

# **APPENDICES**

**for**

**Environmental Assessment**

**ID 5845-06-03**

**US 51 Corridor Study**

**Stoughton–McFarland**

**I-39/90 to US 12/18 (Madison South Beltline)**

**Dane County**

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## **A. Progression of Corridor Study and Development of Alternatives**

The study progressed from an initial Needs Assessment study to the evaluation of multiple improvement alternatives as part of an EIS to the current evaluation in this EA. The following timeline summarizes the progression of the study and provides an overview of the alternatives developed.

### **A.1 2002 to 2004: Needs Assessment**

WisDOT initiated a transportation needs study of the US 51 corridor from I-39/90 to McFarland. The US 51 Needs Assessment results were presented at a PIM in 2004 and identified the following needs:

- Safety
- Travel Demand and Capacity
- Bicycle and Pedestrian Accommodations
- Roadway Deficiencies
- Long-Term Planning and Corridor Preservation

### **A.2 2005: Alternatives Workshop and Initial Screening**

In 2005, the study team held an “Alternatives Workshop” for the public that solicited input on transportation problems and brainstormed possible solutions. Based on suggestions received from the public, an “Alternatives Screening” process was completed to determine what impact expansion of US 51 and/or adjacent highway corridors would have on traffic patterns within the general study area. This was done using the Madison Area Metropolitan Planning Organization’s 2030 Regional Travel Demand Model.

In November 2005, the WisDOT Majors Peer Review Committee gave approval to the study team to include non-US 51 corridor improvements as possible study alternatives to US 51 expansion. WisDOT and FHWA concluded that, based on the wide scope of the study and potential impacts, an EIS would be the appropriate level of environmental documentation for the US 51 corridor study.

### **A.3 2006 to 2013: EIS Phase**

Work on the EIS began in 2006. Early in the alternatives development process, the following two concepts were initially considered and were dismissed:

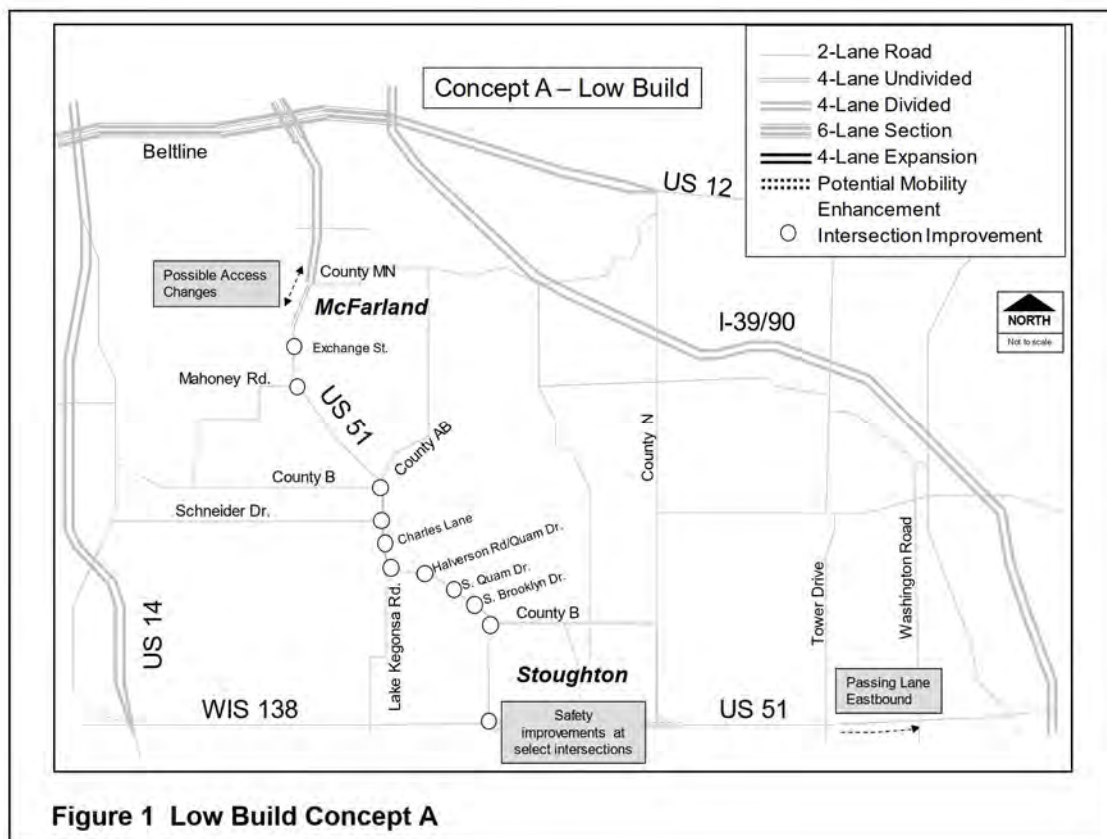
1. Transportation Demand Management strategies that might reduce the number of single-occupancy vehicles on US 51, such as Park and Ride lots and transit, were recognized as having merit but not able to fully address corridor needs as stand-alone strategies.
2. Expansion of US 51 through downtown Stoughton was considered because of the projected poor traffic operations during future peak commuting hours. Because of the number of businesses abutting the downtown’s limited R/W, anticipated removal of all downtown parking, and the existing five historic districts adjacent to US 51, this expansion concept had anticipated unacceptable impacts and was dismissed.

Five build concepts were developed, in addition to a No Build concept. Three of the build concepts considered expansion of corridors besides US 51. The key attributes of the 2006 concepts are as follows:

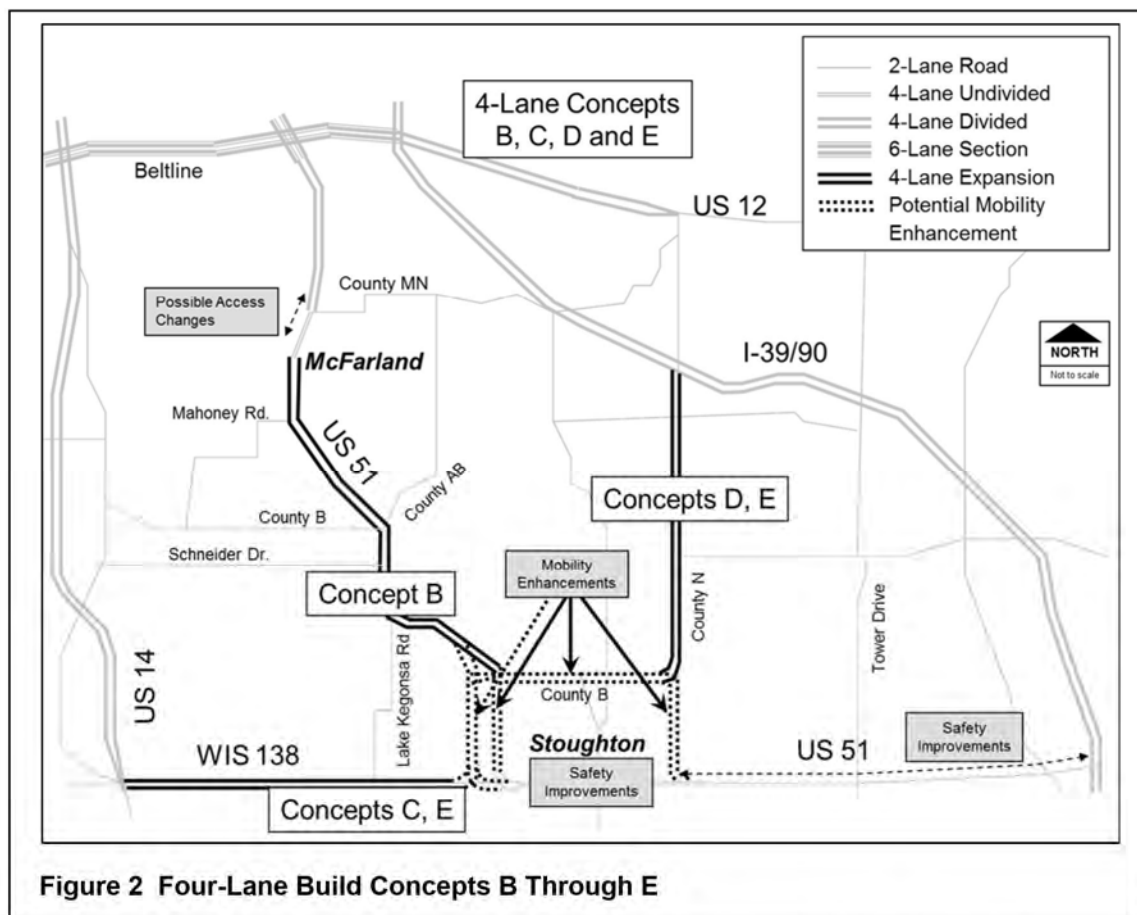
1. Concept A      A low-build concept with intersection improvements at rural US 51 intersections between Stoughton and McFarland, minor safety improvements in Stoughton and McFarland, and a passing lane east of Stoughton.

2. Concept B A 4-lane expansion of US 51 between Stoughton and McFarland with a mobility route around the west, north, and east sides of Stoughton, minor safety improvements in Stoughton and McFarland, and a passing lane east of Stoughton.
3. Concept C A 4-lane expansion of WIS 138 between Stoughton and Oregon with the same mobility route around Stoughton as provided in Concept B, intersection safety improvements on US 51 north of Stoughton, minor safety improvements in Stoughton and McFarland, and a passing lane east of Stoughton.
4. Concept D A 4-lane expansion of County N from County B to I-39/90, the mobility route around Stoughton as provided in Concept B, intersection safety improvements on US 51 north of Stoughton, minor safety improvements in Stoughton and McFarland, and a passing lane east of Stoughton.
5. Concept E A 4-lane expansion of both WIS 138 and County N, the mobility route around Stoughton as provided in Concept B, intersection safety improvements on US 51 north of Stoughton, minor safety improvements in Stoughton and McFarland, and a passing lane east of Stoughton.

Concept A (Low Build) and Concepts B, C, D, and E (4-Lane Build) are shown in Figures 1 and 2.







A PIM held in 2006 presented the No Build and five build concepts. In 2008, a Value Engineering Study was completed and generated additional alternatives for a total of 17. Many of the alternatives were variations on the original five concepts. These alternatives were screened for meeting the purpose and need, environmental considerations, technical feasibility, and economic feasibility. After the screening, Alternatives A through D remained, with the mobility route around Stoughton associated as part of Alternatives B, C, and D now identified as the Stoughton Bypass.

A PIM held in 2009 presented the updated alternatives A, B, C, and D. The Stoughton Bypass aspect of the expansion alternatives generated the most comments with the majority of commenters opposed to the Stoughton Bypass.

In 2011, after further consideration of the alternatives screening analysis, Alternatives C and D were dismissed and the reasons were as follows:

1. Even if a 4-lane corridor on WIS 138 or County N corridor was constructed (Alternatives C or D), future traffic volumes on the 2-lane US 51 between County B (east) and County B/AB would still approach the 4-lane threshold (approximately 15,000 vpd ADT) based on the traffic modeling results at that time.
2. Alternatives C and D did not draw an appreciable amount of US 51 traffic away from the corridor. The projected volume on US 51 for Alternative C was the same volume for the No Build and Alternative A. The projected volume on US 51 for Alternative D was 500 vpd (4 percent) less than the No Build or Alternative A volumes.
3. Increased use of interstate I-39/90 as a local route was an undesirable attribute of Alternative D.

4. Alternative C increased traffic volumes through Stoughton.

The dismissal of Alternatives C and D was presented at a PIM held in 2011. There was one written comment submitted regarding the dismissal (it noted support of Alternative D).

A PIM held in October 2012 provided information regarding the three remaining corridor alternatives, No Build, Alternative A (Low Build), and Alternative B (4-lane expansion with Stoughton Bypass). Further refinements of the Stoughton Bypass with multiple alignment options were also presented. Public comments were summarized for inclusion in the DEIS, which was anticipated to be published in 2013. The three alternatives included the following:

- **No Build:** Normal roadway maintenance and currently programmed resurfacing projects only.
- **Alternative A (Low Build):** Safety improvements at various intersections and reconstruction of 2-lane US 51 east of Stoughton (Figure 3).
- **Alternative B (4-Lane Expansion):** Four-lane expansion of US 51 between Stoughton and McFarland, 4-lane reconstruction in McFarland, the Stoughton Bypass (with various possible alignment options), safety improvements in Stoughton, and reconstruction of 2-lane US 51 east of Stoughton (Figure 4).

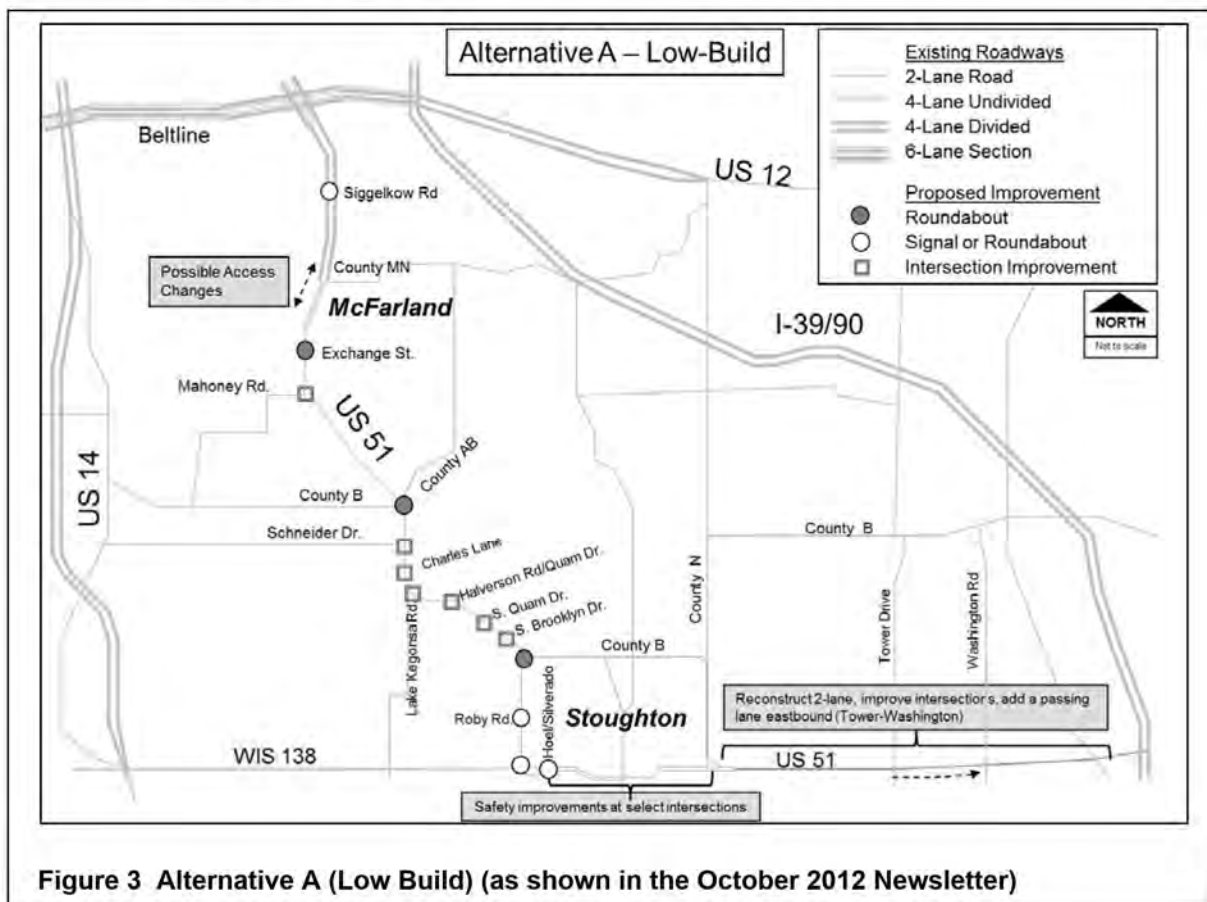
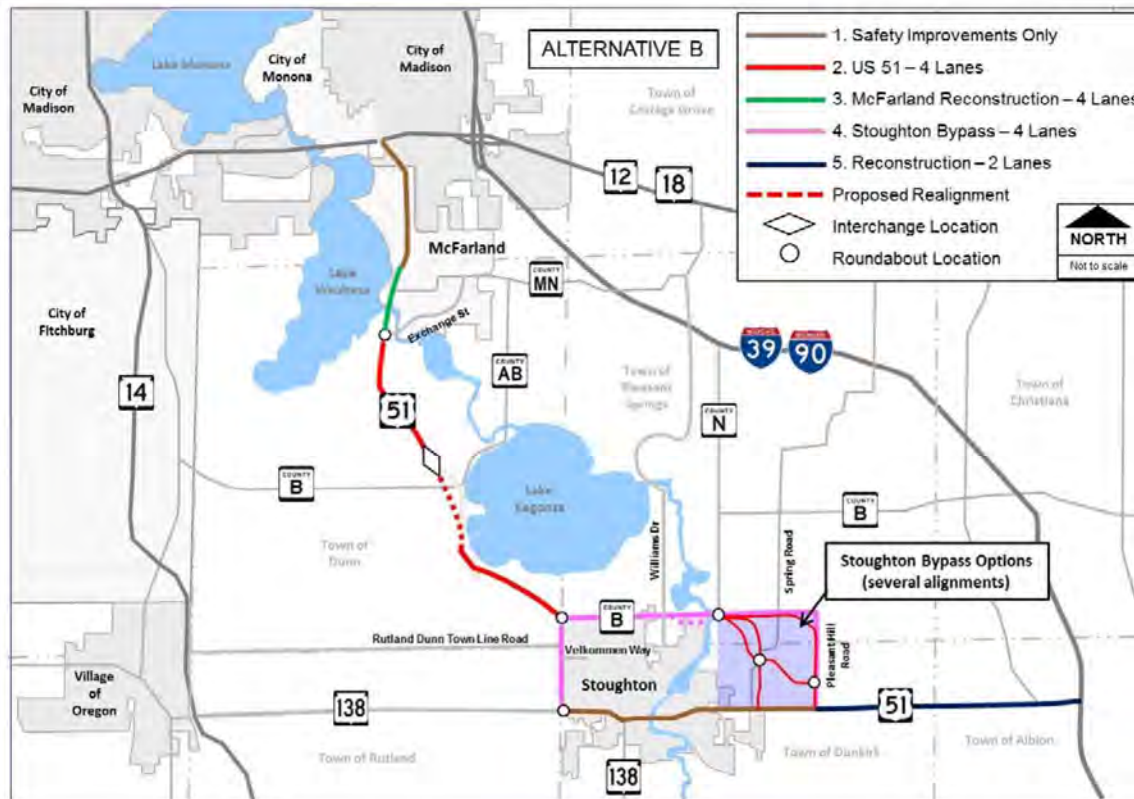


Figure 3 Alternative A (Low Build) (as shown in the October 2012 Newsletter)





**Figure 4 Alternative B (4-Lane Expansion) (as shown in the October 2012 Newsletter)**

#### **A.4 2014 to 2016: Transition to EA**

The DEIS was completed at the end of 2013, but it was not published. Based on a combination of changes in statewide priorities and federal fiscal constraint policy, other strategies were reviewed to complete the environmental process. The federal fiscal constraint requirements applied to WisDOT environmental studies and require that funding be identified for the next major project action to advance the project to construction within a reasonable timeframe. Based on statewide priorities, it was determined that the US 51 corridor alternatives proposed in the DEIS would not receive funding for the next major action to advance the project. If the EIS had been completed, it is likely Alternative B would have been selected as the preferred alternative because it fully satisfied the project's purpose and need at that time.

Because there are safety, operations, and pavement issues along the corridor that need to be addressed, WisDOT worked with FHWA to examine possible options to fund a fiscally constrained improvement project that would address the existing safety, operations, and pavement issues along the corridor while still addressing the purpose and need of the study. During the transition, each of the project need factors was updated and included a review of the latest available crash data, pavement conditions, and land use planning information. The traffic forecasts and travel demand and operations modeling were also fully updated.

To accommodate the funding limitations, WisDOT and FHWA initially planned to proceed with a two-stage approach that would address near-term improvements with this EA document and long-term improvements would be addressed with a Tiered EIS. WisDOT presented this initial two-stage approach to regulatory agencies in November 2014 and to the public at the August 26, 2015 PIM. In February 2016, WisDOT and FHWA agreed that it was appropriate to downscope the project and continue the US 51 Corridor Study as an EA. Refer to Section A.4.3 for additional details on this decision. The following

subsections provide details on the initial two-stage approach and reasons for the modified approach to environmental documentation for the US 51 Corridor Study.

#### **A.4.1 Initial Approach/Stage One–EA for Near-Term Improvements**

Stage One included the preparation of this EA for corridor improvements that are anticipated to receive funding for the next major action to advance the project to construction within a reasonable timeframe. This EA documents the development of alternatives specific to near-term corridor needs. These alternatives include Low Build and 4-lane expansion options for specific sections and include intersection improvements. The EA evaluates the need for the project, compares alternatives, addresses environmental impacts, and summarizes input from regulatory agencies and the public.

#### **A.4.2 Initial Approach/Stage Two–Tiered EIS for Long-Term Improvements**

Stage Two would have used a Tiered EIS process for corridor improvements that would not receive funding for the next major action to advance the project for the foreseeable future. The process would begin with a Tier 1 EIS document that analyzes the project on a broad scale to identify a preferred corridor location for potential future improvements. When funding for the next major action to advance one or more projects identified in the Tier 1 EIS would become available, Tier 2 environmental documents would be prepared with a greater degree of engineering detail for specific improvements.

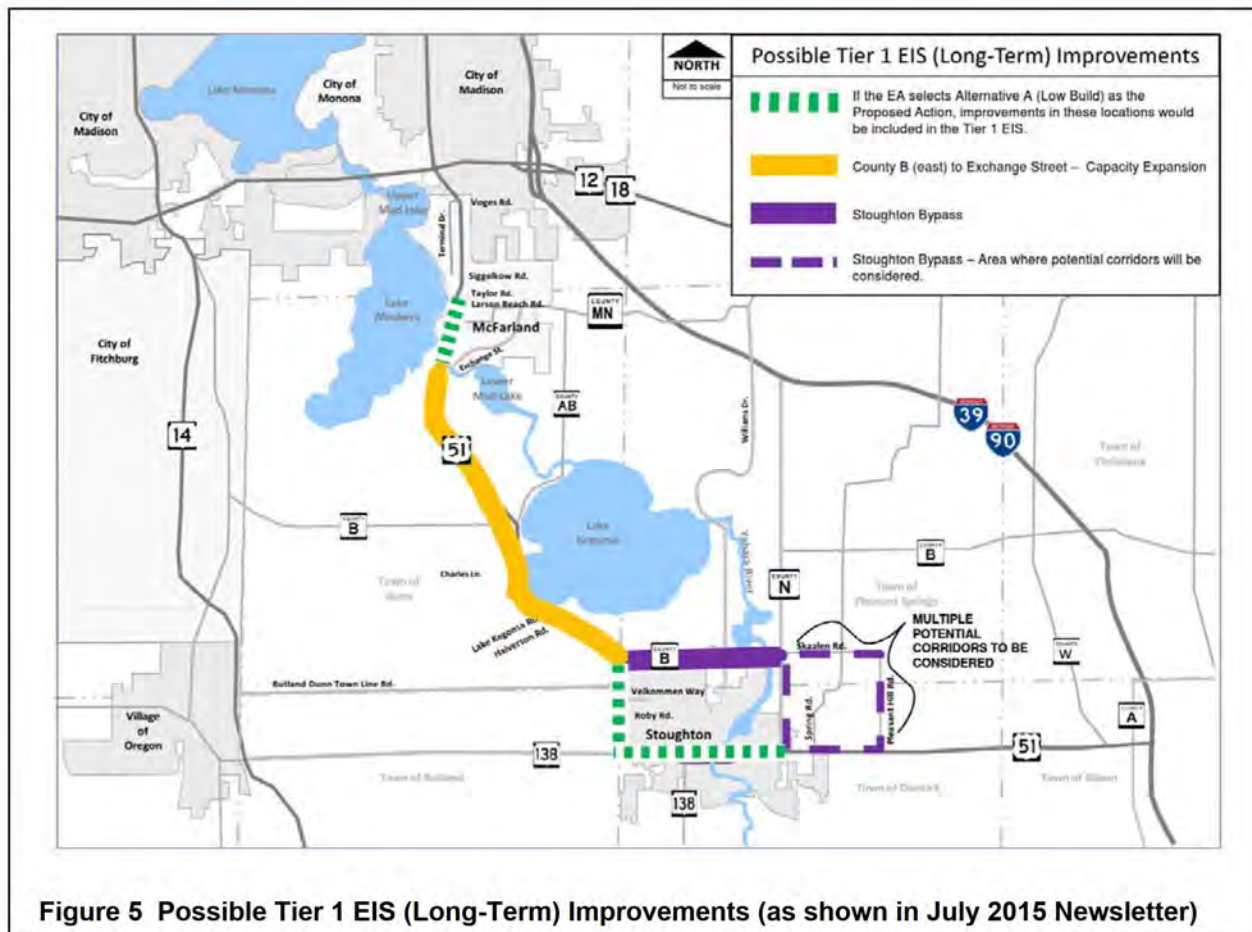
For US 51, WisDOT would have prepared a Tier 1 EIS evaluating a general corridor location for the potential 4-lane expansion of US 51 between Stoughton and McFarland and a possible bypass of Stoughton. These possible improvements are illustrated in Figure 5.

The Tier 1 EIS would have identified:

- *Selected corridor location:* Selection of the corridor location in Tier 1 would consider the range of potential impacts as well as agency and public input.
- *Corridor width:* Selecting a wide corridor in Tier 1 would leave flexibility for specific alignment options to be determined in Tier 2. The Tier 1 corridor could be widened at potential intersection locations and other areas where needed depending on project features, topography, environmental resources, or other factors.
- *Proposed termini for subsequent projects:* WisDOT would identify possible logical sections for implementation of future Tier 2 improvements.

After completion of the Tier 1 EIS, and when funding was available, WisDOT would then develop Tier 2 environmental documents for subsections of the corridor. Each Tier 2 document would include detailed analysis and identify the preferred alternative within the Tier 2 document's specific subsection.





#### A.4.3 Modified Approach

In February 2016, WisDOT and FHWA agreed that it was appropriate to downscope the project and continue the US 51 Corridor Study as an EA. Four key reasons support this decision:

1. The Code of Federal Regulations (CFR), 40 CFR 1502.20 states, “Agencies are encouraged to tier their environmental impact statements to eliminate repetitive discussions of the same issues and to focus on the actual issues ripe for decision at each level of environmental review.” (emphasis added) Issues likely to be covered in a Tier 1 EIS would include eventual capacity expansion to a 4-lane roadway and a possible bypass of Stoughton. Because of current and projected funding constraints, these issues are not ripe for decision and likely will not be for several decades.
2. If EA-proposed improvements are approved, construction would likely take place in the early to mid-2020s and future pavement improvements would not be needed before 2045 or 2050, or beyond the current planning horizon. In the event projected funding constraints would ease, it is highly unlikely that WisDOT would prioritize funding for Tier 1 improvements before EA-constructed pavement conditions would require it (post 2045 to 2050), as long as safety and traffic operations continue to be addressed by EA improvements.
3. It is anticipated more than 30 years might elapse before improvements recommended in a Tier 1 EIS might align with funding. This creates difficulties for potentially affected property owners. A number of property owners have already communicated concerns about the

shadow of uncertainty an extended Tier 1 would cast on their ability to make decisions about their properties.

4. In February 2016, WisDOT's goal for traffic operations on US 51 was LOS D in the design year (2045) from I-39/90 to east of Spring Road and from County B/AB to Tower Road. For US 51 from east of Spring Road to County B/AB and from Tower Road to Terminal Drive, WisDOT's goal for traffic operations on US 51 was mid-LOS E for the 2045 design year. With the exception of the projected operations in a 5.6-mile rural section between Stoughton and McFarland, WisDOT's LOS goals were met for the remainder of the 18.6-mile corridor with EA improvements. EA improvements in the 5.6-mile rural section address safety concerns through the addition of left-turn lanes and intersection improvements. WisDOT evaluated numerous aspects of the projected traffic operations and likely travel speeds during the future peak hours in the 5.6-mile section. Based on the results, WisDOT accepted the lower US 51 mainline operations provided by EA improvements along this specific section of US 51 because they are limited in duration and should not substantially impact travel speeds.

See Section 1.2.2.4 of the EA document for details on updates to WisDOT guidance related to LOS criteria since February 2016. Details on the operations analysis methodology and results are provided in Section 2.4.4.1 of the EA document.



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January 24, 2020

Mr. Jeff Berens, P.E.  
Wisconsin Department of Transportation—Southwest Region  
2101 Wright Street  
Madison, WI 53704

Re: US 51 Corridor Study Crash Analysis Summary Memo

Dear Jeff,

Enclosed is the US 51 Corridor Study Crash Analysis Summary Memo for your records. This document supplements the 2014 to 2018 crash data and analysis presented in the US 51 Environmental Assessment (EA).

Please call me with any questions.

Sincerely,

STRAND ASSOCIATES, INC.®

A blue ink signature of Joseph M. Urban, written in a cursive style.

Joseph M. Urban, P.E.

A blue ink signature of Adam Walter, written in a cursive style.

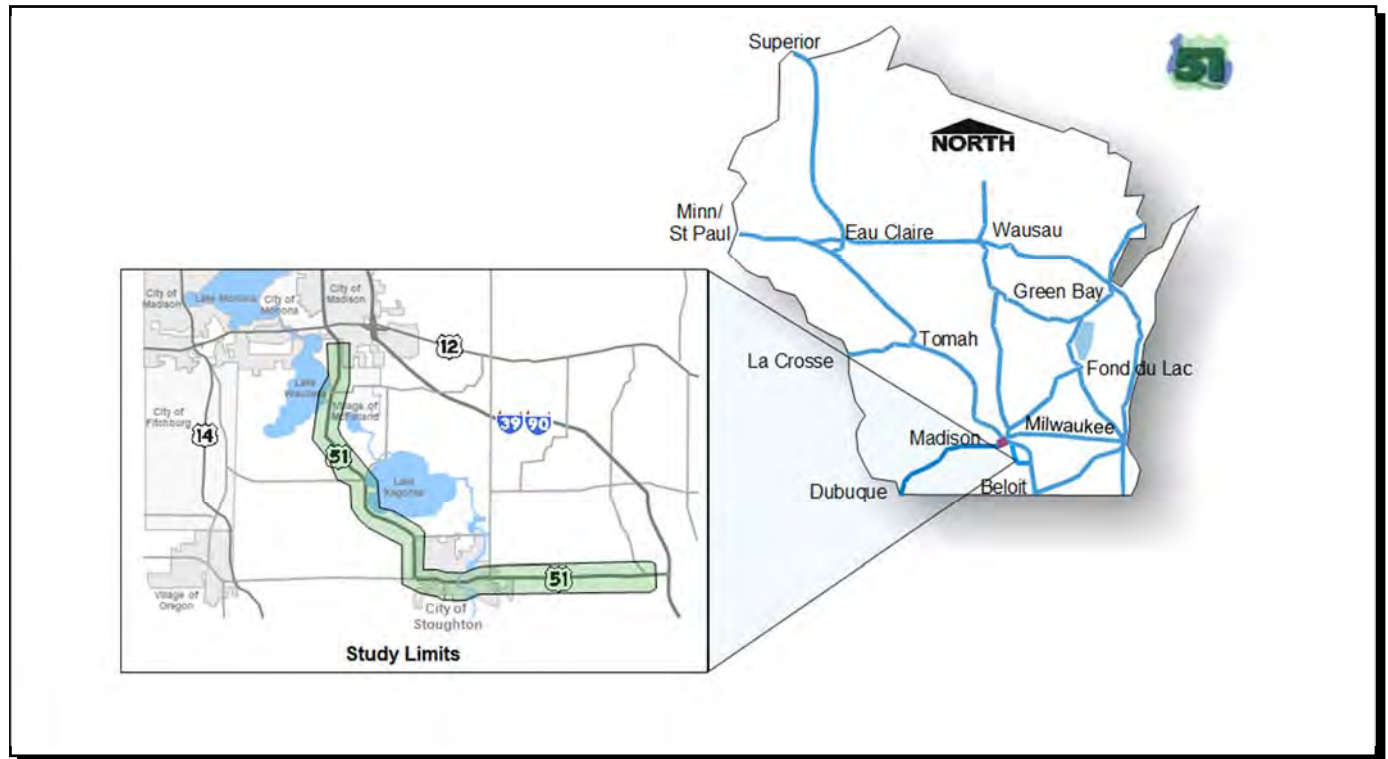
Adam Walter, P.E.

