation and their legislator to discuss this possibility. The HCN was encouraged to reach out to the Village and possibly join efforts with them if this is something they would be interested in pursuing.
- 4. The CTH AB alternatives that were previously considered and dismissed were reviewed. The reasons they were eliminated from consideration were also discussed.
- 5. The HCN requested that a copy of the presentation and alternatives be emailed to them so they could share the information with their legislature.
- 6. The HCN will provide a formal response to the preferred alternatives.

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 Southwest Region, Attn: Craig Pringle, Project Manager 111 Interstate Blvd. Edgerton, WI 53534-9399

RE:

Project ID 1007-10-02

I-39/90 and US 12/18 Interchange

Dane County

Dear Mr. Pringle:

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

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

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

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

Insert this Reference:

RE: #106-2013-December-1301

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



HO-CHUNK NATION LEGISLATURE

Governing Body of the Ho-Chunk Nation

February 26, 2014

Mr. Craig Pringle, P.E. Wisconsin Department of Transportation 2101 Wright Street Madison, WI 53704

Re: I-39 Expansion and US Highway 12 and 18 Study

Dear Mr. Pringle:

Thank you for your December 11, 2013 update presentation regarding the I-39 Expansion and US 12/18 Study ("Projects") and their impacts on Ho-Chunk Gaming Madison ("HCGM"). This letter contains the Ho-Chunk Nation's ("Nation") responses and requests for further information. References in this letter to "our counsel" mean Attorney Michael Murphy, Legislative Counsel, P.O. Box 667, Black River Falls, Wisconsin 54615 (Michael.Murphy@ho-chunk.com), and Attorney Brian D. Anderson, Whyte Hirschboeck Dudek S.C., P.O. Box 1379, Madison, Wisconsin 53701-1379 (banderson@whdlaw.com). Please consider the following:

- 1. <u>Consultation</u>. The Nation invokes its right to consultation under applicable law with regard to the Projects, including, without limitation, its rights under the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA), as amended, and including applicable regulations.
- 2. <u>NEPA</u>. Please provide our counsel with a brief summary of the status and likely schedule for the preparation of an Environmental Impact Statement(s) (EIS) for the Projects under NEPA, together with electronic access to drafts and supporting materials. Finally, please provide our counsel with information necessary (contacts, format, etc.) for the Nation to participate in the Projects' EIS process in accordance with applicable law.
- 3. <u>NHPA</u>. Please provide our counsel with a brief summary of the status and any timeline of WISDOT's efforts to comply with NHPA with regard to the Projects, together with copies of any draft or final reports. Please consider the Nation an interested party under applicable provisions of the NHPA and kindly provide our counsel with information necessary for the Nation to fully participate in such capacity.

- Design Alternatives. WISDOT presented four Project design alternatives for access to Millpond 4. Road and HCGM. You and your colleagues stated that design alternative #4 is the most likely to receive FHWA approval. The Nation, in general, prefers an option or combination of options no less favorable to the Nation and HCGM than existing currently. Such a design would maximize: (i) reasonable and convenient public access to HCGM, (ii) visibility of HCGM and its signs from the public roads without the need for additional driving distance or signs, (iii) the safety of HCGM customers and other road users, and (iv) reasonable and timely access to HCGM for emergency responders. Subject to the other comments in the letter and without waiving its right to object or demand reasonable compensation for any harm resulting to the Nation from the Projects, the Nation finds the following to be the least objectionable combination of Project elements: (a) the 2014 construction of the Millpond Road & Highway 12 intersection safety and access improvements described in your presentation ("Initial Millpond Improvements"); (b) the 2016 construction of the Meier Road extension and bridge between Femrite Drive and Millpond Road ("Meier Road Improvements"), (c) the preservation of the Millpond entrance to Highway 12 for as long as possible but certainly to remain open until completion of all improvements to County AB, Highway 12, Femrite Drive, and Millpond Road described in design alternative 4, including, without limitation, the relocated and elevated County AB & Highway 12 intersection, the Millpond Road frontage road, the County AB relocation and reconstruction, and the County AB intersections with Femrite Drive and Millpond Road (collectively, the "AB Improvements").
- 5. <u>Staging</u>. Please confirm to our counsel whether the following reflects the planned staging of the Projects' elements and please provide approximate dates for each: (1) Initial Millpond Improvements; (2) Meier Road Improvements; (3) AB Improvements; (4) closure of Millpond entrance to West Highway 12; and, finally, (5) closure of Millpond entrance to Highway 12 East. The Nation would strongly prefer that the Meier Road Improvements be constructed in 2016 rather than 2019. Please briefly summarize to our counsel the process and status involved with deciding whether such construction would occur in 2016 or 2019.
- 6. <u>Budget</u>. Please provide our counsel with a brief summary of the likely source, status and amount of funding for the Initial Millpond Improvements, Meier Road Improvements, and AB Improvements. Please specify which portions, if any, of the above have been initially approved or enumerated and under which Project budget.
- 7. <u>Emergency Response</u>. Please send our counsel WISDOT's analysis and reports of the impact of design alternative #4 upon emergency response to HCGM and its neighboring properties. If no such analysis currently exists, please describe WISDOT's process to obtain such analysis or state if you believe that WISDOT has no obligation to perform such analysis.
- 8. <u>Municipalities</u>. Please provide our counsel with a list of roads affected by the Projects that will be not be subject to the state's obligation to maintain, repair and plow, and please describe which municipalities will have such responsibilities.
- 9. <u>Takings</u>. Please provide our counsel with a list and description of any Nation lands likely subject to possible WISDOT takings or similar action as part of the Projects. In addition, please provide our counsel with a list, status and likely schedule of WISDOT's acquisition of non-Nation lands necessary to complete the Projects in accordance with design alternative #4.
- 10. <u>Signs</u>. Design alternative #4 necessitates, among other things, HCGM directional signage at the intersections of County AB & Millpond Road, County AB & Femrite Drive, and Femrite Drive & Meier Road. Please contact our counsel to discuss WISDOT cooperation with the Nation in locating and obtaining necessary rights.

- 11. <u>WISDOT Tourist-Oriented Directional Signs</u>. The Nation would like to explore the installation of one or more WISDOT tourist-oriented directional signs listing HCGM, with such signs to be located east and west of the eventual County AB & Highway 12 intersection. Please provide our counsel with contact information for the appropriate WISDOT staff person and any other appropriate information.
- 12. <u>Bridge Facade</u>. Facades of certain state highway bridges near Ho-Chunk Gaming-Wisconsin Dells bear Nation-submitted (non-structural) design elements. The Nation wishes to explore the possibility of including similar design elements in the new Meier Road bridge. Please provide our counsel with contact information for the appropriate WISDOT staff person and any other appropriate information.
- 13. <u>Meier-Savannah Road Naming</u>. Following the completion of the Meier Road Improvements, the Nation would favor renaming Meier Road to Savannah Road in order to create consistency and ease of navigation. To the extent WISDOT has the authority to effect, initiate and/or to influence such renaming, the Nation respectfully requests its support and assistance.

Please call or email our counsel with any questions or comments. Thank you again for your continued cooperation.

Heather Cloud Vice President

Sincerely, Clorica

CC: Ho-Chunk Nation Legislature
Jon Greendeer, President of Ho-Chunk Nation
Brian Decorah, HCN Executive Director of Business
Garret Blackdeer, HCN Tribal Roads Director
Angie Waege, HCN DOB Project Manager
Roger Larson, WISDOT Tribal Liaison
Michael Murphy, Chief Legislative Counsel
Thomas Springer, Whyte Hirschboeck Dudek S.C.
Brian Anderson, Whyte Hirschboeck Dudek S.C.



Wisconsin Department of Transportation



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

May 1, 2014

Heather Cloud Ho-Chunk Nation, Vice President W9814 Airport Road PO Box 667 Black River Falls, WI 54615

Subject: WisDOT Response to Request for Information

I-39/90 and US 12/18 Interchange (WisDOT ID 1007-10-01/02) US 12/18 Freeway Conversion Study (WisDOT ID 3080-10-01)

Dane County

Dear Ms. Cloud:

On behalf of the Wisconsin Department of Transportation (WisDOT), I would like to thank you for your letter of February 26, 2014 detailing the Ho-Chunk Nation's response to the proposed I-39/90 and US 12/18 Interchange (the Madison Beltline Interchange) design project and US 12/18 Freeway Conversion Study in Dane County.

I would like to take this opportunity to respond to the request for additional information. The numbered responses below correspond directly to the numbered request.

- 1. <u>Consultation</u>: WisDOT respects the Ho-Chunk Nation's tribal sovereignty and its right to consultation with regard to the project, including, but without limitation to, its rights under the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA).
- 2. <u>NEPA</u>: In compliance with NEPA, Environmental Assessments (EA) will be prepared for the Madison Beltline Interchange design project and the US 12/18 Freeway Conversion study.

The Madison Beltline Interchange project is in the early stages of the environmental process. The design team is gathering data which will be used to identify and quantify impacts for each of the developed alternatives. It is anticipated that the EA for this project will be ready for review in late 2014, at which time a copy will be provided to the Ho-Chunk Nation.

Data collection for the US 12/18 Freeway Conversion Study has been completed and the EA document is being prepared. It is anticipated that the EA for this study will be ready for review in the fall of 2014, at which time a copy will be provided to the Ho-Chunk Nation. Contact information for the project leaders is provided as an attachment to this letter.

3. NHPA: The design team is in the process of identifying and determining if listed, eligible or potentially eligible historic properties located in the project's Area of Potential Effect (APE), which is provided as an attachment to this letter. If one of these properties is located in the project area, consultation with interested Section 106 parties (e.g. State Historic Preservation Office, Ho-Chunk Nation THPO, etc.) will be scheduled. It is anticipated that the results from the NHPA identification and determination studies will be available in the summer of 2014, at which time a copy will be provided to the Ho-Chunk Nation THPO.

Madison Beltline Interchange and US 12/18 Study WisDOT ID 1007-10-01/02 and 3080-10-01 May 1, 2014 Page 2

- 4. <u>Design Alternatives</u>: At this time, design alternative #4, which reconstructs the Madison Beltline Interchange, realigns County AB, and constructs a new interchange at US 12/18 with County AB, remains WisDOT's recommended alternative. WisDOT acknowledges Ho-Chunk Nation's concerns regarding access. At the conclusion of the environmental documentation process, the design team will begin to evaluate how best to provide a safe facility for the traveling public, both during construction and after. The safe and efficient passage of motorists through the construction work zone and for those accessing local roads and businesses within the work zone will be considered first and foremost in determining a comprehensive plan to complete the proposed projects. Safety considerations include, but are not limited to, the ability of motorists to accelerate or decelerate when entering and exiting a work zone; the need to provide an adequate line of sight when moving or parked construction equipment is present; and the need to provide sufficient reaction time to the sometimes unpredictable movements of equipment and workers in an active work zone.
- 5. <u>Staging</u>: While the initial Millpond Road improvements will be completed in the fall of 2014, the timeline for the Meier Road extension and bridge over US 12/18 between Femrite Drive and Millpond Road has yet to be determined. The design team anticipates having plans completed in 2016 for the possibility of the project being advanced with construction occurring in 2017; the project is otherwise scheduled for construction in 2019. A timeline for the reconstruction of the Madison Beltline Interchange and the realignment of County AB and construction of a new interchange to replace the current at-grade intersection has yet to be determined; additional information is provided below in the discussion of the budget. It is anticipated that construction of the Madison Beltline Interchange and County AB would not begin until either the out years of this decade or the early years of the next. WisDOT will keep the Ho-Chunk Nation apprised of any changes in construction timelines
- 6. <u>Budget</u>: WisDOT and the legislature enumerated this corridor project in 2010 with limits from the Wisconsin border with Illinois to the I-39/90 and US 12/18 interchange area. The funding source is through the department's Majors Projects Program. The current enumeration has a budget that includes improvement dollars for reconstruction of I-39/90 at US 12/18. The original enumeration did not include the scope of Meier Road or County AB improvements, although as we continue to refine the scope of the design and the environmental documents for this area, additional funds may be necessary to complete these additional improvements. Once we know more, we will continue to share that information. The first alternative modifies the Madison Beltline Interchange to accommodate the expansion of I-39/90 without the full interchange reconstruction; the second alternative reconstructs the interchange. If funding is secured for the full reconstruction, the alternatives will be combined to a single preferred build alternative.
- 7. Emergency Response: Coordination with the local EMS community has been initiated and will continue throughout the design process. The City of Madison has plans to build a new fire station in the northwest quadrant of the Femrite Drive intersection with Dairy Drive. They have purchased the land and have tentative plans for construction in 2018. In consultation with Madison Fire Department, Division Chief Clayton Christenson indicated that the new fire station, in conjunction with the proposed Meier Road extension and bridge over US 12/18 between Femrite Drive and Millpond Road, would generally improve response time to the surrounding area, including to Ho-Chunk Gaming Madison.
- 8. <u>Municipalities</u>: With regards to this project area, WisDOT has responsibility to maintain and plow I-39/90, US 12/18, the Madison Beltline Interchange, and its ramps. Upon completion of the new US 12/18 interchange at County AB, WisDOT will be responsible for the maintenance and plowing of the ramps. A map indicating the municipal boundaries within the project area is provided as an attachment to this letter. Please note, since cooperative agreements may be in place between municipalities for maintenance or plowing of local roads, the municipalities should be contacted if additional information is needed.

Madison Beltline Interchange and US 12/18 Study WisDOT ID 1007-10-01/02 and 3080-10-01 May 1, 2014 Page 3

- 9. <u>Takings</u>: At this time, it is not anticipated that any takings will be required of Tribal Trust land or land otherwise owned by the Ho-Chunk Nation. If this changes as the design progresses and the right-of-way plat is completed, if this is no longer the case, WisDOT will initiate coordination with the Ho-Chunk Nation. Fee acquisitions are anticipated of other non-Nation lands; however, at this phase of the project, detailed information is not available. Upon completion and recording of the final plat, WisDOT will comply with the accepted practice of the open records law, at which time this information would be made available.
- 10. <u>Signs</u>: WisDOT acknowledges the Ho-Chunk Nation's concern regarding directional signage and will facilitate that discussion at the appropriate time and level of design.
- 11. <u>WisDOT Tourist-Oriented Directional Signs</u>: WisDOT acknowledges the Ho-Chunk Nation's interest in tourist-oriented directional signs and will help to facilitate that discussion at the appropriate time and level of design.
- 12. <u>Bridge Façade</u>: WisDOT acknowledges the Ho-Chunk Nation's interest in non-structural aesthetic design elements pertaining to the new proposed structure over US 12/18 east of the Madison Beltline Interchange and will facilitate that discussion at the appropriate time and level of design. It should be noted that it is likely that the City of Madison will have an interest in non-structural aesthetic design elements for structures at the Madison Beltline Interchange. WisDOT will work with interested parties to provide a blended balance if multiple aesthetic enhancements are under consideration.
- 13. <u>Meier-Savannah Road Naming</u>: WisDOT considers this a local road issue that would best be handled at the local level with the City of Madison. The appropriate City of Madison contact information is provided as an attachment to this letter.

WisDOT and their design team are available to meet and discuss any concerns you may have. Please do not hesitate to contact me if you have any questions.

Yours sincerely,

John Vesperman, P.E.

WisDOT I-39/90 Corridor Project Chief

Enclosures: As Noted

cc/enc: William Quackenbush, Ho-Chunk Nation THPO

Michael Murphy, Ho-Chunk Nation Chief Legislative Counsel

Joe Olson, WisDOT SW Region Director

John Steiner, WisDOT I-39/90 Corridor Project Supervisor Craig Pringle, WisDOT I-39/90 Corridor Project Manager

Roger Larson, WisDOT SW Region Tribal Liaison

Jenny Grimes, WisDOT I-39/90 Corridor Environmental Coordinator

Eric Pederson, City of Madison, Mapping Section Manager

Thomas Springer, Whyte Hirschboeck Dudek S.C. Brian Anderson, Whyte Hirschboeck Dudek S.C.

Lisa Dreifuerst, Dane Partners (Oneida Total Integrated Enterprises)



Wisconsin Department of Transportation



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

WisDOT Project Contact Information (1007-10-01/02 and 3080-10-01)

John Vesperman, P.E. WisDOT I-39/90 Corridor Project Chief SW Region Mega Project Field Office 111 Interstate Boulevard, Edgerton, WI 53534-9399 john.vesperman@dot.wi.gov (608) 884-1221

John Steiner, P.E. WisDOT I-39/90 Corridor Project Supervisor SW Region Mega Project Field Office 111 Interstate Boulevard, Edgerton, WI 53534-9399 john.steiner@dot.wi.gov (608) 884-1223

Craig Pringle, P.E.
WisDOT I-39/90 Corridor Project Manager
SW Region Mega Project Field Office
111 Interstate Boulevard, Edgerton, WI 53534-9399
craig.pringle@dot.wi.gov
(608) 884-7132

Jenny Grimes
WisDOT I-39/90 Corridor Environmental Coordinator
SW Region Mega Project Field Office
111 Interstate Boulevard, Edgerton, WI 53534-9399
Jennifer.grimes@dot.wi.gov
(608) 884-1147

Lisa Dreifuerst, P.E.
Deputy Project Manager
Dane Partners (Oneida Total Integrated Enterprises)
5100 Eastpark Boulevard, Suite 200
Madison, WI 53718
Idreifuerst@otie.com
(608) 243-6478

City of Madison Contact Information

Eric Pederson, P.S.
City of Madison Mapping Section Manager
Department of Public Works, Engineering Division
Larry D. Nelson Engineering Operations Facility
1600 Emil Street
Madison, Wisconsin 53713
epederson@cityofmadison.com
(608) 266-4056

WisDOT ID 3080-10-01 US 12/18, Madison - Cambridge (I-39/90 to County N) Dane County, Wisconsin

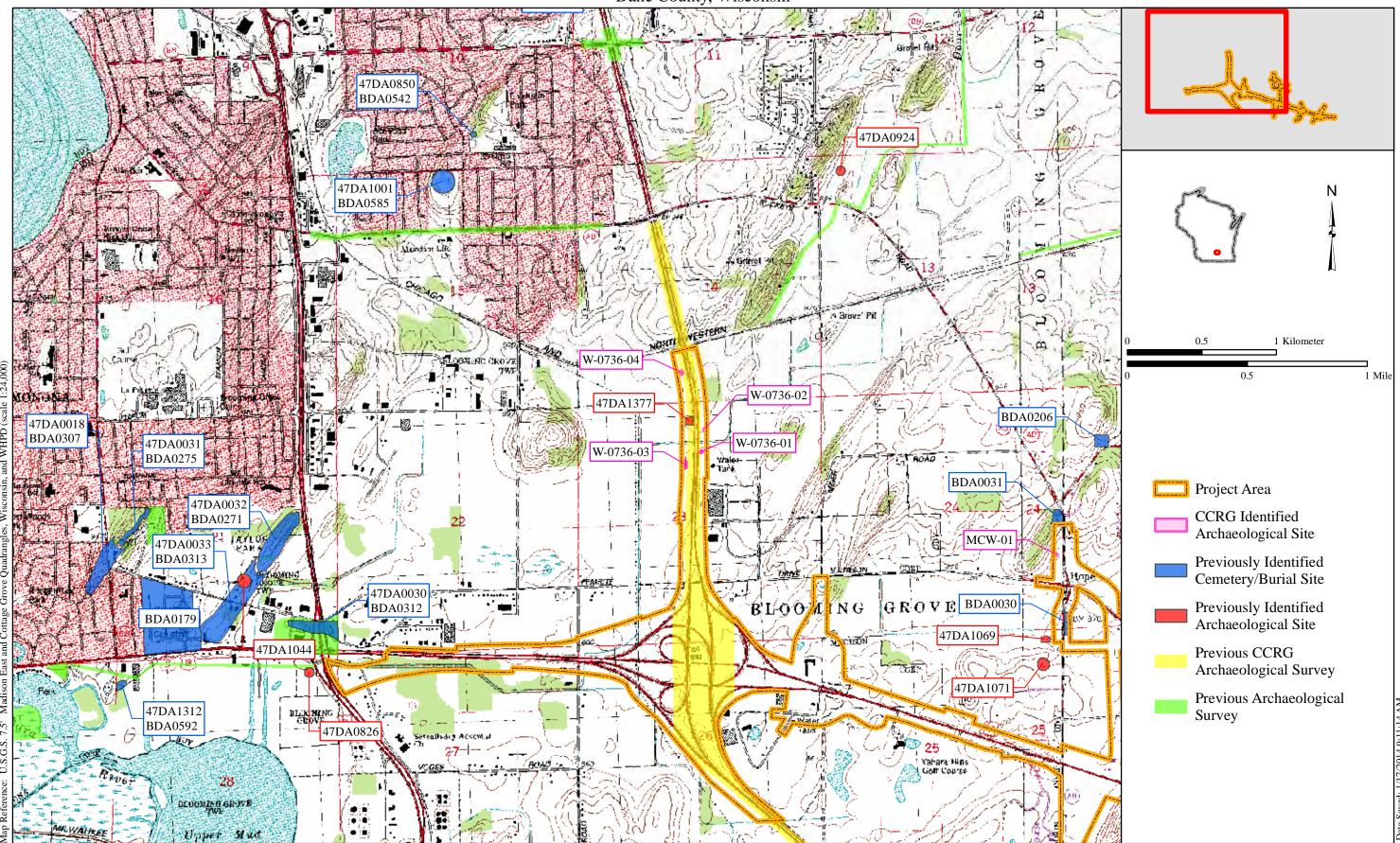


Figure 1.0-1a. US 12/18 Survey Area, and Previously Identified Archaeological and Cemetery/Burial Sites within One Mile

WisDOT ID 3080-10-01 US 12/18, Madison - Cambridge (I-39/90 to County N) Dane County, Wisconsin

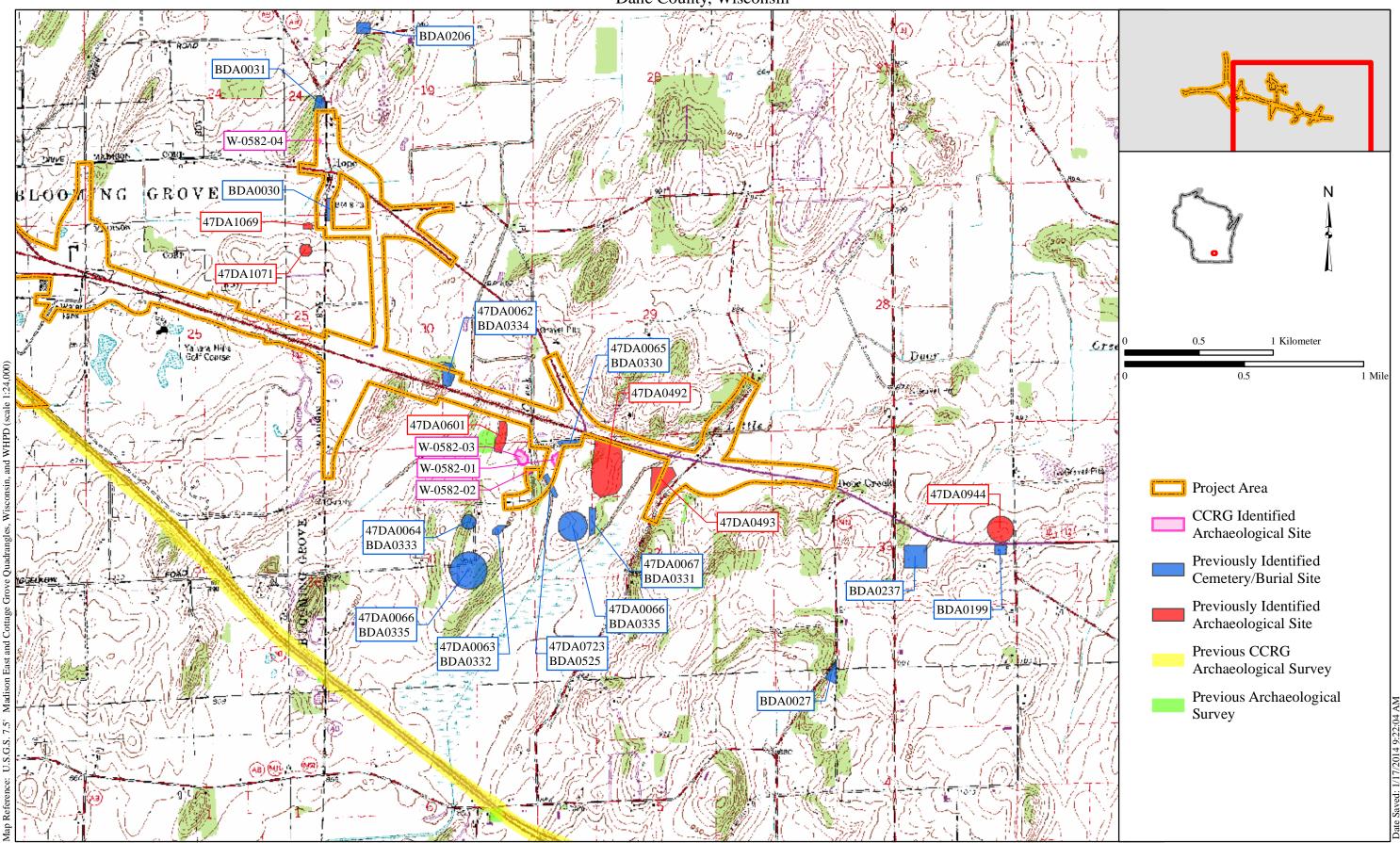


Figure 1.0-1b. US 12/18 Survey Area, and Previously Identified Archaeological and Cemetery/Burial Sites within One Mile

WisDOT ID 3080-10-01 US 12/18, Madison - Cambridge (I-39/90 to County N) Dane County, Wisconsin

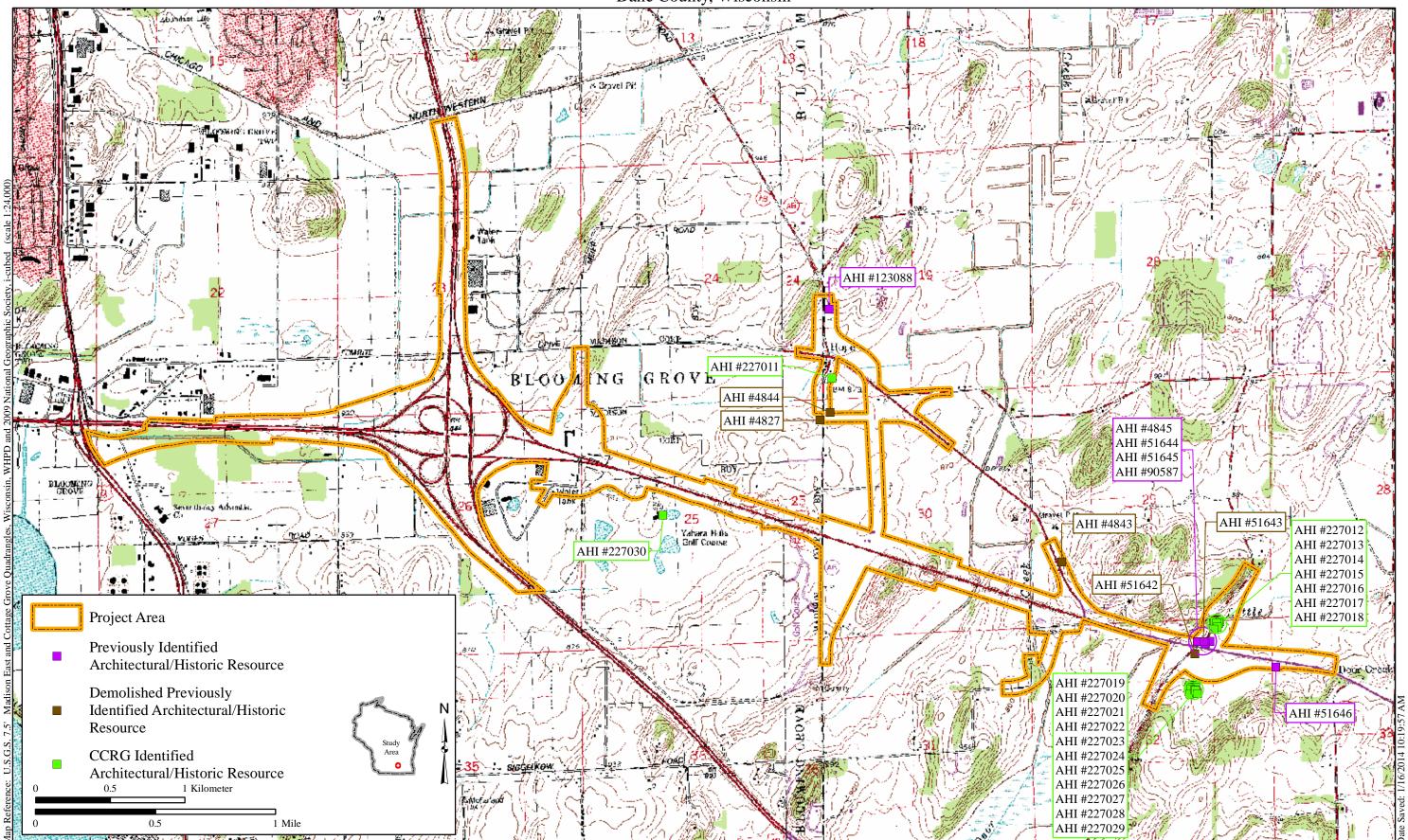
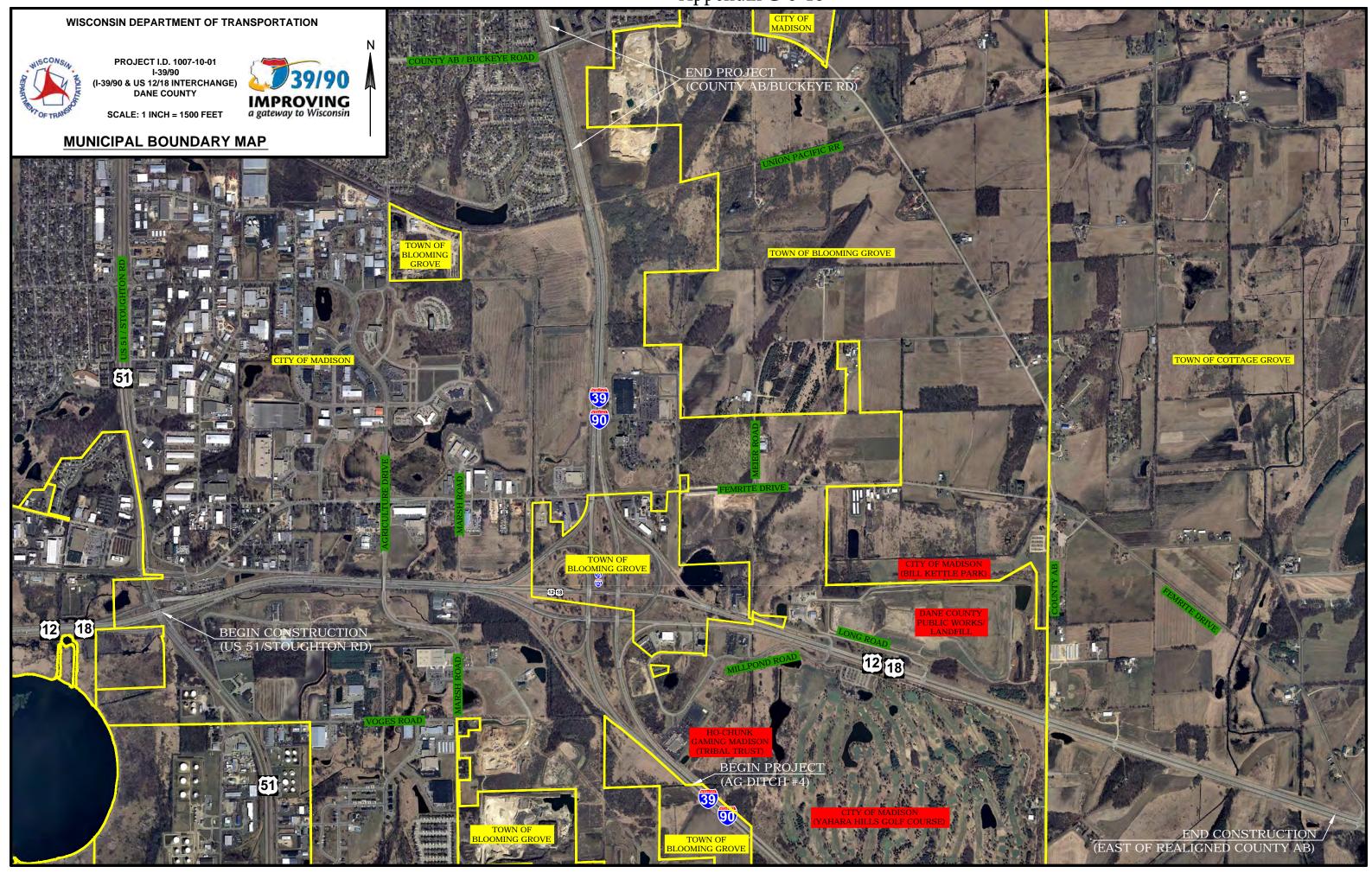


Figure 1. US 12/18 Revised Survey Area and Adjacent Previously Identified Architectural/Historic Resources



From: Anderson, Brian D. BDA (6115) < banderson@whdlaw.com>

Sent: Friday, November 21, 2014 1:26 PM

To: Larson, Roger - DOT

Cc: 'Michael P. Murphy (Michael.Murphy@ho-chunk.com)'; Springer, Thomas TJS (7130); 'Dan M.

