

# ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation

## Project Summary - Basic Sheet 1

Revised March 2013

<b>Project ID:</b> 5300-05-00 <b>Construction ID:</b> Unknown		<b>Project Termini</b> From: Parmenter Street Interchange To: WIS 19 West	<b>Funding Sources - Check all that apply</b> <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local								
<b>Route Designation (if applicable)</b> US 12 National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<b>Nearest Community:</b> city of Middleton & town of Springfield	<b>Estimated Project Cost and Funding Source (state and/or fed). Year of Expenditure (YOE-Unknown) dollars incl. delivery cost</b> \$ 70.6 million (2017) <b>Real Estate Acquisition Portion of Estimated Cost</b> \$ 36.8 million (2017) <b>Utility relocation Portion of Estimated Cost</b> \$ None-unknown (2017)								
<b>Project Title</b> US 12 Freeway Conversion Plan			<b>Right-of-Way Acquisition</b> <table border="1"> <tr> <th></th> <th>Acres</th> </tr> <tr> <td>Fee</td> <td>202.9</td> </tr> <tr> <td>TLE</td> <td>TBD-final design</td> </tr> <tr> <td>PLE</td> <td>TBD-final design</td> </tr> </table>		Acres	Fee	202.9	TLE	TBD-final design	PLE	TBD-final design
	Acres										
Fee	202.9										
TLE	TBD-final design										
PLE	TBD-final design										
<b>County</b> Dane		<b>Scheduled start date: (Local Officials Meeting)</b> September 23, 2008									
<b>Bridge Number(s), if applicable</b> None											

Functional Classification of Existing Route (FDM 3-5-2)	Urban	Rural
Freeway/Expressway	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Principal Arterial	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Minor Arterial	<input type="checkbox"/>	<input type="checkbox"/>
Major Collector	<input type="checkbox"/>	<input type="checkbox"/>
Minor Collector	<input type="checkbox"/>	<input type="checkbox"/>
Collector	<input type="checkbox"/>	<input type="checkbox"/>
Local	<input type="checkbox"/>	<input type="checkbox"/>
No Functional Class	<input type="checkbox"/>	<input type="checkbox"/>

WisDOT Project Classification (FDM 3-5-2)	
Resurfacing	<input type="checkbox"/>
Pavement Replacement	<input type="checkbox"/>
Reconditioning	<input type="checkbox"/>
Expansion	<input type="checkbox"/>
Bridge Rehabilitation	<input type="checkbox"/>
Bridge Replacement	<input type="checkbox"/>
A "Majors" Project (there are both state & federal majors)	<input type="checkbox"/>
SHRM	<input type="checkbox"/>
Reconstruction	<input type="checkbox"/>
Preventive Maintenance	<input type="checkbox"/>
Safety	<input type="checkbox"/>
Other: Corridor Study/Freeway Conversion	<input checked="" type="checkbox"/>

☐ FHWA Categorical Exclusion, Type 2c

☒ FHWA Environmental Assessment. No Significant Impacts Indicated by Initial Assessment.

Bill Biesmann 6/19/17  
 (KL Engineering, Inc.) (Date) (Project Manager)

Robert M. Warner 7/5/17  
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After reviewing and addressing substantive public comments, updating the Environmental Assessment (EA) and coordinating with other agencies, it is determined this action:

A Will not significantly affect the quality of the human environment. This document is a ☐ Finding of No Significant Impact (FONSI)

B Has potential to significantly affect the quality of the human environment ☐ Environmental Impact Statement (EIS) Required

(Signature) (Company/Org.) (Date) (Title)

(Signature) (Date) (Title)

(Signature) (Company/Org.) (Date) (Title)

(Director, Bureau of Technical Services)

(Signature) (Date) (Title)

(Signature) (Date) (Title)

☐ Region ☐ Aeronautics ☐ Rails & Harbors

☐ FHWA ☐ FAA ☐ FTA ☐ FRA

# WisDOT ID#5300-05-00, US 12 From Parmenter Street to WIS 19 West, Dane County - Environmental Assessment (EA)

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## 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 (EA) to document the NEPA process.

**For Environmental Assessment (EA) 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.

## **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.

## Purpose and Need – Basic Sheet 2

### 1. Purpose and Need

#### **Study Background:**

This US 12 Freeway Conversion Plan and Environmental Assessment (EA) is a *planning* action with no associated final design or construction funding. The study was conducted such that the EA is fully compliant with the National Environmental Policy Act (NEPA) and is intended to only serve as the environmental document of record for the official mapping, and not the design and construction, of the Preferred Alternative identified within it. At a future time WisDOT potentially would fund and construct the Preferred Alternative in multiple sections. As each section is programmed, WisDOT and FHWA would need to update the environmental documents to assure NEPA requirements for selection of a probable preferred alternative, proposed design, and evaluation of anticipated impacts are fulfilled before advancing to construction. The Preferred Alternative identified within this study, as identified to determine the area to be mapped, may not necessarily be the appropriate alternative for future actions that lead to construction in this area. Full consideration of alternatives is required as a part of the NEPA process when pursuing future improvements actions.

Following the issuance of the EA-FONSI, WisDOT would determine the extent to which right-of-way is needed to convert the un-programmed section of the Preferred Alternative to a freeway. This right-of-way would be officially mapped under Wisconsin Statutes §84.295(10). This statute provides WisDOT the authority to purchase officially mapped lands as right-of-way and serves as a link between the planning and preservation process and the final project design. Necessary right-of-way impacts related to the Preferred Alternative are considered in this environmental document. There are no final design or construction funds associated with this planning action for corridor preservation,

Construction of the Proposed Action would eventually result in designating this portion of US 12 as a freeway. This study would involve mapping under Wisconsin Statutes §84.295(10) for corridor preservation. Prior to construction or re-designation to a freeway, under Wisconsin Statutes §84.295(10), WisDOT would hold a public hearing.

A corridor study has been completed titled US 12 Freeway Conversion Study (Middleton to Springfield) – Dane County – WisDOT ID: 5300-05-00. This study conceptualized the conversion of US 12 to a freeway. Extensive effort was involved in gathering and cataloging the pertinent land use and planning documents. Discussions with local officials and the public were also involved. This study encouraged input from intergovernmental agencies and the public in an extensive consultation process.

Also, a value planning study titled Value Planning Report – US 12 Freeway Conversion Project dated October 8, 2010 was completed to evaluate additional alternatives.

#### **Purpose:**

The purpose of this study, consistent with Wisconsin Statutes §84.295(10), is to explore the impacts of mapping and corridor preservation for conversion of US 12 from an expressway to a freeway.

An expressway is defined as a four lane divided highway with at-grade intersections and access to private driveways versus a freeway for which access is allowed only via grade separated interchanges. Wisconsin Statutes §84.295(10) is a long-term official mapping and planning tool available to the WisDOT to help protect and preserve right-of-way for future transportation needs.

The study includes the section of US 12 starting at the intersection with WIS 19 West and extending southward to the northern boundary of the city of Middleton at the Parmenter Street interchange. The length of the study is approximately six miles (See Exhibit 1). US 12 is currently a four lane divided roadway and is termed an “expressway”, indicating that it is a divided highway with at-grade roadway crossings and a number of permitted private access points (e.g., private driveways, farm entrances, etc.). There are 11 at-grade roadway intersections and 20 private access points. The study corridor is entirely within the boundaries of the town of Springfield. (See Exhibit 2)

#### **Needs:**

- Corridor Preservation
- Safety, Operation, and Mobility
- Land Use/Transportation Planning Coordination

Corridor Preservation: The surrounding area of Dane County has experienced growth rates exceeding the statewide average. As such there is a need to prevent development from occurring within areas necessary for conversion of US 12 to freeway standards in order to avoid costly future acquisitions. Implementing Wisconsin Statutes §84.295(10) would officially map the highway corridor as a freeway which would then be used as a proactive long term mapping and planning tool.

Dane County has experienced growth rates over 33% from 1990 to 2010. By comparison the statewide average for this period is 16%. However, growth rates within the town of Springfield have been about 3% or much lower than statewide average of 16% for this same time period according to data from the US Census Bureau. The majority of the land use is agricultural. There are a variety of other land uses including, a quarry operation just north of Parmenter Street, a commercial development at County K, a manufactured housing community near Fisher Road, a small tavern and two rural residential developments near Kickaboo and Meffert Roads, and the hamlet of Springfield Corners at County P.

Safety, Operation, and Mobility: The planned conversion of US 12 to a freeway would limit access. This would improve safety, operation and mobility by eliminating at-grade crossings and reducing vehicular conflict points.

Expected safety improvement for a freeway conversion is reduction of total crashes on average by more than 30%, injury crashes by more than 40%, and fatal crashes are cut in half. This is based on crash rates generated by WisDOT's Regional System Planning and Operations Section. Crash rates are based on average crashes for 100 million vehicle miles traveled. Crash data for the project area from 2002 to 2013 indicated a total of 256 crashes with 2 fatalities. This data is from the Wisconsin Traffic Operations and Safety Laboratory or "TOPS".

US 12 is an east-west highway running from the Pacific coast in Washington to Detroit, MI. It is an important route for local and regional travel, while parallel interstate travel occurs largely on Interstate Highway I-90 and I-94. Within Wisconsin, US 12 runs from the west to the southeast part of the state, linking many communities from Hudson, WI to Genoa City, WI. For the majority of its length, US 12 is a two lane highway facility, but becomes a four lane expressway as it enters Dane County.



In the Madison area, US 12 joins with US 14, US 18, and US 151 as the "Madison Beltline Highway" to the south of this study corridor. US 12 serves regional truck and auto traffic, in addition to providing access to local communities and important connections to other major roadways such as WIS 19, US 14, and the Madison Beltline Highway. As development occurs both within and outside the corridor, the potential travel demands on the corridor would increase.

This section is a regional connection from one of the state's top employment centers, the Madison Metropolitan area, to the state's largest tourist region, Wisconsin Dells, and is a backup alternate route parallel to I-90/94. Improvements were done for this section of US 12 to convert from a two lane facility in 2005.

Level of service (LOS) characterizes traffic conditions on a roadway and indicates how well the roadway system functions. LOS ratings range from LOS A representing low density, high speed conditions to LOS F representing high density, stop-and-go conditions. WisDOT identifies LOS C or better as acceptable operations on a freeway. The current four lane divided expressway corridor is expected to maintain an acceptable level of service for the foreseeable future based on daily traffic volumes under freeflow condition. However, there are three signalized intersections that operate at LOS D or worse at peak traffic volume which is generally considered unacceptable. The projected increase in traffic on the intersecting roadways would cause continued deterioration in both the intersection level of service along the corridor and the overall safety of the at-grade crossings.

Land Use/Transportation Planning Coordination: Coordinating land use plans with transportation plans is needed to achieve the goals both locally and regionally. There are a few other transportation projects that impact the study and involve coordination. Local and regional land use plans need to be considered when developing alternatives. Preservation and planning for enhancements of bicycle and pedestrian facilities in the conceptualized conversion design is also important.

All land within the US 12 study corridor is zoned under the Dane County Code of Ordinances. The majority of zoned land use within the section is agricultural preservation. Several meetings were held with local officials with the town of Springfield and Dane County officials. Land use maps were reviewed. Discussions confirmed the agricultural preservation as an important component of the maps.

The section of US 12 within this study is part of the “Badger State Corridor” that connects Eau Claire to Madison and is a key “Connector Route” in the state’s *WisDOT Connections 2030 Long Range Multi-Modal Plan*. This plan was adopted in 2009 and was developed to encourage regional and statewide economic development by providing connections between communities for the movement of goods and services. The plan also identifies statewide multimodal corridors that serve as critical economic and population centers.

This section of US 12 has become a Tier 1 Freeway according to WisDOT’s *SAMP-Statewide Access Management Plan* that was adopted as part of *Connections 2030*. The objectives of the *SAMP* are to protect 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 which is a designation generally reserved for *Connections 2030* backbone and connector highways.

A plan was developed by Dane County titled The North Mendota Parkway Plan. The recommendations were adopted by the Dane County Board of Supervisors on May 6, 2010. The North Mendota Parkway is a planned four lane roadway linking US 12 to I-39/90/94 to the east along the north side of Lake Mendota. The local communities including the town of Springfield, town of Westport, village of Waunakee, city of Middleton and the city of Madison have recognized and adopted the plan for this roadway. Capital funds to construct the planned roadway have not been identified.

A paved multi use trail runs along the east side of the facility, and is used frequently by commuter and recreational bicyclists, walkers, and runners. In addition there are two park and ride lots in the project area, one near the existing intersection with WIS 19 East and one near the Parmenter Street interchange. Dane County Highway Garage is located west of US 12 and north of County P. The unincorporated hamlet of Springfield Corners is located along County P just northeasterly of US 12.

A portion of the study corridor is within the Madison Metropolitan Planning Organization’s (MPO) planning area boundary. The Transportation Improvement Program (TIP), which is updated annually, is a coordinated listing of short-range transportation improvement projects anticipated to be undertaken in the next five year period. The TIP is the mechanism by which the long-range transportation plan is implemented, and represents the transportation improvement priorities of the region. The 2017-2021 TIP listed the US 12 Freeway conversion as an ongoing study.

## **2. Summary of Alternatives**

### **No Build:**

Under this alternative there would be no plans for the conversion of US 12 into a controlled access freeway. Regularly scheduled maintenance would be continued. Access to US 12 would not be restricted and existing intersections would not be modified. There would be no changes to the bicycle and pedestrian path that currently exists along the east side of US 12. The No Build alternative does not address the needs that exist in the study corridor related to the freeway conversion. While the No Build alternative does not meet the purpose and need, it does serve as a baseline for comparison of impacts related to the Preferred Alternative.

### **Build Alternatives:**

The study is split in three sections;

- North Section: From Woodland Drive to the north end of the study corridor (includes WIS 19 West and East and County P intersections).
- Central Section: From Fischer Road to Woodland Drive (includes Kickaboo Road and Meffert Road intersections).

- South Section: From south end of the study to Fischer Road (includes County K intersection).

The corridor study developed five alternatives in the northern section, two alternatives in the central section, and two alternatives in the southern section. WisDOT recognizes the need for the prudent use of resources while delivering a quality transportation program therefore a value planning study was completed for this project. A value planning study is accomplished through a workshop, during which a multidisciplinary panel of peers led by a qualified leader reviews a project and recommends changes to increase value. The value planning study developed five additional alternatives to require less land and better access. Three were selected for further evaluation, one in each section. Two were eliminated due to concerns in operational feasibility and lack of support from local officials.

The alternatives evaluated for each section are summarized as follows (see Exhibit 2):

#### North Section:

- North 1A: Continuous split diamond interchange with WIS 19 and County P is an overpass. A split diamond interchange involves exit and entrance ramps to connect to the minor roadway with conventional intersections. A continuous interchange services multiple minor roadways with a single exit and entrance ramp in each direction.
- North 1B: Continuous split diamond interchange with WIS 19 and County P is rerouted and the overpass eliminated.
- North 2A: Split diamond interchange with County P and WIS 19 East. County P is an overpass on the same alignment. WIS 19 West is routed to County P.
- North 2B: Split diamond interchange with County P and WIS 19 East. County P is an overpass on new alignment to the north. WIS 19 West is routed to County P.
- North 2C: Split diamond interchange with County P and WIS 19 East. County P is an overpass on new alignment further to the north of the previous Alternative North 2B. WIS 19 West is routed to County P.
- North 3A: Split diamond interchange with WIS 19 East. County P is an overpass on same alignment. WIS 19 West is routed to WIS 19 East interchange.

#### Central Section:

- Central 1A: Diamond interchange at Meffert Road. No overpass at Kickaboo Road.
- Central 2A: Diamond interchange at Meffert Road with overpass at Kickaboo Road.
- Central 3A: Continuous split diamond interchange with Kickaboo Road and Meffert Road.

#### South Section:

- South 1A: Diamond interchange with County K shifted to the north of current alignment.
- South 2A: Collector distributor interchange with Parmenter Street and County K shifted to the south of the current alignment. A collector distributor interchange includes a roadway that parallels the highway and connects the two main roads and entrance ramps.
- South 3A: Partial clover leaf interchange with County K shifted to the north of current alignment.

#### Alternatives eliminated without Detail Study:

Two alternatives, North 2C and North 3A were eliminated from further consideration. These alternatives resulted in more impact to agricultural lands than the other alternatives which was a primary concern of the local officials, the public and does **not meet the purpose and need of the study**; specifically does not meet the need of land use/transportation planning coordination.

#### Alternatives for Detailed Study:

The remaining build alternatives underwent detailed study and **all meet the purpose and need of the study** of preserving the corridor; improving safety, operation, and mobility within the section of US 12; and coordinating land use with transportation planning to achieve local and regional goals. The Preferred Alternative is chosen based on assessment of the environmental impacts which are listed on Basic Sheet 5, Alternatives Comparison Matrix.

#### North Section: (WIS 19 and County P Interchange Area)

There are currently three at-grade intersections in this section of the study which are located at WIS 19 West, County P, and WIS 19 East. A common element of all the alternatives for the North Section is that these three at-grade intersections would be combined to provide one grade separated interchange. None of the alternatives require relocation of the Dane County Maintenance Garage and none would provide direct access to the park and ride Lot. Due to the varying terrain at the interchange of WIS 19 East and Baltes Road a large cut section is required in order to be located under US 12.

#### Alternative North 1A

Continuous Split Diamond Interchange WIS 19 with County P Overpass (See Exhibit 3): This alternative consists of one continuous split diamond interchange from WIS 19 West to WIS 19 East, with access to and from the north at WIS 19 West and with access to and from the south at WIS 19 East. The ramps are connected with one way frontage roads that run on both sides of US 12, separated by concrete barrier walls on each roadway. These one way frontage roads also provide access to the residences along US 12. This alternative eliminates direct access to US 12 from the high traffic volume County P. The interchange at WIS 19 East and Baltes Road is realigned to the south of the existing intersection to allow for better alignment of the ramps and frontage roads. It also provides better sight distance at the intersections. Existing WIS 19 East and Baltes Road are reconnected to the new alignment and access to US 12 is terminated. County P is realigned to the west with an overpass over US 12. This would avoid relocating buildings at Springfield Corners. Existing County P would be terminated on the north side of US 12 with a cul-de-sac and removed on the south side since there are no access points. WIS 19 West would remain on its original alignment, but would cross US 12 with an overpass to connect with the frontage road. The overpass would impact several buildings as a result. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 3.

Considerations include (refer to Basic Sheet 5):

- Minimal relocations along County P. – 3 housing units required along County P
- County P traffic doesn't run directly through Springfield Corners. – Medium Local Road Connectivity
- WIS 19 West remains on existing alignment. – Low Complexity of Routes
- Lowest length of roadway. – 8.23 miles
- Low impact to Emergency Medical Services (EMS) service routes. – Lowest Response Time impact
- Private accesses are provided via one way frontage roads or on/off ramps. - High/Medium impact Access to US 12 by Existing Residences
- County P doesn't have direct access to US 12. - High/Medium impact Access to US 12 by Existing Residences
- Impacts to wetland and floodplain north of Springfield Corners. – Approximately 0.5 acres of Wetlands

#### Summary of Considerations:

This alternative has a higher level of impact to local road connectivity and the one way frontage roads are less desirable for private access. This alternative does not provide for local road connectivity which is part of the land use/transportation planning coordination need. Therefore this alternative has not been identified as the Preferred Alternative.

#### Alternative North 1B (Preferred):

Continuous Split Diamond Interchange WIS 19 – Re-route County P to WIS 19 East (See Exhibit 4): This alternate is similar to Alternative North 1A in that it is a continuous split diamond interchange from WIS 19 West to WIS 19 East and access would be provided to and from the north at WIS 19 West and to and from the south at WIS 19 East. However, the ramps would be connected with two way frontage roads instead of one way frontage roads and run on both sides of US 12. County P is re-aligned prior to entering Springfield Corners to connect to WIS 19 East by following the existing Lodi-Springfield Road. This would eliminate the need for an overpass of County P at US 12. The existing County P through Springfield Corners would be reclassified and maintained as a local road and would connect to the frontage road north of US 12. The interchange at WIS 19 East and Baltes Road is realigned to the south of the existing intersection and would cross US 12 with an underpass. The interchange at WIS 19 West is also realigned to the south of the existing intersection and would cross US 12 with an overpass. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 4.

Considerations include (refer to Basic Sheet 5):

- Less number of housing units required than Alternatives North 1A and 2A. - 5
- Avoids impact to wetlands and floodplain area north of Springfield Corners by rerouting County P on Lodi-Springfield Road. - No floodplain or wetlands fill
- Minimizing the roadway right-of-way need for County P by using Lodi-Springfield Road. Results in lowest total area in right-of-way conversion. - 91.2 acres
- Reduces truck travel through Springfield Corners residential areas. - Low Local Road Connectivity impact
- The two way frontage roads and crossings at each end provide better flow of traffic. - Medium Complexity of Routes
- Right-of-way impacts to farms are kept to a minimum and are the lowest of other alternatives. - 66.4 acres

- WIS 19 West bridge location reduces impacts to surrounding residents and farmstead. - 1 less housing unit required than Alternative North 1A at WIS 19 West bridge location
- Lowest construction cost of the other alternatives. - \$12.2 Million
- Springfield Corners has access to the frontage road without relocations. The farms on the north and south ends of the alternative have long driveways. - High/Medium Access to US 12 by Existing Residences
- Minimizes impact to EMS service routes. - Low impact

#### Summary of Considerations:

This alternative has the lowest area impacting agricultural lands. It has the lowest construction cost and minimizes right-of-way impacts. It has a lower number of housing units and avoids floodplain and wetland fill. Based on these factors, but primarily due to the lowest area of impacting agricultural lands, this alternative best meets the purpose and need of the study in the north section and has been identified as the Preferred Alternative.

#### Alternative North 2A:

Split Diamond Interchange with County P on same alignment (See Exhibit 5): This alternative consists of one split diamond interchange between WIS 19 East and County P. One way frontage roads between WIS 19 East and County P would connect the ramps and provide access to the residences along US 12. The one way frontage roads are separated from US 12 by a concrete barrier wall on each roadway, in order to keep the frontage roads as close as possible to US 12 to minimize the right-of-way needed. WIS 19 East and Baltes Road would be realigned to the south to allow for better alignment for the ramps and better sight distance at the intersections. Existing WIS 19 East and Baltes Road would then connect to the new alignment and access would be terminated at US 12 with cul-de-sacs. County P would stay close to the existing alignment but several structures near US 12 in Springfield Corners would be impacted due to the change in grade for the overpass required. WIS 19 West is realigned south of US 12 to connect to County P. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 5.

#### Considerations include (refer to Basic Sheet 5):

- County P remains near existing alignment.
- County P has direct access to US 12 in all directions.
- No overpass at WIS 19 West and avoids farm relocation. - No farm relocations
- Impact to wetland and floodplain area north of Springfield Corners is avoided.
- Greater farmland acquisition compared to Alternatives North 1A and 1B. - 91.6 acres
- County P has a large impact to structures near US 12 due to high fill section and has the most relocations of the other alternatives. - 10 Total housing units required
- High proportional cost of frontage roads. - \$5.2 million
- Highest total cost. - \$44.8 million
- Medium level of impact to EMS Response Time.
- High level of impact to Local Comprehensive Plans.

#### Summary of Considerations:

Due to the higher level of agricultural impacts with respect to farmland acquisition, this alternative does not meet the land use/transportation planning coordination need. It has the highest overall cost and most relocations. Primarily due to these factors this alternative has not been identified as the Preferred Alternative.

#### Alternative North 2B:

##### Split Diamond Interchange with County P north of current alignment (See Exhibit 6):

This alternative would consist of one split diamond interchange between WIS 19 East and County P with slip ramps off of the one way frontage roads that connect WIS 19 East and County P. This alternative would provide for access in all directions from County P and access to and from the south at WIS 19 East. The one way frontage roads would be separated from US 12 by a concrete barrier wall on each roadway, in order to keep the frontage roads as close to US 12 as possible to reduce the amount of right-of-way needed. The space between the concrete barrier walls also provides room for snow storage from US 12. The frontage roads also would provide access for those residents on US 12 between WIS 19 East and County P. WIS 19 East and Baltes Road would be realigned south of their current location to allow better alignment of the ramps and frontage roads, and for better sight distance at the intersections. Existing WIS 19 East and Baltes Road would be connected to the new aligned roadway and access would be terminated at US 12 with cul-de-sacs. County P would be realigned from its existing alignment to run north of the existing Springfield Corners and connects back to the existing alignment north of Lodi-Springfield Road. Hyer Road would be then realigned to connect to Lodi-Springfield Road at the

intersection of existing County P. This alternative route requires new right-of-way but avoids any relocation of structures in Springfield Corners. Existing County P would be terminated on the north side of US 12 with a cul-de-sac, reclassified as a local road, and obliterated on the south side. WIS 19 West is relocated behind the Dane County Maintenance Garage to connect to County P. The Dane County Maintenance Garage driveway is relocated to WIS 19 West. The residences north of County P and US 12 would have access to a frontage road. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 6.

Considerations include (refer to Basic Sheet 5):

- County P is routed away from residential area.
- Lowest relocations of the other alternatives.- 6 total buildings
- Existing County P buildings near US 12 don't have direct access to US 12.
- Impact to wetland and floodplain area north of Springfield Corners. - Approximately 0.5 acres wetlands filled
- Longest length of roadway and highest construction cost. - 10.03 miles and \$24.9 million
- Most area of acquisitions from farms.- 120.0 acres

Summary of Considerations:

This alternative has impacts to floodplains and wetlands similar to Alternative North 1A. The construction cost is the highest among the north alternatives. Also because it has the most area of the farmland acquisitions, this alternative does not meet the land use/transportation planning coordination need. Primarily due to these factors this alternative has not been identified as the Preferred Alternative.

#### Central Section (Kickaboo Road and Meffert Road area)

A common element of all the alternatives for the Central Section is that two access points to US 12 (Kickaboo Road, Meffert Road) are reduced to one access. All alternatives involve some amount of wetland impacts. All alternatives have a low or medium impact to the EMS response time and low impact to comprehensive land plans.

Alternative Central 1A:

##### Diamond Interchange at Meffert Road, No Overpass at Kickaboo Road (See Exhibit 7):

This alternative consists of one full diamond interchange at Meffert Road with access to US 12 in all directions. Riles Road access to US 12 would be terminated with a cul-de-sac, but has a frontage road that runs north to connect with Meffert Road. Meffert Road would remain close to its original alignment with some changes in grade on the east side of US 12 to allow for the overpass of US 12. Some relocations would be necessary to allow room for the north or westbound ramps and fill for the overpass of Meffert Road. A frontage road would run along and parallel the west side of US 12 from Meffert Road to Kickaboo Road. Hickory Run residential development access to Kickaboo Road would be maintained and another access to the proposed frontage road would be provided to the subdivision by way of Town and Country Lane. Kickaboo Road is terminated at US 12. A frontage road along the east side of US 12 would provide access to adjacent land owners. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 7.

Considerations include (refer to Basic Sheet 5):

- Meffert Road has direct access to US 12 in all directions.
- Meffert Road remains close to the existing alignment.
- West frontage road bypasses the Hickory Run development at Kickaboo Road. Residents of the Hickory Run development have to travel south in order to go north on US 12. - Medium impact for Access to US 12 by Existing Residences
- Kickaboo Road is serviced by frontage roads on both sides of US 12.
- Large cut section on north or westbound on ramp at Meffert Road Interchange.
- High level of building relocations. - 6 total buildings
- Highest real estate costs of the other alternatives. - \$11.4 million
- High level of farmland acquisition. - 44.8 acres
- High proportional cost for frontage roads and impacted farm lands. - \$13.8 million

Summary of Considerations:

This alternative has not been identified as the Preferred Alternative. Due to the higher level of agricultural impacts, this alternative does not meet the land use/transportation planning coordination need. This alternative also has a high level of real estate costs and building relocations.

**Alternative Central 2A:**

**Diamond Interchange at Meffert Road with Overpass at Kickaboo Road (See Exhibit 8):**

Alternative Central 2A is similar to 1A except there is an overpass at Kickaboo Road and Meffert Road is shifted to the south of the current alignment to avoid impacts to the structures near US 12. The overpass at Kickaboo Road would eliminate the need for the frontage road on the east side of US 12 from Meffert Road for the few land owners. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 8.

Considerations include (refer to Basic Sheet 5):

- Kickaboo Road has its own overpass.
- Minimal relocations at Meffert Road Interchange.
- Highest impact to farm area compared to the other alternatives. - 46.7 acres
- Kickaboo Road requires a large fill on the east side of US 12.
- Residents of the Hickory Run development have to travel south in order to go north on US 12. - Medium/Low impact Access to US 12 by Existing Residences
- Highest total cost. - \$25.0 million

**Summary of Considerations:**

This alternative has not been identified as the Preferred Alternative primarily due to the total cost because of the agricultural impacts. This alternative does not meet the land use/transportation planning coordination need.

**Alternative Central 3A (Preferred):**

**Continuous Split Diamond Interchange Kickaboo Road to Meffert Road (See Exhibit 9):**

This alternate consists of a continuous split diamond interchange from Meffert Road to Kickaboo Road, with access to and from the south at Meffert Road and access to and from the north at Kickaboo Road. The ramps are connected with a two way frontage road that would run on the west side of US 12. At Meffert Road there would be an overpass of US 12 slightly north of the current road alignment. There would be an overpass of US 12 provided at Kickaboo Road. Hickory Run development access to Kickaboo Road would be maintained and another access to the proposed frontage road provided to the subdivision by way of Town and Country Lane. Kickaboo Road is terminated at US 12. Access to the residential properties on the west side of US 12 would be provided from the frontage road. The frontage road would also need to be extended from Meffert Road to connect to Riles Road on the west side of US 12. Access to the residential properties on the east side of US 12 would be provided from local roads terminating in cul-de-sacs that would extend west from Meffert Road and extend south from the new overpass/northbound ramp. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 9.

Considerations include (refer to Basic Sheet 5):

- Meffert Road remains close to existing alignment.
- A two way frontage road serves the west side of US 12 between Meffert Road and Kickaboo Road. Local roads would serve the east side of US 12 between Meffert Road and Kickaboo Road.
- Lowest area of farmland acquisition. - 44.5 acres
- Much lower proportional cost of frontage roads as compared to the other alternatives. - \$2.4 million
- Lowest total cost. - \$18.6 million
- Good access to US 12 for the Hickory Run development. - Low impact to Local Road Connectivity
- A resident on the west side of US 12 north of Kickaboo Road would have a long driveway.
- Low level of building relocations. - 2 total buildings required

**Summary of Considerations:**

This alternative has the lowest level of impact to agricultural land. It has the lowest overall cost and low impact to local road connectivity. Primarily due to these factors this alternative best meets the purpose and need of the study in the central section and has been identified as the Preferred Alternative.

**South Section (County K Interchange area)**

A common element of all the alternatives for the South Section is that two access points to US 12 (Fisher Road,

County K) are reduced down to one access. The North Mendota Parkway is a planned four lane urban parkway divided roadway linking US 12 to I-39/90/94 to the east along the north side of Lake Mendota. A plan was developed by Dane County, titled The North Mendota Parkway Plan. The natural resource area boundaries depicted in the plan were incorporated into the 2012-2017 Dane County Parks and Open Space Plan. The plan concepts are not funded or programmed for any construction currently. The North Mendota Parkway is projected to connect to US 12 near County K. All of the alternatives below include an interchange at County K that can accommodate connection to the North Mendota Parkway as formally requested by Dane County. There is no wetland or floodplain impact with any of the alternatives.

#### Alternative South 1A:

##### Diamond Interchange north County K (See Exhibit 10):

This alternative consists of a full diamond interchange. County K would be shifted to the north about 1,500 feet. Existing County K would be terminated with cul-de-sacs on both side of US 12 and converted to a local street. A new roadway connection from the new County K to Fisher Road would be provided on the east side of US 12. A new roadway with cul-de-sac would be provided to extend north of the new County K on the west side of US 12 to access an existing farmstead. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 10.

Considerations include (refer to Basic Sheet 5):

- County K has direct access to US 12 in all directions.
- County K interchange is centrally located between Meffert Road and Parmenter Street.
- Fisher Road has direct access to County K.
- Lowest length and total cost of the other alternatives. - \$18.4 million
- Lowest Complexity of Routes as compared to the other alternatives.
- County K passes through a large hill on the east side of US 12.
- County K bisects multiple agricultural fields.
- Most area of farmland acquisition. - 63.0 acres
- High proportional cost of frontage roads. - \$3.2 million
- No building relocations.

#### Summary of Considerations:

This alternative has not been identified as the Preferred Alternative primarily because this alternative does not meet the land use/transportation planning coordination need due to the impact to agricultural lands.

#### Alternative South 2A:

##### Collector/Distributor with Parmenter Street (See Exhibit 11):

This alternative consists of a collector distributor type interchange using the existing Parmenter Street interchange and County K which would be shifted about 1,100 feet south of its' current alignment. Existing County K would terminate with a cul-de-sac on both sides of US 12 and be converted to a local street. Collector distributor lanes would be provided between the existing Parmenter Street interchange and the proposed County K. A roadway with cul-de-sac would be provided to extend to the north of County K on the west side of US 12 to access an existing farmstead. Existing cul-de-sacs for local roads on both sides on US 12 south of Schneider Road would need to be adjusted slightly. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 11.

Considerations include:

- County K and existing Parmenter Street Interchanges are combined into one Interchange.
- County K stays as close to its existing alignment without relocating businesses and homes near US 12.
- The use of collector distributor lanes keeps right-of-way needs to a minimum between County K and Parmenter Street.
- Lowest proportional cost of frontage roads. - \$1.0 million
- Lowest impact to farm area. - 41.2 acres
- Highest length of roadway and highest total cost. - 9.38 miles and \$46.2 million
- The south or eastbound Parmenter Street off ramp encroaches on an already tight driveway.
- The north or westbound collector distributor lane encroaches on already steep slopes and would expose the quarry to the view of the public.
- There is minimal weave distance between the Parmenter Street and Airport Road ramps.

#### Summary of Considerations:

This alternative is not feasible since there is not enough separation between the roadways to allow for the collector distributor roadways according to WisDOT or FHWA standards. The detailed assessment was done as a result of local comments. The length of roadway and total cost is about double the other alternatives. Therefore this alternative has not been identified as the Preferred Alternative.

#### **Alternative South 3A (Preferred):**

##### Partial Cloverleaf/Jug Handle Interchange (See Exhibit 12):

This alternative consists of a partial cloverleaf and jug handle type interchange at County K with County K alignment shifted slightly to the north of the existing location. Existing County K would terminate with cul-de-sacs on both sides of US 12 and be converted to a local street. A new roadway would be constructed on the east side of US 12 connecting the new County K and Fisher Road. A roadway with cul-de-sac would be provided to extend to the north of County K on the west side of US 12 to access an existing farmstead. The bicycle and pedestrian path that currently exists along the east side of US 12 would be either relocated or maintained as shown in Exhibit 12.

Considerations include (refer to Basic Sheet 5):

- Lowest construction costs or same as Alternative South 1A. - \$11.3 Million
- Relocations kept to a minimum. County K Interchange avoids most of the existing residents and businesses along existing County K. - 2 buildings required
- County K Interchange allows for free flow ramps from west to south and north to east.
- County K ramps are designed to allow for possible future expansion of US 12 and possible connection to the North Mendota Parkway.
- Less potential for impact to known springs/aquifer.
- Least impact to EMS Response Time.
- Lower impact to farmland area than Alternative South 1A. - 54.8 acres
- Adds about a mile of town road to connect County K and Fisher Road.
- High proportional frontage road costs. - \$3.4 million

#### Summary of Considerations:

This alternative requires two building relocations, but has about eight acres less impact to agricultural lands than the other feasible Alternative Central 1A. Therefore, since this alternative best meets the purpose and need of the study in the south section and has been identified as the Preferred Alternative.

### **3. Description of Proposed Action**

The purpose of this study, consistent with Wisconsin Statutes §84.295(10), is to explore the impacts of mapping and corridor preservation for conversion of US 12, which is a part of the National Highway System (NHS) Route, from an expressway to a freeway. The Preferred Alternative would convert US 12 from an expressway to a freeway by combining alternatives North 1B, Central 3A, and South 3A. See Exhibit 13 (A&B). As discussed with the residents and officials of the town of Springfield and Dane County, minimizing impacts related to access and land use primarily agricultural preservation were factors in selecting the Preferred Alternative. Options to the alternatives Central 3A and South 3A that reduced agricultural impacts and building relocations, but provided less roadway connectivity received positive public feedback. As a result these options have been incorporated into the alternatives. The Preferred Alternative meets the purpose and need of the study of preserving the corridor; improving safety, operation, and mobility; and coordinating land use with transportation planning to achieve local and regional goals. The Preferred Alternative is chosen based on assessment of the environmental impacts which are listed on Basic Sheet 5, Alternatives Comparison Matrix. The Preferred Alternative is referred to as the Proposed Action throughout the remainder of this document.

The proposed improvements would be officially mapped under the process established in Wisconsin Statutes §84.295(10) to preserve right-of-way for future transportation needs.

This Environmental Assessment (EA) is being completed for the purpose of preserving and officially mapping future right-of-way. It serves as a link between the planning and preservation process and the final design process. Due to the long term nature of any future potential design and/or construction, additional environmental approvals and/or environmental documentation updates would be required when warranted and/or funding becomes available to construct the Proposed Action.

The interchange in the north section (Exhibit 13A) would be a continuous split diamond interchange between WIS 19 East and WIS 19 West. Intersection control at interchange ramp terminals will be determined during future phases of the project. County P would be re-aligned to follow Lodi-Springfield Road prior to entering Springfield Corners from the east. This would avoid impacts to Springfield Corners and the environmentally sensitive areas to the north. Lodi-Springfield Road would need to be reconstructed to meet county highway standards and the roadway classification would need to be changed accordingly. There are several residential structures and a planned subdivision that would be potentially impacted as a result. A portion of the Waunakee Marsh State Wildlife Area is adjacent to all quadrants of the intersection of WIS 19 East and Lodi-Springfield Road. A roundabout is planned at this intersection and would be designed to minimize impact to this wildlife area. An overpass would be provided at WIS 19 West. A few buildings would be impacted as a result of the overpass. Two way frontage roads on both sides of US 12 would be constructed. This would provide access to any adjacent properties some of which currently have access to US 12. Also, the two way frontage roads would accommodate WIS 19 traffic traveling across US 12. An underpass at WIS 19 East and an overpass at WIS 19 West would be constructed. The current County P crossing of US 12 would be eliminated and the roadway to the east converted to a local road. County P west of US 12 would be maintained. County P traffic crossing US 12 would be accommodated by the two way frontage roads and re-aligned County P via Lodi-Springfield Road. A total of ten access points to US 12 would be eliminated. The other affected local road would be Baltes Road which would be connected to the two way frontage roads and underpass of WIS 19 East.

The interchange in the central section (Exhibit 13B) would be a continuous split diamond interchange between Meffert Road and Kickaboo Road. Intersection control at interchange ramp terminals will be determined during future phases of the project. Agricultural area impacts are kept to a minimum. An overpass would be provided at both Kickaboo Road and Meffert Road. A two way frontage road on the west side of US 12 and local roads on the east side of US 12 would provide access for the adjacent parcels. Riles Road would be re-aligned to connect with the overpass at Meffert Road. A total of six access points to US 12 would be eliminated.

The interchange in the south section (Exhibit 13B) would be a partial cloverleaf and jug handle interchange at County K. In this design the majority of the ramps would be located on the north side with County K being adjusted slightly to the north of the current alignment. Intersection control at interchange ramp terminals will be determined during future phases of the project. A few structures would be impacted at the northwest corner of the current intersection. The majority of the structures at this intersection would be avoided. This option provides the least amount of environmental impacts while minimizing the impact to agricultural lands. An overpass would be provided at County K. A two way frontage road would be constructed on the east side of US 12 which would provide access to adjacent parcels and a connection between County K and Fischer Road. This roadway would be located along US 12 as closely as feasible to minimize impact to agricultural lands and avoid severing the farm in the area. A local road terminating in a cul-de-sac would be constructed from County K west of US 12 to provide access to two parcels which currently have direct access to US 12. A total of five access points to US 12 would be eliminated.

With the removal of the three existing signalized intersections the unacceptable LOS which occurred will be eliminated. A 2015 US 12 Corridor Study Intersection Control Evaluations (ICE) and an updated supplement analysis has been completed that projects out to the year 2050. This analysis evaluated the intersections at all of the interchanges, side roads, frontage roads, and freeway ramp merge/diverge areas to confirm the proposed actions are appropriate and that sufficient right-of-way is planned for. In addition it determined that the proposed action will function at an acceptable level for the foreseeable future and that no adjustments to existing proposed actions were necessary at this time.

The need for detours and detour routes is not a part of this study. These would be determined during the final design phase of the Proposed Action.

#### 4. Construction and Operational Energy Requirements

Construction energy requirements would be higher for the Proposed Action as compared to the No Build alternative. Operational energy which includes maintenance, safety, and traffic factors involving reduction in traffic congestion and removing of at-grade intersections would be less for the Proposed Action. Over the life of the facility the savings in operational energy are anticipated to be greater than the construction energy required to construct the facility.

#### 5. Land use

All land within the US 12 study corridor is zoned under the Dane County Code of Ordinances. The majority of zoned land use within the section is agricultural preservation which is considered an important component by local officials with the town of Springfield and Dane County. Farmland is preserved through policies and regulations limiting residential densities and commercial development in agricultural areas. In general, the town of Springfield prefers to have development occur where planned in unincorporated hamlet of Springfield Corners.

There is a variety of land uses along the study corridor. There are several small wooded areas along the study corridor and farmsteads associated with the predominant agricultural land use. The entire study corridor is within the town of Springfield. Existing land uses are shown in Exhibit 14 and in the table below. This section of the corridor has experienced below average growth rates.

**Existing Land Use, US 12 Project Area**

Existing Land Use	Acres	Percentage
Agriculture	935.6	58.7%
Farmstead	44.1	2.8%
Single Family Residential	77.7	4.9%
Manufactured Housing Community	12.4	0.8%
Commercial	26.3	1.6%
Institutional	17.5	1.1%
Open Space	53.9	3.4%
Woodland	37.2	2.3%
Quarry	28.6	1.8%
Water	6.9	0.4%
Transportation	353.4	22.2%
Total	1,593.6	100.0%

Source: US-12 Freeway Conversion Study, May 14, 2009.

##### a. Land use of properties that adjoin the project:

###### North Section:

The unincorporated hamlet of Springfield Corners is located near the County P intersection and is considered the town's community center. There are a few businesses as well as a town hall and several residences in Springfield Corners. The Dane County Maintenance Garage is located in this section along with a park and ride lot which is owned and maintained by WisDOT.

###### Central Section:

Includes a residential development, a tavern, and a manufactured housing community.

###### South Section:

There are a few businesses at County K, a stone quarry, and a park and ride lot which is owned and maintained by WisDOT.

##### b. Land use of surrounding project area:

The surrounding area is primarily agricultural. See Exhibits 14 and 17 for other land uses and environmental features in the area.

The unincorporated hamlet of Ashton is located approximately one mile west of US 12 along County K. Ashton includes the St. Peter's Roman Catholic Church which is listed on the National Register of Historic Places.

The village of Waunakee is located to the east about four miles along WIS 19. The villages of Sauk City and Prairie Du Sac are located to the north approximately eight miles along US 12. The city of Middleton and Madison Metropolitan area are located just to the south along US 12.

The Waunakee Marsh State Wildlife area is located east of US 12 on both sides of WIS 19 East. This area is a 470 acre recreational property owned by the WisDNR. It was established in 1958 with the intent to protect the extensive wetlands associated with the upper reach of Six Mile Creek and its springheads, and to provide for public hunting.

The Empire Prairies State Natural Area is located west of US 12 and north of County K. This area has prairie remnants and a small oak opening and contains many native plant species.

There is a proposed natural resource area located east of US 12 and south of Meffert Road associated with an existing drainage way. This area is designated by Dane County as an existing or proposed natural resource area. The area boundaries include a mixture of private and publically owned lands.

## 6. Planning and Zoning

The study corridor overlaps the planning area for recently adopted plans in three municipal jurisdictions, including the town of Springfield, the city of Middleton, and Dane County. The following plans were reviewed:

- Town of Springfield Comprehensive Plan, 2016
- City of Middleton Comprehensive Plan, 2006
- Dane County Comprehensive Plan, 2007
- Dane County Farmland Preservation Plan, 2012
- City of Middleton and town of Springfield Intergovernmental Agreement (and associated Land Use Map), 2004
- Dane County Parks and Open Space Plan, 2012-2017
- Dane County Land and Water Resource Management Plan, 2008
- Dane County Code of Ordinances, 2014
- City of Middleton Wellhead Protection Plan and Ordinance, 2015
- North Mendota Parkway Alternatives Study 2003
- Connections 2030, 2009
- WisDOT Beltline Study, 2014
- Madison Metropolitan Planning Organization Transportation Improvement Program, 2017-21
- Dane County Official Snowmobile Map, 2015-16
- The table below summarizes the plans reviewed. A summary of each plan is provided after the table and includes internet link to the full plan.

Municipality/ Agency	Adopted Plans	Planned Land Use on US 12 Corridor	Is Proposed Action Compatible?	Reference
Town of Springfield	Comprehensive Plan (rev. 2016)	Agriculture Preservation	Yes	<a href="https://www.dropbox.com/sh/t633noumyjzphuf/AABj1OFoCKjcjUI-AbKagvN_a/Town%20of%20Springfield%20Comprehensive%20Plan_Adopted_1.4.16_with%20maps%20reduced.pdf?dl=0">https://www.dropbox.com/sh/t633noumyjzphuf/AABj1OFoCKjcjUI-AbKagvN_a/Town%20of%20Springfield%20Comprehensive%20Plan_Adopted_1.4.16_with%20maps%20reduced.pdf?dl=0</a>
City of Middleton	Comprehensive Plan (rev. 2006)	Transportation	Yes	<a href="http://www.ci.middleton.wi.us/index.aspx?NID=167">http://www.ci.middleton.wi.us/index.aspx?NID=167</a>
Dane County	Comprehensive Plan (rev. 2007)	Agriculture Preservation Areas and Rural Development/ Transitional	Yes	<a href="http://www.daneplan.org/plan.shtml">http://www.daneplan.org/plan.shtml</a>
Dane County	Farmland Preservation Plan (rev. 2012)	Agriculture Preservation	Yes	<a href="https://www.countyofdane.com/plandev/planning/farm_preservation.aspx">https://www.countyofdane.com/plandev/planning/farm_preservation.aspx</a>

City of Middleton/ Town of Springfield	Intergovernmental Agreement (and associated Land Use Map), (2004)	Development/ Transitional	N/A	<a href="http://www.town.springfield.wi.us/images-docs/land-use/2012/Sping_Mid_IGA_325042.pdf">http://www.town.springfield.wi.us/images-docs/land-use/2012/Sping_Mid_IGA_325042.pdf</a>
Dane County	Parks and Open Space Plan (2012-2017)	Not Applicable	Yes	<a href="https://www.countyofdane.com/lwr/parks/planning.aspx#open_space_plans">https://www.countyofdane.com/lwr/parks/planning.aspx#open_space_plans</a>
Dane County	Land and Water Resource Management Plan (2008)	Soil and water conservation areas	Yes	<a href="https://www.countyofdane.com/lwr/landconservation/papers/lwrm08/LWRM_Plan_2008_with_Maps.pdf">https://www.countyofdane.com/lwr/landconservation/papers/lwrm08/LWRM_Plan_2008_with_Maps.pdf</a>
Dane County	Code of Ordinances	Zoning	Yes	<a href="https://www.countyofdane.com/ordinances/#zoning">https://www.countyofdane.com/ordinances/#zoning</a>
City of Middleton	Wellhead Protection Plan and Ordinance	Wellhead Protection	Yes	<a href="http://www.ci.middleton.wi.us/DocumentCenter/View/20">http://www.ci.middleton.wi.us/DocumentCenter/View/20</a>
Dane County	North Mendota Parkway Alternatives Study 2003	Long-range planning for interchange	Yes	<a href="http://danedocs.countyofdane.com/webdocs/PDF/execCommittees/nmpac_final_report.pdf">http://danedocs.countyofdane.com/webdocs/PDF/execCommittees/nmpac_final_report.pdf</a>
WisDOT	Connections 2030	Statewide corridor management approach	Yes	<a href="http://www.dot.state.wi.us/projects/state/2030-background.htm">http://www.dot.state.wi.us/projects/state/2030-background.htm</a>
WisDOT	Beltline Study	Identify and evaluate alternatives for Beltline that address long-term transportation needs	N/A	<a href="http://www.dot.wi.gov/projects/sregion/madisonbeltline/schedule.htm">http://www.dot.wi.gov/projects/sregion/madisonbeltline/schedule.htm</a>
Madison Area MPO	Transportation Improvement Program (TIP)	The study corridor is identified as an ongoing study.	N/A	<a href="http://madisonareampo.org/planning/improvementprogram.cfm">http://madisonareampo.org/planning/improvementprogram.cfm</a>
Dane County	Official Snowmobile Map	Snowmobile routes and locations of crossing of the US 12.	Yes	<a href="https://www.countyofdane.com/lwr/parks/pdf/Snowmobile_Trail_Map.pdf">https://www.countyofdane.com/lwr/parks/pdf/Snowmobile_Trail_Map.pdf</a>

### **Town of Springfield, Dane County, and City of Middleton Comprehensive Plan**

US 12 overlaps these planning areas. Between 2002 and 2016 all three entities adopted comprehensive land use plans, or “smart growth” plans. Exhibit 15 includes a composite planned land use map which combines the land use recommendations for these entities.