Enclosure: Report

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This document describes the crash analysis methodology and results for the US 51 Corridor Study completed by Strand Associates, Inc.® (Strand). Strand performed a crash analysis along a 17.7 mile stretch of US 51, from I-39/90 to south of Terminal Drive, to determine segment and intersection crash rates from 2014 to 2018. Crashes from the portion of US 51 from Terminal Drive/Voges Road (Terminal Drive) to US 12/18 and the I-39/US 51 interchange were not included because they are part of other studies. The project location is shown in Figure 1.



## CRASH ANALYSIS METHODOLOGY

WisDOT provided 2014 to 2018 crash data along US 51 from I-39/90 to Terminal Drive/Voges Road. The project team categorized crashes as a segment and/or an intersection crash. The segment crash rates were compared to the 2014 to 2018 statewide average crash rates based on the appropriate Meta-Manager Peer Group of the roadway as defined by the WisDOT Bureau of Traffic Operations (BTO). The Meta-Manager Peer Groups for the US 51 study corridor are as follows based on WisDOT guidance:

- Multilane Divided Highways Posted at 45 mph or higher (Group 310)
- Multilane Divided Highways Posted at 40 mph or lower (Group 320)
- Multilane Undivided and One-Way Highways (Group 330)
- Rural 2-lane Highways with 2,000 to 7,000 vehicles per day (Group 420)
- Rural 2-lane Highways with more than 7,000 vehicles per day (Group 430)
- Rural 2-Lane Highways Posted at 40 mph or lower (Group 440)

Police reports for the study area crashes were provided by the University of Wisconsin-Madison Traffic Operations and Safety Laboratory. The project team analyzed each police report to confirm the crash as a segment and/or an intersection crash. Animal-related crashes were not included in the crash analysis.

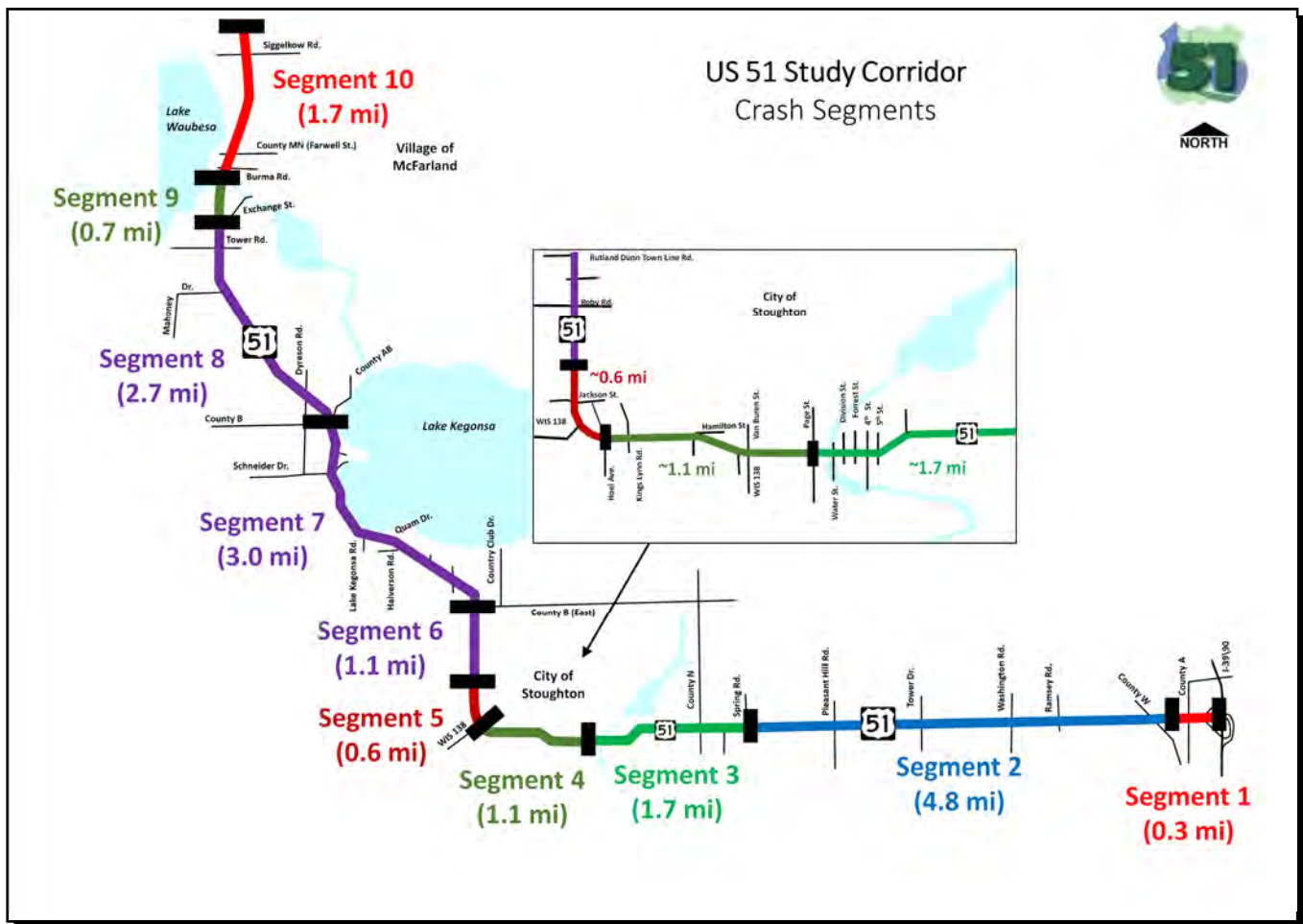


## SEGMENT CRASH RATES

To analyze crashes along US 51, the corridor was divided into ten roadway segments based on the changing character of the highway. Beginning at I-39/90 east of Stoughton, the ten segments are:

- Crash Segment 1 is from I-39/90 to west of County A (0.3 miles).
- Crash Segment 2 is from west of County A to Spring Road (4.8 miles).
- Crash Segment 3 is from Spring Road to Page Street (1.7 miles).
- Crash Segment 4 is from Page Street to WIS 138 South (1.1 miles).
- Crash Segment 5 is from WIS 138 South to north of Jackson Street (0.6 miles).
- Crash Segment 6 is from north of Jackson Street to County B (East) (1.1 miles).
- Crash Segment 7 is from County B (East) to County B/AB (3.0 miles).
- Crash Segment 8 is from County B/AB to Exchange Street (2.7 miles).
- Crash Segment 9 is from Exchange Street to south of Burma Road (0.7 miles).
- Crash Segment 10 is from south of Burma Road to south of Terminal Drive (1.7 miles).

Figure 2 shows where the segments are located. Segment crash rates were calculated between intersections based on the borders of different classes of the roadway. The segment crash rates were calculated as the number of crashes per hundred million vehicle miles traveled.



Intersection crashes were included in the segment crash data where the intersection is located within the segment. If a crash occurred in the functional area of County B/AB, which borders Segment 7 to the south and Segment 8 to the north, it was considered to occur in the segment that the at-fault driver was traveling from. For example, if the at fault driver was traveling northbound at the intersection of US 51 and County B/AB, the crash would be included in the Segment 7. If a crash occurred exclusively on the crossroad, it was considered to occur in the segment to the south or east of the intersection. For example, if a rear-end collision crash occurred on County B/AB at the intersection with US 51, the crash would be included in Segment 7. This methodology ensured crashes were not double-counted and maintained a consistent methodology to identify crash locations at the intersection bordering the segments.

A summary of the segment crash analysis is shown in Table 1. For divided roadways, the northbound and southbound crash rates are calculated independently based on WisDOT guidance.

Segment	Meta Group	Termini	Total Segment Crashes	Total KAB Injury Crashes	Crash Rate for Total Crashes	Crash Rate for KAB Crashes
1 (NB)	310	I-39/90 - West of County A	1	0	77.1	0.0
1 (SB)	310	I-39/90 - West of County A	5	2	385.3	154.1
2	420	West of County A - Spring Rd	28	5	60.7	10.8
3	440	Spring Rd - Page St	138	9	462.4	30.2
4	330	Page St - Hoel Ave	106	6	385.1	21.8
5 (NB)	320	Hoel Ave - North of Jackson St	16	2	255.2	31.9
5 (SB)	320	Hoel Ave - North of Jackson St	23	3	366.9	47.9
6	430	North of Jackson St - County B (east)	59	11	277.5	51.7
7	430	County B (east) - County B/AB	110	28	185.0	47.1
8	430	County B/AB - Exchange St	64	14	109.0	23.8
9	330	Exchange St - Burma Rd	11	1	61.5	5.6
10 (NB)	310	Burma Rd - South of Terminal Dr/Voges Rd	55	8	163.4	23.8
10 (SB)	310	Burma Rd - South of Terminal Dr/Voges Rd	63	4	187.2	11.9

**Notes:**

KAB = sum of K-Level (fatal), A-level (suspected serious injury), and B-level (suspected minor injury) crashes as defined by WisDOT guidance.

Average Yearly Crash Rate = (# Crashes/# years\*100000000)/(AADT\*365\*Length)

Meta Group represents the "The Meta-Manager Peer Group" based on WisDOT's 2014-2018 statewide average crash rate guidance.

There were 679 (non-deer-related) crashes from 2014 to 2018 between I-39/90 and south of Terminal Drive/Voges Road. In five of the ten crash segments, the overall crash rate exceeded the statewide average for similar roadways. There were 2 fatal crashes and 14 suspected serious injury crashes during the study period. Injury crash rates for segments 1, 6, 7, 8, and 10 each exceeded the statewide average.<sup>1</sup> In the five years prior to the analysis period, from 2009 to 2013, nine fatal crashes occurred. More detailed information on the US 51 segment crash rates versus the statewide average crash rates is located in Attachment A.

## INTERSECTION CRASH RATES

Intersection crashes in the crash analysis include those that occur within the physical and functional areas of an intersection. The intersection crash rates were calculated as the number of crashes per

<sup>1</sup> Injury crash rates are expressed with a KAB severity measure, which includes the sum of all K-Level (fatal), A-Level (suspected serious injury) and B-Level (suspected minor injury) crashes as defined by WisDOT guidance.

million entering vehicles (MEV). Attachment B shows the rankings for intersection total and KAB injury crash rates for the study corridor.

## CRASH TRENDS AND RESULTS

Crash types were broken down into seven categories: angle (ANGL), rear end (REAR), sideswipe/same direction (SSS), sideswipe opposite direction (SSOP), head on collision (HEAD), single vehicle (NO), and other (OTHER) crashes. Crashes were also analyzed to see if weather could be a contributing factor to a crash. The three main road conditions that contributed to weather related crashes were ice, snow, and wet roadway conditions. Lighting conditions could also be a contributing factor of a crash. Lighting conditions were broken down into “day” and “dark” categories. Dawn, dusk, or street-lighted conditions were included in the dark category total. Appendices A and B show the breakdown of the crash types, road conditions, and lighting conditions by segment and by intersections, respectively, that had 5 or more crashes occur during the study period.

The results of the crash analysis indicated the following:

- The corridor had 679 crashes from 2014 to 2018.
- 419 crashes (62 percent) were intersection related.
- 402 crashes (59 percent) were either of the angle or rear-end crash types.
- 193 crashes (28 percent) involved Type A, B, or C injuries.
- 192 crashes (28 percent) involved poor weather-related roadway conditions.
- 208 crashes (31 percent) occurred when it was dark.
- 2 crashes involved fatalities over the analysis period.

The total crash rates and injury crash rates are shown in Attachment A for each segment.

## CRASH DIAGRAMS

Crash diagrams were completed for the following nine intersections as part of Intersection Control Evaluation (ICE) analysis efforts for the US 51 Corridor Study:

1. US 51 and Silverado Drive/Hoel Avenue
2. US 51 and WIS 138 (west)
3. US 51 and Jackson Street
4. US 51 and Roby Road/Deer Point Drive
5. US 51 and County B (east)
6. US 51 and County B/County AB
7. US 51 and Exchange Street
8. US 51 NB Ramps and Siggelkow Road
9. US 51 SB Ramps and Siggelkow Road

The majority of these crash diagrams (all except Siggelkow Road) were created as part of Phase II: Alternative Selection ICE efforts in 2015 and early 2016. The completed Phase II ICE Reports were each approved by WisDOT Bureau of Traffic Operations (BTO) staff and, therefore, were not updated with the more recently available 5-year crash data (2014 to 2018). A Phase I: Scoping Level ICE evaluation was performed for the Siggelkow Road interchange ramp terminal intersections within the overall study efforts.

The intersection crash diagrams for the ramp terminals were updated to use 2014 to 2018 crash data as part of the Phase I ICE effort. The Phase I ICE Report identifies multiple feasible intersection control alternatives. A Phase II: Alternative Selection ICE Report for the Siggelkow Road ramp terminals is anticipated to be completed during the design phase of the project.

The intersection crash diagrams can be found in Attachment C.

## BICYCLE AND PEDESTRIAN CRASHES

There were nine crashes involving a bicyclist or pedestrian during the analysis period. Seven of the bicyclist or pedestrian crashes occurred in the city of Stoughton while two occurred in McFarland. Table 2 summarizes the crashes involving a bicyclist or pedestrian.

Location	Intersection	Date	Crash Type	Crash Severity <sup>[1]</sup>	Description
City of Stoughton	US 51 / 7th St	5/9/2017	Bike	B	Bicycle struck in crosswalk, struck by creeping vehicle at stop sign
	US 51 / 6th St	11/28/2018	Bike	C	Bicycle struck in crosswalk at stop sign
	US 51 / 5th St	3/8/2018	Bike <sup>[2]</sup>	PDO	Scooter struck in crosswalk
	US 51 / S Monroe St	5/28/2015	Pedestrian	B	Pedestrian struck in crosswalk
	US 51 / S Prairie St	11/16/2017	Pedestrian	C	Pedestrian struck in crosswalk
	US 51 / W Main St	10/7/2014	Bike	A	Bicycle struck in crosswalk, operator ejected off bike
	US 51 / Kings Lynn Rd	4/27/2017	Pedestrian	A	Pedestrian struck in crosswalk
Village of McFarland	US 51 / Farwell St (County MN)	10/14/2014	Pedestrian	B	Pedestrian struck in crosswalk
		7/24/2017	Bike	A	Bicycle struck in crosswalk, bicycle crossed against the signal

[1] Crash Severity Definitions: Type K = Fatal, Type A = Suspected Serious Injury, Type B = Suspected Minor Injury, Type C = Possible Injury, PDO = Property Damage Only

[2] Scooter assumed to be non-motorized, treated as bike crash

**ATTACHMENT A**  
**SEGMENT CRASH ANALYSIS**

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			Segment Length (miles)	AADT <sup>[1]</sup> (vehicles per day)			A-Level Injury	B-Level Injury	C-Level Injury									
Segment	Direction	Termini			Year	Fatal				PDO	All Injury	KAB Injury	Total	Segment Total Crashes	Segment KAB Crashes	Total Crash Rate	KAB Crash Rate	
1	N	Segment 1: I-39/90 to West of County A	0.3	2,155	2014	0	0	0	0	0	0	0	0	1	0	77	0.0	
					2015	0	0	0	0	0	0	0						
					2016	0	0	0	0	0	0	0						
					2017	0	0	0	0	1	0	0	1					
1	S			2,155	2018	0	0	0	0	0	0	0	0	0	5	2	385	154.1
					2014	0	0	0	1	0	1	0	1					
					2015	0	0	0	0	1	0	0	1					
					2016	0	0	1	0	0	1	1	1					
2	Both	Segment 2: West of County A to Spring Road	4.8	5,270	2017	0	0	1	0	0	1	1	1	28	5	61	10.8	
					2018	0	0	0	0	1	0	0	1					
					2014	0	0	0	1	7	1	0	8					
					2015	0	0	2	2	0	4	2	4					
3	Both		Segment 3: Spring Road to Page Street	1.7	9,600	2016	0	0	0	2	3	0	0	3	138	9	462	30.2
						2017	0	0	2	0	4	2	2	6				
						2018	0	0	1	1	5	2	1	7				
						2014	0	0	1	5	23	6	1	29				
4	Both	Segment 4: Page Street to WIS 138 South		1.1	13,710	2015	0	1	2	3	25	6	3	31	106	6	385	21.8
						2016	0	0	0	3	14	3	0	17				
						2017	0	1	2	1	17	4	3	21				
						2018	0	0	0	1	20	1	0	21				
5	N		Segment 5: WIS 138 South to North of Jackson Street	0.6	5,725	2014	0	0	2	0	1	2	2	3	16	2	255	31.9
						2015	0	0	0	0	1	0	0	1				
						2016	0	0	0	0	1	0	0	1				
						2017	0	0	0	1	2	1	0	3				
5	S	5,725		2018	0	0	0	0	8	0	0	8	23	3	367	47.9		
				2014	0	0	0	2	3	2	0	5						
				2015	0	0	2	0	1	2	2	3						
				2016	0	0	1	0	6	1	1	7						
6	Both	Segment 6: North of Jackson Street to County B (East)	1.1	10,590	2017	0	0	1	3	3	4	1	7	59	11	278	51.7	
					2018	0	0	3	0	7	3	3	10					
					2014	0	1	1	0	8	2	2	10					
					2015	0	0	3	5	4	8	3	12					
7	Both		Segment 7: County B (East) to County B/AB	3.0	10,860	2016	0	0	2	5	13	7	2	20	110	28	185	47.1
						2017	0	1	4	2	14	7	5	21				
						2018	1	2	6	2	19	11	9	30				
						2014	0	0	1	4	9	5	1	14				
8	Both	Segment 8: County B/AB to Exchange Street		2.7	11,920	2015	0	0	3	2	8	5	3	13	64	14	109	23.8
						2016	0	1	0	1	7	2	1	9				
						2017	0	0	3	5	9	8	3	17				
						2018	0	1	5	1	4	7	6	11				
9	Both		Segment 9: Exchange Street to South of Burma Road	0.7	13,990	2014	0	0	0	1	1	1	0	2	11	1	62	5.6
						2015	0	0	0	2	3	2	0	5				
						2016	0	0	0	0	1	0	0	1				
						2017	0	0	1	0	1	1	1	2				
10	N	Segment 10: South of Burma Road to South of Terminal Drive/Voges Road		1.7	10,850	2018	0	0	0	0	1	0	0	1	55	8	163	23.8
						2014	0	0	1	0	6	1	1	7				
						2015	0	0	1	2	8	3	1	11				
						2016	0	0	1	1	5	2	1	7				
10	S		10,850	2017	0	1	2	0	14	3	3	17	63	4	187	11.9		
				2018	0	0	2	3	8	5	2	13						
				2014	0	0	0	2	9	2	0	11						
				2015	0	0	0	4	6	4	0	10						
Totals				17.7	---	2016	0	0	1	4	16	5	1	21	679	93	---	---
						2017	0	2	0	1	7	3	2	10				
						2018	0	0	1	2	8	3	1	11				
						2014	1	2	12	23	99	38	15	137				
TOTAL						2	14	77	100	486	193	93	679					

Average Yearly Crash Rate =  
 (# Crashes/# years\*100000000)/(ADT\*365\*Length)

**Notes:**

PDO = Property Damage Only. KAB Injury = sum of K-level, A-level, and B-level crashes.

[1] Source = WisDOT TCMAP <https://wisconsindot.gov/Pages/projects/data-plan/traf-counts/default.aspx>, accessed July/August 2019. Five-year average AADTs (2014 to 2018) were calculated from the volume data provided on the TCMAP for this analysis.

S:\MAD\1000--1099\1089\947\Designs-Studies-Reports\EA Data Folders\Crashes\2019-11 US 51 EA Crash Calcs (2014-2018).xlsx



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**Date:** November 15, 2019

**To:** Region Systems Planning and Operations Sections

**From:** Brian Porter, PE, PTOE  
State Traffic Safety Engineer

**Subject:** 2018 Statewide Average Crash Rates

## **Statewide Average Crash Rates and Upper Control Limits**

**Table 1** shows the Wisconsin statewide average crash rates for the five-year period from January 1, 2014 to December 31, 2018. Crashes involving deer were removed from the dataset before completing the calculations.

**Table 1** includes the statewide average crash rates for the State Trunk Highway network broken out by Meta-Manager Peer Group. The Meta-Manager Peer Groups are intended to represent a group of roadway segments throughout the state with similar characteristics (i.e. number of lanes, type of access, presence of median, etc.). These are often referred to as reference populations. Each year, the peer groups are created by combining Meta-Manager roadway segments that have the characteristics which define each group. Other minor modifications are made to the Peer Groups so these crash rates should not be compared to previous statewide average crash rates.



**Table 1: 2014-2018 Statewide Average Crash Rates, KAB Crash Rates, and UCLs for State Highways**

Meta-Manager Peer Group		Total Crash Rate (crashes per HMVMT)		KAB Crash Rate (crashes per HMVMT)	
		Average	UCL	Average	UCL
110	6-lane Freeways with AADT ≤ 90,300 vpd	70.28	$= 70.28 + 523.42 \sqrt{\frac{70.28}{AADT * L * Y}}$	8.18	$= 8.18 + 523.42 \sqrt{\frac{8.18}{AADT * L * Y}}$
120	6-lane Freeways with AADT > 90,300 vpd	106.47	$= 106.47 + 523.42 \sqrt{\frac{106.47}{AADT * L * Y}}$	8.99	$= 8.99 + 523.42 \sqrt{\frac{8.99}{AADT * L * Y}}$
130	4-lane Freeways	50.89	$= 50.89 + 523.42 \sqrt{\frac{50.89}{AADT * L * Y}}$	7.06	$= 7.06 + 523.42 \sqrt{\frac{7.06}{AADT * L * Y}}$
210	65 mph Expressways*	47.48	$= 47.48 + 523.42 \sqrt{\frac{47.48}{AADT * L * Y}}$	9.31	$= 9.31 + 523.42 \sqrt{\frac{9.31}{AADT * L * Y}}$
220	55 mph Expressways*	74.33	$= 74.33 + 523.42 \sqrt{\frac{74.33}{AADT * L * Y}}$	12.75	$= 12.75 + 523.42 \sqrt{\frac{12.75}{AADT * L * Y}}$
310	Multilane Divided Highways Posted at 45 mph or higher	206.87	$= 206.87 + 523.42 \sqrt{\frac{206.87}{AADT * L * Y}}$	24.24	$= 24.24 + 523.42 \sqrt{\frac{24.24}{AADT * L * Y}}$
320	Multilane Divided Highways Posted at 40 mph or lower	424.99	$= 424.99 + 523.42 \sqrt{\frac{424.99}{AADT * L * Y}}$	52.22	$= 52.22 + 523.42 \sqrt{\frac{52.22}{AADT * L * Y}}$
330	Multilane Undivided and One-Way Highways	464.01	$= 464.01 + 523.42 \sqrt{\frac{464.01}{AADT * L * Y}}$	57.46	$= 57.46 + 523.42 \sqrt{\frac{57.46}{AADT * L * Y}}$
410	Rural 2-lane Highways with AADT ≤ 2,000	101.39	$= 101.39 + 523.42 \sqrt{\frac{101.39}{AADT * L * Y}}$	24.53	$= 24.53 + 523.42 \sqrt{\frac{24.53}{AADT * L * Y}}$
420	Rural 2-lane Highways with 2,000 < AADT < 7,000	79.25	$= 79.25 + 523.42 \sqrt{\frac{79.25}{AADT * L * Y}}$	18.51	$= 18.51 + 523.42 \sqrt{\frac{18.51}{AADT * L * Y}}$
430	Rural 2-lane Highways with AADT ≥ 7,000	96.34	$= 96.34 + 523.42 \sqrt{\frac{96.34}{AADT * L * Y}}$	20.04	$= 20.04 + 523.42 \sqrt{\frac{20.04}{AADT * L * Y}}$
440	2-Lane Highways Posted at 40 mph or lower	298.56	$= 298.56 + 523.42 \sqrt{\frac{298.56}{AADT * L * Y}}$	35.64	$= 35.64 + 523.42 \sqrt{\frac{35.64}{AADT * L * Y}}$
<b>AADT = Average Annual Daily Traffic (vehicles per day)    L = Segment Length (miles)    Y = Years</b> <b>HMVMT = 100 million vehicle miles traveled</b>					

\* "Expressway" means a state trunk highway that, as determined by the department, has 4 or more lanes of traffic physically separated by a median or barrier and that gives preference to through traffic by utilizing interchanges or limiting at-grade access to selected public roads and public driveways. WI State Statutes: 346.57 (1)(ag)

Previous statewide average crash rate summaries can be found here:

<http://wisconsindot.gov/Pages/doing-bus/local-gov/traffic-ops/manuals-and-standards/manuals.aspx>

## Calculating Statewide Average Crash Rates and Upper Control Limits

To assist with screening for potential safety issues, WisDOT provides statewide average crash rates and UCLs for 12 different categories of state roadways and 2 categories of non-state roadways. The following instructions are provided so segment crash rates are calculated and compared using consistent methodologies. In addition, information is provided to assist users in taking the appropriate actions based on the results of the comparisons.

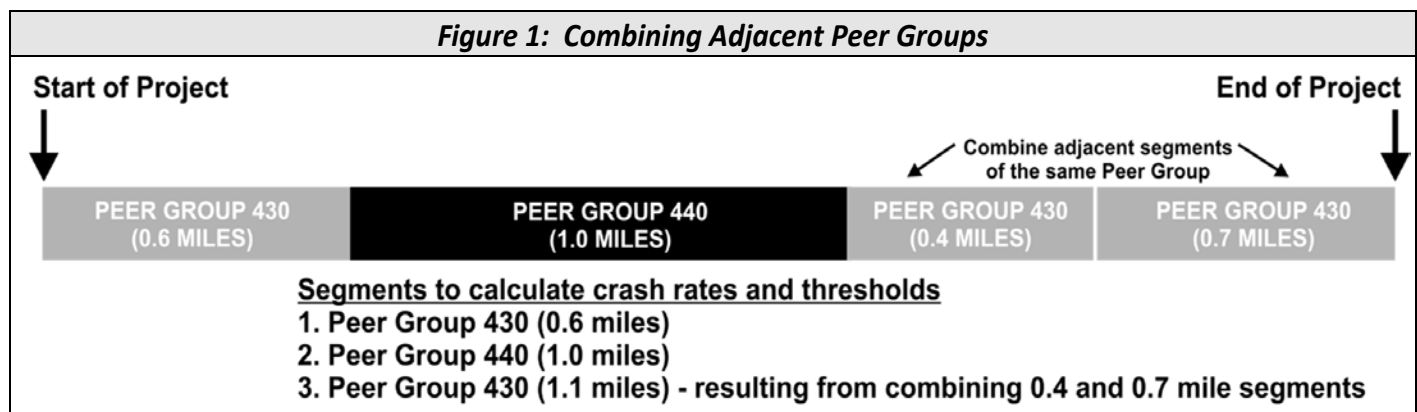
There are six steps involved with calculating and comparing segment crash rates and UCLs:

- Step 1: Identify Segments
- Step 2: Determine Total Number of Crashes and KAB Crashes
- Step 3: Determine AADT
- Step 4: Calculate Crash Rates and KAB Crash Rates
- Step 5: Calculate Crash Rate UCLs and KAB Crash Rate UCLs
- Step 6: Compare Crash Rates and KAB Crash Rates to UCLs and Choose Action

Detailed instructions for each of the six steps are provided below:

**Step 1:** Identify the roadway segments on your project. If multiple Peer Groups exist on your project, crash rates and UCLs should be calculated for each Peer Group by combining adjacent segments of the same Peer Group per the example in **Figure 1**.

- ⇒ Segments 0.1 miles or less should be excluded from crash rate comparisons unless combined with other segments.
- ⇒ Segments should not exceed 5 miles in length. If necessary, break a long segment into segments less than 5 miles.

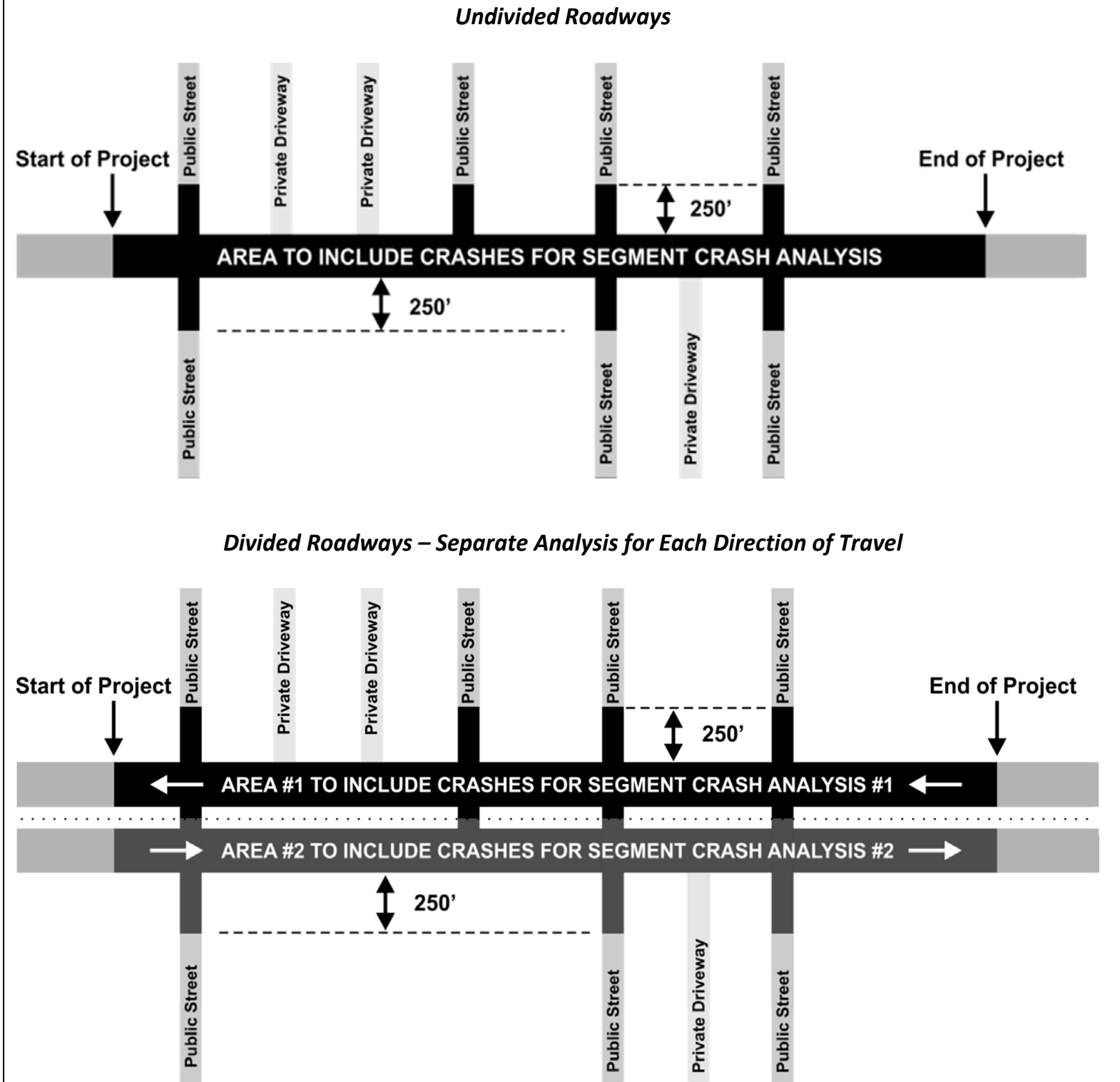


**Step 2:** Determine the total number of crashes for each segment on your project and the sum of KAB crashes (K-Level, A-Level, and B-Level). Severity definitions are provided on page 6.

The total number of crashes should include all reportable non-deer related crashes occurring on the roadway, including crashes on intersecting public streets within a distance of 250 feet from the roadway (see **Figure 2** for an illustration of the areas where crashes should be included). Crashes occurring on private driveways should not be included in crash rate calculations.