Brown'

Subject: RE: HO-CHUNK - WISDOT Response Letter.PDF

Roger,

Quick update:

Letter Item #5. I just found out that the Nation was given notice that the Millpond improvements would be delayed until Spring 2015.

Thanks and have a great weekend.

Brian



Brian D. Anderson

Attorney

@ (608) 234-6115

*(*608) 609-9822

(608) 258-7138

banderson@whdlaw.com

Whyte Hirschboeck Dudek S.C.

P.O. Box 1379 Madison, WI 53701-1379 www.whdlaw.com





WHD in the News: Whyte Hirschboeck Dudek S.C. Practice Areas Named to the U.S. News - Best Lawyers 2014 "Best Law Firms" Rankings Read more.

From: Anderson, Brian D. BDA (6115)

Sent: Thursday, November 20, 2014 2:26 PM

To: Larson, Roger - DOT

Cc: Michael P. Murphy (Michael.Murphy@ho-chunk.com); Springer, Thomas TJS (7130); 'Dan M. Brown'

Subject: HO-CHUNK - WISDOT Response Letter.PDF

Roger,

I hope you are well and staying warm. I have the following comments and questions as follow-up on the attached letter.

- Letter Item 2. Are Environmental Assessment drafts ready for Madison Beltline Interchange and Highway 12/18 Freeway
- Letter Item 3. Has NHPA study been provided to HCN THPO?
- Letter Item 4. Please provide update on design alternatives. Is alternative #4 still WisDOT's recommended alternative?
- Letter Item 5. Have all Millpond Road improvements been constructed? If not, please provide updated schedule. Please let me know of any changes in construction timelines or staging.

- Letter Item 6. Has sufficient funding been enumerated for the land acquisition and construction necessary for the Meier Road bridge, AB Improvements and frontage road in city golf course? Section 6 of the attached letter is unclear. Will sufficient funds be available for these items only if funding is secured for full interchange reconstruction?
- Letter Item 9. When will a draft plat be available for the Nation's review? When do you anticipate that the final plat will be ready for recordation?
- Letter Items 10 and 11. Approximately when will the appropriate time occur? Which level of design?

Please call me with any questions.

Kind regards, Brian

Brian D. Anderson

Attorney

⊕ (608) 234-6115

*(*608) 609-9822

(608) 258-7138

banderson@whdlaw.com
 banderson@wh

Whyte Hirschboeck Dudek S.C.

P.O. Box 1379 Madison, WI 53701-1379



IN BIO

WHD in the News: Whyte Hirschboeck Dudek S.C. Practice Areas Named to the U.S. News - Best Lawyers 2014
"Best Law Firms" Rankings <u>Read more.</u>

The information in this e-mail is confidential and may be protected by the attorney's work product doctrine or the attorney/client privilege. It is intended solely for the addressee(s); access to anyone else is unauthorized. If this message has been sent to you in error, do not review, disseminate, distribute or copy it. Please reply to the sender that you have received the message in error, then delete it. Thank you for your cooperation.

December 15, 2014

Heather Cloud Ho-Chunk Nation, Vice President W9814 Airport Road PO Box 667 Black River Falls, WI 54615

Subject: WisDOT Response to Request for Information

I-39/90 and US 12/18 Interchange (WisDOT ID 1007-10-01/02) US 12/18 Freeway Conversion Study (WisDOT ID 3080-10-01) Millpond Road Intersection Construction (WisDOT ID 3080-01-72)

Dear Ms. Cloud:

I am writing in response to Brian Anderson's request on behalf of the Ho-Chunk Nation for an update to several items regarding the proposed I-39/90 and US 12/18 Interchange (the Madison Beltline Interchange) design project, the US 12/18 Freeway Conversion Study, and the Millpond Road intersection construction project in Dane County.

The numbered responses below correspond directly to the numbered item on the letter sent to the Ho-Chunk Nation in a letter dated May 1, 2014. A copy of the letter and Mr. Anderson's email requesting additional information has been attached for your convenience.

<u>Letter Item 2 NEPA</u>: The Madison Beltline Interchange project is still in the early stages of the environmental process. The design team is gathering data which will be used to identify and quantify impacts for each of the developed alternatives. It is anticipated that the environmental document for this project will be ready for review and approval in the latter half of 2015, at which time an electronic copy will be made available to the Ho-Chunk Nation.

The US 12/18 Freeway Conversion Study has been completed and the environmental document is being reviewed internally by WisDOT. It is anticipated that the document will be ready for approval in January of 2015, at which time an electronic copy will be made available to the Ho-Chunk Nation.

Letter Item 3 NHPA: On October 30, 2014, Mr. James Becker, WisDOT Archaeology Program Manager, sent a CD containing the results from the National Historic Preservation Act (NHPA) identification and determination studies for the US 12/18 Freeway Conversion to Mr. William Quackenbush at Ho-Chunk Nation's Executive Offices in Black River Falls. The information was also sent to the Wisconsin State Historic Preservation Office for their review and concurrence. If the Ho-Chunk Nation would like to have a consultation meeting or provide formal comment concerning the identification, evaluation, or effect of the project on historic properties for inclusion in the environmental document, a response is requested prior to December 31, 2014.

<u>Letter Item 4 Design Alternatives</u>: Design alternative #4, which reconstructs the Madison Beltline Interchange, realigns County AB, and constructs a new interchange at US 12/18

Madison Beltline Interchange and US 12/18 Study WisDOT ID 1007-10-01/02 and 3080-10-01 December 15, 2014 Page 2

with County AB, continues to be WisDOT's recommended alternative. The design plans are approximately 30% complete.

<u>Letter Item 5 Staging</u>: The Millpond Road intersection improvements have been delayed due to the contractor bids coming in too high at the August 12, 2014 letting. This led WisDOT to reject the bids and schedule a new letting on February 10, 2015. Construction is now anticipated during the 2015 construction season.

<u>Letter Item 6 Budget</u>: In 2010, WisDOT and the legislature enumerated the I-39/90 corridor project that extends from the Illinois border through the Madison Beltline Interchange, with funding through the department's Majors Projects Program. At this time, funding has been secured to modify the existing Madison Beltline Interchange. As the environmental process gets closer to completion in 2015, we will have a better understanding of any additional costs necessary to construct the recommended alternative.

Letter Item 9 Takings: The design team is in the process of re-establishing the existing right-of-way for the project area by collecting field data, obtaining documents from the county courthouse and county clerk, and reviewing WisDOT records. It is expected that this work will be completed in Spring 2015. The final plat depicting the necessary right-of-way acquisitions in fee, highway easements, and permanent and temporary easements to be ready for recording is anticipated in the latter half of 2016. It should be noted that at this time, it is not anticipated that any takings will be required of Tribal Trust land or land otherwise owned by the Ho-Chunk Nation. If this changes as the design progresses, WisDOT will initiate coordination with the Ho-Chunk Nation.

<u>Letter Item 10 Signs</u>: A conceptual signing plan has been developed for the Madison Beltline Interchange; at this time, only regulatory and advisory signs needed to ensure the safe and proper operation of the interchange have been evaluated. Directional signs will be incorporated into the plans following the completion of 60% design, at which time WisDOT will facilitate a discussion with the Ho-Chunk Nation, likely in the latter half of 2016.

<u>Letter Item 11 WisDOT Tourist-Oriented Directional Signs</u>: Similar to the directional signs discussed above, tourist-oriented directional signs will be incorporated into the plans after the completion of 60% design, at which time WisDOT will facilitate a discussion with the Ho-Chunk Nation, likely in the latter half of 2016.

As always, WisDOT and their design team are available to meet and discuss any concerns you may have. Please do not hesitate to contact me or any of the project leaders if you have any questions. Our contact information is provided as an attachment to this letter.

Yours sincerely,

John Vesperman, P.E.

WisDOT I-39/90 Corridor Project Chief

toke H. Vespermaa

Enclosures: As Noted

cc/enc: William Quackenbush, Ho-Chunk Nation THPO

Michael Murphy, Ho-Chunk Nation Chief Legislative Counsel

Joe Olson, WisDOT SW Region Director

John Steiner, WisDOT I-39/90 Corridor Project Supervisor Craig Pringle, WisDOT I-39/90Corridor Project Manager

Roger Larson, WisDOT SW Region Tribal Liaison

Jenny Grimes, WisDOT I-39/90 Corridor Environmental Coordinator

Thomas Springer, Whyte Hirschboeck Dudek S.C. Brian Anderson, Whyte Hirschboeck Dudek S.C.

Lisa Dreifuerst, Dane Partners (Oneida Total Integrated Enterprises)



Wisconsin Department of Transportation



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

WisDOT Project Contact Information (1007-10-01/02 and 3080-10-01)

John Vesperman, P.E. WisDOT I-39/90 Corridor Project Chief SW Region Mega Project Field Office 111 Interstate Boulevard, Edgerton, WI 53534-9399 john.vesperman@dot.wi.gov

Direct: (608) 884-1221 Cell: (608) 516-6473

John Steiner, P.E.
WisDOT I-39/90 Corridor Project Supervisor
SW Region Mega Project Field Office
111 Interstate Boulevard, Edgerton, WI 53534-9399
john.steiner@dot.wi.gov
Direct: (608) 884-1223

Craig Pringle, P.E.
WisDOT I-39/90 Corridor Project Manager
SW Region Mega Project Field Office
111 Interstate Boulevard, Edgerton, WI 53534-9399
craig.pringle@dot.wi.gov
Direct: (608) 884-7132

Jenny Grimes
WisDOT I-39/90 Corridor Environmental Coordinator
SW Region Mega Project Field Office
111 Interstate Boulevard, Edgerton, WI 53534-9399
Jennifer.grimes@dot.wi.gov
Direct: (608) 884-1147

Lisa Dreifuerst, P.E.
Deputy Project Manager
Dane Partners (Oneida Total Integrated Enterprises)
5100 Eastpark Boulevard, Suite 200
Madison, WI 53718
Idreifuerst@otie.com

Direct: (608) 243-6478



Wisconsin Department of Transportation

4/23/2015

Ho-Chunk Nation Attn: William Quackenbush Tribal Historic Preservation Office P.O. Box 667 Black River Falls, WI 54615 Division of Transportation System Development Bureau of Technical Services 4802 Sheboygan Avenue, Room 451 P.O. Box 7965 Madison, WI 53707-7965 Telephone: (608) 266-3761 Facsimile (FAX): (608) 266-7818

An Equal Opportunity Employer

RE: WisDOT Project IDs:

1007-10-01/02 (I-39/90 and US 12/18 Interchange) 3080-10-01 (US 12/18 Freeway Conversion Study) 3080-01-72 (Millpond Road Intersection Construction)

Dane County, Wisconsin

As pledged in WisDOT's response to Ms. Heather Cloud (Ho-Chunk Nation, Vice President) dated May 1, 2014 and December 15, 2014 (included with this submittal) enclosed are the results of the Section 106 NHPA studies.

Also included with this submittal is an email thread between WisDOT (Roger Larson) and several HCN representatives/agents, including but not limited to: Brian D. Anderson (Whyte Hirschboeck Dudek S.C.- Law Firm), Michael P. Murphy — Ho-Chunk Nation Chief Legal Legislative Counsel, Tom Springer, and Dan M. Brown.

If you have any questions, or need additional information please contact me at <u>james.becker@dot.wi.gov</u> or 608-261-0137.

Sincerely,

James J. Becker III

rchaeology Program Manager

APPENDIX D SECTION 106 Documentation



Project Length

SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation DT1635 9/2013

For instructions, see FDM Chapter 26.

I. PROJECT INFORMATION

Project ID	Highway – Street	County					
3080-10-01	US 12/18						
Project Termini		Region – Office					
I-39/90 to County N		Southwest - Madison					
Regional Project Engineer – Project	ct Manager	(Area Code) Telephone Number					
Craig Pringle		(608) 884-7132					
Consultant Project Engineer - Pro	ject Manager	(Area Code) Telephone Number					
Lisa Dreifuerst, OTIE		(608) 243-6478					
Archaeological Consultant		(Area Code) Telephone Number					
Katie Egan-Bruhy, CCRG		(414) 446-4121, ext. 101					
Architecture/History Consultant		(Area Code) Telephone Number					
Shelley Greene, CCRG		(414) 446-4121, ext. 105					
Date of Need		SHSW Number					
Return a Signed Copy of This Forr	m to	I					
Craig Pringle, SW Region (Edgerton)						
II. PROJECT D	DESCRIPTION						

Land to be Acquired: Easement

Land to be Acquired: Fee Simple

3.5 miles		120 acres	s 0	0 acres		
Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed	
Right-of-Way Width			Terrace Width			
US 12/18			Side Roads			
I-39/90 to County AB	125-200 ft	125-400 ft	County AB	N/A	8 ft	
 County AB to County N 	125-410 ft	125-410 ft	Frontage Road			
Side Roads			 Millpond Road to County AB 	N/A	4 ft	
 County AB 	40 ft	65-120 ft				
 Siggelkow Road 	33 ft	33-300 ft				
 Vilas Road 	33 ft	33-335 ft				
Frontage Road						
 Millpond Road to County AB 	N/A	65-75 ft				
 Femrite Drive to Vilas Road 	N/A	1-60 ft				
Shoulder			Sidewalk Width			
US 12/18			Side Roads			
 I-39/90 to County AB 	70 ft	76 ft	County AB	N/A	5 ft	
 County AB to County N 	70 ft	60 ft				
Side Roads						
 Siggelkow Road 	18 ft	18 ft				
 Vilas Road 	18 ft	18 ft				
Frontage Road						
 Femrite Drive to Vilas Road 	N/A	18 ft				
Slope Intercept			Number of Lanes			
US 12/18			US 12/18			
 I-39/90 to County AB 	N/A	64-350 ft	 I-39/90 to County AB 	4	6	
 County AB to County N 	N/A	175-300 ft	County AB to County N	4	4	
Side Roads			Side Roads			
 County AB 	N/A	54-108 ft	County AB	2	6	
 Siggelkow Road 	N/A	65-320 ft	Siggelkow Road	2	2	
 Vilas Road 	N/A	105-340 ft	Vilas Road	2	2	

Frontage Road			Frontage Road		
Millpond Road to County AB	N/A	55-65 ft	Millpond Road to County AB	N/A	2
 Femrite Drive to Vilas Road 	N/A	1-50 ft	 Femrite Drive to Vilas Road 	N/A	2
Edge of Pavement			Grade Separated Crossing		
US 12/18			Side Roads		_
 I-39/90 to County AB 	60 ft	52 ft	County AB	0	1
 County AB to County N 	60 ft	52 ft	 Siggelkow Road 	0	1
Side Roads			Vilas Road	0	1
County AB	12 ft	45-50 ft			
 Siggelkow Road 	12 ft	12 ft			
Vilas Road	12 ft	12 ft			
Frontage Road					
 Millpond Road to County AB 	N/A	12 ft			
 Femrite Drive to Vilas Road 	N/A	12 ft			
Back of Curb Line			Vision Triangle		
Side Roads			acres	N/A	N/A
County AB	N/A	52-57 ft			
Frontage Road					
 Millpond Road to County AB 	N/A	18 ft			
Realignment			Temporary Bypass		
Side Roads			acres	N/A	N/A
 County AB (shifted east) 	N/A	1,200 ft			
 Siggelkow Road (shifted west) 	N/A	400 ft			
 Vilas Road (shifted east) 	N/A	150 ft			
Other – List:			Stream Channel Change	☐ Yes	⊠ No
Attach Map(s) that depict "maximum" impacts.	⊠ Yes	□No	Tree topping and/or grubbing	⊠ Yes	□No

Brief Narrative Project Description – Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements.

Project ID 3080-10-01 is a study that is evaluating alternatives for converting US 12/18 from a 4-lane expressway to a 4-lane freeway between I-39/90 (the "Beltline Interchange") and County N in Dane County. No construction activities are scheduled at this time. A project location map is attached as Exhibit A.

The existing roadway is a rural, 4-lane divided expressway, with two 12-foot travel lanes, 6-foot left shoulder, and 10-foot right shoulder in each direction. There is a 50-foot wide grass median. There are currently at-grade intersections at Millpond Road/Long Drive, County AB, Siggelkow Road, Rothamer Road, and Vilas Road; there is a diamond interchange at County N.

The project corridor has two segments for consideration of roadway alternatives due to the different characteristics of each segment:

- West Segment extends from the Beltline Interchange through County AB, including alternatives for the County AB intersection
- East Segment extends from east of the County AB intersection to the County N interchange ramps; the County N interchange was constructed in 1998 and is not part of this corridor study.

The recommended alternatives for each corridor segment are described below:

West Segment

<u>US 12/18</u> – under the recommended alternative, the US 12/18 roadway would be reconstructed with a 32-foot median that would consist of two, 12-foot shoulders and median barriers with 4-foot spacing. The westbound lanes would include two lanes plus an auxiliary lane on the outside as well as a 10-foot outside shoulder and the 12-foot inside shoulder. The auxiliary lane is proposed to address operational needs between the future reconstructed Beltline Interchange and a new interchange at County AB. Eastbound US 12/18 would have two lanes plus an auxiliary lane on the outside, as well as a 12-foot shoulder on both the inside and outside. The auxiliary lane accommodates weaving movements for vehicles entering and exiting the highway. The roadway is shifted to the north to fully use the existing right-of-way for US 12/18 and the frontage road and minimize the need

for property acquisition from the Yahara Golf Course property on the south side of the road, which falls under Section 4(f) requirements.

<u>County AB Interchange</u> – a full diamond interchange would be constructed approximately 1,000 feet east of the existing County AB intersection with US 12/18. The ramps would be approximately 500 feet apart as preferred by interchange design standards. The interchange ramp terminals could be controlled by either traffic signals or independent roundabouts.

<u>Frontage Road</u> – a two-way frontage road would be constructed on the south side of US 12/18 between Millpond Road and County AB. The frontage road would be separated from US 12/18 by a 30 foot median consisting of the 12-foot outside eastbound shoulder of US 12/18, median barriers separated by 4 feet, and 10-foot shoulder on the frontage road. The frontage road would follow the current County AB alignment to form an intersection with County AB 1,320 feet south of the eastbound interchange ramps as required by design standards. No retaining walls would be needed between the frontage road and the eastbound off-ramp. The frontage road would be located so that there would be no impacts to the Yahara Hills Golf Course.

<u>Local Roads</u> – County AB would be reconstructed on new alignment about 1,200 feet east of the existing alignment from approximately 2,600 feet south of US 12/18 to north of the intersection of County AB and Femrite Drive. This alignment would accommodate the City of Madison's future plans to widen County AB without impacting the park, cemetery, or potentially historic church. The realignment will also accommodate the expansion plans of the landfill. Old County AB would remain as a local or county road between Luds Lane and the Hope Lutheran Church just south of Femrite Drive. A new local road would be added to connect the old County AB to the new County AB. Femrite Drive would be realigned east of County AB to form a four-way intersection at County AB and the new local connector approximately 1,600 feet north of Luds Lane. A roughly 1,100-foot long portion of Femrite Drive would be removed. A horizontal curve would be added to Hope Road connecting it to the realigned Femrite Drive to the south.

East Segment

<u>US 12/18</u> - under the recommeded alternative, the US 12/18 roadway would include improvements to the median and shoulders while maintaining the existing travel lanes. The median width would remain at 50 feet wide, and would consist of two 12-foot shoulders with dual median barrier with 22-foot spacing. The westbound direction would include the two existing lanes and include 12-foot inside and outside shoulders. Eastbound US 12/18 would utilize the two existing lanes with a 12-foot inside shoulder and 11-foot outside shoulder. Direct access between US 12/18 with Siggelkow Road, Femrite Drive, and Vilas Road would be eliminated.

<u>Siggelkow Road</u> – a new bridge over US 12/18 would be constructed between Siggelkow Road and Femrite Drive approximately 400 feet west of the existing intersection with US 12/18. Approximately 2,000 feet of Siggelkow Road would be reconstructed south of US 12/18 to remove several sharp curves in the existing roadway. Existing Siggelkow Road would remain and provide access to properties in the area.

<u>Femrite Drive</u> – Femrite Drive would be reconstructed from a point approximately 1,300 feet north of the new bridge crossing. A new frontage road would be constructed along the north side of US 12/18 between Femrite Drive and Vilas Road to provide access to the properties on the north side of US 12/18.

<u>Vilas Road</u> – Vilas Road would be shifted approximately 150 feet to the east of the current location where it intersects US 12/18. A new bridge over US 12/18 would be constructed to carry Vilas Road over US 12/18. Fieldview Road would be extended west to meet Vilas Road. Vilas Road would be reconstructed for approximately 1,800 feet north of US 12/18 and 1,200 feet south of US 12/18.

III. CONSULTATION				
How has notification of the project been provided to: ☑ Property Owners ☑ Public Information Meeting Notice	Letter □ Telephone C	ation Meeting Notice	 ✓ Native American Tribes ✓ Public Info. Mtg. Notice ✓ Letter ✓ Telephone Call 	
 ✓ Letter - Required for Archaeology ☐ Telephone Call ☐ Other: 	Other:		Other:	
*Attach one copy of the base letter, list of	addresses and commer	its received. For histo	ry include telephone memos as appropriate.	
IV. AREA OF POTENTIAL EFFECTS -			The state of the s	
ARCHAEOLOGY: Area of potential effe easements. Agricultural practices do not of			ed ROW, temporary and permanent	
HISTORY: Describe the area of potential	effects for buildings/stru	uctures.	TWING THE WALL CASE CYCL	
The area of potential effects (APE) for as those properties close to US 12/18			nediately adjacent to the project, as well e altered by the proposed project.	
V. PHASE I ARCHEOLOGICAL OR RE	CONNAISSANCE HIST	ORY SURVEY NEED	ED	
ARCHAEOLOGY		4.350.000.000	HISTORY	
Archaeological survey is needed		[] [[[[[[]]]]] [[[]] [[]] [[]] [[]] [[ory survey is needed	
☐ Archaeological survey is not needed - ☐ Screening list (date).	Provide justification		tory survey is not needed es or buildings of any kind within APE st (date).	
VI. SURVEY COMPLETED			st (date).	
ARCHAEOLOGY		AMEDIAN	HISTORY	
 NO archaeological sites(s) identified − NO potentially eligible site(s) in project Phase I Report attached 	area –	 NO buildings/structures identified - A/HSF attached ✓ Potentially eligible buildings/structures identified in the APE - A/HSF attached ✓ Potentially eligible buildings/structures avoided - documentation attached 		
☐ Potentially eligible site(s) identified-Pha ☐ Avoided through redesign ☐ Phase II conducted – go to VI	I (Evaluation).			
Phase I Report attached – Cemetery/c documentation	AND THE ASSESSMENT			
VII. DETERMINATION OF ELIGIBILITY			A STATE OF MINIS DOES HELD	
 ☐ No arch site(s) eligible for NRHP – Phase ☐ Arch site(s) eligible for NRHP – Phase ☐ Site(s) eligible for NRHP – DOE attach 	II Report attached	 No buildings/structure(s) eligible for NRHP − DOE attached Building/structure(s) eligible for NRHP − DOE attached 		
VIII. COMMITMENTS/SPECIAL PROVISI	ONS - must be include			
Wisconsin Burial site preservation law, Wi are protected from disturbance. The law re 2) Archaeological monitoring is required d 47DA0065/BDA0330, and 47DA0723/BDA 3) County Highway Commission will reest minimum 5 ft (1.5 m) buffer adjacent to gra the deeds indicate that the cemetery bound 4) Should plans change and construction	sconsin Statute §157.70 equires that a minimum uring construction activi A0525. ablish the right-of-way b aves. They also should o dary runs to the centerli	 in accordance with the buffer of 5 ft (1.5 m) bettes within the boundare oundary so that it does coordinate with the owne of County AB. 	O are uncataloged burial sites protected by ne statute, burials on non-federal and tribal land maintained around known grave locations. ries of sites 47DA0062/BDA0334, s not include human burials and maintains a ners of BDA0030 to purchase right-of-way as wed to ensure that there is no effect to graves.	
IX. PROJECT DECISION	Carrette Marine Age			
 ☐ No historic properties (historical or archide in the image) ☐ No historic properties (historical or archide in the image) ☐ Historic properties (historical and/or archide in the image) 	naeological) affected. chaeological) may be aff			
☐ Go to Step 4: Assess affects and b ☐ Documentation for Determination of No will have No Adverse Effect on historic pro and concludes the Section 106 Review pro	Adverse Effects is inclu perties. Signature by SI	uded with this form. W		
X. SIGNATURES	occas for this project.			
x Cip Rid	x Zalaral	10.0	1 x for he last	
(Regional Project Manager Signature) 7/30/2014	(WisDOT Historic Pre-	servation Officer Signatur	(State Preservation/Officer Signature)	
(Date - m/d/yyyy) X (And Dui) Cust	(Date – m/d/yyyy)	FIVO	(Date – m/d/yyyy)	
(Consultant Project Manager Signature) 7/30/2014				
(Date - m/d/yyyy)				

RECEIVED

Wisconsin Historical Society

JAN 27 2015

(Revised May 2013)

Determination of Eligibility Form DIV HIST PRES

WisDO	T Project ID #:	3080-10-01	I			
	WHS #:	13-1209 D	4			
Property Name(s):	Yahara Hills G					
Address/Location:	6701 US 12/18		······································		7in Cadar	F2740
City & County:	Madison, Dane				Zip Code:	53718
Town: <u>7N</u> Date of Construction		10E	Section:	25		
Date of Construction	1907					
WisDOT Certification		· · · · · · · · · · · · · · · · · · ·			· · · · · · · · · · · · · · · · · · ·	
As the designated authorized that this request for De X Meets the National Does not meet the	termination of El Register of Histo	igibility: oric Places cr	iteria.		as amended,	I hereby certify
Rebecca Burkel, WisDO	OT Historic Prese	rvation Office	r			Date
State Historic Preserv	ation Office	,				
In my opinion, the prop	erty:					
Meets the NationalDoes not meet the				1.	2/11	/15
Jim Draeger, State Histo	oric Preservation	Officer	-	Date		[
Comments (FOR AGEN	CY USE ONLY):					
			-	J. 17-17-1		

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

WisDOT Project ID 3080-10-01 SHSW#____US 12/18, Madison – Cambridge (I-39/90 to County N) Dane County

DOCUMENTATION FOR DETERMINATION OF NO ADVERSE EFFECT

1. Description of the undertaking

The US 12/18 project is a corridor planning study to evaluate alternatives for converting US 12/18 from a 4-lane expressway to a 4-lane freeway between I-39/90 and County N in Dane County. The Yahara Hills Golf Course (AHI #227030; 6701 Hwy 12) is located along the south and east legs of the interchange (Figures 1 and 2). Improvements to the interchange include the addition of two designated parallel lanes along northbound I-39/90 for the exit ramps to eastbound and westbound US 12/18. These parallel lanes provide additional length for vehicles to maneuver, accelerate, or decelerate. In addition, US 12/18 will be converted from an expressway to a freeway between I-39/90 and County AB. Conversion to a freeway will require the elimination of at-grade intersections and limit access to interchanges.

2. Description of steps taken to identify historic properties

Two projects, US 12/18 from I-39/90 to County N in Dane County (WisDOT ID 3080-10-01) and I-39/90 and 12/18 Beltline Interchange (WisDOT ID 1007-10-02), were conducted simultaneously but results and recommendations are specific to each project. The Area of Potential Effects (APE) was defined as including all permanent and limited temporary easements associated with the project (Figures 3a and 3b). Under project US 12/18 from I-39/90 to County N in Dane County (WisDOT ID 3080-10-01), Phase I archaeological survey conducted in July, August and November 2013 resulted in the verification of two previously reported archaeological sites (47DA0723/BDA0525 and BDA0030) and the investigation of four newly identified archaeological sites (47DA1468, 47DA1469, 47DA1470, and 47DA1471). Further, archaeological sites 47DA0062/BDA0334, 47DA0065/BDA0330, 47DA0492, and 47DA0493 were not confirmed after revisiting the sites during survey.

Sites 47DA0062/BDA0334, 47DA0065/BDA0330, 47DA0723/BDA0525, and BDA0030 are uncataloged burial sites that are protected by Wisconsin Burial site preservation law, Wisconsin Statute §157.70. CCRG recommends archaeological monitoring during construction activities within the boundaries of sites 47DA0062/BDA0334, 47DA0065/BDA0330, and 47DA0723/BDA0525. Further, it is recommended that the County Highway Commission re-establish the right-of-way boundary so that it does not include human burials and maintains a minimum 5-foot (ft) buffer adjacent to graves. They also should coordinate with the owners of BDA0030 to purchase right-of-way, as the deeds indicate that the cemetery boundary runs to the centerline of County AB.

Sites 47DA1468, 47DA1469, 47DA1470, 47DA1471, are recommended not eligible for the National Register of Historic Places (NRHP) and the portion of the site 47DA1470 within the APE does not have the potential to be eligible for the NRHP. No additional investigations are recommended at these sites and it is CCRG's opinion that the project will have no effect on historic (archaeological) properties.

An architecture/history reconnaissance survey was conducted in December 2013. The only architectural/historic resource that was recommended potentially eligible for the NRHP is the Yahara Hills Golf Course (AHI #227030), located at 6701 US 12/18. The property was considered potentially eligible due to its association with prominent golf course architect Arthur

Johnson, and for its Modernistic (Contemporary) clubhouse. The proposed <u>project</u> has the potential to impact the golf course; therefore, a Determination of Eligibility (DOE) was recommended and prepared (Figures 4 and 5). As a result of the evaluative research, the property is recommended for listing in the NRHP (DOE submitted concurrent with this documentation).

3. Description of the affected historic properties

The Yahara Hills Golf Course is recommended eligible under National Register *Criterion C* (see Figures 4 and 5). The clubhouse is a fine and intact example of Modernistic (Contemporary) design. The eligibility of the property as a golf course design also was considered, but the two 18-hole courses and driving range are modest examples of the Freeway School of golf course design, which was common after World War II. The golf course and driving range retain good integrity, and contribute to the significance of the site. When compared to municipal golf course clubhouses from the same era, the clubhouse exhibits key factors of Wrightian-influenced Modernistic (Contemporary) architecture, although it is not yet 50 years old. The period of significance coincides with the 1967 construction date. Based on newspaper research and interviews with Madison Parks landscape architects, the golf course is not eligible under *Criterion A: History* or *Criterion B: Persons*.