The majority of the study corridor is planned for “Agricultural Preservation” consistent with a future density of one home per 35 acres. The stated purpose of this district is to preserve productive agricultural lands in the long-term, protect existing farm operations from encroachments by incompatible uses, promote further investments in farming, and maintain farmer eligibility for incentive programs. The conversion of agricultural lands to transportation purposes that is involved with the conversion of US 12 from an expressway to a freeway is not consistent with the goals of the plan. However, the Proposed Action was identified through coordination with town, city, and county officials. The Proposed Action minimizes impacts to agricultural lands to the extent practicable and has the support of town, city and county officials.

The town of Springfield's comprehensive plan includes a conceptual plan for *Springfield Corners*, which is the town's “community center” and is near the corners of County P and WIS 19 East. (See Exhibit 16). It includes civic, commercial, contractor, storage, and light assembly uses, along with two residential subdivisions and other homesites. This Plan advises the continued and enhanced role of Springfield Corners as the town's center of activity. While the project would impact the Town Center Plan impacts would be kept to a minimum which is compatible with the plan. In addition, the Proposed Action is supported by town officials, included in the Comprehensive Plan, and does not preclude the plan's goal to promote Springfield Corners as the town's community gathering place.

### **Dane County Farmland Preservation Plan**

The plan serves as the basis for farmland preservation zoning, conservation easement, grant and special designation application support and other policy decisions related to farmland preservation in Dane County. The conversion of agricultural lands to transportation purposes that is involved with the conversion of US 12 from an expressway to a freeway is not consistent with the goals of the plan. However, the Proposed Action was identified through coordination with town, city, and county officials. The Proposed Action minimizes impacts to agricultural lands to the extent practicable and has the support of town, city and county officials.

### **City of Middleton/Town of Springfield Intergovernmental Agreement (and associated Land Use Map)**

The city of Middleton and town of Springfield entered into this agreement which was established to define growth areas at these municipal boundaries. This agreement between the city and town is intended to implement the preliminary framework to enable the parties to determine their respective boundaries and to guide and accomplish a coordinated, well-planned and harmonious development of the territory covered by the Plan. Three joint planning areas were adopted and are illustrated on Exhibit 15. While the project would impact these areas it does not preclude the ability to achieve the terms of this agreement.

### **Dane County Parks and Open Space Plan**

The plan identifies several areas of interest as it relates to recreation and open space use. Included is an inventory of potential grasslands and prairie management areas compiled by the Southwest Wisconsin Prairie Enthusiasts. See Exhibit 17. Three areas are located in the US 12 and County K areas. The county's role is to work on funding the acquisition and preservation of the areas. These areas are not along the study and corridor and the project does not preclude the recommendations of this plan.

### **Dane County Land and Water Resource Management Plan**

This plan outlines a comprehensive strategy for the implementation of soil and water conservation in the county. One of the critical goals is to maintain agricultural lands for long term production. Another goal is to protect groundwater quality. The Frederick Springs Recharge area is within the study corridor. The Proposed Action was chosen to minimize impact to this recharge area. The project design would consider impacts and identify any necessary mitigation strategies needed as a result.

### **Dane County Code of Ordinances**

The code establishes zoning uses and regulations with Dane County. All land within the US 12 study corridor is zoned under Chapter 10 of the Dane County Code of Ordinances. Existing land uses within the study corridor are depicted on Exhibit 14. While the majority of the study corridor is still in agricultural use, there is a variety of unique land uses within this six-mile stretch of highway. The code includes provisions for transfer development rights which has been discussed locally related to protecting the agricultural lands along the study corridor. The project does not preclude the provisions of the zoning code.

### **City of Middleton Wellhead Protection Plan and Ordinance**

Residents in the city of Middleton depend exclusively on groundwater for a safe drinking water supply. Certain land use practices and activities can seriously threaten or degrade groundwater quality. The purpose of this plan and ordinance is to institute land use regulations and restrictions to protect the city's drinking water and well fields, and to promote the health, safety and general welfare of the residents of the city of Middleton. The plan identifies protection areas associated with municipal well sites. The project area is outside of the protection areas of the Middleton Wellhead Protection Plan and Ordinance and therefore does not conflict with this plan.

### **North Mendota Parkway Study/Plan**

The report included 10 recommendations to be carried out by a combination of local and county agencies. Chief among these recommendations was to proceed with intergovernmental agreements that placed a moratorium on all new land divisions, subdivisions, rezoning, and conditional use permits that could potentially harm potential routes for the parkway. Another important recommendation was to proceed with an environmental study of the North Mendota area, the results of which would be used to identify and officially map an appropriate location for the parkway.

During the completion of this study, an exact location for the North Mendota Parkway interchange along US 12 had yet to be determined by the Implementation Oversight Committee. However, the Proposed Action interchange at County K was selected to allow for future expansion for connection to the North Mendota Parkway.

WisDOT has acknowledged a 2010 resolution (Res. 313.09-10) between the town of Springfield, town of Westport, village of Waunakee, cities of Middleton and Waunakee, and Dane County. This resolution indicates that WisDOT

would assist and incorporate the North Mendota Parkway Study results into the US 12 Freeway Conversion Study.

### Connections 2030

The plan would guide the State of Wisconsin as it meets the challenge to provide a high quality transportation network. Connections 2030 has adopted a corridor management approach and identified the main corridors throughout the state, and then developed a plan for the corridor that includes contextual factors such as surrounding land uses, access, etc. Each corridor plan integrates all appropriate modes of transportation. The portion of US 12 in the study corridor is part of the Badger State Corridor (linking Eau Claire to Madison). Each corridor includes a list of Short Term (2008-2013), Mid Term (2014-2019), Long Term (2020-2030) studies or projects. The freeway conversion for this portion of US 12 is listed as an activity in the Badger State Corridor Planning Area plan.

### Madison Metropolitan Planning Organization (MPO)

A portion of the study corridor is within the MPO's planning area boundary. The MPO is the policy body responsible for cooperative, comprehensive regional transportation planning and decision making for the Madison Metropolitan Planning Area. The goal of the MPO planning process is to build regional agreement on transportation investments that balance roadway, public transit, bicycle, pedestrian, and other transportation needs and support regional land use, economic, and environmental goals. The Transportation Improvement Program (TIP), which is updated annually, is a coordinated listing of short-range transportation improvement projects anticipated to be undertaken in the next five year period. The TIP is the mechanism by which the long-range transportation plan is implemented, and represents the transportation improvement priorities of the region. The 2017-2021 (current) TIP listed the US 12 Freeway conversion as an ongoing study.

### WisDOT Beltline Study

WisDOT is in the process of completing an approved majors program expansion study of the Madison Beltline Highway. The study corridor begins about at the southern limits of this study and continues to the east. The project is currently in the Planning and Environmental Linkages (PEL) stage to determine broad strategies of improvements. The Proposed Action does not preclude the development improvement strategies for the Madison Beltline Highway. WisDOT would continue close coordination with the Beltline Study and the US 12 corridor improvements.

### Dane County Official Snowmobile Map

The map shows current snowmobile trails throughout Dane County. Trails are designated as state corridor or local club trails. There are three crossings in the project area. Two are state funded corridors and one is a club trail. The project would adhere to all reasonable accommodations laws outlined for snowmobilers related to the crossing of highway right-of-way.

## 7. Environmental Justice

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

a. ☒ No

b. ☐ Yes Factor Sheet B-4 must be completed

### Town of Springfield

U.S. Census Bureau data for 2010 Tract 109.04 and Tract 112, indicates the following population characteristics for the town of Springfield.

Total Populations: 2,734

White: 94%

Black or African American: 0%

Native American: 1%

Asian: 1%

Hispanic or Latino: 4%

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”. Neither minority nor low-income populations would receive disproportionately high or adverse impacts as a result of the Proposed Action.

### **8. Title VI of the 1964 Civil Rights Act, the Americans with Disabilities Act or the Age Discrimination Act**

Indicate whether or not individuals covered by Title VI have been identified. Title VI prohibits discrimination on the basis of race, color, or country of origin. Based on data obtained from the methods above, are populations covered by Executive Order 12898 present in the project area?

a. ☐ No - Individuals covered by the above laws were not identified.

b. ☒ Yes - Individuals covered by the above laws were identified.

☒ Civil Rights issues were not identified.

☐ Civil Rights issues were identified. Explain: There is a manufactured housing community located off of Fisher Road in the center section of the study corridor. Based on an interview with the owner of the housing community, there are elderly residents, but none of low income. No impacts were identified.

### **9. Public Involvement**

#### **A. Public Meetings**

A local officials meeting was held for town of Springfield, Dane County and WisDOT officials, after developing a series of alternatives. In addition to introducing the study and providing background information, a major goal of the meeting was to gather input from local officials who live, work, or travel within the official mapping area. Information gathered were used to refine the alternatives.

Two public involvement meetings (PIM) have been held. Alternatives were presented to obtain comments from the public. In order to garner increased awareness of the project, meeting announcements were sent to addresses within the town of Springfield based on available tax parcel data obtained from Dane County.

Meetings were held at ADA compliant facility and appropriate accommodations for the hearing impaired were provided.

Date	Meeting Sponsor (WisDOT, RPC, MPO, etc.)	Type of Meeting (PIM, Public Hearings, etc.)	Location	Approx. # Attendees
9/23/2008	WisDOT	Local Officials Meeting	Town Hall, Town of Springfield	14
10/28/2008	WisDOT	PIM	Middleton High School Student Center	65-70
6/4/2015	WisDOT	PIM	Middleton High School Student Center	20-25

**B. Other methods:**

Project information is provided on the WisDOT web-site;  
<http://wisconsindot.gov/Pages/projects/by-region/sw/12freeway/default.aspx>

Press releases have been and would be issued for the public involvement meetings.

Project information has been provided as necessary in the town of Springfield quarterly newsletter.

Individual property owner meetings have been held with owners upon their request. These owners are impacted by the project or expressed concerns during the public involvement meetings. Comments received related to alternatives, topsoil retention, stormwater concerns, real estate process and mapping process/schedule. All owners were satisfied by the responses provided by the project team.

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

Association of Wisconsin Snowmobile Clubs (AWSC) currently has one crossing near Kickaboo Road. There are two other state corridor trail crossings, one near County P and the other near Fischer Road. AWSC is concerned that the freeway conversion would eliminate snowmobile crossings. See Exhibit 18. A separate underpass or overpass is preferred over combining snowmobile accommodations at vehicle interchanges. A meeting was held on June 6, 2008. Roadway overpasses near the three current trail crossings of US 12 would be wide enough to allow for snowmobile use.

WisDOT would adhere to all reasonable accommodation laws outlined for snowmobiles related to the crossing of highway right-of-way.

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

A notice of opportunity would be advertised to allow the public to request a public hearing upon completion of this environmental document.

A public hearing would be held during the mapping process of this project.

Subsequent public involvement meetings would be held as necessary during the final design phase and to facilitate construction.

Project information would be included in future town of Springfield newsletters.

**10. Briefly summarize the results of public involvement:**

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

Approximately 95 comments were received at the PIMs.

- Comments received were primarily related to access and land use concerns. This included access to residential areas, frontage road configuration, and roundabouts as intersections.
- Preservation of agricultural lands was the primary land use concern.
- There were several comments regarding access to Meffert Road and Kickaboo Road in the central section of the project.
- American Transmission Company (ATC) is planning a transmission line in the area known as the Badger Coulee Transmission Line Project. The transmission line would run from north of the city of La Crosse to northern Dane County. It is anticipated the construction of this transmission line would occur before the US 12 Freeway conversion construction is completed. This raises the concern that ATC facilities are constructed in areas that would interfere with the Proposed Action. (Update May 2016 - Approval to construct the Badger Coulee Transmission Line Project was given in April 2015. Construction on Segment 1 which crosses US 12 approximately 1,400 feet north of existing County P is anticipated to begin as early as January 2016 and be completed by March 2017. The whole project is planned to be in service in 2018.)

- The concern of traffic noise was raised.
- The potential to increase stormwater runoff and impact of the increase of water to properties was raised.
- At the 2<sup>nd</sup> PIM two options to the alternative Central 3A and South 3A were presented. These options provide for less impacts to agricultural land and building relocations, but provide for less roadway connectivity.

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

- Minimizing impacts related to access and land use primarily agricultural preservation were factors in selecting the Preferred Alternative. Frontage road alignments were developed to minimize impacts. Access to residential areas were considered. Intersections traffic control such as roundabouts, signals, or stop signs would be determined during the design process. Generally roundabouts are shown in this study since they have the largest impact of right-of-way.
- Additional alternatives were developed to require less land and to provide a better access near Meffert Road and Kickaboo Road in the central section of the project.
- Additional alternatives were developed to decrease impact of access south of Fisher Road to agricultural lands in the south section of the project.
- Current coordination with WisDOT related to the ATC transmission line project includes an agreement and letter of understanding to coordinate constructability concerns. Furthermore, mapping of the Proposed Action would preserve the corridor needed and could help avoid costly relocation of the ATC facilities. (Update May 2016: WisDOT continues to coordinate with ATC prior to mapping being completed to preserve the corridor. The planned crossing of the ATC transmission line is in a location that is outside the ramp areas of the County P interchange.)
- A traffic noise study has been done. In general traffic noise is expected to be reduced due to elimination of at-grade and signal controlled intersections. A few locations would see an increase, but all levels would stay below thresholds that would require any sort of mitigation.
- Drainage has been considered in the study. More detailed analysis of this would be done as part of the design process. This would involve treatment of stormwater runoff to an acceptable outlet off the project and may include the need for retention ponds.
- The options to the alternatives Central 3A and South 3A that reduced agricultural impacts and building relocations, but provided less roadway connectivity received positive public feedback. As a result these options have been incorporated into the Proposed Action.

**11. Local/regional/tribal/federal government coordination****A. Identify units of government contacted and provide the date coordination was initiated.**

Unit of Government	Coordination	Coordination Initiation Date	Coordination Completion Date	Comments
MPO, RPC, City, County, Village, Town, etc.	Correspondence Attached Y/N			
Town of Springfield	N	10/24/2007	Ongoing	Identified other Springfield officials, School, Fire and EMS to be involved. Reviewed land use plans and maps. Follow up meetings were held on 1/16/2008, 6/4/2008, 7/18/2008.
City of Middleton	N	11/19/2007	Ongoing	Discussed developments and plans in the city that could impact the project.
Dane County Highway Department	N	12/6/2007	Ongoing	Discussed North Mendota Parkway plans. Also, discussed access concerns at County P, WIS 19 to the north and farm access along the project corridor. Identified other County officials to be involved.
Dane County Planning Department	N	1/31/2008	Ongoing	Confirmed land use maps developed from input by the town of Springfield and city of Middleton. Reviewed traffic projections. Discussed North Mendota Parkway and farm access is a concern. Also, utilizing Transfer Development Rights (TDR) may be a way to help preserve agricultural lands. A follow up meeting was held on 12/10/2008.
Madison Area Metropolitan Planning Organization (MPO)	N	1/31/2008	Ongoing	Confirmed land use maps that have been developed. Reviewed traffic projections and determined they are consistent with MPO's traffic projection.
Middleton Cross Plains School District (MCPSD)	N	2/14/2008	Ongoing	Special meetings held due to impact of project to the school district. Removing direct access to US 12 would improve safety at bus stops.

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

## Town:

- Protect the floodplain north of Springfield Corners.
- Access and local road impacts.
- Review the interchange near Meffert Road to provide better access for farm machinery, emergency vehicles, school buses, snowmobiles, bicyclists, etc.
- Town board members proposed modifications to Alternative South 2A to include a split diamond interchange between Parmenter Street and County K with a flyover ramp from westbound County K to southbound US 12.

County:

- Compare traffic projections to North Mendota Parkway projections.
- Access for farmers with lands on both sides of US 12.
- Preservation of farm properties.
- Review truck traffic access for quarry located in the north section of the project.

MCPSD:

- Supports use of frontage road systems to allow for efficient pickup and drop off of students.
- Maintain direct routes to and from interchanges.

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

Town:

- Avoiding flood plain impacts and minimizing impacts for access to local roads were factors in selecting the Preferred Alternative. See Basic Sheet 5 for a listing of these factors.
- Additional alternatives were developed to require less land and to provide a better access near Meffert Road and Kickaboo Road in the central section of the project.
- Additional analysis of design modifications proposed by the town board members were completed for Alternative South 2A and compared to the preferred Alternative South 3A. Due to considerations of vehicle maneuvers, impacts to property owners, and real estate and construction costs Alternative South 3A remains the Preferred Alternative.

County:

- Latest traffic projections were provided based on data from the Beltline study and revisions to the regional traffic model based on traffic data. The data utilized is the most current and is the source of traffic projections for all studies in the Dane County area.
- The Preferred Alternative provides frontage roads providing access to farms with lands on both sides of US 12. The removal of direct access to US 12 would be safer for farm machinery that currently needs to travel along US 12.
- Minimizing impacts to farm properties or agricultural preservation was a factor in selecting the Preferred Alternative. See Basic Sheet 5. Removing direct access points along US 12 would inhibit development.
- Trucks would have access to the quarry identified. Specific intersection designs, including roundabouts would take large trucks into consideration.

MCPSD:

- The Preferred Alternative provides frontage roads to accommodate pick up and drop off of students.
- Minimizing impact to local road connectivity was a factor in selecting the Preferred Alternative. See Basic Sheet 5 for a listing of these factors.

**D. Indicate any unresolved issues or ongoing discussion.**

None.

### Agency and Tribal Coordination - Basic Sheet 3

	Coordination Required? Y = yes/N = no	Correspondence Attached? Y = yes/N = no	
<b>WisDOT</b>			
Regional Real Estate Section	Y	Y	Relocations are required. To accommodate the Proposed Action seven housing units, one farm unit and two businesses are anticipated to be relocated. There appear to be no unusual circumstances regarding the potential relocations. This project would have very minimal effect on the communities that remain after the relocation process. WisDOT's acquisition and relocation program would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act.
Bureau of Aeronautics	Y	Y	The Middleton Municipal Airport (Morey Field) is located approximately 1 mile to the southwest of the southern limit of this project. BOA has no objections to the project concept. The project design should consider the FAA's guidance for <i>Hazardous Wildlife Attractants on or near Airports</i> . This includes surface water features that may occur in borrow pits and stormwater management ponds that could present a wildlife hazard to aircraft. In addition coordination is needed with FAA for construction equipment being used at the southern limit of the project due to the proximity with the turf runway at the airport. See Attachment A1 for agency comments.
Bureau of Rails & Harbors	N	N	No railroads or harbors within the project limits.

	<b>Coordination Required?</b> Y = yes/N = no	<b>Correspondence Attached?</b> Y = yes/N = no	
<b>STATE AGENCY</b>			
Natural Resources (WisDNR)	Y	Y	<p>Attended Agency Van Tour held October 12, 2012. Comments were received for each of the alternatives evaluated in this document and were considered when choosing the Proposed Action. Further coordination would be completed during the design phase of the project. See Attachment B.</p> <p>Initial Comment letter received June 19, 2015. See Attachment A2. The following concerns were listed:</p> <ul style="list-style-type: none"> <li>• Two public lands are near the project. The Waunakee Marsh State Wildlife Area and Empire Prairies State Natural Area. Wetland areas are within the project areas. A wetland delineation is needed and would be done as part of the design process.</li> <li>• The Six-Mile Creek is located east of US 12 outside the project area and is an outstanding water resource area. It would be protected from impacts to any upstream waterways by limited time periods of any instream disturbances.</li> <li>• Endangered resources are known to occur in the project area. Further coordination would be done as part of the design process.</li> </ul> <p>To the extent practicable, the Proposed Action would avoid, minimize and mitigate impacts to sensitive natural resources, waterways, and endangered resource. This is accomplished through a cooperative agreement between WisDNR and WisDOT. The cooperative agreement was established between these state agencies regarding transportation projects that could have potential impacts on the environment. The WisDOT and the WisDNR agree to consult and cooperate with each other such that each can accomplish its assigned statutory responsibilities while assuring at the same time that adverse effects on Wisconsin's land, water, fish, and wildlife resources are minimized to the fullest extent practicable under law.</p> <p>The WisDNR/WisDOT Cooperative agreement would be followed during future design phases of the project.</p>

State Historic Preservation Office  (SHPO)	Y	Y	<p>Archaeological and History surveys have been completed and are documented in the Section 106 form and Determination of No Adverse Effect (DNAE).</p> <p>Eight historic properties were surveyed. Of these 7 were recommended not to be eligible. The 8<sup>th</sup> site, the Jacques Grosse Store/Farmstead located in the north section along County P in Springfield Corners was previously determined eligible. The Proposed Action would have no project activities occurring adjacent to or within the historic boundary of this site.</p> <p>A Phase I archaeological survey was conducted for 7 sites. None were determined to be eligible for the National Register. An 8<sup>th</sup> site, identified by SHPO as 47DA1297, is located within the central section at the northeast corner of US 12 and Meffert Road. All alternatives evaluated determined that no project activities are necessary within this site area. However, retaining walls may be necessary to keep the grading out this site.</p> <p>The Murphy Site, 47DA 736, was identified on the Section 106 form by SHPO. This site was previously determined to be eligible. It is located east of US 12 and south of Schneider Road. This site is outside the project area.</p> <p>According to the DNAE there are no adverse effects to historic properties.</p> <p>The Section 106 form and DNAE have been approved by SHPO on July 1, 2014. See Attachment C.</p>
Agriculture (DATCP)	Y	Y	<p>Attended Agency Van Tour held October 12, 2012. Comments were received for each of the alternatives evaluated in this document and were considered when choosing the Proposed Action. See Attachment B.</p> <p>It was determined that an agricultural impact statement (AIS) would not be done for this project at this time, but would be done during the final design phase of the project. See Attachment A3.</p>
Other			

	<b>Coordination Required?</b> Y = yes/N = no	<b>Correspondence Attached?</b> Y = yes/N = no	
<b>FEDERAL AGENCY</b>			
Federal Highway Administration (FHWA)	Y	Y	As required by the National Environmental Policy Act (NEPA) process an Initiation Letter was sent on March 16, 2009 to FHWA. See Attachment A4.
U.S. Corps of Engineers (USACE)	Y	Y	Attended Agency Van Tour held October 12, 2012. Comments were received for each of the alternatives evaluated in this document and were considered when choosing the Proposed Action. See Attachment B.  Further coordination would be completed during the design phase of the project. It is expected that wetland impacts would be permitted under a General Permit established through the state of Wisconsin.
U.S. Fish & Wildlife Serv. (USFWS)	Y	Y	Attended Agency Van Tour held October 12, 2012. No known species protected by the Endangered Species Act. There are no known lands protected or managed by the US Fish and Wildlife Service. See Attachment B. No further coordination necessary.
Natural Resources Conservation Service (NRCS)	Y	Y	NRCS was invited to the Agency Van Tour held on October 12, 2012, but did not attend.  Farmland Conversion Impact Rating forms (NRCS-CPA-106) have been completed by the NRCS on August 4, 2014. Alternatives in the Central and South Sections have scores above 160, but below 200. As a result there is a potential adverse impact and the project is subject to the Farmland Protection Policy Act (FPPA). Assessment of the selected alternative was performed and is in compliance with the FPPA. See Attachment A5.
U.S. National Park Service (NPS)	N	N	Coordination is not necessary, lands administered by the National Park Service are not present within the project area.
U.S. Coast Guard (USCG)	N	N	Coordination is not necessary. No waterways under the jurisdiction of the US Coast Guard in the project area.
U.S. Environmental Protection Agency (EPA)	Y	Y	Attended Agency Van Tour held October 12, 2012. Comments were received for each of the alternatives evaluated in this document and were considered when choosing the Proposed Action. No further coordination is necessary. See Attachment B.
Advisory Council on Historic Preservation (ACHP)	N	N	Coordination is not required. The effects of the project are predominantly the acquisition of agricultural/undeveloped lands for interchanges and local road connections.
Other (identify)			
<b>SOVEREIGN NATIONS</b>			
American Indian Tribes	Y	Y	Notification letters sent August 23, 2013. No response letters have been received to date. See Attachment C.

### Environmental Factors Matrix - Basic Sheet 4

FACTORS	EFFECTS				
	Adverse	Benefit	None Identified	Factor Sheet Attached	
<b>A. ECONOMIC FACTORS</b>					
A-1 General Economics	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Proposed Action would provide a safe and efficient transportation corridor while ensuring economic viability in the official mapping study corridor.</p> <p>The Proposed Action would require a major capital investment related to mainly construction costs. The Proposed Action would require agricultural land for right-of-way, relocate two businesses and cause temporary disruptions during construction.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
A-2 Business	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The conversion to a freeway facility involves access to and from US 12 only at interchange locations. Two businesses (a landscape business and a construction company) would be relocated as a result of the Proposed Action. A Conceptual Stage Relocation Plan was done to determine the impacts to businesses being displaced. Based on this, no divisive or disruptive effects and other impacts are anticipated as a result.</p> <p>The Proposed Action would increase safety and efficiency of the transportation corridor which may enhance access to businesses in the area.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
A-3 Agriculture	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Proposed Action would provide safe and efficient movement of farm equipment. The Proposed Action would require approximately 165.7 acres of agricultural land from 18 different farm operations. The final area and any additional area needed for easements would be determined during the design process. The Proposed Action was chosen to minimize the impact to agricultural lands.</p> <p>DATCP has determined that an Agricultural Impact Statement (AIS) which describes and analyzes the potential effects of the project on farm operations would not be prepared at this time. DATCP would be notified during the design process so that the necessary AIS can be prepared, if necessary.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>

## B. SOCIAL/CULTURAL FACTORS

B-1 Community or Residential	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The Proposed Action would involve changes in access for property owners along and near the official mapping study corridor. This would include a slight increase in travel times for some residents and cause temporary disruptions during construction. Safety of access points would be improved by eliminating cross traffic on the transportation corridor.</p> <p>To accommodate the Proposed Action seven housing units and two businesses are anticipated to be relocated.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
B-2 Indirect Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Proposed Action would not have the likelihood to result in <i>significant</i> indirect effects as defined by NEPA. This conclusion was based on the evaluation for ten pre-screening 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. The data and evaluation supporting this conclusion are attached. Therefore, further evaluation of indirect effects in a detailed analysis is not warranted.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p> <p>See Attachment D for the pre-screening worksheets.</p>
B-3 Cumulative Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The cumulative effect of the Proposed Action and other actions would be the incremental loss of agricultural land and other natural resources in the area. The Proposed Action, when considered within the context of other past and reasonably foreseeable actions, is not likely to contribute to significant population growth or development in the project area. For this reason, further cumulative effects analysis is not warranted.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p> <p>See Attachment E for the cumulative effects analysis.</p>
B-4 Environmental Justice	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>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”. Neither minority nor low-income populations would receive disproportionately high or adverse impacts as a result of the Proposed Action.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>

**For B-5 through B-7, if any of these resources are present on the project, contact your REC.**

B-5 Historic Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Eight sites were surveyed. The one site that was determined eligible would be avoided with the Proposed Action. There are no effects to historical resources.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p> <p>See approved Section 106 form, Attachment C.</p>
B-6 Archaeological/burial Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Eight sites were identified during the Phase I archaeological review. None of the sites would be affected. The slope intercepts would not overlap the archaeological site, 47DA1297, in the central section near the interchange with Meffert Road. Retaining walls may be necessary as a result.</p> <p>Another site known as the Murphy Site, 47DA 736, was identified by SHPO as a result of the Section 106 assessment. This site was previously determined to be eligible. It is located east of US 12 and south of Schneider Road. This site is outside the project area.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p> <p>See approved Section 106 form, Attachment C.</p>
B-7 Tribal Coordination/Consultation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Notification letters of the project have been sent to the Native American Tribes with documented interest in the county. No concerns have been received. Additional coordination would occur if any Tribal resources are found during the design process or construction.</p> <p>See Attachment C for the notification letter and mailing list.</p>
B-8 Section 4(f) and 6(f) or Other Unique Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>There are two resource areas near the project area that were identified as potential for protection under Section 4(f).</p> <p>The Waunakee Marsh State Wildlife Area is located at the corner of Lodi-Springfield Road and WIS 19 East. No right-of-way acquisitions would be made from the Waunakee Marsh State Wildlife Area as part of this official mapping study. Therefore, the mapping study will not result in a use of the Waunakee Marsh State Wildlife Area. Preliminary conversations with DNR have resulted in DNR indicating that they would likely be willing to provide concurrence that future impacts (as described at this time) would be de minimis in nature and not affect the activities, features, or attributes that qualify the Waunakee Marsh State Wildlife Area for protection under Section 4(f). During future project design phases, public input will be sought related to the use of the Waunakee Marsh State Wildlife Area.</p> <p>The Empire Prairies State Natural Area is located in the south section, west of US 12 and north of County K. The Proposed Action would avoid impact to this area.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
B-9 Aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The mapping of the corridor would not affect the landscaping or aesthetics of the area.</p>

					<p>The Proposed Action would require mass grading involving deep cuts for the underpass at WIS 19 East. Rock excavation is anticipated as a result. The wooded hillside west of US 12 near County P would be preserved for the most part.</p> <p>Mass grading would be necessary at the other proposed interchanges and frontage roads. These changes in the adjacent topography which are mainly at new interchanges would be apparent to current users. However, over time the overall aesthetic value of the project area would not be affected by the Proposed Action since the improvement would be appropriate for this type of transportation facility.</p> <p>The need for aesthetic features for the structures in the project would be evaluated during the design process.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
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### C. NATURAL RESOURCE FACTORS

C-1 Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Based on the Wisconsin Wetland Inventory (WWI) maps wetlands exist in the north section and central section. WWI maps show graphic representations of the type, size and location of wetlands in Wisconsin. These maps have been prepared from the analysis of high altitude imagery in conjunction with soil surveys, topographic maps, previous wetland inventories and field work. The Proposed Action avoids the wetlands in the north section.</p> <p>Approximately 0.8 acres of unavoidable wetlands would be impacted in the central section located west of US 12 and near Meffert Road. A wetland delineation in accordance with WisDNR standards would be done during the design process. Mitigation would be provided as per the WisDOT/WisDNR cooperative agreement.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p> <p>See Exhibit 19 – Wetland Location Map</p>
C-2 Rivers, Streams and Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No floodplains would be impacted.
C-3 Lakes or Other Open Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	None identified.
C-4 Groundwater, Wells, and Springs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The Frederick Springs recharge area is in the south section. The spring outlets to the Pheasant Branch Creek to the east of US 12 and the project area. Potential impacts and any mitigation necessary can be determined according to the Dane County Land and Water Resource Management Plan. The final design would follow TRANS 401 and the WisDNR/WisDOT cooperative agreement. Any impacts to the springs or mitigation measures needed for the recharge area in the project area would be assessed during the design process.</p> <p>The city of Middleton has a wellhead protection plan and ordinance. This plan was reviewed and no impacts are</p>

					<p>anticipated since the project area would be outside of the protection areas.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
C-5 Upland Wildlife and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No known significant or sensitive wildlife areas or habitats are impacted by the Proposed Action.
C-6 Coastal Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Not applicable.
C-7 Threatened and Endangered Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>An official species list was generated from USFWS website for this project on 11/17/2015. The official species list identified one endangered species and four threatened species and determined that there are no critical habitats within the study corridor. Since the result of this study will result in an official map with no construction activity, it was determined no effect on any federally-listed threatened or endangered species will occur.</p> <p>Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records, one endangered resource, one threatened resource, and three special concern species have the possibility to occur within the study corridor. Since the result of this study will result in an official map with no construction activity, it was determined no effect on any state-listed threatened or endangered species will occur.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
<b>D. PHYSICAL FACTORS</b>					
D-1 Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The official mapping study is exempt from permit requirements under Wisconsin Administrative Code – Chapter NR 411. No substantial impacts to air quality are expected.</p>
D-2 Construction Stage Sound Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>WisDOT Standard Specifications 107.8(6) and 108.7.1 would apply for 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.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>

D-3 Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p>A traffic noise impact analysis has been completed. The Federal Highway Administration's Traffic Noise Model (TNM) was used. It was determined that the Noise Level Criteria (NLC) would not be exceeded for sensitive receptors, i.e. primarily rural residences, as a result of the Proposed Action. As a result, noise abatement measures such as noise barriers, are not needed.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p> <p>See Factor Sheet and Attachment F.</p>
D-4 Hazardous Substances or Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>A Phase 1 Hazardous Materials Assessment (HMA) has been done.</p> <p>There are several known closed Leaking Underground Storage Tanks (LUST) and Emergency Repair Program (ERP) sites that are in the current US 12 right-of-way. These include the former Dane County Garage near WIS 19 in the north section. The Quick Stop site near County P and the American Technology site at County K are located in the south section. These sites were previously identified during expansion of the roadway from two lanes to four lanes.</p> <p>Other adjacent sites were identified. Two sites have underground or aboveground tanks. The addresses of these sites are 6236 US 12 and 7306 WIS 19. Both are in the north section near WIS 19. An Underground Storage Tank (UST) removal and closure assessment would be done on these sites.</p> <p>Phase 2 investigations were not recommended to be necessary for any of the sites identified in the project area for the Proposed Action.</p> <p>Asbestos investigations have not been done. These investigations would occur prior to construction for any impacted structures.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
D-5 Stormwater	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>A stormwater study will be completed for the transportation corridor to determine if additional measures are needed to alleviate potential increase in stormwater runoff and any impacts to properties.</p> <p>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 WisDNR to reduce or minimize runoff effects to surrounding properties as a result of the construction of the Proposed Action. Stormwater management 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.</p> <p>WisDOT would make every effort to design the interchanges so that any runoff from the interchange would be contained within the interchange area through runoff basins and directed ditching.</p> <p>If feasible WisDOT could make design decisions which would allow the interchange to serve as a drainage retention</p>

					<p>and filter area for runoff from adjacent agricultural lands which could improve the overall water quality. The final determination of the stormwater measures to be taken would be made during the design process and implemented in the construction.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
D-6 Erosion Control and Sediment Control	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>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.</p> <p>Future environmental document(s) will be completed and the effect(s) will be reassessed at that time.</p>
<b>E. OTHER FACTORS</b>					
E-1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
E-2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

### Alternatives Comparison Matrix - Basic Sheet 5

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

ENVIRONMENTAL ISSUES/IMPACTS	UNIT of MEASURE	North Section ALTERNATIVES					
		No Build	1A	1B (Preferred)	2A	2B	
Project Length (includes frontage and local roads)	Miles	0	8.23	8.84	9.02	10.03	
<b>Preliminary Cost Estimate (YOE-unknown)</b>							
Construction	Million \$	0	18.5	12.2	24.1	24.9	
Real Estate	Million \$	0	20.5	19.9	20.7	18.5	
Total	Million \$	0	39.0	32.1	44.8	43.4	
<b>Land Conversions</b>							
Wetland Area Converted to ROW	Acres	0	0.5	0	0	0.5	
Upland Habitat Area Converted to ROW – Farm Area	Acres	0	87.3	66.4	91.6	120.0	
Other Area Converted to ROW – Non Farm	Acres	0	20.1	24.8	18.9	9.4	
Total Area Converted to ROW	Acres	0	107.9	91.2	110.5	129.9	
<b>Real Estate</b>							
Number of Farms Affected	Number	0	10	7	9	12	
Total Area Required From Farm Operations	Acres	0	87.3	66.4	91.6	120.0	
AIS Required*	Yes/No	No	Yes	Yes	Yes	Yes	
Farmland Rating	Score	N/A	147	143	155	156	
Total Buildings Required	Number	0	11	11	13	6	
Housing Units Required	Number	0	8	5	10	4	
Commercial Units Required	Number	0	0	1	2	0	
Other Buildings or Structures Required- Farm and (Outbuildings)	Number and Type	0	1 (2)	1 (4)	0 (1)	0 (2)	
<b>Environmental Issues/Impacts</b>							
Indirect Effects	Yes/No	No	No	No	No	No	
Cumulative Effects	Yes/No	No	No	No	No	No	
Environmental Justice Populations	Yes/No	No	No	No	No	No	
Historic Properties	Number	0	1	0	0	0	
Archeological Sites	Number	0	0	0	0	0	
Burial Site Protection (authorization required)	Yes/No	No	No	No	No	No	
106 MOA Required	Yes/No	No	No	No	No	No	
4(f) Evaluation Required	Yes/No	No	No	No	No	No	
6(f) Land Conversion Required	Yes/No	No	No	No	No	No	
Flood Plain	Yes/No	No	Yes	No	No	Yes	
Total Wetlands Filled	Acres	0	0.5	0	0	0.5	
Stream Crossings	Number	1	1	1	1	1	
Endangered Species	Yes/No	No	No	No	No	No	
Air Quality Permit Required	Yes/No	No	No	No	No	No	
Design Year Noise							
Sensitive Receptors: No Impact Impacted	Number Number	5	5	5 0**	5	5	
Contaminated Sites	Number	0	2	2	2	2	
<b>Other Factors</b>							
Proportional Cost of Access/Frontage Roads	Million \$	0	0.0	0.0	5.2	3.5	
EMS Response Time	H/M/L ***	-	L	L	M	M	
Access to US 12 by Existing Residents	H/M/L	-	H/M	H/M	M	M/L	
Complexity of Routes	H/M/L	-	L	M	M	H	
Grading	H/M/L	-	H	L	M	H	
Local Road Connectivity	H/M/L	-	M	L	M	H/M	
Impact to Local Comprehensive Plans	H/M/L	-	H	L	H	H	

\* AIS would be completed at a later time prior to the final design phase of the project.

\*\* FHWA's Traffic Noise Model was used to assess impacts for only Proposed Action.

\*\*\* H/M/L refers to High/Medium/Low impacts.

ENVIRONMENTAL ISSUES/IMPACTS	UNIT of MEASURE	Central ALTERNATIVES					
		No Build	1A	2A	3A (Preferred)		
Project Length (includes frontage and local roads)	Miles	0	4.47	4.46	3.67		
<b>Preliminary Cost Estimate (YOE-unknown)</b>							
Construction	Million \$	0	9.9	14.2	10.3		
Real Estate	Million \$	0	11.4	10.8	8.3		
Total	Million \$	0	21.3	25.0	18.6		
<b>Land Conversions</b>							
Wetland Area Converted to ROW	Acres	0	1.5	1.0	0.8		
Upland Habitat Area Converted to ROW – Farm Area	Acres	0	44.8	46.7	44.5		
Other Area Converted to ROW – Non Farm	Acres	0	12.1	11.3	6.9		
Total Area Converted to ROW	Acres	0	58.4	59.0	52.2		
<b>Real Estate</b>							
Number of Farms Affected	Number	0	7	6	6		
Total Area Required From Farm Operations	Acres	0	44.8	46.7	44.5		
AIS Required*	Yes/No	No	Yes	Yes	Yes		
Farmland Rating	Score	N/A	153	147	175		
Total Buildings Required	Number	0	6	4	2		
Housing Units Required	Number	0	5	2	1		
Commercial Units Required	Number	0	0	0	0		
Other Buildings or Structures Required- Farm and (Outbuildings)	Number and Type	0	0 (1)	0 (2)	0 (1)		
<b>Environmental Issues/Impacts</b>							
Indirect Effects	Yes/No	No	No	No	No		
Cumulative Effects	Yes/No	No	No	No	No		
Environmental Justice Populations	Yes/No	No	No	No	No		
Historic Properties	Number	0	0	0	0		
Archeological Sites	Number	0	0	0	0		
Burial Site Protection (authorization required)	Yes/No	No	No	No	No		
106 MOA Required	Yes/No	No	No	No	No		
4(f) Evaluation Required	Yes/No	No	No	No	No		
6(f) Land Conversion Required	Yes/No	No	No	No	No		
Flood Plain	Yes/No	No	Yes	Yes	Yes		
Total Wetlands Filled	Acres	0	1.5	1.0	0.8		
Stream Crossings	Number	1	1	1	1		
Endangered Species	Yes/No	No	No	No	No		
Air Quality Permit Required	Yes/No	No	No	No	No		
Design Year Noise							
Sensitive Receptors:							
No Impact	Number	4	4	4	4		
Impacted	Number				0**		
Contaminated Sites	Number	0	0	0	0		
<b>Other Factors</b>							
Proportional Cost of Access/Frontage Roads	Million \$	0	13.8	10.7	2.4		
EMS Response Time	H/M/L***	-	L	M	L		
Access to US 12 by Existing Residents	H/M/L	-	M	M/L	M		
Complexity of Routes	H/M/L	-	M/L	H/M	M		
Grading	H/M/L	-	M	L	L		
Local Road Connectivity	H/M/L	-	M	H	L		
Impact to Local Comprehensive Plans	H/M/L	-	L	L	L		

\* An AIS would be done at a later time prior to the final design phase of the project.

\*\* FHWA's Traffic Noise Model was used to assess impacts for only Proposed Action.

\*\*\* H/M/L refers to High/Medium/Low impacts.

ENVIRONMENTAL ISSUES/IMPACTS	UNIT of MEASURE	South ALTERNATIVES					
		No Build	1A	2A	3A (Preferred)		
Project Length (includes frontage and local roads)	Miles	0	4.50	9.38	4.80		
<b>Preliminary Cost Estimate (YOE-unknown)</b>							
Construction	Million \$	0	11.3	38.0	11.3		
Real Estate	Million \$	0	7.1	8.2	8.6		
Total	Million \$	0	18.4	46.2	19.9		
<b>Land Conversions</b>							
Wetland Area Converted to ROW	Acres	0	0	0	0		
Upland Habitat Area Converted to ROW – Farm Area	Acres	0	63.0	41.2	54.8		
Other Area Converted to ROW – Non Farm	Acres	0	0.0	7.3	4.7		
Total Area Converted to ROW	Acres	0	63.0	48.5	59.5		
<b>Real Estate</b>							
Number of Farms Affected	Number	0	5	6	5		
Total Area Required From Farm Operations	Acres	0	63.0	41.2	54.8		
AIS Required	Yes/No	No	Yes	Yes	Yes		
Farmland Rating	Score	N/A	163	169	166		
Total Buildings Required	Number	0	0	3	2		
Housing Units Required	Number	0	0	2	1		
Commercial Units Required	Number	0	0	0	1		
Other Buildings or Structures Required- Farm and (Outbuildings)	Number and Type	0	0 (0)	1 (0)	0 (0)		
<b>Environmental Issues/Impacts</b>							
Indirect Effects	Yes/No	No	No	No	No		
Cumulative Effects	Yes/No	No	No	No	No		
Environmental Justice Populations	Yes/No	No	No	No	No		
Historic Properties	Number	0	0	0	0		
Archeological Sites	Number	0	0	0	0		
Burial Site Protection (authorization required)	Yes/No	No	No	No	No		
106 MOA Required	Yes/No	No	No	No	No		
4(f) Evaluation Required	Yes/No	No	No	No	No		
6(f) Land Conversion Required	Yes/No	No	No	No	No		
Flood Plain	Yes/No	No	No	No	No		
Total Wetlands Filled	Acres	0	0.0	0.0	0.0		
Stream Crossings	Number	0	0	0	0		
Endangered Species	Yes/No	No	No	No	No		
Air Quality Permit Required	Yes/No	No	No	No	No		
Design Year Noise							
Sensitive Receptors: No Impact Impacted	Number Number	5 5	5 5	5 5	5 0**		
Contaminated Sites	Number	0	0	0	0		
<b>Other Factors</b>							
Proportional Cost of Access/Frontage Roads	Million \$	0	3.2	1.0	3.4		
EMS Response Time	H/M/L***	-	M	M	L		
Access to US 12 by Existing Residents	H/M/L	-	M	M/L	H/M		
Complexity of Routes	H/M/L	-	L	M	M		
Grading	H/M/L	-	H	H	L		
Local Road Connectivity	H/M/L	-	M	M	M		
Impact to Local Comprehensive Plans	H/M/L	-	H	M	M		

\* An AIS would be done at a later time prior to the final design phase of the project.

\*\* FHWA's Traffic Noise Model was used to assess impacts for only Proposed Action.

\*\*\* H/M/L refers to High/Medium/Low impacts.

### Traffic Summary Matrix - Basic Sheet 6

	ALTERNATIVES/SECTIONS					
	No Build	All Alternates				
<b>TRAFFIC VOLUMES*</b>						
Existing ADT Yr. 2012	20,900/18,900/29,100	20,900/18,900/29,100				
Const. Yr. ADT** Yr. Unknown	N/A	N/A				
Const. Plus 10 Yr. ADT** Yr. ____	N/A	N/A				
Design Yr. ADT Yr. 2040	29,900/27,100/38,900	29,900/27,100/38,900				
DHV Yr. 2040	--	--				
<b>TRAFFIC FACTORS</b>						
K [30] (%)	10.1%	10.1%				
D (%)	60%	60%				
Design Year T (% of ADT)	9.2%	9.2%				
T (% of DHV)	7.7%	7.7%				
Level of Service	Corridor: LOS C or better Intersection: LOS D or worse	Corridor: LOS C or better Intersection: Not Applicable				
<b>SPEEDS</b>						
Existing Posted	55 mph	55 mph				
Future Posted	55 mph	65 mph				
Design Year Project Design Speed	60 mph	70 mph				
<b>OTHER (Specify)</b>						
P (% of ADT)						
K (% OF ADT)						

ADT = Average Daily Traffic

K [30/100/200] : K<sub>30</sub> = Interstate, K<sub>100</sub> = Rural, K<sub>200</sub> = Urban, % = ADT in DHV

T = Trucks

K<sub>8</sub> = % ADT occurring in the average of the 8 highest consecutive hours of traffic on an average day (required only if CO analysis required per NR 411.)

DHV = Design Hourly Volume

D = % DHV in predominate direction of travel

P = % ADT in peak hour

\* North Section/Central Section/South Section. Traffic forecasts are the same for all alternatives since all convert US 12 from an expressway to a freeway.

\*\* No construction has been scheduled or programmed.