**IMPORTANT:** Divided roadways (i.e., Peer Groups 110, 120, 130, 210, 220, 310, and 320) should have each direction of travel analyzed separately to be consistent with the methods used to calculate the statewide average crash rates. AADT volumes should be determined for each direction of travel on divided roadways.

**Figure 2: Crashes to Include in Segment Crash Rates**



## Crash Severity

The severity of a crash is based on the most severe injury to any person involved in the crash. Crash severity is based on the KABCO injury severity scale according to the following definitions:

**Fatal (K)** = Any injury from a traffic crash which results in death within 30 days of the crash.

**A-level** = Suspected Serious Injury – Any injury other than fatal which results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood, broken or distorted extremity (arm or leg), crush injuries, suspected skull, chest or abdominal injury other than bruises or minor lacerations, significant burns (second and third degree burns over 10% or more of body), unconsciousness when taken from the crash scene, or paralysis.

**B-level** = Suspected Minor Injury – Any injury that is evident at the scene of the crash other than fatal or serious injuries.

- Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).

**C-level** = Possible Injury – Any injury reported or claimed which is not fatal, suspected serious or suspected minor injury.

- Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

**O-level** = Property Damage Only / No Apparent Injury - No reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.

A reportable crash is any crash that results in an injury or fatality. Additionally, a reportable crash is a crash in which damage to an individual's property totals more than \$1,000 or damage to government property (e.g. traffic control devices, guardrail, etc.) totals more than \$200.

**Step 3:** Identify or calculate the AADT for each segment on your project (see Step 1 for instructions about combining adjacent segments with the same Peer Group). If multiple AADTs exist within the same Peer Group, use **Equation 1** to calculate a pro-rated AADT. AADT volumes should be determined for each direction of travel on divided roadways.

Equation 1: Pro-Rated AADT	
Pro-rate AADTs when combining adjacent segments of the <b>same Peer Group</b> that have varying AADTs.	
<p>The diagram illustrates three adjacent road segments. Above the segments, horizontal double-headed arrows indicate their lengths: <math>L_1</math> for the first segment, <math>L_2</math> for the second, and <math>L_i</math> for the third. Below the segments, three rectangular boxes represent the AADT for each segment: <math>AADT_1</math> for the first, <math>AADT_2</math> for the second, and <math>AADT_i</math> for the third. Each box is labeled 'PEER GROUP 430' above it.</p>	
$AADT_{PR} = \frac{L_1 * AADT_1 + L_2 * AADT_2 + L_i * AADT_i}{L_1 + L_2 + L_i} = \text{Pro-Rated Annual Average Daily Traffic}$	
$L_1 =$	Length of Segment #1 (miles)
$AADT_1 =$	Annual Average Daily Traffic of Segment #1
$L_2 =$	Length of Segment #2 (miles)
$AADT_2 =$	Annual Average Daily Traffic of Segment #2
$L_i =$	Length of Segment #i (miles)
$AADT_i =$	Annual Average Daily Traffic of Segment #i
<p>Notes:</p> <ol style="list-style-type: none"> <li>1. If multiple AADTs are provided for a particular segment (e.g., Year 2014 <math>AADT_1 = 5,000</math> and Year 2017 <math>AADT_1 = 6,500</math>), use engineering judgment to calculate an AADT that best represents the five-year average.</li> <li>2. Engineering judgment should be used when determining where AADT counts begin and end. Roadway characteristics that affect traffic volumes are typically good places to define AADT limits. For example, major intersections, driveways to traffic generating businesses, and transitions in surrounding land uses (e.g., urban to rural) are commonly used as start/stop points for AADTs.</li> </ol>	

**Step 4:** Calculate segment crash rates (see **Equation 2**) and KAB Crash Rates (see **Equation 3**) for each segment on your project (see Step 1 for instructions about combining adjacent segments with the same Peer Group).

**Equation 2: Segment Crash Rate**

$$\text{Segment Crash Rate} = \frac{C * 100,000,000}{AADT * L * Y * 365} = \text{Crashes per 100 million vehicle miles traveled (HMVMT)}$$

C = Number of crashes in five-year period (years 2014-2018)  
 AADT = Annual Average Daily Traffic (if AADT varies along the roadway, see **Equation 1**)  
 L = Length of segment (miles)  
 Y = Number of years analyzed (5)

**Equation 3: KAB Crash Rate**

$$\text{KAB Crash Rate} = \frac{C_{KAB} * 100,000,000}{AADT * L * Y * 365} = \text{KAB Crashes per HMVMT}$$

C<sub>KAB</sub> = Sum of K-level, A-level, and B-level crashes in five-year period (years 2014-2018)  
 AADT = Annual Average Daily Traffic (if AADT varies along the roadway, see **Equation 1**)  
 L = Length of segment (miles)  
 Y = Number of years analyzed (5)

**Step 5:** Calculate crash rate and KAB Crash Rate UCLs for each segment on your project per the formulas provided in **Table 1**. Example calculations are provided below:

**Example UCL Calculations**

Rural Two-Lane Highway

AADT = 4,500

Length = 2.0 Miles

Crash Rate = 70 crashes per 100 MVM

KAB Crash Rate = 50 KAB crashes per 100 MVM

Classification: Peer Group (420) Rural 2-lane Highway with  $2,000 < \text{AADT} \leq 7,000$

*Example UCL Calculations for Peer Group (420) – See **Table 1** to find equations for UCLs*

$$\text{Crash Rate UCL} = 79.25 + 523.42 \sqrt{\frac{79.25}{\text{AADT} * L * Y}}$$

$$\text{Crash Rate UCL} = 79.25 + 523.42 \sqrt{\frac{79.25}{4,500 * 2.0 * 5}} = 101.22 \text{ Crashes per 100 MVM}$$

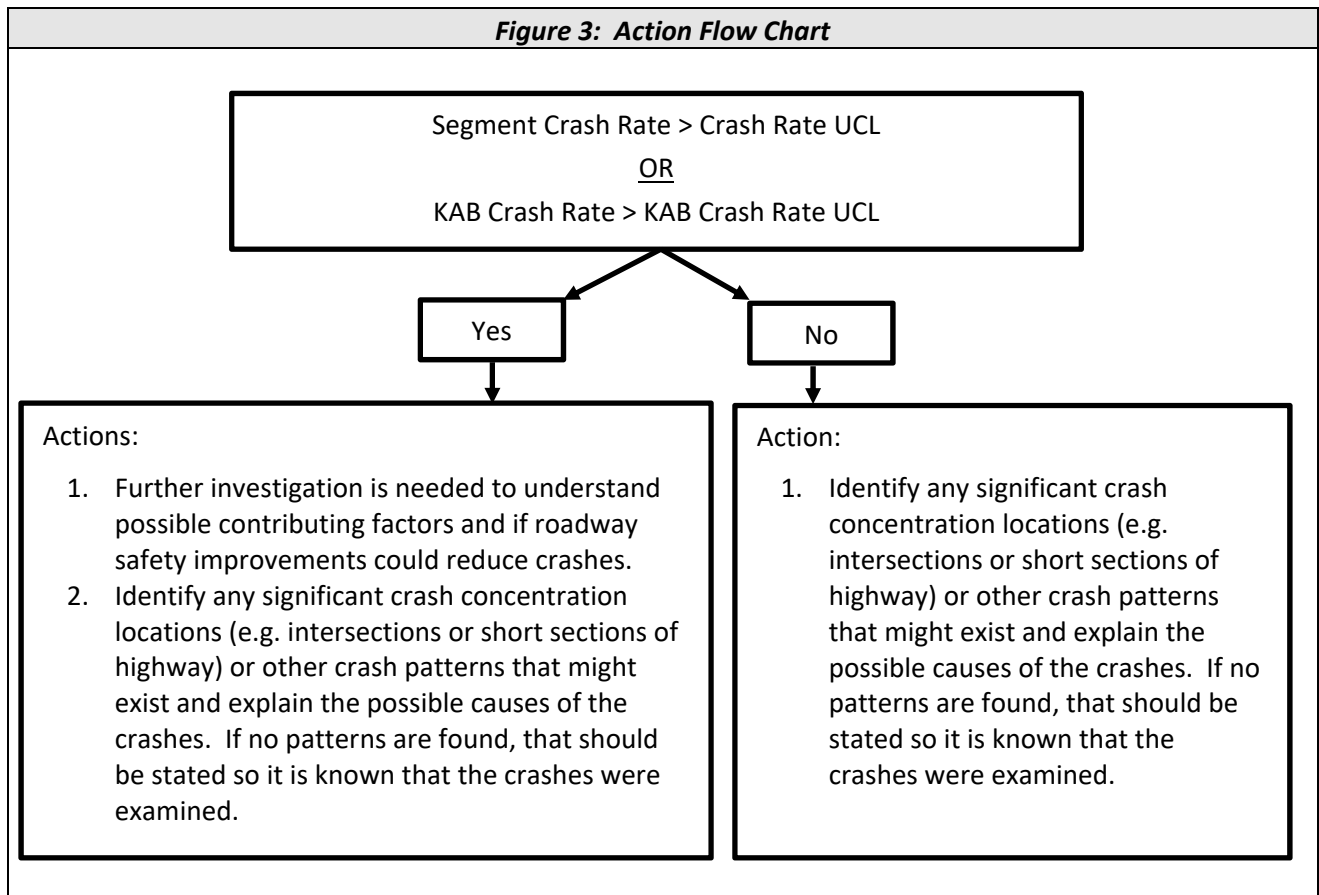
$$\text{KAB Rate UCL} = 18.51 + 523.42 \sqrt{\frac{18.51}{\text{AADT} * L * Y}}$$

$$\text{KAB Rate UCL} = 18.51 + 523.42 \sqrt{\frac{18.51}{4,500 * 2.0 * 5}} = 29.13 \text{ KAB Crashes per 100 MVM}$$

**Results:** The segment's crash rate of 70 crashes per 100 MVM is less than the crash rate UCL of 101.22, but the segment's KAB Crash Rate of 50 crashes per 100 MVM is higher than the KAB Crash Rate UCL of 29.13. See Step 6 for how to interpret these results and what actions are suggested.



**Step 6:** Compare your segment's crash rate and KAB Crash Rates to the calculated UCLs. Use the flowchart in **Figure 3** to determine what action should be taken.



## Local Road Crash Rates

**Table 2** includes statewide average crash rates for local roads which are broken into Urban Street and Rural County Trunk Highways. The Urban Street category includes urban city streets, rural city streets and urban county trunk highways.

The local road crash rates and KAB segment crash rates have been consolidated to a five-year average for two peer groups. UCLs are provided to help identify where further analysis might be beneficial.

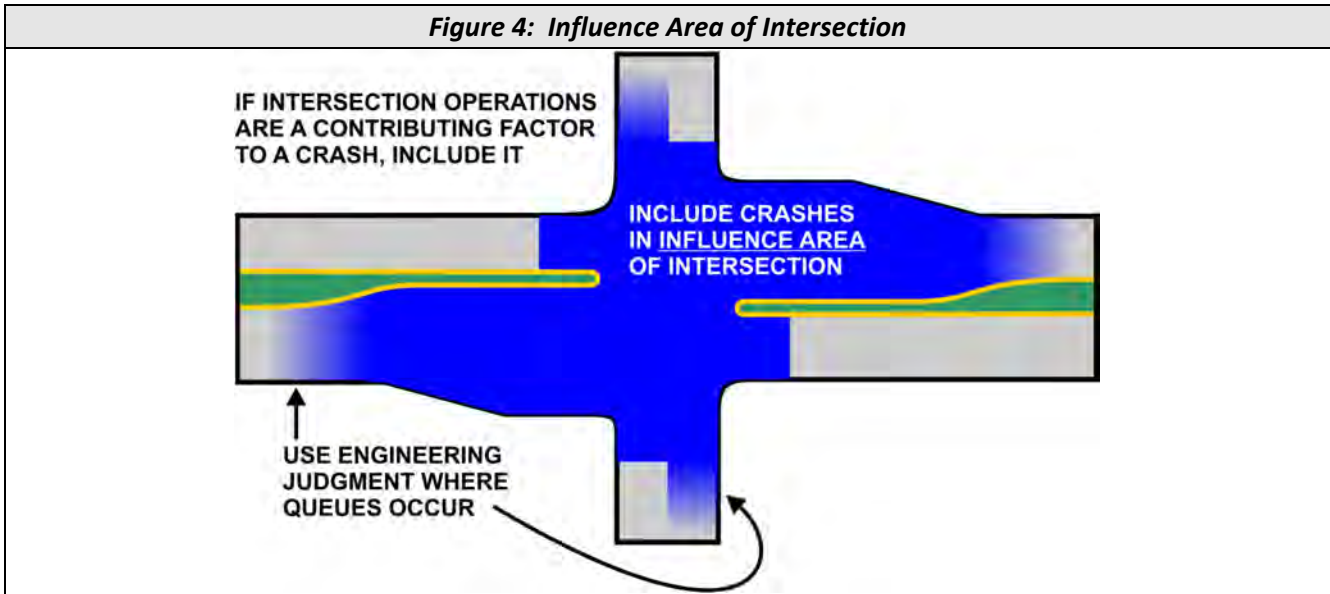
**Table 2: 2014-2018 Statewide Average Crash Rates, KAB Crash Rates, and UCLs for Local Roads**

Local Road Group	Crash Rate (crashes per HMVMT)		KAB Crash Rate (crashes per HMVMT)	
	Average	UCL	Average	UCL
Urban Streets	349.89	$= 349.89 + 523.42 \sqrt{\frac{349.89}{AADT * L * Y}}$	39.90	$= 39.90 + 523.42 \sqrt{\frac{39.90}{AADT * L * Y}}$
Rural County Trunk Highways	92.87	$= 92.87 + 523.42 \sqrt{\frac{92.87}{AADT * L * Y}}$	20.93	$= 20.93 + 523.42 \sqrt{\frac{20.93}{AADT * L * Y}}$
<b>AADT = Average Annual Daily Traffic (vehicles per day)    L = Segment Length (miles)    Y = Years</b> <b>HMVMT = 100 million vehicle miles traveled</b>				

# Intersection Crash Rates

WisDOT does not produce statewide intersection crash rates or utilize a specific threshold crash rate for screening potential intersection safety issues. WisDOT is in the process of developing statewide intersection crash data for use in intersection safety analyses. When this information is ready, it will be included in future publications of this document with guidance regarding its use.

If intersection crash rates are calculated, they should be calculated using the crashes that occurred in the past five years within the influence area of the intersection. See **Figure 4** for an illustration of the influence area of an intersection. If operational characteristics of the intersection (such as queueing) appear to be related to the cause of the crash, the crash should be included in the intersection crash rate analysis.



**Equation 4** shows the calculation for intersection crash rates.

**Equation 4: Intersection Crash Rate**

$$\text{Intersection Crash Rate} = \frac{C * 1,000,000}{AADT_{ent} * Y * 365} = \text{Crashes per 1 million entering vehicles (MEV)}$$

C =            Number of crashes in the time period analyzed (preferably 5 years) within the influence area of the intersection

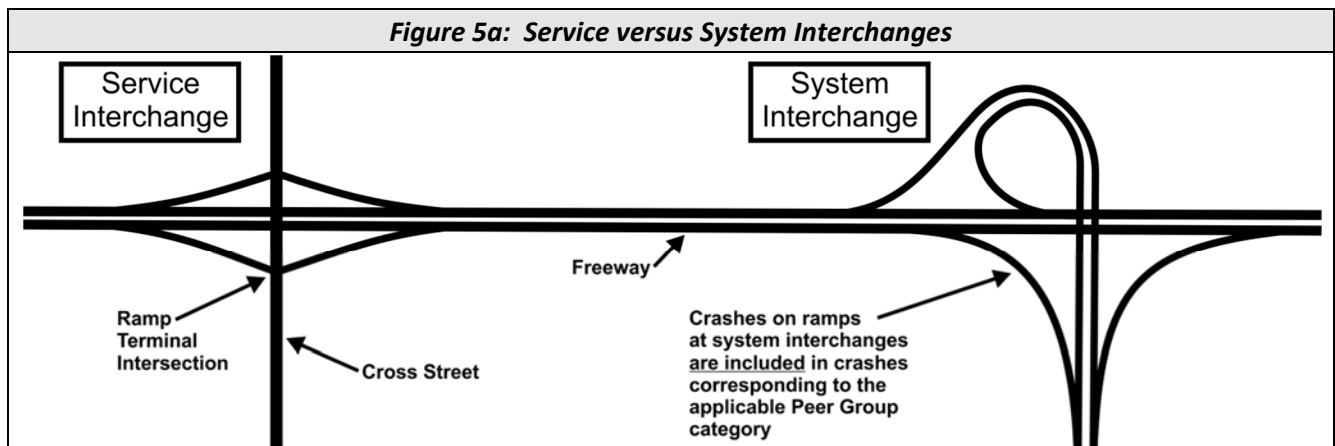
AADT<sub>ent</sub> =    Annual Average Daily Traffic entering the intersection

Y =            Number of years analyzed (preferably 5)

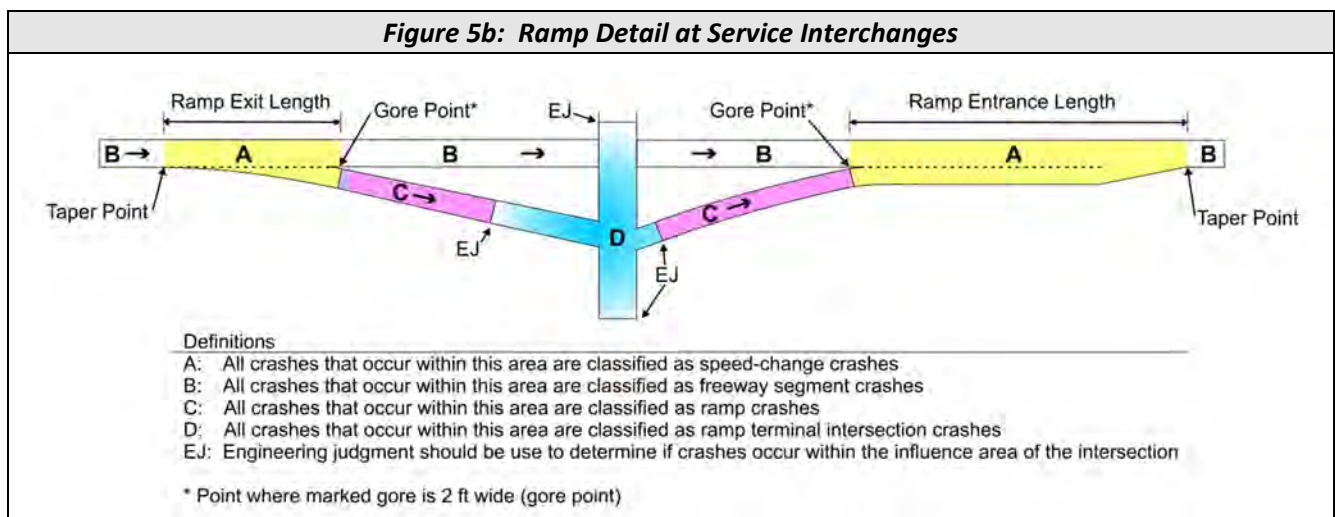
## Ramp Crash Rates

Crashes that occurred on ramps at service interchanges **are not** included in the crashes used to calculate the statewide average crash rates for roadways. WisDOT is in the process of developing statewide ramp crash information for use in comparisons. When this information is ready, it will be included in future publications of this document with guidance regarding its use.

Crashes that occurred on ramps at system interchanges (i.e., freeway to freeway) **are** included in the crashes used to calculate the corresponding freeway Peer Group average crash rates. Please see **Figure 5a** for an illustration of service versus system interchanges.



At service interchanges, the variability in ramp designs and interchange configurations present challenges for conducting consistent analysis. If crash analysis is conducted at a service interchange, it is suggested the analysis be conducted using the segmentation shown in **Figure 5b**.



The definitions shown in **Figure 5b** for speed-change areas and freeway segments are based on definitions in the Enhanced Interchange Safety Analysis Tool (ISETe): User Manual, published May 31<sup>st</sup>, 2012 through the National Cooperative Highway Research Program (NCHRP). **Figure 5b** also includes guidance about defining ramps and the influence area of intersections, which are definitions specific to WisDOT business practices.

# US 51 Environmental Assessment: Corridor Crash Rate Summary

January 2020

Shading Key: Corridor Crash Rate vs. Statewide Data

0.7 to 1.0	1.0 to 1.5	1.5 - 2.0	> 2.0
------------	------------	-----------	-------

		Severity	US 51 Corridor (2014-2018)		Statewide Averages (2014-2018)		Upper Control Limits (UCL) (2014-2018)	
			Total	Average Annual Crash Rate	Statewide Average Crash Rate	Corridor vs Statewide Average	UCL	Corridor vs UCL
Segment 1	I-39/90 to West of County A							
	Northbound							
	Meta-manager Peer Group 310: Multilane Divided Highways Posted at 45 mph or higher	Total Crashes	1	77.05	206.87	0.37	333.12	0.23
	0.33 miles							
	2,155 vehicles per day	KAB Injury	0	0.00	24.24	0.00	67.46	0.00
	Southbound							
	Meta-manager Peer Group 310: Multilane Divided Highways Posted at 45 mph or higher	Total Crashes	5	385.25	206.87	1.86	333.12	1.16
Segment 2	West of County A to Spring Road							
	Meta-manager Peer Group 420: Rural 2-lane Highways with 2,000 < AADT ≤ 7,000	Total Crashes	28	60.71	79.25	0.77	92.36	0.66
	4.80 miles							
	5,270 vehicles per day	KAB Injury	5	10.84	18.51	0.59	24.85	0.44
Segment 3	Spring Road to Page Street							
	Meta-manager Peer Group 440: Rural 2-lane Highways at 40mph or lower	Total Crashes	138	462.36	298.56	1.55	330.19	1.40
	1.70 miles							
	9,600 vehicles per day	KAB Injury	9	30.15	35.64	0.85	46.57	0.65
Segment 4	Page Street to WIS 138 South							
	Meta-manager Peer Group 330: Multilane Undivided and One-Way Highways	Total Crashes	106	385.13	464.01	0.83	505.07	0.76
	1.10 miles							
	13,710 vehicles per day	KAB Injury	6	21.80	57.46	0.38	71.91	0.30

# US 51 Environmental Assessment: Corridor Crash Rate Summary

January 2020

Shading Key: Corridor Crash Rate vs. Statewide Data

0.7 to 1.0	1.0 to 1.5	1.5 - 2.0	> 2.0
------------	------------	-----------	-------

		Severity	US 51 Corridor (2014-2018)		Statewide Averages (2014-2018)		Upper Control Limits (UCL) (2014-2018)	
			Total	Average Annual Crash Rate	Statewide Average Crash Rate	Corridor vs Statewide Average	UCL	Corridor vs UCL
Segment 5	<b>WIS 138 South to North of Jackson Street</b>							
	<b>Northbound</b>							
	Meta-manager Peer Group 320: Multilane Divided Highways Posted at 40 mph or lower	Total Crashes	16	255.23	424.99	0.60	507.33	0.50
	0.60 miles	KAB Injury	2	31.90	52.22	0.61	81.08	0.39
	5,725 vehicles per day							
	<b>Southbound</b>							
	Meta-manager Peer Group 320: Multilane Divided Highways Posted at 40 mph or lower	Total Crashes	23	366.89	424.99	0.86	507.33	0.72
Segment 6	0.60 miles	KAB Injury	3	47.86	52.22	0.92	81.08	0.59
	5,725 vehicles per day							
	<b>North of Jackson Street to County B (East)</b>							
	Meta-manager Peer Group 430: Rural 2-lane Highways with ≥ 7,000	Total Crashes	59	277.52	96.34	2.88	117.63	2.36
Segment 7	1.10 miles	KAB Injury	11	51.74	20.04	2.58	29.75	1.74
	10,590 vehicles per day							
	<b>County B (East) to County B/AB</b>							
Segment 8	Meta-manager Peer Group 430: Rural 2-lane Highways with ≥ 7,000	Total Crashes	110	185.00	96.34	1.92	109.07	1.70
	3.00 miles	KAB Injury	28	47.09	20.04	2.35	25.85	1.82
	10,860 vehicles per day							
	<b>County B/AB to Exchange Street</b>							
Segment 8	Meta-manager Peer Group 430: Rural 2-lane Highways with ≥ 7,000	Total Crashes	64	108.96	96.34	1.13	109.15	1.00
	2.70 miles	KAB Injury	14	23.84	20.04	1.19	25.88	0.92
	11,920 vehicles per day							

# US 51 Environmental Assessment: Corridor Crash Rate Summary

January 2020

Shading Key: Corridor Crash Rate vs. Statewide Data

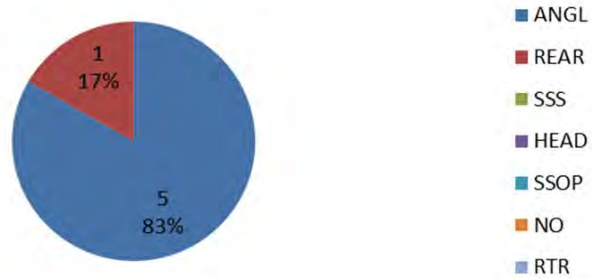
0.7 to 1.0	1.0 to 1.5	1.5 - 2.0	> 2.0
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			US 51 Corridor (2014-2018)		Statewide Averages (2014-2018)		Upper Control Limits (UCL) (2014-2018)	
Segment 9	Exchange Street to South of Burma Road	Severity	Total	Average Annual Crash Rate	Statewide Average Crash Rate	Corridor vs Statewide Average	UCL	Corridor vs UCL
	Meta-manager Peer Group 330: Multilane Undivided and One-Way Highways	Total Crashes	11	61.55	464.01	0.13	514.96	0.12
	0.70 miles	KAB Injury	1	5.60	57.46	0.10	75.39	0.07
	13,990 vehicles per day							
Segment 10	South of Burma Road to South of Terminal Drive/Voges Road	Severity	Total	Average Annual Crash Rate	Statewide Average Crash Rate	Corridor vs Statewide Average	UCL	Corridor vs UCL
	Northbound	Total Crashes	55	163.39	206.87	0.79	231.66	0.71
	Meta-manager Peer Group 310: Multilane Divided Highways Posted at 45 mph or higher							
	1.70 miles	KAB Injury	8	23.77	24.24	0.98	32.73	0.73
	10,850 vehicles per day							
	Southbound	Total Crashes	63	187.15	206.87	0.90	231.66	0.81
	Meta-manager Peer Group 310: Multilane Divided Highways Posted at 45 mph or higher							
	1.70 miles	KAB Injury	4	11.88	24.24	0.49	32.73	0.36
	10,850 vehicles per day							

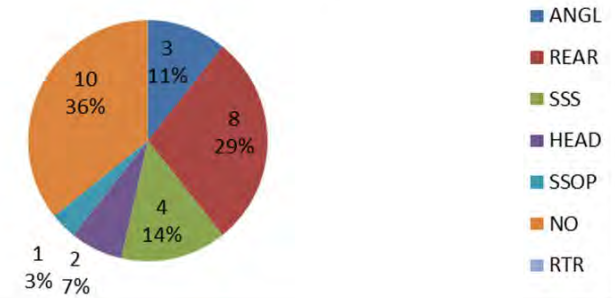


# Segments: Crash Types (2014-2018)

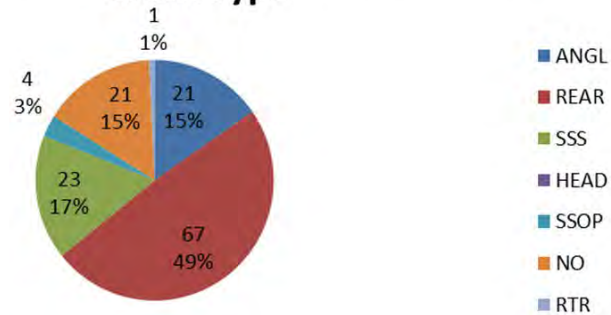
**Segment 1: I-39/90 to West of County A - Crash Type**



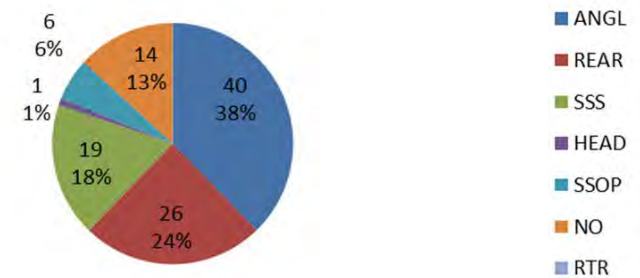
**Segment 2: West of County A to Spring Road - Crash Type**



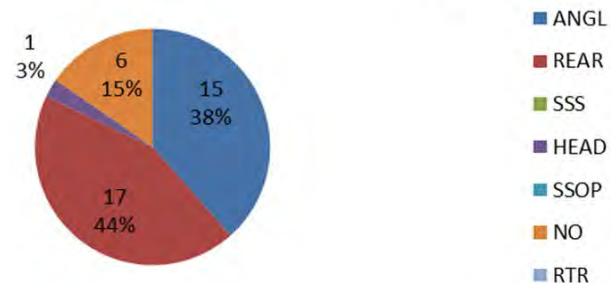
**Segment 3: Spring Road to Page Street - Crash Type**



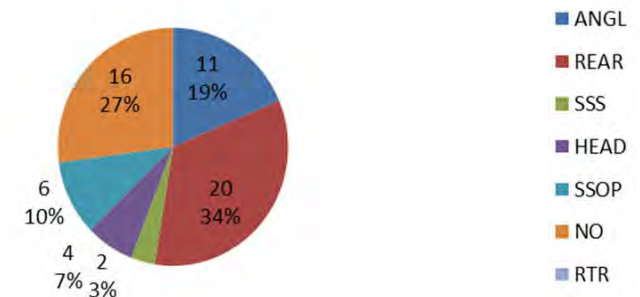
**Segment 4: Page Street to WIS-138 - Crash Type**



**Segment 5: WIS-138 South to North of Jackson Street - Crash Type**



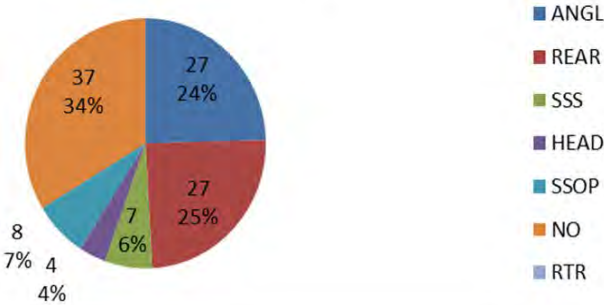
**Segment 6: North of Jackson Street to County B (East) - Crash Type**



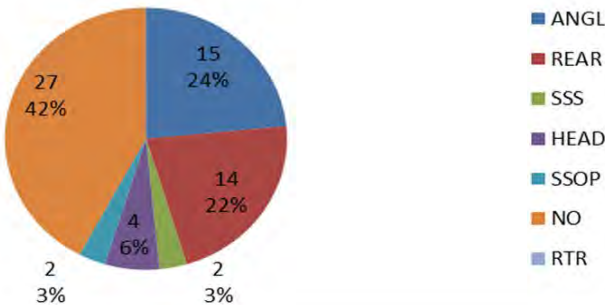


# Segments: Crash Types (2014-2018)

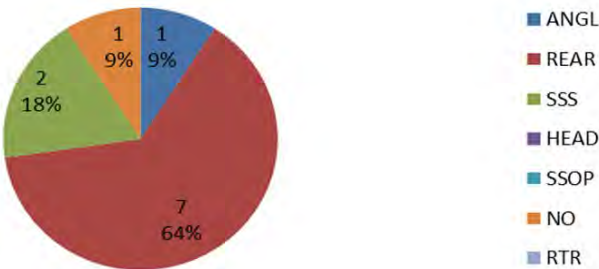
**Segment 7: County B (East) to County B/AB - Crash Type**



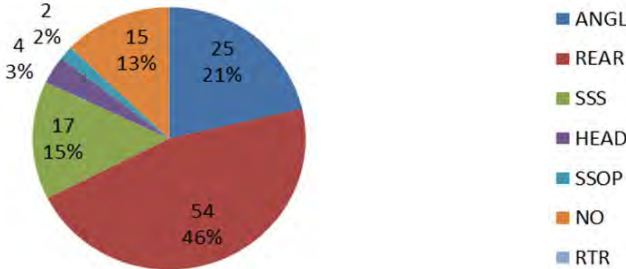
**Segment 8: County B/AB to Exchange Street - Crash Type**