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

WisDOT proposes to improve US 12/18 in the vicinity of the Yahara Hills Golf Course (see Figure 2; Attachment A). US 12/18 currently consists of four 12 ft lanes, a 50 ft median, and 10 ft shoulders, with 8 ft paved. US 12/18 will be reconstructed with a 32 ft median that would consist of two 12 ft shoulders and median barriers with 4 ft spacing. Westbound US 12/18 will have two 12 ft lanes plus a 12 ft westbound auxiliary lane and a 10 ft outside shoulder. The proposed auxiliary lane will address operational needs between the future reconstructed Beltline Interchange and a new interchange along US 12/18 at County AB. Eastbound US 12/18 will have two 12 ft lanes plus a 12 ft auxiliary lane and a 12 ft outside shoulder. The eastbound auxiliary lane will accommodate weaving movements for vehicles entering and exiting the highway. US 12/18 will be shifted north to fully utilize the existing right-of-way for the highway and frontage road and avoid the need for property acquisition from the Yahara Hills Golf Course historic boundary.

A frontage road that is approximately 1.3 miles (mi) in length will be constructed along the south side of US 12/18 between Millpond Road and County AB to connect local roadways without interruption to freeway traffic flow (see Figure 2; Attachment A). The frontage road will have two 12 ft lanes, a 10 ft shoulder in the westbound direction, and a 4 ft shoulder in the eastbound direction. The roadway will have curb and gutter and an underground storm sewer system to minimize impacts. The frontage road will be separated from US 12/18 with dual barriers at 4 ft spacing. The golf course will be one of many businesses that use the new frontage road to access US 12/18. The entrance will be maintained in the same location.

As part of the freeway conversion, a new interchange will be constructed along US 12/18 at County AB approximately 1,200 ft east of the existing intersection (see Figure 2; Attachment A). County AB will be realigned from a point 2,600 ft south of the existing US 12/18 intersection north to Femrite Drive. County AB currently consists of two 12 ft driving lanes and 6 ft shoulders, with 3 ft paved. The realigned portion of County AB will consist of four 11 ft driving lanes, two 11 ft auxiliary lanes, two 5 ft bike lanes and a variable width raised median. In addition, the new County AB will have curb and gutter, 8 ft terraces, and 5 ft sidewalks.

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.

Proposed construction of the frontage road along the south side of US 12/18 between Millpond Road and County AB will primarily occur within the alignment of the current east bound lane of US 12/18 to the north of the golf course and the County AB alignment on the east side of the golf course. Thus, construction activities will primarily occur within existing right-of-way, with only two areas of divergence from the current roadway alignments. The first is proposed construction within a temporary limited easement that will extend into the northwestern portion of the historic boundary of the Yahara Hills Golf Course (Figure 6; see also Figures 2 and 3). Grading activities associated with construction of the new frontage road will replace the current alignment of Long Drive. The only work that will occur within the historic boundary is the restoration of the driveway entrance from its current divergence from the Long Drive roadway (see Figures 2 and 3). Project activities will not impact any of the historic buildings, structures, objects or landscape features (including greens or fairways) within the Yahara Hills Golf Course (Figure 7). The other area in which the frontage road alignment will diverge from the current roadway is at the intersection of US 12/18 and County AB. Proposed construction will occur within the current right-of-way but move the frontage road 45 ft closer to the historic boundary; however the roadway will remain 105 ft from the historic boundary (Figure 8).

Thus, the proposed US 12/18 Project will not result in damage to the Yahara Hills Golf Course, or any of the characteristics that qualify it for inclusion in the NRHP, nor will it diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.

The proposed project will not result in alterations to the Yahara Hills Golf Course.

iii. Removal of the property from its historic location.

None of the resources within the Yahara Hills Golf Course 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 Yahara Hills Golf Course is recommended eligible under National Register *Criterion C;* the clubhouse is a fine and intact example of Modernistic (Contemporary) design (see Figure 4). The golf course and driving range retain good integrity, and contribute to the significance of the site, although the two 18-hole courses and driving range are modest examples of the Freeway School of golf course design, that was common after World War II.

The project proposes to reconstruct US 12/18 in the vicinity of the Yahara Hills Golf Course (see Figures 1, 2, and 6). US 12/18 will be shifted north to fully utilize the existing right-of-way for the highway and frontage road, thus avoiding the need for property acquisition from within the Yahara Hills Golf Course historic boundary. The current roadway configuration, with four 12 ft lanes, a 50 ft median, and 10 ft shoulders (8 ft paved) will be reconfigured (see Figure 2; Attachment A). The median would be reduced to a 32 ft width in order to accommodate two 12 ft shoulders and median barriers with 4 ft spacing. The westbound US 12/18 roadway would have two 12 ft lanes plus a 12 ft westbound auxiliary lane and a 10 ft outside shoulder and the eastbound roadway would have two 12 ft lanes plus a 12 ft auxiliary lane and a 12 ft outside shoulder.

A frontage road that is approximately 1.3 mi in length will be constructed along the south side of US 12/18 between Millpond Road and County AB to connect local roadways (see Figures 2 and 6; Attachment A). The frontage road will be constructed within the footprint of the current eastbound lanes of US 12/18 to the north and County AB along the east side of the Yahara Hills Golf Course. The roadway would have two 12 ft lanes, a 10 ft shoulder in the westbound direction, and a 4 ft shoulder in the eastbound direction. The roadway will have curb and gutter and an underground storm sewer system to minimize impacts. The frontage road will be separated from US 12/18 with dual barriers at 4 ft spacing. The golf course entrances would be maintained in the same location (Figure 9; see also Figures 2 and 6).

In addition, as part of the freeway conversion, a new interchange will be constructed along US 12/18 at County AB approximately 1,200 ft east of the existing intersection (see Figures 1, 2, and 6). County AB will be realigned from a point 2,600 ft south of the existing US 12/18 intersection north to Femrite Drive. County AB currently consists of two 12 ft driving lanes and 6 ft shoulders, with 3 ft paved. The realigned portion of County AB will consist of four 11 ft driving lanes, two 11 ft auxiliary lanes, two 5 ft bike lanes and a variable width raised median. In addition, the new County AB will have curb and gutter, 8 ft terraces, and 5 ft sidewalks (Attachment A).

Given that the proposed frontage road will be constructed within the current US 12/18 and County AB roadways and US 12/18 will be reconstructed, the proposed project will not change of the character of the golf course's use or the physical features within the property's setting that contribute to its historic significance.

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

The project will not introduce atmospheric or audible elements that would diminish the integrity of the significant features of the Yahara Hills Golf Course. However there will be several changes in the roadway design that will be visibly different from the current design: 1) along US 12/18 the width of the roadway, including both the frontage road and new alignment of US 12/18 will be increased by approximately 25 percent; 2) the frontage road will be reconstructed from a rural design (driving lanes and paved and gravel shoulder) to an urban design with 12 ft driving lanes, a 10 ft shoulder in the westbound direction and 4 ft shoulder in the eastbound direction, and curb and gutter (see Figure 9; Attachment A); and 3) construction of a new interchange approximately 1,200 ft east of the existing US 12/18 and County AB intersection along with construction of a realignment of County AB will be realigned to converge with the existing County AB alignment at a point 2,600 ft south of the existing US 12/18 and County AB intersection (see Figures 1, 2, and 6). The new County AB roadway will consist of two 12 ft driving lanes and 6 ft shoulders, with 3 ft paved. The realigned portion of County AB will consist of four 11 ft driving lanes, two 11 ft auxiliary lanes, two 5 ft bike lanes and a variable width raised median. In addition, the new County AB will have curb and gutter, 8 ft terraces, and 5 ft sidewalks (Attachment A).

The increase in the width of the roadway should not be visible as one looks toward the golf course or from the golf course given the existing slope intercept and tree line that buffers the golf course from existing US 12/18 and the proposed US 12/18 and frontage road construction (Figure 10; see also Figure 6).

Further, County AB currently consists of two 12 ft driving lanes and 6 ft shoulders, with 3 ft paved, or a maximum 36 ft roadway while the proposed frontage road that will replace it would have two 12 ft driving lanes, a 10 ft shoulder in the westbound direction and 4 ft shoulder in the eastbound direction, and curb and gutter. Thus, the roadway width will be increased a total of 99.66 ft, from a 34.33 ft roadway to a 133 ft roadway (Attachment A). Further, the installation of curb and gutter will give the roadway a more urban appearance. Given the vegetative screening and the distance between the roadway and golf course (950 ft), the proposed roadway should not be visible from the golf course (Figure 11; see also Figure 2).

Therefore, the proposed US 12/18 and County AB Project, and the construction of a frontage road between Millpond Road and County AB will not alter visual, atmospheric or audible elements that will diminish the integrity of the Yahara Hills Golf Course's significant features that qualify it for inclusion in the NRHP, nor will it diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

vi. Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian Tribe or Native American organization.

There is no reasonable or foreseeable link between this project and any possible neglect of the Yahara Hills Golf Course resulting in deterioration.

vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Yahara Hills Golf Course is not now, nor has it ever been, under Federal ownership or control.

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

- On July 16, 2012, April 8, 2013, and November 3, 2013, letters were sent to local officials and landowners inviting them to Public Information Meetings (Attachment B).
- Only June 20, 2013 a letter was sent to affected landowners notifying them that survey crews would be conducting surveys through the fall of 2014 (Attachment C).
- An e-mail as sent on December 2, 2013 to the Blooming Grove, Cottage Grove, and Dane County historical societies (Attachment D). As of July 14, 2014 no response had been received.
- On August 24, 2014, WisDOT sent a letter to the Bureau of Indian Affairs and Native American Tribes notifying them of the proposed project. On December 13, 2013 the Bad River Band of Lake Superior Chippewa Indians responded and requested a 106 Review Processing fee (Attachment E).
- On July 8, 2014, Katie Egan-Bruhy, spoke with Kay Rutledge, Director of Planning and Development, Madison Parks Department regarding the proposed project. She noted she is aware of the project and expressed concern regarding the evaluation of the Yahara Hills Golf Course as eligible for the NRHP. Dr. Egan-Bruhy explained that the Wisconsin Historical Society would need to review the recommendation to confirm the recommendation. Ms. Rutledge requested a copy of the DOE and Determination of No Adverse Effect. A copy was sent on July 15, 2014.

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. However, given that the project does not involve taking of public lands, 4(f) does not apply in this instance.

Documentation of No Adverse Effect Prepared By:

Name & Company:	Katie Egan-Bruhy, Comr	Katie Egan-Bruhy, Commonwealth Cultural Resources Group				
Address:	8669 N. Deerwood Dr.	8669 N. Deerwood Dr.			414-446-4121	
City:	Milwaukee State: WI			Zip:	53209	
Email:	eganbruhy@ccrginc.com	eganbruhy@ccrginc.com			July 2014	
Sub-contracting to:	Lisa Dreifuerst, P.E., On	eida Total	Integrat	ted Enterpri	ses (OTIE)	
Address:	5100 Eastpark Blvd, Suite 300			Phone:	608.243.6478	
City:	Madison	State:	WI	Zip:	53718	
Fmail:	I Dreifuerst@otie.com	='		Date:	July 2014	

The following supplemental materials are attached:

- □ Project location map with termini identified
- ☐ 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

List of Figures

Figure 1. US 12/18 Survey Area and Adjacent Previously Identified Architectural/Historic Resources

Figure 2. Design Plan adjacent to AHI #227030, Yahara Hills Golf Course, 6701 US 12/18, Madison, Dane County, Wisconsin

Figure 3a. US 12/18 Survey Area, CCRG Identified Sites, and Previously Identified

Archaeological and Cemetery/Burial Sites within One Mile

Figure 3b. US 12/18 Survey Area, CCRG Identified Sites, and Previously Identified

Archaeological and Cemetery/Burial Sites within One Mile

Figure 4. AHI #227030, Yahara Hills Golf Course, 6701 US 12/18, Madison, Dane County,

Wisconsin, Yahara Hills Clubhouse, View Northwest of South (Front) and East-Facing Elevations Figure 5. AHI #227030, Yahara Hills Golf Course, 6701 US 12/18, Madison, Dane County,

Wisconsin, Yahara Hills Clubhouse, View Southwest of North (Rear) and East-Facing Elevations Figure 6. Frontage Road between Millpond Road and County AB adjacent to AHI #227030,

Yahara Hills Golf Course, 6701 US 12/18, Madison, Dane County, Wisconsin

Figure 7. Temporary Limited Easement Grading Limits within Historic Boundary of AHI #227030, Yahara Hills Golf Course, View West along Driveway

Figure 8. Proposed Frontage Road Alignment along US 12/18 at County AB Intersection, View East toward County AB Intersection

Figure 9. Proposed Frontage Road Alignment along County AB, View North from Yahara Hills Golf Course Entrance

Figure 10. Proposed US 12/18 and Frontage Road Alignment, View Southeast from Northern Intersection of US 12/18 and Long Drive toward Yahara Hills Golf Course

Figure 11. View Southwest from Proposed US 12/18 and County AB Intersection toward Northeast Corner of Yahara Hills Golf Course

Attachments

- A. Typical Sections, US 12/18, Frontage Road, and County AB
- B. Public Information Meeting notices
- C. Letter to affected landowners notifying them of upcoming surveys.
- D. E-mails to the Blooming Grove, Cottage Grove, and Dane County historical societies.
- E. Letter to the Bureau of Indian Affairs and Native American Tribes and response Bad River Band of Lake Superior Chippewa Indians

F.	Telephone memo conversation, Katie Egan-Bruhy, CCRG and Kay Rutledge, Director of
	Planning and Development, the Madison Parks Department

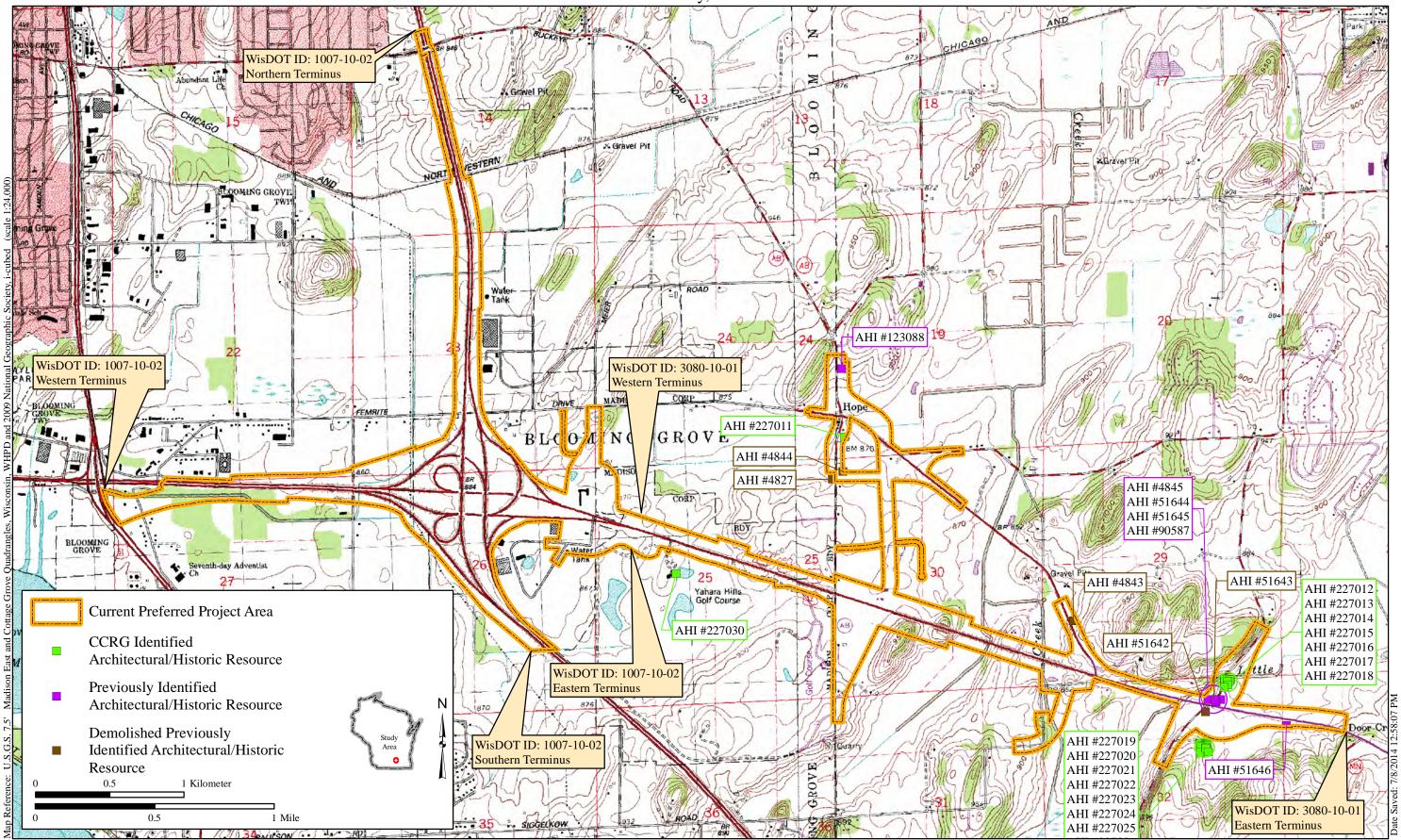


Figure 1. US 12/18 Revised Survey Area and Adjacent Previously Identified Architectural/Historic Resources

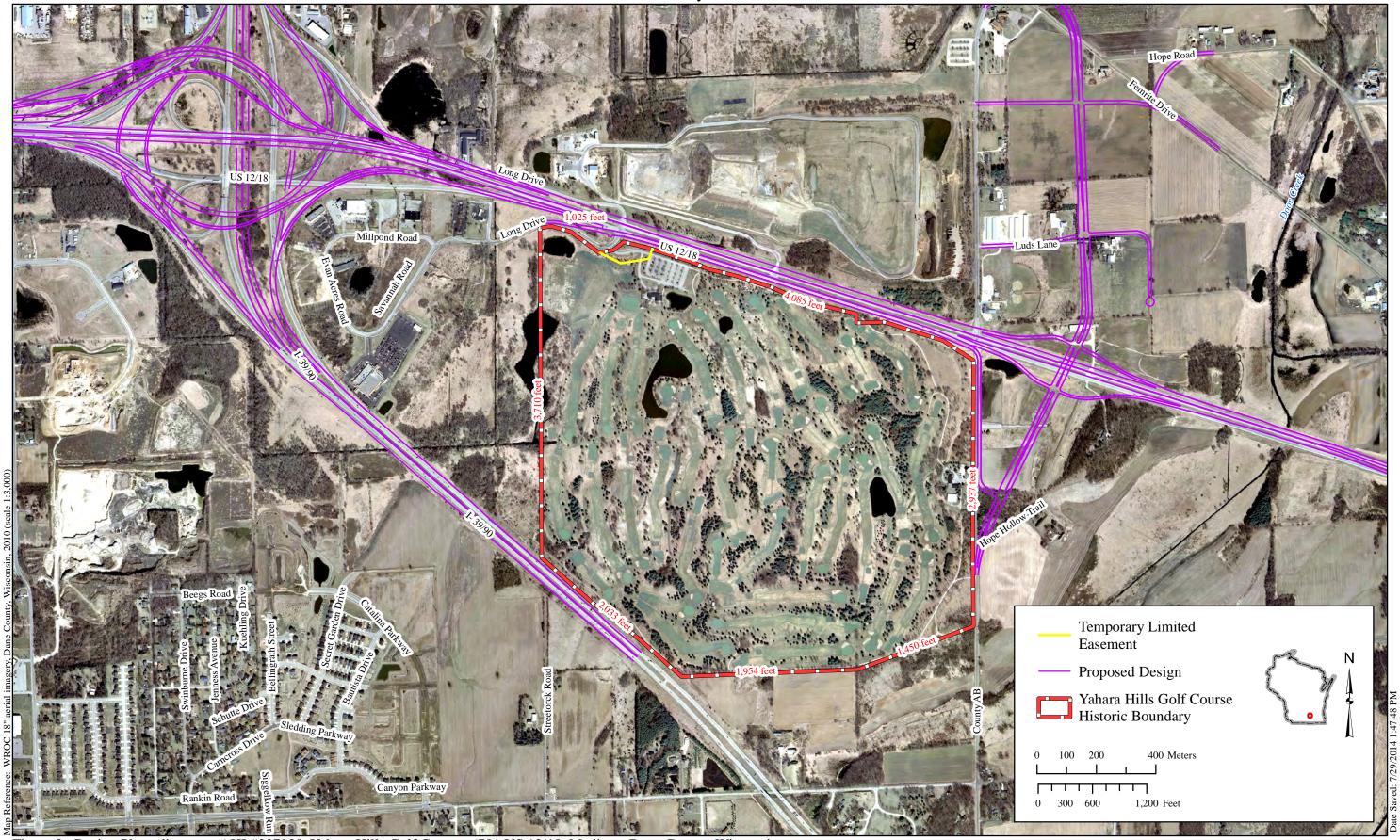


Figure 2. Design Plan adjacent to AHI #227030, Yahara Hills Golf Course, 6701 US 12/18, Madison, Dane County, Wisconsin

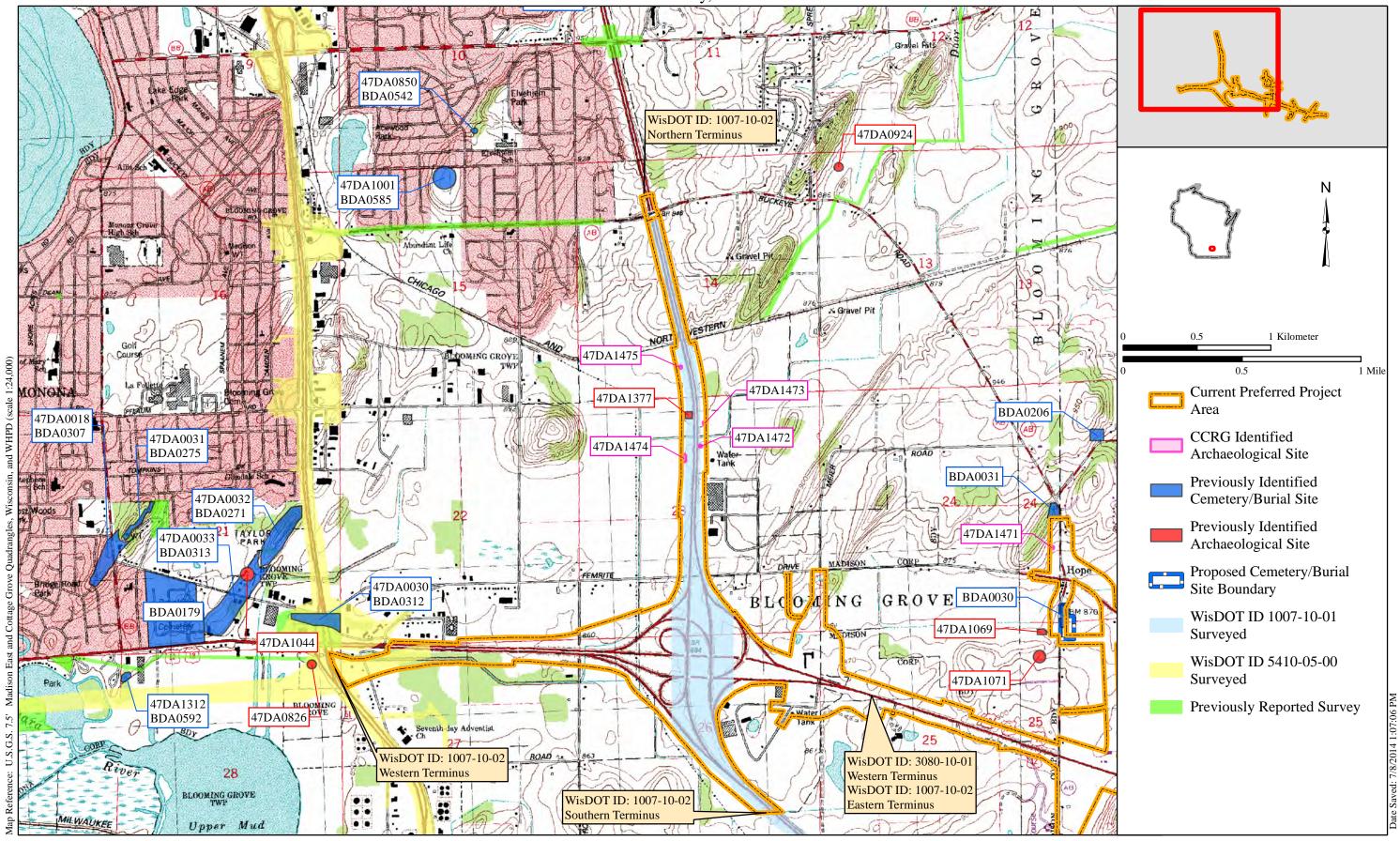


Figure 3a. US 12/18 Survey Area, CCRG Identified Sites, and Previously Identified Archaeological and Cemetery/Burial Sites within One Mile

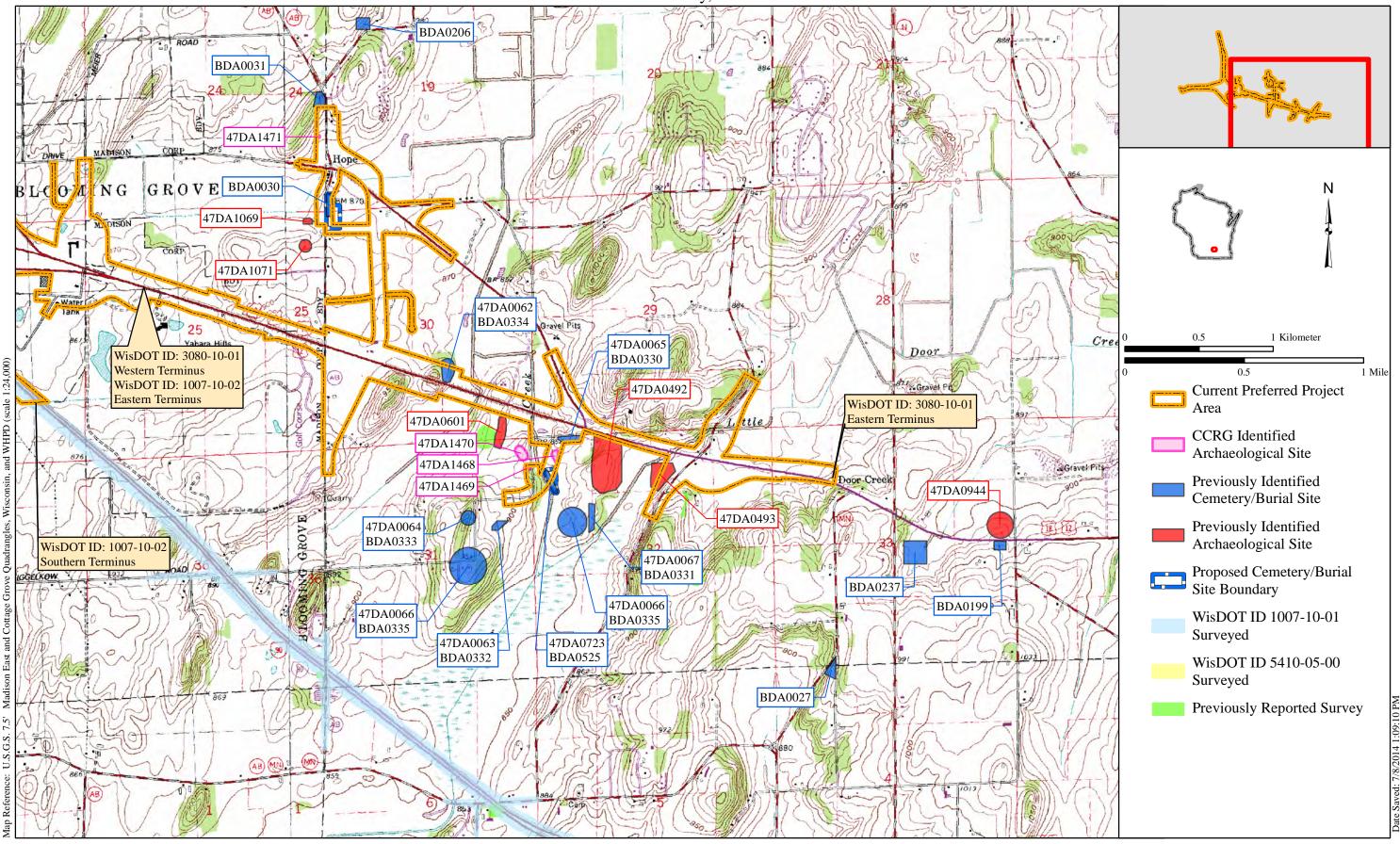


Figure 3b. US 12/18 Survey Area, CCRG Identified Sites, and Previously Identified Archaeological and Cemetery/Burial Sites within One Mile



Figure 4. AHI #227030, Yahara Hills Golf Course, 6701 US 12/18, Madison, Dane County, Wisconsin, Yahara Hills Clubhouse, View Northwest of South (Front) and East-Facing Elevations

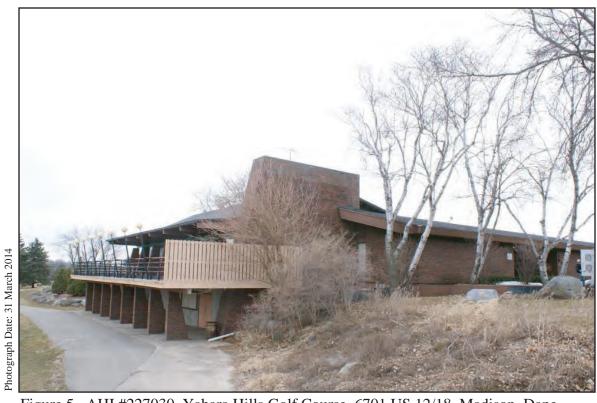


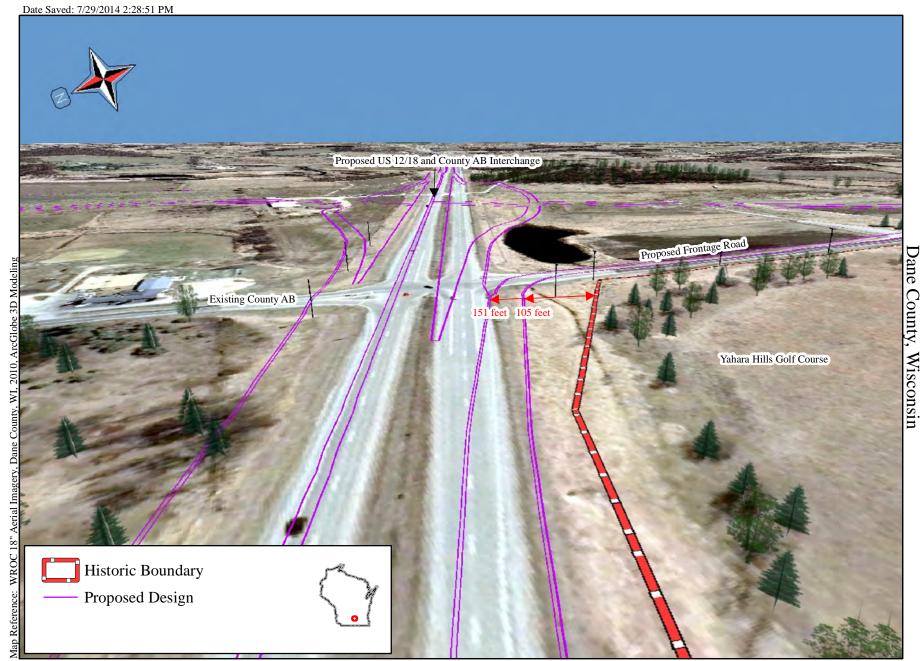
Figure 5. AHI #227030, Yahara Hills Golf Course, 6701 US 12/18, Madison, Dane County, Wisconsin, Yahara Hills Clubhouse, View Southwest of North (Rear) and East-Facing Elevations