Note: Traffic volume forecasting was provided by WisDOT traffic section. Volumes were generated based on available historic traffic count data along the corridor and using computer modeling as per written procedures.

## EIS Significance Criteria - Basic Sheet 7

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.

## Environmental Commitments - Basic Sheet 8

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

Factor Sheet	
<b>A-1 General Economics</b>	<p>During any future construction, access to businesses, residences and recreation areas along the official mapping 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.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<b>A-2 Business</b>	<p>A Conceptual Stage Relocation Plan has been 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.</p> <p>During any future construction activities, access to businesses along the official mapping 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.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<b>A-3 Agriculture</b>	<p><b>Commitments made:</b> At the time that any part of this project moves into the design phase, DATCP will be notified. If more than five acres of property will be acquired from any agricultural operation, an Agricultural Impact Statement (AIS) will be prepared by DATCP. If five acres or less is involved, DATCP has discretion whether to prepare an AIS. WisDOT will not begin negotiation with a property owner until 30 days after the AIS has been published. WisDOT design staff will be responsible for coordinating with DATCP to fulfill this commitment.</p> <p>Any topsoil from the farms on the east side of US 12 between Woodland Dr. and Meffert Rd (5666 and 5830 US 12) should not be removed and should remain on the properties.</p> <p>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.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of these commitments.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>

<b>B-1 Community or Residential</b>	<p><b>Commitments made:</b> A Conceptual Stage Relocation Plan has been 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.</p> <p>During any future construction activities, access to residences along the official mapping 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.</p> <p>WisDOT will adhere to all reasonable accommodation laws outlined for snowmobiles related to the crossing of highway right-of-way and to the parallel running along WisDOT right-of-way for all future snowmobile planning and design within Wisconsin State Statutes §350. The final design will have sufficient width to provide for snowmobile users for the overpasses near the current trail crossings or at WIS 19 West, Kickaboo Road, and County K.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of these commitments.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<b>B-2 Indirect Effects</b>	No commitments needed.
<b>B-3 Cumulative Effects</b>	No commitments needed.
<b>B-4 Environmental Justice</b>	No commitments needed.
<b>B-5 Historic Resources</b>	No commitments needed.
<b>B-6 Archaeological Sites</b>	<p><b>Commitments made:</b> The final design will avoid the archeological site, 47DA1297, in the central section near Meffert Road. Retaining walls may be necessary.</p> <p>The Murphy Site, 47DA736, is outside the project area and will not be affected by the project. If during the design process this changes, notification to WisDOT Cultural Resources Team one year prior to construction is needed and protective fencing as necessary to avoid disturbance to the site will need to be provided.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of this commitment.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<b>B-7 Tribal Coordination/Consultation</b>	No commitments needed.

<b>B-8 Section 4(f) and 6(f) or Other Unique Areas</b>	<p><b>Commitments made:</b> No right-of-way acquisitions would be made from the Waunakee Marsh State Wildlife Area located at the corner of Lodi-Springfield Road and WIS 19 East as part of this official mapping study. Preliminary conversations with DNR have resulted in DNR indicating that they would likely be willing to provide concurrence that future impacts (as described at this time) would be de minimis in nature and not affect the activities, features, or attributes that qualify the Waunakee Marsh State Wildlife Area for protection under Section 4(f). The de minimis effect finding will indicate the current project area boundary will not have any detrimental effect on the use of the property. Plans for future construction will be prepared to stay within the boundaries of the identified project area. No right-of-way will be acquired from the Waunakee Marsh State Wildlife Area until additional environmental documentation is completed and a Section 4(f) determination is made. The final design will avoid the Empire Prairies State Natural Area located west of US 12 and north of County K. The WisDOT Project Manager and Regional Environmental Coordinator will be responsible for fulfilling this commitment.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<b>B-9 Aesthetics</b>	<p><b>Commitments made:</b> WisDOT will consider aesthetic treatment to bridges during the design process subject to WisDOT policies during the later design stages of the project.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of this commitment.</p>
<b>C-1 Wetlands</b>	<p><b>Commitments made:</b> As part of any future design phase, wetlands will be 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.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<b>C-2 Rivers, Streams &amp; Floodplains</b>	<p><b>Commitments made:</b> No impacts to floodplain are anticipated. The WisDNR's floodplain regulations NR 116 will be followed during the design process for any floodplain impacts.</p> <p>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 official mapping study limits. WisDOT design staff will be responsible for fulfilling this commitment.</p> <p>Any equipment coming in contact with surface waters must be properly cleaned and disinfected to address spread of invasive species and viruses. Contractors should follow Standardized Special Provision 107-055 <i>Environmental Protection, Aquatic Exotic Species Control</i>.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of this commitment.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<b>C-3 Lakes or other Open Water</b>	<p>No commitments needed.</p>

<b>C-4 Groundwater, Wells and springs</b>	<p><b>Commitments made:</b> A portion of the south section of the project is within the Frederick Springs recharge area. Impacts to this area will be assessed and mitigation measures will be developed if necessary during the design process. Standards for the recharge requirements to be developed in coordination with WisDNR and the Dane County Land and Water Resource department.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of this commitment.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<b>C-5 Upland Wildlife and Habitat</b>	No commitments needed.
<b>C-6 Coastal Zones</b>	N/A
<b>C-7 Threatened and Endangered Species</b>	<p>Threatened and Endangered (TE) Species lists are updated regularly. No TE Species would be impacted as part of this official mapping study. During any future design activities, the list shall be reviewed and coordination with USFWS and WisDNR will occur. The WisDOT Regional Environmental Coordinator will be responsible for fulfilling this commitment.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<b>D-1 Air Quality</b>	No commitments needed.
<b>D-2 Construction Stage Sound Quality</b>	<p><b>Commitments made:</b> 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.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<b>D-3 Traffic Noise</b>	<p><b>Commitments made:</b> Notify the zoning authority for the town of Springfield to restrict construction of buildings within 125 feet of the centerline of the nearest traffic lane of US 12 to avoid noise levels exceeding FHWA residential criteria.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of this commitment. Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>

<p><b>D-4 Hazardous Substances or Contamination</b></p>	<p><b>Commitments made:</b> 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, DNR will be notified and any contaminated media should be contained.</p> <p>For sites identified in the current US 12 right-of-way with previously identified contamination, special provisions to notify the contractor that contamination may be present will be included in the final plans.</p> <p>For the two parcels, 6236 US 12 and 7306 WIS 19, perform UST removal and closure assessment prior to acquisition.</p> <p>Perform asbestos investigation for any impacted structures prior to construction.</p> <p>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 Statute NR 141 regulations and DNR notified accordingly.</p> <p>The WisDOT Project Manager or Construction Supervisor will assure fulfillment of these commitments.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<p><b>D-5 Stormwater</b></p>	<p><b>Commitments made:</b> A stormwater study will be completed to determine if additional measures are needed to alleviate potential increase in stormwater runoff and any impacts to properties.</p> <p>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 WisDOT/DNR Cooperative Agreement. WisDOT design staff will be responsible for fulfilling this commitment.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>
<p><b>D-6 Erosion Control</b></p>	<p><b>Commitments made:</b> During any future design activities, erosion control plans and measures will be implemented according to the Wis. Adm. Code TRANS 401 and the WisDOT/DNR Cooperative Agreement.</p> <p>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.</p> <p>These commitments will be incorporated into the plans and special provisions by WisDOT design staff, implemented in the field by the contractor, and overseen by WisDOT's construction engineer.</p> <p>Prior to any future construction, new environmental documentation will need to be completed and commitments revisited.</p>

**E - Other**

Follow standard provisions to avoid cutting or pruning of oak trees from April through September.

The WisDOT Project Manager or Construction Supervisor will assure fulfillment of this commitment.

Ash trees will not be transported from an Emerald Ash Borer (EAB) quarantined zone to a non-quarantined zone without agreement from DATCP. The WisDOT Construction Project Manager will assure fulfillment of this commitment.

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

## **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 (to follow Basic Sheets)**

- A-1 General Economics
- A-2 Business
- A-3 Agriculture
- B-1 Community and Residential
- B-8 Section 4(f) and 6(f) or Other Unique Areas
- C-1 Wetlands
- C-7 Threatened and Endangered Species
- D-2 Construction Stage Sound Quality
- D-3 Traffic Noise Evaluation
- D-5 Stormwater
- D-6 Erosion Control and Sediment Control

**Appendices**

- Exhibits 1-19
  - 1 Project Location Map
  - 2 Project Overview Map
  - 3 Alternative North 1A
  - 4 Alternative North 1B (Preferred Alternative)
  - 5 Alternative North 2A
  - 6 Alternative North 2B
  - 7 Alternative Central 1A
  - 8 Alternative Central 2A
  - 9 Alternative Central 3A (Preferred Alternative)
  - 10 Alternative South 1A
  - 11 Alternative South 2A
  - 12 Alternative South 3A (Preferred Alternative)
  - 13A Preferred Alternative Overall (North Section)
  - 13B Preferred Alternative Overall (Central and South Section)
  - 14 Existing Land Use
  - 15 Planned Land Use
  - 16 Springfield Corners Conceptual Neighborhood Plan
  - 17 Environmental Features Map
  - 18 Dane County Snowmobile Trails
  - 19 Wetland Location Map
- Attachments
  - "A" Agency Correspondence
  - "B" Agency Comments
  - "C" Section 106
  - "D" Indirect Effects Prescreening Worksheet
  - "E" Cumulative Effects Analysis
  - "F" Noise Study Evaluation

# GENERAL ECONOMICS EVALUATION

Wisconsin Department of Transportation

## Factor Sheet A-1

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

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

Economic Activity	Description
a. Agriculture	The majority of the project area and surrounding area is agricultural. Agriculture is an important industry to the area. Production includes a variety of commodities such as dairy, alfalfa, corn, and soybeans.
b. Retail business	There are a few businesses in the unincorporated hamlet of Springfield Corners located in the north section. There is one business, a tavern, in the central section. There are a few businesses in the south section near County K including a gas station. To the south of the project limits is the city of Middleton with various small to large retail businesses including the Greenway Station shopping center and several car dealerships near the intersection with Airport Road.
c. Wholesale business	There are no known wholesale businesses in the project area. The Middleton Business Center and Corporate Park are located to the south of the project.
d. Heavy industry	There are no known heavy industries in the area around the project area.
e. Light industry	<p>There is a nonmetallic material quarry in the project area.</p> <p>There is a small wind power farm to the west of the project area near Kickaboo Road. It is privately owned by Epic Systems and is known as the Galactic Wind project. Built in 2012 there are six turbines with tower heights of 262 feet. The power is being sold to Madison Gas &amp; Electric to offset energy costs for Epic's Verona campus. Epic is studying alternatives which involve installing underground lines directly to the Verona campus. None of these routes are within the Proposed Action project area.</p> <p>There is a landscape business and construction business in the project area. Both would need to be relocated as a result of construction of the Proposed Action. To the south of the project limits is the city of Middleton which includes a few light industries.</p>
f. Tourism	There are no known tourism areas in the project area. Vehicular traffic accessing several tourism areas to the north including the Wisconsin Dells utilize US 12 corridor.
g. Recreation	The Waunakee Marsh State Wildlife Area is located near the north section of the project area.
h. Forestry	No known forestry activities in the project area or the surrounding project area.
i. Aviation	Morey Field or the Middleton Municipal Airport is located to the southwest of the project area. The airport services small private and commercial flights and includes a publically operated general aviation facility.

### 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 would maintain the economic viability of the area by providing a safe and more efficient transportation corridor. Direct access points and at-grade crossings would be eliminated to avoid dangerous cross and merging traffic. Mainline traffic to and from US 12 would be controlled to direct traffic onto major roadways and away from local streets.

Many existing access points would be eliminated which would impact several agricultural and other businesses in the project area. This would create in many instances longer travel times for impacted businesses to and from US 12. Some farms which are bisected by US 12 would require longer travel times to access fields on either side of US 12. The Proposed Action would provide grade separated interchanges which would improve the safety for agricultural equipment crossing US 12.

The efficiencies for vehicles traveling through the project area would be improved. At-grade intersections would be replaced with grade separated interchanges. Some of the current at-grade intersections include traffic signals. Relocation of two businesses, one farm, and seven residences would occur. Approximately 165.7 acres of agricultural land would need to be acquired which would result in a loss of productivity and local property tax revenue. There would be localized, temporary disruption of traffic flow during construction that would be transient in nature.

Overall the economic advantages of the Proposed Action outweigh the disadvantages by increasing safety and efficiency of traffic through the project area.

**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 Action would likely not affect the potential for economic development in the area. The existing expressway provides excellent regional mobility at this time and is not a barrier to development.

☐ **The proposed project will have an effect on economic development.**

☐ Increase, describe: \_\_\_\_\_

☐ Decrease, describe: \_\_\_\_\_

## BUSINESS EVALUATION

Wisconsin Department of Transportation

### Factor Sheet A-2

Alternative North 1B, Central 3A, South 3A		Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
	Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

☐ Yes –

☒ No - (Explain) Since no construction is currently scheduled, the Conceptual Stage Relocation Plan (CSRP) does not need to be included in this EA.

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

Two business relocations are anticipated as a result of the Proposed Action; a construction company and a landscape business. The businesses are located in the north and south sections. Active listings for improved commercial properties near the project area found 38 properties; three in the town of Springfield, two in the town of Middleton, 33 in the city of Middleton. It is expected that two or more commercial replacement properties would be available for each displaced commercial unit on the market at the time of displacement.

Businesses located in the south section near County K currently have access to County K just west of US 12. The Proposed Action would realign County K to the north. The existing County K would be converted to local street and cul-de-sac added at US 12. This would impact access to these businesses creating a slightly longer route to US 12.

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

Transportation in the area is primarily vehicular with a mix of mostly automobile and some truck traffic. A bicycle and pedestrian path exists along the east side of US 12 for the entire length of the project area. There are no rail connections, local bus routes, or other modal links on US 12.

The Middleton Municipal Airport is located to the south of the project area.

There are two park and ride facilities near the project area. One in the north section at WIS 19 East and one just to the south of the south section near Parmenter Street interchange.

Two State funded snowmobile crossings exist along the corridor that include crossings of US 12. See Exhibit 18. 1). Trail #36 is just north of County P and travels to Iowa County west, and Columbia County east. 2). Trail #21 is south of Fischer Road and travels south to Green County and north to Sauk County and beyond. These state funded crossings of US 12 need reasonable crossing accommodations near the existing locations with future WisDOT design plans.

State funded trail #36 would be accommodated through the split diamond/frontage road system in the Proposed Action for Alternative North 1B. Details will be worked out with future design and AWSC involvement.

State funded trail #21 would be either accommodated through the new interchange north of County K or through a grade separated opportunity with a reasonable distance from the current location if topography makes this a possibility. Any grade separation structure would be analyzed during subsequent design projects related to this Freeway Conversion Mapping Study. Details would be worked out with future design and AWSC involvement.

There is a Club Trail north of Kickaboo Road and this is duly noted.

WisDOT will adhere to all reasonable accommodation laws outlined for snowmobiles related to the crossing of highway right-of-way and to the parallel running along WisDOT right-of-way for all future snowmobile planning and design within Wisconsin State Statutes §350.

The Proposed Action would increase safety and efficiency in movement of vehicular traffic. This will be an improved conditions for vehicular modes of transportation in the area. Impact to other modes of transportation are not anticipated.

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

- ☐ The proposed project will have no effect on a transportation-dependent business or industry.  
☒ The proposed action may change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects which may occur during construction.

The Proposed Action will increase vehicular safety and efficiency, however, vehicular traffic will be impacted temporarily during construction. This will be primarily limited to vehicles accessing US 12 in the project area. Only slight delays are anticipated for vehicles travelling through the project area.

Changes in access due to the removal of all at grade crossings (driveways, and local road intersections) would affect how customers and employees access some places of business. In general, indirection is anticipated to be fairly minor and would likely not discourage customers from traveling to the business destinations in the area.

The Proposed Action would increase vehicular safety and efficiency which would enhance businesses using the transportation facility.

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.  
Generally concerns from the businesses were related to access. Currently access to the businesses is primarily at signalized intersections which have a poor level of service and experience backups during peak hours. The Proposed Action would replace the intersections with interchanges improving level of service and eliminating the backups which would be beneficial to businesses. After review of the design the businesses expressing concern were comfortable with the Proposed Action.

The increased safety and efficiency provided to vehicular traffic would enhance the businesses in the area.

There would be minor inconveniences to vehicular traffic during construction. This would include travel delays due to staging of construction such as lane closures and local road closures.

- B. The existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects on minority populations or low-income populations.  
There are only a few businesses in the project area. Impacts to employees is expected to be negligible. Potential impacts to employees for the two businesses that will be relocated as part of the Proposed Action would be temporary reduction of work hours and/or a change in their commuting times.

No employees were identified that are part of a minority or low-income population group.

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
<b>Retail</b>	0	0	N/A	N/A	N/A
<b>Service</b>	0	2	\$445600	Unknown	Unknown
<b>Wholesale</b>	0	0	N/A	N/A	N/A
<b>Manufacturing</b>	0	0	N/A	N/A	N/A
<b>Other (List)</b>	--	--	--	--	--

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.

\*Note: Business owners were not interviewed as part of this study. The response is based on existing knowledge, discussions at local officials meetings, and public involvement meetings. Interviews of the businesses that would be relocated as a result of the Proposed Action would be completed prior to acquisition.

8. **Is Special Relocation Assistance Needed?**

- ☒ No  
☐ Yes – Describe special relocation needs.

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

- ☒ WisDOT Real Estate Conceptual Stage Relocation Plan    ☒ Multiple Listing Service (MLS)  
☐ Newspaper listing(s)    ☐ Other - Identify:

**10. Describe the business relocation potential in the community:**

- A. Total number of available business buildings in the community. 162
- 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).  
38 Number of available and comparable type business buildings in the price range of \$300,434 (median)  
162 Number of available and comparable type business buildings in the price range of \$383,857 (median)

**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 and 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:**

No difficulties for relocating businesses are anticipated.

**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:**

No additional measures to minimize adverse effects are anticipated.

# AGRICULTURE EVALUATION

Wisconsin Department of Transportation

## Factor Sheet A-3

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

Type of Land Acquired From Farm Operations	Type of Acquisition (acres)		Total Area Acquired (acres)
	Fee Simple	Easement	
Crop land and pasture	165.7	TBD - final design	165.7
Woodland	--	--	--
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	--	--	--
<b>Totals</b>	165.7	TBD	165.7

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

Acreage to be Acquired	Number of Farm Operations
Less than 1 acre	11
1 acre to 5 acres	12
More than 5 acres	7

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

- ☐ No
- ☐ The land was purchased prior to August 6, 1984 for the purpose of conversion.
- ☐ The acquisition does not directly or indirectly convert farmland.
- ☐ The land is clearly not farmland
- ☐ The land is already in, or committed to urban use or water storage.
- ☒ Yes (This determination is made by the Natural Resources Conservation Service (NRCS) via the completion of the Farmland Impact Conversion Rating Form, NRCS Form AD-1006)
- ☒ The land is prime farmland which is not already committed to urban development or water storage.
- ☒ The land is unique farmland.
- ☒ The land is farmland which is of statewide or local importance as determined by the appropriate state or local government agency.

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

- ☐ No - Explain.
- ☒ Yes
- ☐ The Site Assessment Criteria Score (Part VI of the form) is less than 60 points for this project alternative.  
Date Form AD-1006 completed. \_\_\_\_\_
- ☒ The Site Assessment Criteria Score is 60 points or greater.  
Date Form AD-1006 completed. August 4, 2014. See Attachment A5.

### 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. Describe \_\_\_\_\_
- ☒ Yes
- ☒ Eminent Domain may be used for this acquisition.
- ☒ The project is not a "Town Highway" project
- ☒ The acquisition is 1-5 acres and DATCP chooses to do an AIS.
- ☐ The acquisition is greater than 5 acres

Note: DATCP has determined that an AIS will not be prepared for this project at this time. It would not be productive for DATCP to contact affected farmland owners regarding the project's impact given that there is no known timeline for construction. During future environmental documentation for this project DATCP will be contacted to prepare an AIS. See Attachment A for DATCP letter.

**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.

Note: DATCP has determined that an AIS will not be prepared for this project at this time. It would not be productive for DATCP to contact affected farmland owners regarding the project's impact given that there is no known timeline for construction. During future environmental documentation for this project DATCP will be contacted to prepare an AIS. See Attachment A for DATCP letter.

Is the land acquired "non-significant"?

- ☐ Yes - (All must be checked) An AIN is not required but complete questions 7-16.
- ☐ Less than 1 acre in size
  - ☐ Results in no severances
  - ☐ Does not significantly alter or restrict access
  - ☐ Does not involve moving or demolishing any improvements necessary to the operation of the farm
  - ☐ Does not involve a high value crop
- ☒ No
- ☒ Acquisition 1 to 5 acres - **AIN required.** Complete Pages 1 and 2, Form DT1999, (Pages 1 and 2, Figure 1, Procedure 21-25-30.)
  - ☐ Acquisition over 5 acres - **AIN required.** Complete Pages 1, 3 and 4, Form DT1999. (Pages 1, 3 and 4, Figure 1, Procedure 21-25-30)

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

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

- ☐ Does Not Apply.  
☒ Applies – Discuss. Required right-of-way would impact approximately 165.7 acres of farmland affecting 18 farms (seven in North Section, six in Central Section, and five in South Section) and five outbuildings (four in North Section and one in Central Section). Farm operations may be affected due to right-of-way takings that are not square with the farmed acreage. Point rows, caused by angular field ends, harvest losses because of excessive turning, and overlapping application of herbicides are consequences leading to waste, additional expense, increased field work time, and additional use of fuel.

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

- ☐ Does Not Apply.  
☒ Applies – Discuss. The Proposed Action's freeway designation would allow access to US 12 via grade separated interchanges only which would be a change from existing conditions where farms have access directly to US 12. The change in access designation could cause adverse travel or additional travel distance if a farm operation has parcels on both sides of US 12 or if a farm operation currently has access only from US 12.

Five farms have parcels on both sides of US 12, three in the Central Section and two in the South Section. While existing direct access points and at-grade crossings would be eliminated to avoid dangerous cross and merging traffic, the adverse travel due to the Proposed Action would be between 0.1 and 1.4 miles for these five farms. The two-way frontage roads would have less traffic volume and slower speeds for farm machinery to encounter. The Proposed Action would provide a safe and more efficient transportation corridor. The Proposed Action would provide grade separated interchanges which would improve the safety for agricultural equipment crossing US 12.

**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. One farm and four outbuildings would be acquired or relocated in the North Section and one outbuilding would be acquired or relocated in the Central Section. Efforts would be made to relocate the buildings so there would not be any effect to farm operations.

**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. The Proposed Action would cause farmland to change to a transportation use. Development pressure could be reduced along US 12 although near interchanges it could increase. However, existing zoning would not allow further development and would be controlled by local officials.

**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:**

Efforts have been made during the planning phase to avoid and minimize adverse effects including minimization of the amount of right-of-way required for the Proposed Action. Tight interchanges with two-way frontage roads would reduce right-of-way requirements but still provide access to farms located along US 12 and preserve as much acreage of farmland as possible. On the two-way frontage roads there would be less traffic volume and slower speeds for farm machinery to encounter.

At the request of the property owners any topsoil from the farms on the east side of US 12 between Woodland Dr. and Meffert Rd (5666 and 5830 US 12) should not be removed and should remain on the properties.

**COMMUNITY OR RESIDENTIAL EVALUATION**

Wisconsin Department of Transportation

**Factor Sheet B-1**

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

Name of Community/Neighborhood Town of Springfield Incorporated <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Total Population 2,734	
Demographic Characteristics	
Census Year 2007-2011	% of Population
<i>White</i>	94%
<i>Black or African American</i>	0%
<i>Asian</i>	1%
<i>Hispanic or Latino</i>	4%

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

Transportation in the area is primarily vehicular with a mix of mostly automobile and some truck traffic. There are no rail connections, local bus routes, or other modal links on US 12. Residents utilize primarily automobiles as a way to travel to destinations within and outside the project area.

A bicycle and pedestrian path exists along the east side of US 12 for the entire length of the project area. The path provides residents with a route to access the city of Middleton to the south.

The Middleton Municipal Airport is located to the south of the project area. The airport services small commercial flights.

There are two park and ride facilities near the project area, one in the north section at WIS 19 East and one just to the south of the south section near Parmenter Street interchange.

School buses use the project area as necessary to service the residents of the town.

There are two snowmobile routes within the project area which cross US 12.

**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 would increase safety and efficiency in movement of vehicular traffic. Other alternative modes of transportation such as for bicycles and snowmobiles would be maintained.

Access to residences in the project area may be affected. Slightly longer access routes to US 12 may occur. Traffic to and from US 12 would be directed to the main roadway and would help reduce traffic through local streets.

**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 the Proposed Action would have no direct effect on the existing and planned land use. The majority of the project area is undeveloped rural agricultural lands. Removing direct access to US 12 and creating limited interchanges would make lands in areas not near these interchanges less attractive for development. The Preferred Alternative was developed through coordination with local officials and consideration of local planning elements, Land use/transportation planning coordination is a primary need of the study and used as an alternatives screening criteria.

One of the primary needs of the project is to preserve agricultural use. Indirectly the Proposed Action would help accomplish this since commercial development of lands away from the limited interchanges would be discouraged.

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

Removing direct access to US 12 along the project corridor would create longer routes for school bus services and in some cases lengthen the EMS response times. Safety at school bus stops would be improved as a result of creating frontage roads for local traffic use at the interchanges. EMS agencies and school officials affected by the project were consulted and participated in coordination meetings. They support the Preferred Alternative.

The grade separated interchanges would provide a much safer condition for cross traffic and eliminate traffic signals which can experience congestion during peak travel times. This would enhance public services using US 12.

Construction traffic impact would exist primarily in areas of the proposed interchanges.

**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 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. The grade of US 12 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 for the re-grading of ditches and slope adjustments. The addition of overpasses at WIS 19 West, Kickaboo Road, Meffert Road, and County K 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 P would be re-aligned via Lodi-Springfield Road and Riles Road would be re-aligned to connect to Meffert Road.

**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:**

The town of Springfield town hall is located in the north section along County P to the east of US 12. The Proposed Action would realign County P and the roadway in front of the town hall would be converted to a local street. It is not anticipated that this would negatively impact town residents wishing to access the town hall other than there would be a temporary impact due to the realignment of roadways and disruption of traffic flow typical during construction. After completion of the project and after residents become familiar with the realigned roadways there would be no permanent impact.

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

Residents were concerned over the lack of access created by the project and preservation of agricultural land.

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:

- Comments received were primarily related to access and land use concerns. This included access to residential areas, frontage road configuration, and roundabouts as intersections.
- Preservation of agricultural lands was the primary land use concern.
- There were several comments regarding access to Meffert Road and Kickaboo Road in the central section of the project.
- Comments were received from individual property owners relating to alternatives, topsoil retention, stormwater concerns, real estate process and mapping process/schedule.
- American Transmission Company (ATC) is planning a transmission line in the area known as the Badger Coulee Transmission Line Project. The transmission line would run from north of the city of La Crosse to northern Dane County. It is anticipated the construction of this transmission line would occur before the US 12 Freeway conversion construction is completed. This raises the concern that ATC facilities are constructed in areas that would interfere with the Proposed Action.
- The concern of traffic noise was raised.
- The potential to increase stormwater runoff and impact of the increase of water to properties was raised.

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

No community sensitive design considerations have been identified. This would be an element of the final design of the project.

**10. Indicate the number and type of any residential buildings that will be acquired because of the proposed action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document. If item c) is checked, complete items 11 through 18 and attach the Conceptual Stage Relocation Plan to the environmental document:**

- a. ☐ None identified.
- b. ☐ No occupied residential building will be acquired as a result of this project. Provide number and description of non-occupied buildings to be acquired.
- c. ☒ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc.

Seven single family residential properties would need to be acquired. All are owner occupied.

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

Total Number of Households to be Relocated. 7
--

(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 Ownership

Number of Households Living in Owner Occupied Building 7	Number of Households Living in Rented Quarters 0
---	---

b. Number of households to be relocated that have.

1 Bedroom 0	2 Bedroom 1	3 Bedroom 6	4 or More Bedrooms 0
----------------	----------------	----------------	-------------------------

c. Number of relocated households by type and price range of dwelling.

Number of Single Family Dwelling. 7	Price Rang. \$125,900 - \$337,700
Number of Multi-Family Dwellings 0	Price Range
Number of Apartment 0	Price Range

**12. Describe the relocation potential in the community:**

a. Number of Available Dwellings

1 Bedroom 0	2 Bedrooms 8	3 Bedrooms 72	4 or More Bedrooms 15
----------------	-----------------	------------------	--------------------------

b. Number of Available and Comparable Dwellings by Location

within	within
within	within

- c. Number of Available and Comparable Dwellings by Type and Price. (Include dwellings in price ranges comparable to those being dislocated, if any.)

Single Family Dwellings	Price Range
8 two bedroom	\$140,000 - \$379,900
72 three bedroom	\$164,990 - \$949,500
15 five bedroom	\$319,900 - \$829,900
Multi-Family Dwellings	
N/A	
Apartment	
N/A	

**13. 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)
- ☐ Newspaper Listing(s)
 ☐ Other – Identify

**14. Indicate the number of households to be relocated that have the following special characteristics:**

- ☒ None identified.
- ☐ Yes - \_\_\_\_\_ total households to be relocated. Complete table below

Special Characteristics	Number of Households with Individuals with Special Characteristics
Elderly	
Disabled	
Low income	
Minority	
Household of large family (5 or more)	
Not Known	
No special characteristics	

\*Note: Residents were not interviewed as part of this study. The response is based on existing knowledge, discussions at local officials meetings, and public involvement meetings. Interviews of the residents that would be relocated as a result of the Proposed Action would be completed prior to acquisition.

**15. 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 would 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 would be given the opportunity to obtain an appraisal by a qualified appraiser that would 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.

**16. Identify any difficulties or unusual conditions for relocating households displaced by the proposed action:**

There are no unusual circumstances regarding the relocations.

**17. 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

**18. Describe any additional measures that will be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected:**

No additional measures have been identified.

## SECTION 4(f) AND 6(f) OR OTHER UNIQUE AREAS

Wisconsin Department of Transportation

### Factor Sheet B-8

Alternative (North 1B, Central 3A, South 3A)	Total Length of Center Line of Existing Roadway 6 Miles Length of This Alternative 6 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

**1. Property Name:** Waunakee Marsh State Wildlife Area (WMSWA)

**2. Location:** Dane County, town of Springfield. The WMSWA is located along both sides of WIS 19 east of US 12 and is separated into two areas.

**3. Ownership or Administration:** Wisconsin Department of Natural Resources (WisDNR)

**4. Type of Resource:**

- ☐ Public Park.
- ☐ Recreational lands.
- ☐ Ice Age National Scenic Trail.
- ☐ NRCS Wetland Reserve Program.
- ☒ Wildlife Refuge.
- ☐ Waterfowl Refuge.
- ☐ Historic/Archaeological Site eligible for the National Register of Historic Places (NRHP).
- ☐ Other – Identify:

**5. Do FHWA requirements for section 4(f) apply to the project's use of the property?**

- ☒ No - Check all that apply:
- ☐ Project is not federally funded.
  - ☐ No land will be acquired in fee or PLE and the alternative will not affect the use.
  - ☐ Property is not on or eligible for the NRHP.
  - ☐ Property is on or eligible for the NRHP however includes a *de minimus* effect finding.
  - ☐ Interstate Highway System Exemption.
  - ☒ Other - Explain: Preliminary conversations with DNR have resulted in DNR indicating that they would likely be willing to provide concurrence that future impacts (as described at this time) would be de minimis in nature and not affect the activities, features, or attributes that qualify the Waunakee Marsh State Wildlife Area for protection under Section 4(f).
- ☐ Yes - Check all that apply:
- ☐ Indicate which of the Programmatic/Negative Declaration 4(f) Evaluation(s) applies.
    - ☐ Historic Bridge.
    - ☐ Park minor involvement.
    - ☐ Historic site minor involvement.
    - ☐ Independent bikeway or walkway.
    - ☐ Great River Road.
    - ☐ Net Benefit to Section 4(f) Property. Explain: \_\_\_\_\_
  - ☐ Full 4(f) evaluation approved on \_\_\_\_\_.

**6. Was special funding used to acquire the land or to make improvements on the property?**

- ☒ No - Special funding was not used for the acquisition of this portion of the property.
- ☐ Yes:
- ☐ s.6(f) LWCF (Formerly LAWCON).
  - ☐ Dingell-Johnson (D/J funds).
  - ☐ Pittman-Robertson (P/R funds).
  - ☐ Other – Describe:

**7. Describe the significance of the property:**

For other unique areas, include or attach statements of significance from officials having jurisdiction.

The Waunakee Marsh State Wildlife Area (WMSWA) is a 470 acre property owned and operated by the Wisconsin Department of Natural Resources (WisDNR). The WMSWA was established in 1958 with the intent to protect the extensive wetlands associated with the upper reach of Six Mile Creek and its springheads, and to provide for public hunting. The WMSWA offers many recreational opportunities including birding, cross country skiing (no designated trail), hiking (no designated trail), hunting, trapping, wild edibles/gathering, and wildlife viewing.

**8. Describe the proposed alternative's effects on this property:**

- a. Describe any effects on or uses of land from the property. For other areas, include or attach statements from officials having jurisdiction over the property which discusses the alternative's effects on the property: **(A map, sketch, plan, or other graphic which clearly illustrates use of the property and the project's use and effects on the property must be included.)**
- b. Discuss the following alternatives and describe whether they are feasible and prudent and why:
  1. Do nothing alternative.
  2. Improvement without using the 4(f) lands.
  3. Alternatives on new location.

**9. Indicate which measures will be used to minimize adverse effects, mitigate for unavoidable adverse effects or enhance beneficial effects:**

- ☐ Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.
- ☐ The Small Conversion Policy for Lands Subject to Section 6(f) will be used.
- ☐ Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.
- ☐ Restoration and landscaping of disturbed areas.
- ☐ Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the section 4(f) property.
- ☐ Payment of the fair market value of the land and improvement taken.
- ☐ Improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.
- ☐ Such additional or alternative mitigation measures determined necessary based on consultation with officials having jurisdiction. The additional or alternative mitigation measures are listed or summarized below:
- ☐ Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below:
- ☐ Other – Describe:

**10. Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the property:**

(For historic and archeological sites, refer to Factor Sheet B-5 and/or B-6 for documentation. For other unique areas, attach correspondence from officials having jurisdiction that documents concurrence with impacts and mitigation measures.)

**WETLANDS EVALUATION**

(9/2013)

Wisconsin Department of Transportation

**Factor Sheet C-1**

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

**1. Describe Wetlands:**

	Wetland 1		Wetland 2		Wetland 3	
<b>Name (if known) or wetland number<sup>1</sup></b>	In central section					
<b>County</b>	Dane					
<b>Location (Section-Township-Range)</b>	Central Section					
<b>Location (Latitude)</b>						
<b>Location (Longitude)</b>						
<b>Location Map</b>	See Exhibit 19		See Exhibit _____		See Exhibit _____	
<b>Wetland Type(s)<sup>2</sup></b>						
<b>Wetland Loss<sup>4</sup></b>	Acres: approx. 0.8		Acres _____		Acres _____	
<b>Wetland is: (Check all that apply)<sup>3</sup></b>	Yes	No	Yes	No	Yes	No
• Isolated from stream, lake or other surface water body		X				
• Not contiguous (in contact with) a stream, lake, or other water body, but within 100-year floodplain		X				
• If adjacent or contiguous, identify stream, lake or water body	Pheasant Branch Creek					

<sup>1</sup>Use wetland numbering from the project wetland delineation report.  
<sup>2</sup>Use wetland types as specified in the "WisDOT FDM 24-5 Attachment 10.2 Wetland Type Correspondence Table"  
<sup>3</sup>If 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.  
<sup>4</sup>Wetland loss area determined by the Wisconsin Wetland Inventory (WWI) maps.

**2. Are any impacted wetlands considered "wetlands of special status" per WisDOT Wetland Mitigation Banking Technical Guideline, page 10 (6 categories)?**

- ☐ No  
☐ Yes:  
☐ Advanced Identification Program (ADID) Wetlands  
☐ Public or private expenditure has been made to restore, protect, or ecologically manage the wetland on either public or private land  
☒ Other – Describe: Unknown. To be determined during the design process. Wetland impacts were estimated utilizing WWI maps. A wetland delineation would be done during the final design phase.

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

This Environmental Assessment (EA) is being prepared for a corridor study for mapping purposes. Future proposed work in the wetland areas would be due to fill placed for the new continuous split diamond interchange from Meffert Road to Kickaboo Road and the addition of frontage roads along US 12.

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

None.

**5. Federal Highway Administration (FHWA) Wetland Policy:**

- ☐ Not Applicable - Explain  
☐ Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.

☒ Statewide Wetland Finding: **NOTE: All three boxes below must be checked for the Statewide Wetland Finding to apply.**

- ☒ Project is either a bridge replacement or other reconstruction within 0.3 mile of the existing location.
- ☒ The project requires the use of approximately 7.4 acres or less of wetlands.
- ☒ The project has been coordinated with the DNR and there have been no significant concerns expressed over the proposed use of the wetlands.

**6. Erosion control or storm water management practices which will be used to protect the wetland are indicated on form: (Check all that apply)**

- ☒ Factor Sheet D-6, Erosion Control Evaluation.
- ☒ Factor Sheet D-5, Stormwater Evaluation.
- ☐ Neither Factor Sheet - Briefly describe measures to be used

**7. U S Army Corps of Engineers (USACE) Jurisdiction - Section 404 Permit (Clean Water Act)**

- ☐ Not Applicable - No fill to be placed in wetlands or wetlands are not under USACE jurisdiction.
- ☒ Applicable - Fill will be placed in wetlands under the jurisdiction of the USACE.  
Indicate area of wetlands filled: Acres; approx. 0.8  
Type of 404 permit anticipated:
  - ☐ Individual Section 404 Permit required.
  - ☒ General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404 Compliance.

Indicate which GP or LOP is required:

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

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

- ☐ DNR has provided concurrence on the project wetland delineation. Received on: (Date)
- ☒ Other- Explain  
To be provided during final design phase and would occur during the COE section 404 permit application process.

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

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

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

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

Status of PCN

USACE has made the following determination on: (Date)

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

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

A. Wetland Avoidance:

1. Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc.: The Preferred Alternative involves the least amount of wetland impact compared to the other alternatives.
2. Indicate the total area of wetlands avoided:  
Acres: approx. 0.7 acres between Alternatives Central 1A and 3A.

B. Minimize the amount of wetlands affected:

1. Describe methods used to minimize the use of wetlands, such as increasing side slopes or use of retaining

walls or beam guard, equalizer pipes, upland disposal of hydric soils, etc.: The steepest allowable side slopes would be used. Further details to be determined during final design phase.

2. Indicate the total area of wetlands saved through minimization:  
Acres: N/A

#### 11. Compensation for Unavoidable Wetland Loss:

According to Section 404(b)(1), of the Clean Water Act, wetland compensatory mitigation procedures and sequencing would conform to the U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (EPA) joint rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332; and 40 CFR Part 230 - dated April 10, 2008). Compensatory mitigation would be consistent with amendments to the Cooperative Agreement between DNR and WisDOT on compensatory mitigation for unavoidable wetland losses (July 2012), and the WisDOT Interagency Coordination Agreement and Wetland Mitigation Banking Technical Guidelines with DNR, USACE, EPA, USFWS and FHWA (March 2002).

Type of wetland is unknown. Type and wetland mitigation would be determined during the final design phase and would be done in accordance with the WisDOT/WisDNR cooperative agreement and Trans 401.

	Type	Acre(s) Loss	Ratio	Compensation Type and Acreage	
				On-site	DOT Mitigation Bank site
RPF(N)	Riparian wetland (wooded)		To	Be	Determined
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

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

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

#### 13. 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.

# THREATENED AND ENDANGERED SPECIES EVALUATION

Wisconsin Department of Transportation

## Factor Sheet C-7

Alternative (North 1B, Central 3A, South 3A)	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

### 1. Are there any known threatened or endangered species in the vicinity of the project?

☐ None identified

☒ Yes - Identify the species and indicate its status on Federal or State lists: An official species list was generated from USFWS iPAC website for this project on 11/17/2015. The official species list identified one endangered species and four threatened species, and no suitable habitat could be present within the study area.

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records, one endangered resource, one threatened resource, and three special concern species have the possibility to occur within the study area. It should be noted that WisDNR stated that the species listed have been known to occur in the project area or its vicinity.

Species Common Name	Species Scientific Name	Federal Status	State Status	Affected by Project? Y/N
<b>Plants</b>				
Eastern Prairie Fringed Orchid	Platanthera leucophaea	Threatened		N
Mead's Milkweed	Asclepias meadii	Threatened		N
Prairie Bush-clover	Lespedeza leptostachya	Threatened		N
Hill's Thistle	Cirsium hillii		Threatened	N
<b>Animals</b>				
Higgins Eye (Clam)	Lampsilis higginsii	Endangered		N
Northern Long-eared Bat	Myotis septentrionalis	Threatened		N
Red-tailed Prairie Leafhopper	Aflexia rubranura		Endangered	N
Blanding's Turtle	Emydoidea blandingii		Special concern	N
A Leafhopper	Prairiana cinerea		Special concern	N
Plains Gartersnake	Thamnophis radix		Special concern	N
<b>Other</b>				

### 2. Explain How a Species Is or Is Not Affected by the Action:

☒ Species Not Affected:

No effects would occur as part of this official mapping study.

☐ Species Affected:

### 3. Describe Coordination:

U.S. Fish & Wildlife Service:

☒ Has Section 7 coordination been completed?

☒ No

☐ Yes

- Describe mitigation required to protect the federally listed endangered species:

Further coordination with USFWS would occur during the design process to avoid or mitigate impacts to these federally-listed endangered species, if necessary.

WDNR

☒ Has coordination with DNR been completed?

☒ No

☐ Yes - Describe mitigation required to protect the state-listed species:

Coordination with the WisDNR would be done during the design process to avoid or mitigate impacts to these state-listed species, if necessary.

# CONSTRUCTION STAGE SOUND QUALITY EVALUATION

Wisconsin Department of Transportation

## Factor Sheet D-2

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

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

The area adjacent to the project is primarily agricultural with some residential areas.

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

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

- 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.  
☐ Special construction stage noise abatement measures will be required. Describe:

Factor Sheet D-3

Alternative (North 1B, Central 3A, South 3A)	Total Length of Center Line of Existing Roadway 6 Miles Length of This Alternative 6 Miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None Identified	

**1. Need for Sound Level Analysis:**

Is the proposed action considered a Type I project or WisDOT Retrofit Project per FDM 23-10-1?

☐ No – Complete only Factor Sheet D-2, Construction Stage Sound Quality Evaluation.

☒ Yes – Complete Factor Sheet D-2, Construction Stage Sound Quality Evaluation, and the rest of this sheet.

**2. Traffic Data:**

Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on Basic Sheet 6, Traffic Summary Matrix:

☐ No

☒ Yes – Indicate volumes and explain why they were used: See paragraph below.

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

Peak hour traffic forecasts approved by WisDOT for the specific alternatives, roadways and intersections analyzed were utilized within the noise model to determine noise impacts. These peak hour forecasts are consistent with the overall US 12 ADT forecasts developed for the corridor study. The peak hour forecasts are included in Attachment F.

**3. Sound Level Analysis Technique**

Identify and describe the noise analysis technique or program used to identify existing and future sound levels: (See receptor location map in Attachment F, as Exhibit A, B, C). A receptor location map must be included with this document.

The Federal Highway Administration's Traffic Noise Model (TNM), version 2.5 was used to predict sound levels in year 2040 using existing and proposed roadway conditions near interchanges, intersections and along select new roadways. The interchanges, intersections and roadways are in the US 12 corridor from County K to westbound WIS 19.

**4. Sensitive Receptors**

Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound: (See receptor location map in Attachment F, as Exhibit A, B, C).

The section of US 12 affected by this project is approximately 5.5 miles of rural corridor. The buildings located in the corridor are primarily rural residences located in low density rural subdivisions or are part of a farming operation or other business along the corridor. Representative receptors where noise levels were predicted are included in Attachment F on Exhibits A, B and C. There are no locations identified with the receptors that would be impacted by noise in the proposed corridor. One location along County K would be negatively impacted if the proposed improvements did not happen and traffic volumes continued to increase.

**5. Noise Impacts**

If this proposal is implemented will future sound levels produce a noise impact?

☒ No

☐ Yes - The impact will occur because:

☐ The Noise Level Criteria (NLC) is approached (1 dBA less than the NLC) or exceeded.

☐ Existing sound levels will increase by 15 dBA or more.

## 6. Abatement

Will traffic noise abatement measures be implemented?

☒ Not applicable – Traffic noise impacts will not occur.

☐ No – Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THE FINAL ENVIRONMENTAL DOCUMENT.**

☐ Yes – Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented:

Receptor Location or Site Identification (See attached map)	Distance from C/L of Near Lane to Receptor in feet (ft.)	Number of Families or People Typical of this Receptor Site	Sound Level $L_{eq}^1$ (dBA)			Impact Evaluation		
			Noise Level Criteria <sup>2</sup> (NLC)	Future Sound Level	Existing Sound Level	Difference in Future and Existing Sound Levels (Col. e minus Col. f)	Difference in Future Sound Levels and Noise Level Criteria (Col. e minus Col. d)	Impact <sup>3</sup> or No Impact
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
<b>CTH K / USH 12 INTERSECTION AREA (ALT. S3A)</b>								
REC A	90	4 Residence	67	57.8	64.8	-7	-9.2	N
REC B	85	1 Residence	67	61.7	62.6	-0.9	-5.3	N
REC C	190	1 Residence/ Commercial Business	67	63.8	66.5	-2.7	-3.2	N
REC D	300	1 Residence	67	61.0	71.2	-10.2	-6	N
REC E	250	1 Residence	67	61.8	64.8	-3	-5.2	N
<b>MEFFERT ROAD / USH 12 INTERSECTION AREA (ALT. C3A)</b>								
REC F	260	1 Residence	67	57.6	52.6	5	-9.4	N
REC G	215	1 Residence	67	58.4	50.8	7.6	-8.6	N
<b>KICK-A-BOO ROAD / USH 12 INTERSECTION AREA (ALT. C3A)</b>								
REC H	240	1 Residence	67	55.0	53.2	1.8	-12	N
REC I	175	1 Residence	67	58.2	54.4	3.8	-8.8	N
<b>EASTBOUND STH 19 / USH 12 INTERSECTION AREA (ALT. N1B)</b>								
REC J	70	1 Place of Worship/School	67	65.4	61.9	3.5	-1.6	N

<sup>1</sup> Use whole numbers only.

<sup>2</sup> Insert the actual Noise Level Criteria from FDM 23-30, Table 1.

<sup>3</sup> An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, **or**, future sound levels approach or exceed the Noise Level Criteria ("approach" is defined as 1 dB less than the Noise Level Criteria, therefore an impact occurs when Column (h) is -1 dB or greater). I = Impact, N = No Impact.

REC K	120	1 Residence	67	60.7	65.5	-4.8	-6.3	N
REC L	150	1 Residence	67	62.6	59.6	3	-4.4	N
<b>PROPOSED CTH P / EXISTING CTH P INTERSECTION AREA (ALT. N1B)</b>								
REC M	105	1 Residence	67	55.9	51.5	4.4	-11.1	N
REC N	100	None, Future Residences	67	59.1	48.9	10.2	-7.9	N
<b>EXISTING CTH P / USH 12 INTERSECTION AREA (ALT. N1B)</b>								
REC O	105	1 Residence, 1 Restaurant/Bar	67	63.8	63.7	0.1	-3.2	N
REC P	165	1 Residence	67	62.2	60.9	1.3	-4.8	N

# STORMWATER EVALUATION

Wisconsin Department of Transportation

## Factor Sheet D-5

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

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

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

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

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

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

Stormwater management strategy and measures to be determined during the design process. Consideration to the recharge area for the Frederick Springs in the south portion of the project would be considered.