**Segment 9: Exchange Street to South of Burma Road - Crash Type**



**Segment 10: South of Burma Rd to South of Terminal Drive - Crash Type**

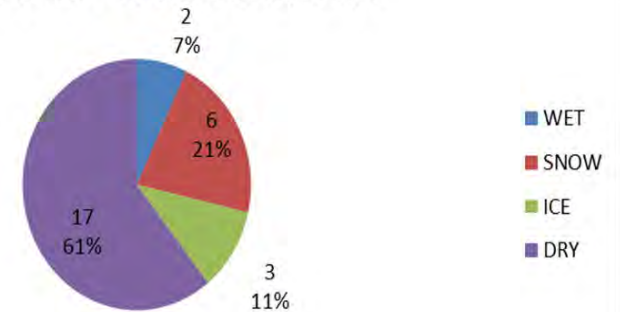


# Weather Related Segment Crashes (2014-2018)

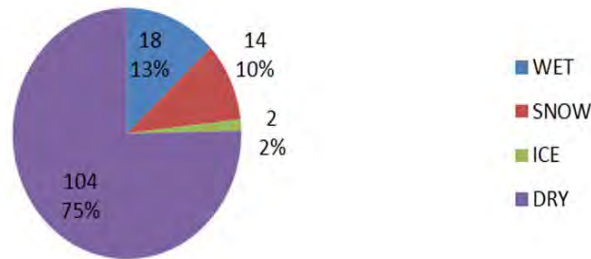
**Segment 1: I-39/90 to West of County A - Road Conditions**



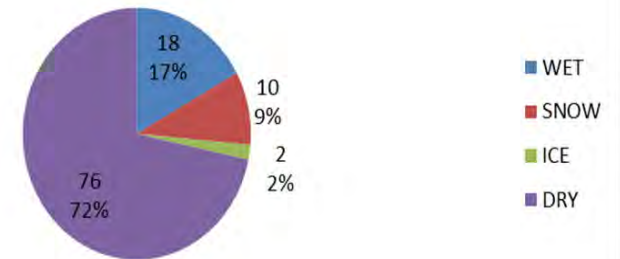
**Segment 2: West of County A to Spring Road - Road Conditions**



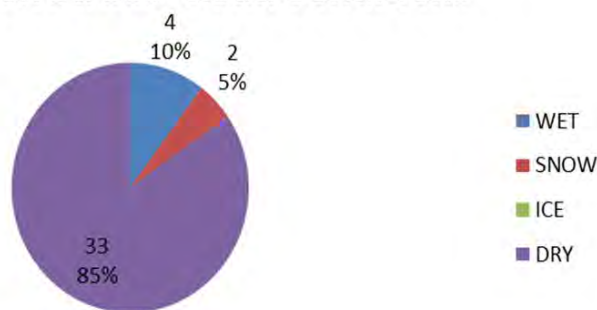
**Segment 3: Spring Road to Page Street Road Conditions**



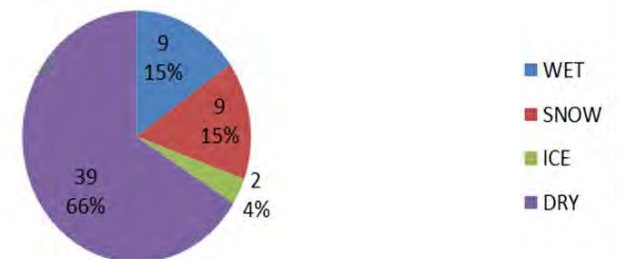
**Segment 4: Page Street to WIS-138 South Road Conditions**



**Segment 5: WIS-138 South to North of Jackson Street - Road Conditions**

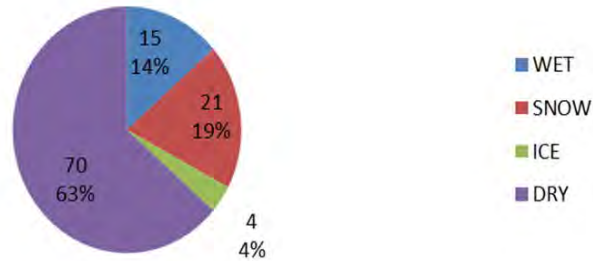


**Segment 6: North of Jackson Street to County B (East) - Road Conditions**

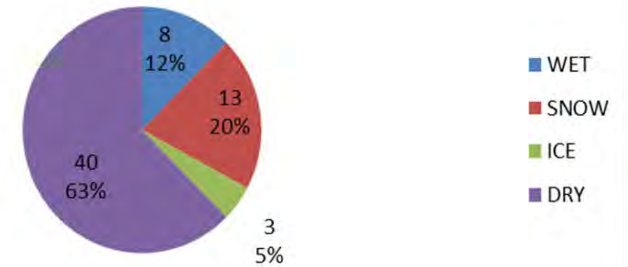


# Weather Related Segment Crashes (2014-2018)

**Segment 7: County B (East) to County B/AB - Road Conditions**



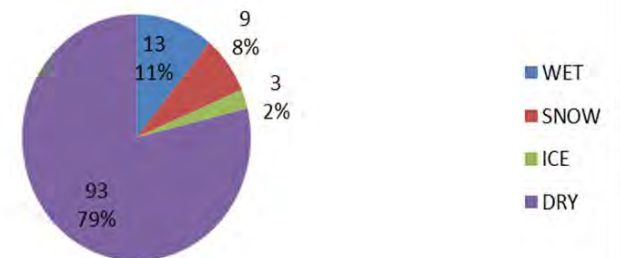
**Segment 8: County B/AB to Exchange Street - Road Conditions**



**Segment 9: Exchange Street to South of Burma Road - Road Conditions**



**Segment 10: South of Burma Rd to South of Terminal Drive - Road Conditions**

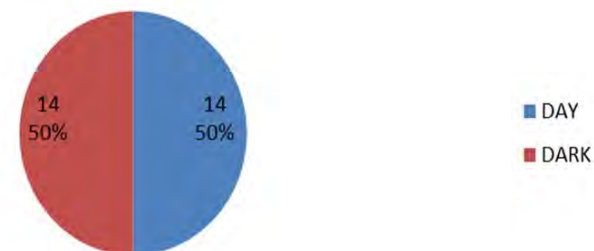


# Light Conditions Segment Crashes (2014-2018)

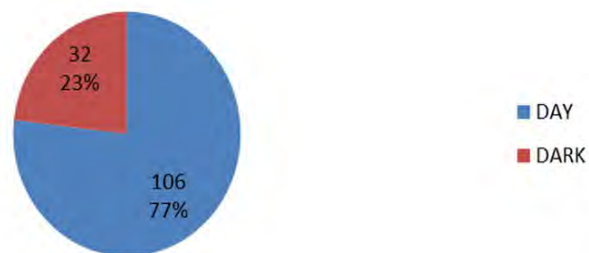
**Segment 1: I-39/90 to West of County A  
Light Conditions**



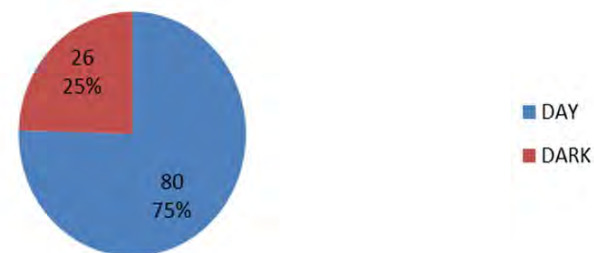
**Segment 2: West of County A to Spring  
Road - Light Conditions**



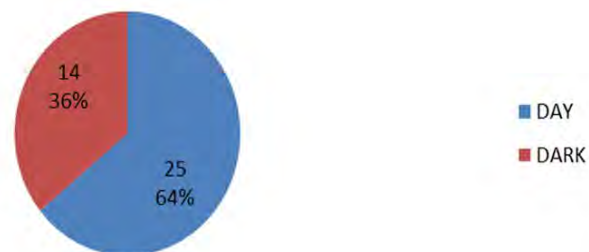
**Segment 3: Spring Road to Page Street  
Light Conditions**



**Segment 4: Page Street to WIS-138  
South - Light Conditions**



**Segment 5: WIS-138 South to North of  
Jackson Street - Light Conditions**



**Segment 6: North of Jackson Street to  
County B (East) - Light Conditions**



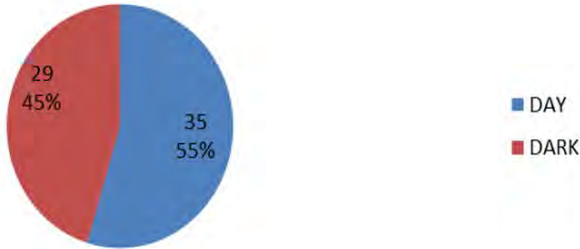


# Light Conditions Segment Crashes (2014-2018)

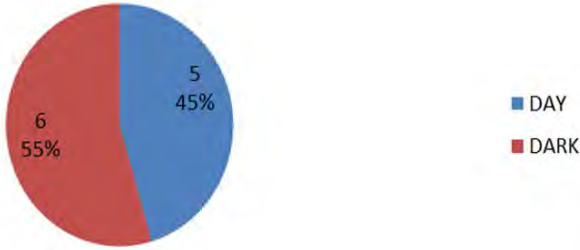
**Segment 7: County B (East) to County B/AB - Light Conditions**



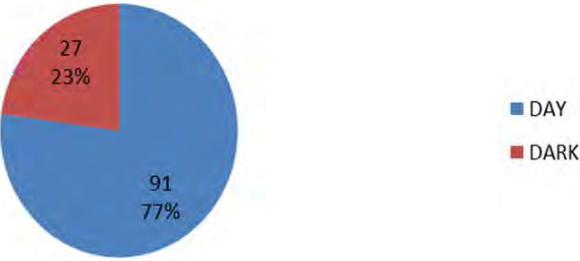
**Segment 8: County B/AB to Exchange Street - Light Conditions**



**Segment 9: Exchange Street to South of Burma Road - Light Conditions**



**Segment 10: South of Burma Rd to South of Terminal Drive - Light Conditions**



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## **ATTACHMENT B INTERSECTION CRASH ANALYSIS**

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# US 51 Environmental Assessment - Intersection Crash Summary

August 2019

US 51 Intersection	TOTALS								Entering Vehicle Volume / AADT	Crash Rate	KAB Crash Rate	Total Crash Rate Rank	KAB Crash Rate Rank
	Fatal	A Injury	B Injury	C Injury	KAB Injury	All Injury	PDO	TOTAL					
County A	0	0	2	1	2	3	3	6	5,110	0.64	0.21	7	3
County W	0	0	1	0	1	1	2	3	5,000	0.33	0.11	21	9
Ramsey Road	0	0	0	1	0	1	0	1	5,390	0.10	0.00	44	36
Washington Road	0	0	2	0	2	2	1	3	5,490	0.30	0.20	22	4
Pleasant Hill Road	0	0	0	0	0	0	1	1	5,420	0.10	0.00	45	36
Race Track Road	0	0	1	0	1	1	1	2	7,510	0.15	0.07	38	15
County N	0	0	0	3	0	3	9	12	13,190	0.50	0.00	13	36
S 4th St	0	1	1	3	2	5	12	17	15,050	0.62	0.07	10	16
S Page Street	0	0	1	3	1	4	10	14	16,000	0.48	0.03	15	34
Van Buren Street/WIS 138 (south)	0	0	1	1	1	2	11	13	17,210	0.41	0.03	17	35
WIS 138 (west)	0	0	4	3	4	7	16	23	16,180	0.78	0.14	5	6
Roby Road/Deer Point Drive	0	1	5	3	6	9	14	23	13,730	0.92	0.24	3	2
Rutland Dunn Townline Road	0	0	0	0	0	0	7	7	10,920	0.35	0.00	18	36
County B (east)	0	1	1	8	2	10	9	19	13,610	0.76	0.08	6	13
Brooklyn Drive	0	0	1	2	1	3	2	5	11,060	0.25	0.05	29	18
Halverson Road/Quam Drive	0	0	1	1	1	2	3	5	11,290	0.24	0.05	30	21
Lake Kegonsa Road	0	0	0	1	0	1	8	9	11,520	0.43	0.00	16	36
Charles Lane	0	1	1	0	2	2	8	10	11,160	0.49	0.10	14	10
Schneider Drive	0	0	1	2	1	3	4	7	11,400	0.34	0.05	19	22
County B/AB	1	0	9	7	10	17	19	36	11,400	1.73	0.48	1	1
Dyreson Road	0	0	1	3	1	4	2	6	11,750	0.28	0.05	26	23
Mahoney Road	0	0	1	2	1	3	4	7	13,900	0.28	0.04	27	26
Tower Road	0	0	2	0	2	2	1	3	12,600	0.13	0.09	39	12
Exchange Street	0	0	1	0	1	1	5	6	14,090	0.23	0.04	31	27
Yahara Drive	0	0	1	2	1	3	1	4	14,240	0.15	0.04	36	28
Babcock County Park	0	0	0	0	0	0	1	1	14,090	0.04	0.00	52	36
Burma Road	0	0	0	2	0	2	1	3	14,490	0.11	0.00	43	36
Farwell Street (County MN)	0	1	1	5	2	7	14	21	19,730	0.58	0.06	12	17
Dale Curtain Drive	0	0	0	1	0	1	6	7	19,150	0.20	0.00	32	36
Larson Beach Road	0	0	5	6	5	11	22	33	21,610	0.84	0.13	4	7
Siggelkow Road NB Ramps	0	0	0	1	0	1	3	4	7,830	0.28	0.00	25	36
Siggelkow Road SB Ramps	0	0	0	0	0	0	14	14	7,830	0.98	0.00	2	36
Amundson Parkway	0	0	0	0	0	0	3	3	9,500	0.17	0.00	35	36
Franklin Street	0	0	0	0	0	0	2	2	9,050	0.12	0.00	40	36
Church Street	0	0	0	0	0	0	1	1	11,260	0.05	0.00	50	36
Lynn Street	0	0	0	0	0	0	2	2	11,260	0.10	0.00	46	36
Hillside Avenue	0	0	0	0	0	0	1	1	11,260	0.05	0.00	50	36
S 7th Street	0	0	1	0	1	1	5	6	11,260	0.29	0.05	24	19
S 6th Street	0	0	0	1	0	1	2	3	11,260	0.15	0.05	37	19
S 5th Street	0	0	0	0	0	0	2	2	11,260	0.10	0.00	46	36
Forrest Street	0	0	0	1	0	1	6	7	12,900	0.30	0.04	23	24
Division Street	0	0	1	2	1	3	13	16	13,810	0.63	0.12	8	8
Water Street	0	0	0	1	0	1	4	5	14,390	0.19	0.04	33	29
Main Page Court	0	0	0	0	0	0	1	1	14,270	0.04	0.00	53	36
Prairie Street	0	0	0	2	0	2	1	3	14,390	0.11	0.08	42	14
Madison Street	0	0	0	0	0	0	2	2	14,390	0.08	0.00	48	36
Monroe Street	0	0	1	0	1	1	4	5	14,390	0.19	0.04	33	29
Gjertson Street	0	0	1	0	1	1	8	9	14,800	0.33	0.04	20	31
Main Street	0	1	0	0	1	1	0	1	14,800	0.04	0.04	54	31
Rowe Street	0	0	0	0	0	0	1	1	14,800	0.04	0.00	54	36
Hamilton Street	0	0	0	0	0	0	2	2	14,640	0.07	0.00	49	36
King Street	0	0	0	1	0	1	2	3	13,780	0.12	0.04	41	25
Kings Lynn Road	0	0	0	4	0	4	11	15	13,780	0.60	0.16	11	5
Hoel Avenue/Silverado Drive	0	0	1	0	1	1	6	7	15,050	0.25	0.04	28	33
Jackson Street	0	0	1	1	1	2	12	14	12,110	0.63	0.09	9	11
TOTAL	1	6	50	74	57	131	305	436					
TOTAL Along US 51 (no Siggelkow)	1	6	50	73	57	130	288	418					

## Notes:

Intersections are organized top down from south to north.

Intersection crash rates are expressed in crashes per million entering vehicles.

The highlighted blue boxes represent the top ten total crash rates and top ten injury crash rates.

Deer crashes and other animal crashes are not included in the calculations.

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# Intersections: Crash Types (2014-2018)

CRASH TYPE																			
INTERSECTION	TOTAL CRASHES	ANGLE		REAR-END		HEAD-ON		SS-SAME		SS-OPPOSITE		FIXED		NO COLLISION		OVERTURN		OTHER/UNKN	
		NO.	PERCENT	NO.	PERCENT	NO.	PERCENT	NO.	PERCENT	NO.	PERCENT	NO.	PERCENT	NO.	PERCENT	NO.	PERCENT	NO.	PERCENT
138 WB	23	6	26.09%	12	52.17%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	5	21.74%	0	0.00%	0	0.00%
A	6	5	83.33%	1	16.67%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AB/B	36	19	52.78%	12	33.33%	1	2.78%	1	2.78%	1	2.78%	0	0.00%	2	5.56%	0	0.00%	0	0.00%
AMUNDSON PKWY	3	1	33.33%	1	33.33%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	33.33%	0	0.00%	0	0.00%
B EAST	19	6	31.58%	7	36.84%	3	15.79%	0	0.00%	1	5.26%	0	0.00%	2	10.53%	0	0.00%	0	0.00%
Babcock County Park	1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Brooklyn	5	2	40.00%	0	0.00%	0	0.00%	2	40.00%	1	20.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
BURMA RD	3	1	33.33%	2	66.67%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Charles	10	5	50.00%	4	40.00%	0	0.00%	1	10.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
CHURCH ST	1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
DALE RD	7	6	85.71%	0	0.00%	1	14.29%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
DEER POINT DR/ROBY RD	23	7	30.43%	10	43.48%	1	4.35%	1	4.35%	1	4.35%	0	0.00%	3	13.04%	0	0.00%	0	0.00%
DIVISION ST	16	1	6.25%	13	81.25%	0	0.00%	1	6.25%	0	0.00%	0	0.00%	1	6.25%	0	0.00%	0	0.00%
DYRESON RD	6	3	50.00%	2	33.33%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	16.67%	0	0.00%	0	0.00%
EXCHANGE ST	6	0	0.00%	3	50.00%	1	16.67%	1	16.67%	0	0.00%	0	0.00%	1	16.67%	0	0.00%	0	0.00%
FARWELL ST	21	4	19.05%	11	52.38%	0	0.00%	4	19.05%	0	0.00%	0	0.00%	2	9.52%	0	0.00%	0	0.00%
Fifth St	2	2	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
FORREST ST	7	0	0.00%	7	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
FOURTH ST	17	0	0.00%	11	64.71%	0	0.00%	4	23.53%	0	0.00%	0	0.00%	2	11.76%	0	0.00%	0	0.00%
FRANKLIN ST	2	1	50.00%	1	50.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
GJERTSON ST	9	6	66.67%	2	22.22%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	11.11%	0	0.00%	0	0.00%
Halverson/Quam	5	2	40.00%	0	0.00%	0	0.00%	1	20.00%	0	0.00%	0	0.00%	2	40.00%	0	0.00%	0	0.00%
HAMILTON	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	100.00%	0	0.00%	0	0.00%
HILLSIDE	1	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
HOEL AVE/SILVERADO DR	7	2	28.57%	3	42.86%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	28.57%	0	0.00%	0	0.00%
JACKSON ST	14	9	64.29%	4	28.57%	1	7.14%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
KING ST	3	1	33.33%	1	33.33%	0	0.00%	1	33.33%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
KINGS LYNN RD	15	4	26.67%	4	26.67%	1	6.67%	2	13.33%	2	13.33%	0	0.00%	2	13.33%	0	0.00%	0	0.00%
LAKE KEGONSA	9	2	22.22%	2	22.22%	0	0.00%	3	33.33%	0	0.00%	0	0.00%	2	22.22%	0	0.00%	0	0.00%
LARSON BEACH RD	33	6	18.18%	17	51.52%	2	6.06%	4	12.12%	1	3.03%	0	0.00%	3	9.09%	0	0.00%	0	0.00%
LYNN ST	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	100.00%	0	0.00%	0	0.00%
MADISON ST	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	50.00%	0	0.00%	1	50.00%	0	0.00%	0	0.00%
MAHONEY	7	3	42.86%	3	42.86%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	14.29%	0	0.00%	0	0.00%
MAIN PAGE CT	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
MAIN ST	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
MONROE ST	5	2	40.00%	1	20.00%	0	0.00%	1	20.00%	0	0.00%	0	0.00%	1	20.00%	0	0.00%	0	0.00%
N/VETERANS RD	12	4	33.33%	7	58.33%	0	0.00%	1	8.33%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
PAGE ST	14	4	28.57%	7	50.00%	0	0.00%	2	14.29%	1	7.14%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
PLEASANT HILL	1	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
PRAIRIE ST	3	1	33.33%	0	0.00%	0	0.00%	0	0.00%	1	33.33%	0	0.00%	1	33.33%	0	0.00%	0	0.00%
RACE TRACK	2	1	50.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	50.00%	0	0.00%	0	0.00%
RAMSEY	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
ROWE ST	1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
RUTLAND DUNN	7	0	0.00%	3	42.86%	0	0.00%	1	14.29%	0	0.00%	0	0.00%	3	42.86%	0	0.00%	0	0.00%
SCHNEIDER	7	1	14.29%	3	42.86%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	3	42.86%	0	0.00%	0	0.00%
SEVENTH ST	6	2	33.33%	2	33.33%	0	0.00%	0	0.00%	1	16.67%	0	0.00%	1	16.67%	0	0.00%	0	0.00%
Sixth St	3	0	0.00%	1	33.33%	0	0.00%	0	0.00%	1	33.33%	0	0.00%	1	33.33%	0	0.00%	0	0.00%
TOWER RD	3	1	33.33%	1	33.33%	1	33.33%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
VAN BUREN ST/138 SB	13	9	69.23%	1	7.69%	0	0.00%	1	7.69%	1	7.69%	0	0.00%	1	7.69%	0	0.00%	0	0.00%
W	3	1	33.33%	0	0.00%	0	0.00%	1	33.33%	0	0.00%	0	0.00%	1	33.33%	0	0.00%	0	0.00%
WASHINGTON	3	2	66.67%	1	33.33%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
WATER ST	5	0	0.00%	5	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
YAHARA	4	0	0.00%	4	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
TOTAL (INTERSECTIONS):	418	135	32.30%	170	40.67%	12	2.87%	34	8.13%	13	3.11%	0	0.00%	54	12.92%	0	0.00%	0	0.00%



# Weather Related Intersection Crashes (2014-2018)

## ROAD CONDITIONS

INTERSECTION	TOTAL CRASHES	DRY		WET		SNOW		ICE		MUD		OTHER/UNKN	
		NO.	PERCENT	NO.	PERCENT	NO.	PERCENT	NO.	PERCENT	NO.	PERCENT	NO.	PERCENT
138 WB	23	18	78.26%	3	13.04%	2	8.70%	0	0.00%	0	0.00%	0	0.00%
A	6	6	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AB/B	36	31	86.11%	4	11.11%	0	0.00%	1	2.78%	0	0.00%	0	0.00%
AMUNDSON PKWY	3	1	33.33%	2	66.67%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
B EAST	19	13	68.42%	2	10.53%	4	21.05%	0	0.00%	0	0.00%	0	0.00%
Babcock County Park	1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Brooklyn	5	5	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
BURMA RD	3	3	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Charles	10	7	70.00%	1	10.00%	1	10.00%	1	10.00%	0	0.00%	0	0.00%
CHURCH ST	1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
DALE RD	7	7	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
DEER POINT DR/ROBY RD	23	19	82.61%	3	13.04%	1	4.35%	0	0.00%	0	0.00%	0	0.00%
DIVISION ST	16	10	62.50%	4	25.00%	2	12.50%	0	0.00%	0	0.00%	0	0.00%
DYRESON RD	6	4	66.67%	0	0.00%	2	33.33%	0	0.00%	0	0.00%	0	0.00%
EXCHANGE ST	6	4	66.67%	1	16.67%	1	16.67%	0	0.00%	0	0.00%	0	0.00%
FARWELL ST	21	20	95.24%	0	0.00%	1	4.76%	0	0.00%	0	0.00%	0	0.00%
Fifth St	2	1	50.00%	1	50.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
FORREST ST	7	7	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
FOURTH ST	17	13	76.47%	3	17.65%	1	5.88%	0	0.00%	0	0.00%	0	0.00%
FRANKLIN ST	2	2	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
GJERTSON ST	9	6	66.67%	3	33.33%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Halverson/Quam	5	2	40.00%	1	20.00%	2	40.00%	0	0.00%	0	0.00%	0	0.00%
HAMILTON	2	0	0.00%	0	0.00%	2	100.00%	0	0.00%	0	0.00%	0	0.00%
HILLSIDE	1	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
HOEL AVE/SILVERADO DR	7	6	85.71%	0	0.00%	1	14.29%	0	0.00%	0	0.00%	0	0.00%
JACKSON ST	14	14	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
KING ST	3	3	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
KINGS LYNN RD	15	11	73.33%	2	13.33%	1	6.67%	1	6.67%	0	0.00%	0	0.00%
LAKE KEGONSA	9	7	77.78%	1	11.11%	1	11.11%	0	0.00%	0	0.00%	0	0.00%
LARSON BEACH RD	33	24	72.73%	5	15.15%	3	9.09%	1	3.03%	0	0.00%	0	0.00%
LYNN ST	2	2	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
MADISON ST	2	1	50.00%	0	0.00%	0	0.00%	1	50.00%	0	0.00%	0	0.00%
MAHONEY	7	5	71.43%	1	14.29%	1	14.29%	0	0.00%	0	0.00%	0	0.00%
MAIN PAGE CT	1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
MAIN ST	1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
MONROE ST	5	3	60.00%	2	40.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
N/VETERANS RD	12	12	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
PAGE ST	14	10	71.43%	4	28.57%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
PLEASANT HILL	1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
PRAIRIE ST	3	2	66.67%	0	0.00%	1	33.33%	0	0.00%	0	0.00%	0	0.00%
RACE TRACK	2	1	50.00%	0	0.00%	1	50.00%	0	0.00%	0	0.00%	0	0.00%
RAMSEY	1	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%
ROWE ST	1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
RUTLAND DUNN	7	3	42.86%	2	28.57%	2	28.57%	0	0.00%	0	0.00%	0	0.00%
SCHNEIDER	7	5	71.43%	0	0.00%	2	28.57%	0	0.00%	0	0.00%	0	0.00%
SEVENTH ST	6	4	66.67%	0	0.00%	0	0.00%	2	33.33%	0	0.00%	0	0.00%
Sixth St	3	1	33.33%	1	33.33%	1	33.33%	0	0.00%	0	0.00%	0	0.00%
TOWER RD	3	2	66.67%	1	33.33%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
VAN BUREN ST/138 SB	13	8	61.54%	3	23.08%	2	15.38%	0	0.00%	0	0.00%	0	0.00%
W	3	3	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
WASHINGTON	3	2	66.67%	1	33.33%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
WATER ST	5	5	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
YAHARA	4	3	75.00%	1	25.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
TOTAL (INTERSECTIONS):	418	322	77.03%	53	12.68%	36	8.61%	7	1.67%	0	0.00%	0	0.00%

# Light Conditions Intersection Crashes (2014-2018)

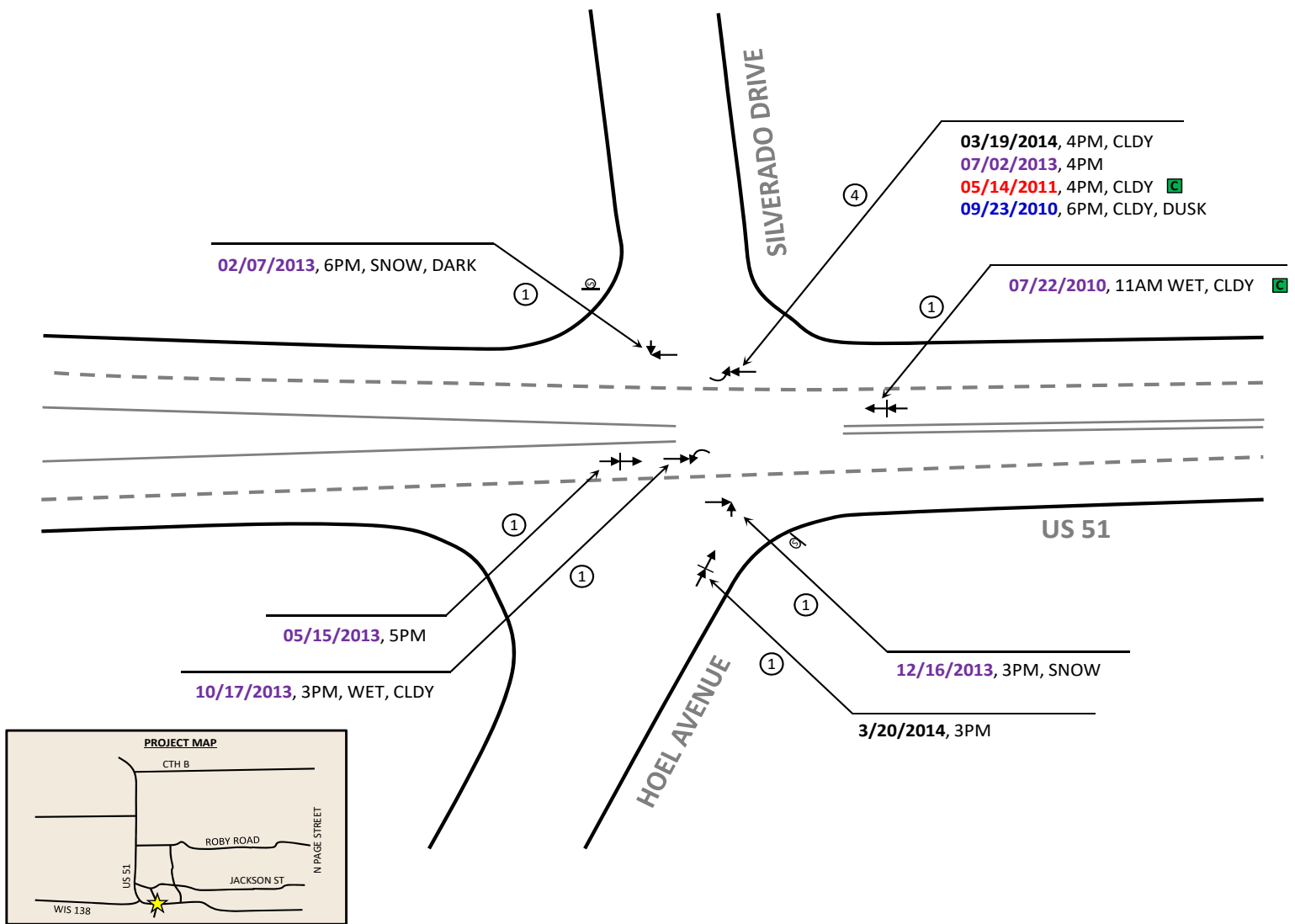
LIGHT CONDITIONS					
INTERSECTION	TOTAL CRASHES	LIGHT		DARK	
		NO.	PERCENT	NO.	PERCENT
138 WB	23	15	65.22%	8	34.78%
A	6	6	100.00%	0	0.00%
AB/B	36	28	77.78%	8	22.22%
AMUNDSON PKWY	3	3	100.00%	0	0.00%
B EAST	19	15	78.95%	4	21.05%
Babcock County Park	1	1	100.00%	0	0.00%
Brooklyn	5	4	80.00%	1	20.00%
BURMA RD	3	3	100.00%	0	0.00%
Charles	10	6	60.00%	4	40.00%
CHURCH ST	1	1	100.00%	0	0.00%
DALE RD	7	6	85.71%	1	14.29%
DEER POINT DR/ROBY RD	23	20	86.96%	3	13.04%
DIVISION ST	16	14	87.50%	2	12.50%
DYRESON RD	6	5	83.33%	1	16.67%
EXCHANGE ST	6	3	50.00%	3	50.00%
FARWELL ST	21	20	95.24%	1	4.76%
Fifth St	2	2	100.00%	0	0.00%
FORREST ST	7	6	85.71%	1	14.29%
FOURTH ST	17	15	88.24%	2	11.76%
FRANKLIN ST	2	1	50.00%	1	50.00%
GJERTSON ST	9	9	100.00%	0	0.00%
Halverson/Quam	5	3	60.00%	2	40.00%
HAMILTON	2	0	0.00%	2	100.00%
HILLSIDE	1	1	100.00%	0	0.00%
HOEL AVE/SILVERADO DR	7	7	100.00%	0	0.00%
JACKSON ST	14	14	100.00%	0	0.00%
KING ST	3	2	66.67%	1	33.33%
KINGS LYNN RD	15	13	86.67%	2	13.33%
LAKE KEGONSA	9	8	88.89%	1	11.11%
LARSON BEACH RD	33	30	90.91%	3	9.09%
LYNN ST	2	2	100.00%	0	0.00%
MADISON ST	2	2	100.00%	0	0.00%
MAHONEY	7	6	85.71%	1	14.29%
MAIN PAGE CT	1	1	100.00%	0	0.00%
MAIN ST	1	1	100.00%	0	0.00%
MONROE ST	5	4	80.00%	1	20.00%
N/VETERANS RD	12	11	91.67%	1	8.33%
PAGE ST	14	13	92.86%	1	7.14%
PLEASANT HILL	1	1	100.00%	0	0.00%
PRAIRIE ST	3	1	33.33%	2	66.67%
RACE TRACK	2	2	100.00%	0	0.00%
RAMSEY	1	0	0.00%	1	100.00%
ROWE ST	1	1	100.00%	0	0.00%
RUTLAND DUNN	7	5	71.43%	2	28.57%
SCHNEIDER	7	6	85.71%	1	14.29%
SEVENTH ST	6	6	100.00%	0	0.00%
Sixth St	3	3	100.00%	0	0.00%
TOWER RD	3	2	66.67%	1	33.33%
VAN BUREN ST/138 SB	13	8	61.54%	5	38.46%
W	3	1	33.33%	2	66.67%
WASHINGTON	3	2	66.67%	1	33.33%
WATER ST	5	5	100.00%	0	0.00%
YAHARA	4	3	75.00%	1	25.00%
TOTAL (INTERSECTIONS):	418	347	83.01%	71	16.99%