US 12/18, Madison -

WisDOT ID 3080-10-01

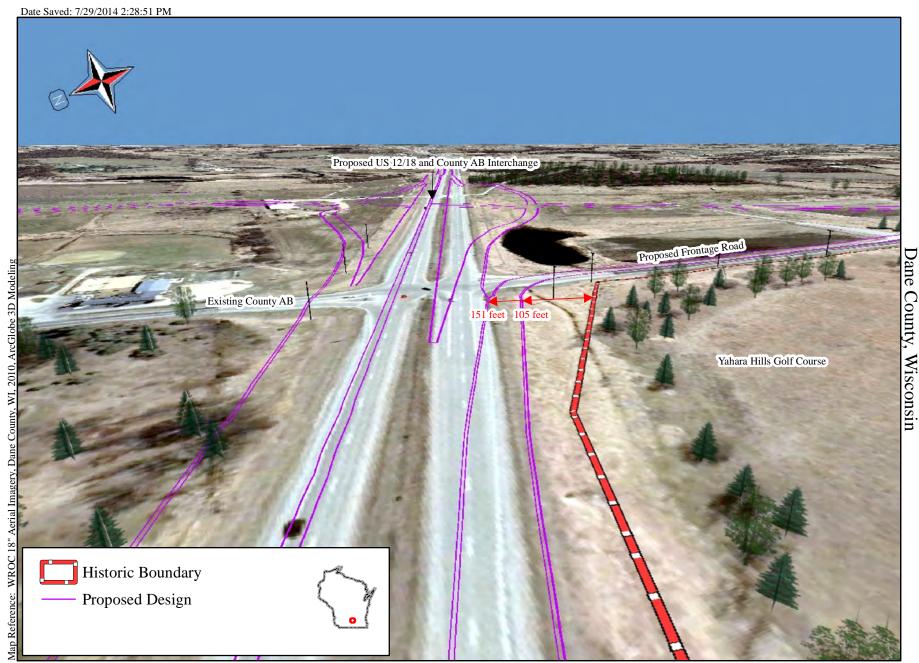
Figure 7. Temporary Limited Easement Grading Limits within Historic Boundary of AHI #227030, Yahara Hills Golf Course, View West along Golf Course Driveway



US 12/18, Madison -

WisDOT ID 3080-10-01

Figure 8. Proposed Frontage Road Alignment along US 12/18 at County AB Intersection, View East toward County AB Intersection



US 12/18, Madison -

WisDOT ID 3080-10-01

Figure 8. Proposed Frontage Road Alignment along US 12/18 at County AB Intersection, View East toward County AB Intersection



US 12/18, Madison -

WisDOT ID 3080-10-01

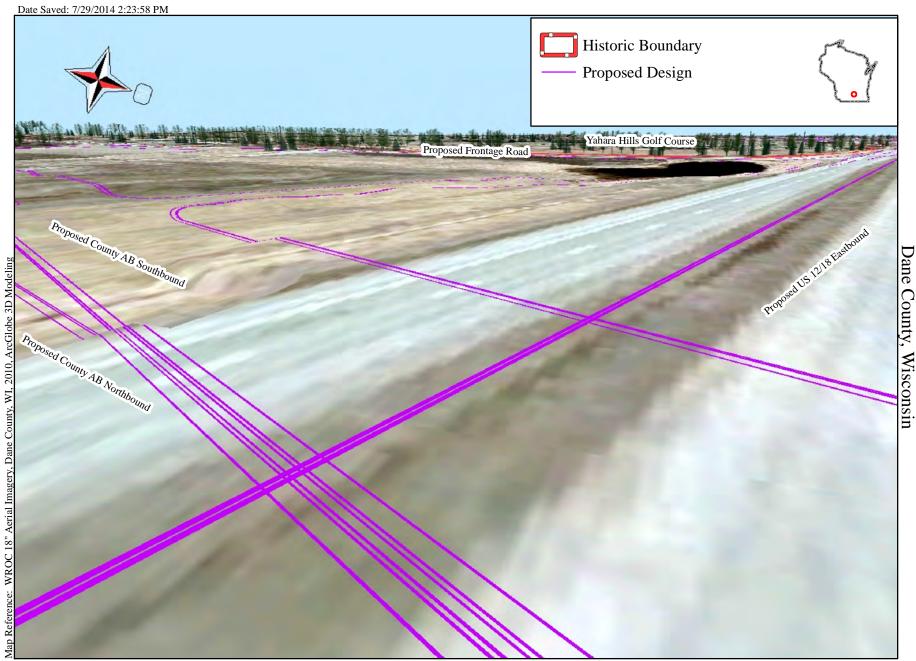
Figure 9. Proposed Frontage Road Alignment along County AB, View North from Yahara Hills Golf Course Entrance



US 12/18, Madison -

WisDOT ID 3080-10-01

Figure 10. Proposed US 12/18 and Frontage Road Alignment, View Southeast from Northern Intersection of US 12/18 and Long Drive toward Yahara Hills Golf Course

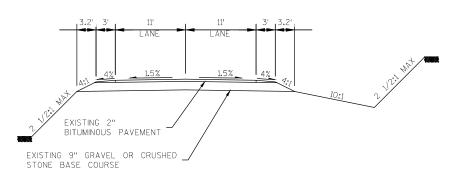


US 12/18, Madison -

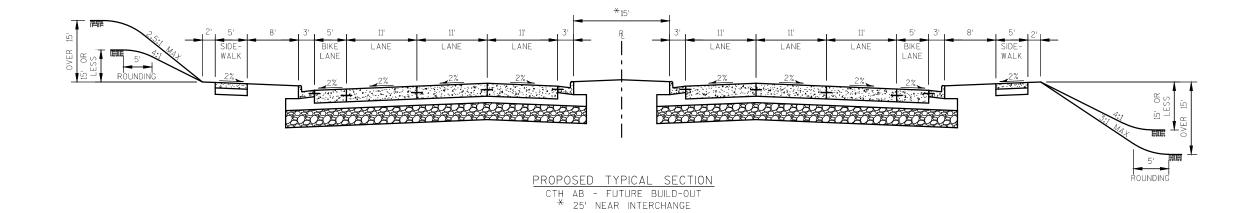
WisDOT ID 3080-10-01

Figure 11. View Southwest from Proposed US 12/18 and County AB Intersection toward Northeast Corner of Yahara Hills Golf Course





EXISTING TYPICAL SECTION

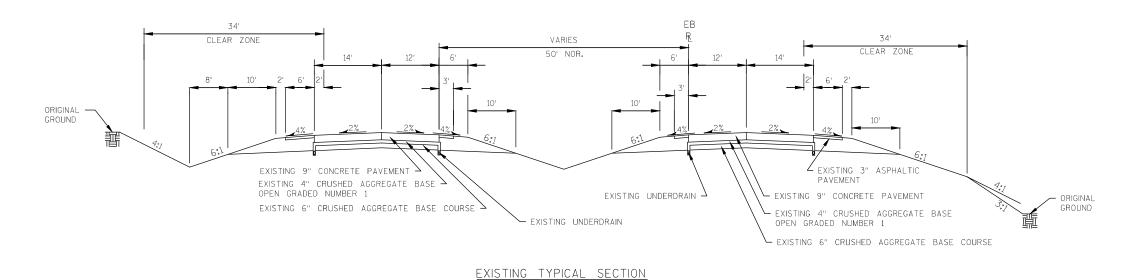


NOTE: PROPOSED PAVEMENT STRUCTURES ARE PRELIMINARY AND SUBJECT TO CHANGE DUE TO PAVEMENT TYPE SELECTION REPORT (PTSR) RECOMMENDATIONS

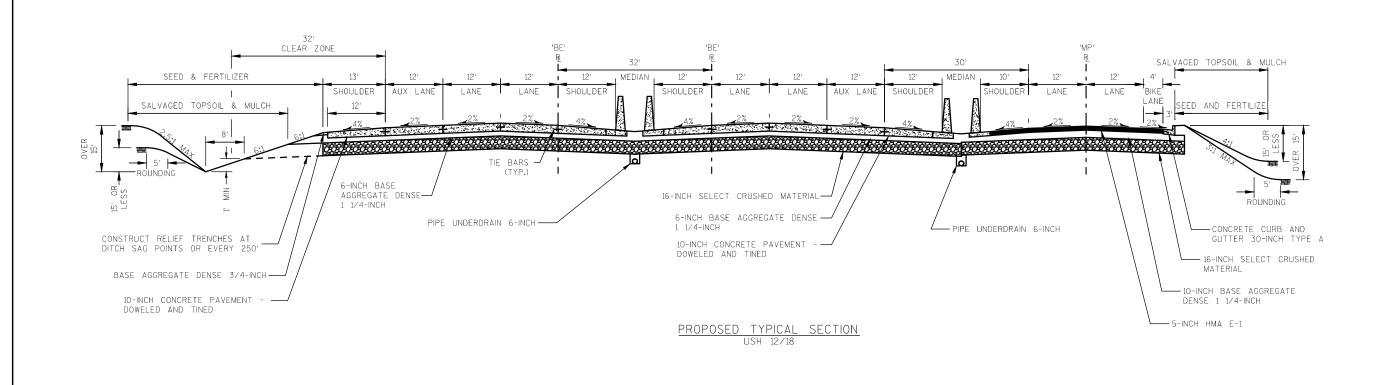
FILE NAME :P:\2012026_IH 39\CIVIL3D\PLANSET\020301_TS_BIC_FOR KATIE.DWG

PROJECT NO:1007-10-02 HWY: H 39 COUNTY: DANE PLAN: TYPICAL SECTION - CTH AB SHEET ____ E





USH 12/18



HWY: IH 39 FILE NAME :P:\2012026_IH 39\CIVIL3D\PLANSET\020301_TS_BIC_FOR KATIE.DWG

PROJECT NO: 1007-10-02

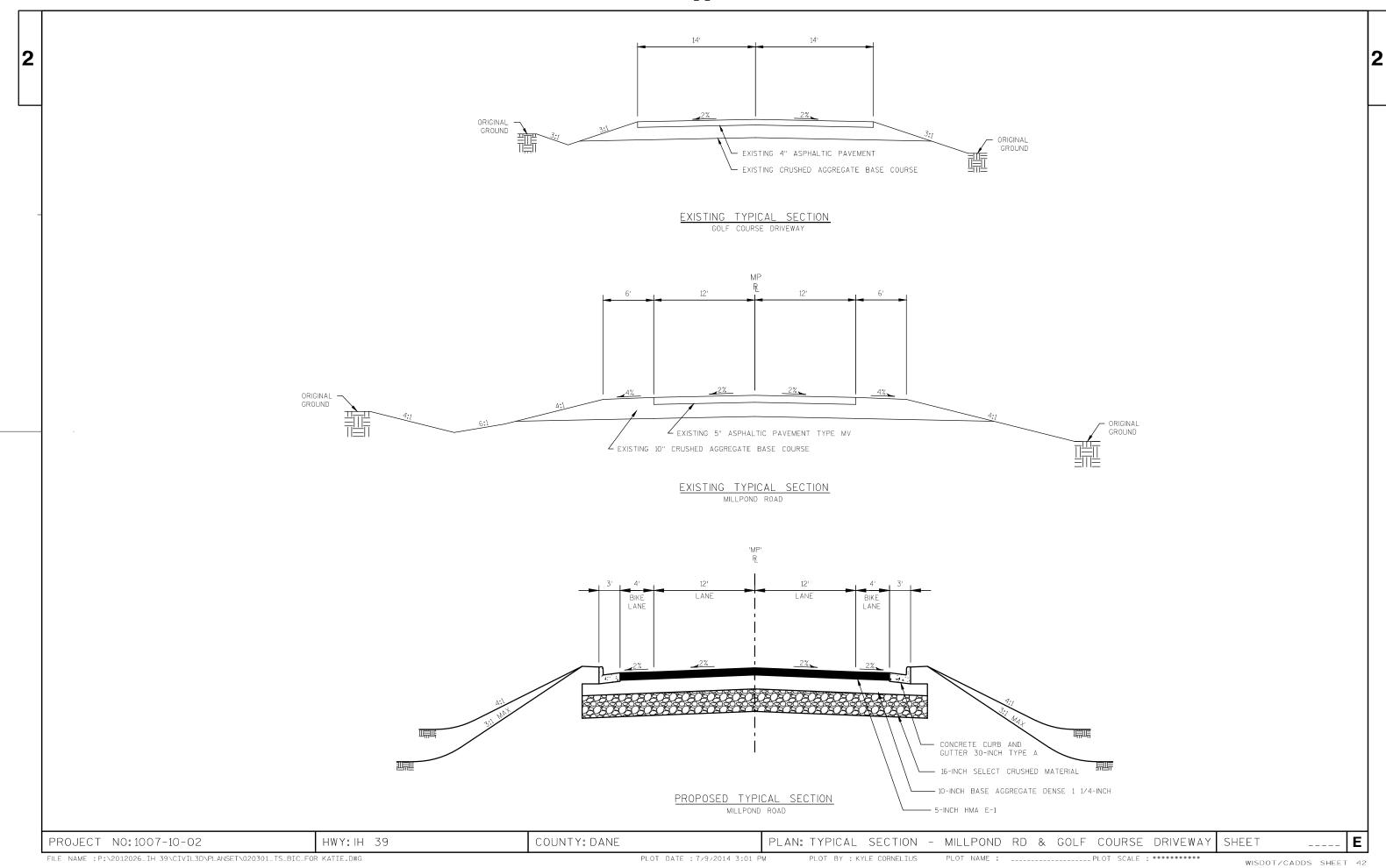
COUNTY: DANE

PLAN: TYPICAL SECTION - USH 12/18

PLOT NAME : _____PLOT SCALE : #########

WISDOT/CADDS SHEET 42

Ε





Wisconsin Department of Transportation



2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 www.dot.wisconsin.gov

July 16, 2012

Subject: Public Information Meeting #1

US 12/18 Freeway Conversion

I-39/90 to County N Dane County

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison has initiated a study that will evaluate the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study begins at I-39/90 (the "Beltline Interchange") and continues east to the County N interchange. A study location map is enclosed.

Conversion of US 12/18 to a freeway would require the elimination of at-grade intersections within the study area and limit access to interchanges. The study will evaluate additional interchanges, grade-separated overpasses, and frontage roads that would connect local roadways without interruption to freeway traffic flow. It should be noted that this is a study to evaluate the impacts of converting US 12/18 to a freeway. No construction activities are planned at this time.

WisDOT has scheduled a Public Information Meeting to provide information about the study and to obtain your input. You are invited to the meeting scheduled for:

Tuesday, July 31, 2012 5:00 PM – 7:00 PM (brief formal presentation at 5:30 PM) Cottage Grove Town Hall/Office 4058 County Road N Cottage Grove, WI 53527

If you have any questions, please feel free to contact Craig Pringle, WisDOT Project Manager at (608) 242-8058 or email craig.pringle@dot.wi.gov or Darin Blang, Consultant Project Leader at (608) 243-6475 or email dblang@otie.com. Thank you in advance for your cooperation.

Sincerely,

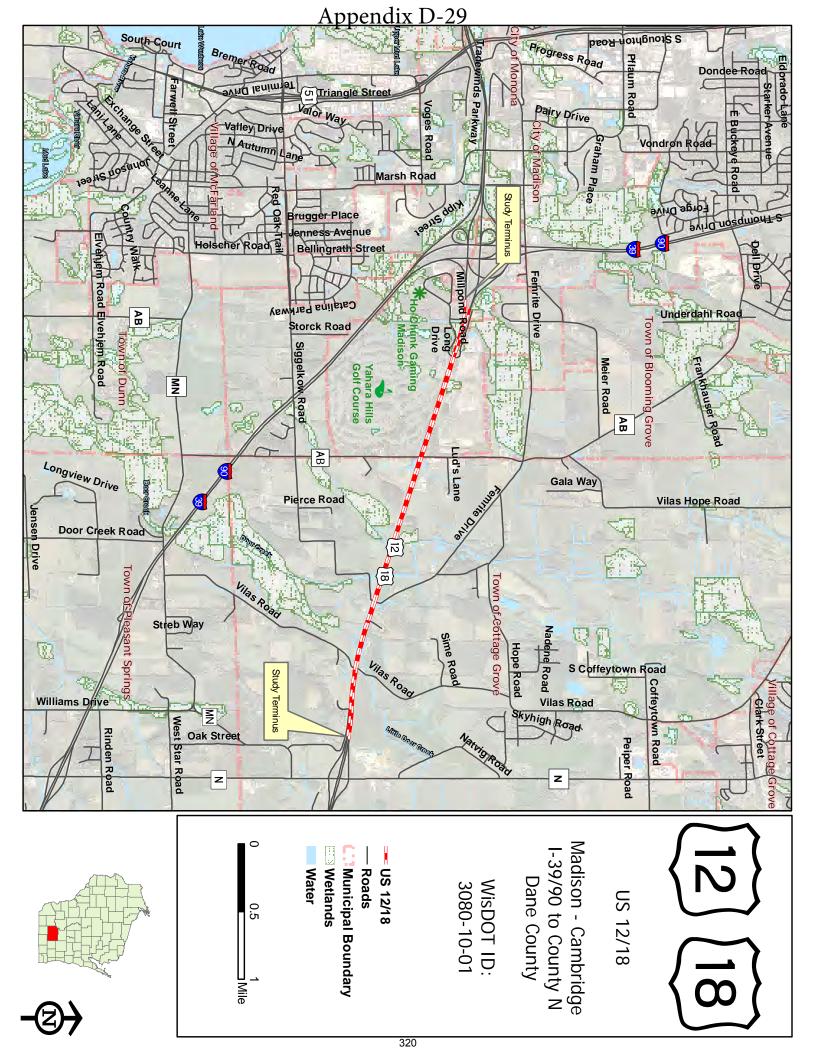
Craig Pringle Project Manager

WisDOT Southwest Region

2101 Wright Street Madison, WI 53719

(608) 242-8058

craig.pringle@dot.wi.gov





Wisconsin Department of Transportation



2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 www.dot.wisconsin.gov

April 8, 2013

Subject: Public Information Meeting #2

US 12/18 Freeway Conversion

I-39/90 to County N
Dane County

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison has initiated a study that will evaluate the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study begins at I-39/90 (the "Beltline Interchange") and continues east to the County N interchange.

Conversion of US 12/18 to a freeway would require the elimination of at-grade intersections and limit access to interchanges. The study will evaluate additional interchanges, grade-separated overpasses, and frontage roads that would connect local roadways without interruption to freeway traffic flow. It should be noted that this is a study to evaluate the impacts of converting US 12/18 to a freeway. No construction activities are planned at this time.

A previous public information meeting was held in July 2012 to introduce the project and solicit input. WisDOT has now scheduled a second Public Information Meeting to introduce the freeway conversion alternatives that have been developed and to obtain additional input. You are invited to the meeting scheduled for:

Wednesday, April 24, 2013 5:00 PM – 7:00 PM (brief formal presentation at 5:30 PM) McFarland High School Cafeteria 5101 Farwell Street McFarland, WI 53558

If you have any questions, please feel free to contact Craig Pringle, WisDOT Project Manager at (608) 242-8058 or email craig.pringle@dot.wi.gov or Darin Blang, Consultant Study Team Leader at (608) 243-6475 or email dblang@otie.com. Thank you in advance for your cooperation.

Sincerely,

Craig Pringle Project Manager

WisDOT Southwest Region 2101 Wright Street

Madison, WI 53719 (608) 242-8058



Wisconsin Department of Transportation

111 Interstate Blvd, Edgerton WI 53534 (608) 884-1234

www.dot.wisconsin.gov



November 5, 2013

Subject: Public Information Meeting #3

US 12/18 Freeway Conversion Study

I-39/90 to County N

Dane County

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison has initiated a study that will evaluate the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study begins at I-39/90 (the "Beltline Interchange") and continues east to the County N interchange.

Conversion of US 12/18 to a freeway would require the elimination of at-grade intersections and limit access to interchanges. The study will evaluate additional interchanges, grade-separated overpasses, and frontage roads that would connect local roadways without interruption to freeway traffic flow. It should be noted that this is a study to evaluate the impacts of converting US 12/18 to a freeway. No construction activities are planned at this time.

Public information meetings were previously held in July 2012 and in April 2013 to introduce the study and alternatives being developed, and to solicit your input. WisDOT has now scheduled a third meeting to present the freeway conversion recommended alternatives, to discuss their impacts, and to obtain additional input from the public. You are invited to the meeting scheduled for:

Tuesday, November 19, 2013 5:00 PM – 7:00 PM (with a brief formal presentation at 5:30 PM) McFarland High School Cafeteria 5101 Farwell Street McFarland, WI 53558

If you have any questions, please feel free to contact Craig Pringle, WisDOT Project Manager at (608) 884-7132 or email craig.pringle@dot.wi.gov or Darin Blang, Consultant Study Team Leader at (608) 243-6475 or email dblang@otie.com. Thank you in advance for your cooperation.

Sincerely,

Craig Pringle

North Segment Project Manager WisDOT Southwest Region 111 Interstate Blvd

Edgerton, WI 53534 (608) 884-7132

US 12/18 Freeway Conversion Comment Tracking

#	Comment/Issue
	A resident asked about the meaning of the archaeology and history identifiers on the maps. I explained that the information came from a review of the records at the State Historical Society. The records were things that had been looked at or studied previously. I told her that we would need to do our own evaluation of each of these resources as well as look for any additional potential resources. And she may see them out there doing surveys or possibly (if she's close enough) receive a letter from them about their surveys. Then we would evaluate whether the resources rose to the threshold of importance, which in this case is eligibility for the National Register. I also explained that resources with local importance may not be sufficiently important from the national point of view. She told me about a number of interesting items (mounds, log cabins, rock walls, local history). I encouraged her to put a "dot" on the map and offer herself as a resource for the archaeological/historical review.
338	Karen would like to be involved in any historical/archaeological consideration/exploration of the Vilas Road intersection. For a short term improvement it is suggested extending the turn off lanes to Vilas Rd in both directions. Eastbound on US 12/18 especially hazardous. When exiting south on Vilas Rd there seems to be plenty of room to extend the deceleration lane.
303	We want our house to be left standing but I don't want the frontage road coming up to my door and I don't want to have to go so far around to get on US 12/18 to get to Madison. We say leave the road as is for the next 20 years. I would suggest making the turn off lanes longer on US 12/18 and Vilas Rd. Maybe a frontage road south of US 12/18 would be better idea for getting to Madison. That wouldn't be a good idea to put a frontage road down Sanden Rd and also our house on Sandven Rd is historical.
78	Schwoerer house is potentially historic.



Wisconsin Department of Transportation



2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 www.dot.wisconsin.gov

June 20, 2013

RE: Project Survey Notification

Project ID 3080-10-01

US 12/18

Madison – Cambridge I-39/90 to County N

Dane County

Dear Property Owner:

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison has initiated a study that will evaluate the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study begins at I-39/90 (the "Beltline Interchange") and continues east to the County N interchange.

Conversion of US 12/18 to a freeway would require the elimination of at-grade intersections and limit access to interchanges. The study will evaluate additional interchanges, grade-separated overpasses, and frontage roads that would connect local roadways without interruption to freeway traffic flow. It should be noted that this is a study to evaluate the impacts of converting US 12/18 to a freeway. No construction activities are planned at this time.

This letter is to inform you that our survey crews will be on site gathering information in the area until fall 2014. While some survey information has already been collected, additional survey will be needed to complete this important improvement project. In general, survey will be confined to right of way and parcels directly adjacent to US 12/18 and side roads. The information obtained from these surveys will be used in the design of the roadway improvements. Surveys will include, but are not limited to, right of way, archeological/architectural, hazardous materials, noise readings, and soil borings.

It will be necessary for the survey crew to work adjacent to and on private lands in the performance of their work. Per State Statute 84.01(10), our survey crews, staff or representatives must be allowed entry to private properties in order to obtain this necessary data. If crews need to enter upon or access your property, survey staff will make every effort to contact you prior to entry. They have been instructed to do their work in a professional manner with as little inconvenience to you as possible.

Questions regarding the survey operations may be directed to project staff while in the field. Please feel free to contact Craig Pringle, WisDOT Project Manager at (608) 242-8058 or email craig.pringle@dot.wi.gov or Darin Blang, Consultant Study Team Leader at (608) 243-6475 or email dblang@otie.com with any questions regarding the study. Thank you for your cooperation.

Sincerely,

Craig Pringle, P.E.

WisDOT Project Manager

WisDOT ID 3080-10-01, US 12/18, Dane County

Shelley Greene

Sent:Monday, December 02, 2013 3:20 PM

To: virglosimley@charter.net; ram2bean@charter.net

Dear Historic Blooming Grove Historical Society,

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison has initiated a study that will evaluate the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study begins at I-39/90 (the "Beltline Interchange") and continues east to the County N interchange. Conversion of US 12/18 to a freeway would require the elimination of at-grade intersections and limit access to interchanges. The study will evaluate additional interchanges, grade-separated overpasses, and frontage roads that would connect local roadways without interruption to freeway traffic flow. It should be noted that this is a study to evaluate the impacts of converting US 12/18 to a freeway. No construction activities are planned at this time.

As part of the environmental review, architectural/history investigations are necessary. Commonwealth Cultural Resources Group, Inc (CCRG) has been conducting these reviews, and we are interested to know if you are aware of any architectural/history resources in or near the project area. We are especially interested to know if you feel any such resources may be affected by the project.

We value your input and assistance. If you have any additional information or would like to comment on the project, please contact me by December 11 via email or telephone.

Thank you for your help!

Sincerely,

Shelley Greene, M.S.

Architectural Historian, Commonwealth Cultural Resources Group, Inc.

t: 414-446-4121

WisDOT ID 3080-10-01, US 12/18, Dane County

Shelley Greene

Sent:Monday, December 02, 2013 3:15 PM **To:** jphillips64@frontier.com; smsteele@wisc.edu

Dear Cottage Grove Area Historical Society,

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison has initiated a study that will evaluate the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study begins at I-39/90 (the "Beltline Interchange") and continues east to the County N interchange. Conversion of US 12/18 to a freeway would require the elimination of at-grade intersections and limit access to interchanges. The study will evaluate additional interchanges, grade-separated overpasses, and frontage roads that would connect local roadways without interruption to freeway traffic flow. It should be noted that this is a study to evaluate the impacts of converting US 12/18 to a freeway. No construction activities are planned at this time.

As part of the environmental review, architectural/history investigations are necessary. Commonwealth Cultural Resources Group, Inc (CCRG) has been conducting these reviews, and we are interested to know if you are aware of any architectural/history resources in or near the project area. We are especially interested to know if you feel any such resources may be affected by the project.

We value your input and assistance. If you have any additional information or would like to comment on the project, please contact me by December 11 via email or telephone.

Thank you for your help!

Sincerely,

Shelley Greene, M.S.

Architectural Historian, Commonwealth Cultural Resources Group, Inc.

t: 414-446-4121

WisDOT ID 3080-10-01, US 12/18, Dane County

Shelley Greene

Sent:Monday, December 02, 2013 3:12 PM

To: dchs@danecountyhistory.org

Dear Dane County Historical Society,

The Wisconsin Department of Transportation (WisDOT) Southwest Region in Madison has initiated a study that will evaluate the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study begins at I-39/90 (the "Beltline Interchange") and continues east to the County N interchange. Conversion of US 12/18 to a freeway would require the elimination of at-grade intersections and limit access to interchanges. The study will evaluate additional interchanges, grade-separated overpasses, and frontage roads that would connect local roadways without interruption to freeway traffic flow. It should be noted that this is a study to evaluate the impacts of converting US 12/18 to a freeway. No construction activities are planned at this time.

As part of the environmental review, architectural/history investigations are necessary. Commonwealth Cultural Resources Group, Inc (CCRG) has been conducting these reviews, and we are interested to know if you are aware of any architectural/history resources in or near the project area. We are especially interested to know if you feel any such resources may be affected by the project.

Additionally, we are interested if you can provide any historic background information on the Yahara Hills Golf Course, such as the name of the landscape and club house designer(s).

We value your input and assistance. If you have any additional information or would like to comment on the project, please contact me by December 11 via email or telephone.

Thank you for your help!

Sincerely,

Shelley Greene, M.S.

Architectural Historian, Commonwealth Cultural Resources Group, Inc.

t: 414-446-4121



Wisconsin Department of Transportation



2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 www.dot.wisconsin.gov

August 24, 2012

William Quackenbush, THPO Ho Chunk Nation – Executive Offices P.O. Box 667 Black River Falls, WI 54615

Subject: US 12/18 Freeway Conversion Study

I-39/90 Interchange to County N Interchange

WisDOT Project I.D. 3080-10-01

Dear Mr. Quackenbush:

The Wisconsin Department of Transportation (WisDOT) Southwest Region is studying the conversion of approximately 3.5 miles of US 12/18 to a freeway facility. The study begins 500 feet east of I-39/90 (the "Beltline" interchange) and continues east on US 12/18 to 500 feet west of the County N interchange. A study location map has been enclosed.

The study will involve developing alternatives to complete a freeway conversion and assess the environmental, economic, and social impacts of converting US 12/18 from a four-lane expressway to a four-lane freeway. The study will include completion of an Environmental Assessment and 30% design. No construction activities are scheduled at this time.

WisDOT would appreciate any information or concerns you may have pertaining to cultural resources that may be located in the study area. Your input will be valuable in the treatment of cultural resources associated with the study. We are asking that you provide a response within 30 days that you have received this letter.

I would like to thank you in advance for your cooperation and assistance in our study efforts. Please contact WisDOT if your tribe would like to become an interested party under Section 106 of the National Historic Preservation Act, or if you would like additional information. If you have any questions or concerns, please feel free to contact me at (608) 242-8058.

Yours sincerely,

Craig Pringle

Project Manager I-39/90 North Segment

craig.pringle@dot.wi.gov

Enclosures: As Noted

www.139-90.wi.gov

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 Southwest Region, Attn: Craig Pringle, Project Manager 111 Interstate Blvd. Edgerton, WI 53534-9399

RE:

Project ID 1007-10-02

I-39/90 and US 12/18 Interchange

Dane County

Dear Mr. Pringle:

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

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

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

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

Insert this Reference:

RE: #106-2013-December-1301

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

File W-582 & W-0736

TELEPHONE REPORT

Client: Dane Partners

Project Identification: US 12/18 Beltline and Interchange Project Job No.:W-0582&W-0736

Person Contacted: Kay Rutledge Date: July 8, 2014

Title: Director, Planning and Development

Agency: Madison Parks Dept

Address:

Telephone: 608-266-4714

E-Mail: krutledge@city.madison.com

Comments:

Spoke with Ms. Rutledge regarding the proposed US 12/18 and Interchange projects. She noted that she is familiar with the proposed projects and reconstruction plans. She had no comments regarding the roadway plans per se; rather, her concern was with the recommendation of the Yahara Golf Course as being eligible for the NRHP. I explained that this was opinion of our architectural historian but that the recommendation would have to be reviewed by the WHS.

Ms. Rutledge does not believe the golf course building is NRHP eligible and is concerned as the City has plans for alternation of the club house in the not too distant future. She requested a copy of the Determination of Eligibility and the Determination of Effects.