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

TRANS 401 and the WisDOT/WisDNR cooperative agreement would be followed in the final plans.

**5. Identify the stormwater management measures to be utilized.**

- |  |  |
|--|--|
| <input type="checkbox"/> Swale treatment (parallel to flow)<br>Trans 401.106(10) | <input type="checkbox"/> In-line storm sewer treatment, such as catch basins,<br>non-mechanical treatment systems. |
| <input type="checkbox"/> Vegetated filter strips<br>(perpendicular to flow)      | <input type="checkbox"/> Detention/retention basins – Trans 401.106(6)(3)  |
| <input type="checkbox"/> Constructed storm water wetlands                        | <input type="checkbox"/> Distancing outfalls from waterway edge  |
| <input type="checkbox"/> Buffer areas – Trans 401.106(6)                         | <input type="checkbox"/> Infiltration – Trans 401.106(5)   |
| Describe - _____   | <input checked="" type="checkbox"/> Other<br>To be determined during the final design phase                        |

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

- ☒ No - None identified  
☐ Yes  
 Has initial coordination with a drainage board been completed?  
☐ No - Explain \_\_\_\_\_  
☐ Yes - Discuss results \_\_\_\_\_

**7. Indicate whether the project is within WisDOT's Phase I or Phase II stormwater management areas.**

Note: See Procedure 20-30-1, Figure 1, Attachment A4, the Cooperative Agreement between WisDOT and WisDNR. Contact Regional Stormwater/erosion Control Engineer if assistance is needed to complete the following:

- ☒ No - the project is outside of WisDOT's stormwater management area.
- ☐ Yes - The project affects one of the following and is regulated by a WPDES stormwater discharge permit, issued by the WisDNR:
  - ☐ A WisDOT storm sewer system, located within a municipality with a population greater than 100,000.
  - ☐ A WisDOT storm sewer system located within the area of a notified owner of a municipal separate storm sewer system.
  - ☐ An urbanized area, as defined by the U.S. Census Bureau, NR216.02(3).
  - ☐ A municipal separate storm sewer system serving a population less than 10,000.

**8 Has the effect on downstream properties been considered?**

- ☐ No
- ☒ Yes - Coordination to be done during the final design phase.

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

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

Unknown at this time. To be determined during the final design phase.

# EROSION CONTROL EVALUATION

Wisconsin Department of Transportation

## Factor Sheet D-6

Alternative North 1B, Central 3A, South 3A	Total Length of Center Line of Existing Roadway 6 miles Length of This Alternative 6 miles
Preferred <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	

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

Generally slopes in the project area are gently rolling to relatively flat. There is an area of steep slopes just west of US 12 near County P and WIS 19 West.

The area adjacent to the project is mostly prime farmland with soils comprised of silt loam. There are three material quarries near the project indicating the presence of bedrock near the surface in some areas.

Proposed slopes in the project area would be determined during the design process and would conform to standards established by the WisDOT/WisDNR cooperative agreement.

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

- ☐ No - there are no sensitive resources affected by the proposal.  
☒ Yes - Sensitive resources exist in or adjacent to the area affected by the project.
- ☐ River/stream
  - ☐ Lake
  - ☒ Wetland
  - ☐ Endangered species habitat
  - ☒ Other - Frederick Springs recharge area near the County K interchange in the south section.

**3. Are there circumstances requiring additional or special consideration?**

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

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

Erosion control measures to be developed during the final design phase and would be according to TRANS 401 and the WisDOT/WisDNR cooperative agreement.

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

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

Consensus would be done during the design process and prior to construction according to the WisDNR/WisDOT cooperative agreement.

Note: All erosion control measures (i.e., the Control Plan. In addition, TRANS 401 requires the contractor to prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. The ECIP should be submitted to the WisDNR and to WisDOT 14 days prior to the preconstruction conference (Trans401.08(1)) and must be approved by WisDOT before implementation. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the tribes have the 401 water quality responsibility on Trust lands. Describe how the Erosion Control/Stormwater Management Plan can be compatible.

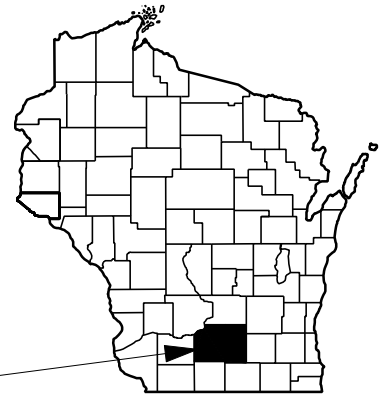
6. **Identify the temporary and permanent erosion control measures to be utilized on the project. Consult the FDM, Chapter 10, and the Products Acceptability List (PAL).**

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

# ***Exhibits***

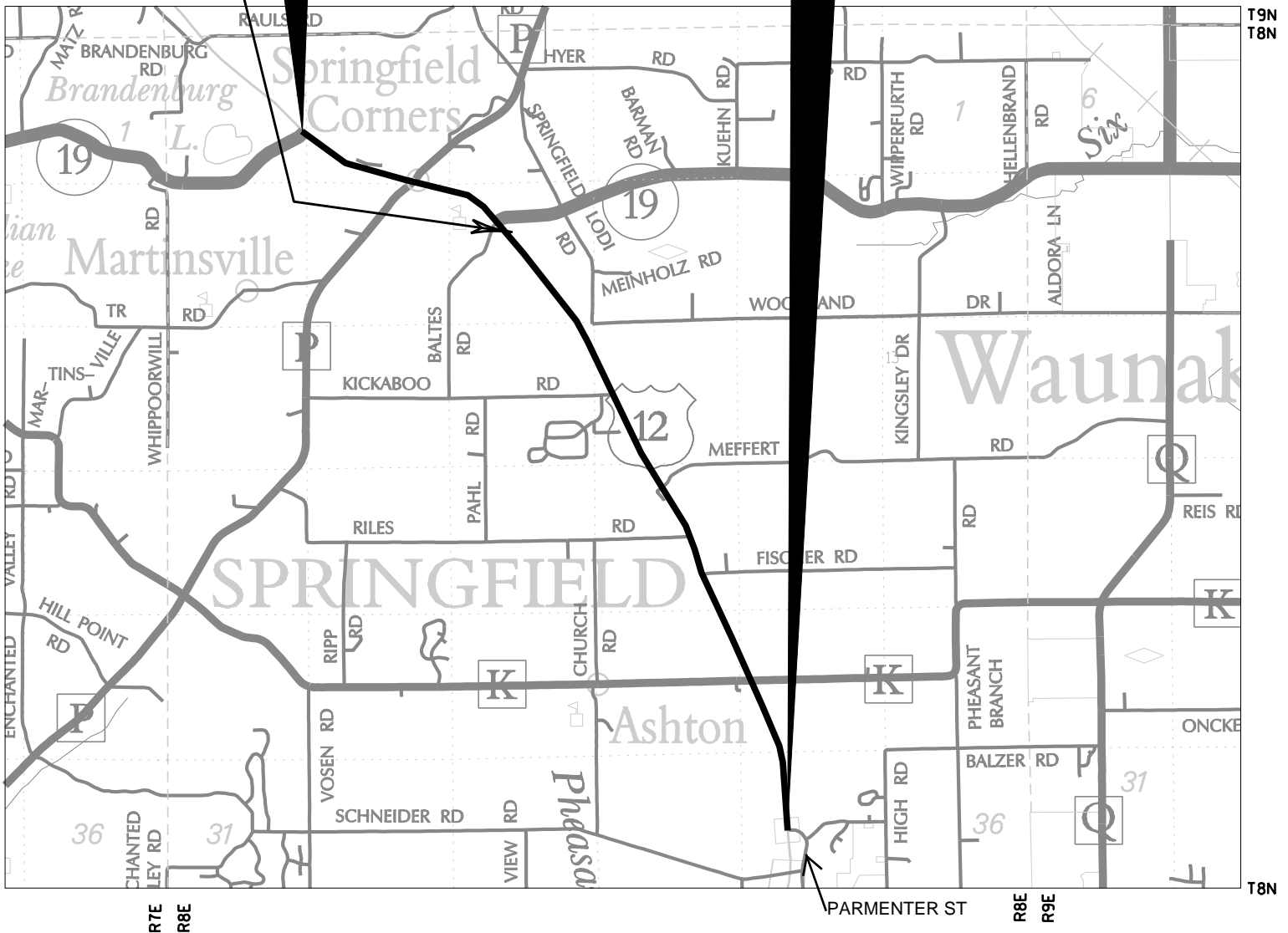
# PROJECT LOCATION MAP

PROJECT ID: 5300-05-00 (DESIGN)  
SAUK CITY - MIDDLETON  
(STH 19 - PARMENTER STREET)  
US 12  
DANE COUNTY



LOCATION OF PARK & RIDE  
INTERSECTION OF USH 12 &  
STH 19 EAST

PROJECT LOCATION  
TOWN OF SPRINGFIELD  
DANE CO., WI.



**MSA**

PROFESSIONAL SERVICES  
TRANSPORTATION • MUNICIPAL • REMEDIATION  
DEVELOPMENT • ENVIRONMENTAL

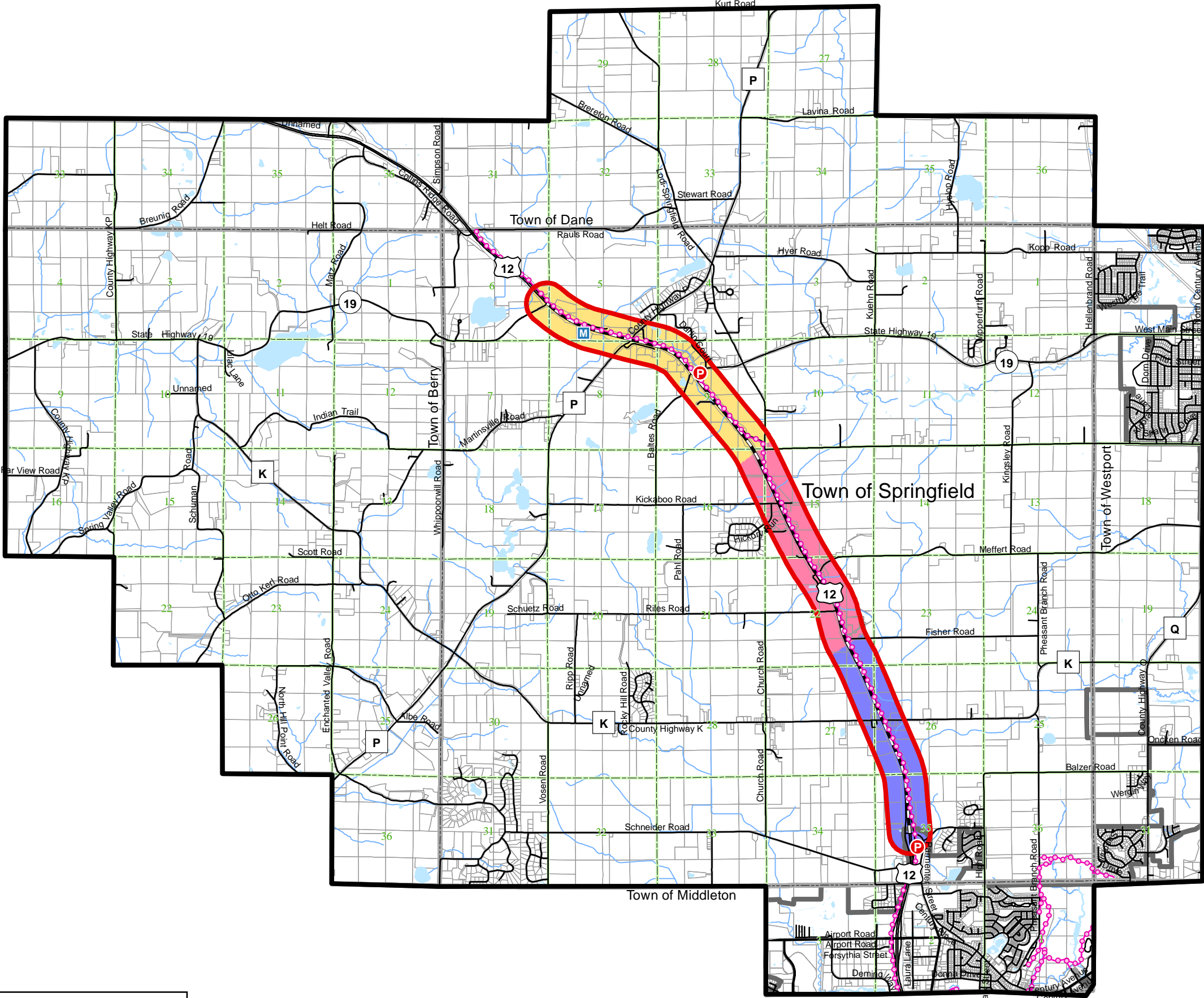
1230 South Boulevard Baraboo, WI 53913  
608-356-2771 1-800-362-4505 Fax: 608-356-2770

EXHIBIT 1

# U.S. 12

## Dane County, Wisconsin

### Base Map



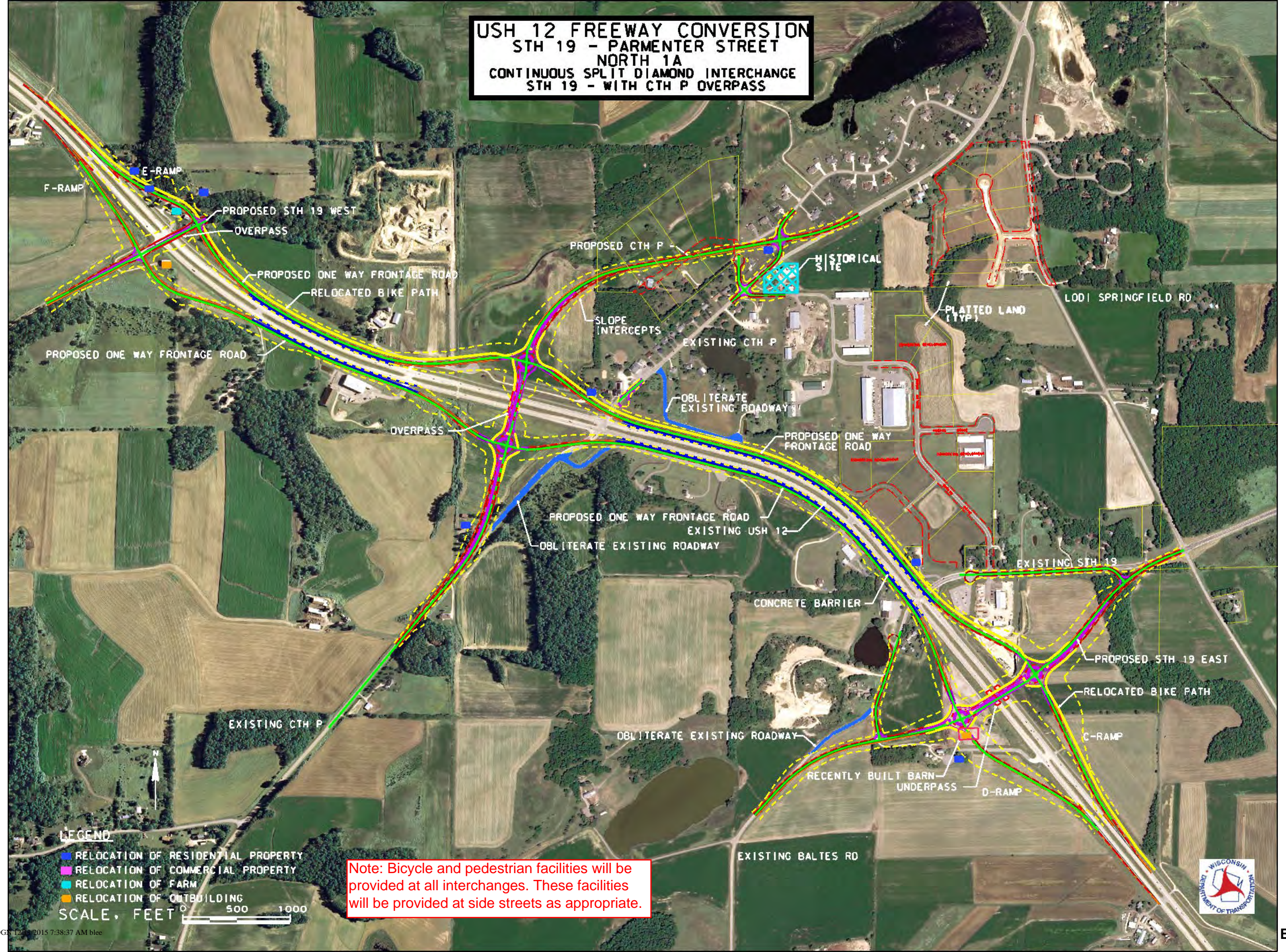
**Legend**

- Study Area
- USH 12 Centerline
- USH 12 Project Area
- North Section
- Central Section
- South Section
- Municipal Divisions
- Townships
- Sections
- Parcels
- Waterbody
- River
- Roads
- Multi-Use Trail
- County Maintenance Shop
- Park and Ride



Sources:  
- Base map data provided by Dane County

# USH 12 FREEWAY CONVERSION STH 19 - PARMENTER STREET NORTH 1A CONTINUOUS SPLIT DIAMOND INTERCHANGE STH 19 - WITH CTH P OVERPASS



USH 12 FREEWAY CONVERSION  
 STH 19 - PARMENTER STREET  
 NORTH 1B  
 CONTINUOUS SPLIT DIAMOND INTERCHANGE  
 STH 19 RE-ROUTE CTH P TO STH 19 EAST  
 PREFERRED ALTERNATIVE



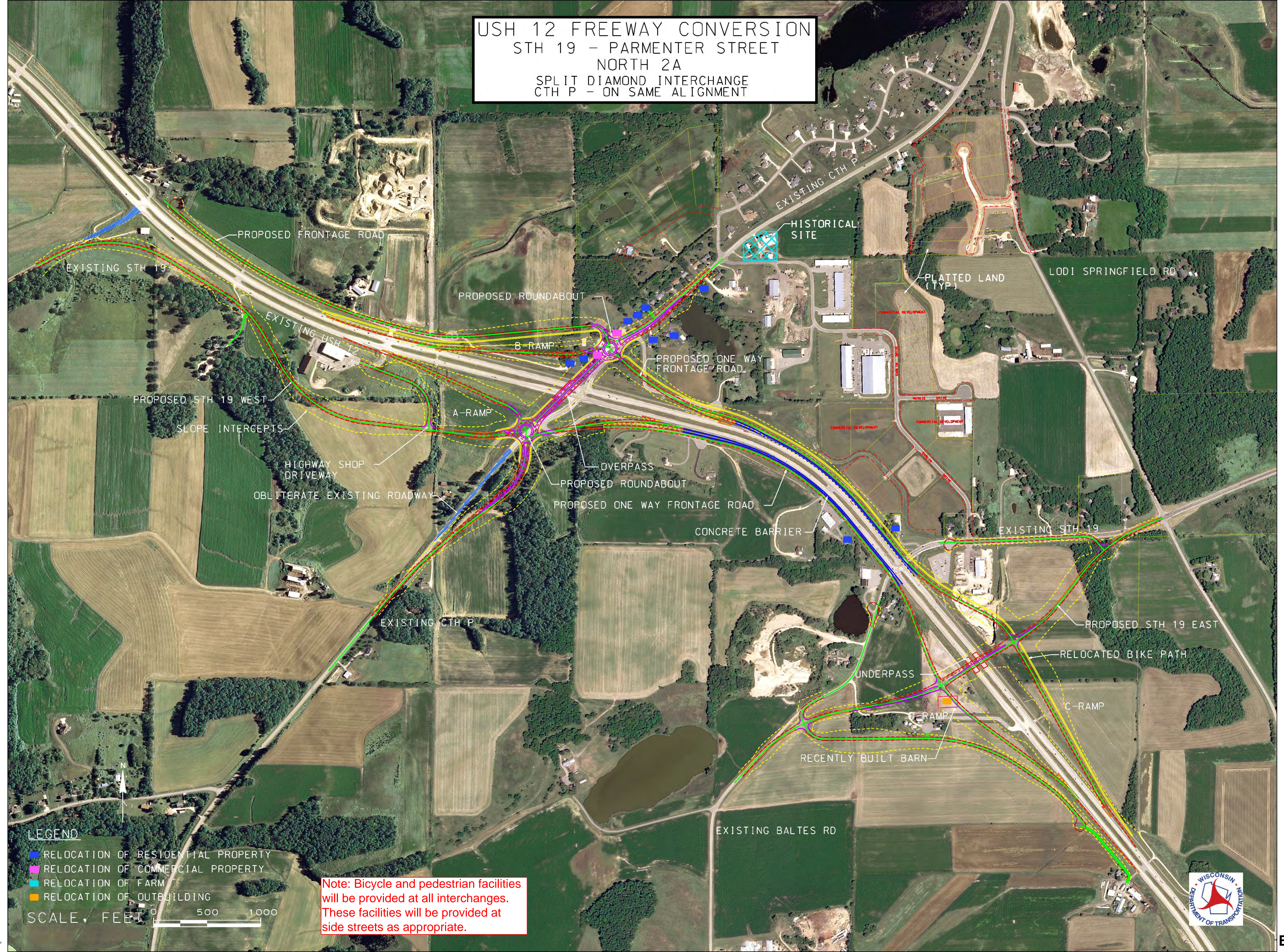
- LEGEND**
- RELOCATION OF RESIDENTIAL PROPERTY
  - RELOCATION OF COMMERCIAL PROPERTY
  - RELOCATION OF FARM
  - RELOCATION OF OUTBUILDING

Note: Bicycle and pedestrian facilities will be provided at all interchanges. These facilities will be provided at side streets as appropriate.

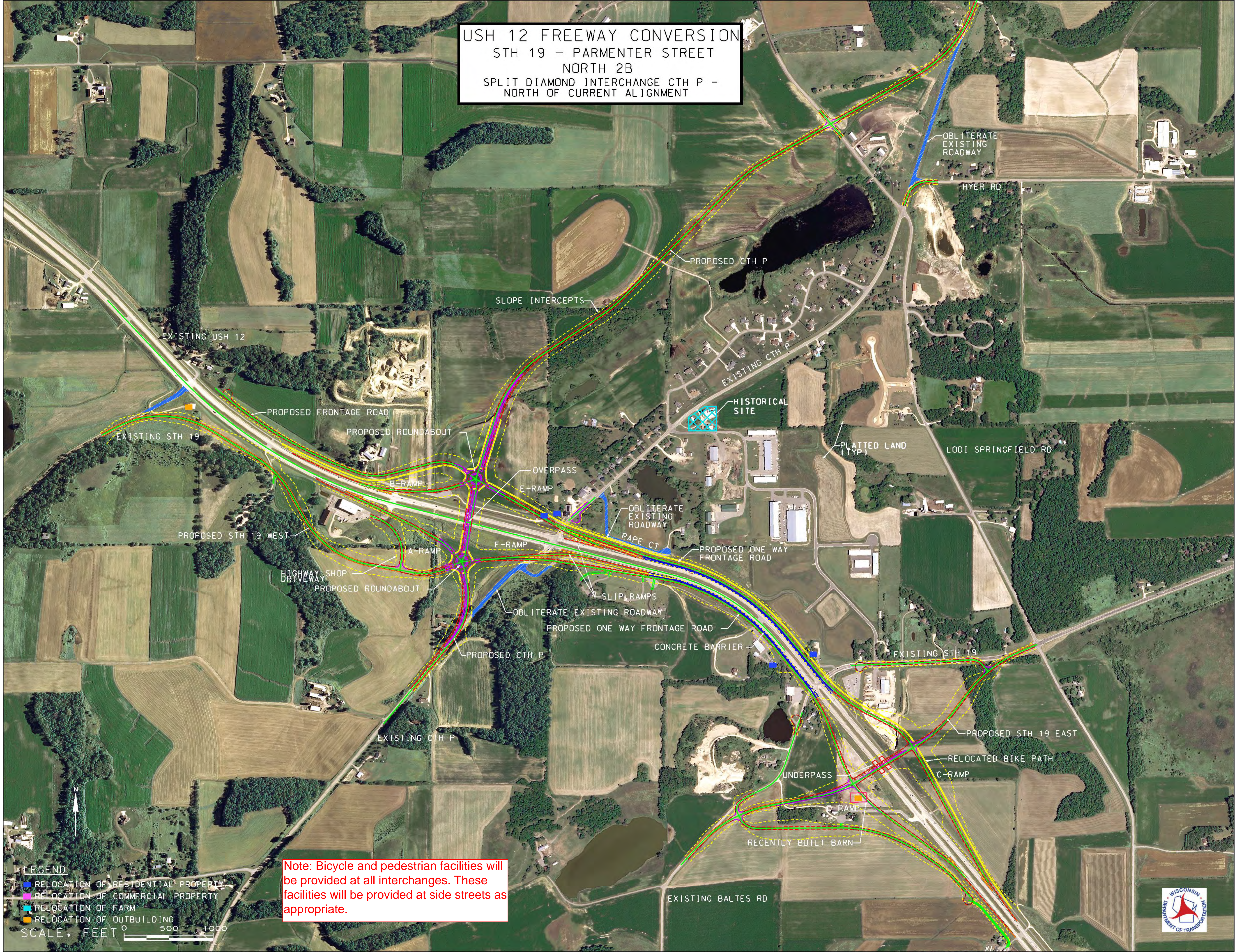
SCALE, FEET 0 500 1000



USH 12 FREEWAY CONVERSION  
STH 19 – PARMENTER STREET  
NORTH 2A  
SPLIT DIAMOND INTERCHANGE  
CTH P – ON SAME ALIGNMENT



USH 12 FREEWAY CONVERSION  
 STH 19 - PARMENTER STREET  
 NORTH 2B  
 SPLIT DIAMOND INTERCHANGE CTH P -  
 NORTH OF CURRENT ALIGNMENT



Note: Bicycle and pedestrian facilities will  
 be provided at all interchanges. These  
 facilities will be provided at side streets as  
 appropriate.



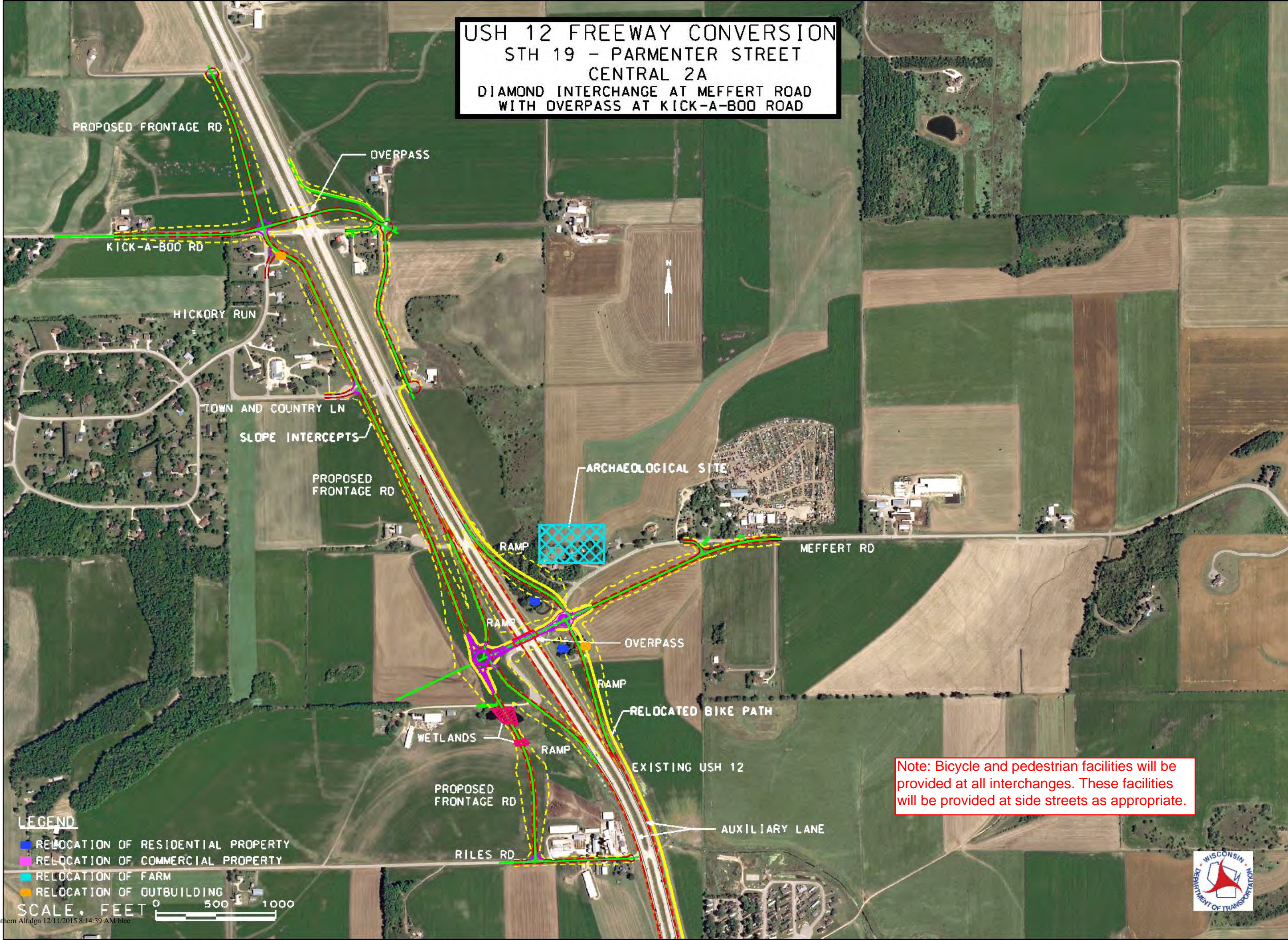
# USH 12 FREEWAY CONVERSION STH 19 - PARMENTER STREET CENTRAL 1A DIAMOND INTERCHANGE AT MEFFERT ROAD - NO OVERPASS AT KICK-A-BOO



Note: Bicycle and pedestrian facilities will be provided at all interchanges. These facilities will be provided at side streets as appropriate.



# USH 12 FREEWAY CONVERSION STH 19 - PARMENTER STREET CENTRAL 2A DIAMOND INTERCHANGE AT MEFFERT ROAD WITH OVERPASS AT KICK-A-BOO ROAD



## LEGEND

- RELOCATION OF RESIDENTIAL PROPERTY
- RELOCATION OF COMMERCIAL PROPERTY
- RELOCATION OF FARM
- RELOCATION OF OUTBUILDING

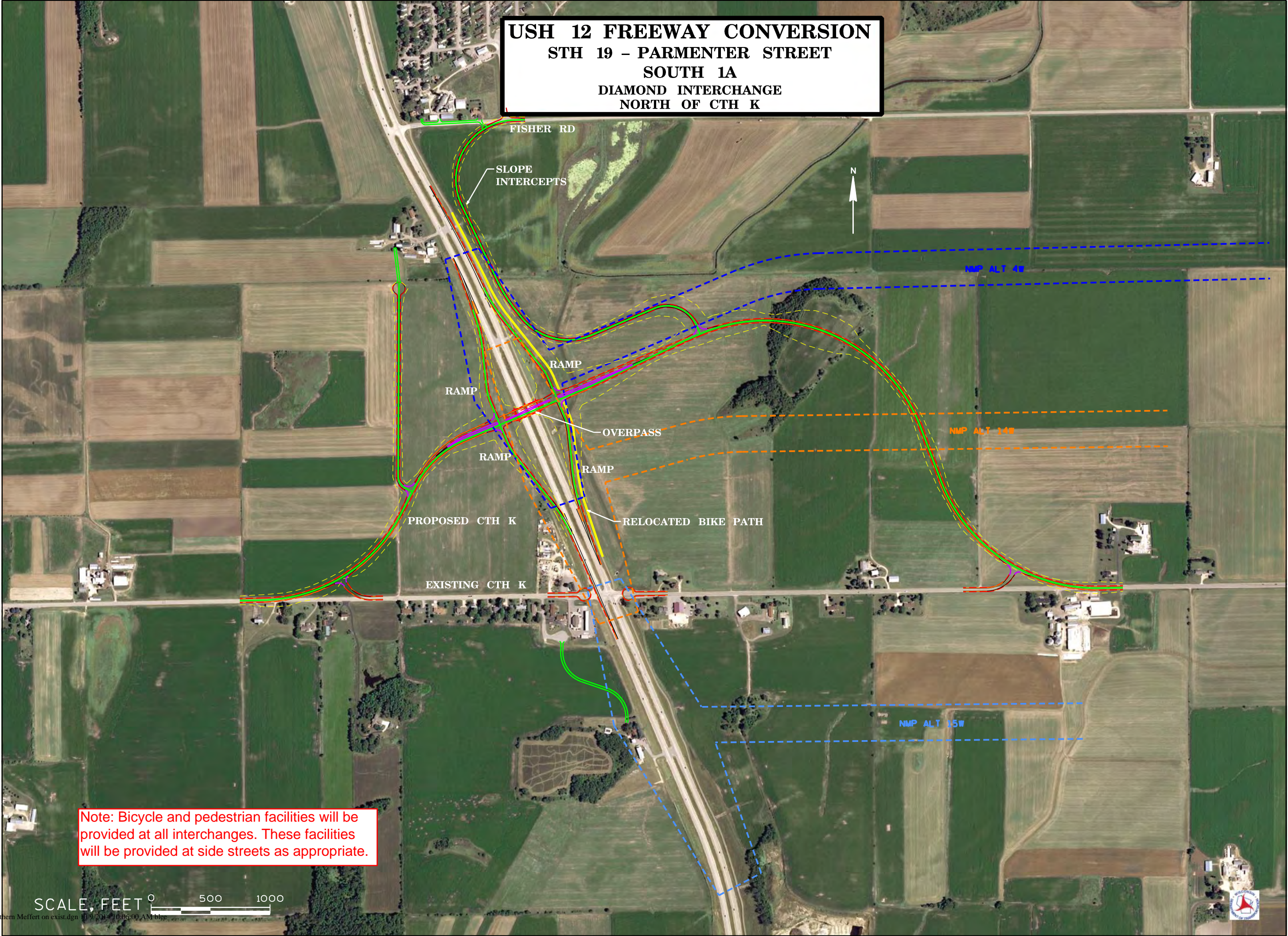
SCALE, FEET 0 500 1000

# USH 12 FREEWAY CONVERSION STH 19 - PARMENTER STREET CENTRAL 3A CONTINUOUS SPLIT DIAMOND INTERCHANGE KICK-A-BOO RD - MEFFERT RD

## PREFERRED ALTERNATIVE

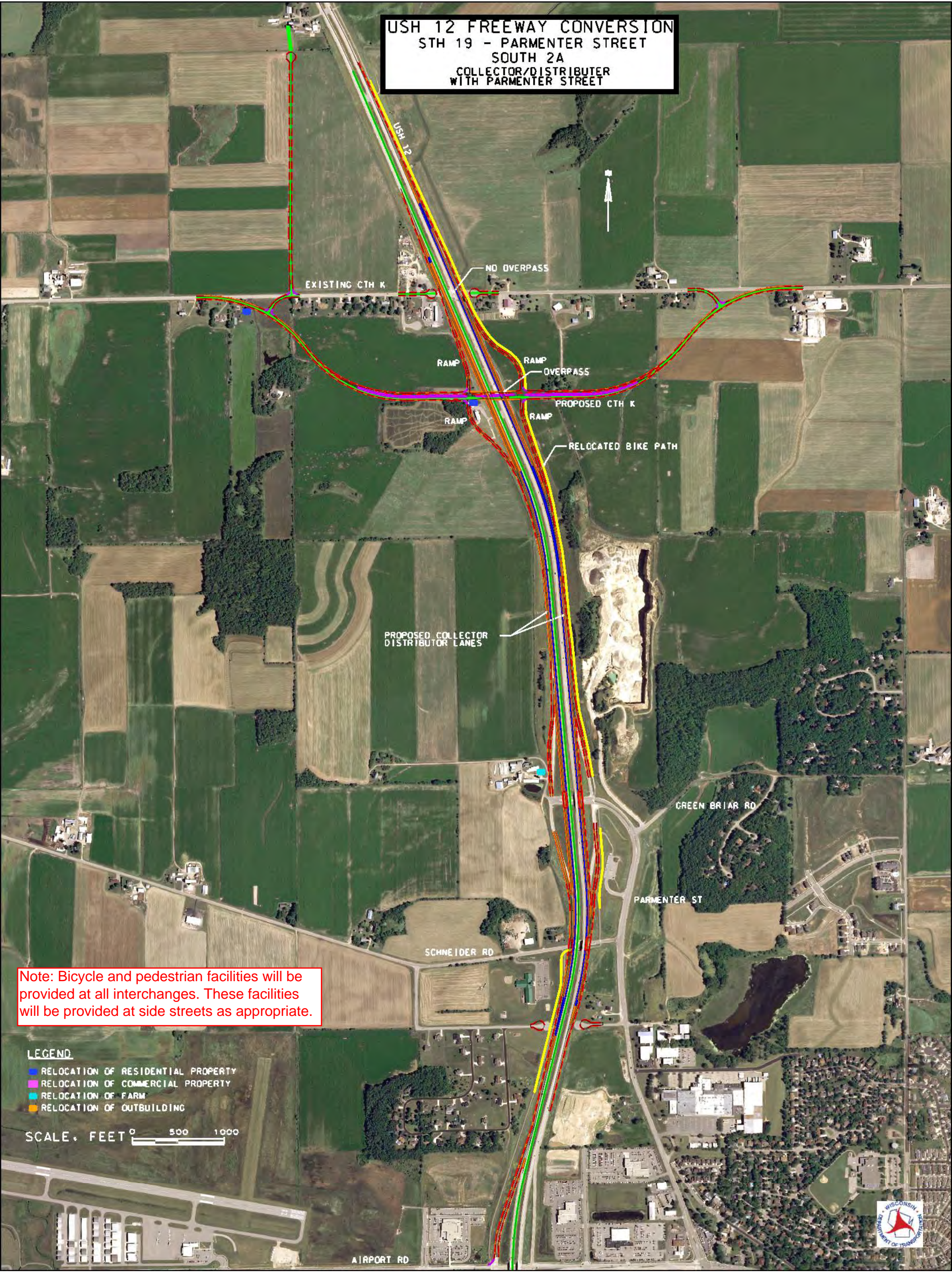


**USH 12 FREEWAY CONVERSION  
STH 19 – PARMENTER STREET  
SOUTH 1A  
DIAMOND INTERCHANGE  
NORTH OF CTH K**



Note: Bicycle and pedestrian facilities will be provided at all interchanges. These facilities will be provided at side streets as appropriate.





USH 12 FREEWAY CONVERSION  
STH 19 - PARMENTER STREET  
SOUTH 3A  
PARTIAL CLOVER LEAF/JUG  
HANDLE INTERCHANGE



LEGEND

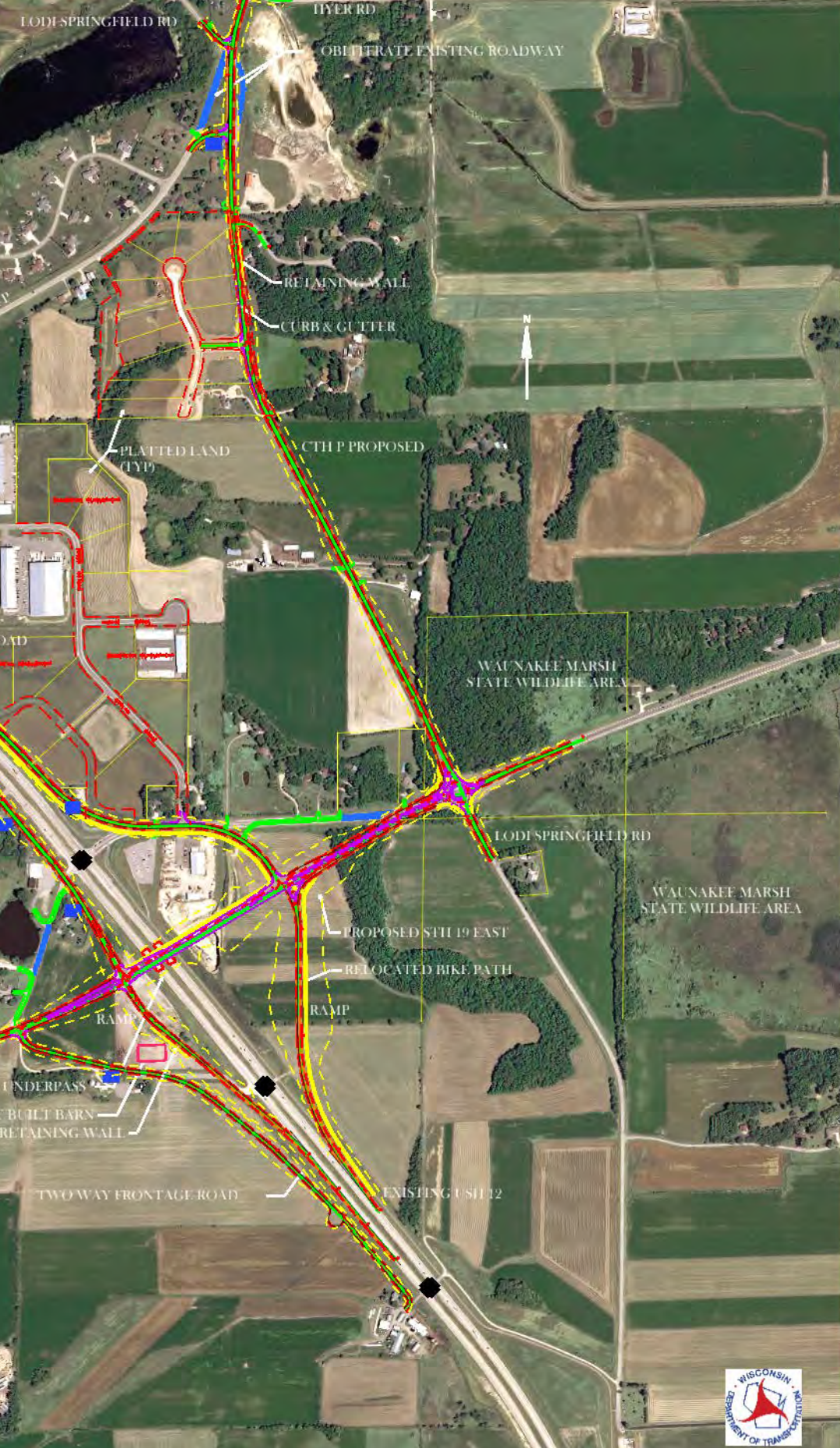
- RELOCATION OF RESIDENTIAL PROPERTY
- RELOCATION OF COMMERCIAL PROPERTY
- RELOCATION OF FARM
- RELOCATION OF OUTBUILDING

SCALE, FEET 0 500 1000

Note: Bicycle and pedestrian facilities will be provided at all interchanges. These facilities will be provided at side streets as appropriate.



USH 12 FREEWAY CONVERSION  
 STH 19 - PARMENTER STREET  
 NORTH 1B  
 CONTINUOUS SPLIT DIAMOND INTERCHANGE  
 STH 19 RE-ROUTE CTH P TO STH 19 EAST



**LEGEND**

- RELOCATION OF BUILDING (HOME / BUSINESS)
- ACCESS LOCATIONS TO BE REMOVED

SCALE FEET

0 500 1000

Note: Bicycle and pedestrian facilities will be provided at all interchanges. These facilities will be provided at side streets as appropriate.



USH 12 FREEWAY CONVERSION  
STH 19 - PARMENTER STREET  
CENTRAL 3A  
CONTINUOUS SPLIT DIAMOND INTERCHANGE  
KICK-A-BOO RD - MEFFERT RD



Note: Bicycle and pedestrian facilities will be provided at all interchanges. These facilities will be provided at side streets as appropriate.

USH 12 FREEWAY CONVERSION  
STH 19 - PARMENTER STREET  
SOUTH 3A  
PARTIAL CLOVER LEAF/JUG  
HANDLE INTERCHANGE

LEGEND

- RELOCATION OF BUILDING (HOME / BUSINESS)
- ACCESS LOCATIONS TO BE REMOVED

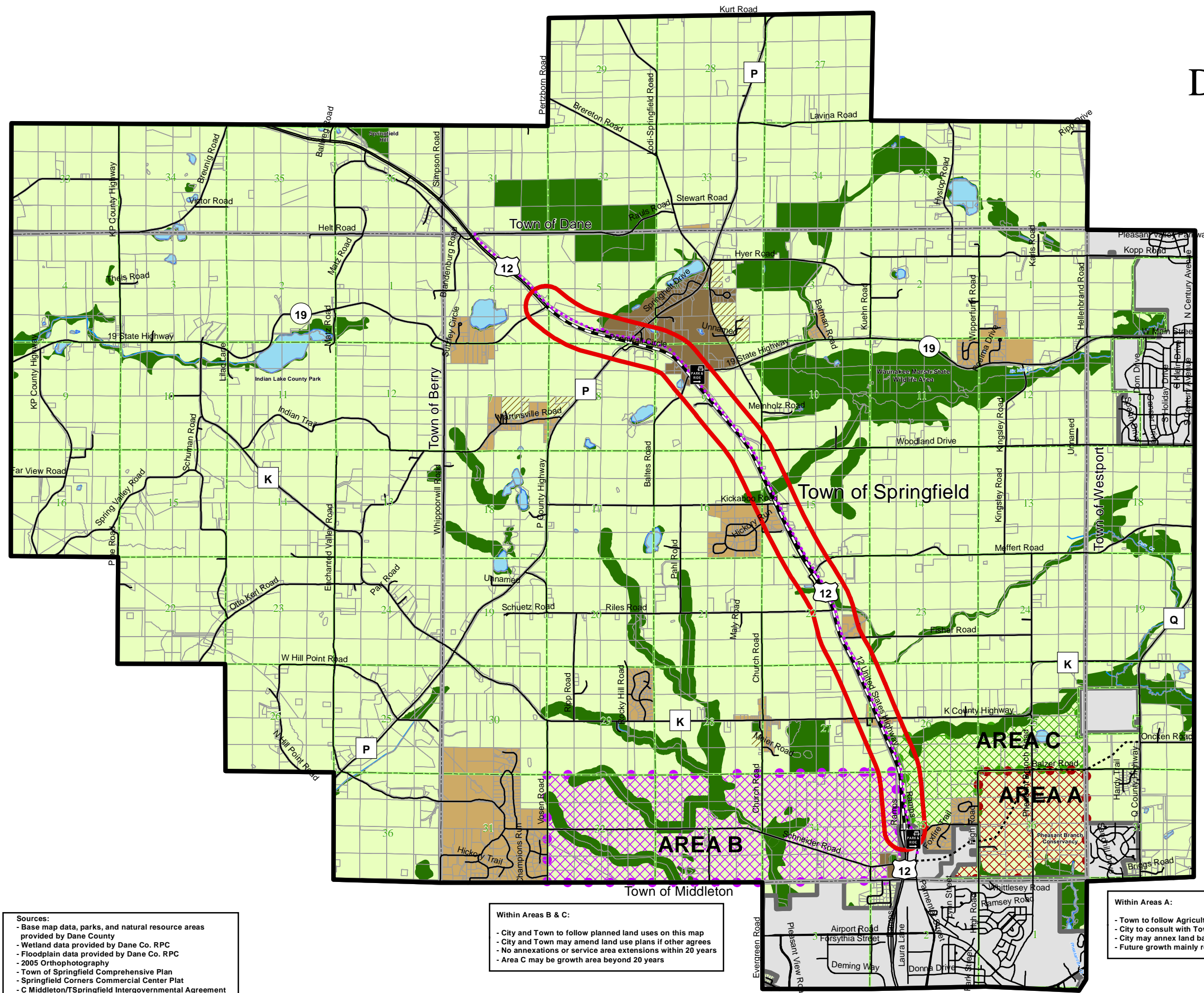
SCALE, FEET 0 500 1000

Note: Bicycle and pedestrian facilities will be provided at all interchanges. These facilities will be provided at side streets as appropriate.