**ATTACHMENT C**  
**INTERSECTION CRASH DIAGRAMS**

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YEAR	CRASH RATE	CRASH FREQUENCY/SEVERITY
2010 BLUE	0.36 Crashes	0 Fatal Crash (K)
2011 RED	Per Million	0 Incapacitating (A-Level)
2012 GREEN	Entering Vehicles	0 Non-Incapacitating (B-Level)
2013 PURPLE	Entering Vehicles: 15,410/day	2 Possible (C-Level)
2014 BLACK		8 Property Damage Only

LEGEND			
→ Moving Vehicle	⊗ Stop/Yield Sign	↘ Angle (Right Angle)	⚡ Head-On
←←← Backing Vehicle	Ⓣ Tree	↙ Angle (Left-Turn)	↔ Rear-End
- - - Pedestrian	Ⓤ Utility Pole	↗ Angle (Right-Turn)	⚡ Out of Control
⋯ Bicyclist	ⓕ Fixed Object	↔ Sideswipe-Same	↔ Overtake
Ⓟ Parked Vehicle	Ⓝ Non-Fixed Object	↔ Sideswipe-Opposite	↔ Overturn

# = CRASH FREQUENCY

"LETTER" = USED FOR REFERENCING CRASHES IN REPORT AS NEEDED

DATE OF CRASH  
HOUR

SEVERITY (SEE SEVERITY DEFINITIONS)

ROAD CONDITIONS (DRY IF BLANK)

LIGHT CONDITIONS (DAYTIME IF BLANK)

ALCOHOL/DRUG INVOLVEMENT (AL/DG)

**CRASH SEVERITY DEFINITIONS**

**K** = Fatal Crash

**A** = Incapacitating Injury Crash

**B** = Non-Incapacitating Injury Crash

**C** = Possible Injury Crash

**D** = Property Damage Only Crash

Note: Intersection crashes without available MV4000 crash reports were not placed on diagram, but included in calculations

## EXHIBIT A1

### INTERSECTION COLLISION DIAGRAM

### US 51 & SILVERADO DRIVE/HOEL AVENUE

### DANE COUNTY, WISCONSIN

## GENERAL INFORMATION

INTERSECTION: US 51/HOEL/SILVERADO

MUNICIPALITY: STOUGHTON

COUNTY: DANE

STATE: WI

PROJECT ID: 5845-06-02

CRASHES FROM: 1/1/2010

TO: 12/31/2014

DURATION

5 YEARS

0 MONTHS

PREPARED BY: AJW

DATE: 12/14/2015

## INTERSECTION CHARACTERISTICS

TRAFFIC CONTROL: STOP CONTROL ON HOEL/SILVERADO

INTERSECTION AADT: Year (2012): 15,410

NUMBER OF LEGS: 4

POSTED SPEED (MAJOR): 25

DEER CRASHES INCLUDED: NO

AREA TYPE: URBAN

## CRASH STATISTICS

## CRASH FREQUENCY &amp; SEVERITY

YEAR	PD	UNKNOWN	C-LEVEL	B-LEVEL	A-LEVEL	FATAL	TOTAL
2010	1	0	1	0	0	0	2
2011	0	0	1	0	0	0	1
2012	0	0	0	0	0	0	0
2013	5	0	0	0	0	0	5
2014	2	0	0	0	0	0	2
<b>TOTAL</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>PERCENT</b>	<b>80.0%</b>	<b>0.0%</b>	<b>20.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>YEAR AVG.</b>	<b>1.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>

## CRASH RATES

per MEV

CRASH RATE 0.36

INJURY CRASH RATE 0.07

## LIGHT CONDITIONS

PERCENT

DAY 8 80.0%

DARK 2 20.0%

TOTAL 10 100.0%

Note: Dawn, dusk or street lighted conditions included in dark total.

## VEHICLE TYPES

PERCENT

CAR 18 90.0%

TRUCK 2 10.0%

OTHER/UNKN 0 0.0%

TOTAL 20 100.0%

## ROAD CONDITIONS

PERCENT

DRY 6 60.0%

WET 2 20.0%

SNOW 2 20.0%

ICE 0 0.0%

MUD 0 0.0%

OTHER/UNKN 0 0.0%

TOTAL 10 100.0%

## CRASH TYPE

PERCENT

ANGLE 6 60.0%

REAR-END 3 30.0%

HEAD-ON 1 10.0%

SS-SAME 0 0.0%

SS-OPPOSITE 0 0.0%

PEDESTRIAN 0 0.0%

BICYCLE 0 0.0%

FIXED 0 0.0%

NO COLLISION 0 0.0%

OVERTURN 0 0.0%

OTHER/UNKN 0 0.0%

TOTAL 10 100.0%

## DAY AND TIME - BOTH DIRECTIONS

DAY OF WEEK	EARLY MORNING	AM PEAK	MIDDAY	PM PEAK	EVENING	LATE EVENING	UNKNOWN	TOTAL	
	2:00 AM TO	6:00 AM TO	10:00 AM TO	2:00 PM TO	6:00 PM TO	10:00 PM TO			
	5:59 AM	9:59 AM	1:59 PM	5:59 PM	9:59 PM	1:59 AM			
MONDAY	0	0	0	1	0	0	0	1	Weekday
TUESDAY	0	0	0	1	0	0	0	1	
WEDNESDAY	0	0	0	2	0	0	0	2	
THURSDAY	0	0	1	2	2	0	0	5	
FRIDAY	0	0	0	0	0	0	0	0	
SATURDAY	0	0	0	1	0	0	0	1	Weekend
SUNDAY	0	0	0	0	0	0	0	0	
TOTAL	0	0	1	7	2	0	0	10	

## DRIVER AGES

PERCENT

&lt;25 7 35.0%

25-34 3 15.0%

35-44 4 20.0%

45-54 1 5.0%

55-64 4 20.0%

65-74 1 5.0%

75-84 0 0.0%

85+ 0 0.0%

UNKNOWN 0 0.0%

TOTAL 20 100.0%

Note: Statistics based on first and second vehicles in crashes.

## VEHICLE DAMAGE

PERCENT

OTHER/UNKN 0 0.0%

NONE 0 0.0%

VERY MINOR 1 5.0%

MINOR 3 15.0%

MODERATE 11 55.0%

SEVERE 5 25.0%

VERY SEVERE 0 0.0%

TOTAL 20 100.0%

Note: Statistics based on first and second vehicles in crashes.

## AVERAGE NUMBER OF

## VEHICLES PER CRASH

2.1

Note: Statistics based on all vehicles in crashes.

## BY SEASON

PERCENT

SPRING 7 70.0%

SUMMER 1 10.0%

FALL 0 0.0%

WINTER 2 20.0%

TOTAL 10 100.0%

Note: Wint=Jan-Mar, Spr=Apr-June, Sum=July-Sept, Fall=Oct-Dec

## ALCOHOL RELATED CRASHES

TOTAL 0

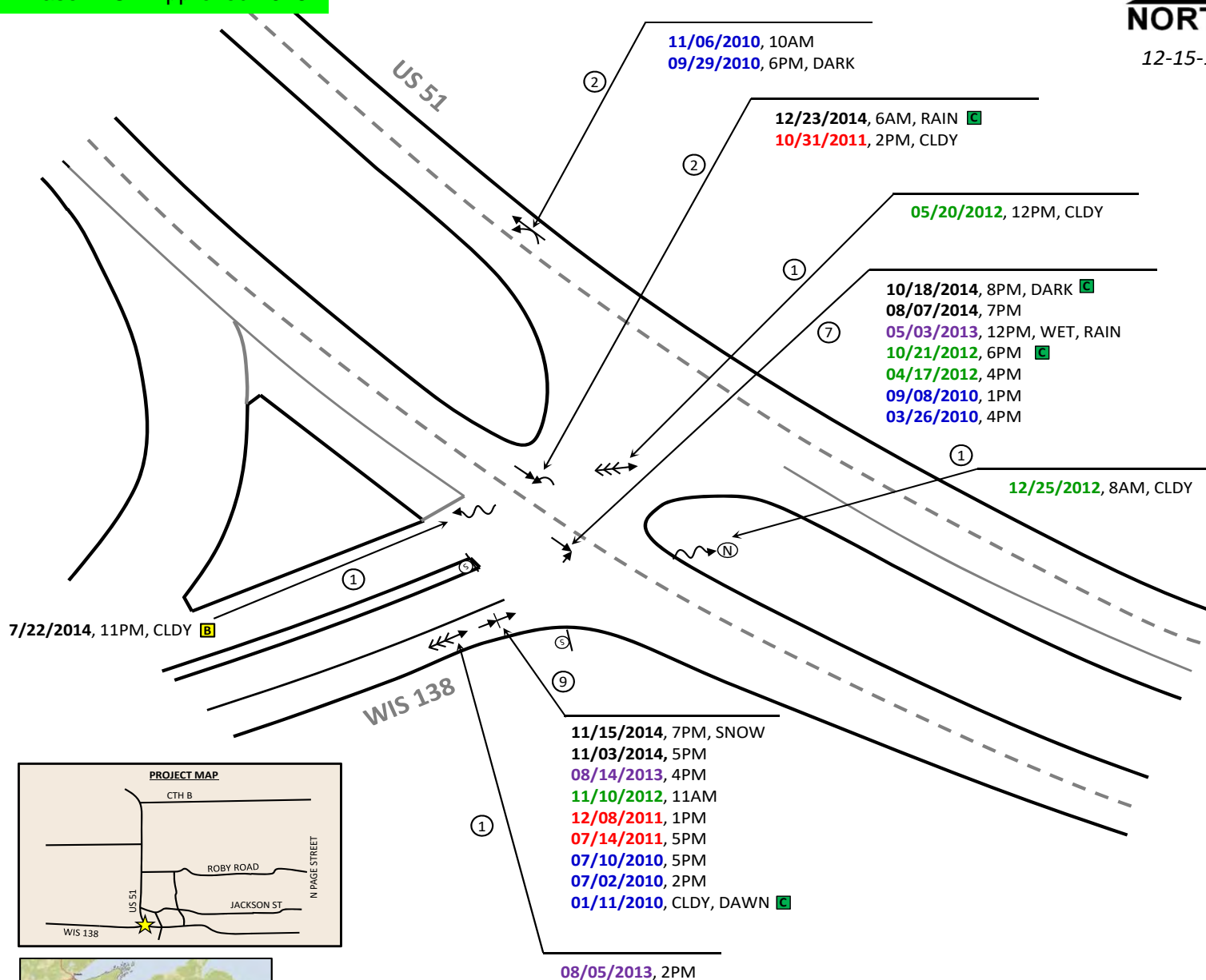
PERCENTAGE OF TOTAL 0.00%

EXHIBIT A2

## INTERSECTION CRASH STATISTICS

US 51 &amp; SILVERADO DRIVE/HOEL AVENUE

DANE COUNTY, WISCONSIN

**YEAR**

2010 BLUE  
2011 RED  
2012 GREEN  
2013 PURPLE  
2014 BLACK

**CRASH RATE**

0.73 Crashes

Per Million  
Entering Vehicles

Entering Vehicles: 17,940/day

**CRASH FREQUENCY/SEVERITY**

24 Crashes

0 Fatal Crash (K)  
0 Incapacitating (A-Level)  
1 Non-Incapacitating (B-Level)  
4 Possible (C-Level)  
19 Property Damage Only

**LEGEND**

- Moving Vehicle
- ←←← Backing Vehicle
- - - Pedestrian
- ⋯ Bicyclist
- ☐ Parked Vehicle
- ⊙ Stop/Yield Sign
- ⊙ Tree
- ⊙ Utility Pole
- ⊙ Fixed Object
- ⊙ Non-Fixed Object
- ↔ Angle (Right Angle)
- ↔ Angle (Left-Turn)
- ↔ Angle (Right-Turn)
- ↔ Sideswipe-Same
- ↔ Sideswipe-Opposite
- ↔ Head-On
- ↔ Rear-End
- ↔ Out of Control
- ↔ Overtake
- ↔ Overturn

# = CRASH FREQUENCY

"LETTER" = USED FOR REFERENCING  
CRASHES IN REPORT AS NEEDED

DATE OF CRASH  
HOUR  
SEVERITY (SEE SEVERITY DEFINITIONS)  
ROAD CONDITIONS (DRY IF BLANK)  
LIGHT CONDITIONS (DAYTIME IF BLANK)  
ALCOHOL/DRUG INVOLVEMENT (AL/DG)

**CRASH SEVERITY  
DEFINITIONS**

- K = Fatal Crash
- A = Incapacitating Injury Crash
- B = Non-Incapacitating Injury Crash
- C = Possible Injury Crash
- P = Property Damage Only Crash

Note: Intersection crashes without available MV4000 crash reports were not placed on diagram, but included in calculations

**EXHIBIT B1**  
**INTERSECTION COLLISION DIAGRAM**  
**US 51 & WIS 138 (WEST)**  
**DANE COUNTY, WISCONSIN**

## GENERAL INFORMATION

INTERSECTION: US 51/WIS 138

MUNICIPALITY: STOUGHTON

COUNTY: DANE

STATE: WI

PROJECT ID: 5845-06-02

CRASHES FROM: 1/1/2010  
TO: 12/31/2014

PREPARED BY: AJW

DURATION

5 YEARS

0 MONTHS

DATE: 12/14/2015

## INTERSECTION CHARACTERISTICS

TRAFFIC CONTROL: STOP CONTROL ON WIS 138

INTERSECTION AADT: Year (2012): 17,940

NUMBER OF LEGS: 3

POSTED SPEED (MAJOR): 35

DEER CRASHES INCLUDED: NO

AREA TYPE: URBAN

## CRASH STATISTICS

## CRASH FREQUENCY &amp; SEVERITY

YEAR	PD	UNKNOWN	C-LEVEL	B-LEVEL	A-LEVEL	FATAL	TOTAL
2010	5	0	2	0	0	0	7
2011	3	0	0	0	0	0	3
2012	5	0	0	0	0	0	5
2013	3	0	0	0	0	0	3
2014	3	0	2	1	0	0	6
<b>TOTAL</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>PERCENT</b>	<b>79.2%</b>	<b>0.0%</b>	<b>16.7%</b>	<b>4.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>YEAR AVG.</b>	<b>3.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>

## CRASH RATES per MEV

CRASH RATE 0.73

INJURY CRASH RATE 0.15

## LIGHT CONDITIONS PERCENT

DAY 17 70.8%

DARK 7 29.2%

TOTAL 24 100.0%

Note: Dawn, dusk or street lighted conditions included in dark total.

## VEHICLE TYPES PERCENT

CAR 35 72.9%

TRUCK 10 20.8%

OTHER/UNKN 3 6.3%

TOTAL 48 100.0%

Note: Statistics based on first and second vehicles in crashes.

ROAD CONDITIONS	PERCENT
DRY	21 87.5%
WET	2 8.3%
SNOW	1 4.2%
ICE	0 0.0%
MUD	0 0.0%
OTHER/UNKN	0 0.0%
<b>TOTAL</b>	<b>24 100.0%</b>

CRASH TYPE	PERCENT
ANGLE	9 37.5%
REAR-END	10 41.7%
HEAD-ON	0 0.0%
SS-SAME	3 12.5%
SS-OPPOSITE	0 0.0%
PEDESTRIAN	0 0.0%
BICYCLE	0 0.0%
FIXED	0 0.0%
NO COLLISION	2 8.3%
OVERTURN	0 0.0%
OTHER/UNKN	0 0.0%
<b>TOTAL</b>	<b>24 100.0%</b>

## DAY AND TIME - BOTH DIRECTIONS

	EARLY MORNING 2:00 AM TO 5:59 AM	AM PEAK 6:00 AM TO 9:59 AM	MIDDAY 10:00 AM TO 1:59 PM	PM PEAK 2:00 PM TO 5:59 PM	EVENING 6:00 PM TO 9:59 PM	LATE EVENING 10:00 PM TO	UNKNOWN	TOTAL	
DAY OF WEEK									
MONDAY	0	1	0	3	0	0	0	4	Weekday
TUESDAY	0	2	0	1	0	1	0	4	
WEDNESDAY	0	0	1	1	1	0	0	3	
THURSDAY	0	0	1	1	1	0	0	3	
FRIDAY	0	0	1	2	0	0	0	3	
SATURDAY	0	0	2	1	2	0	0	5	Weekend
SUNDAY	0	0	1	0	1	0	0	2	
<b>TOTAL</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>24</b>	

DRIVER AGES	PERCENT
<25	9 20.8%
25-34	6 14.0%
35-44	7 14.0%
45-54	11 23.3%
55-64	10 23.3%
65-74	1 2.3%
75-84	0 0.0%
85+	0 0.0%
UNKNOWN	1 2.3%
<b>TOTAL</b>	<b>45 100.0%</b>

Note: Statistics based on first and second vehicles in crashes.

VEHICLE DAMAGE	PERCENT
OTHER/UNKN	1 2.2%
NONE	2 4.3%
VERY MINOR	6 13.0%
MINOR	12 26.1%
MODERATE	15 32.6%
SEVERE	9 19.6%
VERY SEVERE	1 2.2%
<b>TOTAL</b>	<b>46 100.0%</b>

Note: Statistics based on first and second vehicles in crashes.

AVERAGE NUMBER OF  
VEHICLES PER CRASH 1.9

Note: Statistics based on all vehicles in crashes.

BY SEASON	PERCENT
SPRING	9 37.5%
SUMMER	5 20.8%
FALL	0 0.0%
WINTER	10 41.7%
<b>TOTAL</b>	<b>24 100.0%</b>

Note: Wint=Jan-Mar, Spr=Apr-June, Sum=July-Sept, Fall=Oct-Dec

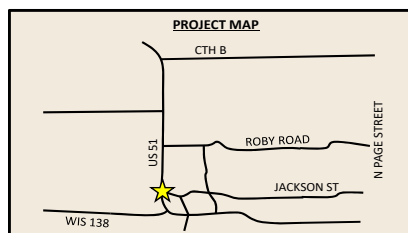
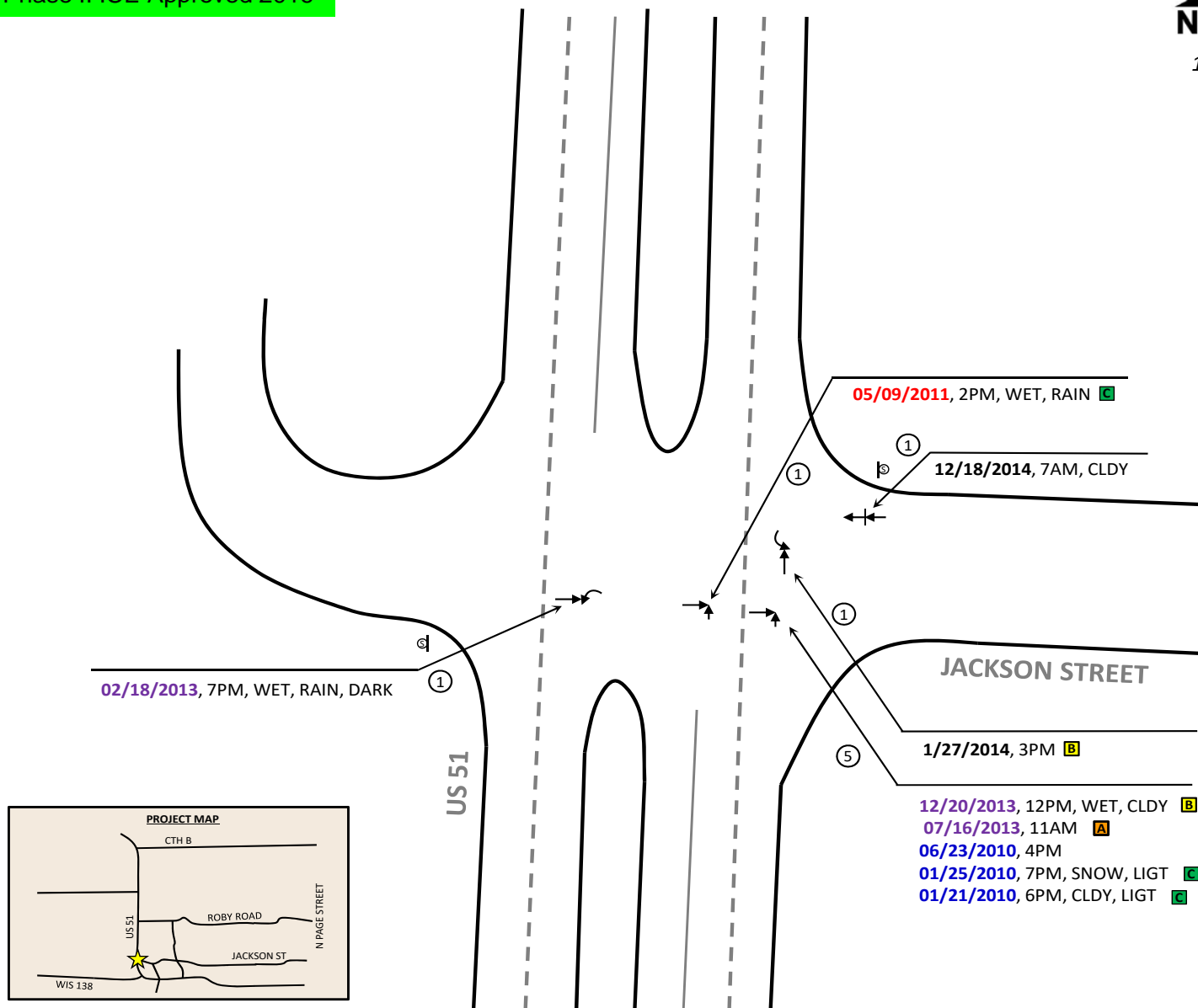
ALCOHOL RELATED CRASHES	PERCENT
TOTAL	0
PERCENTAGE OF TOTAL	0.00%

# EXHIBIT B2

## INTERSECTION CRASH STATISTICS

### US 51 & WIS 138 (WEST)

### DANE COUNTY, WISCONSIN

**YEAR**

**2010 BLUE**  
**2011 RED**  
**2012 GREEN**  
**2013 PURPLE**  
**2014 BLACK**

**CRASH RATE**

**0.42 Crashes**

Per Million  
Entering Vehicles

Entering Vehicles: 11,630/day

**CRASH FREQUENCY/SEVERITY**

**9**  
**Crashes**

0 Fatal Crash (K)  
 1 Incapacitating (A-Level)  
 2 Non-Incapacitating (B-Level)  
 3 Possible (C-Level)  
 3 Property Damage Only

**LEGEND**

- |                   |                    |                       |                  |
|-------------------|--------------------|-----------------------|------------------|
| → Moving Vehicle  | ⊗ Stop/Yield Sign  | ↔ Angle (Right Angle) | ↔ Head-On        |
| ↔ Backing Vehicle | ⊗ Tree             | ↔ Angle (Left-Turn)   | ↔ Rear-End       |
| --- Pedestrian    | ⊗ Utility Pole     | ↔ Angle (Right-Turn)  | ↔ Out of Control |
| ⋯ Bicyclist       | ⊗ Fixed Object     | ↔ Sideswipe-Same      | ↔ Overtake       |
| ⊗ Parked Vehicle  | ⊗ Non-Fixed Object | ↔ Sideswipe-Opposite  | ↔ Overturn       |

# = CRASH FREQUENCY

"LETTER" = USED FOR REFERENCING  
 CRASHES IN REPORT AS NEEDED

DATE OF CRASH  
 HOUR  
 SEVERITY (SEE SEVERITY DEFINITIONS)  
 ROAD CONDITIONS (DRY IF BLANK)  
 LIGHT CONDITIONS (DAYTIME IF BLANK)  
 ALCOHOL/DRUG INVOLVEMENT (AL/DG)

**CRASH SEVERITY DEFINITIONS**

- [K] = Fatal Crash  
 [A] = Incapacitating Injury Crash  
 [B] = Non-Incapacitating Injury Crash  
 [C] = Possible Injury Crash  
 = Property Damage Only Crash

Note: Intersection crashes without available MV4000 crash reports were not placed on diagram, but included in calculations

**EXHIBIT C1**  
**INTERSECTION COLLISION DIAGRAM**  
**US 51 & JACKSON STREET**  
**DANE COUNTY, WISCONSIN**

## GENERAL INFORMATION

INTERSECTION: US 51/JACKSON STREET

MUNICIPALITY: STOUGHTON

COUNTY: DANE

STATE: WI

PROJECT ID: 5845-06-02

CRASHES FROM: 1/1/2010

TO: 12/31/2014

DURATION

5 YEARS

0 MONTHS

PREPARED BY: AJW

DATE: 12/15/2015

## INTERSECTION CHARACTERISTICS

TRAFFIC CONTROL: STOP CONTROL ON JACKSON ST

INTERSECTION AADT: Year (2012): 11,630

NUMBER OF LEGS: 4

POSTED SPEED (MAJOR): 45

DEER CRASHES INCLUDED: NO

AREA TYPE: URBAN

## CRASH STATISTICS

## CRASH FREQUENCY &amp; SEVERITY

YEAR	PD	UNKNOWN	C-LEVEL	B-LEVEL	A-LEVEL	FATAL	TOTAL
2010	1	0	2	0	0	0	3
2011	0	0	1	0	0	0	1
2012	0	0	0	0	0	0	0
2013	1	0	0	1	1	0	3
2014	1	0	0	1	0	0	2
<b>TOTAL</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>
<b>PERCENT</b>	<b>33.3%</b>	<b>0.0%</b>	<b>33.3%</b>	<b>22.2%</b>	<b>11.1%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>YEAR AVG.</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>1.8</b>

## CRASH RATES per MEV

CRASH RATE 0.42

INJURY CRASH RATE 0.28

## LIGHT CONDITIONS PERCENT

DAY 6 66.7%

DARK 3 33.3%

TOTAL 9 100.0%

Note: Dawn, dusk or street lighted conditions included in dark total.

## VEHICLE TYPES PERCENT

CAR 13 72.2%

TRUCK 5 27.8%

OTHER/UNKN 0 0.0%

TOTAL 18 100.0%

Note: Statistics based on first and second vehicles in crashes.

ROAD CONDITIONS		PERCENT
DRY	5	55.6%
WET	3	33.3%
SNOW	1	11.1%
ICE	0	0.0%
MUD	0	0.0%
OTHER/UNKN	0	0.0%
<b>TOTAL</b>	<b>9</b>	<b>100.0%</b>

CRASH TYPE		PERCENT
ANGLE	8	88.9%
REAR-END	1	11.1%
HEAD-ON	0	0.0%
SS-SAME	0	0.0%
SS-OPPOSITE	0	0.0%
PEDESTRIAN	0	0.0%
BICYCLE	0	0.0%
FIXED	0	0.0%
NO COLLISION	0	0.0%
OVERTURN	0	0.0%
OTHER/UNKN	0	0.0%
<b>TOTAL</b>	<b>9</b>	<b>100.0%</b>

## DAY AND TIME - BOTH DIRECTIONS

	EARLY MORNING 2:00 AM TO 5:59 AM	AM PEAK 6:00 AM TO 9:59 AM	MIDDAY 10:00 AM TO 1:59 PM	PM PEAK 2:00 PM TO 5:59 PM	EVENING 6:00 PM TO 9:59 PM	LATE EVENING 10:00 PM TO 1:59 AM	UNKNOWN	TOTAL
DAY OF WEEK								
MONDAY	0	0	1	1	2	0	0	4
TUESDAY	0	0	1	0	0	0	0	1
WEDNESDAY	0	0	0	1	0	0	0	1
THURSDAY	0	1	0	0	1	0	0	2
FRIDAY	0	0	1	0	0	0	0	1
SATURDAY	0	0	0	0	0	0	0	0
SUNDAY	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>

Weekday

Weekend

DRIVER AGES		PERCENT	VEHICLE DAMAGE		PERCENT
<25	1	5.6%	OTHER/UNKN	0	0.0%
25-34	4	22.2%	NONE	0	0.0%
35-44	1	5.6%	VERY MINOR	0	0.0%
45-54	4	22.2%	MINOR	2	11.1%
55-64	1	5.6%	MODERATE	7	38.9%
65-74	5	27.8%	SEVERE	8	44.4%
75-84	2	11.1%	VERY SEVERE	1	5.6%
85+	0	0.0%	<b>TOTAL</b>	<b>18</b>	<b>100.0%</b>
UNKNOWN	0	0.0%			
<b>TOTAL</b>	<b>18</b>	<b>100.0%</b>	<b>AVERAGE NUMBER OF VEHICLES PER CRASH</b>		<b>2.1</b>

Note: Statistics based on first and second vehicles in crashes.

Note: Statistics based on all vehicles in crashes.