Katie Egan-Bruhy
Writer

CCRG/MiscForm/Phne.rpt

APPENDIX E FARMLAND IMPACTS

E-1: NRCS CPA Coordination

E-2: Agricultural Impact Notice (AIN)

E-3: DATCP Coordination

APPENDIX E-1 NRCS CPA COORDINATION

U.S. DEPARTMENT OF AGRICULTURE Natural Resources Conservation Service NRCS-CPA-106 (Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)			3. Date of Land Evaluation Request 4. Sheet 1 of 1						
1. Name of Project US 12/18 I	Freeway Conversion	Study	5. Federal Agency Involved FHWA						
2. Type of Project Corridor St	tudy; Project ID 3080	-10-01	6. Coun	ty and State Da	ane Cour	ity, WI	y, WI		
PART II (To be completed by			1. Date Request Received by NRCS			2. Person Completing Form Robert Murphy Madison		Madison	
Does the corridor contain prime (If no, the FPPA does not apply						4. Acres	Irrigated Average F	arm Size	
5. Major Crop(s)			nd in Gover	nment Jurisdiction	1	7. Amour	nt of Farmland As De	fined in FPPA	
Com Souhe	an<	Acres:	7764	7 % 8	15.4	Acres	516889	% 65	
8. Name Of Land Evaluation Syst	tem Used	9. Name of Loc	al Site Asse	ssment System		10. Date	Land Evaluation Ref	urned by NRCS	
LEAS-WI		1	none			1/	27/2014		
	w Endard Agency			Alterna	tive Corri	dor For S	Segment		
PART III (To be completed b	y Federal Agency)			West 2b&East	3 West 3	& East 3	West 4 & East 3		
A. Total Acres To Be Converted	d Directly			29.8	26.9		62.6		
B. Total Acres To Be Converted	Indirectly, Or To Receive	Services		3.9	3.9		5.2		
C. Total Acres In Corridor				33.7	30.8		67.8		
PART IV (To be completed	by NRCS) Land Evalua	tion Informatio	n						
A. Total Acres Prime And Uniq	ue Farmland			25.5	22	.5	51.1		
B. Total Acres Statewide And Local Important Farmland				6.9		.0	13.7		
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Conve			ed	0.006	P	906	0.013		
D. Percentage Of Farmland in 0				63.4		3.4	13.4		
PART V (To be completed by I					- 1 - 0 - 0		1		
value of Farmland to Be Servi				79.4	78	.5	78.9		
PART VI (To be completed by	y Federal Agency) Corrid	dor	Maximum		TIT -				
Assessment Criteria (These	criteria are explained in	7 CFR 658.5(c))	Points		1100				
Area in Nonurban Use			15	10	10		10		
Perimeter in Nonurban L	Jse		10	10	10		10		
Percent Of Corridor Bein			20	0	0		3		
4. Protection Provided By S	State And Local Governme	ent	20	12	12		9		
5. Size of Present Farm Un	nit Compared To Average		10	0	0		0		
Creation Of Nonfarmable		O E 1/	25	6	7		4		
7. Availablility Of Farm Sup	port Services		5	5	5		10		
8. On-Farm Investments			20	10	10		1137		
Effects Of Conversion O			25	0	0		0		
10. Compatibility With Exist	ing Agricultural Use		10	5	5		7		
TOTAL CORRIDOR ASSE	SSMENT POINTS		160	58	59		58		
PART VII (To be completed by	by Federal Agency)								
Relative Value Of Farmland	(From Part V)		100	•					
Total Corridor Assessment (Fassessment)	From Part VI above or a lo	cal site	160						
TOTAL POINTS (Total of a	above 2 lines)		260						
Corridor Selected:	2. Total Acres of Fa Converted by Pre	The state of the s	3. Date Of	Selection:	4. Was		ite Assessment Use	d?	
5. Reason For Selection:								-	
Signature of Person Completing	g this Part:					DAT	E		
NOTE: Complete a form f	for each segment with	n more than on	e Alterna	te Corridor					

Schrum, Dan

From: Murphy, Robert - NRCS, Madison, WI [Robert.Murphy@WI.usda.gov]

Sent: Monday, January 27, 2014 3:28 PM

To: Pringle, Craig - DOT

Subject: Farmland Conversion Impact for US12/18 Conversion Study - Dane County

To: Craig Pringle
Project Manager
WisDOT Southwest Region – Edgerton
111 Interstate Blvd.
Edgerton, WI. 53534
608-884-7132

craig.pringle@dot.wi.gov

Re: WisDOT 3080-10-01 US12/18 Freeway Conversion Study I39/90 interchange to CTH N interchange Dane County, WI.

Craig,

Your information packet was forwarded to me on 1/24/2014. I reviewed the NRCS-CPA-106 form and supporting information submitted with your January 17, 2014 letter, with respect to requirements of the Farmland Protection Policy Act (FPPA), and NRCS easements.

Attached is the NRCS-CPA-106 form for this approximately 3.5 mile corridor with Parts II, IV, and V completed. Because the Land evaluation scores plus Site Assessment scores are less than 160 for the 3 alternatives, this project is not subject to the requirements of the FPPA. No further action is needed to comply with the FPPA.

Additionally no NRCS easements are located in the project area.

Thanks,

Bob Murphy

State Soil Scientist USDA, Natural Resources Conservation Service 8030 Excelsior Drive Madison, Wisconsin 53717 608-662-4422 ext 202

email: robert.murphy@wi.usda.gov

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.

APPENDIX E-2 AGRICULTURAL IMPACT NOTICE (AIN)

AGRICULTURAL IMPACT NOTICE

DT1999 2003 (Replaces ED872)

Wisconsin Department of Transportation

		Page 1 of 17
Proposing Agency		
Wisconsin Department of Trans	sportation - Southwest Region	
Project ID	Highway	County
3080-10-01	US 12/18	Dane
Project Title		Project Length
US 12/18 Freeway Conversion	Study	3.5 miles
Type and Status of Environmental Doc	cument	
Draft Environmental Assessme	ent (EA)	
Proposing Agency Wants to Review Pr	re-Publication Draft of AIS?	AIS Needed by What Date?
☐ Yes No		Not proposed for this study

1. Project Description

a. Describe existing facility - Include existing right of way width.

US 12/18 is a four-lane east-west highway connecting Madison and communities to the east. A system interchange at the west end of the project provides a connection to I-39/90 and the larger interstate system. The County N interchange, at the east end of the project, provides a connection to the Village of Cottage Grove to the north and access to I-39/90 to the south. County AB intersects the US 12/18 corridor approximately one mile east of the I-39/90 interchange and provides an important north-south route for the area. See Exhibit 1 for a project location map.

The existing roadway right of way widths are listed here:

US 12/18

I-39/90 to County AB: 250-400 ft County AB to County N: 250-820 ft

Side Roads

County AB: 66-80 ft Femrite Drive: 60-66 ft Siggelkow Road: 60-66 ft Vilas Road: 66 ft

Fieldview Road: 66 ft

Frontage Roads

Millpond Road to County AB: N/A Femrite Drive to Vilas Road: N/A

b. Describe proposed action - Include anticipated right of way width and any easements.

This is a planning study and there are currently no construction activities scheduled. The purpose of this study is to determine the preferred alternative for converting a section of US 12/18 to a limited-access freeway. A limited access freeway restricts direct access so that access occurs only at interchanges. No at-grade intersections or driveway access is permitted onto a limited-access freeway.

This corridor study covers the 3.5 miles of the US 12/18 corridor between the interchanges with I-39/90 and County N. Conversion to a freeway would eliminate direct access to US 12/18 except at interchanges. Therefore, this study will include recommendations for the future of the US 12/18 facility, including potential new interchange locations, grade separated crossings, frontage roads, relocated driveway access, and modifications to the local road network.

The anticipated proposed roadway right of way widths are listed here:

US 12/18

I-39/90 to County AB: 250-800 ft County AB to County N: 250-820 ft

Side Roads

County AB: 130-240 ft Femrite Drive: 96-136 ft Siggelkow Road: 66-288 ft Vilas Road: 66-236 ft Fieldview Road: 82-272 ft

Frontage Roads

Millpond Road to County AB: 130-150 ft Femrite Drive to Vilas Road: 60 ft

2. Alternatives considered - Identify the preferred alternative if any, and if other alternatives are no longer under consideration include the reasons why they are not proposed for adoption.

The project corridor has two sections for consideration of roadway alternatives due to the different characteristics of each section:

- West Section East of the I-39/90 Interchange to County AB including interchange alternatives at County AB
- East Section East of the County AB interchange to the County N interchange ramps. The County N interchange was constructed in 1998 and is not part of this corridor study.

West Section

The west section originally had eight alternatives with three being carried forward as Build Alternatives; Alternative 2b, Alternative 3 and Alternative 4. Alternative 4 is the recommended alternative. See Exhibit 2 for the proposed recommended improvements. A description of each west section alternative is described here:

Alternative 2b - Tight Diamond Interchange at County AB with 2-Way Frontage Road South of US 12/18

This alternative is *not* recommended for several reasons:

- Dane County has proposed plans to consolidate some of their facilities and relocate those to the
 property in the northeast quadrant of the existing County AB intersection. This alternative would have
 impacts to that property by requiring additional right-of-way. This alternative would also prevent the
 ability to access the new property directly from County AB since no access would be allowed between
 the interchange ramps and a distance of 1,320 feet north to provide appropriate cross road access at
 interchanges per design standards.
- The City of Madison has long-range plans to widen County AB to four lanes, which would impact a cemetery, park, and church approximately 3,000 feet north of US 12/18 if the roadway is on the same alignment.
- The frontage road would have minor impacts to the Yahara Hills Golf Course
- The diamond interchange at County AB could create driver confusion about how to access the
 development southeast of the I-39/90 Interchange, which includes the Ho-Chunk Gaming facility and
 the Yahara Hills Golf Course. Traffic exiting at the interchange would have to turn south on County
 AB and then turn left (away from their destination) onto the frontage road. Additional signing would
 be necessary to address the indirection.

Alternative 3 – Tight Diamond Interchange North/Loop Ramp South at County AB with Frontage Road South of US 12/18

This alternative is *not* recommended for several reasons:

- Dane County has proposed plans to consolidate some of their facilities and relocate those to the
 property in the northeast quadrant of the existing County AB intersection. This alternative would have
 impacts to that property by requiring additional right-of-way. This alternative would also prevent the
 ability to access the new property directly from County AB since no access would be allowed between
 the interchange ramps and a distance of 1,320 feet north to provide appropriate cross road access at
 interchanges per design standards.
- The City of Madison has long-range plans to widen County AB to four lanes, which would impact a cemetery, park, and church approximately 3,000 feet north of US 12/18 if the roadway is on the same alignment.
- The frontage road would impact the Yahara Hills Golf Course and the slope intercepts would be less than 100 feet from one of the existing tee boxes on the golf course.

Alternative 4 - County AB shifted east with Standard Diamond interchange (RECOMMENDED)

County AB Interchange – Alternative 4 would create a full diamond interchange approximately 1,000 feet east of the existing County AB intersection with US 12/18. The ramps would be approximately 500 feet apart as preferred by interchange design standards. The interchange ramp terminals could be controlled by either traffic signals or independent roundabouts.

US 12/18 – the US 12/18 roadway would be reconstructed with a 32-foot median that would consist of two, 12-foot shoulders and median barriers with 4-foot spacing. The westbound lanes would include two lanes plus an auxiliary lane on the outside as well as an 8-foot outside shoulder and the 12-foot inside shoulder. The auxiliary lane is proposed to address operational needs at the future reconstructed I-39/90 Interchange. Eastbound US 12/18 would have two lanes plus an auxiliary lane on the outside as well as a 12-foot outside shoulder and the 12-foot inside shoulder. The auxiliary lane accommodates weaving movements for vehicles entering and exiting the highway. The roadway is shifted to the north to fully use the existing right-of-way for US 12/18 and the frontage road and minimize the need for property acquisition from the Yahara Golf Course property on the south side of the road, which falls under Section 4f requirements.

Frontage Road – a two-way frontage road would be constructed on the south side of US 12/18 between Millpond Road and County AB. The frontage road would be separated from US 12/18 by 30 feet consisting of the 12-foot outside eastbound shoulder of US 12/18, double median barrier with a 4-foot separation and 10-foot shoulder on the frontage road. The frontage road follows the current County AB alignment to form an intersection with County AB 1,320 feet south of the eastbound interchange ramps as required by design standards. No retaining walls would be needed between the frontage road and the eastbound off-ramp. The curves along the frontage road would require 25-mph advisory speed limits. The frontage road would be located so that there would be no right-of-way acquisition from the Yahara Hills Golf Course.

Local Roads – County AB would be reconstructed on new alignment about 1,200 feet east of the existing alignment from approximately 2,600 feet south of US 12/18 to north of the intersection of County AB and Femrite Drive. This alignment would accommodate the City of Madison's future plans to widen County AB without impacting the park, cemetery, or potentially historic church. The realignment will also accommodate the expansion plans of the landfill. Old County AB would remain between Luds Lane and the Hope Lutheran Church just south of Femrite Drive. A new local road would be added to connect the old County AB to the new County AB. Femrite Drive would be realigned east of County AB to form a fourway intersection at County AB and the new local connector approximately 1,600 feet north of Luds Lane. A roughly 1,100-foot long portion of Femrite Drive would be removed. A horizontal curve would be added to Hope Road connecting it to the realigned Femrite Drive to the south.

This alternative is recommended for several reasons:

- The full-diamond interchange does not require the extensive use of retaining walls.
- The proposed interchange has sufficient ramp intersection spacing for proper operations of either independent signals or roundabouts.
- The shift of County AB to the east accommodates the expansion plans of Dane County, which plans to acquire property on the east side of old County AB.
- The shift of County AB accommodates the long-range plans of the City of Madison to widen County AB to four lanes, and avoids impacts to a cemetery, park, and church approximately 3,000 feet north of US 12/18 if the roadway is on the same alignment.
- The interchange would not involve Section 4f property impact at the Yahara Hills Golf Course.
- The modifications to the local road grid improve access to US 12/18 for properties to the east of County AB because those properties will no longer have direct access to US 12/18.

East Section

The east section originally had three alternatives with one (Alternative 3) being carried forward as the Build Alternative. See Exhibit 2 for the proposed recommended improvements. A description of the recommended alternative is described here:

Alternative 3 – Overpasses at Siggelkow Road/Femrite Drive and Vilas Road (RECOMMENDED)

US 12/18 - Under this alternative, the US 12/18 roadway would include improvements to the median and shoulders while maintaining the existing travel lanes. The median width would remain at 50 feet wide, and would consist of two 12-foot shoulders with dual median barrier with 22-foot spacing. The westbound direction would include the two existing lanes and include 12-foot inside and outside shoulders. Eastbound US 12/18 would utilize the two existing lanes with a 12-foot inside shoulder and 11-foot outside shoulder. Direct access between US 12/18 with Siggelkow Road, Femrite Drive, and Vilas Road would be eliminated.

Siggelkow Road – A new bridge over US 12/18 would be constructed between Siggelkow Road and Femrite Drive approximately 400 feet west of the existing intersection with US 12/18. Approximately 2,000 feet of Siggelkow Road would be reconstructed south of US 12/18 to remove several sharp curves in the existing roadway. Existing Siggelkow Road would remain and provide access to properties in the area.

Femrite Drive –Femrite Drive would be reconstructed from a point approximately 1,300 feet north of the new bridge crossing. A new frontage road would be constructed along the north side of US 12/18 between Femrite Drive and Vilas Road to provide access to the properties on the north side of US 12/18.

Vilas Road – Vilas Road would be shifted approximately 150 feet to the east of the current location where it intersects US 12/18. A new bridge over US 12/18 would be constructed to carry Vilas Road over US 12/18. Fieldview Road would be extended west to meet Vilas Road. Vilas Road would be reconstructed for approximately 1,800 feet north of US 12/18 and 1,200 feet south of US 12/18.

3. Maps and Exhibits

a. Include a project location map showing the project's limits. See Exhibit 1.

b. Include an exhibit illustrating property lines, parcel number, and any roadway to be obliterated. The exhibit (township plat map, aerial photograph, layout sketch, contour map, etc.) should clearly present the pertinent information and be commensurate with the scope of the project and its apparent impact on farm operations. See Exhibit 2.

Farm Operation Interests of 5 Acres or Less but more than 1 Acre

Page 5 of 17

Project ID 3080-10-01 Project Title
US 12/18 Freeway Conversion Study

			Acres]			
	Parcel No.	Owner(s) (Include operator if diff. from owner)	Acquired	Fee S.	Ease.	Existing Farm Operation	Parcel Label	Present Use/Remarks
	71131285010, 71130392610	LARRY G SKAAR	2.18	х		20.20	W1, W2	Property consists of cropland/pasture and woodland. The property appears actively farmed and there are no houses or buildings. The proposed improvements include strip acquisition. Access is expected to remain unchanged.
NO	71130185650	NAKOMA GROVE LLC	2.93	x		50.21	W8	Property consists of cropland/pasture, woodland and other land types and appears actively farmed. There is one house and approximately three buildings on the property. The NW corner of the property is proposed to be acquired to connect Hope Rd. to Femrite Rd. Access would not be expected to change.
WEST SECTION	71119396909	RONALD H FOREYT & CAROL J FOREYT	2.52	х		13.00	W12	Property consists of cropland/pasture and appears actively farmed. There are no houses or buildings on the property and access would remain unchanged. The proposed improvements require severance of the NW corner the property.
	71024483904, 71024483208	DALE R WARD & JO E HOULE	1.78	х		12.00	W16, W17	Property consists of cropland/pasture with no houses or buildings on the property. Access would remain unchanged. The proposed improvements require strip acquisition.
	71024480309	GUNDLACH REV TR, SAMUEL L & ELAINE A	1.72	х		107.50	W19	Property consists of cropland/pasture, woodland and other land types. There is one house and one building on this parcel. Access is expected to remain unchanged. The proposed roadway improvements require strip acquisition.
EAST SECTION	71132181704, 71132190010, 71132190010	SCHWOERER LIVING TR	1.11	х		45.40	E9, E10, E11	Property consists of cropland/pasture, woodland and other land types. There is one house and approximately six buildings on this parcel and appears actively farmed. The proposed roadway improvements require strip acquisition of the parcels. No change to access is expected.
EAST	71132187806	CRAIG L MC NULTY	4.43	х		9.45	E12	Property consists of cropland/pasture, woodland and other land types. There is one house on this parcel. The proposed roadway improvements would sever the property and the house would be considered a proposed relocation.

WEST SECTION: There is $\,1\,$ acquisition, each one acre or less, that are categorically non-significant totaling $\,0.53\,$ Acres.

 $\label{eq:continuous} \text{EAST SECTION: There are 3 acquisitions, each one acre or less, that are categorically } \\ \text{non-significant totaling 0.1 Acres.}$

Page 6 of 17

Farm Operation Interest Over 5 Acres

 Parcel No.
 Parcel Label
 Project ID

 71130392007
 W3
 3080-10-01

Owner Operator (If different from owner)

VIKKI LYNN ROGERS & BRIAN DEAN

ROGERS

	Acres				
Type of Land	Before	Acqu	Remaining		
Type of Land	Ветоге	Fee Simple	Easement	Remaining	
Cropland and pasture	0	0	0	0	
Woodland	5.02	5.02	0	0	
Land of undetermined or other use	0.4	0.4	0	0	
Total Acres of Farm Operation	5.42	5.42	0	0	

Description of farm operation and nature of acquisition - Discuss as appropriate any resulting severances, changes in access, expected changes in land use, effect on farm structures, effect on cattle or livestock passes or crossings, roadway obliteration (if any) etc.

Property is zoned as agriculture and consists primarily of woodland. There appears to be two houses on the property. The proposed improvements would require complete parcel acquisition and would result in property relocation(s).

Farm Operation Interest Over 5 Acres

 Parcel No.
 Parcel Label
 Project ID

 71130382116
 W4
 3080-10-01

Owner Operator (If different from owner)

C&L INVESTMENT PARTNERSHIP

		Acres				
Type of Land	Before	Acqu	Remaining			
Type of Land	Belole	Fee Simple	Easement	Nemalillig		
Cropland and pasture	26.87	20.1	0	6.77		
Woodland	1.42	1.42	0	0		
Land of undetermined or other use	4.35	2.28	0	2.07		
Total Acres of Farm Operation	32.64	23.8	0	8.84		

Description of farm operation and nature of acquisition - Discuss as appropriate any resulting severances, changes in access, expected changes in land use, effect on farm structures, effect on cattle or livestock passes or crossings, roadway obliteration (if any) etc.

Property consists of cropland/pasture, woodland and other land types. The property is zoned C-2, but a portion of the property appears to be actively farmed at this time. There are no buildings on the property. The proposed County AB improvements will require a severance of the existing property due to the proposed interchange at US 12/18 and County AB realignment. The western section of farmland can be farmed after acquisition. Access to the west section of the parcel would be from a proposed frontage road.

343

Page 7 of 17

Farm Operation Interest Over 5 Acres

Page 8 of 17

Parcel No.	Parcel No.	Parcel Label	Project ID
71130307590	71130307500	W5	3080-10-01
71130307620	71130307530		
71130307650	71130307560		
71130307710	71130307680		
71130307770	71130307740		
71130307800	71130430090		
71130307830	71130430120		
71130430000	71130430150		
71130430030	71130430180		
71130430060	71130430210		

Owner

Operator (If different from owner)

DOOR CREEK LLP - DENNIS OLSON

	Acres				
Type of Land	Before	Acqu	Domaining		
Type of Land	венне	Fee Simple	Easement	Remaining	
Cropland and pasture	37.29	8.47	0	28.82	
Woodland	5.94	0.33	0	5.61	
Land of undetermined or other use	15.43	3.68	0	11.75	
Total Acres of Farm Operation	58.66	12.48	0	46.18	

Description of farm operation and nature of acquisition - Discuss as appropriate any resulting severances, changes in access, expected changes in land use, effect on farm structures, effect on cattle or livestock passes or crossings, roadway obliteration (if any) etc.

Property consists of cropland/pasture, woodland and other land types. The property is zoned C-2 and a portion of the property appears farmed at this time. There is one business on the property. The proposed improvements would require parcel severance, one business relocation and strip acquisition. Access to the property would be relocated off of Luds Lane as a cul-de-sac. The remaining farmland could be farmed after acquisition.

Farm Operation Interest Over 5 Acres

Page 9 of 17

 Parcel No.
 Parcel Label
 Project ID

 71130295010
 W6
 3080-10-01

71130190403 W7

Owner Operator (If different from owner)

FRANK J HLAVAC & MARY JEAN

HLAVAC

		Acres				
Type of Land	Before	Acqu	Remaining			
Type of Land	Ветоге	Fee Simple	Easement	Remaining		
Cropland and pasture	73.89	9.42	0	64.47		
Woodland	0	0	0	0		
Land of undetermined or other use	1.68	0.07	0	1.61		
Total Acres of Farm Operation	75.57	9.49	0	66.08		

Description of farm operation and nature of acquisition - Discuss as appropriate any resulting severances, changes in access, expected changes in land use, effect on farm structures, effect on cattle or livestock passes or crossings, roadway obliteration (if any) etc.

Property consists of cropland/pasture and other land types. The existing farmstead consists of one residential building, one silo and approximately seven outbuildings. The surrounding cropland appears to be actively farmed at this time. The proposed County AB improvements would require a severance of the existing farmland by extending Luds Lane east and south to provide access to the adjacent property to the south. Relocation of the existing building(s) may be required depending on the realignment of Luds Lane. Access to the farm would remain on Luds Lane. The remaining farmland can be farmed after acquisition.

Farm Operation Interest Over 5 Acres

Page 10 of 17

Parcel No.	Parcel Label	Project ID
71119397202	W11	3080-10-01
71130280002	W9	
71130285007	W10	
71130495003	W20	

Owner Operator (If different from owner)

LAMOINE V HAEFER & ELAINE J

HAEFER

	Acres				
Type of Land	Before	Acqu	Remaining		
Type of Land	венне	Fee Simple	Easement	Nemalillig	
Cropland and pasture	61.38	11.47	0	49.91	
Woodland	0	0	0	0	
Land of undetermined or other use	1.88	0.09	0	1.79	
Total Acres of Farm Operation	63.26	11.56	0	51.7	

Description of farm operation and nature of acquisition - Discuss as appropriate any resulting severances, changes in access, expected changes in land use, effect on farm structures, effect on cattle or livestock passes or crossings, roadway obliteration (if any) etc.

Property consists of cropland/pasture and other land types. The existing farmstead consists one house, one silo and two outbuildings. The surrounding cropland appears to be actively farmed at this time. The proposed County AB improvements would require a severance of the existing farmland twice due to the proposed realignment of County AB and a proposed extension of Femrite Drive to existing County AB. Relocation of existing building(s) may be required due to the realignment of proposed County AB. Access to the east parcels is expected to remain unchanged. Access to the west parcels would be from a proposed extension of Femrite Drive to existing County AB. The remaining farmland could be farmed after acquisition.

Farm Operation Interest Over 5 Acres

Page 11 of 17

 Parcel No.
 Parcel Label
 Project ID

 71119390012
 W14
 3080-10-01

 71119395900
 W13

71119388301 W15

Owner Operator (If different from owner)

KENNETH J FOUST & JOY M FOUST

		Acres				
Type of Land	Before	Acqu	Remaining			
Type of Land	Ветоге	Fee Simple	Easement	Remaining		
Cropland and pasture	19.1	5.03	0	14.07		
Woodland	0.77	0.77	0	0		
Land of undetermined or other use	2.39	1.22	0	1.17		
Total Acres of Farm Operation	22.26	7.02	0	15.24		

Description of farm operation and nature of acquisition - Discuss as appropriate any resulting severances, changes in access, expected changes in land use, effect on farm structures, effect on cattle or livestock passes or crossings, roadway obliteration (if any) etc.

Property consists of cropland/pasture, woodland and other land types and appears actively farmed. The property includes one houses and two buildings on the property. Access would be expected to remain unchanged. The proposed improvements would require severance of two of the parcels and strip acquisition of one parcel. The remaining farmland could be farmed after acquisition.

Farm Operation Interest Over 5 Acres

Page 12 of 17

 Parcel No.
 Parcel Label
 Project ID

 71132285209
 E3
 3080-10-01

Owner Operator (If different from owner)

VWF LLC

		Acres				
Type of Land Before Acc		Acqu	iired	Remaining		
Type of Land	Ветоге	Fee Simple Easement		IVEILIGITIIII		
Cropland and pasture	16.46	1.9 0		14.56		
Woodland	13.34	5.1 0		8.24		
Land of undetermined or other use	9.28	1.28 0		8		
Total Acres of Farm Operation	39.08	8.28	30.8			

Description of farm operation and nature of acquisition - Discuss as appropriate any resulting severances, changes in access, expected changes in land use, effect on farm structures, effect on cattle or livestock passes or crossings, roadway obliteration (if any) etc.

Property consists of cropland/pasture, woodland and other land types. The existing farmstead consists of one residential building and approximately one outbuilding. The surrounding cropland appears to be actively farmed at this time. The proposed Siggelkow Road improvements would require a strip acquisition of the existing woodlands and farmland along the western portion of the property. Property access is not anticipated to change as a result of the project. The remaining farmland could be farmed after acquisition.

Farm Operation Interest Over 5 Acres

Page 13 of 17

Parcel Label	Project ID
E7	3080-10-01
E4	
E8	
E5	
E2	
	E7 E4 E8 E5

Owner

Operator (If different from owner)

ROGER A KORFMACHER & LYNN C KORFMACHER

	Acres				
Type of Land	Before	Acqu	Remaining		
Type of Land	Before	Fee Simple	Easement	Remaining	
Cropland and pasture	74.38	6.52 0		67.86	
Woodland	1.81	0 0		1.81	
Land of undetermined or other use	5.03 0 0		5.03		
otal Acres of Farm Operation 81.22 6.52 0		0	74.7		

Description of farm operation and nature of acquisition - Discuss as appropriate any resulting severances, changes in access, expected changes in land use, effect on farm structures, effect on cattle or livestock passes or crossings, roadway obliteration (if any) etc.

Property consists of cropland/pasture, woodland and other land types. The existing farmstead consists of approximately two buildings and two silos. The surrounding cropland appears to be actively farmed at this time. The proposed Femrite Drive improvements would require severance of the two parcels and strip acquisition of three parcels. The existing buildings and silos are expected to remain as a result of the improvements. Access to the farmland would be via realigned Femrite Drive and proposed frontage roads. The remaining farmland could be farmed after acquisition.

Farm Operation Interest Over 5 Acres

Page 14 of 17

Parcel No.	Parcel Label	Project ID
71132180018	E15	3080-10-01
71129497602	E16	
71132180018	E14	

Owner Operator (If different from owner)

SKAAR SCATTERED ACRES INC

	Acres				
Type of Land	Before	Acqu	Remaining		
Type of Land	ветоге	Fee Simple	Easement	Remaining	
Cropland and pasture	50.71	10.14 0		40.57	
Woodland	0	0 0		0	
Land of undetermined or other use	0	0 0		0	
Total Acres of Farm Operation	50.71	10.14	40.57		

Description of farm operation and nature of acquisition - Discuss as appropriate any resulting severances, changes in access, expected changes in land use, effect on farm structures, effect on cattle or livestock passes or crossings, roadway obliteration (if any) etc.

Property consists of cropland/pasture. The existing farmstead consists of approximately two buildings. The surrounding cropland appears to be actively farmed at this time. The proposed Vilas Road improvements would require severance of the two parcels north of US 12/18. The proposed frontage road improvements would require severance of the parcel south of US 12/18. The two existing buildings may be relocated as a result of the improvements and access to the farmland would be via the realigned Vilas Road and proposed frontage road. The remaining farmland can be farmed after acquisition.