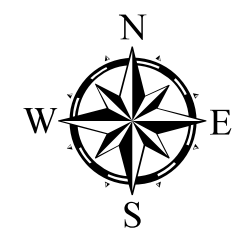




# U.S.12 Dane County, Wisconsin Planned Land Use



Updated February 2016 to reflect changes to  
Town of Springfield Comprehensive Plan



0 0.5 1 2 Miles

**Sources:**

- Base map data, parks, and natural resource areas provided by Dane County
- Wetland data provided by Dane Co. RPC
- Floodplain data provided by Dane Co. RPC
- 2005 Orthophotography
- Town of Springfield Comprehensive Plan
- Springfield Corners Commercial Center Plat
- C Middleton/TSpringfield Intergovernmental Agreement
- Dane County Comprehensive Plan

**Within Areas B & C:**

- City and Town to follow planned land uses on this map
- City and Town may amend land use plans if other agrees
- No annexations or service area extensions within 20 years
- Area C may be growth area beyond 20 years

**Within Areas A:**

- Town to follow Agriculture Preservation District policies
- City to consult with Town and residents on detailed plans
- City may annex land based on land owner request
- Future growth mainly residential, with tech uses near US 12

Springfield Corners  
Conceptual Neighborhood Plan

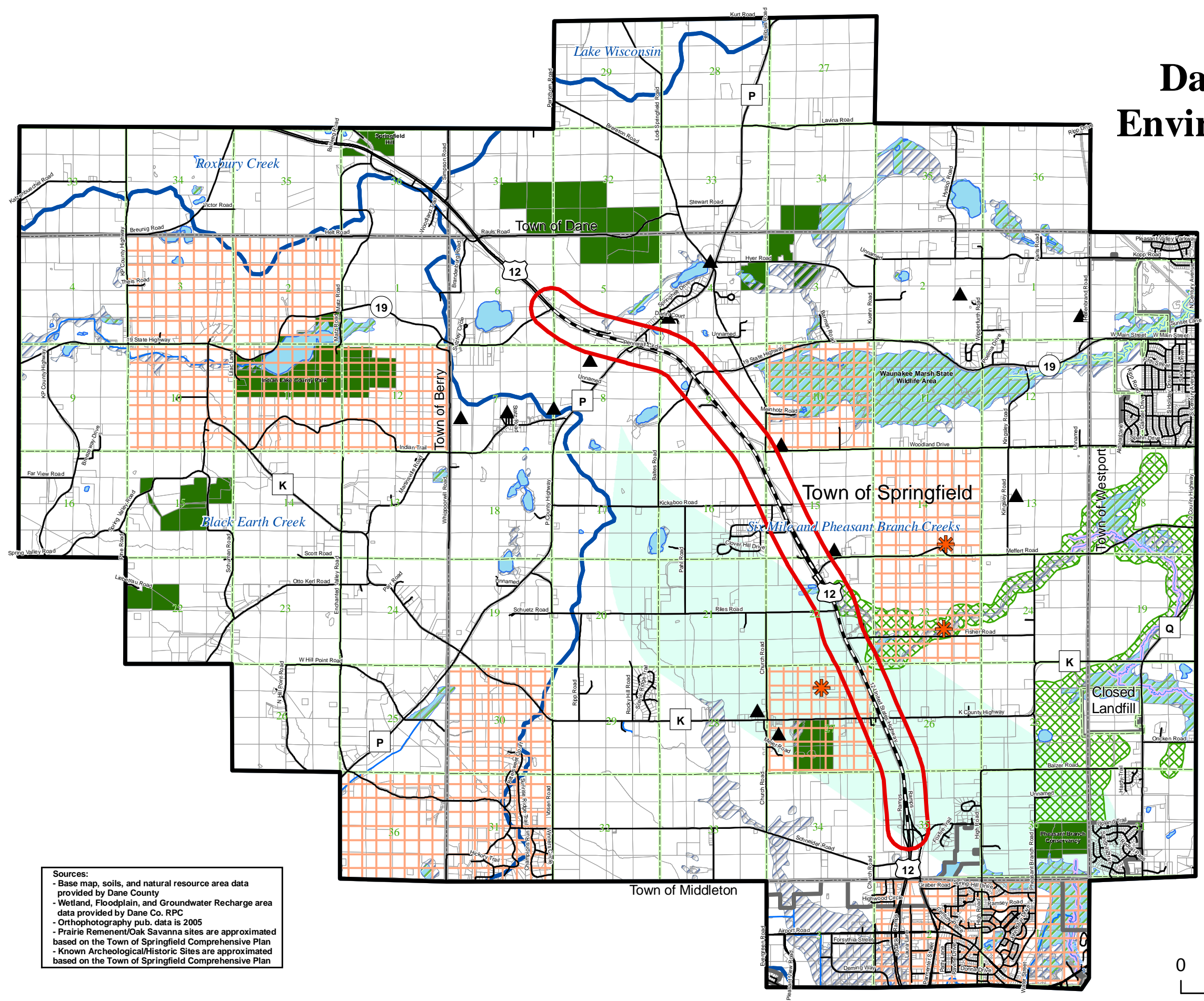


Base map courtesy of Wisconsin Department of Transportation (WisDOT). Future U.S. Highway 12 configuration based on WisDOT's preferred alternative from the 2015 US 12 Freeway Conversion Study: Alternative North 1B-Continuous split diamond interchange system with parallel two-way frontage roads on both sides of Highway 12, and a rerouting of County Highway P to existing Lodi-Springfield Road to State Highway 19 East.

# U.S. 12

## Dane County, Wisconsin

### Environmental Features Map

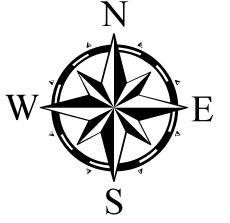


**Legend**

- Study Area
- USH 12 Project Area
- USH 12 Centerline
- Municipal Divisions
- Townships
- Sections
- Parcels
- Roads
- Prairie Remenent/Oak Savanna
- Known Archeological/Historic Sites
- Rare Species
- Watersheds
- Wetlands
- Floodplains
- Proposed Natural Resource Areas
- Dane Co Natural Resource Areas
- Frederick Springs Recharge Area
- Lakes

**Rivers**

- Waterway
- Outstanding Resource Waterway
- Impaired Waterway



**Sources:**

- Base map, soils, and natural resource area data provided by Dane County
- Wetland, Floodplain, and Groundwater Recharge area data provided by Dane Co. RPC
- Orthophotography pub. data is 2005
- Prairie Remenent/Oak Savanna sites are approximated based on the Town of Springfield Comprehensive Plan
- Known Archeological/Historic Sites are approximated based on the Town of Springfield Comprehensive Plan

Dane County  
Snowmobile Trails  
Winter 2015-16

00.511.522.5

Miles

N

36

Corridor Number

36

Trail Number

Club Trail

County Funded Trail

State Corridor Trail

Quadrant Lines

Gas Available

Park & Ride Lot

71

Intersection

Advertiser

Quadrant Boundaries

NW: Hwy. 51  
Military Ridge Trail

NE: Hwy. 51  
I-94

SW: Military Ridge Trail  
Hwy. 14

SE: I-94  
Hwy. 14

Note: Military Ridge Trail is open if either the NW or SW quadrants are open.

RIDING INTO ANOTHER COUNTY?

Trail hot-line numbers are listed on the margins of this map for all adjacent counties.

WisDOT Park & Ride Lots in Dane County

Dane County has several Wis DOT Park & Ride lots, and four are located with easy trail access. Wis DOT officials have informed us that usage of these lots by snowmobilers would be acceptable as long as the posted restrictions are followed. Specific restrictions for the lots can also be found at [www.dot.wisconsin.gov/travel/parkride/index.htm](http://www.dot.wisconsin.gov/travel/parkride/index.htm). Snowmobilers should park their vehicles with due regard for available space and if a chosen lot is near full, please consider another location for parking. Park & Ride lots with nearby trail access are designated with this map symbol.

Other Park and Ride Locations

Many business places and other private/public locations are available for visiting snowmobilers to park, unload, and ride in Dane County. Please check some of the map ads or inquire locally for their locations.

36

snowsnakes.com

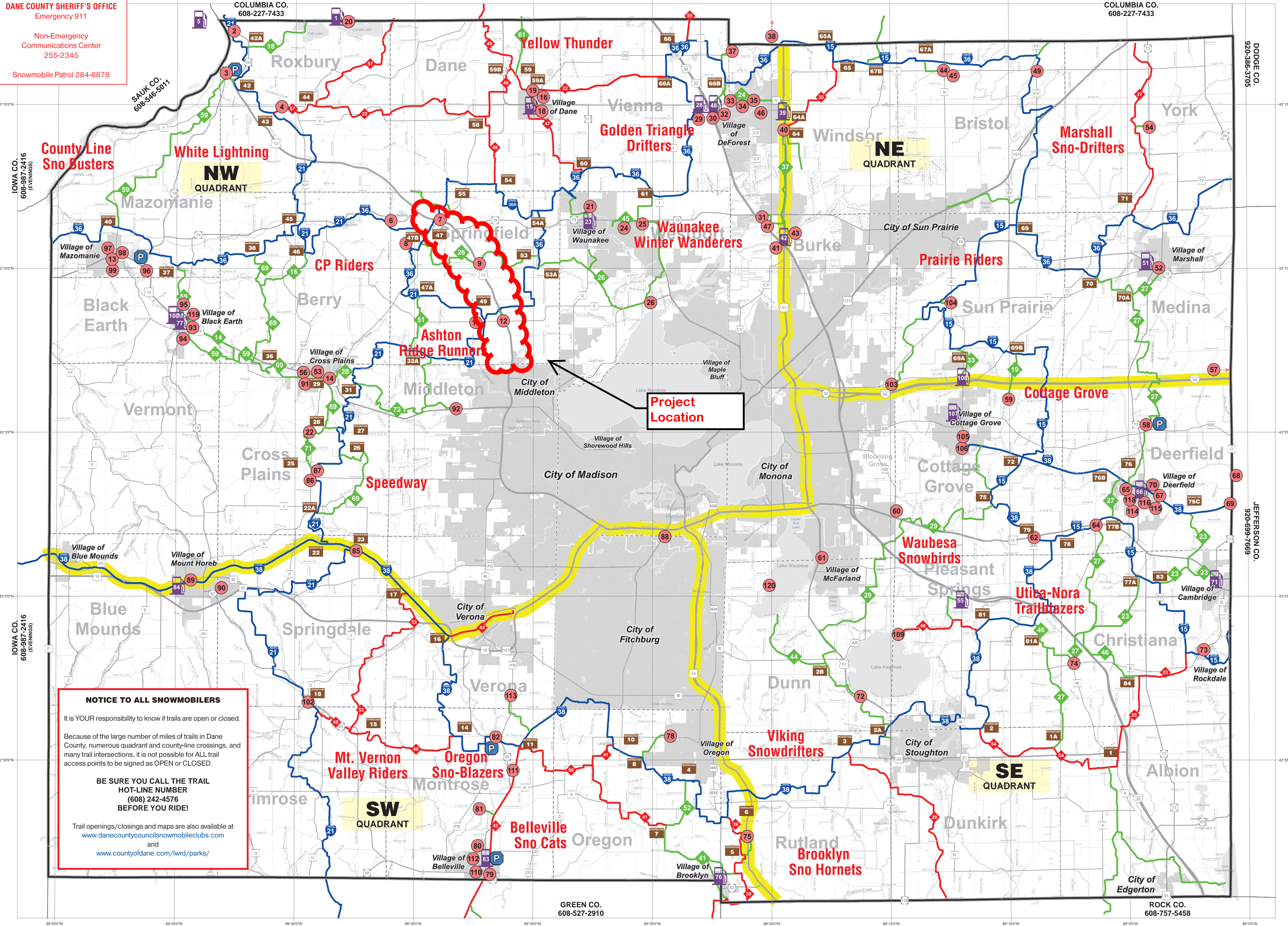
Buy | Sell | Trade

• Snowmobiles

• Trailers

• Gear

FREE!



1. Schoepp's Resort

2. Steve's Arboretum

3. Green Acres

4. Vern's Dorf Haus

5. Prairie Cenex

6. The Whippoorwill

7. Springfield Inn

8. The Keg

9. Missouri Tavern

10. Apple/Cherry Pie

11. Connie's Home Plate

12. Game Time

13. Mazo Hardware

14. Culver's - Cross Plains
15. Dane Kwik Mart

16. Peg & Doc's

17. Tootsie's Tap

18. Mickey D's

19. Crystal Lake Campground

20. Rex's Innkeeper

21. Hilltop Inn

22. Meffert Oil/ One Stop BP

23. Culver's - Waunakee

24. Carl F. Statz

25. The Willows Tavern

26. Madsled.com

27. Vienna Kwik Stop

28. Comfort Inn & Suites
30. Culver's - DeForest

31. Roadside Grill

32. Holiday Inn & Suites

33. Sunset Grill

34. DeForest Family Restaurant

35. The Timbers

36. Snow Snakes-Mike Peters

37. Tamarack

38. Johnson Sales

39. Redline Mobil

40. Mad City Powersports

41. Trucker's Inn Truckstop

42. Pine Cone
44. Gerk's Junction

45. Club Bristol

46. J&M Warehouses

47. Diesel Forward

48. Phillips 66

49. Veek's Bar

50. Cenex - Marshall

51. Mindy's Silver Fox

52. Main Street Lanes

53. York Center Tap

54. Coach's Club

55. John Hartwig Motorsports

56. Deerfield Rod & Gun Club
59. Doubledays

60. Safe Guard Storage

61. Tom's Auto Center

62. Nora's Tavern

63. Utica/Nora Area Trailblazers

64. Liberty Corners

65. Deerfield Pub & Grill

66. Loeder BP

67. Kurt's Never Inn

68. Kroghville Oasis

69. London Depot

70. The Rail House

71. Stop n Go

72. Quam's Marine
73. Heather's Rockdale Bar & Grill

74. Mitch's Utica Bar

75. Dave's White Rock Bar

76. Brooklyn Mini Mart

77. Premier Supermarket Black Earth

78. Mulligan's

79. Dam Bar & Grill

80. Sugar River Lanes

81. C&R Yamaha

82. Paoli Pub

83. Townmart

84. Premier Mt. Horeb
85. Riley Tavern

86. The Red Mouse

87. Morgan's Bar & Grill

88. Englehart Center

89. Bistro 101

90. Norsk Golf Club

91. Kurt's on Main

92. Silk Exotic

93. Luckenbooth Café

94. The Shack Bar

95. The Shoe Box

96. Rookies

97. R&J's Saloon

98. Old Feed Mill
99. Mazo Liquor

100. BP Gas Station - Black Earth

101. Marcine's

102. Seminary Springs Tavern

103. Chicken Lips

104. 1855 Saloon & Grill

105. Outpost Bar & Grill

106. Luckenbooth Café

107. Crossroads BP

108. Springers

109. J&M Bar

110. Dot's Tavern

111. The Nest Tavern
113. Ole Duffers Pub

114. The Pickle Tree

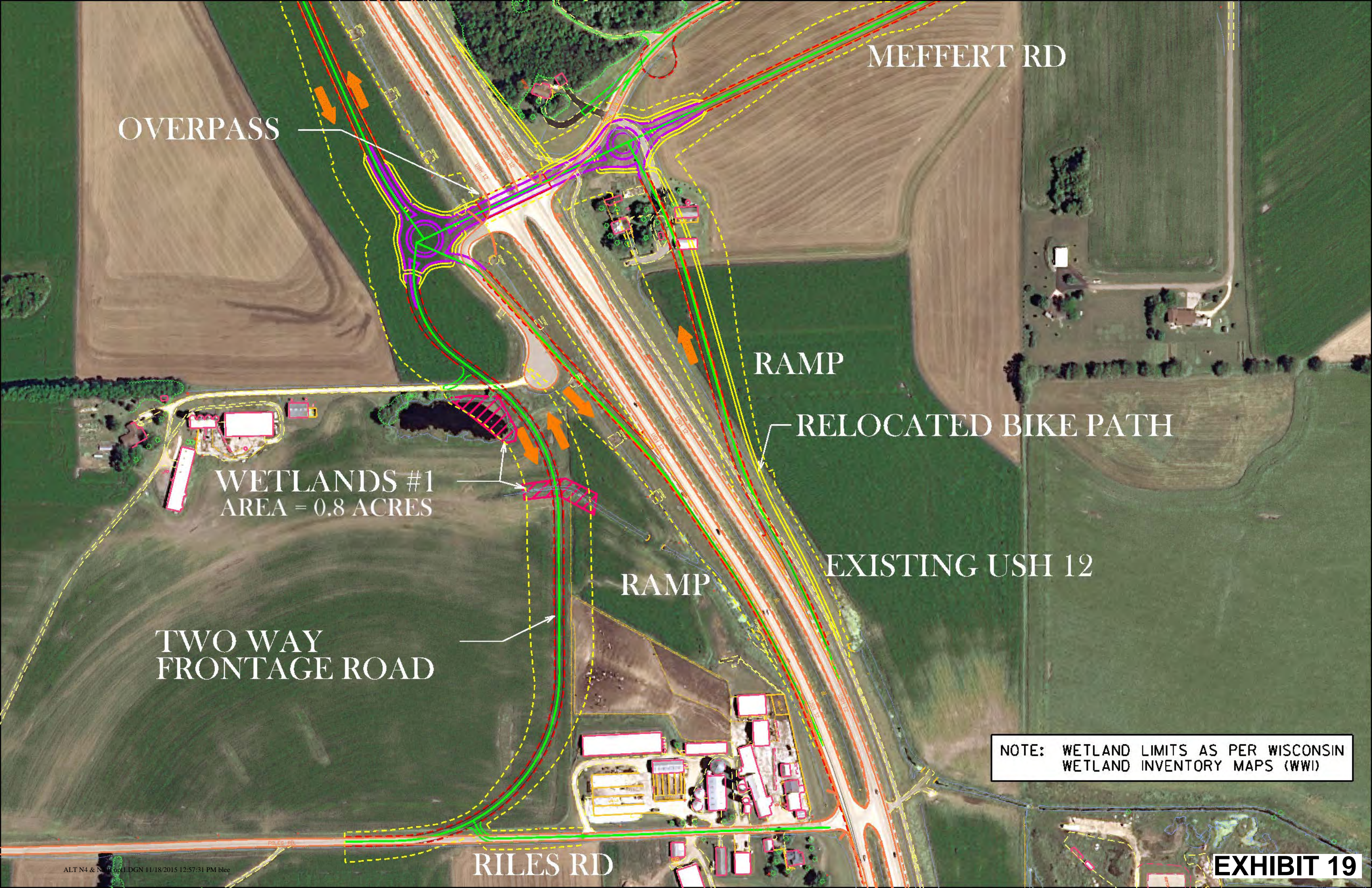
115. MKH Performance

116. Shack's Tap

117. Subway Deerfield

118. Black Earth Lanes

Dane County Council of Snowmobile Clubs thanks the Dane County Land and Water Resources Department for their assistance and data that was used to prepare the base map, as well as their GIS assistance to accurately show the trail system and our commercial sponsors.



OVERPASS

MEFFERT RD

RAMP

RELOCATED BIKE PATH

WETLANDS #1  
AREA = 0.8 ACRES

RAMP

EXISTING USH 12

TWO WAY  
FRONTAGE ROAD

NOTE: WETLAND LIMITS AS PER WISCONSIN  
WETLAND INVENTORY MAPS (WWI)

RILES RD

EXHIBIT 19

# ***ATTACHMENT A***

## **Agency Correspondence**



Division of Transportation  
Investment Management  
PO Box 7914  
Madison, WI 53707-7914

Attachment A1

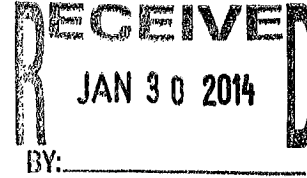
Scott Walker, Governor  
Mark Gottlieb, P.E., Secretary  
Internet: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Telephone: 608-266-3351

Facsimile (FAX): 608-267-6748

January 29, 2014

MR. WILLIAM N. BIESMANN, P.E.  
KJOHNSON ENGINEERS INC.  
701 DEMING WAY  
SUITE 110  
MADISON, WISCONSIN 53717



ID 5300-05-00, US 12 Freeway Conversion

Dear Mr. Biesmann:

The WisDOT Bureau of Aeronautics (BOA) appreciates the opportunity to comment on the proposed above-named project. As you pointed out in your letter dated January 22, 2014, the project area includes lands within 1 mile of the Middleton Municipal Airport (Morey Field), a public use airport that supports turbine-powered aircraft.

FAA's Advisory Circular AC 150/5200-33B: *Hazardous Wildlife Attractants on or near Airports* requires that a minimum separation distance be maintained between public use airports and potential wildlife hazards to aviation. These separation distances are as follows:

- 5,000 feet for any hazardous wildlife attractant for an airport serving piston-powered aircraft;
- 10,000 feet for any hazardous wildlife attractant for an airport serving turbine-powered aircraft;
- 5 statute miles for all airports between the edge of the airport's Air Operations Area and attractants that could cause hazardous wildlife movement into or across the approach or departure airspace.

The FAA has determined that surface water features, including borrow pits and stormwater management ponds, present a wildlife hazard to aircraft, and that the minimum separation distances apply. Middleton Municipal Airport provides services to both piston- and turbine-powered. Much of the US 12 Freeway Conversion project area (from Parmenter Street to Wis 19 entering from the east) lies within that distance. BOA opposes the development of potential projects that would increase the wildlife hazards to airports.

BOA does not have objections to this project concept. As further plans develop to address potential needs for stormwater management, or possibly borrow pit locations, BOA would appreciate the opportunity to express its concerns and work with the project design team to minimize the potential for providing habitat to wildlife hazardous to aircraft using Middleton Municipal Airport.

Another point for consideration as the project progresses through design is that the northern end of the turf runway at Middleton Municipal Airport is approximately 3,700 feet from the southern terminus of the project. Coordination with the Federal Aviation Administration for the use of tall structures (e.g., construction cranes) may be necessary.

Again, thank you for the opportunity for BOA to comment on the initial concept for the US 12 Freeway Conversion project. If you have any questions, or wish additional information, please contact Mr. Chris Egger of BOA. He can be reached at (608) 266-2934 or [Christopher.Egger@dot.wi.gov](mailto:Christopher.Egger@dot.wi.gov).

Sincerely,

Jerry Kelly

Environmental Analysis & Review Specialist

Bureau of Aeronautics, 4802 Sheboygan Ave., Room 701, Madison, WI 53705



June 19, 2015

Tom Koprowski  
WisDOT  
2101 Wright Street  
Madison, WI 53704

**Subject: DNR Initial Project Review**  
Project I.D. 5300-05-00  
USH 12 Freeway Conversion  
(Middleton – STH 19 West)  
Dane County

Dear Mr. Koprowski:

The Wisconsin Department of Natural Resources (DNR) has received the information regarding the proposed above-referenced project. According to your proposal, the purpose of the project is to reconstruct USH 12 from a four lane expressway to a freeway. The project starts near the northern boundary of Middleton near CTH K through STH 19 West, a distance of approximately 5.5 miles. The project would limit access to USH 12 to grade-separated interchanges. Local frontage and access roads would be built to replace direct access to properties from existing USH 12.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) 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. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

#### **A. Project-Specific Resource Concerns**

##### **Public Lands**

There are two Department of Natural Resources properties located near this project corridor: the Waunakee Wildlife Area and a unit of the Empire Prairie State Natural Area. The Waunakee Wildlife Area is located along both sides of STH 19 east of USH 12. This 470 acre recreational property is dominated by cattail marsh and includes smaller areas of sedge meadow, upland grasslands and upland hardwood forest. This area was established with the intent to protect the extensive wetlands around the upper reach of Six Mile Creek, a designated Exceptional Water Resource. The Empire Prairies State Natural Area unit is located north of CTH K and west of USH 12. The Empire Prairies State Natural Areas contain three dry to dry-mesic prairie remnants and a small oak opening that were once part of the extensive Empire Prairie stretching across southern Columbia and Dane Counties. These small but diverse prairies contain many native plant species including some State and Federally Endangered species.

**Section 4(f) Requirement:**

Public lands are present in the vicinity of this project. If there is potential for impacts to these lands, please begin coordination with us as soon as possible. First and foremost, every effort should be taken to avoid impacts to these lands.

There is a U.S. Dept. of Transportation “Section 4(f)” process for federally funded transportation projects that impact various types of public parks, wildlife refuges, and recreation areas. This requirement is coordinated by state and federal transportation departments. Please ensure the 4f process as described in DOT FDM Chapter 21-25-1 is followed.

**Pittman-Robertson/Dingell-Johnson Funded Lands:**

Lands acquired with funding from the U.S. Fish and Wildlife Service (USFWS) Pittman-Robertson Wildlife Restoration or Dingell-Johnson Sport Fish Restoration (PR-DJ) program that are taken by a highway project must be replaced or made whole, pending approval from appropriate agencies. This PR- DJ requirement may apply to the DNR properties near USH 12.

The entire transaction must be evaluated for compliance with 43 CFR 12.71 and approved by USFWS through the DNR Federal Aid Coordinator. *Note that the Department of Interior (DOI) asserts PR-DJ funded lands are 4(f) due to main purpose for funding source.*

**Land and Water Conservation Fund (LWCF) Lands and 6(f) Requirement:**

An additional “6(f)” requirement will likely apply to the Empire Prairie State Natural Area. Section 6(f) of the LWCF requires that special steps be taken when land acquired with LWCF funding is converted from a recreational use to any other use. These lands must be replaced with property of equal market value, as well as equivalent usefulness and location. DNR together with the National Park Service (NPS) administers this program. Please be aware that while both the 4(f) and 6(f) processes may be initiated concurrently, DNR must have final 4(f) approval from the Federal Highways Administration before we may send 6(f) materials to the National Park Service for their approval.

If it is determined that avoidance of this property is not practicable, then DNR will begin the 6(f) process with DOT and the NPS. This is a lengthy process, which can take up to one year or longer to complete, so adequate planning will be necessary. The process is coordinated by the DNR Transportation Liaison, working with the DNR State LWCF Grants Manager.

**Stewardship Funded Lands:**

An additional Stewardship Fund compensation requirement may apply to the DNR properties near this project corridor. Lands acquired and/or developed with the Knowles-Nelson Stewardship Funds from the DNR that are converted from their recreational or natural resources conservation utility to any other use must be replaced, or made whole by land replacement of equal or greater value, pending approval from the DNR Secretary. This requirement is coordinated with the Regional DNR Grant Staff and the Statewide Grant Managers.

**Wetlands:**

According to a review of the DNR Wisconsin Wetland Inventory map, there are wetland areas located within the project corridor. A wetland delineation will need to be completed for the project corridor and submitted to this office for review and concurrence. There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. Per the Cooperative Agreement, mitigation banking is the preferred compensation option; however DOT and DNR agree that other practicable and ecologically valuable project

specific opportunities may be pursued on a case-by-case basis. DNR requests information regarding the amount and type of unavoidable wetland impacts.

**Fisheries/Stream Work:**

There are no named waterways crossings of USH 12 within the project corridor. There are several unnamed tributaries to Six-Mile Creek, Dorn Creek, and isolated ponds in the area. These waterways would be considered warm water systems. In order to protect developing fish eggs and substrate for aquatic organisms, all instream work that could adversely impact water quality should not be undertaken between March 1 and June 15.

Six-Mile Creek is located to the east of USH 12 in the northern portion of this project corridor. This feature is considered an exceptional resource waterway, a designation that the waterway provides outstanding recreational opportunities, supports valuable fisheries and wildlife habitat, has good water quality, and is not significantly impacted by human activities. Waterways with this designation warrant additional protection from the effects of pollution, including measures to protect water quality from storm water runoff.

**Aquatic Connectivity and Culvert Work:**

Waterway culverts replaced as part of this project should be set and sized in such a manner to avoid or minimize impacts to stream morphology, aquatic organism passage, and water quality. This requires that water flow characteristics and streambed sediment in the culvert should closely match the characteristics of the streambed sediment in the natural channel. The invert elevations of the existing and proposed structure(s), the water surface elevations, and the natural streambed elevations upstream and downstream should be specified in the plans. The natural streambed elevations should extend well beyond the zone of influence of the culvert. The invert elevation of the new culvert(s) should be set an adequate distance below the natural streambed elevation, to allow for a natural and continuous streambed condition to occur.

The Department can provide a review of waterway crossings to determine if it is appropriate to design structure replacements for aquatic connectivity, bank-full width and/or fish passage once it is known which structures will be replaced as part of this project.

**Endangered Resources:**

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated June 17, 2015, Endangered Resources have known to occur in the project area or its vicinity and could be impacted by this project:

*Aflexia rubranura*, Red-tailed Prairie Leafhopper, Endangered. This endangered insect inhabits dry to wet-mesic prairies with the host plant, prairie dropseed.

*Cirsium hillii*, Hill's Thistle, Threatened. Hill's Thistle is found in dry prairies and oak barrens and blooming occurs mid-June through August.

*Emydoidea blandingii*, Blanding's Turtle, Special Concern. The Blanding's turtle utilize a variety of aquatic habitats including marshes, lakes and impoundments, rivers and drainage ditches. This species is semi-terrestrial and individuals will move between wetlands during the active season of March through mid-October.

*Prairiana cinerea*, A Leafhopper, Special Concern. This yellow brown insect prefers sand prairie habitat.

*Thamnophis radix*, Plains Gartersnake, Special Concern. The plains gartersnake prefer almost any open-canopy wetland type and adjacent open to semi-open canopy upland, including prairies, old fields and weedy vacant lots. This species can be active from mid-March through early November.

The DNR Transportation Liaison will initiate coordination with Lisie Kitchel, of the Bureau of Natural Heritage Conservation (NHC).

**Migratory Birds:**

Planning for the project should include a review of all culverts located within the corridor to determine if there is evidence of migratory bird nesting. 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 (USFWS). Therefore, the project should either occur only between August 30 and May 1 (non-nesting season) or utilize measures to prevent nesting (*e.g., remove unoccupied nests during the non-nesting season and install barrier netting prior to May 1*). 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 USFWS must be contacted to apply for a depredation permit.

**Invasive Species and Viral Hemorrhagic Septicemia (VHS):**

Any equipment coming into contact with surface waters must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions must require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of VHS, Zebra Mussel, and other invasive species. Contractors should follow *STSP 107-055 Environmental Protection, Aquatic Exotic Species Control*, or protocol found here: [http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection\\_protocols.pdf](http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection_protocols.pdf).

Additional information on invasive species and infested waters can be found at:  
<http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx>

**Floodplains:**

A determination must be made as to whether or not the project lies within a mapped/zoned floodplain. Floodplain impacts should be assessed and/or quantified and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the Dane County Zoning Program.

**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. It is also illegal to start or maintain fires using oily substances, or other materials prohibited under chapter NR 429, Wis. Adm. Code. All necessary burning permits must be obtained prior to construction, as required under local and state fire protection regulations, in order to comply with NR 429 (Malodorous Emissions & Open Burning) [http://docs.legis.wisconsin.gov/code/admin\\_code/nr/400/429.pdf](http://docs.legis.wisconsin.gov/code/admin_code/nr/400/429.pdf).

Burning permits are available through the local DNR ranger or fire warden, however other local burning permits may be required.

**B. Project Specific Construction Site Considerations**

The following issues should be addressed in the Special Provisions, and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP). An adequate 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. Erosion control and stormwater measures must adhere to the DNR/DOT Cooperative Agreement, Trans 401, and applicable federal laws.

**Erosion Control and Storm Water Management:**

- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.
- If erosion mat is used along stream banks, DNR recommends that biodegradable 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.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

**Navigation Concerns During Construction:**

There are no waterways within the project corridor that are regularly used by recreational watercraft. It will not be necessary to place navigational aids during construction.

- **Oak Wilt:** This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April through September. See the DNR webpage at: <http://dnr.wi.gov/topic/foresthealth/oakwilt.html>.
- **Emerald Ash Borer:** This project has the potential for spreading the Emerald Ash Borer (EAB) beetle. It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from EAB quarantined areas to a non-quarantined area without a compliance agreement issued by WI Department of Agriculture, Trade and Consumer Protection. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than one inch in diameter, or ash nursery stock (DATCP statute 21).
  - For more information regarding the EAB and quarantine areas please click on the following link: <http://datcpservices.wisconsin.gov/eab/article.jsp?topicid=20>
  - Recommendations to reduce the spread of EAB in potentially infested Ash wood: <http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf>

This project may require a permit from the U.S. Army Corps of Engineers (ACOE). For further details you will need to contact Simone Kolb of the ACOE located in the Waukesha office, at (651) 290-5730. All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional 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, or email at [eric.heggelund@wisconsin.gov](mailto:eric.heggelund@wisconsin.gov).

Sincerely,

*Eric Heggelund*

Eric Heggelund  
Environmental Analysis & Review Specialist

cc: Brian Taylor, WisDOT  
Bill Biesmann, Kjohnson  
Russ Anderson WDNR  
Lisie Kitchel, WDNR

**From:** [Heggelund, Eric P - DNR](#)  
**To:** [Brown, Joel R - DOT](#)  
**Cc:** [Koprowski, Thomas - DOT](#)  
**Subject:** 5300-05-00 US 12 Parmenter Street to WIS 19 Freeway Conversion Study  
**Date:** Tuesday, August 16, 2016 2:32:11 PM

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Good afternoon,

DNR understands that the purpose of the above referenced project is to conceptualize the conversion of the road into a freeway with access limited to interchanges. The study will result in developing roadway concepts, assessing environmental impacts and preparing an environmental document. The study will take into account impacts on the existing and future land uses and access to the local transportation network. The study will not result in immediate construction.

Let me know if you need anything else.

Thanks,

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](mailto:Eric.heggelund@wisconsin.gov)

---

**From:** Brown, Joel R - DOT  
**Sent:** Tuesday, August 16, 2016 2:25 PM  
**To:** Heggelund, Eric P - DNR  
**Cc:** Koprowski, Thomas - DOT  
**Subject:** 5300-05-00 US 12 Parmenter Street to WIS 19

Eric,

As we discussed please send an e-mail identifying that WisDOT discussed this project in detail with you and you have a clear understanding that is it a study which will result in an official map, construction activities will not occur. I have attached the US 151 freeway/expressway conversation preliminary review letter for reference.

Thank you.

Joel Brown  
*Major Studies Environmental Coordinator*  
*Wisconsin Dept. of Transportation*  
*Southwest Region*  
*2101 Wright St.*  
*Madison, WI 53704*

*Office: 608-242-8014*

*Cell: 608-516-6511*

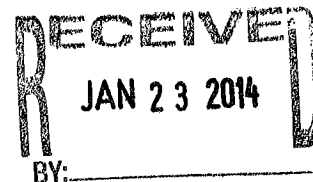


State of Wisconsin  
Governor Scott Walker

## Department of Agriculture, Trade and Consumer Protection

Ben Brancel, Secretary

January 22, 2014



Mr. Bill Biesmann  
K Johnson engineers  
701 Demming Way, Suite 110  
Madison, WI 53717

Dear Mr. Biesmann:

Re: USH 12 Freeway Conversion  
Middleton to STH 19 West  
WisDOT ID# 5300-05-00  
Dane County

The Department of Agriculture, Trade, and Consumer Protection (DATCP) has been made aware of the proposed freeway conversion project for U.S. Highway 12 between Middleton and State Trunk Highway 19 and the potential need for an agricultural impact statement (AIS) for that project. We have determined that an AIS will not be prepared for this project at this time. It would not be productive for DATCP to contact the affected farmland owners regarding the project's impact on their farm when the actual project may not take place until the distant future. Landownership and land use may change significantly before WisDOT acquires the necessary property.

When WisDOT decides to move forward with the acquisition of farmland for the proposed project, DATCP should be re-notified. DATCP requests that you include this commitment in the environmental documents that will be prepared for this project. The commitment could state: "At the time that any part of this project moves into final design, DATCP should be notified. If more than five acres of property would be acquired from any agricultural operation, an Agricultural Impact Statement must be prepared. If five acres or less is involved, DATCP has discretion whether to prepare an AIS. WisDOT cannot begin negotiation with a property owner until 30 days after the AIS has been published, if an AIS will be prepared for the project"

Please call me with any questions at (608)224-4646.

Sincerely,

Alice Halpin  
Agricultural Impact Analyst

*Agriculture generates \$59 billion for Wisconsin*

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

An equal opportunity employer



## Wisconsin Department of Transportation

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March 16, 2009

Allen Radliff, Division Administrator  
ATTN: Johnny Gerbitz  
Federal Highway Administration  
City Center West  
525 Junction Road, Suite 8000  
Madison, WI 53717

Division of Transportation  
Systems Development  
Bureau of Equity and Environmental 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. Radliff;

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

**Project ID:** 5300-05-00

**Route:** US Highway 12

**Initial Study Termini:** Parmenter St. interchange to State Highway 19 West

**Length:** 6.1 miles

**County:** Dane

**Location:** Within the limits of the town of Springfield, WI. For further detail see location map attached.

**Description:** Freeway Conversion Study

**Anticipated Timeframe to Begin Environmental Review Process:** May to June of 2009. The study team is currently working to complete the first phase of data collection, data analysis, draft concepts, and the draft report. The EA process is considered the second study phase.

**Proposed Environmental Document Type:** EA

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:

There is no anticipated date currently estimated for construction for this study. We do plan to have an official Wis. SS 84.295 map recorded with the preferred alternative for each location throughout the corridor by the end of 2012. WisDOT can purchase right-of-way after the map is recorded.

Please provide confirmation of your receipt of this letter and supporting documentation. If you have questions, please call Sharlene TeBeest, BEES Regional Environmental Liaison at (608) 266-1476.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Johnson", with a large, stylized initial "E" and a long horizontal stroke extending to the right.

Eugene Johnson, Director

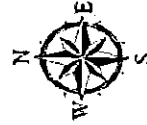
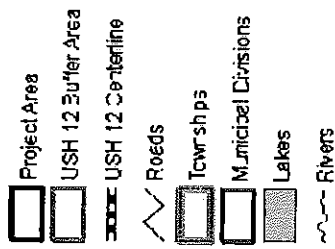
cc: Stephanie Hickman, Community Planner – FHWA Wisconsin Division Office  
Jenny Grimes - WisDOT SW Region Environmental Coordinator  
BEES File  
CO Files

Enclosure

## U.S.H. 12



### Legend



TRAVEL-ORIGIN - MARCH  
DATE-ORIGIN - 1/1/1980



**Bill Biesmann**

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**From:** Ziegler, Jeremy - NRCS, Juneau, WI <Jeremy.Ziegler@wi.usda.gov>  
**Sent:** Monday, August 04, 2014 3:28 PM  
**To:** Bill Biesmann  
**Subject:** US 12 STH 19 Parmenter Street Dane County  
**Attachments:** 20140804150239352.pdf

**Bill Biesmann P.E.**  
**701 Deming Way, Suite 110**  
**Madison, WI 53717**

**Re: US 12 STH 19 Dane County**  
**Project ID 5300-05-00**

Dear Mr. Biesmann,

The Natural Resource Conservation Service (NRCS) staff has reviewed the project description as well as the documentation regarding the proposed project to US 12 STH 19 in Dane County. The project is subject to Farmland Protection Policy Act. Attached you will find the completed NRCS-CPA-106 forms for the project. Thank you for the opportunity to comment on this project. Please contact me if you have any further questions.

Jeremy Ziegler  
Area Resource Soil Scientist SE-WI  
451 West North Street  
Juneau, WI 53039  
Phone: 920-386-9999 Ex 122  
Gov Cell 920-210-9007

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**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request <b>2/27/14</b>	4. Sheet 1 of <b>1</b>
1. Name of Project <b>5300-05-00, US 12, STH 19 - Parmenter St.</b>		5. Federal Agency Involved <b>FHWA</b>	
2. Type of Project <b>Freeway Conversion</b>		6. County and State <b>Town of Springfield, Dane County, WI.</b>	
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS <b>2/28/14</b>	2. Person Completing Form <b>Jeremy Ziegler</b>
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated   Average Farm Size	
5. Major Crop(s) <b>Cash grain</b>	6. Farmable Land in Government Jurisdiction Acres: <b>685,927</b> % <b>87.2</b>	7. Amount of Farmland As Defined in FPPA Acres: <b>499,422</b> % <b>63</b>	
8. Name Of Land Evaluation System Used <b>LESA</b>	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS <b>8/4/14</b>	

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment <u>North Section</u></b>			
	<b>Alt 1A</b>	<b>Alt 1B</b>	<b>Alt 2A</b>	<b>Alt 2B</b>
A. Total Acres To Be Converted Directly	<b>87.3</b>	<b>66.4</b>	<b>91.6</b>	<b>120.0</b>
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
C. Total Acres In Corridor	<b>87.3</b>	<b>66.4</b>	<b>91.6</b>	<b>120.0</b>

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland	<b>87.3</b>	<b>66.4</b>	<b>91.6</b>	<b>120</b>
B. Total Acres Statewide And Local Important Farmland	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>.0010%</b>	<b>.009%</b>	<b>.001%</b>	<b>.0021%</b>
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<b>58%</b>	<b>50%</b>	<b>68%</b>	<b>68%</b>

<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>	<b>70</b>	<b>66</b>	<b>78</b>	<b>79</b>
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<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	<b>Maximum Points</b>				
1. Area in Nonurban Use	15	11	11	11	11
2. Perimeter in Nonurban Use	10	5	5	5	5
3. Percent Of Corridor Being Farmed	20	9	9	9	9
4. Protection Provided By State And Local Government	20	20	20	20	20
5. Size of Present Farm Unit Compared To Average	10	10	10	10	10
6. Creation Of Nonfarmable Farmland	25	0	0	0	0
7. Availability Of Farm Support Services	5	5	5	5	5
8. On-Farm Investments	20	15	15	15	15
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	2	2	2	2
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>77</b>	<b>77</b>	<b>77</b>	<b>77</b>

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	70	66	78	79
Total Corridor Assessment (From Part VI above or a local site assessment)	160	77	77	77	77
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>147</b>	<b>143</b>	<b>155</b>	<b>156</b>

1. Corridor Selected: <b>North 1B</b>	2. Total Acres of Farmlands to be Converted by Project: <b>66.4</b>	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
--	--	-----------------------	--

5. Reason For Selection:  
**The total score for all alternatives in the north section are less than 160. Therefore assessing impacts to the farmland does not need to comply to the Farmland Protection Policy Act and no further action is required.**

Signature of Person Completing this Part: **William N. Biesmann** DATE **12/5/14**

NOTE: Complete a form for each segment with more than one Alternate Corridor

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request <b>2/27/14</b>		4. Sheet 1 of <b>1</b>	
1. Name of Project <b>5300-05-00, US 12, STH 19 - Parmenter St.</b>		5. Federal Agency Involved <b>FHWA</b>			
2. Type of Project <b>Freeway Conversion</b>		6. County and State <b>Town of Springfield, Dane County, WI.</b>			
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS <b>2/28/14</b>		2. Person Completing Form <b>Jeremy Ziegler</b>	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated		Average Farm Size	
5. Major Crop(s) <b>Cash Grain</b>	6. Farmable Land in Government Jurisdiction Acres: <b>685,927</b> % <b>87.2</b>		7. Amount of Farmland As Defined in FPPA Acres: <b>499,422</b> % <b>63</b>		
8. Name Of Land Evaluation System Used <b>LESA</b>	9. Name of Local Site Assessment System		10. Date Land Evaluation Returned by NRCS <b>8/4/14</b>		
<b>PART III (To be completed by Federal Agency)</b>		<b>Alternative Corridor For Segment <u>Central</u></b>			
		Alt 1A	Alt 2A	Alt 3A	
A. Total Acres To Be Converted Directly		<b>44.8</b>	<b>46.7</b>	<b>30.2</b>	
B. Total Acres To Be Converted Indirectly, Or To Receive Services		<b>0</b>	<b>0</b>	<b>0</b>	
C. Total Acres In Corridor		<b>44.8</b>	<b>46.7</b>	<b>30.2</b>	
<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>					
A. Total Acres Prime And Unique Farmland		<b>44.8</b>	<b>46.7</b>	<b>30.2</b>	
B. Total Acres Statewide And Local Important Farmland		<b>0</b>	<b>0</b>	<b>0</b>	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<b>.0015</b>	<b>.0015</b>	<b>.0010</b>	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		<b>65%</b>	<b>60%</b>	<b>55%</b>	
<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>		<b>60</b>	<b>54</b>	<b>82</b>	
<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>		Maximum Points			
1. Area in Nonurban Use	15	<b>13</b>	<b>13</b>	<b>13</b>	
2. Perimeter in Nonurban Use	10	<b>9</b>	<b>9</b>	<b>9</b>	
3. Percent Of Corridor Being Farmed	20	<b>19</b>	<b>19</b>	<b>19</b>	
4. Protection Provided By State And Local Government	20	<b>20</b>	<b>20</b>	<b>20</b>	
5. Size of Present Farm Unit Compared To Average	10	<b>10</b>	<b>10</b>	<b>10</b>	
6. Creation Of Nonfarmable Farmland	25	<b>0</b>	<b>0</b>	<b>0</b>	
7. Availability Of Farm Support Services	5	<b>5</b>	<b>5</b>	<b>5</b>	
8. On-Farm Investments	20	<b>15</b>	<b>15</b>	<b>15</b>	
9. Effects Of Conversion On Farm Support Services	25	<b>0</b>	<b>0</b>	<b>0</b>	
10. Compatibility With Existing Agricultural Use	10	<b>2</b>	<b>2</b>	<b>2</b>	
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>0</b>
<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)		<b>100</b>	<b>60</b>	<b>54</b>	<b>82</b>
Total Corridor Assessment (From Part VI above or a local site assessment)		<b>160</b>	<b>93</b>	<b>93</b>	<b>93</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>		<b>260</b>	<b>153</b>	<b>147</b>	<b>175</b>
1. Corridor Selected:  <b>Alternative 3A</b>	2. Total Acres of Farmlands to be Converted by Project:  <b>30.2</b>	3. Date Of Selection:	4. Was A Local Site Assessment Used?  YES <input type="checkbox"/> NO <input type="checkbox"/>		

5. Reason For Selection:

**The selected alternative has a score greater than 160, but below 200 so there is a potential for an adverse impact. Other alternatives that would acquire farmland with scores of less than 160 would require more area of farmland. Since alternative 3A would require the least amount of farmland amongst the other alternatives it was selected and therefore is in compliance of the FPPA due to the conversion of fewer acres of farmland.**

Signature of Person Completing this Part:

**William N. Biesmann**

DATE

**12/5/14**

**NOTE: Complete a form for each segment with more than one Alternate Corridor**

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request <b>2/27/14</b>	4. Sheet 1 of <b>1</b>
1. Name of Project <b>5300-05-00, US 12, STH 19-Parmenter St.</b>		5. Federal Agency Involved <b>FHWA</b>	
2. Type of Project <b>Freeway Conversion</b>		6. County and State <b>Town of Springfield, Dane County, WI.</b>	
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS <b>2/28/14</b>	2. Person Completing Form <b>Jeremy Ziegler</b>
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated   Average Farm Size	
5. Major Crop(s) <b>Cash grain</b>	6. Farmable Land in Government Jurisdiction Acres: <b>685,927</b> %	7. Amount of Farmland As Defined in FPPA Acres: <b>499,422</b> % <b>63</b>	
8. Name Of Land Evaluation System Used <b>LESA</b>	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS <b>8/4/14</b>	

<b>PART III (To be completed by Federal Agency)</b>	Alternative Corridor For Segment <b>South</b>			
	Alt 1A	Alt 2A	Alt 3A	
A. Total Acres To Be Converted Directly	<b>63.0</b>	<b>41.2</b>	<b>51.1</b>	
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>0</b>	<b>0</b>	<b>0</b>	
C. Total Acres In Corridor	<b>63.0</b>	<b>41.2</b>	<b>51.1</b>	

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland	<b>63</b>	<b>41.2</b>	<b>51.1</b>	
B. Total Acres Statewide And Local Important Farmland	<b>0</b>	<b>0</b>	<b>0</b>	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>.0013</b>	<b>.0011</b>	<b>.0012</b>	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<b>55%</b>	<b>60%</b>	<b>61%</b>	

<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>	<b>65</b>	<b>71</b>	<b>66</b>	
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<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points				
1. Area in Nonurban Use	15	15	15	15	
2. Perimeter in Nonurban Use	10	10	10	10	
3. Percent Of Corridor Being Farmed	20	20	20	20	
4. Protection Provided By State And Local Government	20	20	20	20	
5. Size of Present Farm Unit Compared To Average	10	10	10	10	
6. Creation Of Nonfarmable Farmland	25	0	0	0	
7. Availability Of Farm Support Services	5	5	5	5	
8. On-Farm Investments	20	18	18	18	
9. Effects Of Conversion On Farm Support Services	25	0	0	0	
10. Compatibility With Existing Agricultural Use	10	8	8	2	
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>106</b>	<b>106</b>	<b>100</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	65	71	66	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	98	98	100	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>163</b>	<b>169</b>	<b>166</b>	<b>0</b>

1. Corridor Selected: <b>Alternative 3A</b>	2. Total Acres of Farmlands to be Converted by Project: <b>51.1</b>	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

**All alternatives have scores greater than 160, but less than 200, therefore there is a potential adverse impact. Acquiring land that has a score of less than 160 or land that is not protected by the FPPA is not feasible. The selected alternative 3A requires more land than alternative 2A, but has a lower impact rating. Alternative 3A involves fewer acres of farmland conversion than the other alternative 1A. Since the selected alternative has a lower impact rating than alternative 2A and involves less area than alternative 1A it is in compliance with the FPPA.**

Signature of Person Completing this Part: <b>William N. Biesmann</b>	DATE <b>12/5/14</b>
---	------------------------

NOTE: Complete a form for each segment with more than one Alternate Corridor

# ***ATTACHMENT B***

## **Agency Comments**

General Project (Peter Fasbender -US Fish and Wildlife)

Regarding the US-12 Conversion Study, I have reviewed what you have provided. Regarding protecting species protected by the Endangered Species Act, there are no known records of listed species within the corridor, therefore we have no comments specific to other rare species not listed.