BY SEASON		PERCENT
SPRING	4	44.4%
SUMMER	0	0.0%
FALL	0	0.0%
WINTER	5	55.6%
<b>TOTAL</b>	<b>9</b>	<b>100.0%</b>

Note: Wint=Jan-Mar, Spr=Apr-June, Sum=July-Sept, Fall=Oct-Dec

ALCOHOL RELATED CRASHES		PERCENT
TOTAL	0	0.00%
PERCENTAGE OF TOTAL		0.00%

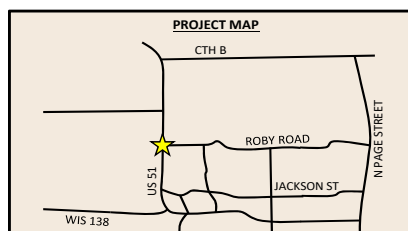
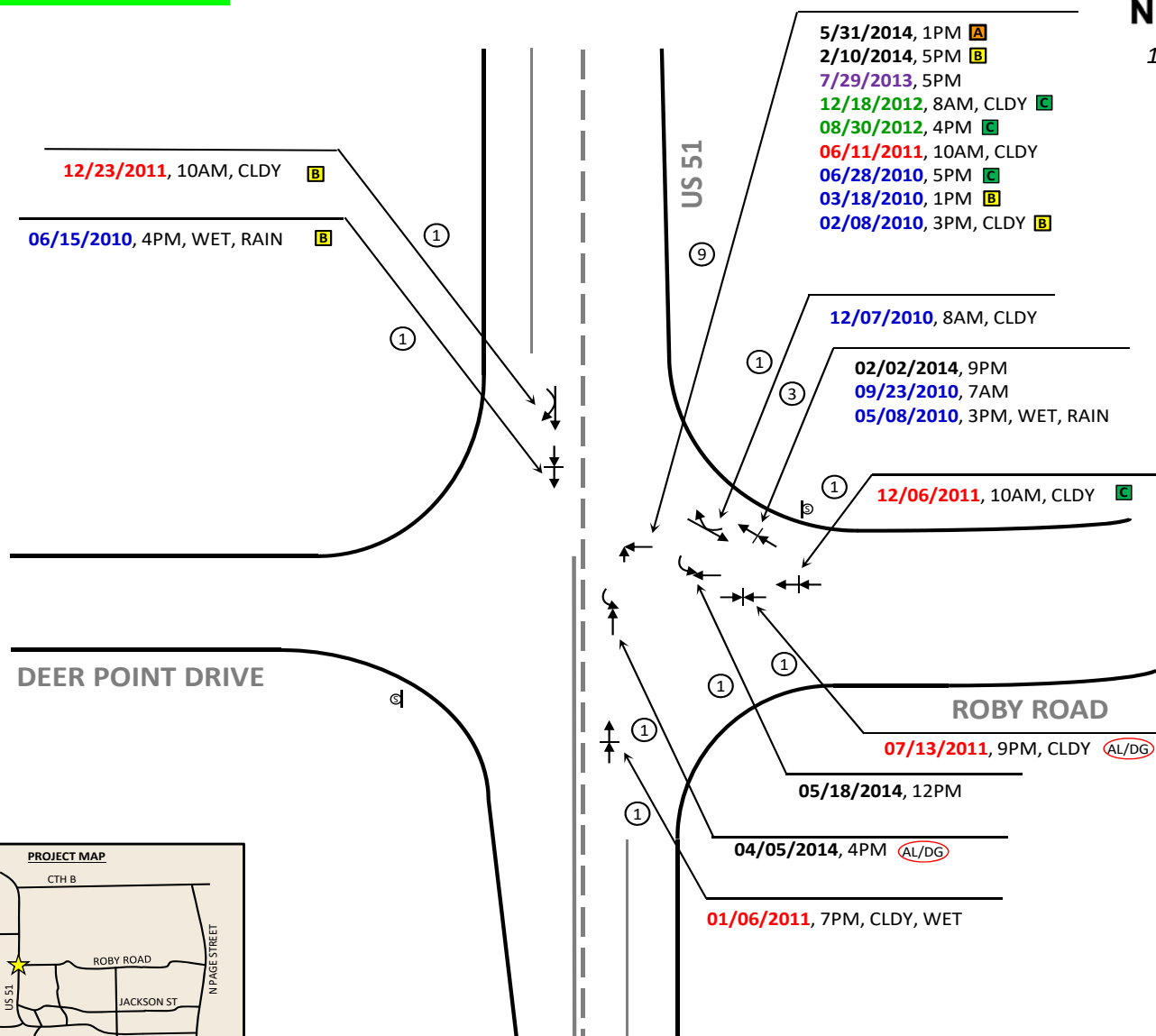
## EXHIBIT C2

## INTERSECTION CRASH STATISTICS

US 51 &amp; JACKSON STREET

DANE COUNTY, WISCONSIN



**YEAR**

2010 BLUE  
2011 RED  
2012 GREEN  
2013 PURPLE  
2014 BLACK

**CRASH RATE**

0.80 Crashes

Per Million  
Entering Vehicles

Entering Vehicles: 13,710/day

**CRASH FREQUENCY/SEVERITY**

20  
Crashes

0 Fatal Crash (K)  
1 Incapacitating (A-Level)  
5 Non-Incapacitating (B-Level)  
4 Possible (C-Level)  
10 Property Damage Only

**LEGEND**

→ Moving Vehicle  
←← Backing Vehicle  
- - - Pedestrian  
..... Bicyclist  
☐ Parked Vehicle

⊗ Stop/Yield Sign  
⊙ Tree  
⊙ Utility Pole  
⊙ Fixed Object  
⊙ Non-Fixed Object

↘ Angle (Right Angle)  
↙ Angle (Left-Turn)  
↗ Angle (Right-Turn)  
↔ Sideswipe-Same  
↔ Sideswipe-Opposite

⊕ Head-On  
⊖ Rear-End  
⊙ Out of Control  
⊙ Overtake  
⊙ Overturn

# = CRASH FREQUENCY

"LETTER" = USED FOR REFERENCING  
CRASHES IN REPORT AS NEEDED  
DATE OF CRASH  
HOUR  
SEVERITY (SEE SEVERITY DEFINITIONS)  
ROAD CONDITIONS (DRY IF BLANK)  
LIGHT CONDITIONS (DAYTIME IF BLANK)  
ALCOHOL/DRUG INVOLVEMENT (AL/DG)

**CRASH SEVERITY  
DEFINITIONS**

[K] = Fatal Crash  
[A] = Incapacitating  
Injury Crash  
[B] = Non-Incapacitating  
Injury Crash  
[C] = Possible  
Injury Crash  
= Property Damage  
Only Crash

Note: Intersection crashes without available MV4000 crash reports were not placed on diagram, but included in calculations

**EXHIBIT D1**

**INTERSECTION COLLISION DIAGRAM  
US 51 & ROB Y ROAD/DEER POINT DRIVE  
DANE COUNTY, WISCONSIN**

## GENERAL INFORMATION

INTERSECTION: US 51/ROBY ROAD

MUNICIPALITY: STOUGHTON

COUNTY: DANE

STATE: WI

PROJECT ID: 5845-06-02

CRASHES FROM: 1/1/2010

TO: 12/31/2014

DURATION

5 YEARS

0 MONTHS

PREPARED BY: AJW

DATE: 12/14/2015

## INTERSECTION CHARACTERISTICS

TRAFFIC CONTROL: STOP CONTROLLED ON ROBY RD

POSTED SPEED (MAJOR): 45

INTERSECTION AADT: Year (2012): 13,710

DEER CRASHES INCLUDED: NO

NUMBER OF LEGS: 4

AREA TYPE: URBAN

## CRASH STATISTICS

## CRASH FREQUENCY &amp; SEVERITY

YEAR	PD	UNKNOWN	C-LEVEL	B-LEVEL	A-LEVEL	FATAL	TOTAL
2010	3	0	1	3	0	0	7
2011	3	0	1	1	0	0	5
2012	0	0	2	0	0	0	2
2013	1	0	0	0	0	0	1
2014	3	0	0	1	1	0	5
<b>TOTAL</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>
<b>PERCENT</b>	<b>50.0%</b>	<b>0.0%</b>	<b>20.0%</b>	<b>25.0%</b>	<b>5.0%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>YEAR AVG.</b>	<b>2.0</b>	<b>0.0</b>	<b>0.8</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>4.0</b>

ROAD CONDITIONS		PERCENT
DRY	17	85.0%
WET	3	15.0%
SNOW	0	0.0%
ICE	0	0.0%
MUD	0	0.0%
OTHER/UNKN	0	0.0%
<b>TOTAL</b>	<b>20</b>	<b>100.0%</b>

## CRASH RATES per MEV

CRASH RATE 0.80

INJURY CRASH RATE 0.40

## LIGHT CONDITIONS PERCENT

DAY 17 85.0%

DARK 3 15.0%

TOTAL 20 100.0%

Note: Dawn, dusk or street lighted conditions included in dark total.

## VEHICLE TYPES PERCENT

CAR 35 87.5%

TRUCK 4 10.0%

OTHER/UNKN 1 2.5%

TOTAL 40 100.0%

Note: Statistics based on first and second vehicles in crashes.

CRASH TYPE		PERCENT
ANGLE	9	45.0%
REAR-END	6	30.0%
HEAD-ON	2	10.0%
SS-SAME	2	10.0%
SS-OPPOSITE	0	0.0%
PEDESTRIAN	0	0.0%
BICYCLE	0	0.0%
FIXED	0	0.0%
NO COLLISION	1	5.0%
OVERTURN	0	0.0%
OTHER/UNKN	0	0.0%
<b>TOTAL</b>	<b>20</b>	<b>100.0%</b>

## DAY AND TIME - BOTH DIRECTIONS

	EARLY MORNING 2:00 AM TO 5:59 AM	AM PEAK 6:00 AM TO 9:59 AM	MIDDAY 10:00 AM TO 1:59 PM	PM PEAK 2:00 PM TO 5:59 PM	EVENING 6:00 PM TO 9:59 PM	LATE EVENING 10:00 PM TO 1:59 AM	UNKNOWN	TOTAL	
DAY OF WEEK									
MONDAY	0	0	0	4	0	0	0	4	Weekday
TUESDAY	0	2	1	1	0	0	0	4	
WEDNESDAY	0	0	0	0	1	0	0	1	
THURSDAY	0	2	1	1	0	0	0	4	
FRIDAY	0	0	1	0	0	0	0	1	
SATURDAY	0	0	2	2	0	0	0	4	Weekend
SUNDAY	0	0	1	0	1	0	0	2	
<b>TOTAL</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>20</b>	

## DRIVER AGES PERCENT

&lt;25 8 20.0%

25-34 3 7.5%

35-44 10 25.0%

45-54 5 12.5%

55-64 7 17.5%

65-74 4 10.0%

75-84 2 5.0%

85+ 1 2.5%

UNKNOWN 0 0.0%

TOTAL 40 100.0%

Note: Statistics based on first and second vehicles in crashes.

## VEHICLE DAMAGE PERCENT

OTHER/UNKN 0 0.0%

NONE 1 2.5%

VERY MINOR 0 0.0%

MINOR 11 27.5%

MODERATE 15 37.5%

SEVERE 11 27.5%

VERY SEVERE 2 5.0%

TOTAL 40 100.0%

Note: Statistics based on first and second vehicles in crashes.

AVERAGE NUMBER OF  
VEHICLES PER CRASH 2.0

Note: Statistics based on all vehicles in crashes.

## BY SEASON PERCENT

SPRING 6 30.0%

SUMMER 4 20.0%

FALL 0 0.0%

WINTER 10 50.0%

TOTAL 20 100.0%

Note: Wint=Jan-Mar, Spr=Apr-June, Sum=July-Sept, Fall=Oct-Dec

## ALCOHOL RELATED CRASHES

TOTAL 2

PERCENTAGE OF TOTAL 10.00%

## EXHIBIT D2

INTERSECTION CRASH STATISTICS  
US 51 & ROBY ROAD/DEER POINT DRIVE  
DANE COUNTY, WISCONSIN

02/19/2014, 3PM, WET, DARK

09/13/2014, 10PM, DARK (AL/DG)

01/04/2014, 8AM, SNOW, CLDY

10/01/2012, 7AM, CLDY

11/02/2010, 8AM, DAWN

01/19/2013, 4PM [A]

01/21/2012, 8AM, SNOW [B]

11/15/2010, 4PM, CLDY, DARK [C]

08/06/2010, 3PM [B]

07/27/2010, 5PM

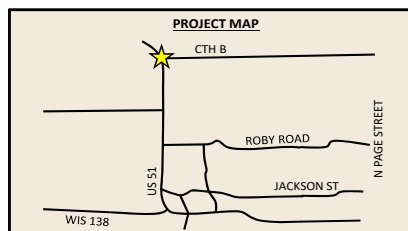
US 51

COUNTY B (EAST)

04/10/2010, 11AM

01/25/2014, 3AM, SNOW, CLDY [C]

07/27/2011, 9AM, CLDY

**YEAR**

2010 BLUE  
2011 RED  
2012 GREEN  
2013 PURPLE  
2014 BLACK

**CRASH RATE**

0.55 Crashes

Per Million  
Entering Vehicles

Entering Vehicles: 12,960/day

**CRASH FREQUENCY/SEVERITY**

13  
Crashes

0 Fatal Crash (K)  
1 Incapacitating (A-Level)  
2 Non-Incapacitating (B-Level)  
2 Possible (C-Level)  
8 Property Damage Only

**LEGEND**

- |                   |                    |                       |                  |
|-------------------|--------------------|-----------------------|------------------|
| → Moving Vehicle  | ⊗ Stop/Yield Sign  | ↗ Angle (Right Angle) | ↔ Head-On        |
| ↔ Backing Vehicle | ⊙ Tree             | ↖ Angle (Left-Turn)   | ↔ Rear-End       |
| - - - Pedestrian  | ⊙ Utility Pole     | ↗ Angle (Right-Turn)  | ↔ Out of Control |
| ⋯ Bicyclist       | ⊙ Fixed Object     | ↔ Sideswipe-Same      | ↔ Overtake       |
| ⊠ Parked Vehicle  | ⊙ Non-Fixed Object | ↔ Sideswipe-Opposite  | ↔ Overtake       |

# = CRASH FREQUENCY

"LETTER" = USED FOR REFERENCING  
CRASHES IN REPORT AS NEEDED

DATE OF CRASH  
HOUR

SEVERITY (SEE SEVERITY DEFINITIONS)

ROAD CONDITIONS (DRY IF BLANK)

LIGHT CONDITIONS (DAYTIME IF BLANK)

ALCOHOL/DRUG INVOLVEMENT (AL/DG)

**CRASH SEVERITY  
DEFINITIONS**

[K] = Fatal Crash  
[A] = Incapacitating Injury Crash  
[B] = Non-Incapacitating Injury Crash  
[C] = Possible Injury Crash  
= Property Damage Only Crash

Note: Intersection crashes without available MV4000 crash reports were not placed on diagram, but included in calculations

## EXHIBIT E1

### INTERSECTION COLLISION DIAGRAM

#### US 51 & COUNTY B (EAST)

#### DANE COUNTY, WISCONSIN

## GENERAL INFORMATION

INTERSECTION: US 51/COUNTY B (EAST)

MUNICIPALITY: STOUGHTON

COUNTY: DANE

STATE: WI

PROJECT ID: 5845-06-02

CRASHES FROM: 1/1/2010

TO: 12/31/2014

DURATION

5 YEARS

0 MONTHS

PREPARED BY: AJW

DATE: 12/15/2015

## INTERSECTION CHARACTERISTICS

TRAFFIC CONTROL: STOP CONTROL ON COUNTY B (EAST) POSTED SPEED (MAJOR): 55

INTERSECTION AADT: Year (2012): 12,960

DEER CRASHES INCLUDED: NO

NUMBER OF LEGS: 3

AREA TYPE: RURAL

## CRASH STATISTICS

## CRASH FREQUENCY &amp; SEVERITY

YEAR	PD	UNKNOWN	C-LEVEL	B-LEVEL	A-LEVEL	FATAL	TOTAL
2010	3	0	1	1	0	0	5
2011	1	0	0	0	0	0	1
2012	1	0	0	1	0	0	2
2013	0	0	0	0	1	0	1
2014	3	0	1	0	0	0	4
<b>TOTAL</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>
<b>PERCENT</b>	<b>61.5%</b>	<b>0.0%</b>	<b>15.4%</b>	<b>15.4%</b>	<b>7.7%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>YEAR AVG.</b>	<b>1.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>2.6</b>

## CRASH RATES

per MEV

CRASH RATE 0.55

INJURY CRASH RATE 0.21

## LIGHT CONDITIONS

PERCENT

DAY 8 61.5%

DARK 5 38.5%

TOTAL 13 100.0%

Note: Dawn, dusk or street lighted conditions included in dark total.

## VEHICLE TYPES

PERCENT

CAR 23 88.5%

TRUCK 2 7.7%

OTHER/UNKN 1 3.8%

TOTAL 26 100.0%

Note: Statistics based on first and second vehicles in crashes.

## ROAD CONDITIONS

PERCENT

DRY 9 69.2%

WET 1 7.7%

SNOW 3 23.1%

ICE 0 0.0%

MUD 0 0.0%

OTHER/UNKN 0 0.0%

TOTAL 13 100.0%

## CRASH TYPE

PERCENT

ANGLE 4 30.8%

REAR-END 4 30.8%

HEAD-ON 1 7.7%

SS-SAME 1 7.7%

SS-OPPOSITE 1 7.7%

PEDESTRIAN 0 0.0%

BICYCLE 0 0.0%

FIXED 0 0.0%

NO COLLISION 2 15.4%

OVERTURN 0 0.0%

OTHER/UNKN 0 0.0%

TOTAL 13 100.0%

## DAY AND TIME - BOTH DIRECTIONS

DAY OF WEEK	EARLY	AM	MIDDAY	PM	EVENING	LATE	UNKNOWN	TOTAL	
	MORNING	PEAK		PEAK		EVENING			
	2:00 AM	6:00 AM		2:00 PM		6:00 PM			
	TO	TO		TO		TO			
	5:59 AM	9:59 AM	1:59 PM	5:59 PM	9:59 PM	1:59 AM			
MONDAY	0	1	0	1	0	0	0	2	Weekday
TUESDAY	0	1	0	1	0	0	0	2	
WEDNESDAY	0	1	0	0	1	0	0	2	
THURSDAY	0	0	0	0	0	0	0	0	
FRIDAY	0	0	0	1	0	0	0	1	
SATURDAY	1	2	1	1	1	0	0	6	Weekend
SUNDAY	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	

## DRIVER AGES

PERCENT

&lt;25 7 35.0%

25-34 3 15.0%

35-44 4 20.0%

45-54 1 5.0%

55-64 4 20.0%

65-74 1 5.0%

75-84 0 0.0%

85+ 0 0.0%

UNKNOWN 0 0.0%

TOTAL 20 100.0%

Note: Statistics based on first and second vehicles in crashes.

## VEHICLE DAMAGE

PERCENT

OTHER/UNKN 1 4.0%

NONE 2 8.0%

VERY MINOR 2 8.0%

MINOR 3 12.0%

MODERATE 9 36.0%

SEVERE 4 16.0%

VERY SEVERE 4 16.0%

TOTAL 25 100.0%

Note: Statistics based on first and second vehicles in crashes.

## AVERAGE NUMBER OF

VEHICLES PER CRASH

2.0

Note: Statistics based on all vehicles in crashes.

## BY SEASON

PERCENT

SPRING 3 23.1%

SUMMER 6 46.2%

FALL 0 0.0%

WINTER 4 30.8%

TOTAL 13 100.0%

Note: Wint=Jan-Mar, Spr=Apr-June, Sum=July-Sept, Fall=Oct-Dec

## ALCOHOL RELATED CRASHES

TOTAL 1

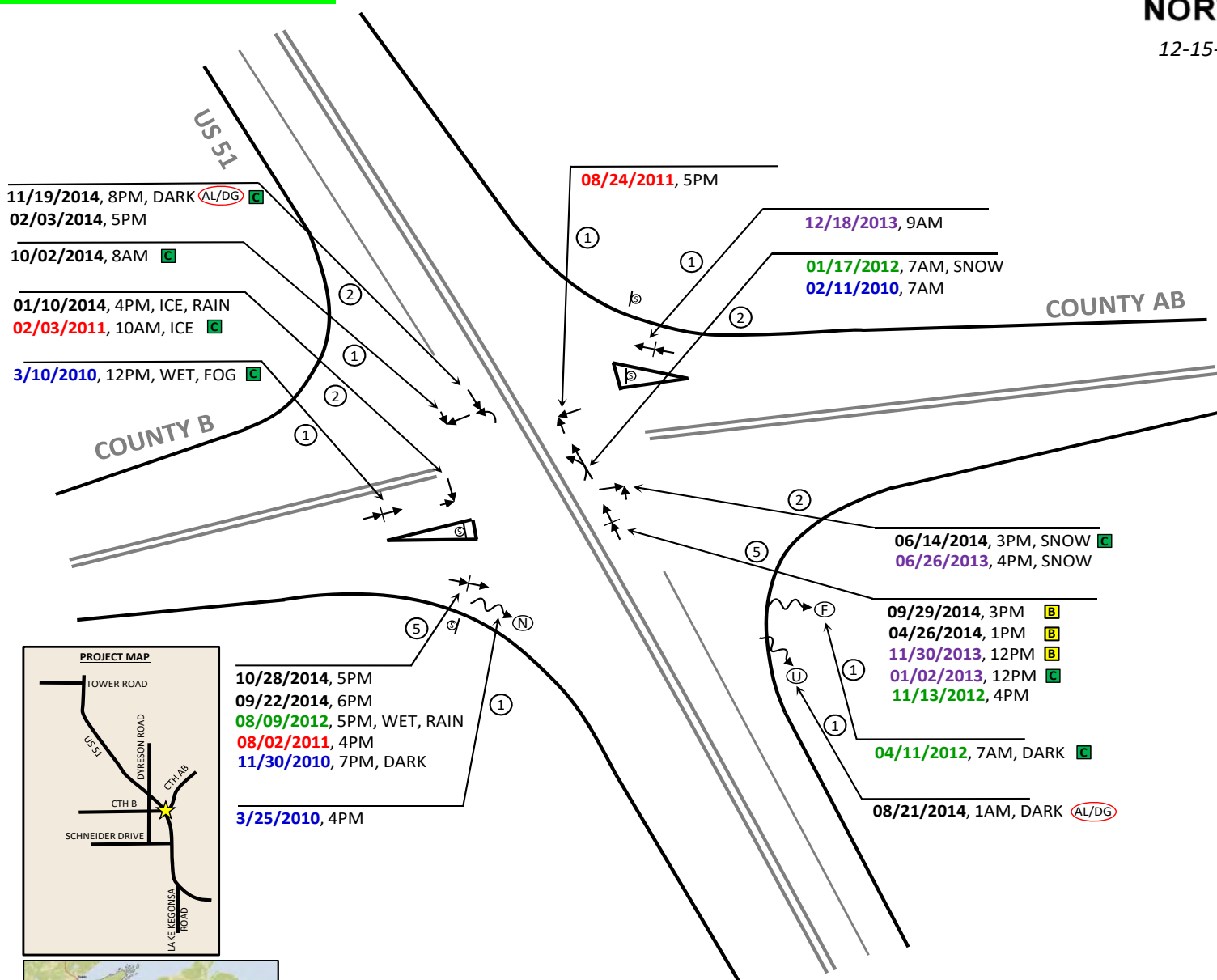
PERCENTAGE OF TOTAL 7.69%

## EXHIBIT E2

## INTERSECTION CRASH STATISTICS

US 51 &amp; COUNTY B (EAST)

DANE COUNTY, WISCONSIN

**YEAR**

2010 BLUE  
2011 RED  
2012 GREEN  
2013 PURPLE  
2014 BLACK

**CRASH RATE**

1.20 Crashes

Per Million  
Entering Vehicles

Entering Vehicles: 11,440/day

**CRASH FREQUENCY/SEVERITY**

25 Crashes

0 Fatal Crash (K)  
0 Incapacitating (A-Level)  
3 Non-Incapacitating (B-Level)  
7 Possible (C-Level)  
15 Property Damage Only

**LEGEND**

- Moving Vehicle
- ←←← Backing Vehicle
- Pedestrian
- ..... Bicyclist
- ☐ Parked Vehicle
- ⊙ Stop/Yield Sign
- ⊙ Tree
- ⊙ Utility Pole
- ⊙ Fixed Object
- ⊙ Non-Fixed Object
- ↔ Angle (Right Angle)
- ↔ Angle (Left-Turn)
- ↔ Angle (Right-Turn)
- ↔ Sideswipe-Same
- ↔ Sideswipe-Opposite
- ↔ Head-On
- ↔ Rear-End
- ↔ Out of Control
- ↔ Overtake
- ↔ Overturn

# = CRASH FREQUENCY

"LETTER" = USED FOR REFERENCING  
CRASHES IN REPORT AS NEEDED

DATE OF CRASH  
HOUR  
SEVERITY (SEE SEVERITY DEFINITIONS)  
ROAD CONDITIONS (DRY IF BLANK)  
LIGHT CONDITIONS (DAYTIME IF BLANK)  
ALCOHOL/DRUG INVOLVEMENT (AL/DG)

**CRASH SEVERITY  
DEFINITIONS**

- [K] = Fatal Crash
- [A] = Incapacitating Injury Crash
- [B] = Non-Incapacitating Injury Crash
- [C] = Possible Injury Crash
- [P] = Property Damage Only Crash

Note: Intersection crashes without available MV4000 crash reports were not placed on diagram, but included in calculations

**EXHIBIT F1**  
**INTERSECTION COLLISION DIAGRAM**  
**US 51 & COUNTY B/AB**  
**DANE COUNTY, WISCONSIN**

## GENERAL INFORMATION

INTERSECTION: US 51/COUNTY B/AB

MUNICIPALITY: MCFARLAND

COUNTY: DANE

STATE: WI

PROJECT ID: 5845-06-02

CRASHES FROM: 1/1/2010

TO: 12/31/2014

DURATION

5 YEARS

0 MONTHS

PREPARED BY: AJW

DATE: 12/15/2015

## INTERSECTION CHARACTERISTICS

TRAFFIC CONTROL: STOP CONTROL ON COUNTY B &amp; AB

POSTED SPEED (MAJOR): 55

INTERSECTION AADT: Year (2012): 11,440

DEER CRASHES INCLUDED: NO

NUMBER OF LEGS: 4

AREA TYPE: RURAL

## CRASH STATISTICS

## CRASH FREQUENCY &amp; SEVERITY

YEAR	PD	UNKNOWN	C-LEVEL	B-LEVEL	A-LEVEL	FATAL	TOTAL
2010	3	0	1	0	0	0	4
2011	2	0	1	0	0	0	3
2012	3	0	1	0	0	0	4
2013	2	0	1	1	0	0	4
2014	5	0	3	2	0	0	10
<b>TOTAL</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>PERCENT</b>	<b>60.0%</b>	<b>0.0%</b>	<b>28.0%</b>	<b>12.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>YEAR AVG.</b>	<b>3.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>

## CRASH RATES per MEV

CRASH RATE 1.20

INJURY CRASH RATE 0.48

## LIGHT CONDITIONS PERCENT

DAY	19	76.0%
DARK	6	24.0%
<b>TOTAL</b>	<b>25</b>	<b>100.0%</b>

Note: Dawn, dusk or street lighted conditions included in dark total.

## VEHICLE TYPES PERCENT

CAR	39	78.0%
TRUCK	10	20.0%
OTHER/UNKN	1	2.0%
<b>TOTAL</b>	<b>50</b>	<b>100.0%</b>

Note: Statistics based on first and second vehicles in crashes.

ROAD CONDITIONS		PERCENT
DRY	20	80.0%
WET	2	8.0%
SNOW	1	4.0%
ICE	2	8.0%
MUD	0	0.0%
OTHER/UNKN	0	0.0%
<b>TOTAL</b>	<b>25</b>	<b>100.0%</b>

CRASH TYPE		PERCENT
ANGLE	8	32.0%
REAR-END	12	48.0%
HEAD-ON	0	0.0%
SS-SAME	2	8.0%
SS-OPPOSITE	0	0.0%
PEDESTRIAN	0	0.0%
BICYCLE	0	0.0%
FIXED	0	0.0%
NO COLLISION	3	12.0%
OVERTURN	0	0.0%
OTHER/UNKN	0	0.0%
<b>TOTAL</b>	<b>25</b>	<b>100.0%</b>

## DAY AND TIME - BOTH DIRECTIONS

	EARLY MORNING 2:00 AM TO 5:59 AM	AM PEAK 6:00 AM TO 9:59 AM	MIDDAY 10:00 AM TO 1:59 PM	PM PEAK 2:00 PM TO 5:59 PM	EVENING 6:00 PM TO 9:59 PM	LATE EVENING 10:00 PM TO 1:59 AM	UNKNOWN	TOTAL	
MONDAY	0	0	0	2	1	0	0	3	Weekday
TUESDAY	0	0	0	4	1	0	0	5	
WEDNESDAY	0	0	3	2	1	1	0	7	
THURSDAY	0	2	1	2	0	1	0	6	
FRIDAY	0	0	0	1	0	0	0	1	
SATURDAY	0	0	2	1	0	0	0	3	Weekend
SUNDAY	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>25</b>	

DRIVER AGES		PERCENT	VEHICLE DAMAGE		PERCENT
<25	4	8.3%	OTHER/UNKN	0	0.0%
25-34	8	16.7%	NONE	3	6.1%
35-44	9	18.8%	VERY MINOR	4	8.2%
45-54	14	29.2%	MINOR	6	12.2%
55-64	7	14.6%	MODERATE	10	20.4%
65-74	4	8.3%	SEVERE	20	40.8%
75-84	2	4.2%	VERY SEVERE	6	12.2%
85+	0	0.0%	<b>TOTAL</b>	<b>49</b>	<b>100.0%</b>
UNKNOWN	0	0.0%	Note: Statistics based on first and second vehicles in crashes.		
<b>TOTAL</b>	<b>48</b>	<b>100.0%</b>	<b>AVERAGE NUMBER OF VEHICLES PER CRASH</b>	<b>2.3</b>	

Note: Statistics based on first and second vehicles in crashes.

Note: Statistics based on all vehicles in crashes.