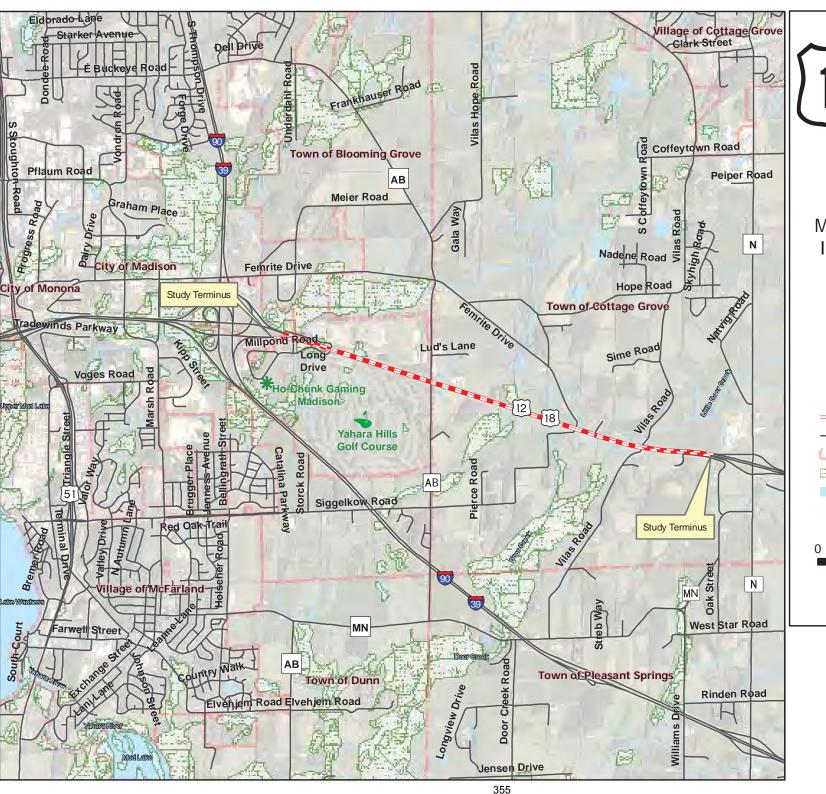
US 12/18 Freeway Conversion Study - Mailing List for AIN								
Tax Parcel No.	Property Owner	Mailing Address	Mailing City	Mailing State	Mailing Zip	Parcel Label Section	Parcel Label #	Total Impacted Acres
71130392610	LARRY G SKAAR	4374 SECRETARIAT CT	COTTAGE GROVE	WI	53527	W	1,2	2.18
71131285010 71130392007	VIKKI LYNN ROGERS & BRIAN DEAN ROGERS	3124 HOPE HOLLOW TRL	MCFARLAND	WI	53558	W	3	5.42
71130392007	C&L INVESTMENT PARTNERSHIP	W1085 COUNTY HIGHWAY K	COLUMBUS	WI	53925	W	4	23.80
71130382110	COL INVESTIGIENT PARTNERSHIP	W1083 COUNT I HIGHWAT K	COLOIVIBOS	VVI	33923	VV	4	23.80
71130307530								
71130307650								
71130307710								
71130307770								
71130307800								
71130307830								
71130430000								
71130430030								
71130430060	2002 02554112 254446 01604	7046 514 114 000 4145			50560		_	42.40
71130307500	DOOR CREEK LLP - DENNIS OLSON	7016 ELMWOOD AVE	MIDDLETON	WI	53562	W	5	12.48
71130307530								
71130307560								
71130307680								
71130307740								
71130430090								
71130430120								
71130430150								
71130430180								
71130430210								
71130190403	FRANK J HLAVAC & MARY JEAN HLAVAC	3087 LUDS LN	MCFARLAND	WI	53558	W	6,7	9.49
71130295010	TRANKTHEAVAC & WART JEAN HEAVAC	3087 E0D3 EN	WICI ANLAND	VVI	33338	VV	0,7	3.43
71130185650	NAKOMA GROVE LLC	7117 ELDERBERRY RD	MIDDLETON	WI	53562	W	8	2.93
71119397202								
71130280002	LAMOINE V HAEFER & ELAINE J HAEFER	2911 FEMRITE DR	COTTAGE GROVE	wı	53527	w	9,10,11,20	11.56
71130285007			00111102 011012		33327		3,10,11,20	11.50
71130495003								
71119396909	RONALD H FOREYT & CAROL J FOREYT	3002 HOPE RD	COTTAGE GROVE	WI	53527	W	12	2.52
71119390012								
71119395900	KENNETH J FOUST & JOY M FOUST	400 2ND ST	ALBANY	WI	53502	W	13,14,15	7.02
71119388301								
71024483208	DALE R WARD & JO E HOULE	3809 COUNTY HIGHWAY AB	MADISON	WI	53718	W	16,17	1.78
71024483904								
71024496703	DANE COUNTY	210 MARTIN LUTHER KING BLVD RM 114	MADISON	WI	53703-3342	W	18	0.53
71024480309	GUNDLACH REV TR, SAMUEL L & ELAINE A	3210 FEMRITE DR	MADISON	WI	53718	W	19	1.72
71131195004	JERRY H EWERS & SHARON K EWERS	3194 VILAS RD	COTTAGE GROVE	WI	53527	E	1	0.04

Tax Parcel No.	Property Owner	Mailing Address	Mailing City	Mailing State	Mailing Zip	Parcel Label Section	Parcel Label #	Total Impacted Acres
71129396908								
71129390030								
71129390800	ROGER A KORFMACHER & LYNN C KORFMACHER	2846 FEMRITE DR	COTTAGE GROVE	WI	53527	E	2,4,5,7,8	6.52
71131180001								
71129390030								
71132285209	VWF LLC	532 S FISCHER AVE	JEFFERSON	WI	53549	E	3	8.28
71129386600	DAVID R KORFMACHER & JILL S KORFMACHER	2878 FEMRITE DR	COTTAGE GROVE	WI	53527	Е	6	0.05
71132181704								
71132190010	SCHWOERER LIVING TR	3408 VILAS RD	COTTAGE GROVE	WI	53527	E	9,10,11	1.11
71132190010								
71132187806	CRAIG L MC NULTY	2750 SANDVEN RD	COTTAGE GROVE	WI	53527	E	12	4.43
71132195010	T WESLEY SKAAR & LOIS M SKAAR	2501 COUNTY HIGHWAY MN	COTTAGE GROVE	WI	53527	E	13	0.01
71132180018								
71129497602	SKAAR SCATTERED ACRES INC	3018 DOOR CREEK RD	STOUGHTON	WI	53589	E	14,15,16	10.14
71132180018								

12/18 Freeway Conversion Study - AIN List by Property Owner

	Parcel Labels	Property Owner	Total Impacted Acres
	W4	C&L INVESTMENT PARTNERSHIP	23.8
	W5	DOOR CREEK LLP - DENNIS OLSON	12.48
	W9, W10, W11, W20	LAMOINE V HAEFER & ELAINE J HAEFER	11.56
5 acres	E14, E15, E16	SKAAR SCATTERED ACRES INC	10.14
or more	W6, W7	FRANK J HLAVAC & MARY JEAN HLAVAC	9.49
of filore	E3	VWF LLC	8.28
	W13, W14, W15	KENNETH J FOUST & JOY M FOUST	7.02
	E2, E4, E5, E7, E8	ROGER A KORFMACHER & LYNN C KORFMACHER	6.52
	W3	VIKKI LYNN ROGERS & BRIAN DEAN ROGERS	5.42
	E12	CRAIG L MC NULTY	4.43
	W8	NAKOMA GROVE LLC	2.93
1 to 5	W12	RONALD H FOREYT & CAROL J FOREYT	2.52
acres	W1, W2	LARRY G SKAAR	2.18
acies	W16, W17	DALE R WARD & JO E HOULE	1.78
	W19	GUNDLACH REV TR, SAMUEL L & ELAINE A	1.72
	E9, E10, E11	SCHWOERER LIVING TR	1.11
	W18	DANE COUNTY	0.53
Under 1	E6	DAVID R KORFMACHER & JILL S KORFMACHER	0.05
acre	E1	JERRY H EWERS & SHARON K EWERS	0.04
	E13	T WESLEY SKAAR & LOIS M SKAAR	0.01

EXHIBIT 1 PROJECT LOCATION MAP



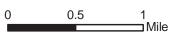


US 12/18

Madison - Cambridge I-39/90 to County N **Dane County**

> WisDOT ID: 3080-10-01

- **US 12/18**
- Roads
- Municipal Boundary
- **Wetlands**
- Water

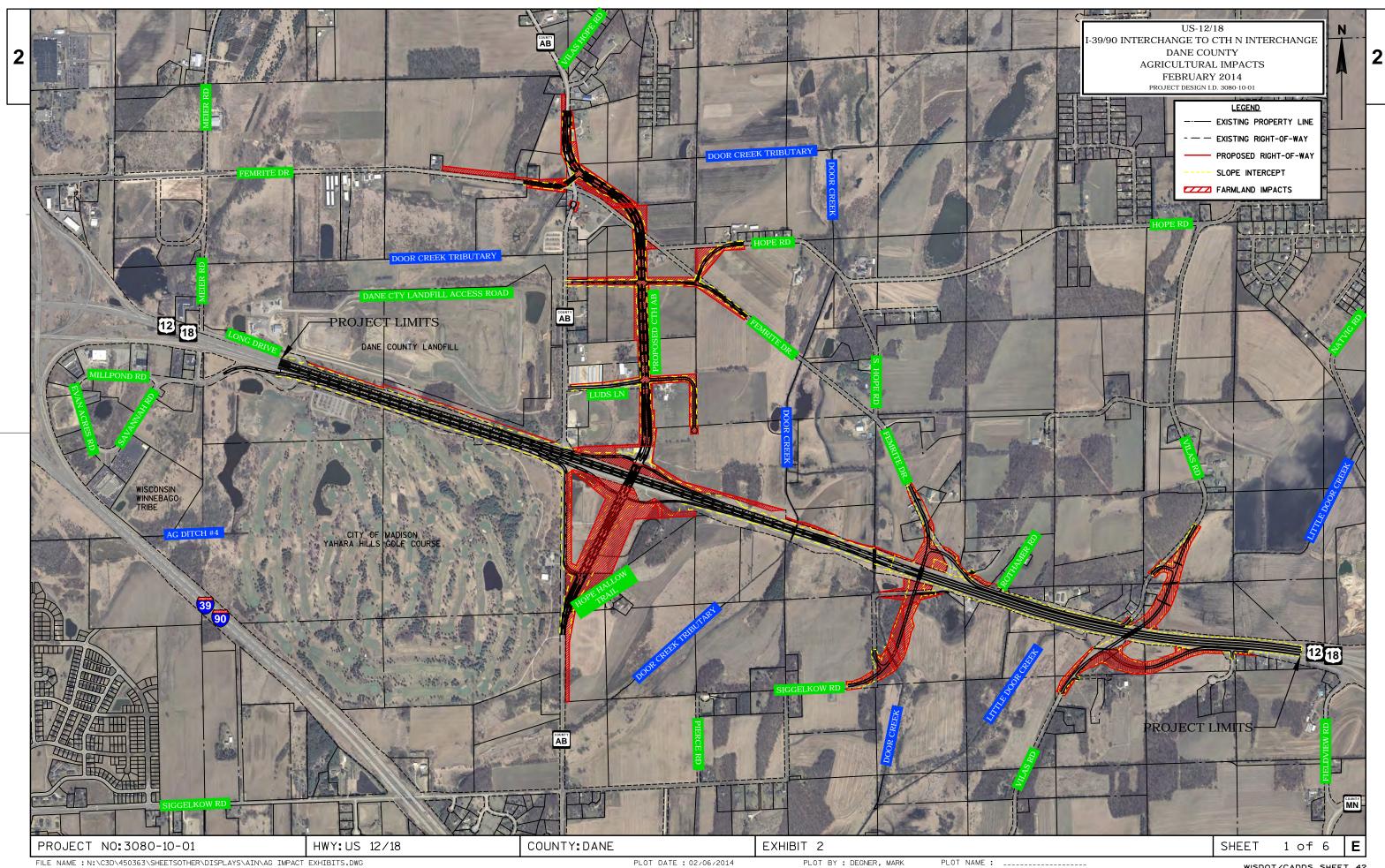


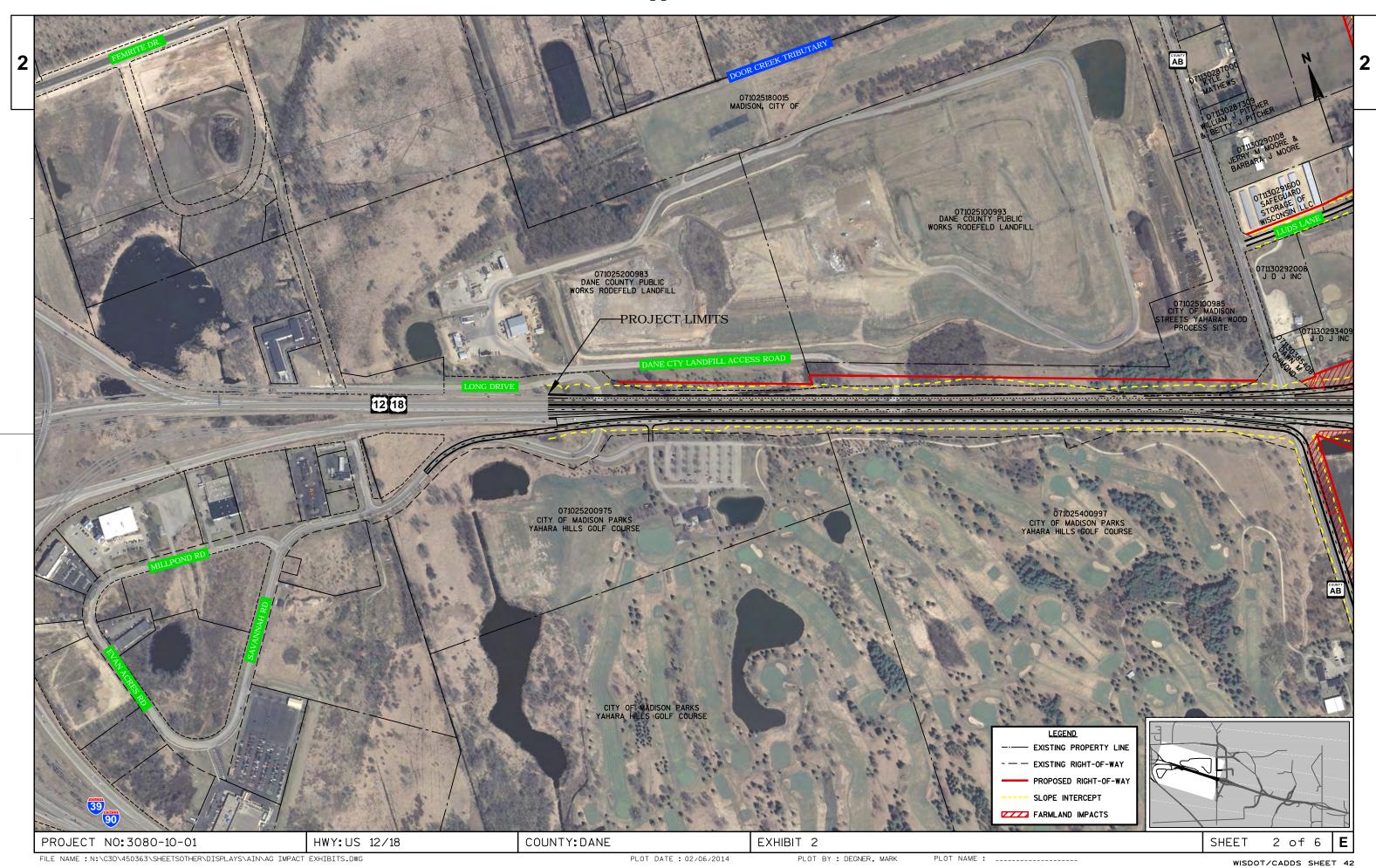
Appendix E-2-19

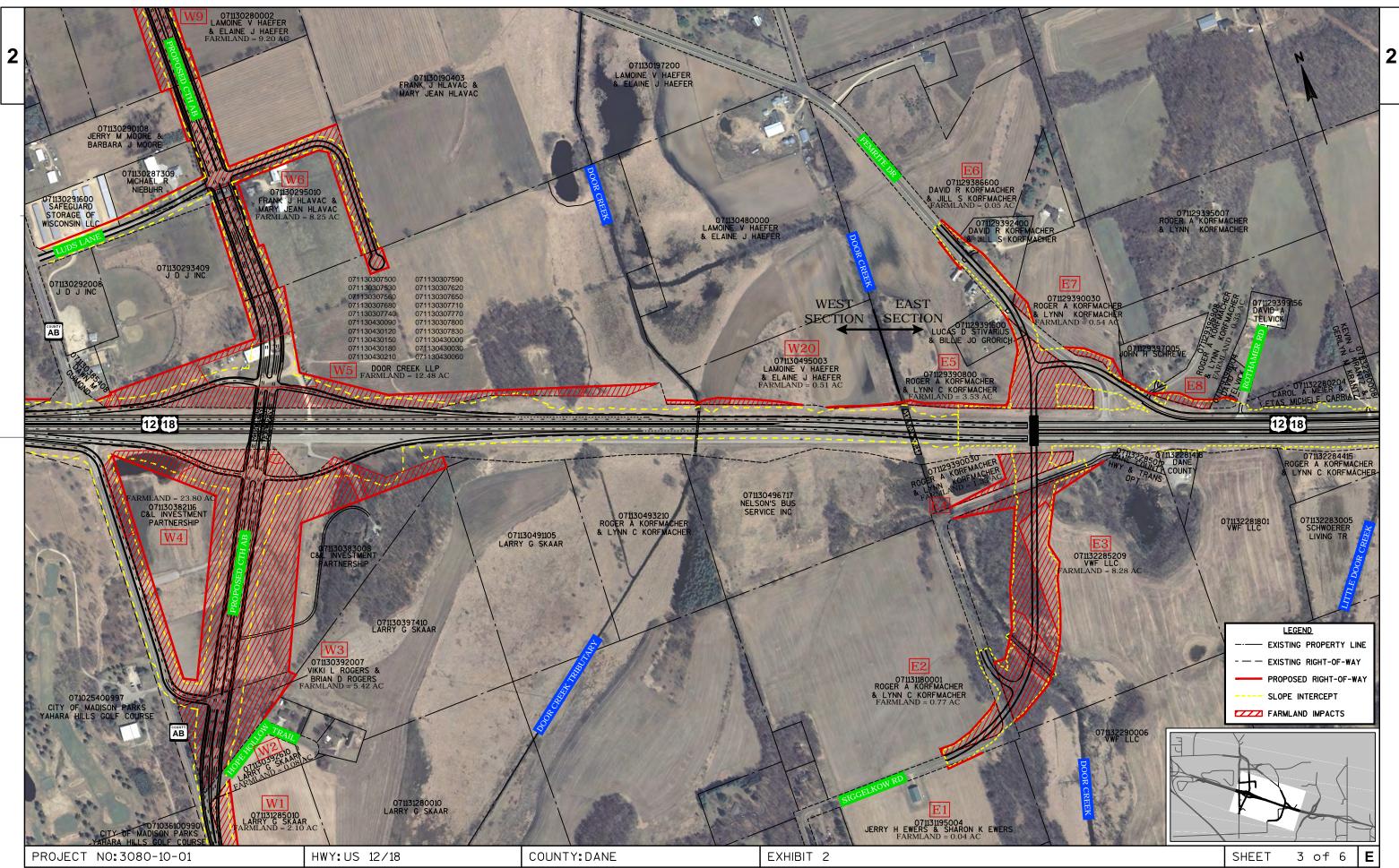


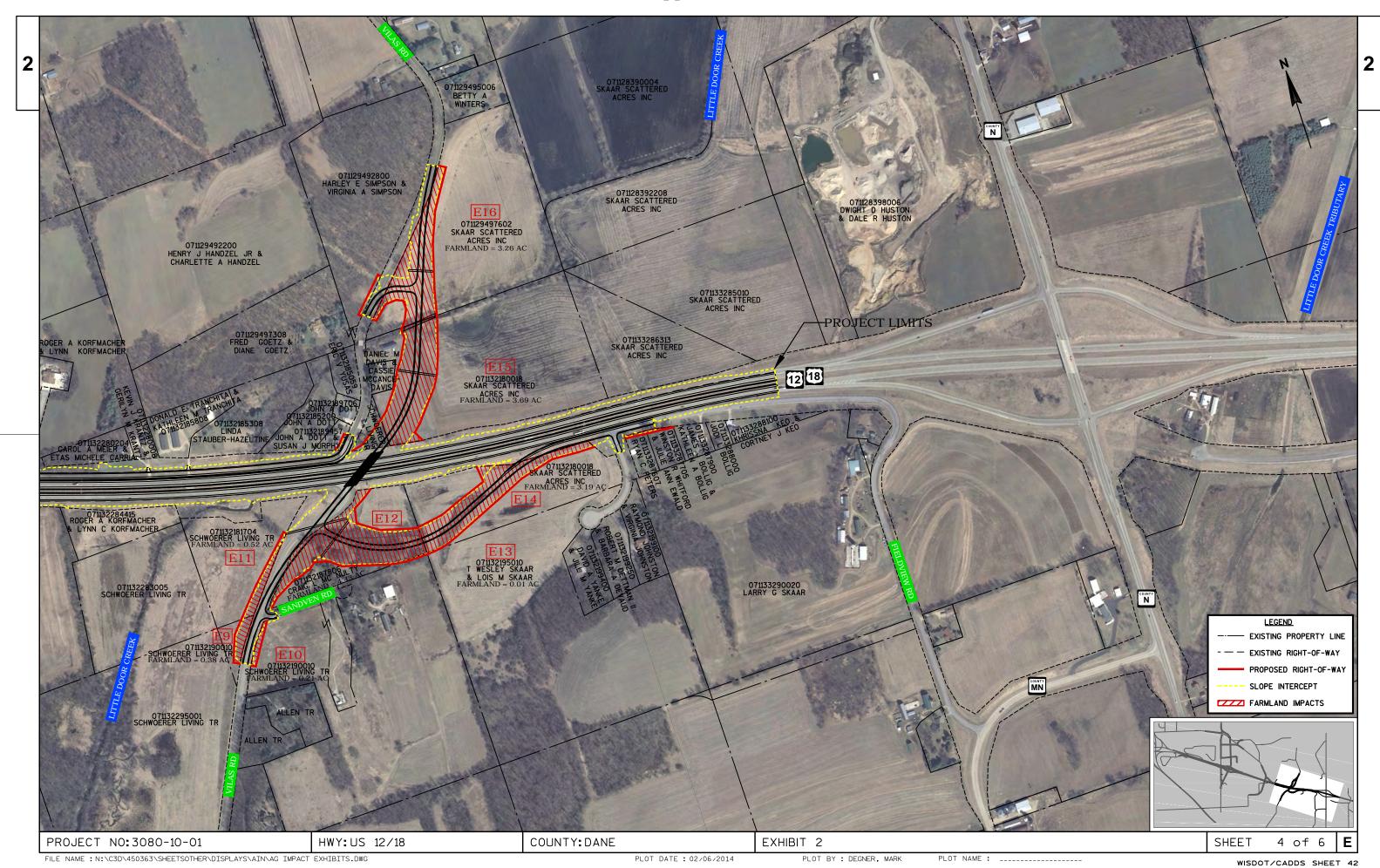


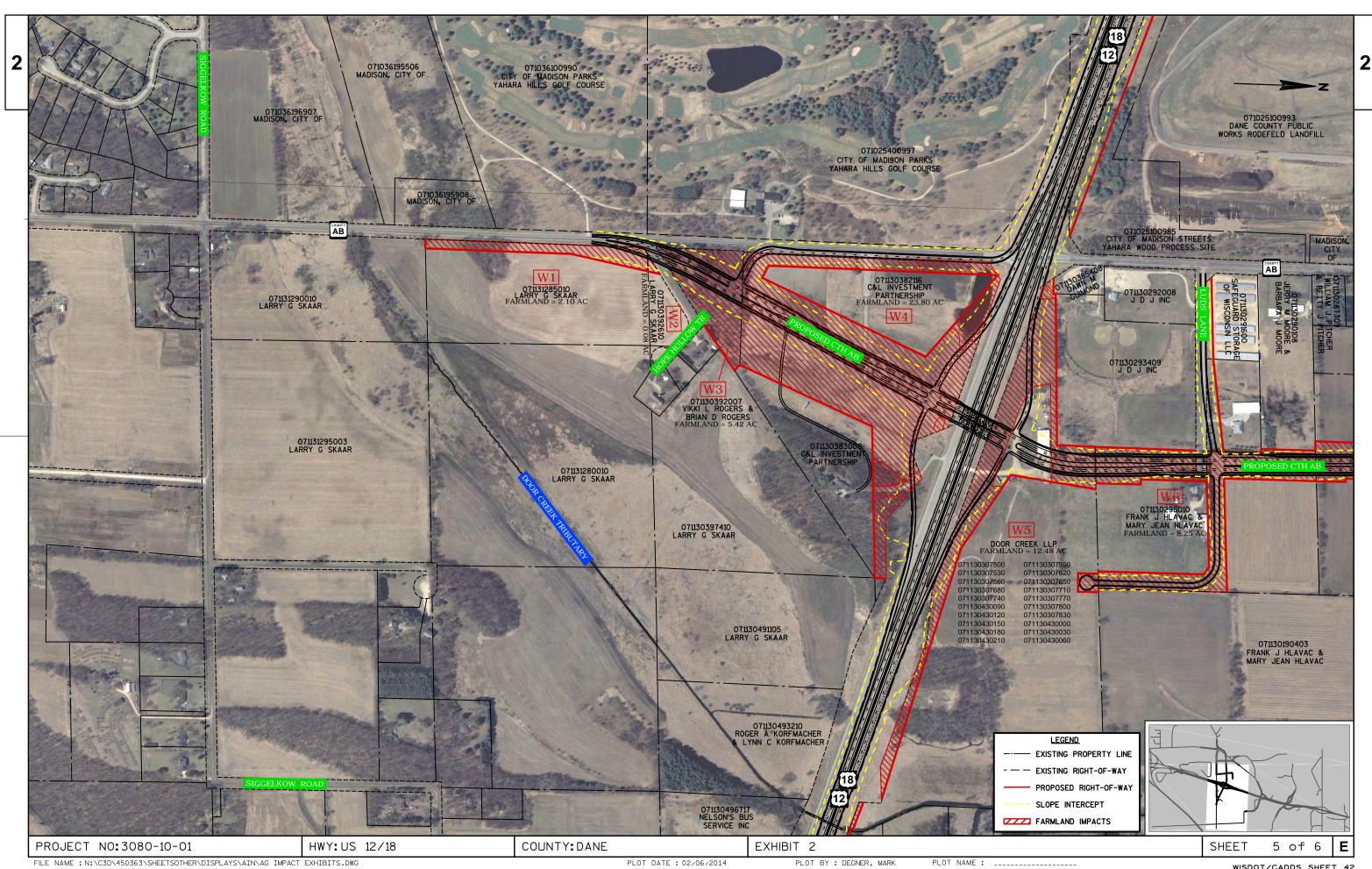
EXHIBIT 2 AGRICULTURAL IMPACT SHEETS

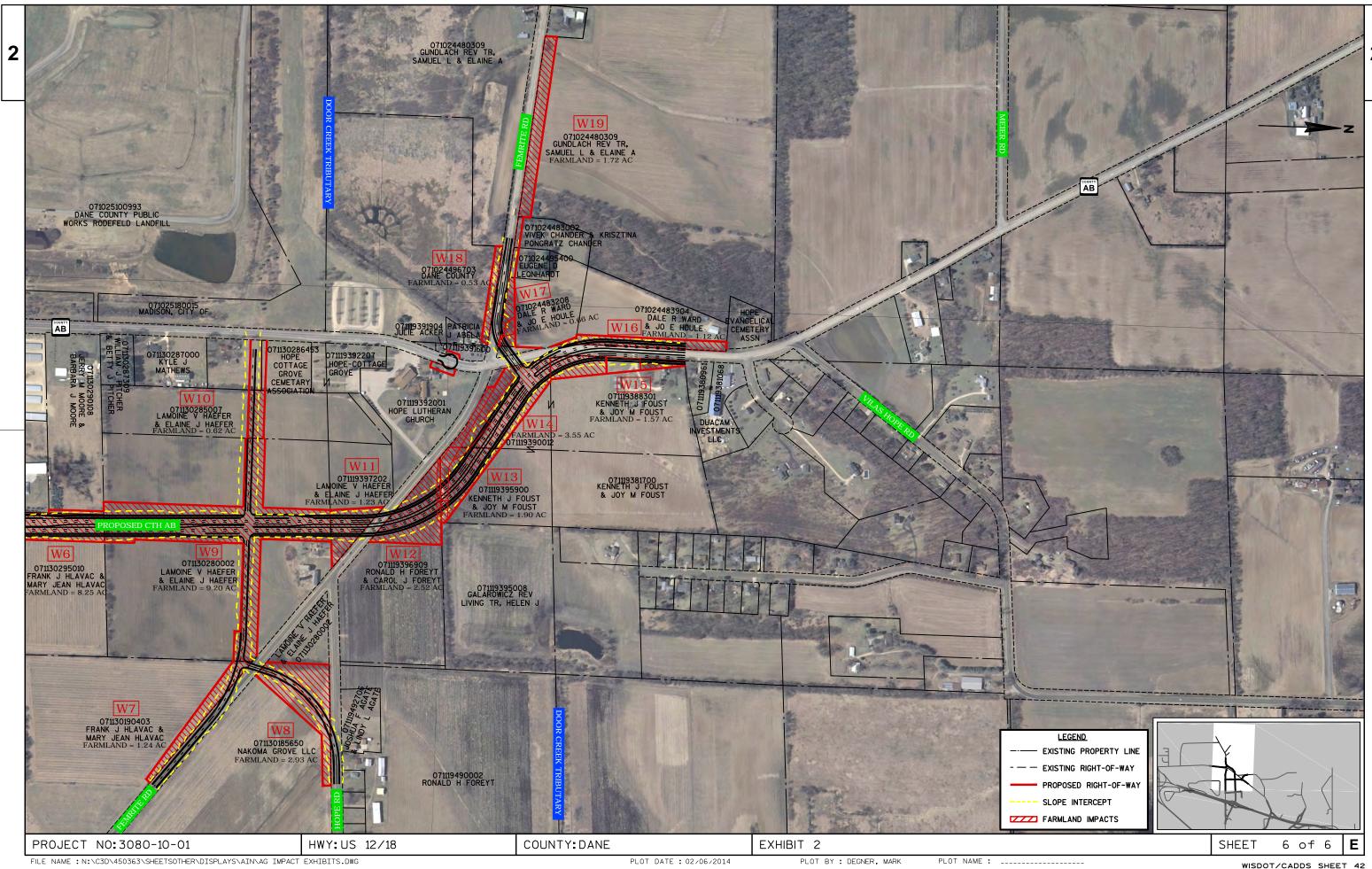












APPENDIX E-3 DATCP COORDINATION

Appendix E-3-1



State of Wisconsin Governor Scott Walker

Department of Agriculture, Trade and Consumer Protection

Ben Brancel, Secretary

February 21, 2014

Craig Pringle Wisconsin Department of Transportatin 111 Interstate Blvd Edgerton, WI 53534-9399

Dear Craig Pringle:

Re: Project ID:

3080-10-01

Project Name: USH 12/18 Freeway Conversion Study: I-39/90 to CTH "N"

County:

Dane

The Department of Agriculture, Trade, and Consumer Protection (DATCP) has reviewed the notification and any supplemental information you have provided concerning the potential need for an agricultural impact statement (AIS) for the above project. We have determined that an AIS will not be prepared for this project.

Please note that if the proposed project or project specifications are altered in any way which could be construed as increasing the potential adverse effects of the project on agriculture or on any farm operation, the DATCP should be renotified. Questions on the AIS program can be directed to me at the above address or by dialing 608/224-4646.

Sincerely,

Alice Halpin

Agricultural Impact Program

DATCP ID: #3983

APPENDIX F PRE-SCREENING OF INDIRECT EFFECTS ANALYSIS

US 12/18 Freeway Conversion Study

Indirect Effects Pre-Screening Worksheet

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 Exhibit 1. Data for this analysis was gathered from comprehensive plans, the Wisconsin Department of Administration, U.S. Census Bureau and meetings with community officials. This document was completed on 8/11/2015.

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?

No additional thru lanes will be added on US 12/18, but, in the west section, one auxiliary lane will be added to westbound and eastbound lanes west of County AB to accommodate weaving movements for vehicles entering and exiting the highway. New frontage roads will be added to provide access to residents and businesses that currently have direct access to US 12/18.

In the west section, US 12/18 is shifted to the north to fully use the existing right-of-way for US 12/18 and the frontage road to minimize the need for property acquisition from the Yahara Hills Golf Course property on the south side of the road. US 12/18 in the east section will remain on existing alignment. Direct access to US 12/18 with Siggelkow Road, Femrite Drive and Vilas Road would be eliminated.

A full diamond interchange at US 12/18 and County AB is proposed approximately 1,000 feet east of the existing County AB intersection with US 12/18.

A new bridge over US 12/18 would be added between Siggelkow Road and Femrite Drive approximately 400 feet west of the existing intersection with US 12/18. Approximately 2,000 feet of Siggelkow Road would be realigned south of US 12/18 to remove several sharp curves in the existing roadway. Portions of existing Siggelkow Road would remain and act as driveways to provide access to properties in the area.

Femrite Drive would be reconstructed from a point approximately 1,300 feet north of the new bridge crossing. A new frontage road would be constructed along the north side of US 12/18 between Femrite Drive and Vilas Road to provide access to the properties on the north side of US 12/18.

Vilas Road would be shifted approximately 150 feet to the east of the current location where it intersects US 12/18. A new bridge over US 12/18 would be constructed on Vilas Road over US 12/18. Vilas Road would be realigned for approximately 1,800 feet north of US 12/18 and 1,200 feet south of US 12/18. See attached Exhibit 3 for the Recommended Alternative.

2. Project Purpose and Need

Does the project purpose and need include economic development, in part or full?

The purpose of this study is to determine the preferred alternative for converting a section of US 12/18 to a limited-access freeway. This study will include recommendations for the future of the US 12/18 facility, including potential new interchange locations, grade separated crossings, frontage roads, relocated driveway access and modifications to the local road network. Those recommendations will allow development decisions and updates to local land use plans to be consistent with the future needs of the roadway facility and preserve the ability to upgrade the system in the future.

The project's purpose and need does not include economic development. However, the study will address the development planned by the area municipalities in the project area, including the potential future expansion of the County AB corridor. The City of Madison has identified County AB as an important multi-lane; north-south corridor in their future land use plans.