Wetlands are important for a variety of migratory birds for nesting, feeding, and roosting. In general terms, projects that avoid natural wetlands directly, or indirectly, would be preferred over those that either fill or disturb wetlands.

Based on what has been provided, it appears there is no lands protected or managed by the US Fish and Wildlife Service as part of the National Wildlife Refuge System, Waterfowl Protection Area, or private lands protected by a federal easement.

## General Project

### **Peter Nauth (Department of Agriculture, Trade and Consumer Protection):**

- In many cases there appears to be a tradeoff between more convenient access and the number of acres affected. I am not clear which is more important to the affected farm operations.
- I have only identified access concerns for the parcels that show one ownership. However, access to rented land would also be a concern. **Loren**
- The proposed project would not affect a drainage district in Dane County. I have attached a map showing the closest drainage district. (Attachment 1)
- The proposed project would not affect any Dane County conservation easements funded in part from the previous USH 12 project. I have attached a map showing the location of the easements (Attachment 2)
- The map of prime soils that provided at the bus tour was not accurate. We had just received a new GIS soils layer that included soils that are prime, soils that are prime where drained, and soils of statewide importance in one layer. I have attached a map of just the prime soils. (Attachment 3)
- Many of the proposed alignments include construction of roundabouts. It is important these are constructed such that farm implements and large trucks can safely and conveniently proceed through them. *Traffic Engineer confirmed that all appropriate design vehicles will be reviewed as part of any final roundabout design.*
- Much of the affected farmland is zoned for exclusive agricultural use. In addition, the Town of Springfield will be implementing a transfer-of-development rights program to further protect their farmland and to direct development in the town. (See: [http://www.thewheelerreport.com/wheeler\\_docs/files/1213parisi.pdf](http://www.thewheelerreport.com/wheeler_docs/files/1213parisi.pdf)) **Andrew Bremer**

## Northern Section

**Peter Nauth (Department of Agriculture, Trade and Consumer Protection):** The treatment of CTH P seems to be what distinguishes the North alternatives from one another. The frontage roads connecting Highway 19 east and west appear in general to have comparable impacts in terms of farm acreage and soils.

## Central Section

### Laufenberg Brothers, LLC

The Laufenberg Brothers, LLC own parcels in section 15, section 23, and section 22. Their farm buildings are located in section 22 on both sides of Riles Road adjacent to Highway 12. Riles Road also provides direct access to Highway 12 from their main farm buildings.

In section 22, they own parcels on both sides of Highway 12 and have direct access across Highway 12 to their parcels to the east. Under all of three of the alternatives, access to Highway 12 would be provided by construction of a new frontage road connecting Riles Road to Meffert Road, which would overpass Highway 12. In order to reach their fields east of Highway 12 in section 22, they would need to travel from the overpass, southward along the proposed frontage road, a distance of about six-tenths of a mile. Their fields located north of Meffert Road in section 15 could also be accessed from Meffert Road.

*Proposed Improvement: Provide field access from Meffert Road to the South East parcel.*

Walter Laufenberg

The Walter Laufenberg parcels in section 22 south of Meiffert Road are located on both sides Highway 12. These parcels currently have access at the crossing that connects Meiffert Road and Meiffert Court. It appears that a field access point is also located across Highway 12 from Kalscheur Drive.

The farm buildings associated with Walter Laufenberg property are located north of Kick-A-Boo Road and east of Highway 12 in section 15. Access to the Highway 12 from these buildings is on Kick-A-Boo which connects to the highway. At this location, Alternative Central 2A would provide the best access to fields and Highway 12, but would also require the greatest number of acres.

Kenneth Hellenbrand

I don't know whether Kenneth Hellenbrand rents additional land that would be affected by the proposed project. If rental land were also impacted, I would likely have additional observations.

The farm buildings associated with the Kenneth Hellenbrand parcels are located south of Woodland Drive in the NW portion of section 15. It is not clear to me how Mr. Hellenbrand would access Hwy 12 if this access point were eliminated. There is no access road on the map of the three alternatives that shows how access to the parcel with buildings south of Woodland Road would connect with Highway 12. The frontage road alternatives east of Highway 12 do not extend to the north beyond Kick-a-Boo Road. The frontage road alternatives west of Highway 12 cannot be reached without access across Highway 12. Accessing his southern parcels by following Woodland, Kingsley and Meiffert would require driving about five miles. Currently the distance between his building and his southern parcels along Highway 12 is about six-tenths of a mile.

The Kenneth Hellenbrand parcels in the SW portion section 15 appear to have existing access across Highway 12 via Kalscheur Drive. This parcel has direct access to Highway 12 and a crossing median is located at this point. It is likely that existing access between the north and south parcels currently is along Highway 12. The southern parcels are likely accessed from Kalscheur Drive via Hwy 12 on the west and directly off of Hwy 12 on the east.

Proposed Solution : Provided a frontage froad from parcel to Kick - A - Boo Road.

Southern Section

KTC Farms

It appears that the ownership has changed on the D&S Roth parcel. It is now listed under KTC Farms. Alternative South 1A would have a significant impact on the KTC Farms. The relocated Hwy K would sever several KTC parcels, creating smaller, misshapen fields that would be difficult to farm. It would also remove a significant number of acres from the KTC Farms operation. Construction of Alternative South 1A would be difficult through the steep slope on the H&E Assets parcel in section 26.

Alternative South 2A appears to have least impact on farm operations. It has the fewest acres affected, the least number of parcels severed, and access across Highway 12 via Highway K would be preserved.

Roger Acker

Directly north of the KTC parcel in section 22, the Roger Acker parcel has field access on both sides of Highway 12 as well as a crossing median. The buildings are located on the west side of Highway 12. All three of the alternatives would require construction of a new road that connects the Roger Acker buildings with Highway K to the south in order access Highway 12. He would need to use the overpass at Highway K to reach his fields east of the Highway 12. Mr. Acker would need to travel about 1.4 miles in order reach his fields east of Highway 12 which are now reached by simply crossing Highway 12.

Proposed Solution: Show Frontage Road from West Parcel to CTH K.





[illegible]



[illegible]







[illegible]





State of Wisconsin  
Governor Scott Walker

---

**Department of Agriculture, Trade and Consumer Protection**

Ben Brancel, Secretary

December 13, 2012

Tom Koprowski, Jr.  
Planner/Project Manager  
Wisconsin DOT-SW Region  
2101 Wright Street  
Madison, WI 53704

Michael J. Statz, PE  
Transportation Team Leader  
MSA Professional Services, Inc.  
2901 International Lane, Suite 300  
Madison, WI 53704-3133

Re: Project I.D. 5300-05-00  
USH 12 Freeway Conversion Study  
WIS 19 – Parmenter Street  
Dane County

Gentlemen:

Thank you for the opportunity to comment on the USH 12 Freeway Conversion Study. Let me first acknowledge the impressive amount of work you have put into this project in terms of collecting and presenting data as well as working with the landowners to determine their concerns. My comments will address agricultural issues only. Most of my comments concern the farm operations that appear to be affected the most. I have included some parcel maps to show the areas that I am discussing.

General Observations

- In many cases there appears to be a tradeoff between more convenient access and the number of acres affected. I am not clear which is more important to the affected farm operations.
- I have only identified access concerns for the parcels that show one ownership. However, access to rented land would also be a concern.
- The proposed project would not affect a drainage district in Dane County. I have attached a map showing the closest drainage district. (Attachment 1)

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- The proposed project would not affect any Dane County conservation easements funded in part from the previous USH 12 project. I have attached a map showing the location of the easements (Attachment 2)
- The map of prime soils that provided at the bus tour was not accurate. We had just received a new GIS soils layer that included soils that are prime, soils that are prime where drained, and soils of statewide importance in one layer. I have attached a map of just the prime soils. (Attachment 3)
- Many of the proposed alignments include construction of roundabouts. It is important these are constructed such that farm implements and large trucks can safely and conveniently proceed through them.
- Much of the affected farmland is zoned for exclusive agricultural use. In addition, the Town of Springfield will be implementing a transfer-of-development rights program to further protect their farmland and to direct development in the town.  
(See: [http://www.thewheelerreport.com/wheeler\\_docs/files/1213parisi.pdf](http://www.thewheelerreport.com/wheeler_docs/files/1213parisi.pdf))

### **North Alternatives**

The treatment of CTH P seems to be what distinguishes the North alternatives from one another. The frontage roads connecting Highway 19 east and west appear in general to have comparable impacts in terms of farm acreage and soils.

When viewed strictly from an agricultural perspective, Alternative North 1B is the best alternative. Relocating CTH P to follow existing Springfield Lodi road would not create a new severance of farmland and would impact the fewest acres (66.4 acres) of farmland. It does, however, require drivers along CTH P crossing Highway 12 to follow a rather circuitous route.

The least preferred alternative is Alternative North 2B. Under this alignment, CTH P is shifted west on a new alignment through farmland. It impacts the greatest acres of farmland (120 acres) and severs several farm fields at a diagonal. Irregularly shaped fields are difficult to farm. It is likely that field drainage would be affected by this alignment. Most of the soils in this area are prime where drained.

## Central Alternatives

The Impact Matrix shows a 14.6-acre difference between Alternative 1A and Alternative 2A.

### Laufenberg Brothers, LLC

The Laufenberg Brothers, LLC own parcels in section 15, section 23, and section 22. Their farm buildings are located in section 22 on both sides of Riles Road adjacent to Highway 12. Riles Road also provides direct access to Highway 12 from their main farm buildings.

In section 22, they own parcels on both sides of Highway 12 and have direct access across Highway 12 to their parcels to the east. Under all of three of the alternatives, access to Highway 12 would be provided by construction of a new frontage road connecting Riles Road to Meiffert Road, which would overpass Highway 12. In order to reach their fields east of Highway 12 in section 22, they would need to travel from the overpass, southward along the proposed frontage road, a distance of about six-tenths of a mile. Their fields located north of Meiffert Road in section 15 could also be accessed from Meiffert Road.

Laufenberg Brothers, LLC Parcels



### Walter Laufenberg

The Walter Laufenberg parcels in section 22 south of Meiffert Road are located on both sides Highway 12. These parcels currently have access at the crossing that connects Meiffert Road and Meiffert Court. It appears that a field access point is also located across Highway 12 from Kalscheur Drive.

The farm buildings associated with Walter Laufenberg property are located north of Kick-A-Boo Road and east of Highway 12 in section 15. Access to the Highway 12 from these buildings is on Kick-A-Boo which connects to the highway. At this location, Alternative Central 2A would provide the best access to fields and Highway 12, but would also require the greatest number of acres.

Walter Laufenberg Parcels



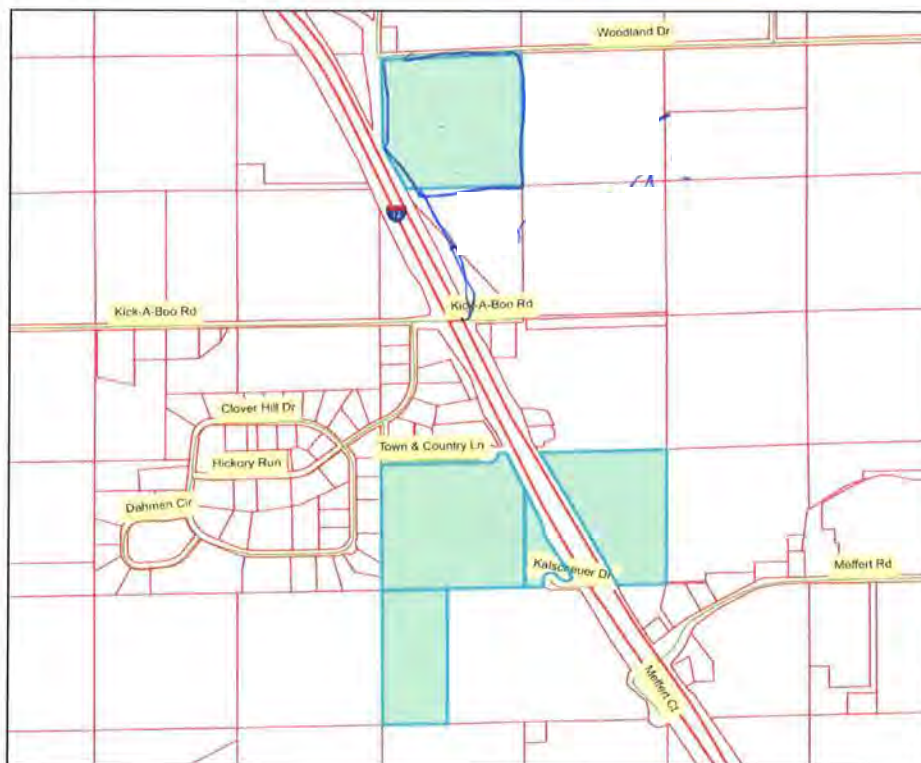
### Kenneth Hellenbrand

I don't know whether Kenneth Hellenbrand rents additional land that would be affected by the proposed project. If rental land were also impacted, I would likely have additional observations.

The farm buildings associated with the Kenneth Hellenbrand parcels are located south of Woodland Drive in the NW portion of section 15. It is not clear to me how Mr. Hellenbrand would access Hwy 12 if this access point were eliminated. There is no access road on the map of the three alternatives that shows how access to the parcel with buildings south of Woodland Road would connect with Highway 12. The frontage road alternatives east of Highway 12 do not extend to the north beyond Kick-a-Boo Road. The frontage road alternatives west of Highway 12 cannot be reached without access across Highway 12. Accessing his southern parcels by following Woodland, Kingsley and Meiffert would require driving about five miles. Currently the distance between his building and his southern parcels along Highway 12 is about six-tenths of a mile.

The Kenneth Hellenbrand parcels in the SW portion section 15 appear to have existing access across Highway 12 via Kalscheur Drive. This parcel has direct access to Highway 12 and a crossing median is located at this point. It is likely that existing access between the north and south parcels currently is along Highway 12. The southern parcels are likely accessed from Kalscheur Drive via Hwy 12 on the west and directly off of Hwy 12 on the east.

Kenneth Hellenbrand Parcels



## South Alternatives

### KTC Farms

It appears that the ownership has changed on the D&S Roth parcel. It is now listed under KTC Farms. Alternative South 1A would have a significant impact on the KTC Farms. The relocated Hwy K would sever several KTC parcels, creating smaller, misshapen fields that would be difficult to farm. It would also remove a significant number of acres from the KTC Farms operation. Construction of Alternative South 1A would be difficult through the steep slope on the H&E Assets parcel in section 26.

Alternative South 2A appears to have least impact on farm operations. It has the fewest acres affected, the least number of parcels severed, and access across Highway 12 via Highway K would be preserved.

KTC Farms Parcels



### Roger Acker

Directly north of the KTC parcel in section 22, the Roger Acker parcel has field access on both sides of Highway 12 as well as a crossing median. The buildings are located on the west side of Highway 12. All three of the alternatives would require construction of a new road that connects the Roger Acker buildings with Highway K to the south in order access Highway 12. He would need to use the overpass at Highway K to reach his fields east of the Highway 12. Mr. Acker would need to travel about 1.4 miles in order reach his fields east of Highway 12 which are now reached by simply crossing Highway 12.

Roger Acker Parcels



In summary, thanks again for the opportunity to comment on the proposed project. If you have any question regarding my comments, please contact met at 608.224.4650.

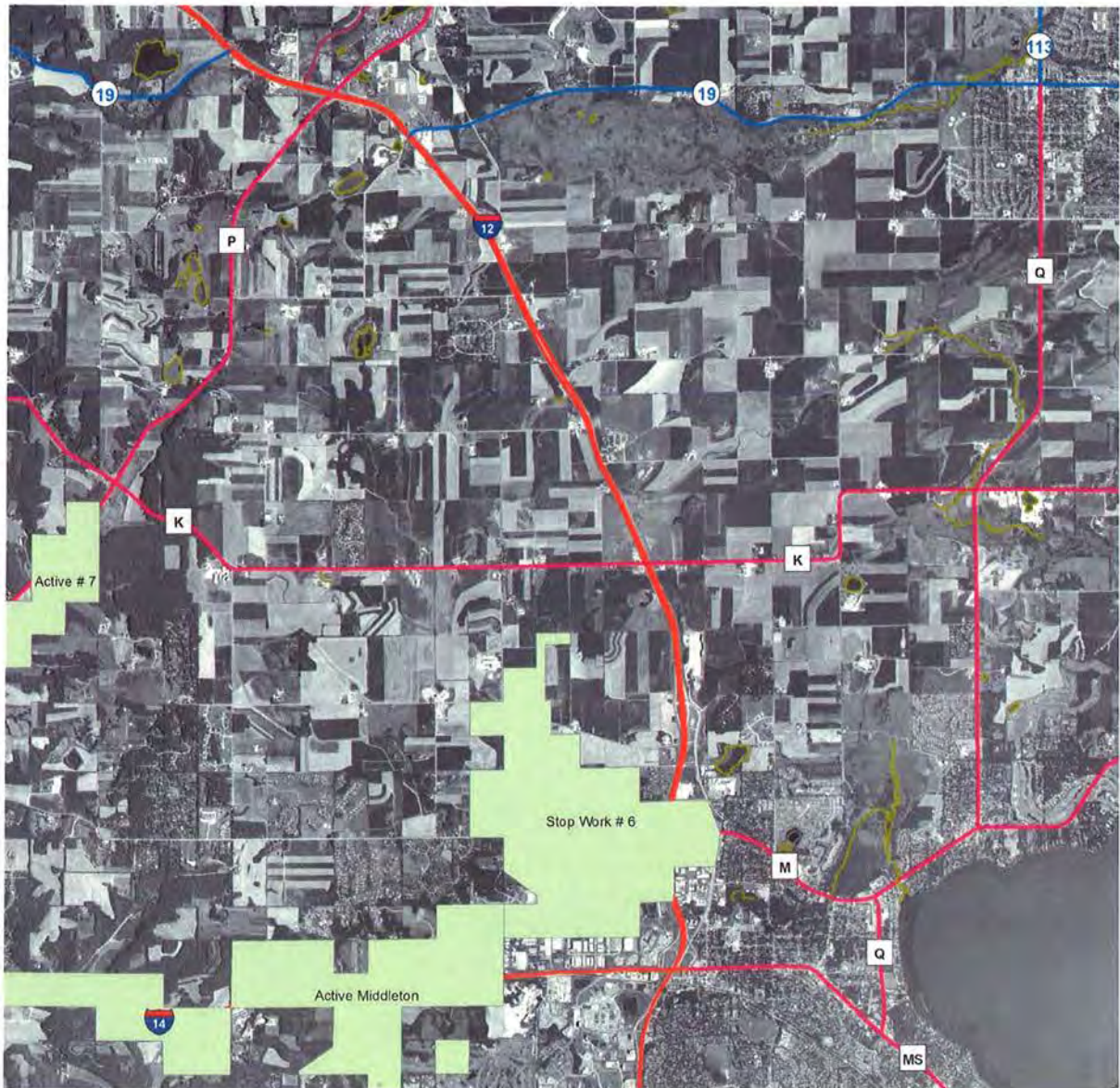
Sincerely,

A handwritten signature in black ink that reads "Peter Nauth".

Peter Nauth  
Agricultural Impact Program

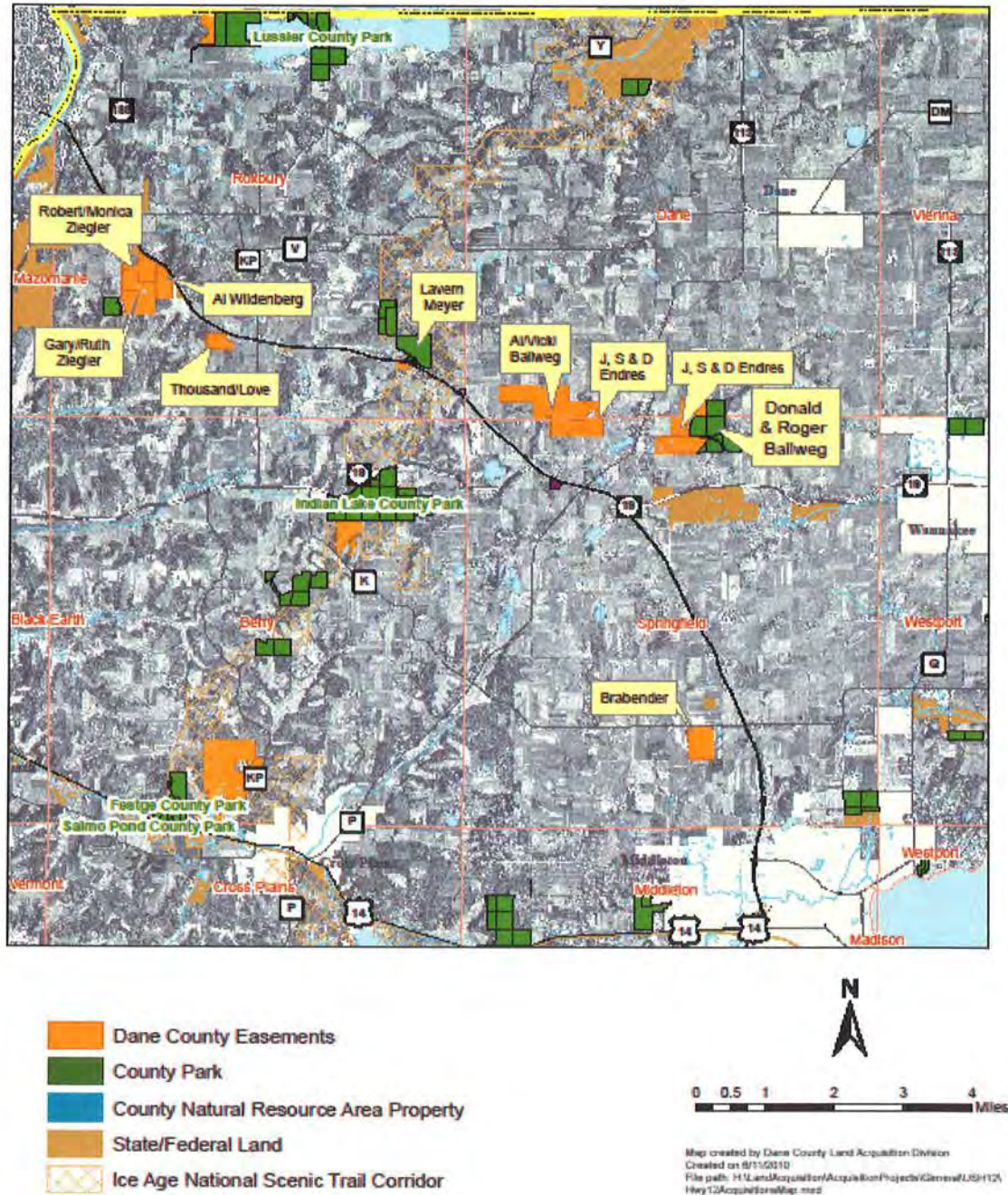
# Attachment 1

## Drainage Districts in Project Area



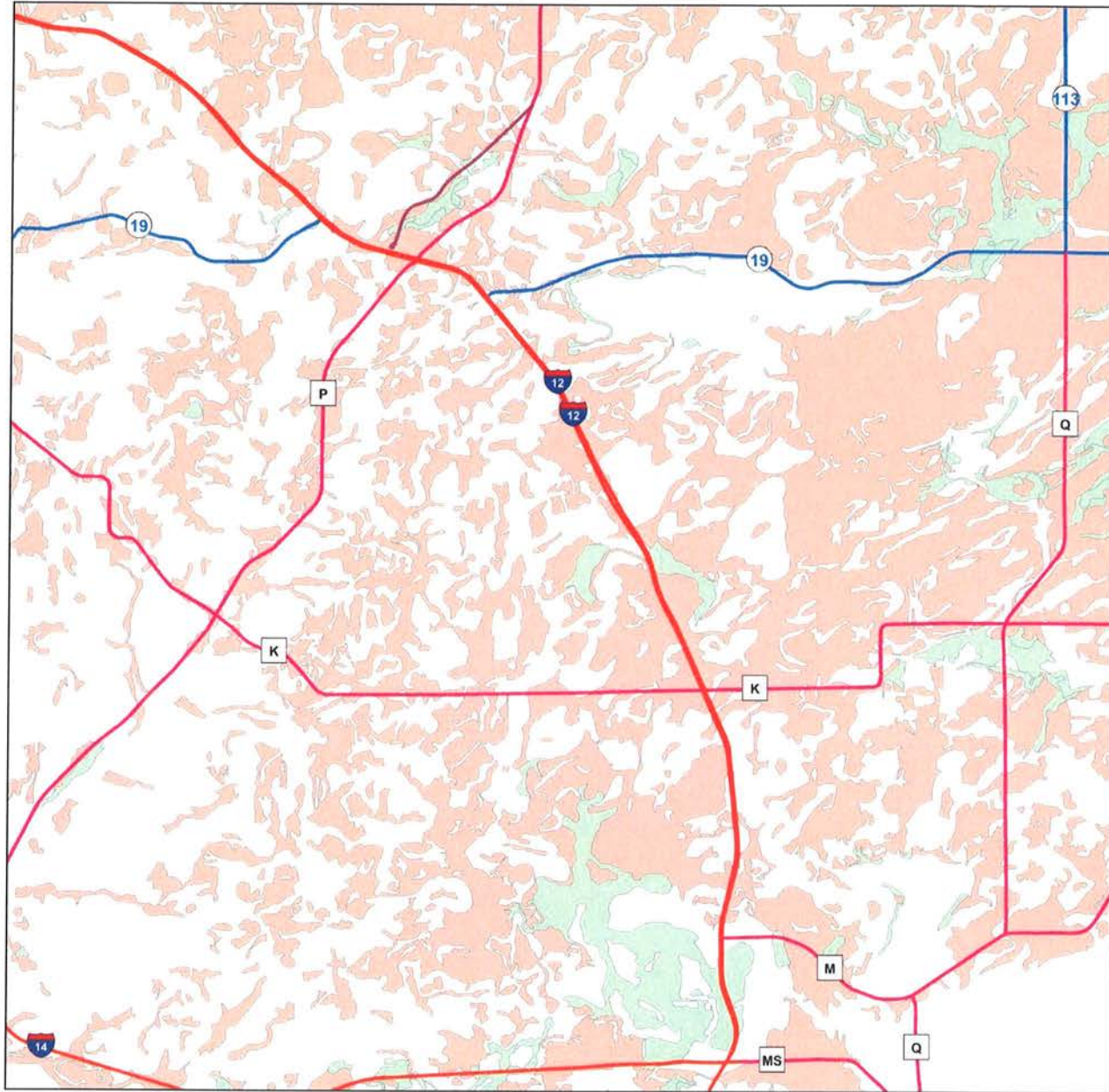
## Attachment 2

### Conservation Easements & County Parklands



### Attachment 3

#### Prime Soils (Beige) and Prime where drained Soils (Green)



# ***ATTACHMENT C***

## **Section 106**



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

Scott Walker, Governor  
Mark Gottlieb, P.E., Secretary  
Internet: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Telephone: 608-246-3800  
Teletypewriter (TTY): 608-246-5385  
Facsimile (FAX): 608-246-7996

August 23, 2013

«Corp»

Attn: «First\_Name» «Last\_Name»

«TitleOffice»

«Address\_1»

«Address\_2»

«City\_», «State» «Zip»

RE: Project ID 5300-05-00  
US 12 Freeway Conversion Study  
Middleton to WIS 19 West  
Dane County

Dear «First\_Name» «Last\_Name»

The Wisconsin Department of Transportation (WisDOT) is in the process of developing a long-range plan for the US 12 Corridor between the intersection of WIS 19 West and a location approximately one mile south of CTH K. The study includes developing strategies and recommendations to preserve functionality and increase safety along the corridor and will examine the feasibility of the conversion of US 12 to a full access control highway. Attached is a location map.

Environmental studies will also be conducted and include; contaminated material investigations, soil testing and right-of-way surveys. Information obtained from these studies will assist the engineers in the design to avoid, minimize or mitigate the proposed project's effect upon cultural and natural resources.

WisDOT would be pleased to receive any comments regarding this project or any information you wish to share pertaining to cultural resources located in the area. If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this proposed project, please contact me at 2101 Wright Street; Madison, WI 53704-2583; (608) 246-5622

Sincerely,

Tom Kropowski, P.E  
WisDOT Southwest Region Project Manager

cc: Rebecca Burkel, Bureau of Equity and Environmental Services  
Roger Larson, SW Region – Madison Tribal Coordinator

First Name	Last Name	Corp	Title/Office	Address 1	Address 2	City	State	Zip
Richard	Berg	Bureau of Indian Affairs		1 Federal Building, Room 500		Fort Snelling	MN	55111-4007
Mike	Alloway	Forest County Potawatomi Community of Wisconsin	Tribal Office	P.O. Box 340		Crandon	WI	54520
William	Queckenbush, THPO	Ho-Chunk Nation	Executive Office	P.O. Box 667	405 Airport Road	Black River Falls	WI	54615
ghwegizhigookway	Martin, THPO	Lac Vieux Desert Band of Lake Superior Chippewa Indians	Ketegitigaaning Ojibwe Nation	P.O. Box 249		Watersmeet	MI	49969
Dave	Grigonon, THPO	Menominee Indian Tribe of Wisconsin		P.O. Box 910		Keshena	WI	54135
Joseph	Hale Jr. NAGPRA Rep.	Prairie Band Potawatomi Nation		16281 Q Road		Mayetta	KS	66509
Larry	Balber, THPO	Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Red Cliff Band of Lake Superior Chippewa Indians	88385 Pike Road, Highway 13		Bayfield	WI	54814
Jane	Nioce	Sac and Fox Nation of Missouri in Kansas and Nebraska						
Sandra	Massey, NAGPRA Rep.	Sac and Fox Nation of Oklahoma		305 N. Main RR2, Box 246		Reserve Stroud	Kansas OK	6634 74079
Jonathan	Buffalo, NAGPRA Rep.	Sac and Fox of the Mississippi in Iowa		349 Meskwaki Road		Tama	IA	52339-9629
		Dane County Historical Society		3101 Lake Farm Road		Madison	WI	53711-5984

## List of Tribes with Documented Interest

# ***ATTACHMENT D***

## **Indirect Effects Prescreening Worksheets**

**5300-05-00**  
**US 12 Freeway Conversion**  
**STH 19 – Parmenter Street**  
**Dane County**

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

1. Project Design Concepts and Scope

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

- ☐ Additional through travel lanes (expansion)
- ☐ New alignment
- X New and/or improved interchanges and access
- ☐ Bypass alternatives.

As a result of the freeway conversion all direct access points and at-grade intersections would be eliminated. New grade separated interchanges would be provided to allow access at limited locations. No through travel lanes would be added.

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).

No.

3. Project Type

What is the project document "type"?

- ☐ EIS project – a detailed indirect effects analysis is warranted.
- X 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
- X Rural principal arterial – Expressway

The proposed facility would convert the US 12 from an expressway to a freeway.

5. Project Location (Location can be a combination)
- ☐ Urban (within a Metropolitan Planning Area).
  - ☐ Suburban (part of larger metropolitan/regional area, may or may not be part of a metropolitan planning area).
  - ☐ Small community (population under 5000).
  - ☐ Rural with scattered development.
  - ☒ Rural, primarily farming/agricultural area.

The project area is located entirely within the town of Springfield and is rural. A portion of the southern project area is within the Madison Metropolitan Planning Organization planning area. This study is acknowledged in the MPO's 2017-2021 Transportation Improvement Program (TIP).

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).

No. There would be an improvement of travel time due to the elimination of two signalized intersections in the project area. The improvement of travel time is not anticipated to be significant to the extent of attracting new development over the current roadway facility. There are no current problems with travel times and the level of service of the roadway facility is acceptable.

7. Land Use and Planning
- ☐ What are the existing land use types in project area?

The project area is entirely within the town of Springfield. Land use types are primarily agricultural with a scattering of residential and business uses. Other uses in the area include; a Dane County Maintenance Garage, Springfield town hall, and environmental areas such as open space, wetlands, wooded areas, or natural resource areas. See Exhibit 14.

- ☐ What do the local plans, neighborhood plans, and regional plans, indicate for future changes in land use?

Dane County and the town of Springfield plans indicate future land use of the project area as primarily "agricultural preservation".

In the unincorporated hamlet of Springfield Corners in the north section of the project area a "Town Center Plan" was developed which includes a mixed use of residential and commercial uses. See Exhibits 15 & 16. The development is planned for the areas east of US 12. The Preferred Alternative would involve a continuous split diamond interchange between WIS 19 East and West. County P would be re-routed along Lodi-Springfield Road. The Town Center Plan does show the specific improvements regarding the expansion of US 12 and other roadways would be compatible with the plan the Proposed Action is supported by town officials, included in the Comprehensive Plan, and would not preclude the plans goal to promote Springfield Corners as the town's community gathering place. The area west of US 12 is a mixture of a Rural Development District and agricultural preservation. The Preferred Alternative would provide two way frontage roads that are placed as close as feasible to US 12. Also, the split diamond interchange would involve less impact to lands than other interchange types. The conversion of agricultural land to a transportation purpose that is involved with the conversion of US 12 from an expressway to a freeway would not be

consistent with the goals of the plan but land used for transportation corridors is permitted. However, the Proposed Action was identified through coordination with town and county officials. The Proposed Action minimizes impacts to agricultural lands to the extent practicable and has the support of town and county officials.

The land use in the central section which includes Kickaboo Road and Meffert Road intersections is primarily agricultural preservation. There are also two rural development districts in this section. The Preferred Alternative would involve a continuous split diamond interchange between Kickaboo Road and Meffert Road. The split diamond interchange design would minimize impact to land which is consistent with the land use plans. The conversion of agricultural land to a transportation purpose that is involved with the conversion of US 12 from an expressway to a freeway would not be consistent with the goals of the plan but land used for transportation corridors is permitted. However, the Proposed Action was identified through coordination with town and county officials. The Proposed Action minimizes impacts to agricultural lands to the extent practicable and has the support of town and county officials.

The land use in the south section which includes the County K intersection is primarily either agricultural preservation or transitioning agricultural land near urban developing areas. Land south of the intersection is also within the intergovernmental agreement area between the town of Springfield and the city of Middleton. The Preferred Alternative would involve a partial clover leaf/jug handle interchange mainly north of County K. The intergovernmental agreement defines growth areas at the boundaries between the city of Middleton and the town of Springfield. This agreement is intended to guide and accomplish a coordinated, well-planned and harmonious development of the territory covered by the Plan. While the project would impact these areas it would not preclude the ability to achieve the terms of this agreement. The conversion of agricultural preservation land to a transportation purpose that is involved with the conversion of US 12 from an expressway to a freeway would not be consistent with the goals of the county land use plan but land used for transportation corridors is permitted. However, the Proposed Action was identified through coordination with town, city and county officials. The Proposed Action minimizes impacts to agricultural lands to the extent practicable and has the support of town, city and county officials.

☐ What types of permitted uses are indicated in the local zoning?

Zoning regulations are implemented by Dane County. As indicated above the surrounding area is primarily “agricultural preservation” or A-1 EX Agricultural District defined under Chapter 10 Dane County Code of Ordinances. Rezoning from A-1 EX zoning district must meet the requirements of chapter 91 of the Wisconsin State Statutes and the Dane County Farmland Preservation Plan. Furthermore, the town of Springfield must approve of the change as per the policies included in the town’s comprehensive plan. Town’s policies include; restricting residential density to no more than one dwelling unit per 35 acres and allowing commercial development as necessary to support agricultural operations.

Other zoning includes other agricultural uses, business/commercial, residential, and land conservation A-2, B-1, LC-1, C-1, C-2, R-1, R-3A, R-4, RH-1, RH-2, and CO-1. These areas represent a small portion of the project area.

- ☐ 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)?)

Eliminating direct access and at-grade intersections and providing limited access point via grade separated interchanges could encourage development in interchange areas. However existing zoning in interchange areas would prevent any further development beyond current trends. There would be three interchanges within the project area.

One interchange would be located at County P and WIS 19 East and West in the north section. County P is located in the unincorporated hamlet of Springfield Corners. The new interchange would be compatible with their Town Center Plan.

The interchange in the central section would be at Meffert Road. This interchange was modified from the original design as a result of comments received during the public meetings to better accommodate access to the nearby Kickaboo Road. There are also a couple of existing residential developments that would utilize the interchange. It is not expected that the new interchange would encourage further residential development in the interchange area over current trends.

The interchange in the south section would be located at County K. The access road south of Fisher Road was modified from the original design as a result of comments received during the public meetings to better accommodate farm properties. There are a few businesses currently at this intersection. It is not expected that the new interchange would encourage further commercial development in the interchange area over current trends.

The limited access points could discourage development outside of the interchanges areas which could help with the project need of agricultural preservation.

The conversion of agricultural preservation land to a transportation purpose that is involved with the conversion of US 12 from an expressway to a freeway conflicts with the goals of the county land use plan but land used for transportation corridors is permitted. The Proposed Action was identified through coordination with town, city and county officials. The Proposed Action minimizes impacts to agricultural lands to the extent practicable and has the support of town, city and county officials.

## 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 the same period? (i.e. USDA defines high growth in rural areas as greater than annual population growth of 1.4%).

*Population Data, 1990-2010*

Entity	1990 Population	2000 Population	2010 Population	1990-2010 Change (%)	2000-2010 Change (%)
Town of Springfield	2,650	2,762	2,734	3.2	-1.0
Dane County	367,085	426,526	488,073	33.0	14.4
Wisconsin	4,891,769	5,363,675	5,686,986	16.3	6.0

*Source: U.S. Census Bureau*

Between 2000 and 2010 the town of Springfield has a low growth rate (-1.0% growth) as defined by the USDA. 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.

- ☐ What are the projections for the future for population? (Use Wisconsin DOA projections).

*Projected Population Data, 2040*

Entity	2010 Population	2040 Population	2010-2040 Change (%)
Town of Springfield	2,734	2,790	2.0
Dane County	488,073	606,620	24.3
Wisconsin	5,686,986	6,491,635	14.1

*Source: Wisconsin's Future Population: Projections for the State, Its Counties and Municipalities, 2010 - 2040, & MCD and Municipal Population Projections, 2010-2040, Wisconsin DOA, Dec. 2013*

Wisconsin's population is expected to grow by 14.1% from 2010 to 2040, an average of 2.2% in each of the 5-year periods. This projected growth rate is slower than that of the 1990s and early 2000s but faster than that of the early 1980s and late 2000s. Dane County is projected to gain 118,547 residents (24.3%) during the 30-year period between 2010 and 2040, the 6<sup>th</sup> largest percentage increase and the largest numeric increase among all counties in Wisconsin. Having a Census 2010 count of 488,073, Dane County is expected to exceed 600,000 residents in about 2038. Towns, now containing almost 30% of the state's inhabitants, are projected to add more than 233,000 new people between 2010 and 2040, an increase of 14%. The town of Springfield is expected to see a 2.0% increase in population from 2010 to 2040.

- ☐ Have there been considerable changes for population demographics and employment over the past 10-20 or more years?

Age Statistics, 2000

	<b>Town of Springfield</b>	<b>Dane County</b>	<b>Wisconsin</b>
Median Age	37.9	33.2	36.0
% under 18	30.1	22.6	25.5
% over 65	7.5	9.3	13.1

Source: U.S. Census Bureau, Town of Springfield Comprehensive Plan March 2007

Age Statistics, 2010

	<b>Town of Springfield</b>	<b>Dane County</b>	<b>Wisconsin</b>
Median Age	44.5	34.4	38.5
% under 18	24.7	21.7	23.6
% over 65	11.1	10.3	13.7

Source: U.S. Census Bureau

The population in Dane County and the town of Springfield is aging. Between 2000 and 2010, the median age increased by 1.2 years in Dane County and 6.6 years in the town of Springfield. By comparison, the median age increased by 2.5 years in the state during 2000 and 2010. The median age in the town of Springfield is higher than the county and state median ages.

Labor Force Statistics

<b>Entity</b>	<b>2000</b>			<b>2010</b>		
	Employed	Population 16 and older	% Employed	Employed	Population 16 and older	% Employed
Town of Springfield	1,715	2,123	80.8	1,672	2,128	78.6
Dane County	256,180	341,422	75.0	290,309	393,403	73.8
Wisconsin	2,872,104	4,157,030	69.1	3,078,465	4,458,387	69.0

Source: U.S. Census Bureau

Between 2000 and 2010 employment has decreased slightly for the town of Springfield, Dane County and Wisconsin which reflects the recession which began in 2007. However, compared to statewide and Dane County the employment levels are greater in the town.

#### 9. Rate of Urbanization

- ☐ Does the project study area contain proposed new developments?

No. The Town Center Plan in the unincorporated hamlet of Springfield Corners identifies anticipated growth in the area, but the timeline for development is unknown.

- ☐ What are the main changes in developed areas vs. undeveloped areas over past 5, 10, and 20 years?

A few residential developments have occurred over the past 20 years in the project area. In particular in the unincorporated hamlet of Springfield Corners and near Kickaboo Road in the central section. There does not appear to be any changes in these areas vs. undeveloped areas other than the loss of agricultural land.

- ☐ Have there been significant conversions of agricultural land uses to other land use types, such as residential or industrial?

Yes. There has been some conversion of agricultural land as a result of residential development as mentioned in the previous response.

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.).

Yes. Several meetings have been held with local officials and the public. Preservation of the agricultural lands was identified as a goal for the project. Limiting the loss of agricultural land as a direct result of the Proposed Action is a factor in selecting the Preferred Alternative. Also, access is a main concern. Removing direct access would require motorists to modify their current routes in order to access US 12 at interchange locations.

Overall the town, city, and county are in support of the selected Preferred Alternative over other alternatives since it provides the best balance between preserving agricultural lands and providing access.

**Conclusion**

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 would 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 would be re-examined for sufficiency.

# ***ATTACHMENT E***

## **Cumulative Effects Analysis**

## **Summary of Findings of Cumulative Effects**

Cumulative effects include impacts on the environment from the proposed action which result from the incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions.

### Past, Present, and Planned Actions

As discussed in this report, there are a number of past, present and planned projects, activities and outside influences that affect the project area. These projects, activities and influences have cumulative effects on resources in the study area. These projects and activities include, but are not limited to:

- Improvements to US12 corridor from Madison to Wisconsin Dells
  - New US 12 bridge over Wisconsin River
  - Reconstruction of US 12 in Sauk City
  - Expansion to four lane
  - US 12 bypass at Baraboo
- Construction of North Mendota Parkway
- Installation of utilities
- Land Use and Development
- Fluctuating energy costs and economic conditions

### US 12

Several upgrades to US 12 corridor have occurred over the past decade including expansion from a two lane highway to a four lane expressway between Parmenter Street interchange and WIS 19 West, a new bridge over the Wisconsin River, reconstruction in Sauk City, and expansion to four lane north of Baraboo. Future expansions and bypasses are planned for the US 12 corridor extending to Wisconsin Dells including at Baraboo. However, the US 12 corridor in the project area has experienced little change in land use patterns in the past two decades. The majority of the project area remains in agricultural use.

The improved travel conditions and access to Middleton/Madison may have the effect of encouraging new or expanded businesses in the region. The improvement to the highway system may encourage people to live farther from their place of employment as they perceive the expressway to result in a better or shorter commute. Some of these effects may be experienced in the project area.

### North Mendota Parkway

A plan was developed by Dane County titled The North Mendota Parkway Plan. The recommendations were adopted by the Dane County Board of Supervisors on May 6, 2010. The North Mendota Parkway is a planned four lane roadway linking US 12 to I-39/90/94. Capital funds to construct the planned roadway have not been identified. Local communities recognize and have adopted the plan for this roadway.

### Utilities

There are two known utility projects along the US 12 project corridor. The Galactic Wind project owned by Epic Systems is currently operational. The Badger Coulee Transmission Line is being planned by the American Transmission Company (ATC). The transmission line would run from north of the city of La Crosse to northern Dane County. The planned route would cross US 12. The mapping of the corridor would prevent the ATC line from conflicting with the Proposed Action. There is also ongoing coordination with WisDOT related to this project.

Other utility projects are possible, however, each would require coordination with local and state officials which involves compliance to local land use regulations and comprehensive plans.

#### Land Use and Development

The existing development patterns were evaluated. Potential induced changes to land use and development that may result from decisions made about the proposed transportation system were analyzed. Existing local plans and zoning were reviewed.