BY SEASON		PERCENT
SPRING	14	56.0%
SUMMER	3	12.0%
FALL	0	0.0%
WINTER	8	32.0%
<b>TOTAL</b>	<b>25</b>	<b>100.0%</b>

Note: Wint=Jan-Mar, Spr=Apr-June, Sum=July-Sept, Fall=Oct-Dec

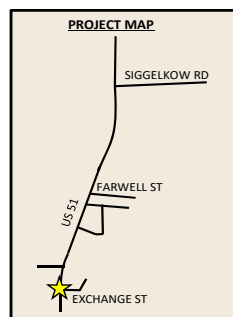
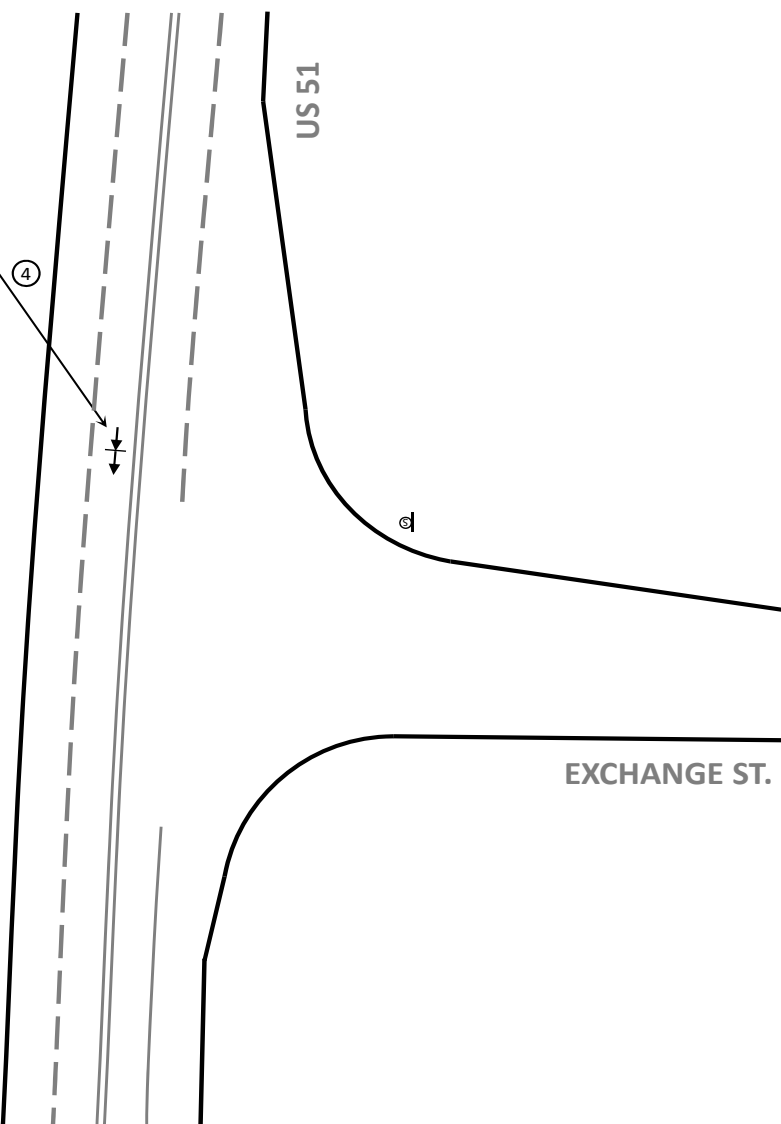
ALCOHOL RELATED CRASHES		PERCENT
<b>TOTAL</b>	<b>2</b>	<b>8.00%</b>
<b>PERCENTAGE OF TOTAL</b>		<b>8.00%</b>

## EXHIBIT F2

INTERSECTION CRASH STATISTICS  
US 51 & COUNTY B/AB  
DANE COUNTY, WISCONSIN



05/05/2010, 4PM [C]  
01/06/2011, 3PM [B]  
12/29/2012, 12PM, CLDY [A]  
12/09/2014, 5PM



### YEAR

2010 BLUE  
2011 RED  
2012 GREEN  
2013 PURPLE  
2014 BLACK

### CRASH RATE

0.17 Crashes

Per Million  
Entering Vehicles

Entering Vehicles: 13,200/day

### CRASH FREQUENCY/SEVERITY

4  
Crashes

0 Fatal Crash (K)  
1 Incapacitating (A-Level)  
1 Non-Incapacitating (B-Level)  
1 Possible (C-Level)  
1 Property Damage Only

### LEGEND

- |                   |                    |                       |                  |
|-------------------|--------------------|-----------------------|------------------|
| → Moving Vehicle  | ⊗ Stop/Yield Sign  | ↔ Angle (Right Angle) | ↔ Head-On        |
| ↔ Backing Vehicle | ⊗ Tree             | ↔ Angle (Left-Turn)   | ↔ Rear-End       |
| - - - Pedestrian  | ⊗ Utility Pole     | ↔ Angle (Right-Turn)  | ↔ Out of Control |
| ⋯ Bicyclist       | ⊗ Fixed Object     | ↔ Sideswipe-Same      | ↔ Overtake       |
| ⊗ Parked Vehicle  | ⊗ Non-Fixed Object | ↔ Sideswipe-Opposite  | ↔ Overturn       |

# = CRASH FREQUENCY

"LETTER" = USED FOR REFERENCING  
CRASHES IN REPORT AS NEEDED

DATE OF CRASH  
HOUR  
SEVERITY (SEE SEVERITY DEFINITIONS)  
ROAD CONDITIONS (DRY IF BLANK)  
LIGHT CONDITIONS (DAYTIME IF BLANK)  
ALCOHOL/DRUG INVOLVEMENT (AL/DG)

### CRASH SEVERITY DEFINITIONS

- [K] = Fatal Crash  
[A] = Incapacitating Injury Crash  
[B] = Non-Incapacitating Injury Crash  
[C] = Possible Injury Crash  
= Property Damage Only Crash

## EXHIBIT G1 INTERSECTION COLLISION DIAGRAM US 51 & EXCHANGE ST DANE COUNTY, WISCONSIN

## GENERAL INFORMATION

INTERSECTION: US 51/EXCHANGE ST

MUNICIPALITY: MCFARLAND

COUNTY: DANE

STATE: WI

PROJECT ID: 5845-06-02

CRASHES FROM: 1/1/2010

TO: 12/31/2014

DURATION

5 YEARS

0 MONTHS

PREPARED BY: CRD

DATE: 09/08/2015

## INTERSECTION CHARACTERISTICS

TRAFFIC CONTROL: STOP CONTROLLED ON EXCHANGE

POSTED SPEED (MAJOR): 55

INTERSECTION AADT: Year (2011): 13,200

DEER CRASHES INCLUDED: NO

NUMBER OF LEGS: 3

AREA TYPE: RURAL

## CRASH STATISTICS

## CRASH FREQUENCY &amp; SEVERITY

YEAR	PD	UNKNOWN	C-LEVEL	B-LEVEL	A-LEVEL	FATAL	TOTAL
2010	0	0	1	0	0	0	1
2011	0	0	0	1	0	0	1
2012	0	0	0	0	1	0	1
2013	0	0	0	0	0	0	0
2014	1	0	0	0	0	0	1
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>
<b>PERCENT</b>	<b>25.0%</b>	<b>0.0%</b>	<b>25.0%</b>	<b>25.0%</b>	<b>25.0%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>YEAR AVG.</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>

ROAD CONDITIONS	PERCENT
DRY	4 100.0%
WET	0 0.0%
SNOW	0 0.0%
ICE	0 0.0%
MUD	0 0.0%
OTHER/UNKN	0 0.0%
<b>TOTAL</b>	<b>4 100.0%</b>

## CRASH RATES per MEV

CRASH RATE	0.17
INJURY CRASH RATE	0.12

LIGHT CONDITIONS	PERCENT
DAY	3 75.0%
DARK	1 25.0%
<b>TOTAL</b>	<b>4 100.0%</b>

Note: Dawn, dusk or street lighted conditions included in dark total.

VEHICLE TYPES	PERCENT
CAR	8 88.9%
TRUCK	1 11.1%
OTHER/UNKN	0 0.0%
<b>TOTAL</b>	<b>9 100.0%</b>

Note: Statistics based on first and second vehicles in crashes.

CRASH TYPE	PERCENT
ANGLE	0 0.0%
REAR-END	4 100.0%
HEAD-ON	0 0.0%
SS-SAME	0 0.0%
SS-OPPOSITE	0 0.0%
PEDESTRIAN	0 0.0%
BICYCLE	0 0.0%
FIXED	0 0.0%
NOT FIXED	0 0.0%
OVERTURN	0 0.0%
OTHER/UNKN	0 0.0%
<b>TOTAL</b>	<b>4 100.0%</b>

## DAY AND TIME - BOTH DIRECTIONS

	EARLY MORNING 2:00 AM TO 5:59 AM	AM PEAK 6:00 AM TO 9:59 AM	MIDDAY 10:00 AM TO 1:59 PM	PM PEAK 2:00 PM TO 5:59 PM	EVENING 6:00 PM TO 9:59 PM	LATE EVENING 10:00 PM TO 1:59 AM	UNKNOWN	TOTAL
DAY OF WEEK								
MONDAY	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	1	0	0	0	0
WEDNESDAY	0	0	0	1	0	0	0	0
THURSDAY	0	0	0	1	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0
SATURDAY	0	0	1	0	0	0	0	0
SUNDAY	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

Weekday

Weekend

DRIVER AGES	PERCENT
<25	1 11.1%
25-34	3 33.3%
35-44	1 11.1%
45-54	1 11.1%
55-64	3 33.3%
65-74	0 0.0%
75-84	0 0.0%
85+	0 0.0%
UNKNOWN	0 0.0%
<b>TOTAL</b>	<b>9 100.0%</b>

Note: Statistics based on first and second vehicles in crashes.

VEHICLE DAMAGE	PERCENT
OTHER/UNKN	0 0.0%
NONE	0 0.0%
VERY MINOR	0 0.0%
MINOR	0 0.0%
MODERATE	2 22.2%
SEVERE	4 44.5%
VERY SEVERE	3 33.3%
<b>TOTAL</b>	<b>9 100.0%</b>
<b>AVERAGE NUMBER OF VEHICLES PER CRASH</b>	<b>2.25</b>

Note: Statistics based on all vehicles in crashes.

BY SEASON	PERCENT
SPRING	1 25.0%
SUMMER	0 0.00%
FALL	0 0.0%
WINTER	3 75.0%
<b>TOTAL</b>	<b>4 100.0%</b>

Note: Wint=Jan-Mar, Spr=Apr-June, Sum=July-Sept, Fall=Oct-Dec

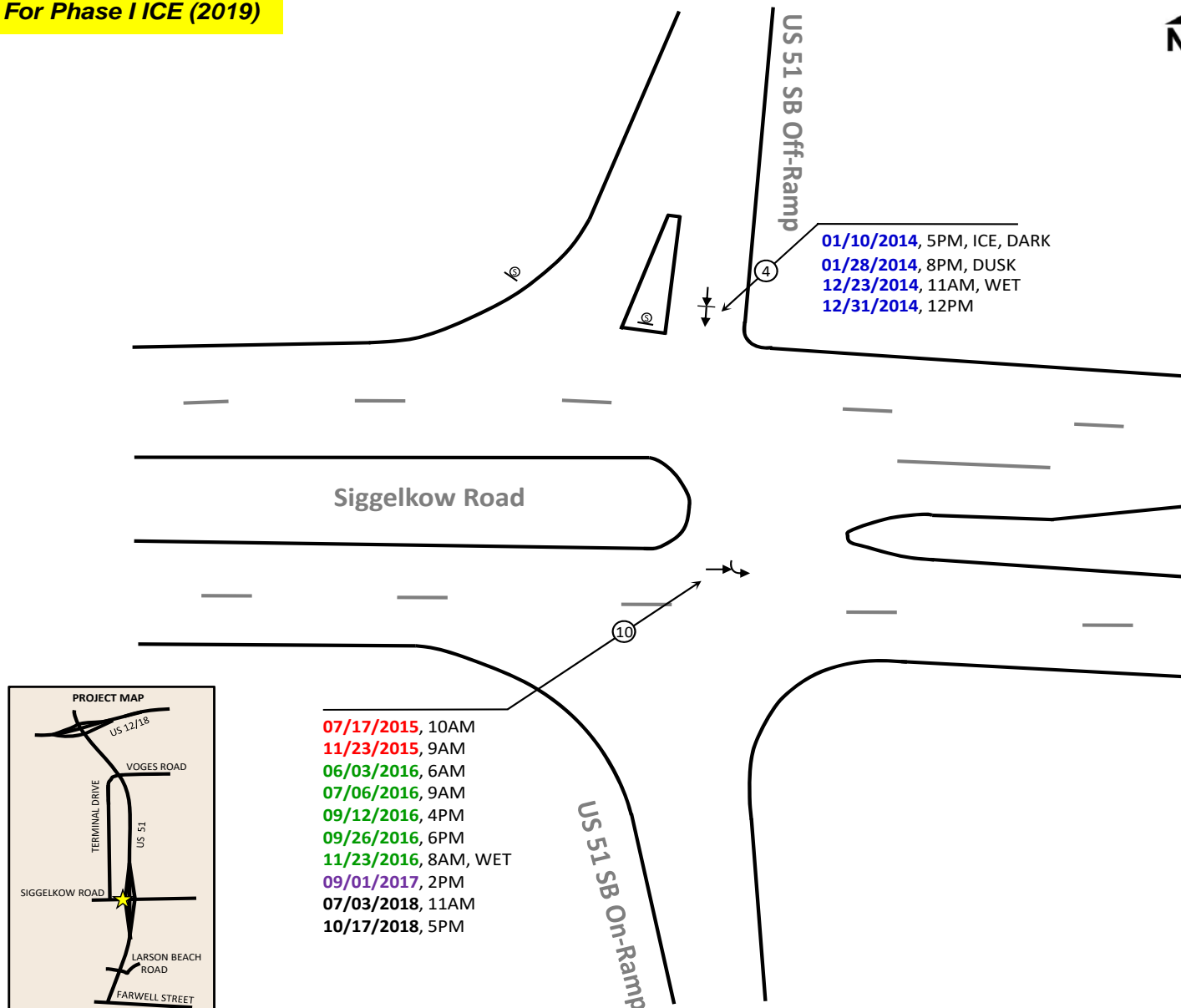
ALCOHOL RELATED CRASHES	PERCENT
TOTAL	0 0.0%
PERCENTAGE OF TOTAL	0.0%

## EXHIBIT G2

## INTERSECTION CRASH STATISTICS

US 51 &amp; EXCHANGE ST

DANE COUNTY, WISCONSIN

**YEAR**

2014 BLUE  
2015 RED  
2016 GREEN  
2017 PURPLE  
2018 BLACK

**CRASH RATE**

0.98 Crashes

Per Million  
Entering Vehicles

Entering Vehicles: 7830/day

**CRASH FREQUENCY/SEVERITY**

14 Crashes

0 Fatal Crash (K)  
0 Incapacitating (A-Level)  
0 Non-Incapacitating (B-Level)  
0 Possible (C-Level)  
14 Property Damage Only

**LEGEND**

- |                     |                    |                       |                  |
|---------------------|--------------------|-----------------------|------------------|
| → Moving Vehicle    | ⊙ Stop/Yield Sign  | ↘ Angle (Right Angle) | ↔ Head-On        |
| ←←← Backing Vehicle | ⊙ Tree             | ↙ Angle (Left-Turn)   | ↔ Rear-End       |
| --- Pedestrian      | ⊙ Utility Pole     | ↘ Angle (Right-Turn)  | ~ Out of Control |
| ..... Bicyclist     | ⊙ Fixed Object     | ↘ Sideswipe-Same      | → Overtake       |
| ⊠ Parked Vehicle    | ⊙ Non-Fixed Object | ↘ Sideswipe-Opposite  | ↺ Overturn       |

# = CRASH FREQUENCY

"LETTER" = USED FOR REFERENCING  
CRASHES IN REPORT AS NEEDED

DATE OF CRASH  
HOUR

SEVERITY (SEE SEVERITY DEFINITIONS)

ROAD CONDITIONS (DRY IF BLANK)

LIGHT CONDITIONS (DAYTIME IF BLANK)

ALCOHOL/DRUG INVOLVEMENT (AL/DG)

**CRASH SEVERITY  
DEFINITIONS**

- K** = Fatal Crash  
**A** = Incapacitating Injury Crash  
**B** = Non-Incapacitating Injury Crash  
**C** = Possible Injury Crash  
= Property Damage Only Crash

**EXHIBIT H1**

**INTERSECTION COLLISION DIAGRAM**  
**US 51 SB RAMPS & SIGGELKOW ROAD**  
**DANE COUNTY, WISCONSIN**

## GENERAL INFORMATION

INTERSECTION: US 51 SB RAMPS &amp; SIGGELKOW ROAD

MUNICIPALITY: MCFARLAND

COUNTY: DANE

STATE: WI

PROJECT ID: 5845-06-02

CRASHES FROM: 1/1/2014

TO: 12/31/2018

PREPARED BY: KRT

DURATION

5 YEARS

0 MONTHS

DATE: 08/30/2019

## INTERSECTION CHARACTERISTICS

TRAFFIC CONTROL: STOP CONTROL ON OFF-RAMP

INTERSECTION AADT (2014-2018 Avg): 7830

NUMBER OF LEGS: 4

POSTED SPEED (US 51): 55

DEER CRASHES INCLUDED: NO

AREA TYPE: RURAL

## CRASH STATISTICS

## CRASH FREQUENCY &amp; SEVERITY

YEAR	PD	UNKNOWN	C-LEVEL	B-LEVEL	A-LEVEL	FATAL	TOTAL
2014	4	0	0	0	0	0	4
2015	2	0	0	0	0	0	2
2016	5	0	0	0	0	0	5
2017	1	0	0	0	0	0	1
2018	2	0	0	0	0	0	2
TOTAL	14	0	0	0	0	0	14
PERCENT	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
YEAR AVG.	2.8	0.0	0.0	0.0	0.0	0.0	2.8

## CRASH RATES

per MEV

CRASH RATE

0.98

KAB CRASH RATE

0.00

## LIGHT CONDITIONS

PERCENT

DAY	12	85.7%
DARK	2	14.3%
TOTAL	14	100.0%

Note: Dawn, dusk or street lighted conditions included in dark total.

## VEHICLE TYPES

PERCENT

CAR	20	71.4%
TRUCK	8	28.6%
OTHER/UNKN	0	0.0%
TOTAL	28	100.0%

Note: Statistics based on first and second vehicles in crashes.

## ROAD CONDITIONS

PERCENT

DRY	11	78.6%
WET	2	14.3%
SNOW	0	0.0%
ICE	1	7.1%
MUD	0	0.0%
OTHER/UNKN	0	0.0%
TOTAL	14	100.0%

## CRASH TYPE

PERCENT

ANGLE	10	71.4%
REAR-END	4	28.6%
HEAD-ON	0	0.0%
SS-SAME	0	0.0%
SS-OPPOSITE	0	0.0%
PEDESTRIAN	0	0.0%
BICYCLE	0	0.0%
FIXED	0	0.0%
NO COLLISION	0	0.0%
OVERTURN	0	0.0%
OTHER/UNKN	0	0.0%
TOTAL	14	100.0%

## DAY AND TIME - BOTH DIRECTIONS

	EARLY MORNING 2:00 AM TO 5:59 AM	AM PEAK 6:00 AM TO 9:59 AM	MIDDAY 10:00 AM TO 1:59 PM	PM PEAK 2:00 PM TO 5:59 PM	EVENING 6:00 PM TO 9:59 PM	LATE EVENING 10:00 PM TO 1:59 AM	UNKNOWN	TOTAL	
DAY OF WEEK									
MONDAY	0	1	0	1	1	0	0	3	Weekday
TUESDAY	0	0	2	0	1	0	0	3	
WEDNESDAY	0	2	1	1	0	0	0	4	
THURSDAY	0	0	0	0	0	0	0	0	
FRIDAY	0	1	1	2	0	0	0	4	
SATURDAY	0	0	0	0	0	0	0	0	Weekend
SUNDAY	0	0	0	0	0	0	0	0	
TOTAL	0	4	4	4	2	0	0	14	

## DRIVER AGES

PERCENT

<25	2	7.1%
25-34	10	35.7%
35-44	5	17.9%
45-54	3	10.7%
55-64	1	3.6%
65-74	3	10.7%
75-84	3	10.7%
85+	0	0.0%
UNKNOWN	1	3.6%
TOTAL	28	100.0%

Note: Statistics based on first and second vehicles in crashes.

## VEHICLE DAMAGE

PERCENT

OTHER/UNKN	2	7.1%
NONE	0	0.0%
VERY MINOR	3	10.7%
MINOR	8	28.6%
MODERATE	13	46.4%
SEVERE	2	7.1%
VERY SEVERE	0	0.0%
TOTAL	28	100.0%

Note: Statistics based on first and second vehicles in crashes.

## AVERAGE NUMBER OF

VEHICLES PER CRASH

2.1

Note: Statistics based on all vehicles in crashes.

Note: One of the fourteen crashes involved three vehicles.

## BY SEASON

PERCENT

SPRING	1	7.1%
SUMMER	6	42.9%
FALL	5	35.7%
WINTER	2	14.3%
TOTAL	14	100.0%

Note: Wint=Jan-Mar, Spr=Apr-June, Sum=July-Sept, Fall=Oct-Dec

## ALCOHOL RELATED CRASHES

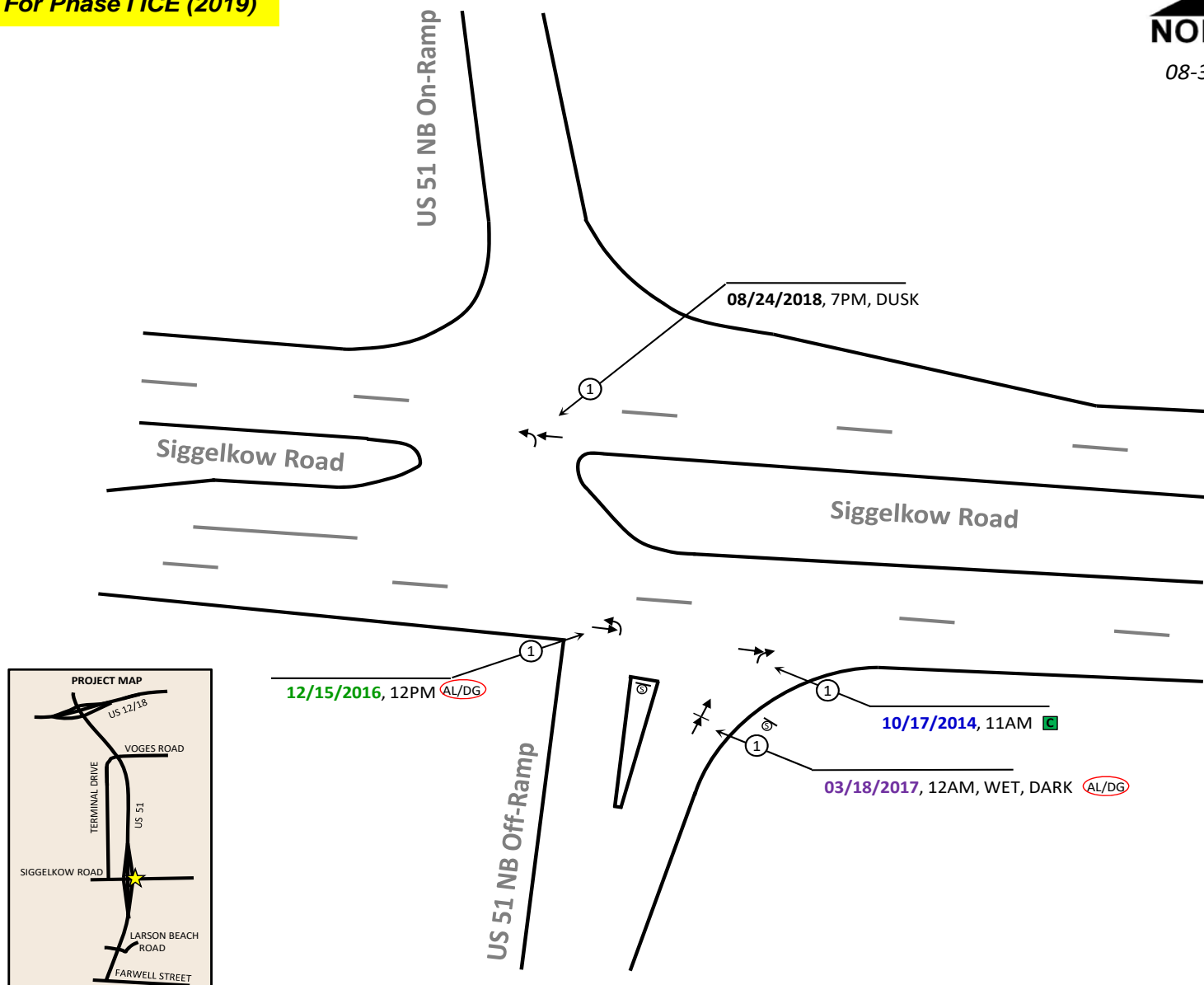
TOTAL	0
PERCENTAGE OF TOTAL	0.00%

## EXHIBIT H2

# INTERSECTION CRASH STATISTICS

## US 51 SB RAMPS & SIGGELKOW ROAD

### DANE COUNTY, WISCONSIN

**YEAR**

2014 BLUE  
2015 RED  
2016 GREEN  
2017 PURPLE  
2018 BLACK

**CRASH RATE**

0.28 Crashes

Per Million

Entering Vehicles

Entering Vehicles: 7830/day

**CRASH FREQUENCY/SEVERITY**

4  
Crashes

0 Fatal Crash (K)  
0 Incapacitating (A-Level)  
0 Non-Incapacitating (B-Level)  
1 Possible (C-Level)  
3 Property Damage Only

**LEGEND**

→ Moving Vehicle  
←←← Backing Vehicle  
- - - Pedestrian  
..... Bicyclist  
[P] Parked Vehicle

⊙ Stop/Yield Sign  
⊙ Tree  
⊙ Utility Pole  
⊙ Fixed Object  
⊙ Non-Fixed Object

↘ Angle (Right Angle)  
↙ Angle (Left-Turn)  
↗ Angle (Right-Turn)  
↔ Sideswipe-Same  
↔ Sideswipe-Opposite

↔ Head-On  
↔ Rear-End  
↔ Out of Control  
↔ Overtake  
↔ Overturn

# = CRASH FREQUENCY

"LETTER" = USED FOR REFERENCING  
CRASHES IN REPORT AS NEEDED

DATE OF CRASH  
HOUR  
SEVERITY (SEE SEVERITY DEFINITIONS)  
ROAD CONDITIONS (DRY IF BLANK)  
LIGHT CONDITIONS (DAYTIME IF BLANK)  
ALCOHOL/DRUG INVOLVEMENT (AL/DG)

**CRASH SEVERITY  
DEFINITIONS**

[K] = Fatal Crash  
[A] = Incapacitating Injury Crash  
[B] = Non-Incapacitating Injury Crash  
[C] = Possible Injury Crash  
= Property Damage Only Crash

**EXHIBIT I1**  
**INTERSECTION COLLISION DIAGRAM**  
**US 51 NB RAMPS & SIGGELKOW ROAD**  
**DANE COUNTY, WISCONSIN**

## GENERAL INFORMATION

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MUNICIPALITY: MCFARLAND

COUNTY: DANE

STATE: WI

PROJECT ID: 5845-06-02

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INTERSECTION AADT (2014-2018 Avg): 7830

NUMBER OF LEGS: 4

POSTED SPEED (US 51): 55

DEER CRASHES INCLUDED: NO

AREA TYPE: RURAL

## CRASH STATISTICS

## CRASH FREQUENCY &amp; SEVERITY

YEAR	PD	UNKNOWN	C-LEVEL	B-LEVEL	A-LEVEL	FATAL	TOTAL
2014	0	0	1	0	0	0	1
2015	0	0	0	0	0	0	0
2016	1	0	0	0	0	0	1
2017	1	0	0	0	0	0	1
2018	1	0	0	0	0	0	1
<b>TOTAL</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>PERCENT</b>	<b>100.0%</b>	<b>0.0%</b>	<b>33.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>100.0%</b>
<b>YEAR AVG.</b>	<b>0.6</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>

## CRASH RATES

per MEV

CRASH RATE 0.28

KAB CRASH RATE 0.00

## LIGHT CONDITIONS

PERCENT

DAY 2 50.0%

DARK 2 50.0%

TOTAL 4 100.0%

Note: Dawn, dusk or street lighted conditions included in dark total.

## VEHICLE TYPES

PERCENT

CAR 7 87.5%

TRUCK 1 12.5%

OTHER/UNKN 0 0.0%

TOTAL 8 100.0%

Note: Statistics based on first and second vehicles in crashes.

## ROAD CONDITIONS

PERCENT

DRY 3 75.0%

WET 1 25.0%

SNOW 0 0.0%

ICE 0 0.0%

MUD 0 0.0%

OTHER/UNKN 0 0.0%

TOTAL 4 100.0%

## CRASH TYPE

PERCENT

ANGLE 3 75.0%

REAR-END 1 25.0%

HEAD-ON 0 0.0%

SS-SAME 0 0.0%

SS-OPPOSITE 0 0.0%

PEDESTRIAN 0 0.0%

BICYCLE 0 0.0%

FIXED 0 0.0%

NO COLLISION 0 0.0%

OVERTURN 0 0.0%

OTHER/UNKN 0 0.0%

TOTAL 4 100.0%

## DAY AND TIME - BOTH DIRECTIONS

	EARLY MORNING 2:00 AM TO 5:59 AM	AM PEAK 6:00 AM TO 9:59 AM	MIDDAY 10:00 AM TO 1:59 PM	PM PEAK 2:00 PM TO 5:59 PM	EVENING 6:00 PM TO 9:59 PM	LATE EVENING 10:00 PM TO 1:59 AM	UNKNOWN	TOTAL	
DAY OF WEEK									
MONDAY	0	0	0	0	0	0	0	0	Weekday
TUESDAY	0	0	0	0	0	0	0	0	
WEDNESDAY	0	0	0	0	0	0	0	0	
THURSDAY	0	0	1	0	0	0	0	1	
FRIDAY	0	0	1	0	1	0	0	2	
SATURDAY	0	0	0	0	0	1	0	1	Weekend
SUNDAY	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	

## DRIVER AGES

PERCENT

&lt;25 0 0.0%

25-34 4 50.0%

35-44 1 12.5%

45-54 1 12.5%

55-64 1 12.5%

65-74 1 12.5%

75-84 0 0.0%

85+ 0 0.0%

UNKNOWN 0 0.0%

TOTAL 8 100.0%

Note: Statistics based on first and second vehicles in crashes.

## VEHICLE DAMAGE

PERCENT

OTHER/UNKN 0 0.0%

NONE 0 0.0%

VERY MINOR 1 12.5%

MINOR 3 37.5%

MODERATE 2 25.0%

SEVERE 2 25.0%

VERY SEVERE 0 0.0%

TOTAL 8 100.0%

Note: Statistics based on first and second vehicles in crashes.

## AVERAGE NUMBER OF

VEHICLES PER CRASH

2.0

Note: Statistics based on all vehicles in crashes.

## BY SEASON

PERCENT

SPRING 0 0.0%

SUMMER 1 25.0%

FALL 2 50.0%

WINTER 1 25.0%

TOTAL 4 100.0%

Note: Wint=Jan-Mar, Spr=Apr-June, Sum=July-Sept, Fall=Oct-Dec

## ALCOHOL RELATED CRASHES

TOTAL 2

PERCENTAGE OF TOTAL 50.00%

## EXHIBIT I2

## INTERSECTION CRASH STATISTICS

## US 51 NB RAMPS &amp; SIGGELKOW ROAD

## DANE COUNTY, WISCONSIN





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## TECHNICAL MEMORANDUM

To: Jeff Berens, P.E.—Wisconsin Department of Transportation, Southwest Region  
Ruchi Dutta, P.E., PTOE—Wisconsin Department of Transportation, Southwest Region

From: Joe Urban, P.E.—Strand Associates, Inc.®  
Joan Petersen, P.E.—Strand Associates, Inc.®

Date: July 16, 2019  
*Updated April 9, 2020*

Re: Project ID 5845-06-03  
US 51 Environmental Assessment  
Stoughton-McFarland  
Dane County  
Base Year Traffic Data Review

### Background

The purpose of this memorandum is to review the validity of the base year traffic counts and 2045 traffic forecasts used in the United States (US) 51 Environmental Assessment (EA) in light of newer traffic data available along the corridor. The project team coordinated with Wisconsin Department of Transportation (WisDOT) Traffic Forecasting Section (TFS) on the discussion and recommendations within this document.

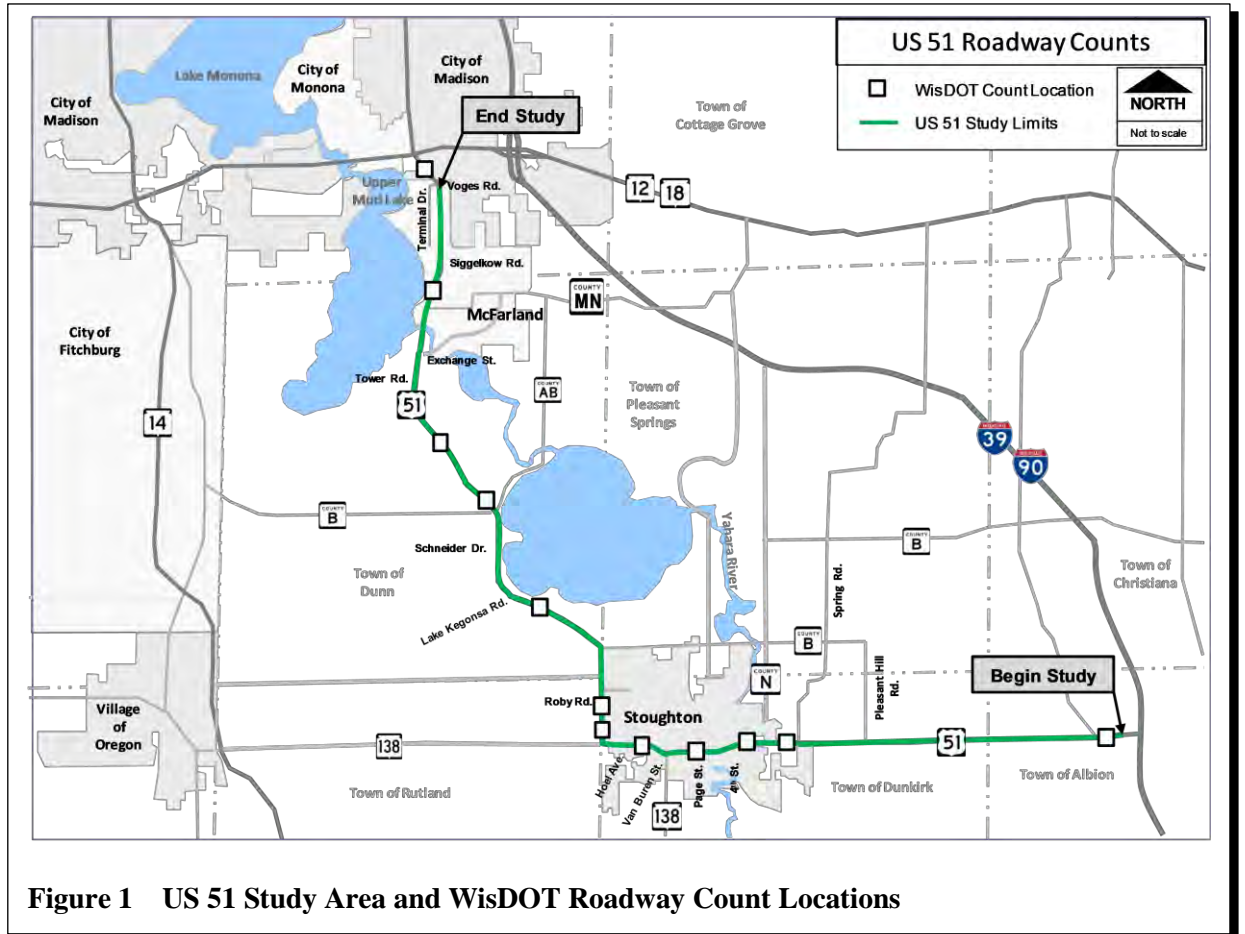
The traffic forecasts for the US 51 EA were completed in 2015 and included a horizon year (or design year) of 2045. The WisDOT Transportation Planning Manual (TPM) states the following:<sup>1</sup>

*“WisDOT uses a standard, multi-step traffic forecasting process and procedure to develop roadway traffic forecasts. The necessity of a forecast is determined during project scoping. **Scoping activities require one forecast for required projects.** WisDOT’s FDM 3-1 Attachments 1.1 and 1.2 contain more information about the facilities development process. New data cannot be used until it is usable, analyzed, and has been integrated into WisDOT forecasting’s tools. The WisDOT Bureau of Planning and Economic Development must make the preliminary determination that an updated forecast is required...”*

This memorandum compares the current base year traffic volumes versus the most recent (2018) traffic volumes to assist in determining if updated traffic forecasts are needed for the preferred alternative (Alternative H) identified in the draft US 51 EA. The other alternatives under consideration in the US 51 EA are anticipated to be dismissed for reasons outside of traffic volumes and operations, which are described in detail within the environmental document.