3. Project Type

An Environmental Assessment (EA) for planning purposes is being prepared.

4. Facility Function

US 12/18

US 12/18 is a principal arterial highway in south central Wisconsin. US 12/18 is identified as a Corridors 2030 Connector route in WisDOT's Connections 2030 plan. Connector routes are a series of high quality two and four-lane roadways that connect the state's economic and population centers to each other and to the Backbone routes.

County AB

County AB is a two-lane major collector roadway within the project limits. The City of Madison has long-range plans for County AB to be a multi-lane north-south connection on the east side of the city.

5. Project Location

Urban, suburban, small community (population under 5,000), rural with scattered development, rural primarily farming/agricultural area

US 12/18 is a four-lane east-west highway connecting Madison and communities to the east. A system interchange at the west end of the project provides a connection to I-39/90 and the larger interstate system. The County N interchange, at the east end of the project, provides a connection to the Village of Cottage Grove to the north and access to I-39/90 to the south. County AB intersects the US 12/18 corridor approximately one mile east of the I-39/90 interchange and provides an important north-south route for the area. See Exhibit 2 for a project location map.

The Village of McFarland is southwest of the project corridor and the Village of Cottage Grove is to the northeast. The project also falls within the unincorporated Towns of Blooming Grove and Cottage Grove. The eastern limits of the City of Madison extend into the western portion of the project corridor. The Village of Cambridge is approximately 10 miles east of the study corridor.

The western portion (west of County AB) of the project corridor is more developed (urban) while the area east of County AB is primarily agricultural with scattered rural residences and a few commercial properties.

6. Improved travel times to an area or region

Will the proposed project provide an improvement of 5 or more minutes?

The proposed project is not expected to improve travel times by more than five minutes along US 12/18. Businesses and residences that previously had direct access to US 12/18 would utilize the new County AB interchange, realigned local roads, and frontage roads under the proposed condition. It is anticipated that travel times may increase slightly for these businesses and residences due to the relocated access.

7. Land Use and Planning

a. Existing Land Use

The project corridor lies within the City of Madison, Villages of Cottage Grove and McFarland and the towns of Blooming Grove, Cottage Grove, Dunn and Pleasant Springs. The City of Madison lies at the west end of the project corridor. The west end of the corridor is more developed with commercial and other business development close to the Beltline Interchange. In addition, County-owned lands west of County AB are in use as a landfill to the north of US 12/18. A golf course owned by the City of Madison is located south of the highway.

The east section of the project is less densely developed with agriculture, widely-dispersed residential homes, and limited commercial properties present. The Village of Cottage Grove is located approximately three miles to the north along County N.

Higher density development, including residential, institutional, commercial, and industrial land uses are located in the City of Madison, approximately 2 miles west of the project limits.

b. Future Land Use

Dane County and the City of Madison have identified land use plans for future conditions that include the project area. In general, the ultimate build-out condition of the project vicinity does include more development, which is focused in the west section. It is expected that development will increase in the west end of the corridor sooner than the east end of the corridor. The developed area of the Madison metropolitan area generally is west of I-39/90, but as the remaining undeveloped land is used, development pressure will increase east of the I-39/90. When development will occur is dependent on economic conditions. Development is controlled by local zoning decisions and the availability of services, such as sewer and water.

The study will also address the development planned by the area municipalities for potential future expansion of the County AB corridor. The Dane County Comprehensive Plan, Planned Land Use map shows the area both north and south of US 12/18 and east of County AB as a "Rural Development / Transitional" area. See attached Exhibit 4.

The City of Madison has identified County AB as an important multi-lane, north-south corridor in their future land use plans as well. See attached Exhibit 5. Exhibit 6

shows the Generalized Future Land Use Plan for the City of Madison. Note #25 on Exhibit 6 from the *City of Madison Comprehensive Plan, January 2006*, states that "Development of an Employment District east of County Trunk Highway AB, generally between Femrite Drive and USH 12 &18, is recommended. Because a detailed neighborhood development plan has not yet been prepared for this area, the boundaries of the proposed Employment District are only conceptual. Some Medium Density Residential uses should be located in close proximity to the proposed employment district to provide convenient workforce housing opportunities."

The Town of Cottage Grove Future Land Use Plan shows "Limited Commercial" zoned for the area east of County AB and US 12/18 north to Femrite Drive and south to I-39/90. See attached Exhibit 7.

c. Zoning

US 12/18

The western portion of the project limits is primarily zoned as Utilities for the Dane County Landfill and Outdoor Recreation for Yahara Hills Golf Course. The Millpond Road area is zoned as Commercial (C-1 and C-2) and Institutional/Governmental. The eastern portion of the project limits (County AB to County N) is mainly Agriculture (A-1) with scattered Commercial and Residential (R-1 and RH-1). See attached Exhibit 8.

County AB

North of US 12/18 is zoned as Commercial(C-1 and C-2), Residential (RE-1, RH-2, RH-3), Agriculture (A-1 and A-2), Utilities, Institutional and Transportation. An area on the north side of US 12/18 between County AB and Femrite Drive is zoned as C-2 Commercial. This area is called the Door Creek Business Park and has approximately 59 acres. South of US 12/18 is zoned primarily as Commercial (C-2), Residential (RH-3) and Agriculture (A-2). See attached Exhibit 8. *Source: Dane County DCi Map*, 2010

d. Would the project potentially conflict with plans in the project area? (e.g. in areas in which agricultural preservation is important to local government(s)?)

The majority of the project does not conflict with plans in the project area. The proposed interchange and realignment of County AB at US 12/18 is part of a larger, regional planned corridor. According to the 2012 Dane County Farmland Preservation Map, the area between Siggelkow Road and County N along US 12/18 is designated as an "Agriculture Preservation Area". See attached Exhibit 9. Rightof-way is expected to be acquired within this area to accommodate the proposed frontage roads and allow access to the proposed overpasses at Siggelkow Rd/Femrite Dr. and Vilas Road. Direct access to and from US 12/18 will be modified. As stated earlier, current land use plans indicate potential development would be focused at the west end of this study area. Therefore, there should not be changes in the land use of this Agriculture Preservation Area. However, there is the potential that long term future development and growth could extend further east along US 12/18 which could result in this agricultural land becoming more challenging to access and farm. With the modifications to the roadway network, a potential indirect effect of the Proposed Action may be a potential future change in land use adjacent to the Agriculture Preservation Area. As future development and growth continue east along US 12/18, this agricultural land may become challenging to access and farm.

Overall, at this time, the agricultural preservation lands in the study area should not be adversely affected by future modifications to the local road system.

8. Population / Demographic Changes

a. Have population changes over the past 5, 10 and 20 years been high, medium or low growth rate vs. the state average over the same period?

City or Town	1990 Population	2000 Population	2010 Population	2000-2010 Change (%)	1990-2010 Change (%)
Town of Blooming Grove	2,079	1,768	1,815	2.7	-12.7
Village of Cottage Grove	1,131	4,059	6,192	52.5	447.5
Town of Cottage Grove	3,525	3,939	3,875	-1.6	9.9
Village of McFarland	5,266	6,496	7,808	20.2	48.3
City of Madison	191,262	210,443	233,209	10.8	21.9
Dane County	367,085	426,526	488,073	14.4	33.0
Wisconsin	4,891,769	5,363,715	5,686,986	6.0	16.3

Source: U.S. Census Bureau

Dane County has a high growth rate (14.4% growth) compared to the state of Wisconsin as a whole, which saw 6.0% population growth between 2000 and 2010. Within Dane County, the Village of Cottage Grove, located approximately three miles north of US 12/18, grew the fastest at 52.5% over that decade.

b. What are the projections for future population? (Use Wisconsin DOA projections)

Wisconsin's population is expected to grow by 14% from 2010 to 2040. This projected growth rate is slower than that of the 1990s and early 2000s but markedly faster than that of the 1980s. Dane County is projected to gain approximately 118,500 residents (24.3%) during the 30-year period between 2010 and 2040, the largest numeric increase among all counties. The City of Madison is expected to see an 18.1% increase in population from 2010 to 2040, the largest numeric increase among all municipalities. The Village of Cottage Grove and Village of McFarland are expected to see an increase in population by 19.7%. The Town of Cottage Grove is expected to see an increase in population by 17.2% from 2010 to 2040 while the Town of Blooming Grove is expected to see an increase in population of 11.0% over the same period.

Source: Wisconsin's Future Population, Projections for the State, Its Counties and Municipalities, 2010-2040, Wisconsin DOA, Dec. 2013

c. Have there been considerable changes for population demographics and employment over the past 10-20 or more years?

Between 2000 and 2010, the City of Madison saw an 84% growth in the number of Hispanic or Latino origin and a 38% increase in Black or African American population over the same period.

The population in Dane County and the City of Madison is aging. Between 1990 and 2000, the 45 to 54 year old age group increased by 79 percent in Dane County and 71 percent in the City of Madison. The 75 to 84 year old age group increased 30 percent in Dane County and 21 percent in the City of Madison and

the 85 year old and over age group increased 36 percent in Dane County and 20 percent in the City of Madison. By comparison, the 25 to 34 year old age group decreased by 6 percent in Dane County and decreased 5 percent in the City of Madison.

Historically, the increase in labor force is tied to the annual growth rate for Dane County and the City of Madison. Between 1980 and 2000, Dane County's labor force increased from 178,136 to 255,838 reflecting an annual growth rate of 2.2 percent. In the City of Madison, between the same time period, the labor force increased from 95,363 to 127,932 reflecting the annual growth rate of 1.7 percent.

9. Rate of Urbanization

a. Developments proposed for the project study area?

Door Creek Business Park is currently advertising 59 acres of zoned C-2 commercial land for sale on the north side of US 12/18 between County AB and Femrite Drive. The County AB corridor is part of a larger planned development and the roadway realignment and proposed interchange at US 12/18 and County AB should allow for easier access to that area.

County AB

The City of Madison has identified the County AB corridor within the project limits as a future employment district. Employment districts are recommended as predominantly office, research and specialized employment areas, and generally do not include retail and consumer service uses serving the wider community. Employment districts typically require good transportation access and should be located on or near major arterial or collector roadways.

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

Several commercial businesses that have been developed in the last 20 years are located in the SE quadrant of the I-39/90 & US 12/18 interchange just west of the project limits. Businesses in this area include Norandex Incorporated, Harley Davidson motorcycles dealership, Rev. Jim's Road House, Magnuson Grand Hotel and Ho-Chunk Gaming Casino. Within the last several years, Nelson's bus service opened its business on US 12/18 just off of Siggelkow Road within the project limits.

There have been changes along the County AB corridor in the last 20 years. The SE corner of US 12/18 and County AB is currently zoned C-2. Historic maps from 1986 indicate this property appeared to be farmland.

A storage facility (Safeguard Storage) is located on County AB north of US 12/18. The Cross Roads Inn located in the NE corner of County AB and US 12/18 added two softball fields. A single family home was constructed at 3124 Luds Lane north of US 12/18 just east of Safeguard Storage. A single family house at 3620 County Highway AB has been built in the last 25 years.

A single family home at 3101 US 12/18 has been built in the last 25 years. A Dane County salt shed has been built on US 12/18 just east of Siggelkow Road. Within the last 10 years, 12&18 Storage Facility was built at 2764 US 12/18.

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.)

There have been local official meetings, public informational meetings and coordination with property owners, state agencies, tribal leaders and local stakeholders as part of the freeway conversion study.

Common concerns identified by the public that relate to indirect effects are increased traffic, increased emergency response times, and the affects of a County AB interchange on the City's plans to develop the County AB corridor. One farmer along Femrite Drive is concerned about impacts to his farmland.

The main issues identified by the public have been property impacts and access to US 12/18. Removing direct access from US 12/18 will require motorists to modify their current routes in order to access US 12/18 at interchange locations.

Conclusion

The project will not have the likelihood to result in significant indirect effects as defined by NEPA. This conclusion was based on the evaluation of 10 pre-screening factors described above and summarized below.

- Design Concepts and Scope: The conversion of this roadway to a limited-access freeway provides network consistency with the future adjacent I-39/90 Beltline interchange project.
- 2. Purpose and Need: The recommendations for interchange locations, frontage roads and driveway access will assist development decisions with local future land use plans. With the conversion to a limited-access freeway, access is limited to interchanges via frontage roads and overpasses allowing for a safer and more efficient transportation system.
- 3. Project Type: An Environmental Assessment includes investigation of all potential environmental impacts. Prior to any future construction, new environmental documentation will need to be completed and indirect effects revisited.
- 4. Facility Function: US 12/18 serves as a Connector Route and provides a vital connection to population centers and other Backbone routes. Upgrading this facility helps to ensure the safety and reliability of this connection.
- 5. Project Location: This stretch of US 12/18 is connecting an urban area to the west with a rural area to the east. The combination of planned development and facility upgrades helps facilitate smart growth.
- 6. Travel Times: Travel times on US 12/18 may improve, but not anticipated beyond a five

minute improvement.

- 7a. Land Use Planning (existing): The area to the west is a developed urban area linking a rural area to the east with dispersed homes and agricultural lands.
- 7b. Land Use Planning (future): This corridor has been identified for future development by Dane County and the City of Madison for both US 12/18 and County AB. The combination of planned development and facility upgrades helps facilitate smart growth.
- 8. Population and Demographic Considerations: Population growth in the study area is expected to rise from 2010 to 2040 by approximately 17.6%. The combination of planned development and facility upgrades helps facilitate smart growth.
- 9. Rate of Urbanization: Currently there are advertisements for development along US 12/18. County AB in the project study area has been identified as a future Employment District. Development has occurred more rapidly in the western portion of the study limits in the last 20 years. The combination of planned development and facility upgrades helps facilitate smart growth.
- 10. Public, State and/or Federal Agency Concerns: State and Federal agencies were contacted as part of this study with no concerns regarding indirect effects identified. Common concerns identified by the public that relate to indirect effects are increased traffic, increased emergency response times, and the affects of a County AB interchange on the City's plans to develop the County AB corridor. The main issues from the public revolve around access to and from US 12/18. With the conversion to a limited-access freeway, access is limited to interchanges via frontage roads and overpasses. While limiting access to US 12/18 via interchanges may result in a minor inconvenience for local traffic, it will allow for a safer and more efficient transportation system through the removal of at-grade side road crossings and through the continuous movement of traffic.

Through screening analysis using WisDOT's pre-screening for indirect effects procedure and FDM guidance on indirect effects, it is concluded that the factors of the project, its location and other conditions do not warrant further detailed analysis of the potential for indirect effects. If changes are made to the project design and alternatives, this screening will need to be re-examined for sufficiency. Prior to any future construction, new environmental documentation will need to be completed and indirect effects revisited.

Exhibit 1

Appendix A: Pre-Screening Worksheet for EA Projects for Determining the Need to Conduct a Detailed Indirect Effects Analysis.

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

Prepared by Environmental Policy and Community Impacts Analysis Section
Bureau of Equity & Environmental Services
Division of Transportation System Development
Wisconsin Department of Transportation

NEPA requires the assessment of indirect effects of <u>all projects</u> under CEQ regulations. **All EIS documents require a detailed indirect effects analysis.** However, not all, non-EIS environmental reviews for transportation projects will warrant a *detailed analysis* of indirect effects. This pre-screening guidance will assist the Study Team in determining whether a more detailed analysis is necessary in order to comply with NEPA requirements. Refer to the complete indirect effects analysis guidance document and FDM (chapter 25-5-17) for further information.

This pre-screening worksheet may be helpful in scoping for the analysis. If the Study Team is uncertain what level of analysis the project will need, do not make an assumption that the project doesn't require the analysis. Contact the Environmental Policy and Community Impacts Section staff and the regional environmental coordinator for more assistance.

The factors listed below are not in any order of importance. Each EA and ER project needs to be examined individually to understand whether a particular factor or combination factors requires detailed analysis for indirect effects.

Factors to Consider

- 1. Project Design Concepts and Scope
- 2. Project Purpose and Need
- 3. Project Type (Categorical Exclusions, etc.)
- 4. Facility Function (Current and Planned—principal arterial, rural arterial, etc.)
- 5. Project Location
- 6. Improved Travel Times to an Area
- 7. Local Land Use and Planning Considerations
- 8. Population and Demographic Considerations
- 9. Rate of Urbanization
- 10. Public Concerns

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

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).

3. Project Type

What is the project document "type"?

- ✓ EIS project—a detailed indirect effects analysis is warranted.
- ✓ Many EAs 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 applies, a detailed assessment is not generally warranted, however documentation must be provided that addresses this determination including basic sheet information.

4. Facility Function

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

- ✓ Urban arterial
- ✓ Rural arterial

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

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.)

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)?)

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?

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?

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.)

Documenting Pre-Screening

The results of pre-screening require documentation both in the project file and within the document itself. In the documentation, it is important to include various data sources used and summarize the rationale for determining level of analysis required.

Some projects, especially EAs may need additional analysis, but will not reach the level required in an EIS project. The analysis should be catered to the level of project indirect impacts anticipated.

If concluded through the pre-screening process that further analysis <u>is not needed</u>, environmental documents should include the following language in addition to the various data sources and summary of rationale from this pre-screening:

"Through screening analysis using WisDOT's pre-screening for indirect effects procedure and FDM guidance on indirect effects, it is concluded that the factors of the project, its location and other conditions do not warrant further detailed analysis of the potential for indirect effects.

The project will not have the likelihood to result in *significant* indirect effects as defined by NEPA. This conclusion was based on the evaluation of 10 pre-screening factors including project design concepts and scope; project purpose and need; project type; facility function (current and planned); project location; improved travel times to an area; local land use and planning considerations; population and demographic considerations; rate of urbanization; and public/agency concerns. The data and evaluation supporting this conclusion are attached. Therefore, further evaluation of indirect effects in a detailed analysis is not warranted. If changes are made to the project design and alternatives, this screening will be re-examined for sufficiency."

If the Study Team is uncertain what level of analysis the project will need or if the results of the screening are appropriate, the Study Team should not make an assumption. Contact BEES' Environmental Policy and Community Impacts Section staff and the regional environmental coordinator for more assistance.

Contacts:

Kassandra Walbrun 608-261-8618 kassandra.walbrun@dot.state.wi.us Pat Trainer 608-264-7330 patricia.trainer@dot.state.wi.us

Exhibit 2

Project Location Map

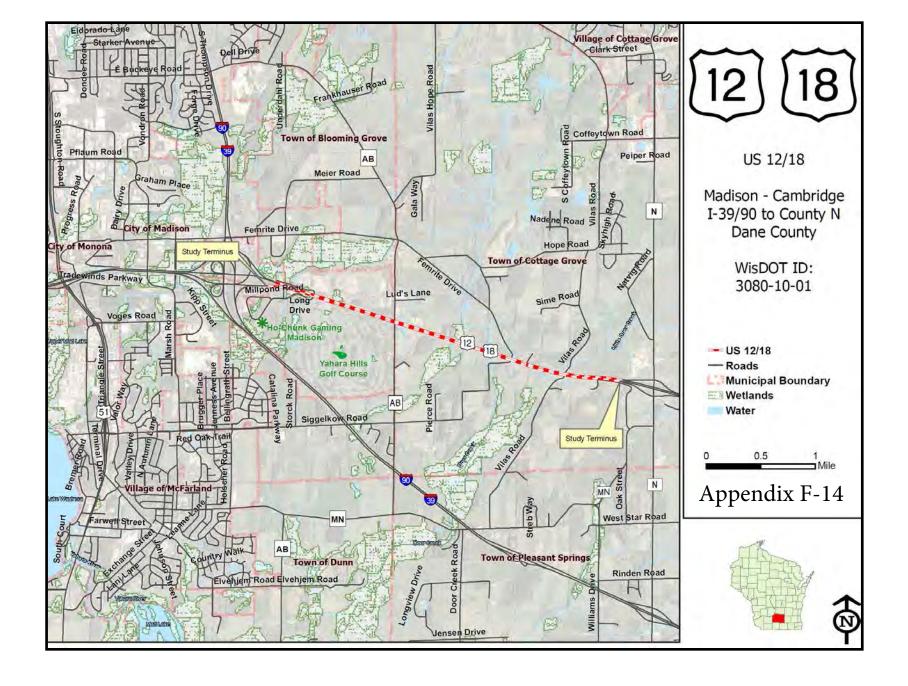


Exhibit 3

US 12/18 Freeway Conversion Study Recommended Alternative

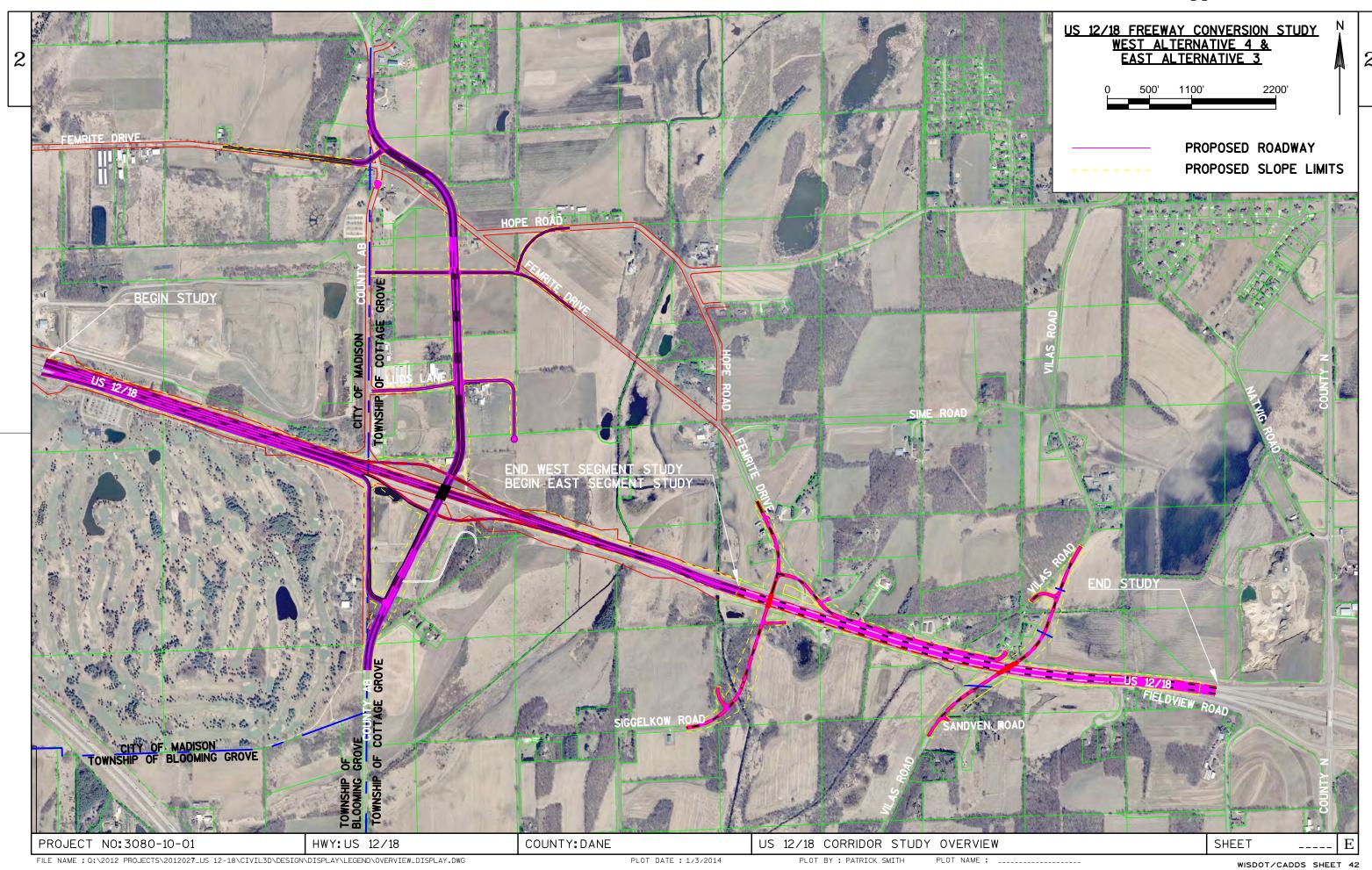


Exhibit 4

Dane County Planned Use Map

LU - 3

Planned Land Us

Source Info: Farmland Preservation & Overlapping Plan Areas (DPD). Park Commission Lands (LWRD). Service Areas & Envr. & Open Space Corridors (CARPC) Road Network: 2012 (DCLIO). Municipal Boundaries & Water: 2012 (DCLIO). This map was prepared through the Department of Planning and Development in conjunction with the Dane County Land & Water Resources Department, Land Information Office and the Capital Area Regional Planning Commission.

Exhibit 5

City of Madison Planning Division Map

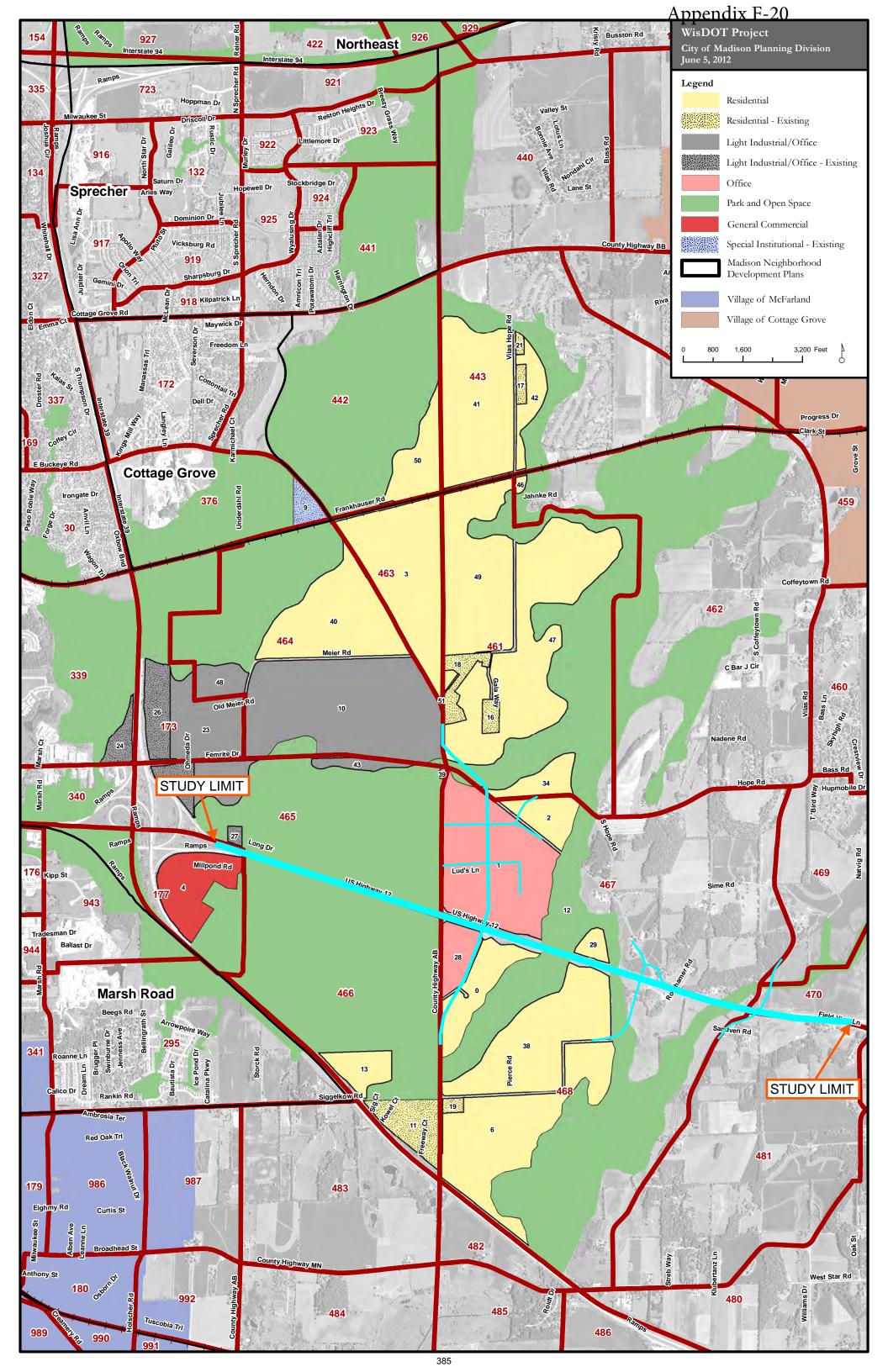
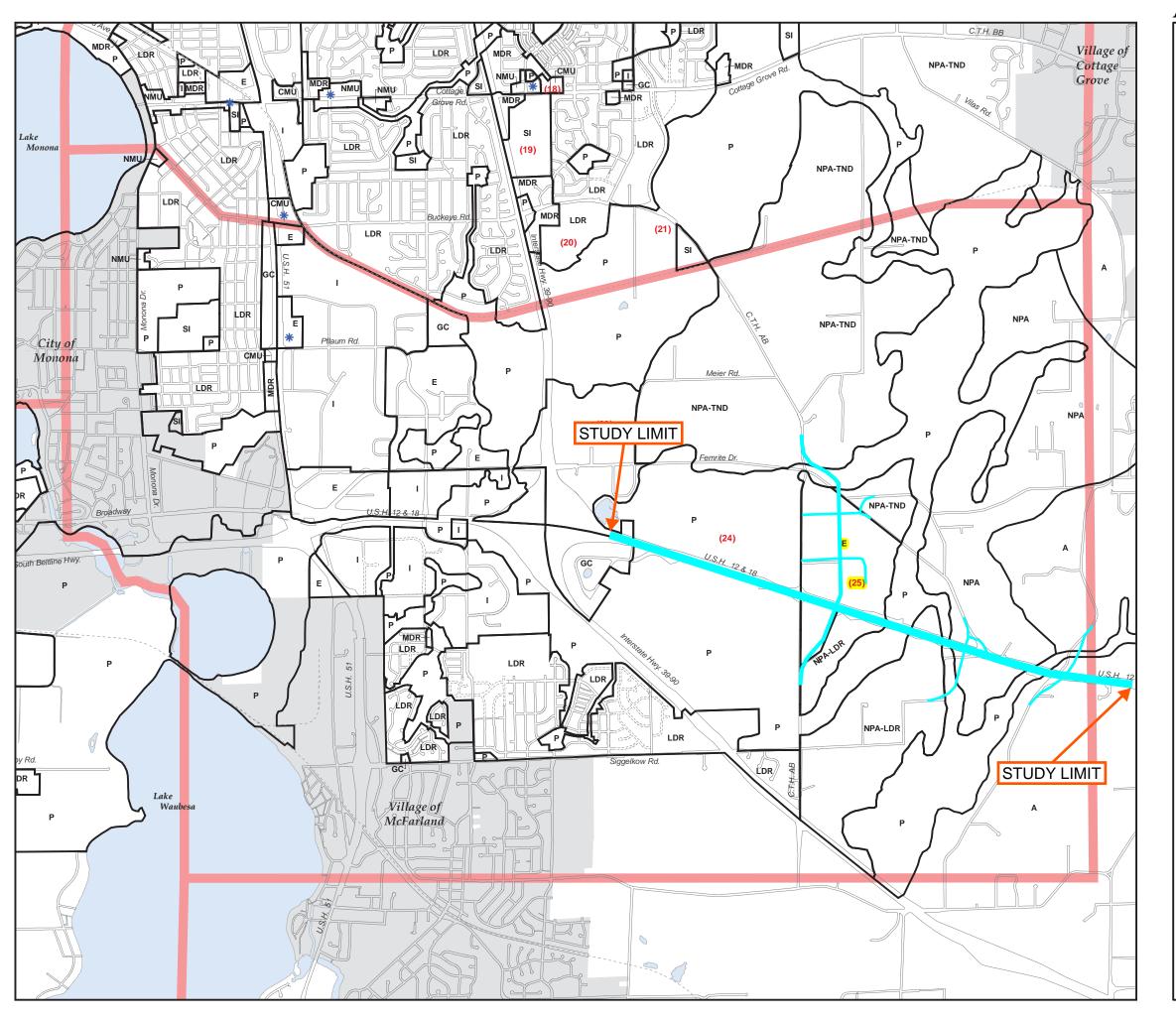