The town of Springfield has adopted “smart growth” plan. The majority of the project area is planned for “Agricultural Preservation”. Unincorporated hamlet of Springfield Corners has a concept plan which is not officially approved which designates new residential, commercial and recreational space. Also the city of Middleton and the town of Springfield Intergovernmental Agreement establishes three joint planning areas for growth. The Proposed Action would not conflict with any of these plans.

According to data from the U.S. Census Bureau, the population in the town of Springfield experienced a 3.2% increase from 1990 to 2000 and a 1.0% decrease from 2000 to 2010. These rates are a slow, manageable growth rate for the community.

The table below shows the population forecasts for the town of Springfield between 2010 and 2040. Rural development is extremely restricted by Dane County. The county and town are progressive in ensuring agricultural preservation. Policies include restricting residential density to no more than one dwelling unit per 35 acres and allowing commercial development as necessary to support agricultural operations. As a result, rural development would have a negligible impact on the corridor. The data suggests that the annual population increase for the town of Springfield is expected to be about 0.07% per year which is modest and manageable. This growth rate is less than Dane County and Wisconsin statewide.

*Projected Population Data, 2040*

<u>Entity</u>	<u>2010 Population</u>	<u>2040 Population</u>	<u>2010-2040 Change (%)</u>
<u>Town of Springfield</u>	<u>2,734</u>	<u>2,790</u>	<u>2.0</u>
<u>Dane County</u>	<u>488,073</u>	<u>606,620</u>	<u>24.3</u>
<u>Wisconsin</u>	<u>5,686,986</u>	<u>6,491,635</u>	<u>14.1</u>

*Source: Wisconsin's Future Population: Projections for the State, Its Counties and Municipalities, 2010 - 2040, & MCD and Municipal Population Projections, 2010-2040, Wisconsin DOA, Dec. 2013*

#### Economic Conditions and Energy Prices

Conditions in the US economy fluctuate from year to year. These fluctuations affect the economic activities that, in turn, affect land resources. Economic conditions that favor business development or home building may result in greater land conversions to these uses. Similarly, a downturn in economic conditions may slow the pace of land conversions. These are the conditions that the region has been experiencing since 2008, which has curtailed growth and development in the town of Springfield.

Similarly, recent decreases in energy costs are likely to affect the choices of individuals regarding travel and home construction; these choices may in turn affect land conversions for development. The project area may experience effects to the extent the conditions affect the number of individuals/families that seek to live in the area.

Over the decades, the elements listed above have had and would continue to have cumulative effects on the following resources: agricultural lands, wetlands, and springs. These resources are discussed in more detail below.

#### Agricultural Lands

As discussed previously, agriculture is the primary land use in the project area. Population growth and development would continue to lead to the incremental loss of farmland in the project area. Population growth is modest since Dane County and the town of Springfield preserve farmland through policies and regulations limiting residential densities and commercial development in agricultural areas. In general, the town of Springfield prefers to have development occur where planned in unincorporated hamlet of Springfield Corners. Development activity may be drawn towards the areas where interchanges are planned but areas that currently have access via existing at-grade intersections have not attracted any significant amount of development.

In summary, some cumulative impacts to agricultural lands have occurred and would continue to occur in the project area, with or without the implementation of the Proposed Action.

#### Wetlands

Because of the topography of the area, there are few wetlands in the project area. Wetlands in the north section which are located east of US 12 and north of County P would be avoided by the Proposed Action. About 0.8 acres of wetlands would be impacted in the central section located west of US 12 near Meffert Road. The incremental filling of wetlands has occurred over time as the result of development, conversion of land to agricultural uses, and roadway projects. Wetlands are protected by federal, state and/or county regulations concerning building in floodplains and wetland areas. The Proposed Action would provide mitigation, and future projects in the project area should do the same.

#### Water Resources

The drainageways are vulnerable to agricultural and urban runoff. Agricultural sources of runoff include cropland erosion, barnyard runoff and manure spreading on fields. Urban runoff sources include increased stormwater runoff from developments and roadways. The Dane County Land and Water Resource Management Plan addresses the agricultural nonpoint source pollution and also protects groundwater quality.

The Proposed Action is outside of the zone for the Middleton Wellhead Protection Plan and Ordinance and therefore would not have an impacts.

The Frederick Springs recharge area is located in the south section of the project area. Potential impacts and any necessary mitigation would be determined according to the Dane County Land and Water Resource Management Plan. From a quantity standpoint, the cumulative impacts to the springs as a result of the Proposed Action would not be expected to be significant. There are already impacts on the springs from existing roads and development of impervious areas. Incremental development in the area could affect the springs, with or without the implementation of the Proposed Action. The Proposed Action would provide mitigation, and future projects in the project area should do the same.

#### Summary

Although it is anticipated that US 12 projects may focus development at access points and frontage areas adjacent to the corridor, future growth and development has been planned for by the town of Springfield.

The US 12 Preferred Alternative would require the filling of 0.8 acres of wetlands. WisDOT intends to mitigate these impacts in compliance with federal and state requirements.

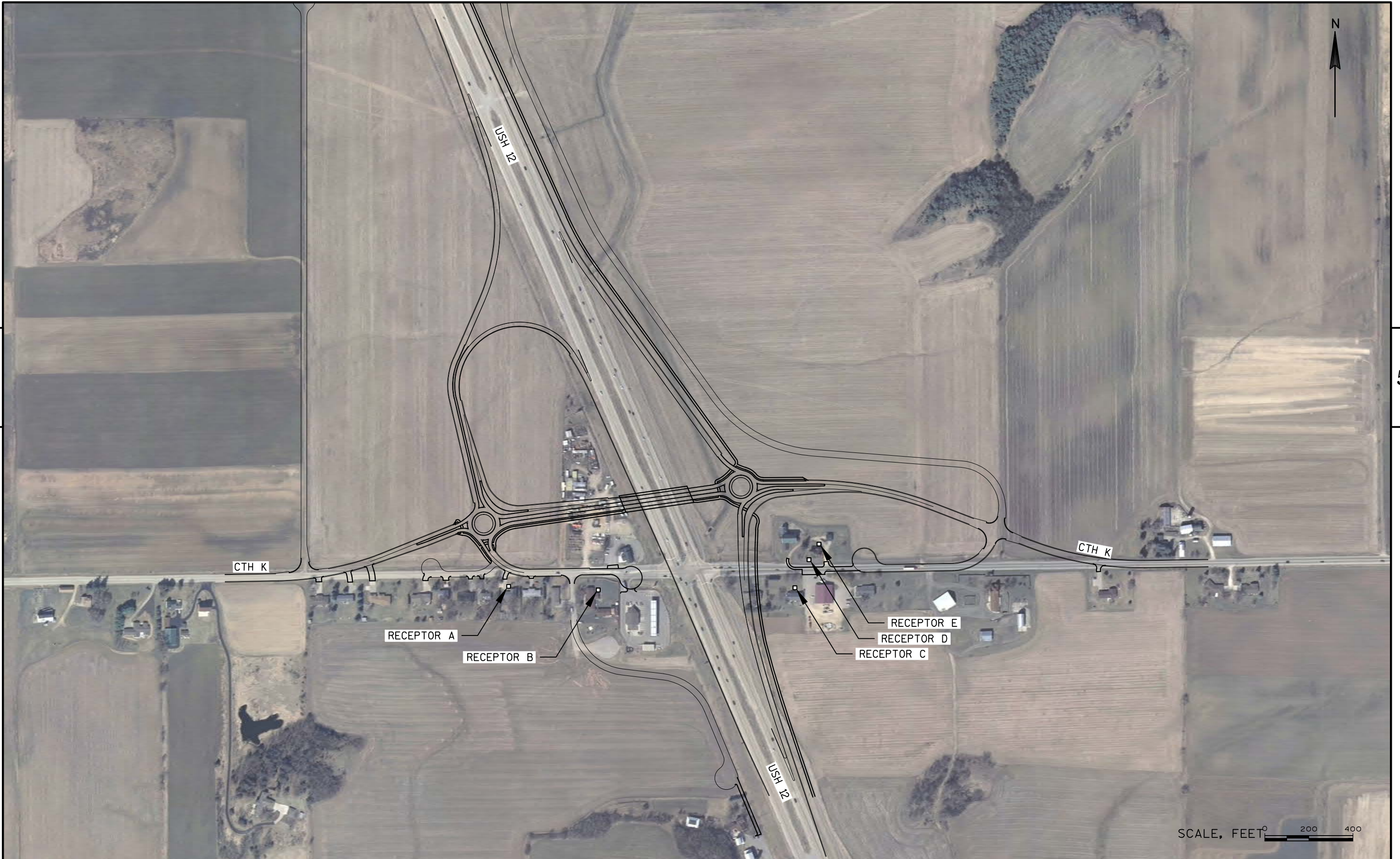
US 12 would contribute to increases in stormwater runoff both directly and indirectly (i.e., runoff coming from the expanded highway and runoff associated with development). Future highway design and improvements would incorporate best management practices for managing runoff both during and after highway construction. The WisDNR and USACE would monitor these improvements and ensure compliance.

The state has limited control regarding cumulative effects that are due to economic conditions and energy prices.

The cumulative effect of the Proposed Action and other actions would be the incremental loss of agricultural land and other natural resources in the area. The Proposed Action, when considered within the context of other past and reasonably foreseeable actions, would not likely contribute to significant population growth or development in the project area. For this reason, further cumulative effects analysis is not warranted.

# ***ATTACHMENT F***

## **Noise Study Evaluation**



PROJECT NO:5300-05-00	HWY:USH 12	COUNTY:DANE	EXHIBIT A: NOISE RECEPTOR LOCATION MAP (ALT. S3A)	SHEET	E
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FILE NAME : P:\905\93\00093004\C3D\DESIGN\NOISE MODEL\NOISE MODEL EXHIBIT.DWG  
LAYOUT NAME - S3A

PLOT DATE : 12/2/2014 10:55 AM

PLOT BY : CHAD WAGNER

PLOT NAME :

PLOT SCALE : 1 IN:400 FT

WISDOT/CADDs SHEET 44





## ATTACHMENT 1

# WisDOT TRAFFIC FORECAST REPORT

PROJECT ID(S): 5300-05-00

ROUTE(S): USH 12

Region/COUNTY(IES): SW / Dane **Alt 2 (N1B, C3A, S3A)**

LOCATION: Parmenter ST to STH 19 West

COMPLETED: 03/27/2014

Developed by: Urvashi Martin

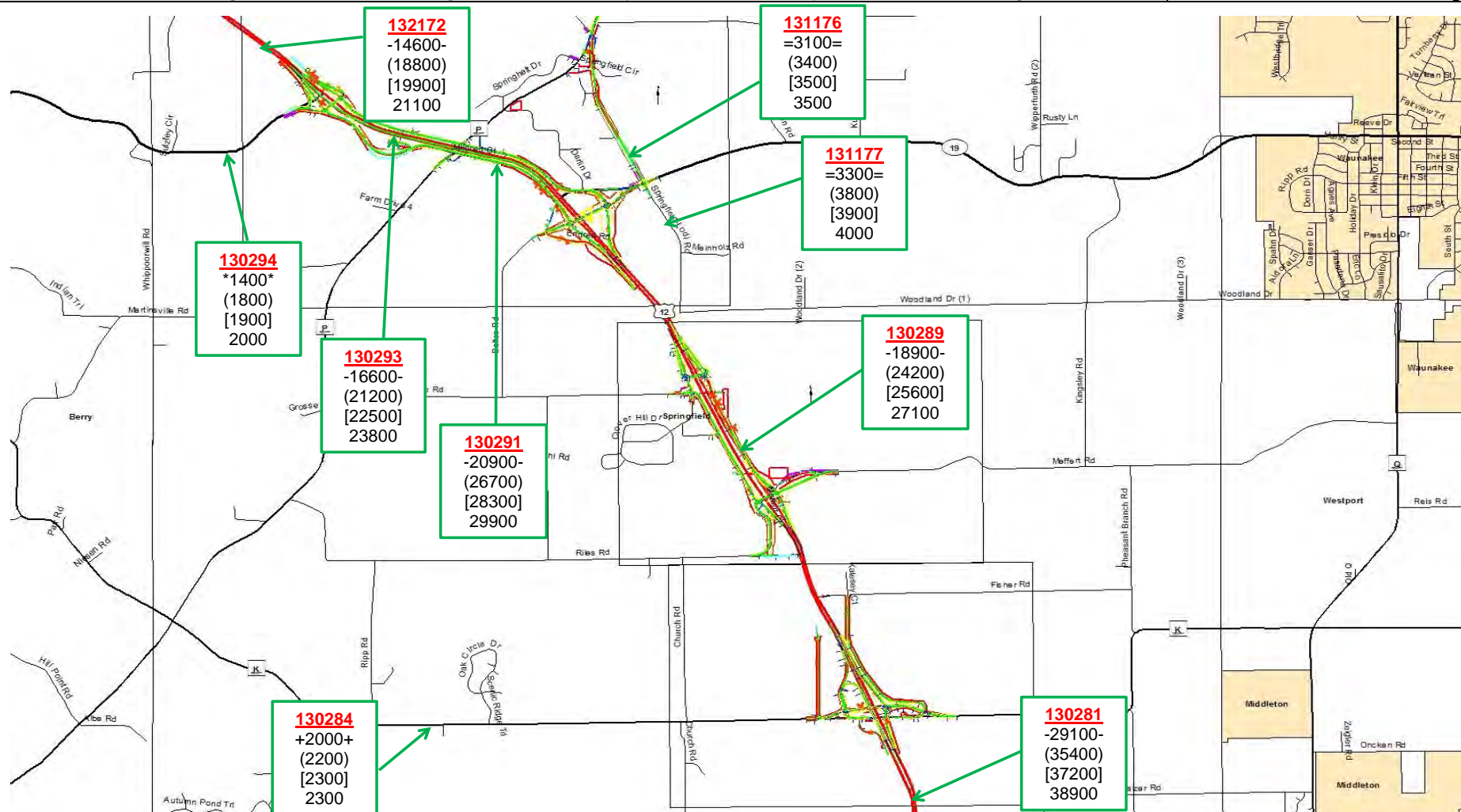
Phone: (608) 267-3640

FAX #: (608) 267-0294

E-Mail: Urvashi.Martin@dot.wi.gov



Traffic Forecasting Section; Bureau of Planning and Economic Development; Division of Transportation Investment Management



## Design Values (%)

Sites	130281		
Routes	USH 12		
Volume(s):	38900		
K250	9.1		
K100	9.7		
K30	10.1		
P	11.3		
D(Dsgn. Hr.)	60/40		
T(DHV)	7.7		
T(PHV)	4.1		

## Site IDs are Colored, Bolded, and Underlined

-000-	2012 Count	(000)	2030 AADT
*000*	2011 Count	[000]	2035 AADT
+000+	2009 Count	000	2040 AADT
=000=	2002 Count		

## Truck Class Percents

Class	130281		
2D	7.0		
3AX	0.7		
2S1+2S2	0.7		
3-S2	0.7		
DBL-BTM	0.1		
TOTAL	9.2%		

## NOTES ON THE FORECAST:

1. This projection assumes a combination of North 1B, Central 3A, and South 3A for Alternative 2.
2. Truck classification percentages were taken from 2009 Wisconsin Vehicle Classification Data (Site # 130281).

## MORE NOTES ON THE FORECAST:

3. USH 12 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.

Projected PM Design Hour Traffic Volumes

Design Hour: 4:30-5:30 p.m.

Forecast Completed:

December 5, 2007

Project Description

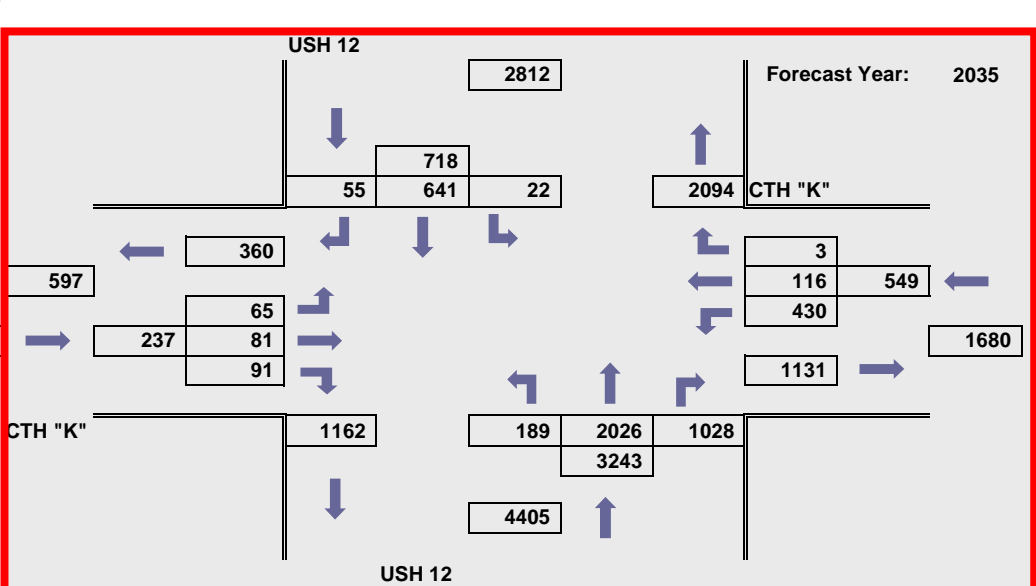
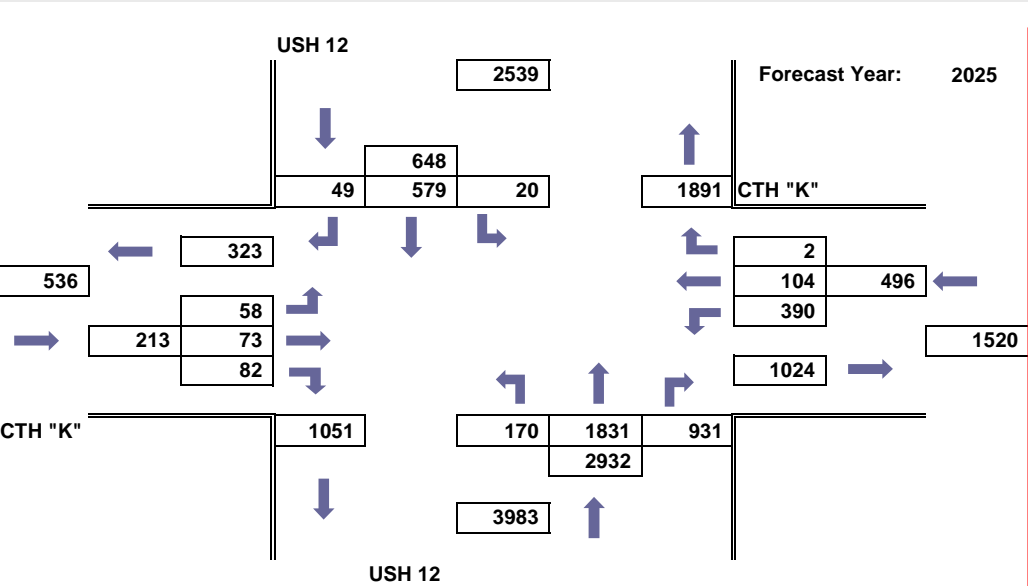
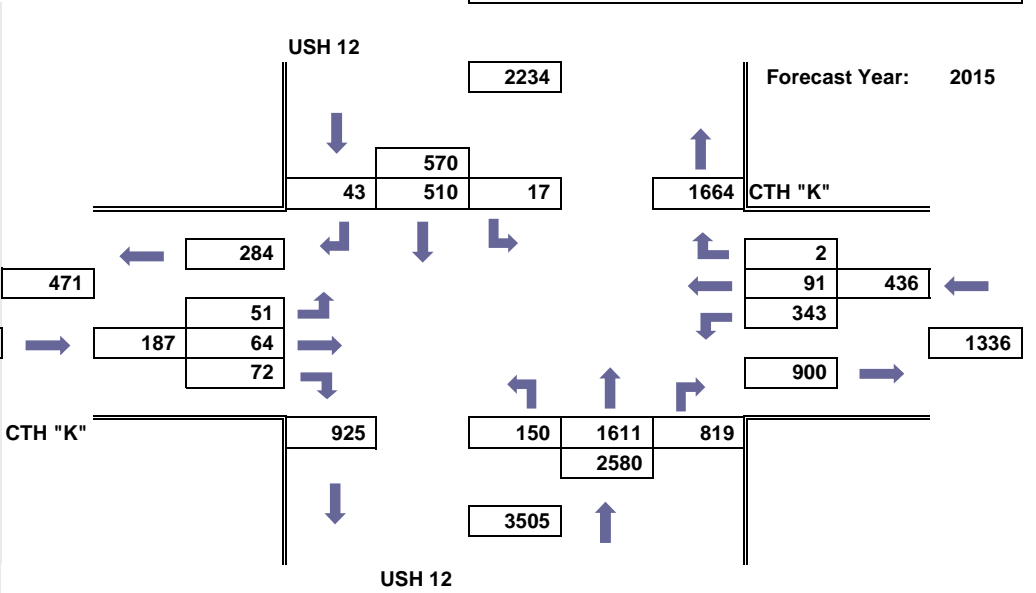
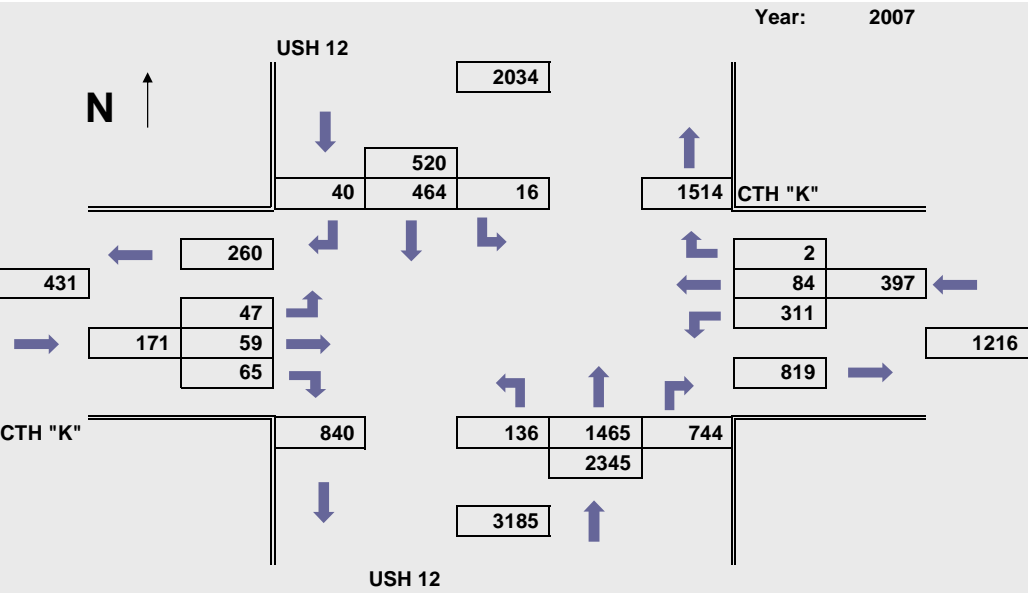
Project ID: 5300-05-00

Location: Middleton - STH 19 West)

Route: USH 12

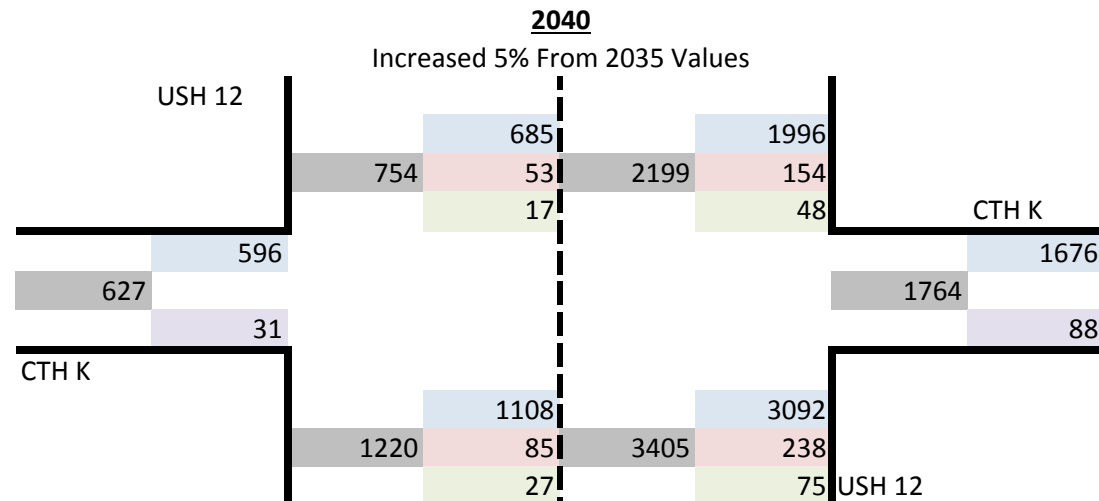
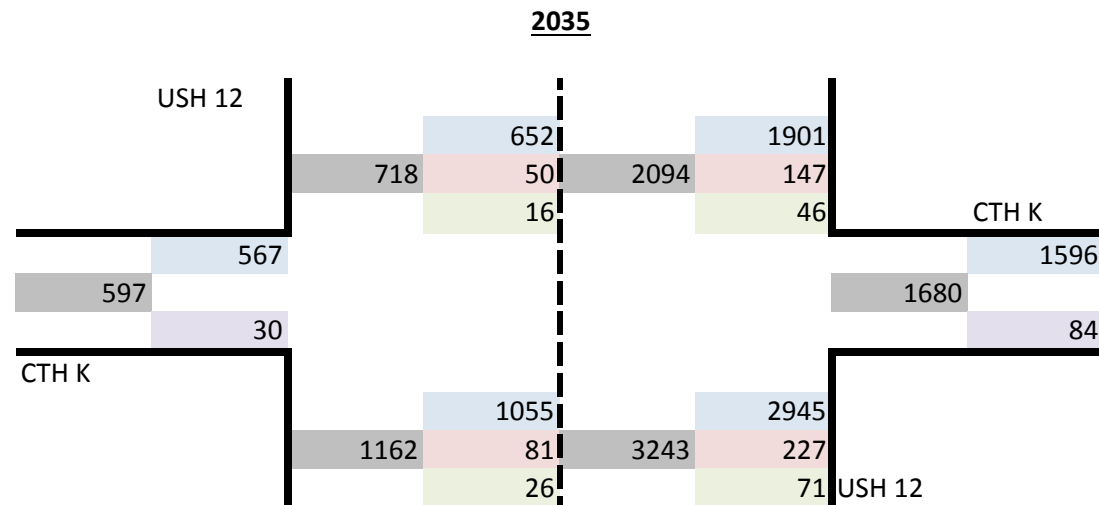
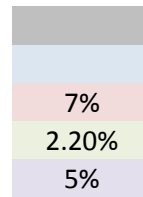
Region/County: Southwest/ Dane Co.

Design Hour Turning Movement Data



## 2040 EXISTING CONDITIONS: USH 12 & CTH K

Total  
Auto  
Med-Truck  
USH 12 Heavy-Truck  
Side Road Heavy-Truck



Projected PM Design Hour Traffic Volumes

Design Hour: 4:30-5:30 p.m.

Forecast Completed:

December 5, 2007

Project Description

Project ID: 5300-05-00

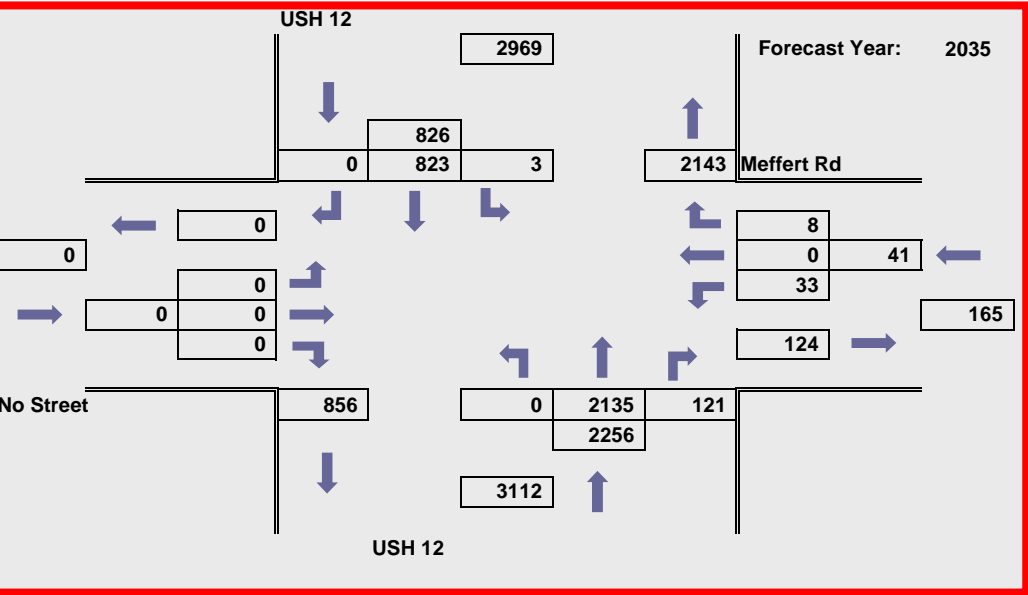
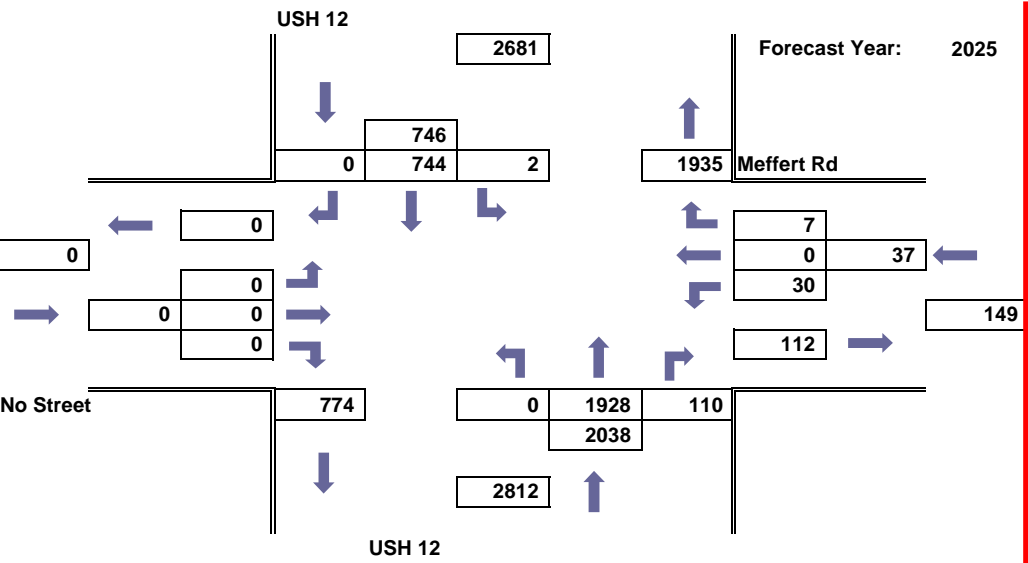
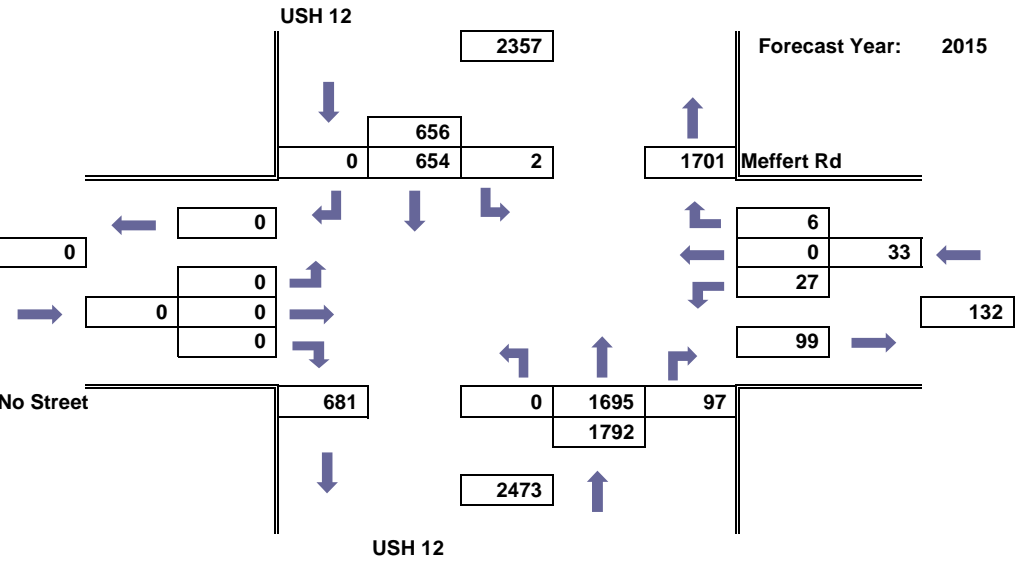
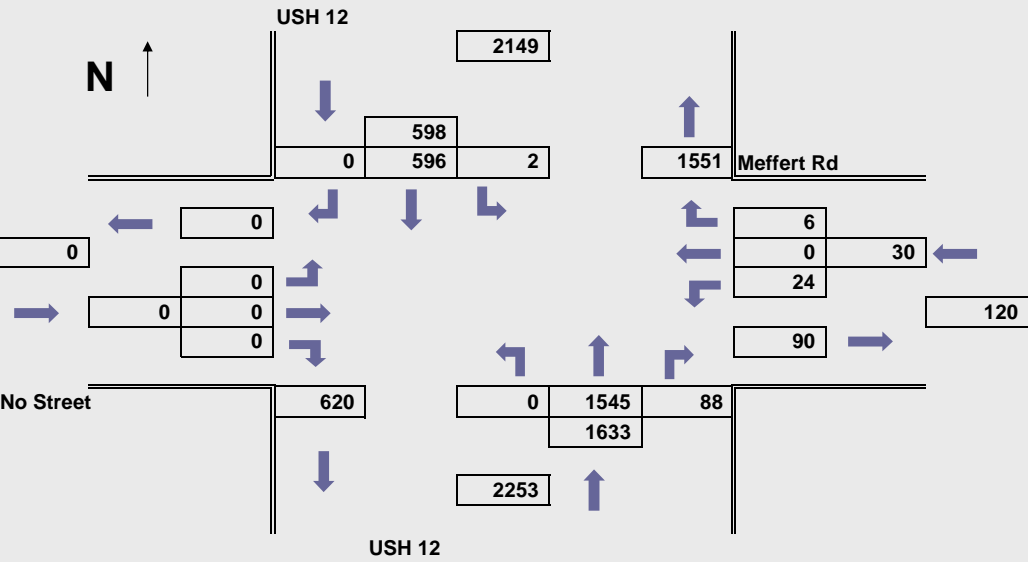
Location: Middleton - STH 19 (West)

Route: USH 12

Region/County: Southwest/ Dane Co.

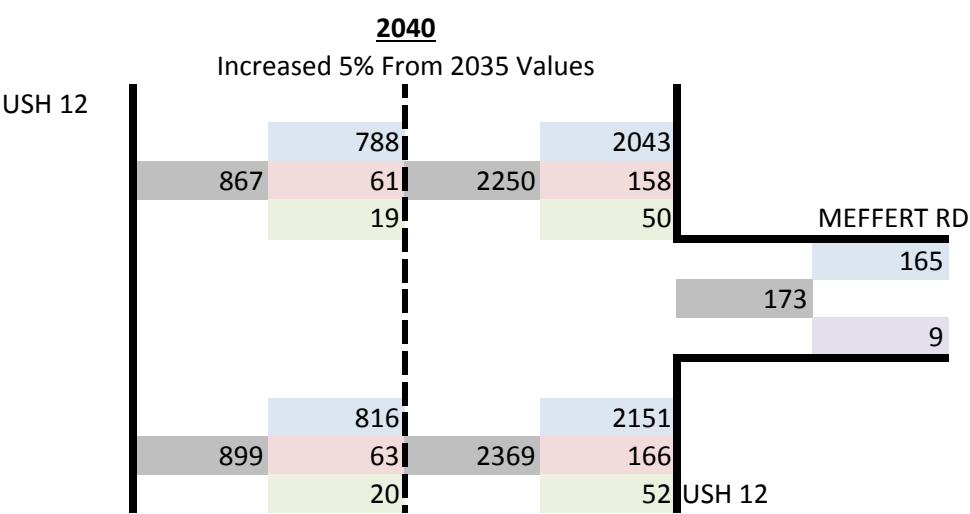
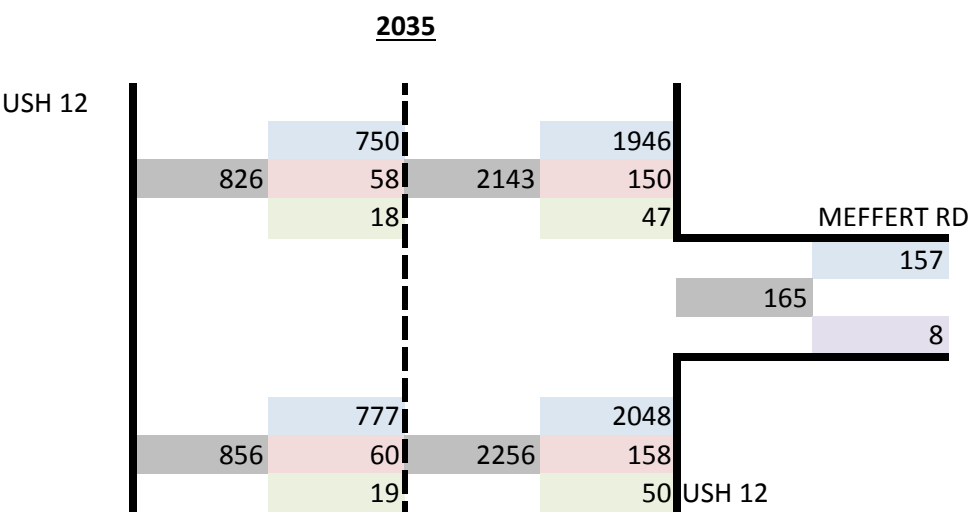
Design Hour Turning Movement Data

Year: 2007



# 2040 EXISTING CONDITIONS: USH 12 & MEFFERT ROAD

Total	
Auto	
Med-Truck	7%
USH 12 Heavy-Truck	2.20%
Side Road Heavy-Truck	5%



Projected PM Design Hour Traffic Volumes

Design Hour: 4:30-5:30 p.m.

Forecast Completed:

December 4, 2007

Project Description

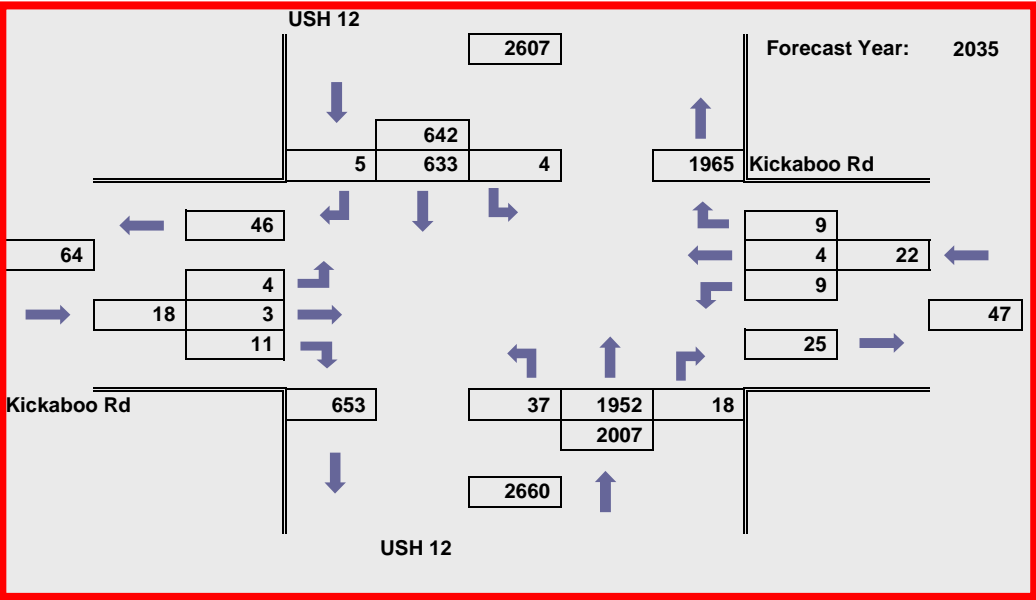
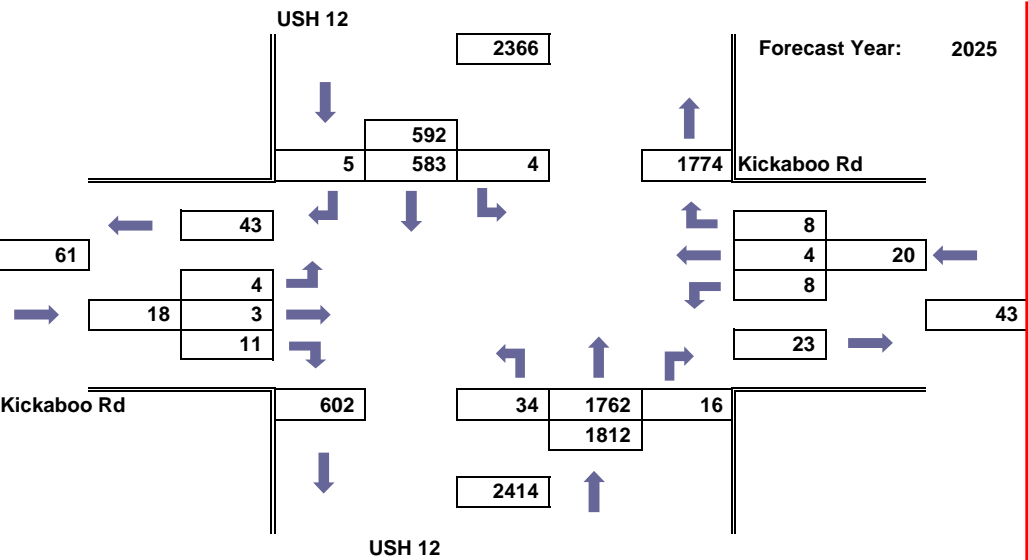
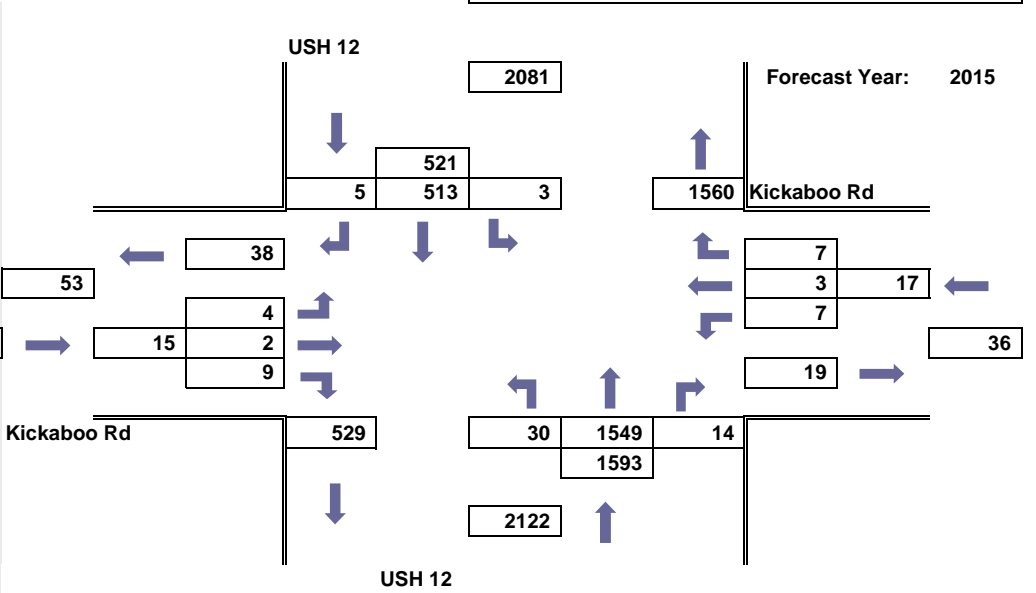
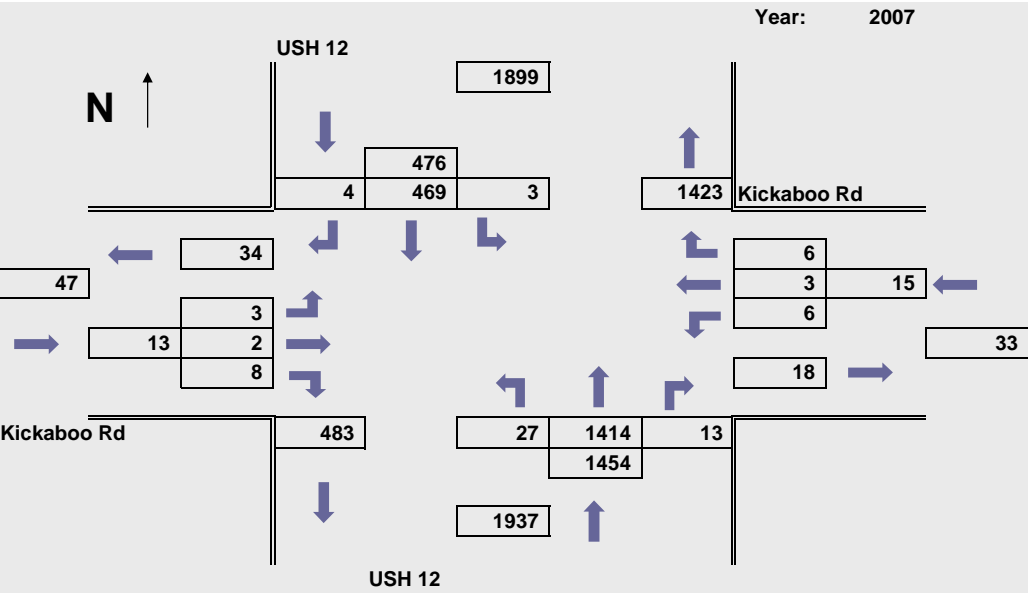
Project ID: 5300-05-00

Location: Middleton - STH 19 (West)

Route: USH 12

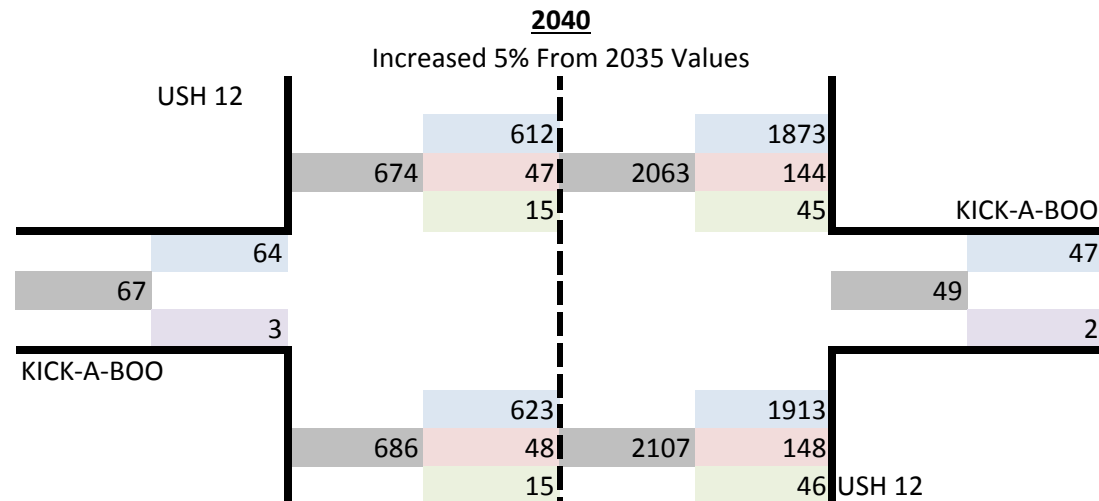
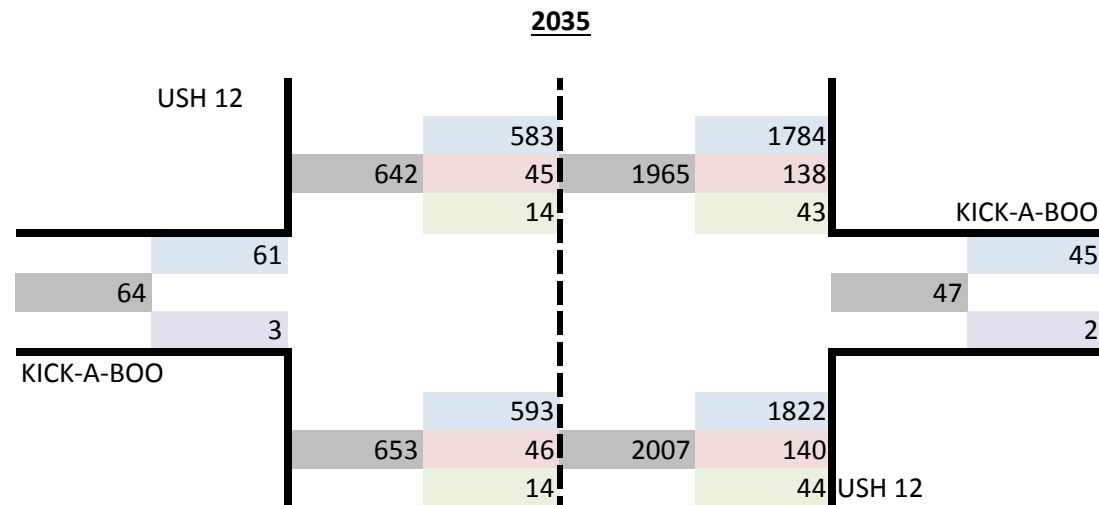
Region/County: Southwest/ Dane Co.