Exhibit 6

City of Madison Future Land Use Plan



Appendix F-22 VOLUME II MAP 2-2e Generalized Future Land Use Plan City of Madison March 2012 RESIDENTIAL DISTRICTS LDR Low Density (0 - 15 units/acre) MDR Medium Density (16 - 40 units/acre) HDR High Density (41 - 60 units/acre) MIXED USE DISTRICTS NMU Neighborhood Mixed-Use CMU Community Mixed-Use RMU Regional Mixed-Use COMMERCIAL/EMPLOYMENT DISTRICTS GC General Commercial RC Regional Commercial E Employment Industrial OPEN SPACE - AGRICULTURE DISTRICTS P Park and Open Space A Agriculture/Rural Uses SPECIAL DISTRICTS SI Special Institutional AP Airport C Campus Downtown Districts (See Volume II Map 2-3) NPA Neighborhood Planning Area (TND Encouraged) SPECIAL OVERLAY DESIGNATIONS **TOD Transit-Oriented Development** (Conceptual Locations) Traditional Neighborhood Development (Conceptual locations, TND may be applied to NPA and residential districts as specified in neighborhood and special area plans.) Land Use Note Reference Number Other Cities and Villages **Existing Street** Conceptual Street Map Section Reference City of Madison Department of Planning & Community & Economic Development, Planning Division Miles City of Madison COMPREHENSIVE PLAN Madison

Exhibit 7

Town of Cottage Grove Future Land Use Plan

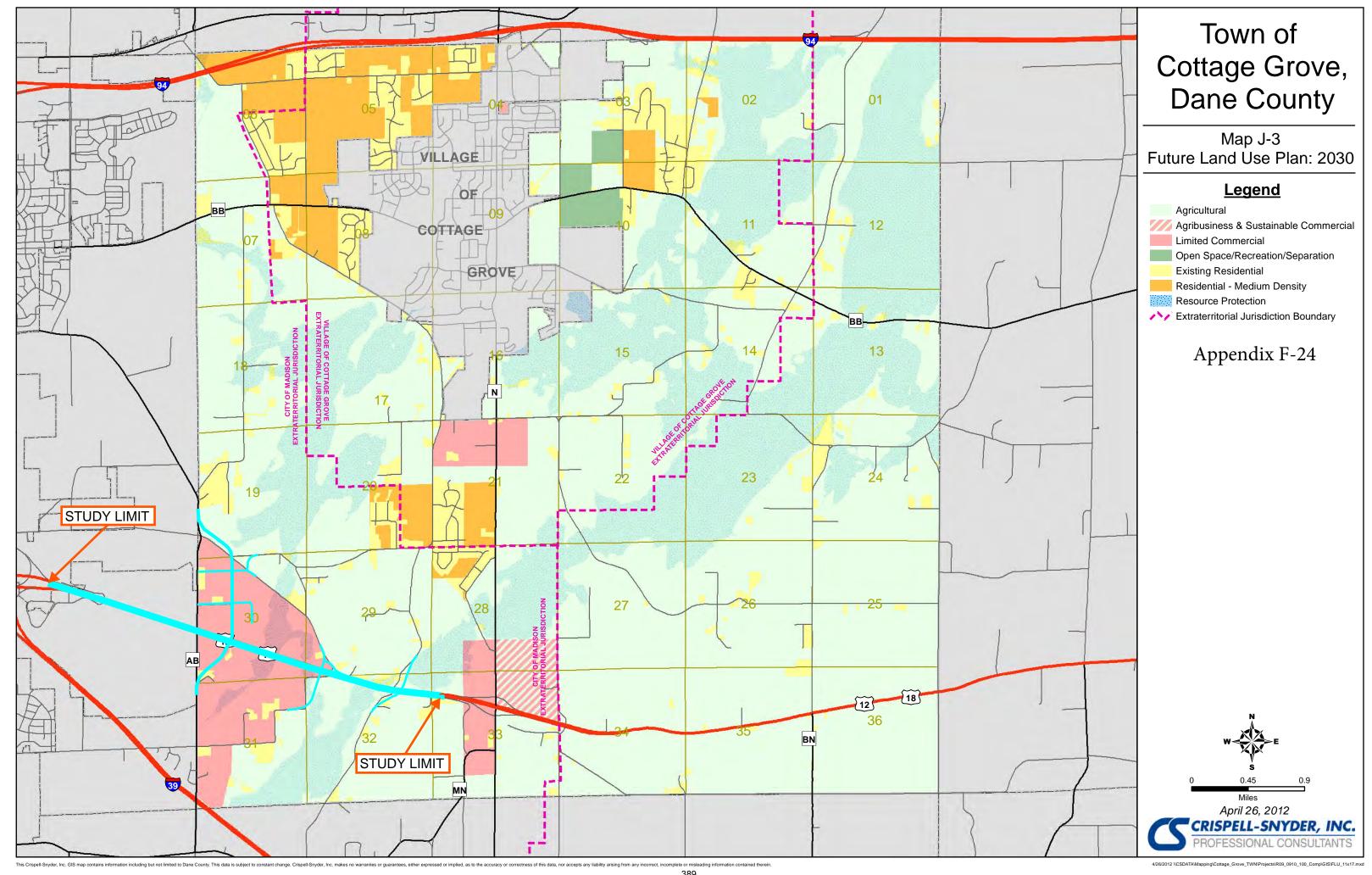
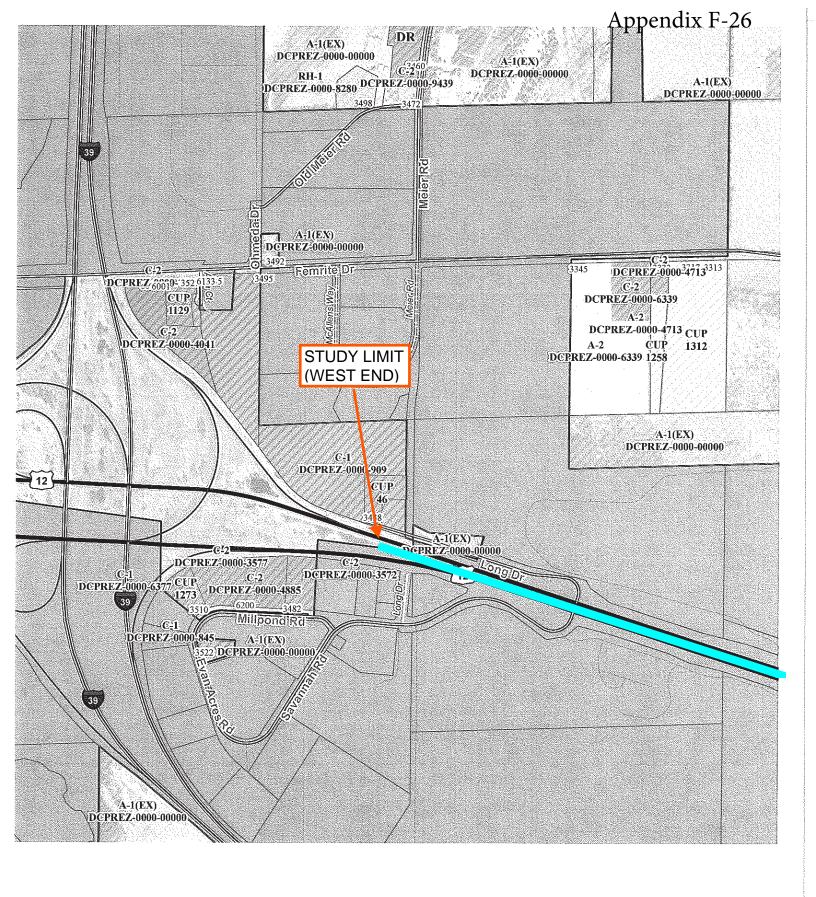
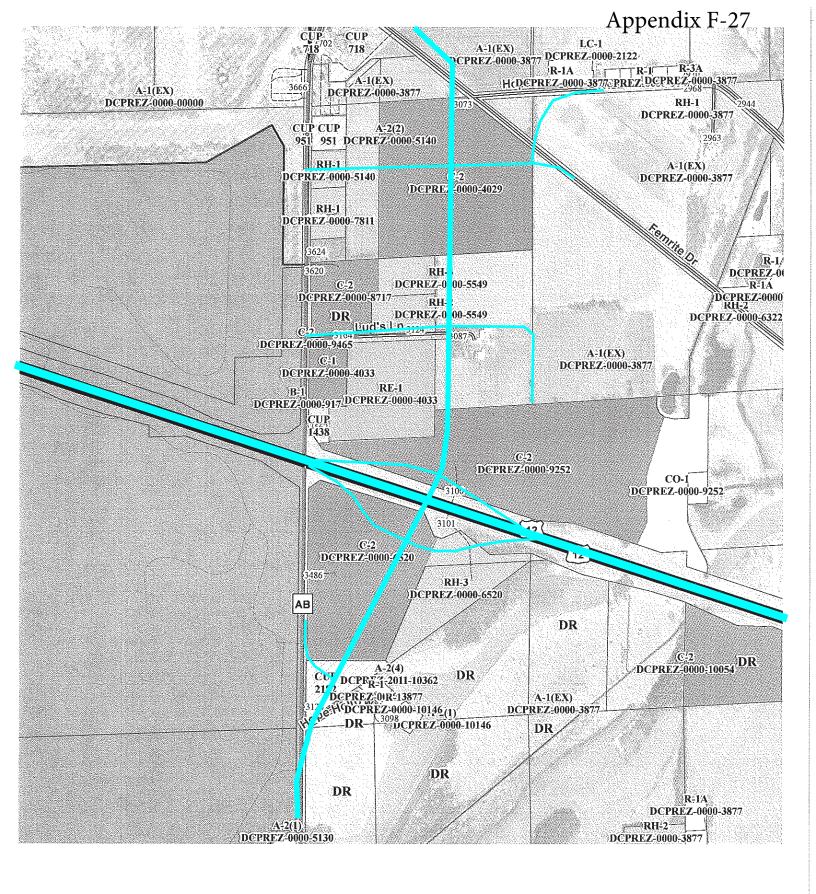
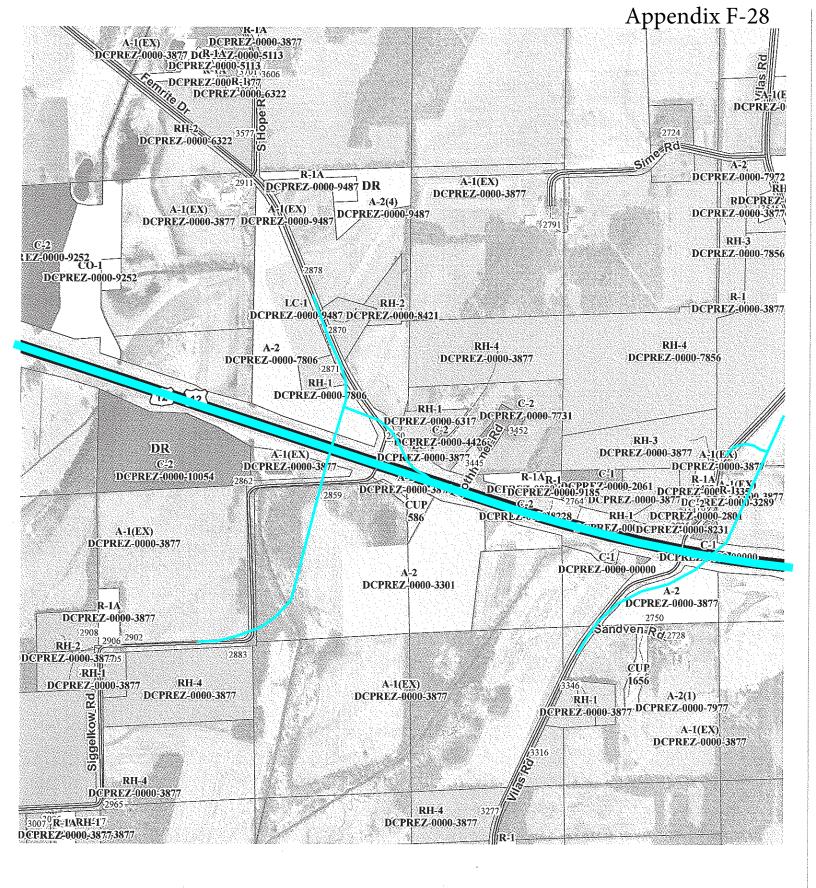


Exhibit 8

Zoning Map







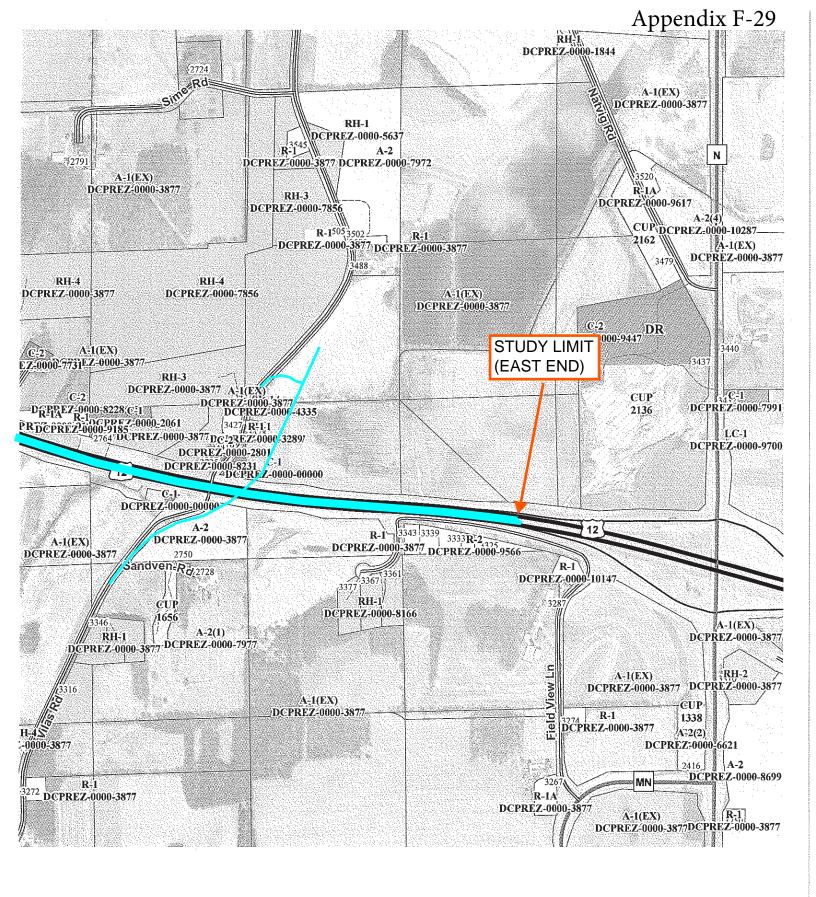
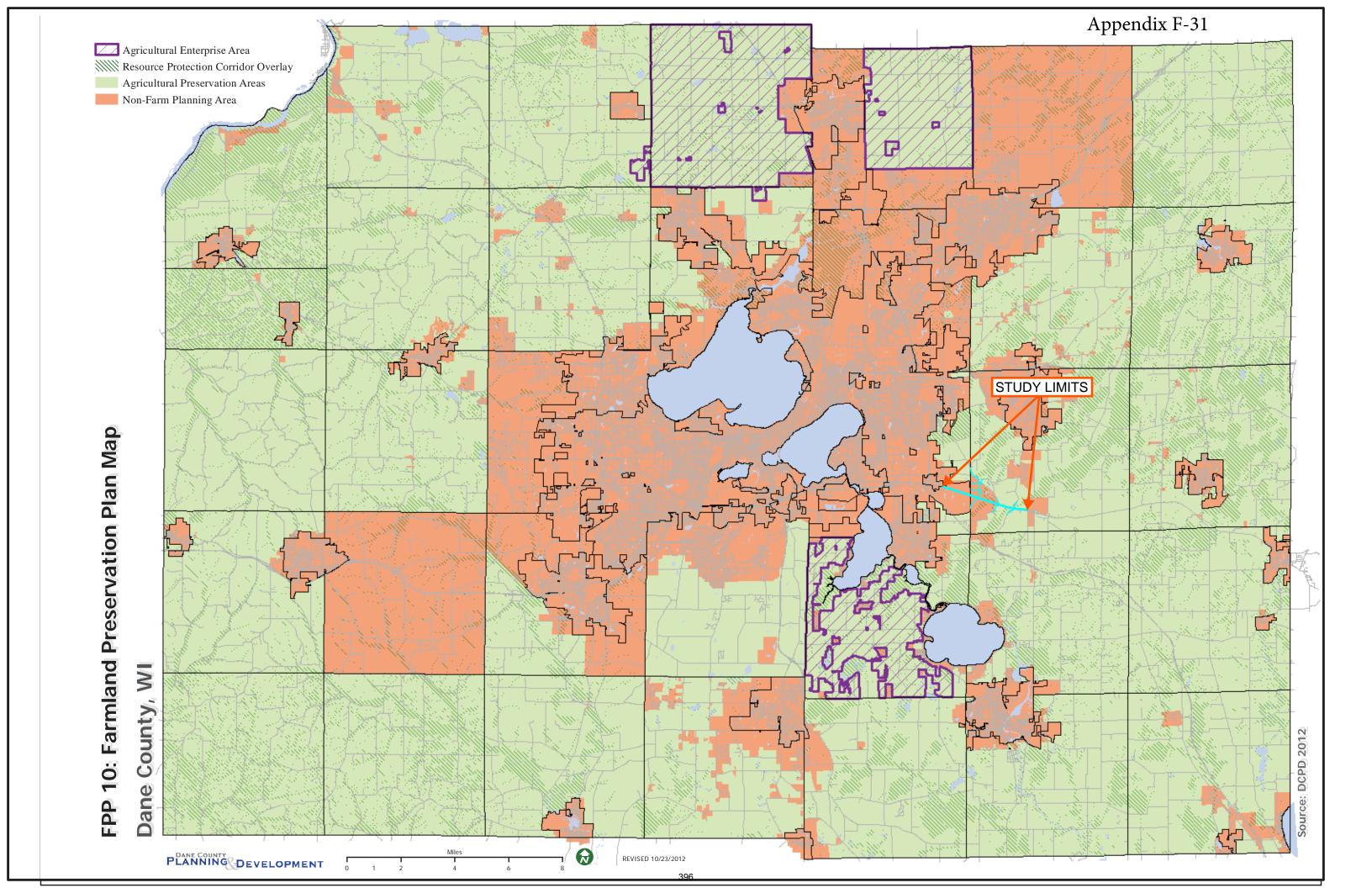


Exhibit 9

Dane County 2010 Farmland Preservation Map



APPENDIX G BILL KETTLE PARK LAND TRANSFER



Eric Knepp Madison Parks Superintendent

Madison Parks Division www.cityofmadison.com/parks

Administrative Office
Planning and Development
Community & Recreation Services
210 ML King, Jr. Blvd., Rm. 104
P.O. Box 2987
Madison, WI 53701-2987
Phone: 608.266.4711
Fax: 608.267.1162

Parks Operations Offices Goodman Maintenance Facility 1402 Wingra Creek Pkwy. West Forestry, 608.266.4816 Construction, 608.266.6289 Conservation, 608.267.4918 Central Parks, 608.266.4728

State Street Mall Concourse Maintenance 120 S. Fairchild St., 608,266,6031

Summit Maintenance Facility 1902 Freeport Rd. West Parks, 608.288.6164

Sycamore Maintenance Facility 4602 Sycamore Ave. East Parks, 608.246.4508 East Forestry, 608.266.4816

Olbrich Botanical Gardens 3330 Atwood Ave., 608.246.4550

Warner Park Community Recreation Center 1625 Northport Dr., 608.245.3690

Irwin A. & Robert D. Goodman Pool 325 W. Olin Ave., 608.264.9292

Golf Madison Parks Glenway Golf Course 3747 Speedway Rd., 608,266,4737 Monona Golf Course 111 East Dean Ave., 608,266,4736 Odana Hills Golf Course 4635 Odana Rd., 608,266,4724 Yahara Hills Golf Course 6701 E. Broadway, 608,838,3126

Forest Hill Cemetery 1 Speedway Rd., 608,266,4720



A Proud Division of the City of Madison August 20, 2015

Jennifer Grimes WisDOT Southwest Region – Edgerton 111 Interstate Blvd. Edgerton, WI 53534

Dear Ms. Grimes:

On June 23, 2014, the property formerly known as Bill Kettle Field was transferred to Dane County. Attached you will find a copy of the deed recording the transfer of the property; it is no longer owned by the City of Madison nor part of the Madison parks system. Please let me know if you need any additional information.

Sincerely,

Eric M. Knepp Parks Superintendent

Enclosure

WARRANTY DEED

The City of Madison, a Wisconsin municipal corporation, conveys and warrants to the County of Dane, a quasi-municipal corporation, the following described real estate in Dane County, Wisconsin; as described in Exhibit A as Parcel "A-1" and "B-1" and depicted in Exhibit B as Parcel "A-1" and "B-1", which exhibits are attached and made a part of this warranty deed.

This is not homestead property.

Exceptions to warranties: Municipal and zoning ordinances and agreements entered under them, recorded easements for the distribution of utility and municipal services, recorded building and use restrictions and covenants and special assessments levied prior to the date hereof.

This transfer is exempt from Real Estate Transfer Fee and Transfer Return pursuant to Wisconsin Stats. Sections 77.25(2) and 77.255.

Dated this 9774 day of June, 2014.

KRISTI CHLEBOWSKI DANE COUNTY REGISTER OF DEEDS

DOCUMENT # 5078420

06/23/2014 2:54 PM Trans. Fee: Exempt #: 2 Rec. Fee: 30.00 Pages: 5

RETURN TO:

City of Madison EDD – Office of Real Estate Services P.O. Box 2983 Madison, WI 53701-2983

Tax Parcel No.s:

251/0710-251-0096-9 251/0710-251-0098-5

CITY OF MADISON

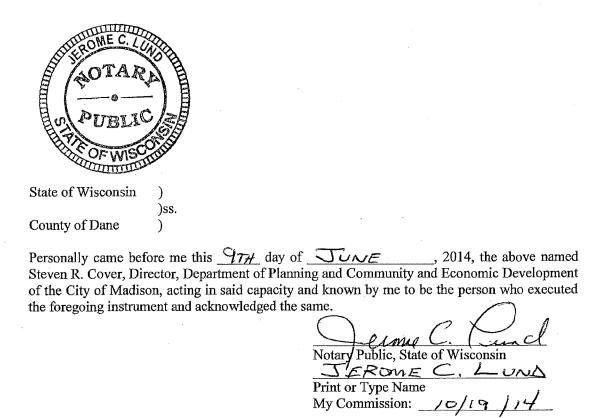
a Wisconsin municipal corporation

By:

Steven R. Cover, Director

Department of Planning and Community and

Economic Development



Execution of this Warranty Deed is authorized by Resolution Enactment No. RES-14-00247, File ID No. 33260, adopted by the Common Council of the City of Madison on April 8, 2014.

Drafted by the City of Madison Office of Real Estate Services

Project No. 2479

SURVEYORS CERTIFICATE

I, RODERICK D. STEEGE, REGISTERED LAND SURVEYOR FOR AECOM, DO HEREBY CERTIFY THAT BY THE ORDER OF DANE COUNTY HIGHWAY DEPARTMENT AND DANE COUNTY PUBLIC WORKS DEPARTMENT, I HAVE MADE A SURVEY OF LANDS IN PART OF THE NE 1/4 OF THE NE 1/4, PART OF THE NW 1/4 OF THE NE 1/4, PART OF THE NW 1/4 OF THE NE 1/4, PART OF THE NE 1/4 OF THE NE 1/4, PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 25, TOWNSHIP 7 NORTH, RANGE 10 EAST, CITY OF MADISON, DANE COUNTY, WISCONSIN DESCRIBED AS FOLLOWS:

PARCEL "A-1"

BEGINNING AT A CITY OF MADISON MONUMENT AT THE NORTHEAST CORNER OF SAID SECTION 25. THENCE S 88°25'08" W ALONG THE NORTH LINE OF THE NE 1/4, 2667.85 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 25 (NOT MONUMENTED); THENCE S 88°29'22" W ALONG THE NORTH LINE OF THE NW 1/4, 1330.53 FEET TO AN EXISTING IRON PIPE, RECORDED AS S 88°05'16" W, 1330.58 FEET TO THE NORTHEAST CORNER OF THE NW 1/4 OF THE NW 1/4 OF SAID SECTION 25; THENCE S 0°26'36" W, 452.86 FEET TO AN EXISTING 1 INCH IRON PIPE, BEING A POINT ON THE NORTH LINE OF A SURVEY BY THOMAS GRENLIE, DATED NOVEMBER 4, 1993, RECORDED AS S 0°01'26" W, 452.86 FEET; THENCE N 88°26'09" E ALONG SAID NORTH LINE, 1331.67 FEET TO AN EXISTING 1' INCH IRON PIPE, RECORDED AS N 88°01'54" E, 1330.92 FEET; THENCE N 88°22'49" E ALONG SAID NORTH LINE, 1805.70 FEET TO AN EXISTING 1 INCH IRON PIPE, RECORDED AS N 87°58'29" E, 1806.09 FEET AND EAST, 1800 FEET: THENCE N 57°59'35" E ALONG SAID NORTH LINE, 650.04 FEET TO AN EXISTING IRON PIPE, RECORDED AS N 57°35'20" E, 650.00 FEET AND N 60°00' E, 650.00 THENCE S 29°36'38" E, 224.19 FEET, (AN EXISTING 1 INCH IRON PIPE BEARS S 29°36'38" E, 0.78 FEET) RECORDED AS S 30°E, 225 FEET MORE OR LESS TO A POINT OF INTERSECTION WITH A LINE THAT IS PARALLEL TO, AND 200 FEET WEST OF, MEASURED AT RIGHT ANGLES TO THE EAST LINE OF THE SAID NORTHEAST 1/4; THENCE S 0°23'43" W, 1000.85 FEET, RECORDED AS 1000.00 FEET MORE OR LESS, ALONG A LINE THAT IS PARALLEL TO AND 200 FEET WEST OF, MEASURED AT RIGHT ANGLES TO, THE EAST LINE OF THE SAID NORTHEAST 1/4, TO THE SOUTH LINE OF THE NORTH 1/2 OF THE NORTHEAST 1/4; THENCE N 88°20'33" E, 200.13 FEET TO THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 25; THENCE N 0°23'43" E, 1319.58 FEET ALONG SAID EAST LINE, RECORDED AS 1340 FEET MORE OR LESS, TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 42,723 ACRES (1861024 SQUARE FEET), MORE OR LESS INCLUDING C.T.H. AB RIGHT OF WAY. SAID PARCEL CONTAINS 41.724 ACRES (1817477 SQUARE FEET) TO THE WEST RIGHT OF WAY OF C.T.H. AB. SUBJECT TO ANY AND ALL RESTRICTIONS AND/OR EASEMENTS OF RECORD.

PARCEL "B-1"

COMMENCING AT A CITY OF MADISON MONUMENT AT THE NORTHEAST CORNER OF SAID SECTION 25,
THENCE S 0°23'43" W, 1344.33 FEET TO A POINT 24.75 FEET SOUTH OF THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER AND THE POINT OF BEGINNING;
THENCE S 88°20'33" W, 200.13 FEET;
THENCE S 0°23'43" W, 725.25 FEET PARALLEL WITH THE EAST LINE OF THE SAID NE 1/4;
THENCE N 89°36'17" W, 400.00 FEET PERPENDICULAR TO THE SAID EAST LINE OF THE SAID NE 1/4;
THENCE S 0°23'43" W, 400.00 FEET PARALLEL WITH THE SAID EAST LINE OF THE SAID NE 1/4;
THENCE S 0°23'43" W, 400.00 FEET PARALLEL WITH THE SAID THE SAID NE 1/4;
THENCE S 0°23'43" W, 492.74 FEET;
THENCE S 57°00'53" E, 439.54 FEET;
THENCE S 72°25'09" E, 410.47 FEET;
THENCE S 72°25'09" E, 410.47 FEET;

THENCE S 87°07'22" E, 275.30 FEET TO THE WESTERLY RIGHT OF WAY LINE OF CTH "A" (BRANDT ROAD); THENCE N 54°10'05" E, 39.31 FEET TO THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 25; THENCE N 0°23'56" E ALONG SAID EAST LINE, 33.92 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 25; THENCE N 0°23'43" E, 1294.84 FEET ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 25, TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 12.217 ACRES (532191 SQUARE FEET), MORE OR LESS INCLUDING C.T.H. AB RIGHT OF WAY. SAID PARCEL CONTAINS 11,203 ACRES (488000 SQUARE FEET) TO THE WEST RIGHT OF WAY OF C.T.H. AB. SUBJECT TO ANY AND ALL RESTRICTIONS AND/OR EASEMENTS OF RECORD.

PARCEL "C-1"

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 25; THENCE S 0°23'56" W, 33.92 FEET ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 25; THENCE S 54°10'05" W, 39.31 FEET TO THE WESTERLY RIGHT OF WAY LINE OF CTH "A" (BRANDT ROAD) AND THE POINT OF BEGINNING; THENCE N 87°07'22" W, 275.30 FEET; THENCE N 72°25'09" W, 410.47 FEET; THENCE N 57°00'53" W, 439.54 FEET; THENCE N 71°50'06" W, 1675.23 FEET TO THE NORTH-SOUTH QUARTER LINE OF SAID SECTION 25; THENCE S 0°02'39" E ALONG SAID NORTH-SOUTH QUARTER LINE, 201.01 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF USH 12-18, WISCONSIN DEPARTMENT OF TRANSPORTATION RIGHT OF WAY PLAT NUMBER 3080-00-21, ALL REMAINING COURSES FOLLOWING THE SAID NORTHERLY RIGHT OF WAY: THENCE S 76°01'16" E, 183.75 FEET, RECORDED AS S 76°21'53 E, 183.80 FEET; THENCE S 72°00'12" E, 503.14 FEET, RECORDED AS S 72°26'09" E, 503.14 THENCE S 74°23'06" E, 300.27 FEET, RECORDED AS S 74°45'47" E, 300.25 FEET: THENCE S 69°42'26" E, 300.27 FEET, RECORDED AS S 70°06'30" E, 300.25 THENCE S 72°01'51" E, 296.85 FEET, RECORDED AS S 72°26'09" E, 296.86 FEET: THENCE S 64°11'45" E, 403.85 FEET, RECORDED AS S 64°36'24" E, 403.76 FEET: THENCE S 72°03'37" E, 424.91 FEET, RECORDED AS S 72°26'09" E, 424.94 THENCE N 88°14'54" E, 241.70 FEET, RECORDED AS N 87°51'54" E, 241.68 FEET: THENCE N 54°10'05" E, 132.08 E, RECORDED AS N 53°47'05" E, 132.08 FEET POINT OF BEGINING.

SAID PARCEL CONTAINS 9.588 ACRES (417657 SQUARE FEET), MORE OR LESS. SUBJECT TO ANY AND ALL RESTRICTIONS AND/OR EASEMENTS OF RECORD.

I HEREBY CERTIFY THAT I HAVE SURVEYED AND MAPPED THE LANDS DESCRIBED HEREON AND THAT THIS MAP IS A TRUE REPRESENTATION THEREOF, AND THAT I HAVE COMPLIED WITH CHAPTER AE 7 OF THE WISCONSIN ADMINISTRATIVE CODE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

RODERICK D. STEBGE

RECISTERED LAND SURVEYOR NO. 1761

DATE: 02/13/2014 REVISED: 03/03/2014 ZCONS!

> RODERICK DEAN STEEGE

402