Design Hour Turning Movement Data



## 2040 EXISTING CONDITIONS: USH 12 & KICK-A-BOO

Total	
Auto	
Med-Truck	7%
USH 12 Heavy-Truck	2.20%
Side Road Heavy-Truck	5%



Projected PM Design Hour Traffic Volumes

Design Hour: 4:30-5:30 p.m.

Forecast Completed:

December 4, 2007

Project Description

Project ID: 5300-05-00

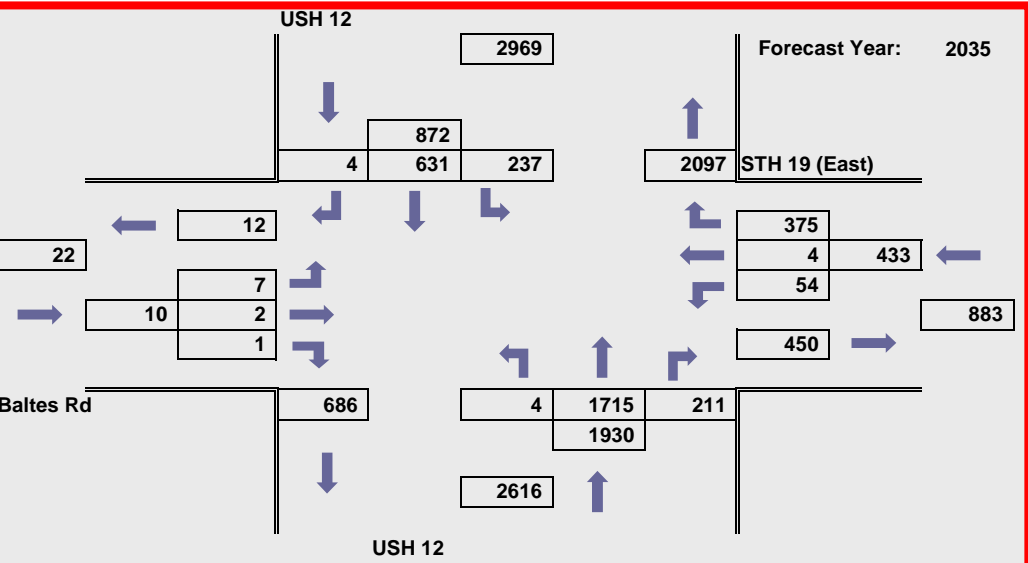
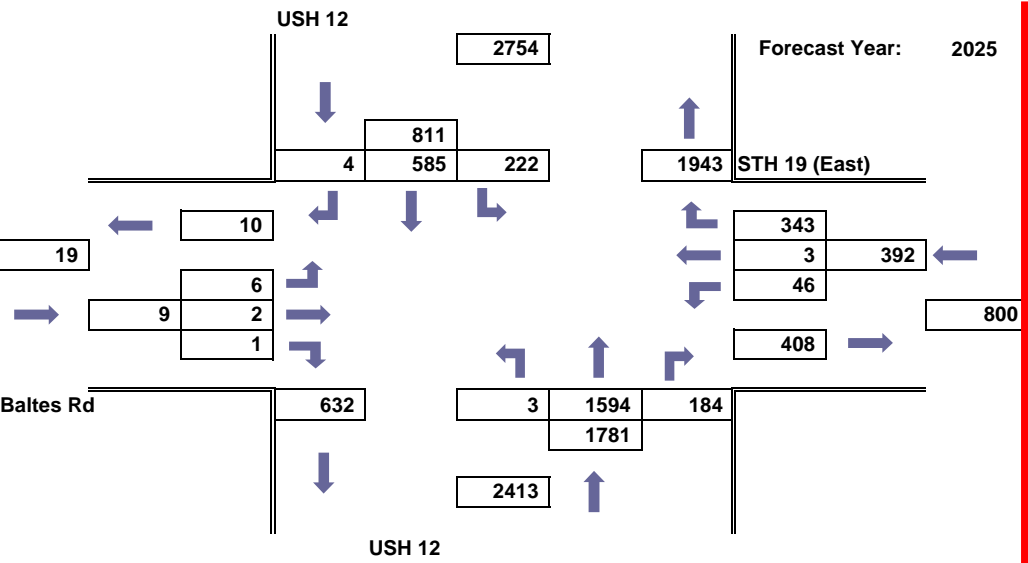
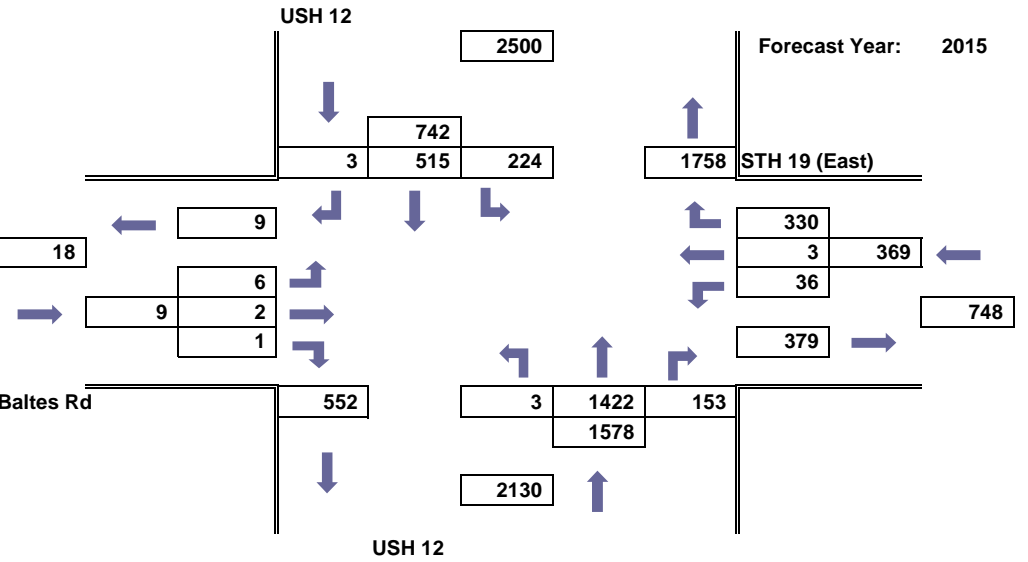
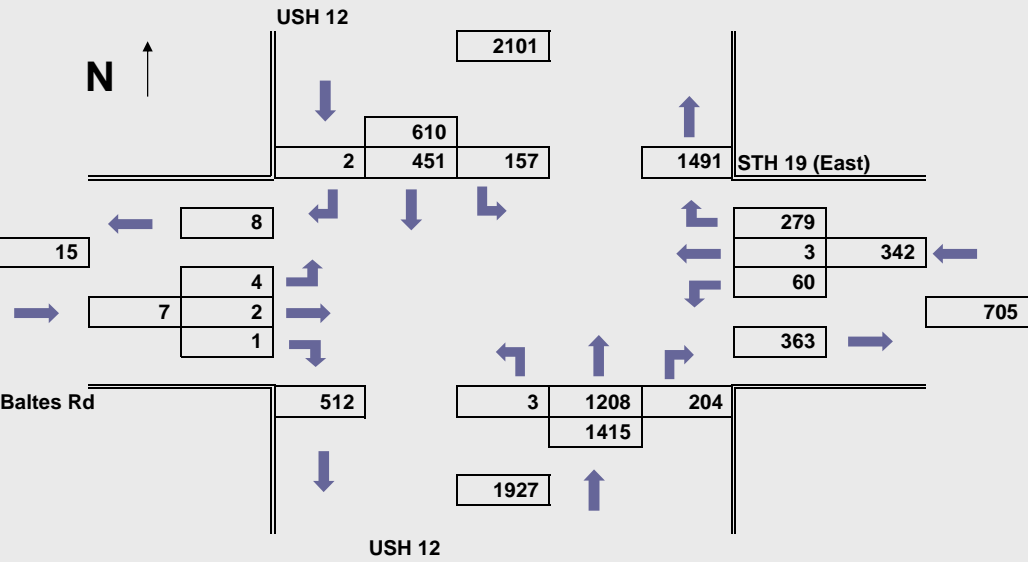
Location: Middleton - STH 19 (West)

Route: USH 12

Region/County: Southwest/ Dane Co.

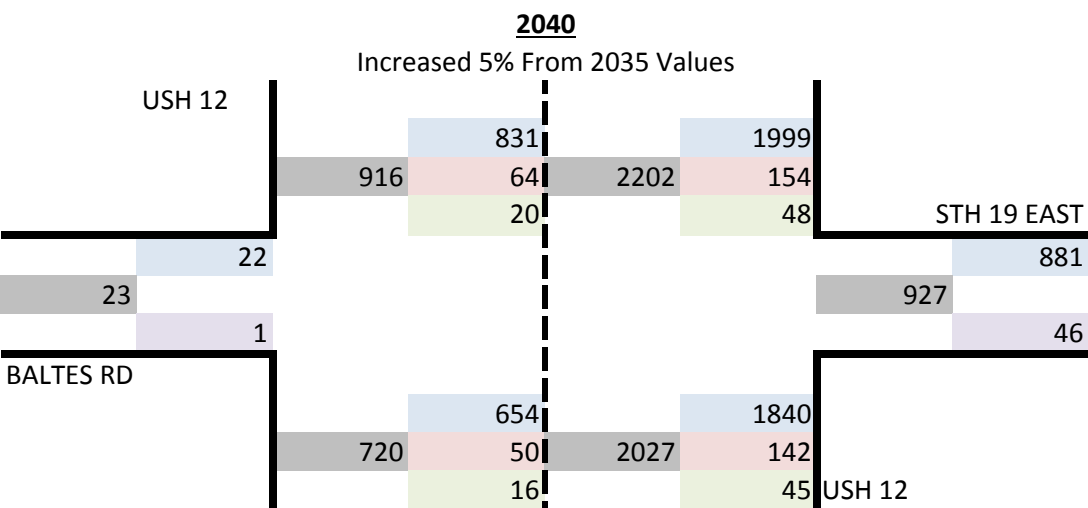
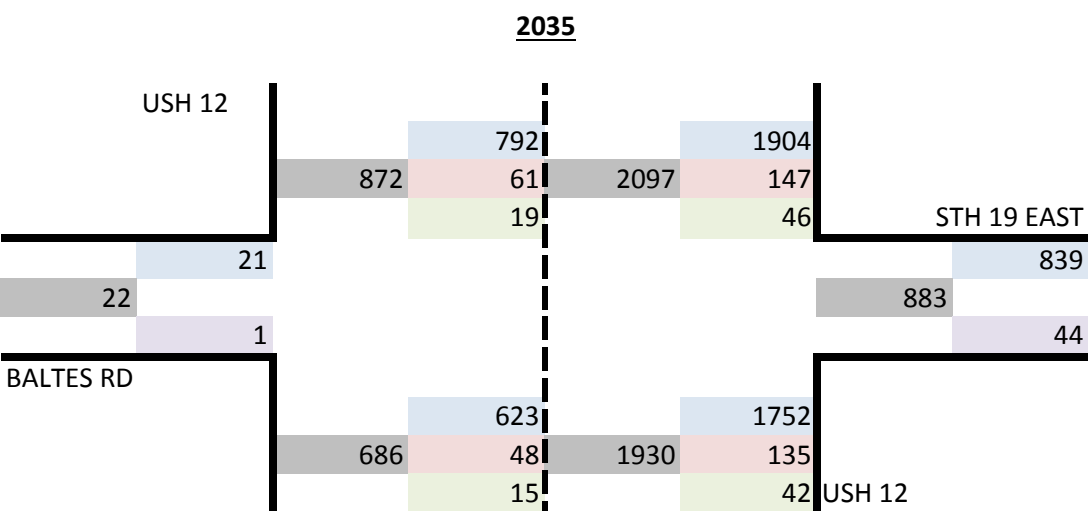
Design Hour Turning Movement Data

Year: 2007



# 2040 EXISTING CONDITIONS: USH 12 & STH 19 EAST

Total	
Auto	
Med-Truck	7%
USH 12 Heavy-Truck	2.20%
Side Road Heavy-Truck	5%



WisDot Bureau of Planning  
Traffic Forecasting Section  
Forecast by: Bill Gavinski  
Phone: (608) 266-3976  
Email:

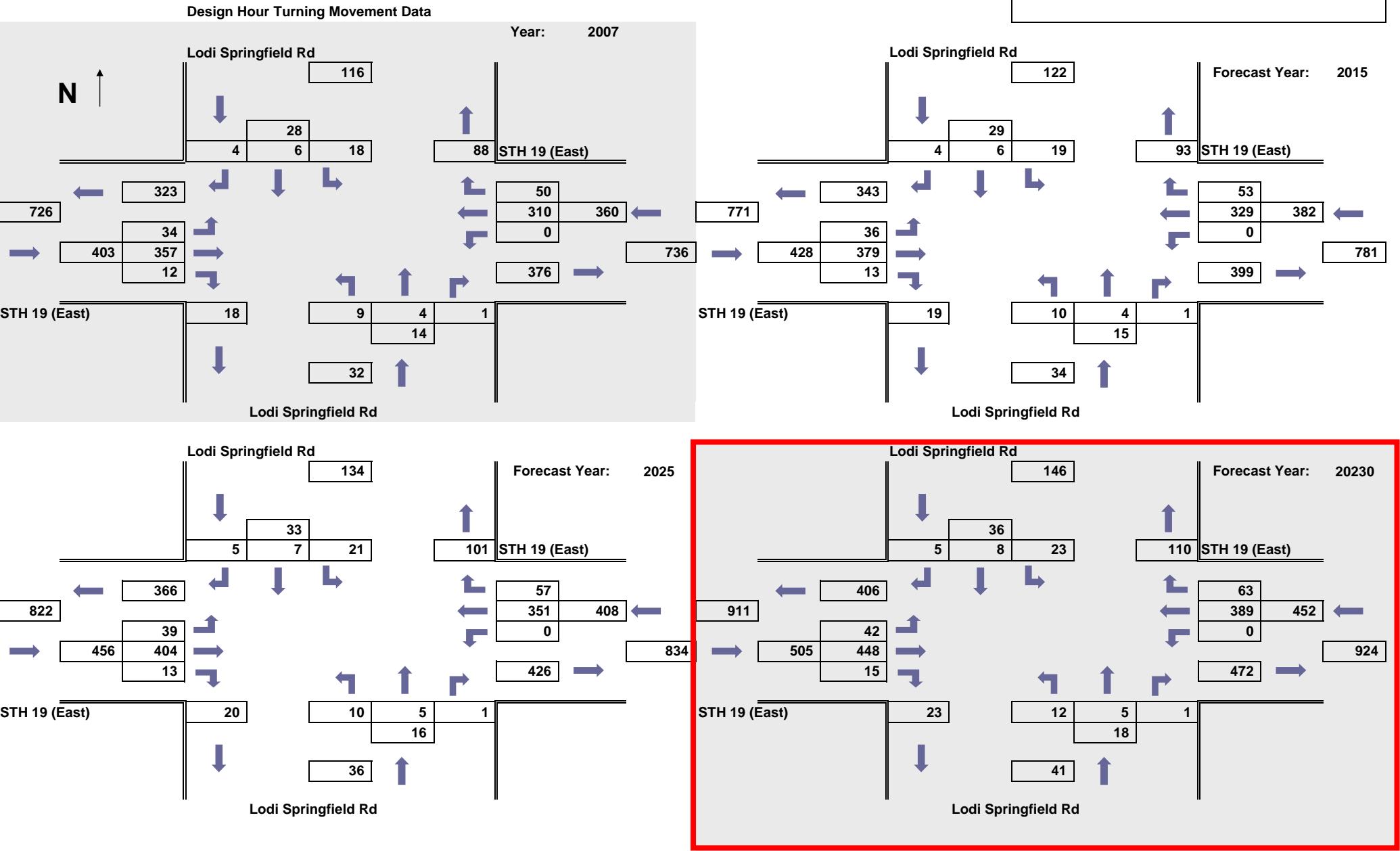
Projected PM Design Hour Traffic Volumes

Project Description

Project ID: 5300-05-00  
Location: Middleton-STH 19 (West)  
Route: USH 12  
Region/County: Southeast/ Dane Co.

Design Hour: 4:30-5:30 p.m.

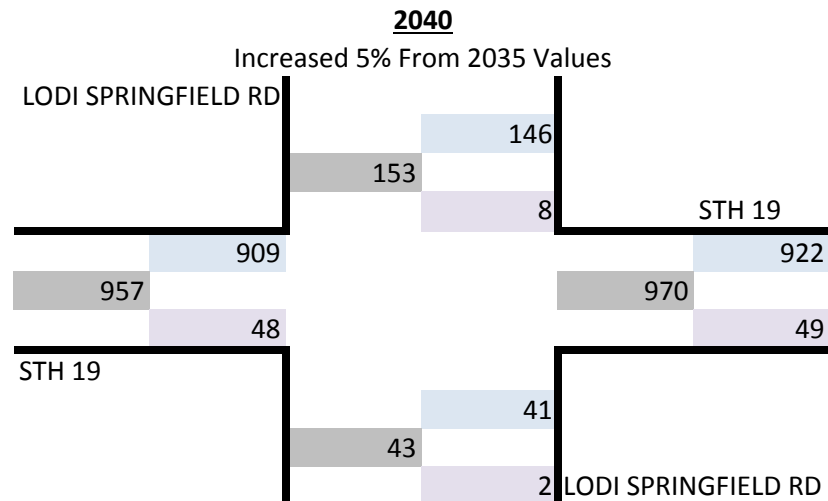
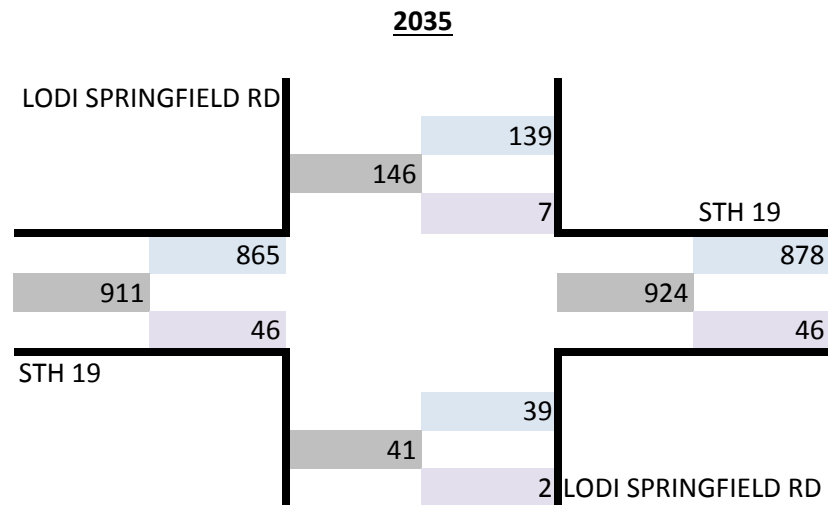
Forecast Completed: December 10, 2007



## 2040 EXISTING CONDITIONS: USH 12 & LODI SPRINGFIELD ROAD

Total	
Auto	
Med-Truck	7%
USH 12 Heavy-Truck	2.20%
Side Road Heavy-Truck	5%

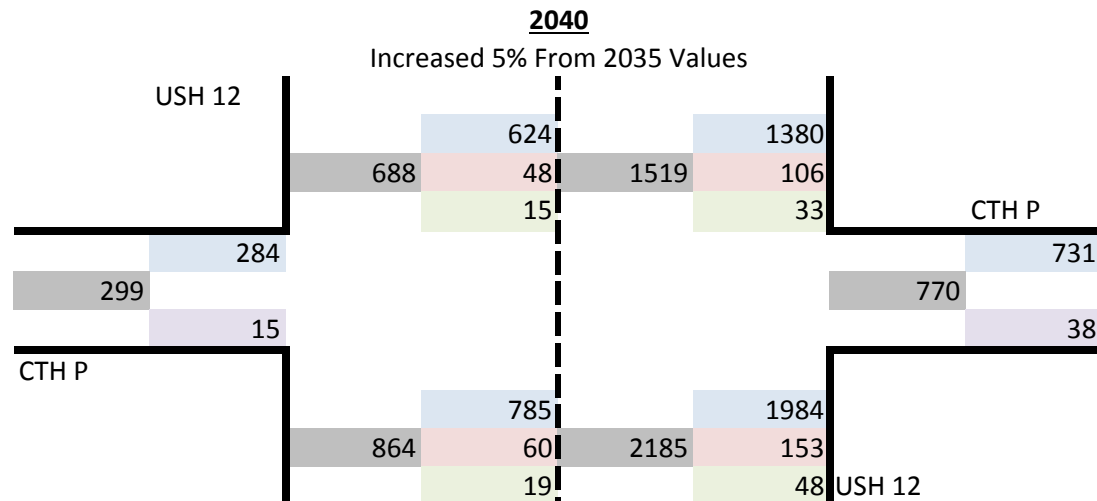
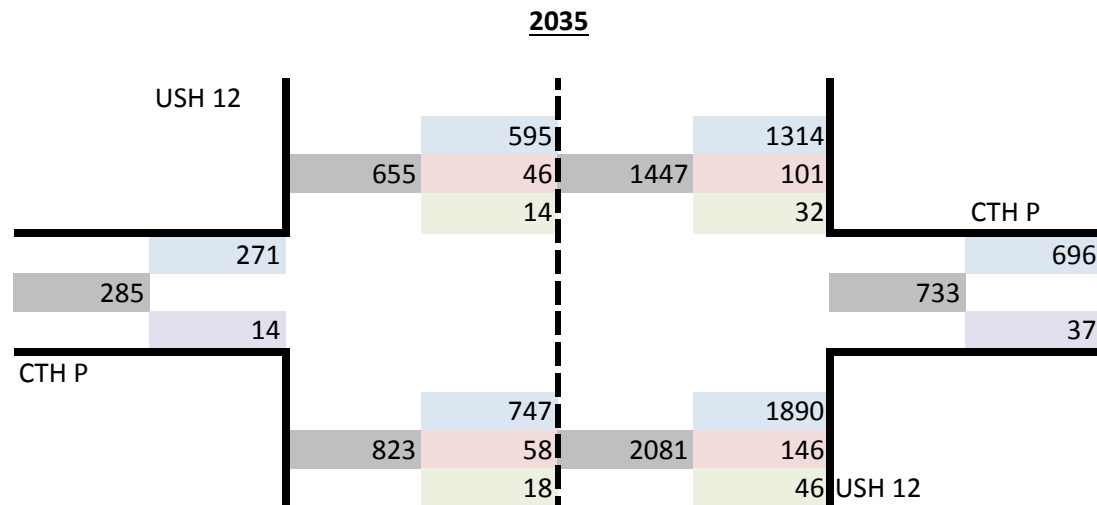
\* Used STH 19 volumes  
from intersection of USH 12  
and STH 19





## 2040 EXISTING CONDITIONS: USH 12 & CTH P

Total	
Auto	
Med-Truck	7%
USH 12 Heavy-Truck	2.20%
Side Road Heavy-Truck	5%



Projected PM Design Hour Traffic Volumes

Design Hour: 4:30-5:30 p.m.

December 4, 2007

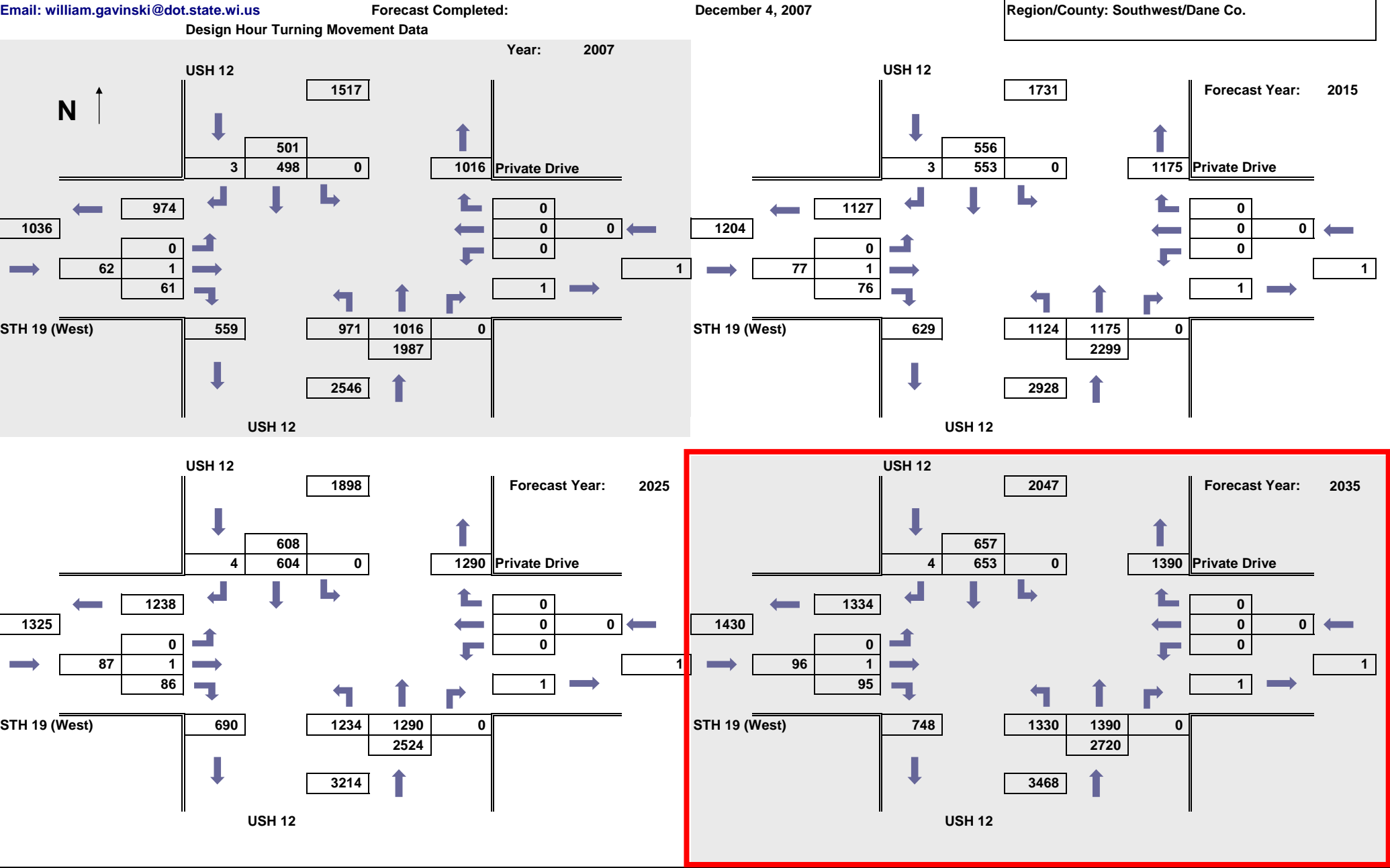
Project Description

Project ID: 5300-05-00

Location: Middleton -STH 19 (West)

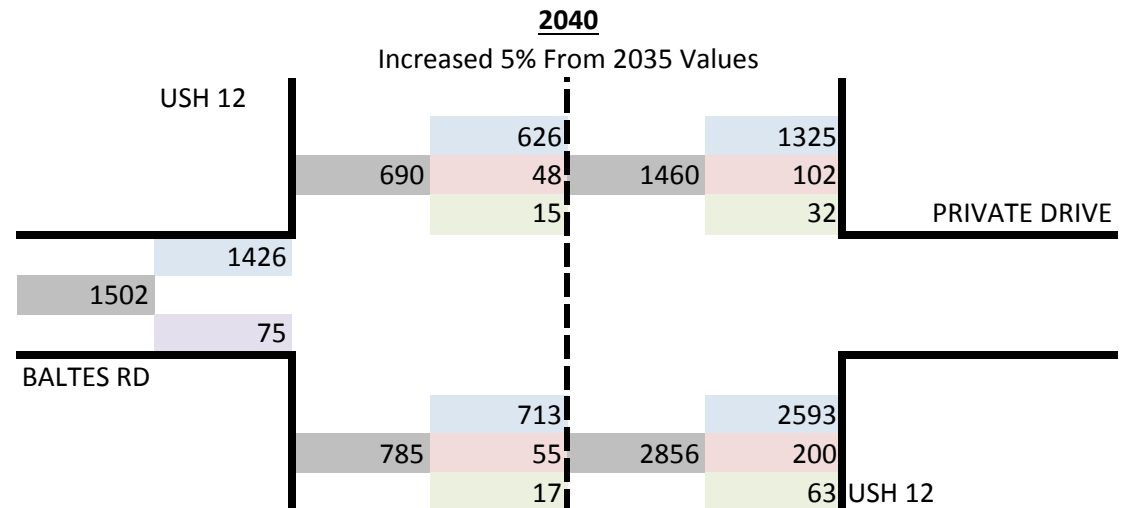
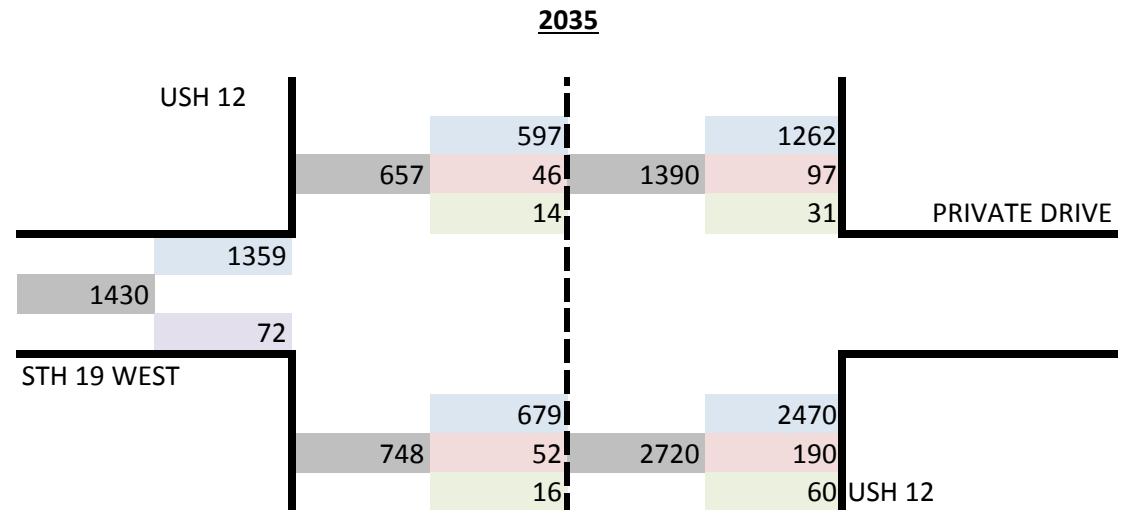
Route: USH 12

Region/County: Southwest/Dane Co.



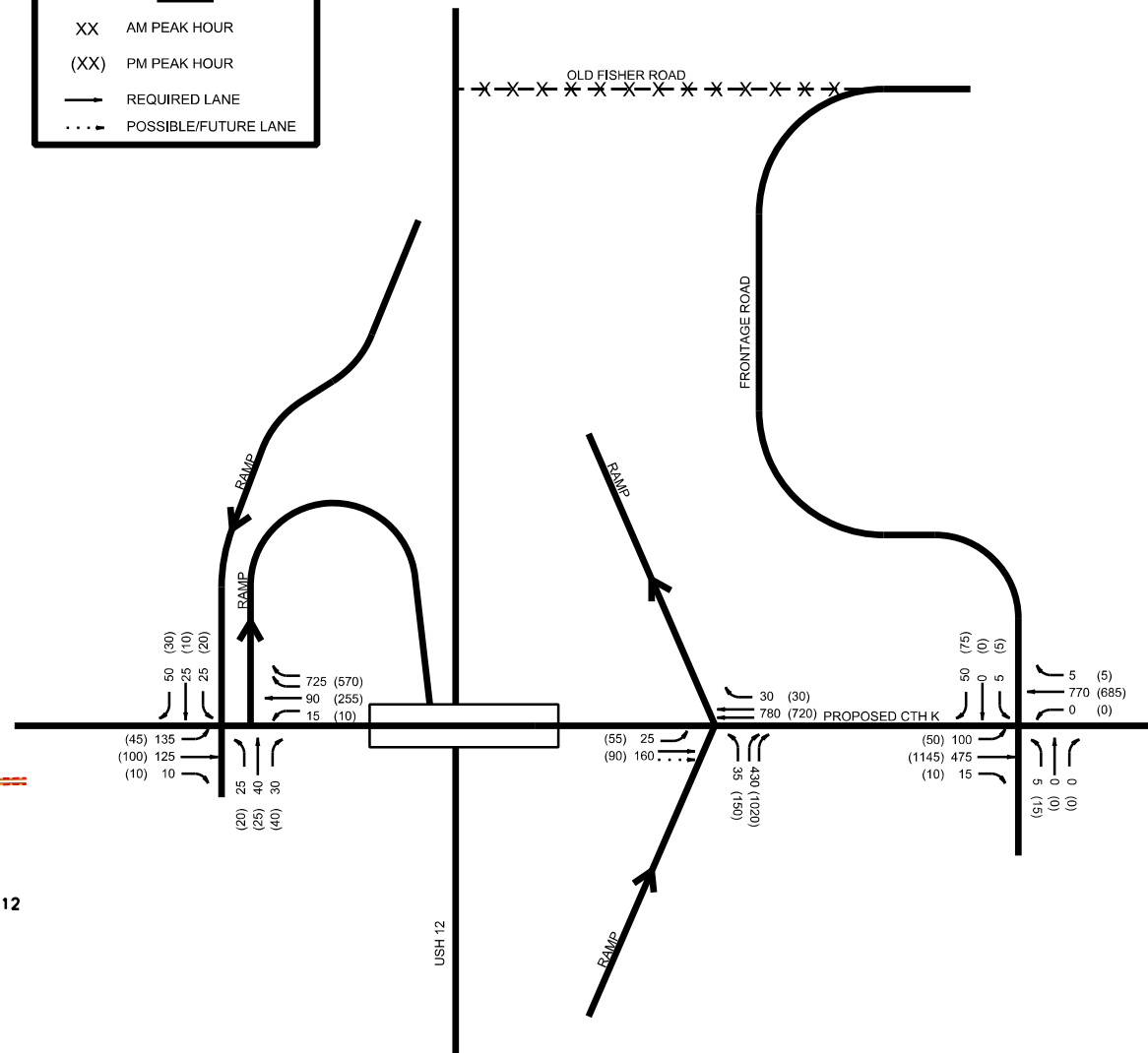
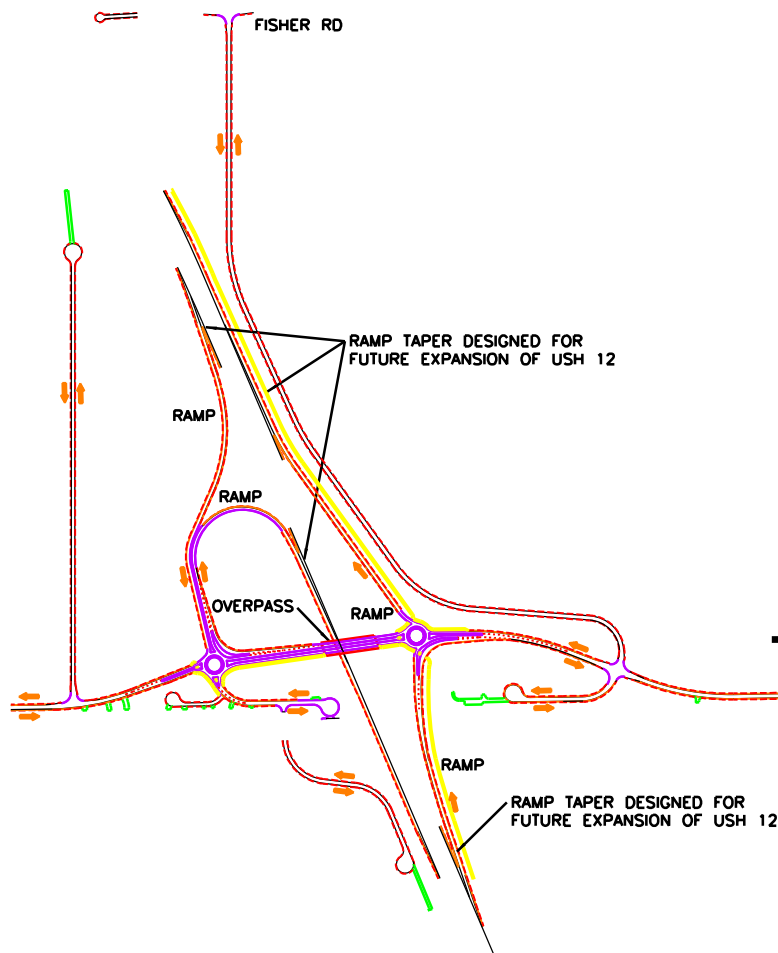
## 2040 EXISTING CONDITIONS: USH 12 & STH 19 WEST

Total	
Auto	
Med-Truck	7%
USH 12 Heavy-Truck	2.20%
Side Road Heavy-Truck	5%



# USH 12 FREEWAY CONVERSION STUDY SOUTH 3A PARTIAL CLOVER LEAF/JUG HANDLE INTERCHANGE (FORMER ALT. N4 & N5)

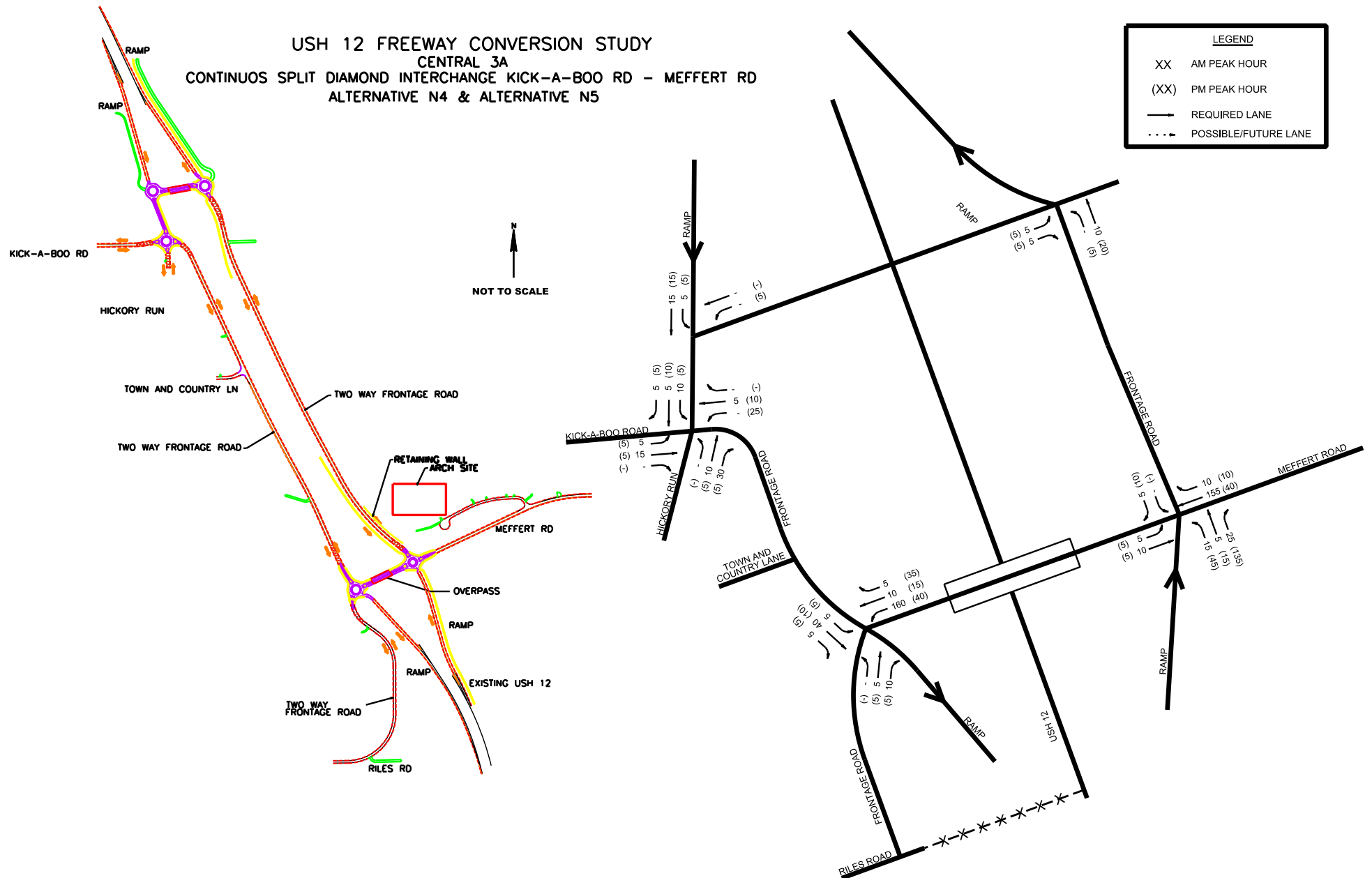
LEGEND	
XX	AM PEAK HOUR
(XX)	PM PEAK HOUR
—	REQUIRED LANE
...	POSSIBLE/FUTURE LANE



**PROPOSED 2040 GEOMETRIC LAYOUT AND  
REDISTRIBUTED TRAFFIC VOLUMES**

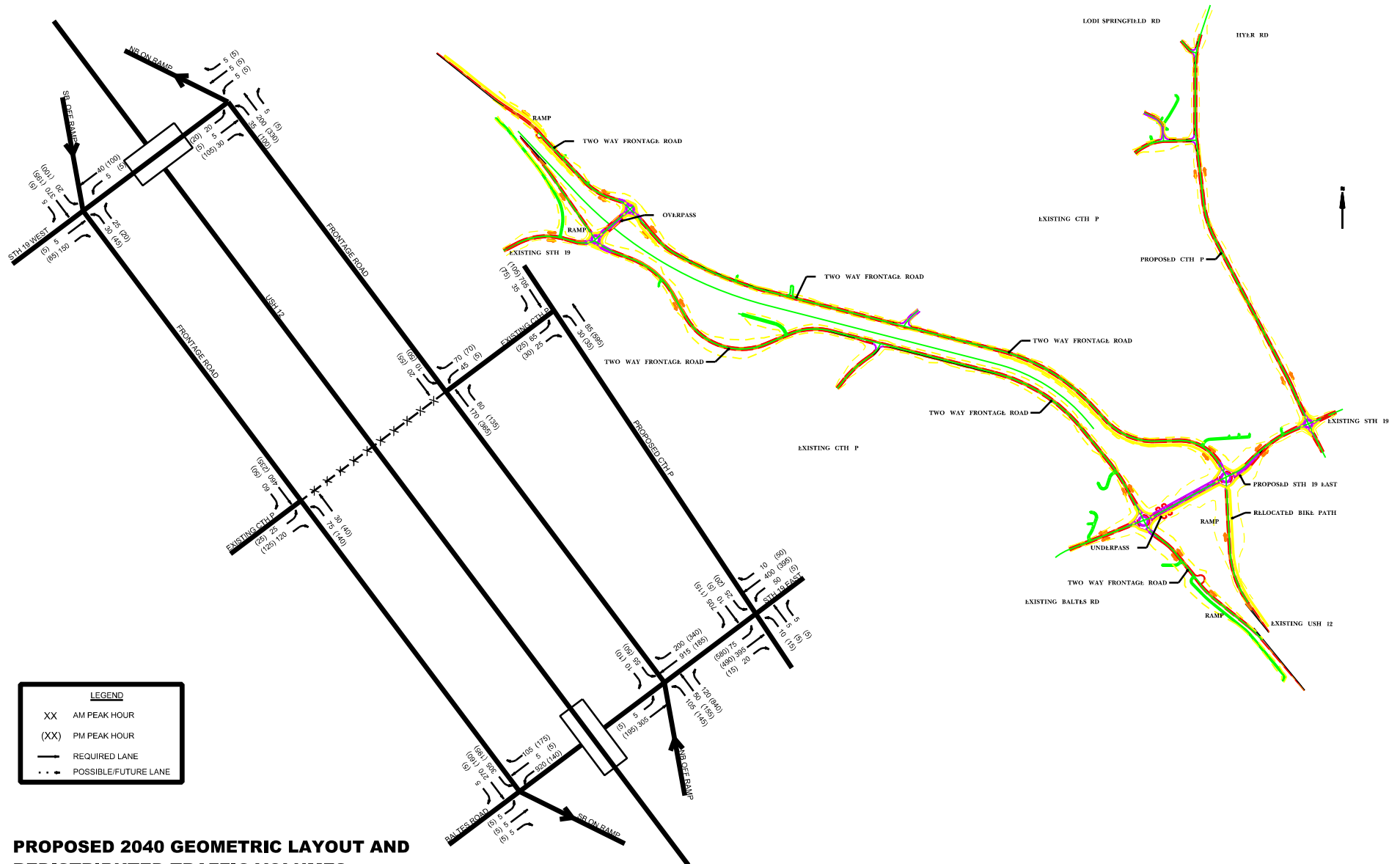
LEGEND

XX	AM PEAK HOUR
(XX)	PM PEAK HOUR
————	REQUIRED LANE
...-	POSSIBLE/FUTURE LANE



# **USH 12 FREEWAY CONVERSION STUDY** **CENTRAL 3A**

**USH 12 FREEWAY CONVERSION STUDY**  
**NORTH 1B**  
 CONTINUOUS SPLIT DIAMOND INTERCHANGE, STH 19 RE-ROUTE, CTH P TO STH 19 EAST  
 (FORMER ALT. N1)



**End of Document**