The US 51 EA limits are shown in Figure 1 along with the 12 locations where roadway traffic counts were compared.

<sup>1</sup> WisDOT TPM Chapter 9, Section 1.4.c (Accessed April 18, 2019). Emphasis added



### Traffic Volume Comparison Results

WisDOT roadway counts were completed along US 51 in 2012, 2015, and 2018 as part of WisDOT's coverage count program. Intersection traffic counts were collected along US 51 in 2014 at 30 locations as part of the US 51 EA efforts. The base year of the traffic analysis performed for the study is 2014 to be consistent with the intersection traffic counts. Because of this, the 2012 WisDOT roadway counts were inflated by two years to be consistent with the study's 2014 base year. For the purposes of this memorandum, the 2014 base year volumes were compared to the most recent (2018) WisDOT roadway volumes.

The results of the comparison between 2014 base year roadway volumes used in the US 51 EA (inflated from 2012 counts) and 2018 roadway volumes (from 2018 roadway counts) are shown in Table 1.

Base Conditions Roadway Volumes (Along US 51)				AADT Comparisons (2018 vs. 2014)		Are Study Volumes Reasonable?
Section of Corridor	US 51 Limits (North to South)	2014 AADT <sup>[1]</sup>	2018 AADT <sup>[2]</sup>	Absolute Difference	Percent Difference	
McFarland	Beltline to Siggelkow Road	33,500	34,600	1,100	3.3%	Yes
	Siggelkow Road to County MN	19,000	18,700	-300	-1.6%	
McFarland to Stoughton	Tower Road to Dyreson Road	10,800	13,700	2,900	26.9%	Yes (see discussion)
	Dyreson Road to County B/AB	10,500	10,900	400	3.8%	
	Lake Kegonsa Road to Halverson Road/ Quam Drive	11,100	11,200	100	0.9%	
West Side of Stoughton	Roby Road to Jackson Street	10,500	10,400	-100	-1.0%	Yes (see discussion)
	Jackson Street to State Trunk Highway (STH) 138	8,700	10,300	1,600	18.4%	
In or near downtown Stoughton	Hoel Avenue to King Street	14,500	12,800	-1,700	-11.7%	Yes (see discussion)
	Prairie Street to Page Street	15,100	12,900	-2,200	-14.6%	
	7th Street to Hillside Avenue	10,100	10,300	200	2.0%	
	County N to Race Track Road	6,300	9,100	2,800	44.4%	
East of Stoughton	County W to County A	4,200	5,000	800	19.0%	Yes (see discussion)

Notes:  
AADT=annual average daily traffic  
<sup>[1]</sup>2014 AADT volumes derived from interpolation between 2012 WisDOT roadway counts and No-Build traffic forecasts.  
<sup>[2]</sup>2018 AADT volume source (Accessed July 16, 2019): <https://wisconsindot.gov/Pages/projects/data-plan/traf-counts/default.aspx>

**Table 1 Roadway Traffic Count Comparison Results (2014 versus 2018)**

### Traffic Forecast Development and Usage

The traffic forecasts completed in 2015 were developed using Versions 2 and 3 of the Dane County Travel Demand Model (Demand Model). These traffic forecasts were used for the study's traffic operations analysis. Traffic Forecasting reviewed the current version (Version 6.5.1) of the Demand Model to assess the degree of change relative to the original project analysis. Correspondence with WisDOT TFS can be found in Attachment A. Additional documentation is available upon request.

The roadway forecasts were primarily used for K30, K100, and K250 analysis to show a range of Level of Service (LOS) results for different 2-lane portions of the corridor. The intersection forecasts were used to assess intersection operations using Synchro and/or Sidra software.

There have been updates to WisDOT Facilities Development Manual (FDM) guidance (e.g., LOS threshold updates) since the traffic operations analysis was completed for this study.<sup>2</sup> These changes will be documented in the US 51 EA and are not discussed in this memorandum.

## Discussion

Observations and discussion by section of the corridor are as follows:

1. McFarland
  - a. Both locations reviewed have 2014 volumes within 5 percent of the 2018 volumes.
  - b. Mainline capacity expansion is not proposed within this section for Alternative H. Siggelkow Road interchange ramp improvements and the addition of an auxiliary lane in each direction north of Siggelkow Road are proposed.
2. McFarland to Stoughton
  - a. Two of the three locations reviewed have 2014 volumes within 5 percent of the 2018 volumes. Between Tower Road to Dyerson Road, the 2018 volumes are approximately 27 percent higher than the 2014 base year volumes. However, the 2018 volumes are only 5 percent higher than the 2009 count volumes.
    - (1) Volumes at this location have fluctuated over time, meaning that while there is a relatively large difference between the 2014 and 2018 volumes, there has not been steady growth in traffic volumes based on the count history. This is shown by the following traffic count volumes:
      - (a) 2005 = 11,300 vehicles per day (vpd)
      - (b) 2006 = 12,500 vpd
      - (c) 2009 = 13,000 vpd
      - (d) 2012 = 10,600 vpd
      - (e) 2015 = 11,200 vpd
      - (f) 2018 = 13,600 vpd
    - (2) Differences in volume trends at this location will be noted in the environmental documentation or appendices.

<sup>2</sup> WisDOT FDM 11-5-3, Table 3.1 Desirable Levels of Service. Accessed April 4, 2019



- b. Mainline capacity expansion is not proposed within this section for Alternative H. Intersection improvements such as left-turn lanes, right-turn lane extensions, or roundabout control (at two locations) are proposed.

3. West Side of Stoughton

- a. From Jackson Street to STH 138, the 2018 volumes could be higher than previous years because of development and recently installed traffic signals (permanent at Jackson Street, temporary at STH 138). Updates to the 2014 base year volumes or traffic forecasts are not needed at this time, as the traffic analysis for this area included several analyses for full build out conditions of the Kettle Park West development.

- b. It is also possible that the growth in recent years between STH 138 and Jackson Street is not due to the Kettle Park West development or installation of traffic signals. The traffic volumes at this location have fluctuated over time, leading to the high growth percentage (approximately 18 percent) reported between the 2014 base year volumes and 2018 count volumes:

- (1) 2005 = 11,000 vpd
- (2) 2006 = 10,000 vpd
- (3) 2009 = 9,200 vpd
- (4) 2012 = 8,500 vpd
- (5) 2015 = 9,400 vpd
- (6) 2018 = 10,300 vpd

The Jackson Street and STH 138 intersections were converted from sidestreet stop-control to signal control in 2016. The 2018 traffic volumes are similar to (within 3 to 6 percent of) pre-Kettle Park West development and presignalized traffic volumes from 2005 and 2006. Additionally, it should be noted that intersection control, such as traffic signals or roundabouts, are typically not accounted for within the Demand Model.

- c. From Roby Road to Jackson Street, just north of the “Jackson Street to STH 138” count site, the traffic data shows nearly equal (within 1 percent) volumes in 2014 and 2018 and minimal fluctuation overall from 2012 to 2018. This indicates a different trend than the “Jackson Street to STH 138” count site in that the traffic signals and development do not appear to be having a substantial impact on daily traffic volumes along US 51 north of Jackson Street.
- d. Mainline capacity expansion (from 2-lanes to 4-lanes) is proposed within this section for Alternative H. Intersection improvements on the west side of Stoughton such as roundabout control are proposed as part of this study or are currently in design (as separate independent projects) at several locations.

4. In or Near Downtown Stoughton

- a. The four locations reviewed show greater variations in traffic volumes (both decreases and increases) than other areas of the corridor. One location, from County N to Racetrack Road, shows a 44 percent increase between the 2014 and 2018 volumes. Observations of this location and the surrounding locations include the following:
  - (1) The five counts performed at this location between 2005 and 2015 reported daily volumes ranging from 5,200 vpd to 6,900 vpd. The 2018 count was higher than each of the previous counts, reported at 9,100 vpd.
  - (2) A similar trend is found along County N north of US 51, where the five counts between 2005 and 2015 reported daily volumes ranging from 5,100 vpd to 6,200 vpd. The 2018 count was higher than each of the previous counts, reported at 7,600 vpd. This suggests that some traffic may be rerouting to County N rather than traveling through downtown Stoughton.
  - (3) There are six count sites along US 51 to the west of this location between County N and Page Street (just over 1 mile) that show varying trends over the WisDOT count cycles. Two of these locations are shown in Table 1.
  - (4) The amount of projected growth to the 2045 design year in the completed traffic forecast along US 51 between County N and Racetrack Road was approximately 2,200 vpd. If that same growth was applied to the 2018 count volume of 9,100 vpd, a projected volume of 11,300 vpd would result. This potential projected volume would still be less than existing volumes in downtown Stoughton.
- b. Mainline capacity expansion is not proposed within this section for Alternative H. Minor safety improvements are proposed. Because no major improvements to roadway capacity are proposed in and around downtown Stoughton, and the one location with high percentage growth in the base year is a relatively low volume (US 51 between County N and Racetrack Road), updating base year data from 2014 to 2018 is not anticipated to substantially affect the study's horizon year traffic analysis.

5. East of Stoughton

- a. From County W to County A, the traffic data shows a higher percent growth than other areas of the corridor, which is mainly due to a fairly low daily volume compared to rest of the corridor.
- b. Mainline capacity expansion is not proposed within this section for Alternative H. Slightly higher base year (2018) volumes in the rural portion east of Stoughton are not anticipated to change conclusions of the operations analysis because the traffic volumes are modest for a 2-lane highway.

## Summary

Based on the discussion above, in September 2019 WisDOT and Federal Highway Administration staff concluded that updated traffic forecasts are not needed for the US 51 EA. This conclusion is based on the following factors:

1. The traffic volume comparisons presented in Table 1 show that while there are a few locations with fluctuations along US 51; the 2014 study volumes appear to be reasonable.
2. The 2045 horizon year included in the forecasts sufficiently covers the typical design year guidance in the WisDOT FDM.<sup>3</sup>
3. The traffic forecasts took into account planned development in and around Stoughton, as well as other areas of the corridor. Alternative H includes proposed mainline capacity expansion on the west side of Stoughton, which is an area with a higher concentration of planned development compared to the rest of the corridor. This statement was verified by WisDOT TFS using the current version (Version 6.5.1) of the Demand Model. Correspondence with WisDOT TFS can be found in Attachment A.
4. Traffic volumes will be reviewed again during the final design phase of the project. During the design phase, items such as turn lane lengths and details on proposed intersection traffic control are anticipated to be refined based on newer traffic counts and forecasts.

<sup>3</sup> WisDOT FDM 11-10-1.1 (Accessed May 23, 2019): *The design years for projects are normally 20 years from the date projects are proposed to be opened to traffic. Shorter design periods may be used when highways are to be constructed in stages or designed for shorter pavement improvement life-spans.* The traffic forecasts for US 51 were developed assuming an estimated construction year of 2025.

Hellermann, Luke

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From: Urban, Joseph M.  
 Sent: Tuesday, June 4, 2019 1:10 PM  
 To: Hellermann, Luke  
 Cc: Kobryn, Jennifer; Petersen, Joan  
 Subject: FW: Final Draft Memo

For Admin record: WisDOT TFS approval of Base Year Traffic Data Review memo

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From: Murray, Jennifer - DOT <Jennifer.Murray@dot.wi.gov>  
 Sent: Tuesday, June 4, 2019 1:07 PM  
 To: Dutta, Ruchi R - DOT <Ruchi.Dutta@dot.wi.gov>  
 Cc: Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>; Urban, Joseph M. <Joseph.Urban@strand.com>; Zhang, Miao X - DOT <miao.zhang@dot.wi.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>  
 Subject: Re: Final Draft Memo

Ok looks fine to me.

Jennifer Murray, AICP  
 Traffic Forecasting Chief  
 Wisconsin Dept. of Transportation  
 Division of Transportation Investment Management, Bureau of Planning and Economic Development  
 4822 Madison Yards Way  
 Madison, WI 53707-7913  
 (608) 264-8722 Desk  
 (608) 294-7487 Mobile

On Jun 4, 2019, at 9:39 AM, Dutta, Ruchi R - DOT <[Ruchi.Dutta@dot.wi.gov](mailto:Ruchi.Dutta@dot.wi.gov)> wrote:

Jen – Brandon suggested a slight change to how we worded the highlighted portions before, making it more clear. Please review the attached document and ignore the previous one.

Thank you.

Ruchi

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From: Dutta, Ruchi R - DOT  
 Sent: Tuesday, June 4, 2019 11:14 AM  
 To: Murray, Jennifer - DOT <[Jennifer.Murray@dot.wi.gov](mailto:Jennifer.Murray@dot.wi.gov)>  
 Cc: Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>; Urban, Joseph M. <[Joseph.Urban@strand.com](mailto:Joseph.Urban@strand.com)>; Zhang, Miao X - DOT <[miao.zhang@dot.wi.gov](mailto:miao.zhang@dot.wi.gov)>; Lamers, Brandon - DOT <[Brandon.Lamers@dot.wi.gov](mailto:Brandon.Lamers@dot.wi.gov)>  
 Subject: RE: Final Draft Memo

Hi Jen,

We have made revisions (highlighted in yellow) to the attached traffic memo, as discussed earlier today. Please let us know if it meets your approval.

Thanks.  
 Ruchi

From: Murray, Jennifer - DOT  
 Sent: Monday, June 3, 2019 1:42 PM  
 To: Dutta, Ruchi R - DOT <[Ruchi.Dutta@dot.wi.gov](mailto:Ruchi.Dutta@dot.wi.gov)>  
 Cc: Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>; Urban, Joseph M. <[Joseph.Urban@strand.com](mailto:Joseph.Urban@strand.com)>  
 Subject: Re: Final Draft Memo

Hi Ruchi

I am on the west coast and attending a conference. I have time at 10:00 your time tomorrow (8am my time). Let me know if that works. Do you want anyone from my team about the work we provided... if it's a modeling question too? If so, Miao would be good to invite too.

Thanks Ruchi,

Jen  
 Jennifer Murray, AICP  
 Traffic Forecasting Chief  
 Wisconsin Dept. of Transportation  
 Division of Transportation Investment Management, Bureau of Planning and Economic Development  
 4822 Madison Yards Way  
 Madison, WI 53707-7913  
 (608) 264-8722 Desk  
 (608) 294-7487 Mobile

On Jun 3, 2019, at 10:22 AM, Dutta, Ruchi R - DOT <[Ruchi.Dutta@dot.wi.gov](mailto:Ruchi.Dutta@dot.wi.gov)> wrote:

Hi Jen,

Are you available today afternoon or tomorrow (between 10 am and 2 pm) to talk about the revisions needed to this memo? Joe Urban and I would also like to expand upon the usage of K factors for the operations analysis for this project. Let me know of your availability and I'll send you a conference line to call into.

Thanks!

Ruchi

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From: Murray, Jennifer - DOT  
 Sent: Thursday, May 30, 2019 1:25 PM  
 To: Dutta, Ruchi R - DOT <[Ruchi.Dutta@dot.wi.gov](mailto:Ruchi.Dutta@dot.wi.gov)>; Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>; Wilson, Holly J - DOT <[Holly.Wilson@dot.wi.gov](mailto:Holly.Wilson@dot.wi.gov)>  
 Cc: Chritton, Chris - DOT <[Chris.Chritton@dot.wi.gov](mailto:Chris.Chritton@dot.wi.gov)>; Zhang, Miao X - DOT <[miao.zhang@dot.wi.gov](mailto:miao.zhang@dot.wi.gov)>  
 Subject: FW: Final Draft Memo

Hi Ruchi,  
 See our analysis and the notes/emails below. I have talked with the forecasting team on your memo. This email is to clarify the degree of change in the travel demand model as it is unstated in your memo as it currently reads.

The volumes in the above attachments are not to be confused with traffic forecasts... these are generalized views of traffic assignments. The data in the above attachments uses the 2012

base traffic count data. The reason 2012 is used, is because our job was to compare the models side by side. Thank you to Miao for putting this together.

As my Tuesday 4:25 email indicates, this is one half of the picture and because we do not see traffic volumes on your K100/250, etc.... analysis, forecasting cannot gage if this affects the operations analysis. That is something that your project team will have to help you identify and we can participate on that if needed.

At this time, it may be helpful to add to the memo, "Traffic Forecasting reviewed the travel demand model to assess the degree of change relative to the original project analysis. Documentation is available upon request."

Thank you for your consideration of our comments,

Jen

**Jen**

Jennifer Murray, AICP  
WisDOT Traffic Forecasting Section Chief  
Bureau of Planning & Economic Development  
6<sup>th</sup> Floor South, S603.12  
Madison – Hill Farms State Office Building  
Office: (608) 264-8722  
Mobile: (608) 294-7487

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From: Zhang, Miao X - DOT  
Sent: Thursday, May 30, 2019 11:29 AM  
To: Murray, Jennifer - DOT <[Jennifer.Murray@dot.wi.gov](mailto:Jennifer.Murray@dot.wi.gov)>  
Cc: Dercks, Kory - DOT <[Kory.Dercks@dot.wi.gov](mailto:Kory.Dercks@dot.wi.gov)>; Chritton, Chris - DOT <[Chris.Chritton@dot.wi.gov](mailto:Chris.Chritton@dot.wi.gov)>  
Subject: RE: Final Draft Memo

Jen,

Attached are the updated excel file and a pdf version.

All the sites along the corridor are marked on the map, as well as their 2012 counts, V3 and V6.5.1 growth rates, current base year assignment change compared to V3.

I put the site 130210 on the map too, since its V6.5.1 base year assignment is 80% more than the V3.

Then it is easy to find

"Current model puts more assignment on USH 51 passing McFarland (site 130577 increased 52% base year and 55% future year), STH 138 west of Stoughton (site 130210 increased 80% base year and 40% future year); puts less assignment on USH 51 passing west side of Stoughton (site 132264 decreased 34% base year and 57% future year)."

Thanks,  
Miao

---

From: Murray, Jennifer - DOT  
Sent: Thursday, May 30, 2019 8:06 AM



To: Zhang, Miao X - DOT <[miao.zhang@dot.wi.gov](mailto:miao.zhang@dot.wi.gov)>  
Cc: Dercks, Kory - DOT <[Kory.Dercks@dot.wi.gov](mailto:Kory.Dercks@dot.wi.gov)>; Chritton, Chris - DOT  
<[Chris.Chritton@dot.wi.gov](mailto:Chris.Chritton@dot.wi.gov)>  
Subject: Re: Final Draft Memo

Hi Miao

Since I am having locational challenges without the web or Gus right with me currently, can you do a couple things for me?

1. Highlight the rows with the counts between Stoughton and McFarland (the corridor limits, as I understand it in Rucchis memo).
2. Also can you calculate the growth rate for me in a columns for the 2010 to future year using the base assignment to future assignment for both versions?

After that, please resend me the excel file. Basically, what I am thinking is that the growth can be assessed for reasonableness relative to each rate.

Thank you.

Jen

Jennifer Murray, AICP  
Traffic Forecasting Chief  
Wisconsin Dept. of Transportation  
Division of Transportation Investment Management, Bureau of Planning and Economic Development  
4822 Madison Yards Way  
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(608) 294-7487 Mobile

On May 29, 2019, at 2:55 PM, Zhang, Miao X - DOT <[miao.zhang@dot.wi.gov](mailto:miao.zhang@dot.wi.gov)> wrote:

Jen,  
Sorry I put the wrong current version number, it should be Model Version 6.5.1.  
I corrected the version number in the file.

Attached is the Model V2 and V3 No Build output compared to current model V6.5.1.

Current model puts more assignment on USH 51 passing McFarland (site 130577 increased 52% base year and 55% future year), STH 138 west of Stoughton (site 130210 increased 80% base year and 40% future year); while puts less assignment on USH 51 passing west side of Stoughton (site 132264 decreased 34% base year and 57% future year).

Thanks,  
Miao

---

From: Zhang, Miao X - DOT

Sent: Wednesday, May 29, 2019 1:53 PM

To: Murray, Jennifer - DOT <[Jennifer.Murray@dot.wi.gov](mailto:Jennifer.Murray@dot.wi.gov)>; Dercks, Kory - DOT <[Kory.Dercks@dot.wi.gov](mailto:Kory.Dercks@dot.wi.gov)>

Cc: Chritton, Chris - DOT <[Chris.Chritton@dot.wi.gov](mailto:Chris.Chritton@dot.wi.gov)>

Subject: RE: Final Draft Memo

Hi Jen,

Kory has helped me locate the Dane model V2 and V3 that were used in the forecast 5141, Version 2 does not have Ho Chunk Generator while Version 3 has Ho Chunk Generator.

Attached is the Model V2 and V3 No Build output compared to current model V6.5.

Current model puts more assignment on USH 51 passing McFarland (site 130577 increased 52% base year and 55% future year), STH 138 west of Stoughton (site 130210 increased 80% base year and 40% future year); while puts less assignment on USH 51 passing west side of Stoughton (site 132264 decreased 34% base year and 57% future year).

<< File: US 51 Forecast Review.xlsx >>

Thanks,

Miao

---

From: Murray, Jennifer - DOT

Sent: Tuesday, May 28, 2019 4:25 PM

To: Dercks, Kory - DOT <[Kory.Dercks@dot.wi.gov](mailto:Kory.Dercks@dot.wi.gov)>; Zhang, Miao X - DOT <[miao.zhang@dot.wi.gov](mailto:miao.zhang@dot.wi.gov)>

Cc: Chritton, Chris - DOT <[Chris.Chritton@dot.wi.gov](mailto:Chris.Chritton@dot.wi.gov)>

Subject: RE: Final Draft Memo

Hi Miao and Kory,

It would be good to identify that the forecasts used for this project were in the K100/250 analysis and indeed state that the travel demand model has not substantially changed (ver 2/3 went to version 6.5.1); therefore presumably not affecting the operations analysis. Is there anything you can tell me about the model that might help me make this statement? Or if you refute it and find that the "assignments only" have changed substantially, please tell me that as well. Does our new SRF memo help with this description?

Jen

Jennifer Murray, AICP

WisDOT Traffic Forecasting Section Chief

Bureau of Planning & Economic Development

6<sup>th</sup> Floor South, S603.12

Madison – Hill Farms State Office Building

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Mobile: (608) 294-7487

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From: Dutta, Ruchi R - DOT  
 Sent: Tuesday, May 28, 2019 10:28 AM  
 To: Murray, Jennifer - DOT <[Jennifer.Murray@dot.wi.gov](mailto:Jennifer.Murray@dot.wi.gov)>  
 Cc: Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>; Lamers, Brandon - DOT <[Brandon.Lamers@dot.wi.gov](mailto:Brandon.Lamers@dot.wi.gov)>; Wilson, Holly J - DOT <[Holly.Wilson@dot.wi.gov](mailto:Holly.Wilson@dot.wi.gov)>; Dercks, Kory - DOT <[Kory.Dercks@dot.wi.gov](mailto:Kory.Dercks@dot.wi.gov)>; Zhang, Miao X - DOT <[miao.zhang@dot.wi.gov](mailto:miao.zhang@dot.wi.gov)>  
 Subject: RE: Final Draft Memo

Hi Jen,

Please see the revised memo with the changes highlighted in yellow. One revision that I wanted to point out was the way the TPM language is now worded: *"The WisDOT Bureau of Planning and Economic Development must make the preliminary determination that an updated forecast is required..."*

Please let us know as soon as you can if the updated memo meets your approval. We need to send it to FHWA this week, for their review.

Thanks much.  
 Ruchi

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From: Murray, Jennifer - DOT  
 Sent: Tuesday, May 28, 2019 10:17 AM  
 To: Dutta, Ruchi R - DOT <[Ruchi.Dutta@dot.wi.gov](mailto:Ruchi.Dutta@dot.wi.gov)>  
 Cc: Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>; Wilson, Holly J - DOT <[Holly.Wilson@dot.wi.gov](mailto:Holly.Wilson@dot.wi.gov)>; Dercks, Kory - DOT <[Kory.Dercks@dot.wi.gov](mailto:Kory.Dercks@dot.wi.gov)>; Zhang, Miao X - DOT <[miao.zhang@dot.wi.gov](mailto:miao.zhang@dot.wi.gov)>  
 Subject: Final Draft Memo

Hi Ruchi,  
 I wondered if you had a final draft memo yet?  
 Please let me know.

Jen

Jennifer Murray, AICP  
 Traffic Forecasting Section Chief  
 Wisconsin Department of Transportation  
 Bureau of Planning and Economic Development  
[jennifer.murray@dot.wi.gov](mailto:jennifer.murray@dot.wi.gov)  
 4822 Madison Yards Way, 6<sup>th</sup> Floor South, S603.12  
 PO Box 7913  
 Madison, WI 53707-7913  
 Office: (608) 264-8722

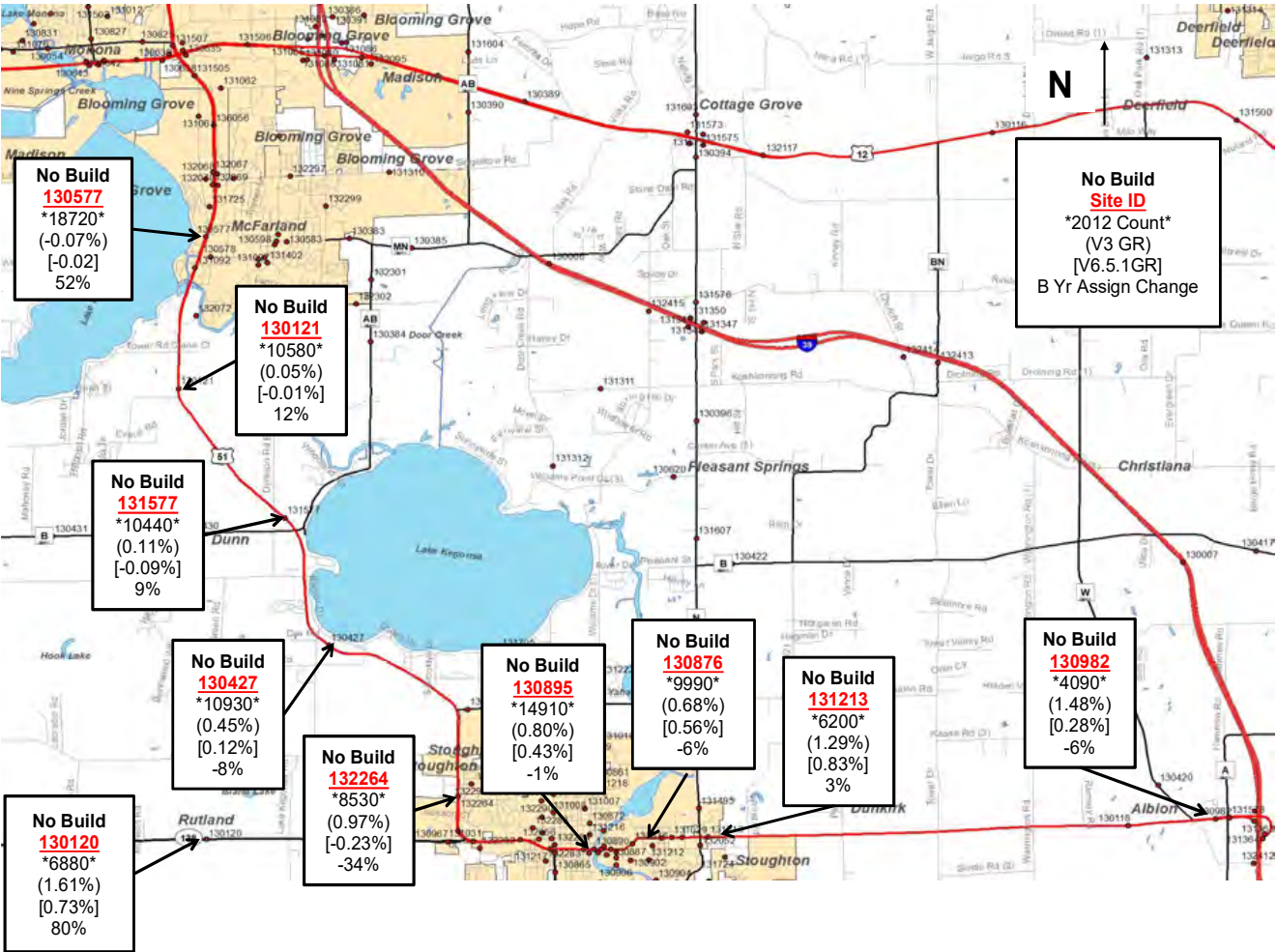
Mobile: (608) 294-7487

<US 51 Forecast Review.xlsx>

<2019-06-04 US 51 EA\_Traffic Data Review Memo (Draft) - changes.pdf>

The original forecast (Control # 5141) was done using Dane Version 2 and Version 3, and current Dane model is V6.5.1.

	Dane Model V2 No Build									Dane Model V3 No Build			Dane Model V 6.5.1 Current No Build			
Forecast Year 1	TRADAS ID	Road Name	COUNT	Count Year	Seasonal Factor	Functional Class	Base Year Assignment	Future Year Assignment	Growth Rate	Base Year Assignment	Future Year Assignment	Growth Rate	Base Year Assignment	Future Year Assignment	Growth Rate	Base Year Assignment Change V6.5.1 vs V3
2025	130577	USH 51	18720	2012	2	14	20498	20476	0.00%	20761	20151	-0.07%	31547	31233	-0.02%	52%
Forecast Year 2	130121	USH 51	10580	2012	4	2	15314	15648	0.05%	13894	14171	0.05%	15600	15555	-0.01%	12%
2035	131577	USH 51	10440	2012	4	2	12125	12427	0.06%	12179	12723	0.11%	13216	12723	-0.09%	9%
Final Forecast Year	130427	USH 51	10930	2012	4	2	15855	18756	0.46%	14939	17652	0.45%	13727	14383	0.12%	-8%
2045	132264	USH 51	8530	2012	2	14	10817	11848	0.24%	11338	15727	0.97%	7515	6833	-0.23%	-34%
	130895	USH 51	14910	2012	2	14	10725	12680	0.46%	10671	14082	0.80%	10554	12354	0.43%	-1%
Model Base Year	130876	USH 51	9990	2012	2	14	11169	13422	0.50%	11130	14140	0.68%	10501	12844	0.56%	-6%
2010	131213	USH 51	6200	2012	2	16	7554	10851	1.09%	7523	11413	1.29%	7735	10308	0.83%	3%
Model Future Year	130982	USH 51	4090	2012	4	6	6675	10628	1.48%	6636	10568	1.48%	6248	9453	1.28%	-6%
	130120	STH 138	6880	2012	4	6	5945	8078	0.90%	5946	9769	1.61%	10710	13846	0.73%	80%
	130006	I-39/90	56320	2013	3	1	50951	74661	1.16%	51061	74126	1.13%	52795	81132	1.34%	3%
	131495	CTH N	5100	2012	2	16	8668	10666	0.58%	6896	8419	0.55%	7739	9839	0.68%	12%



## APPENDIX C



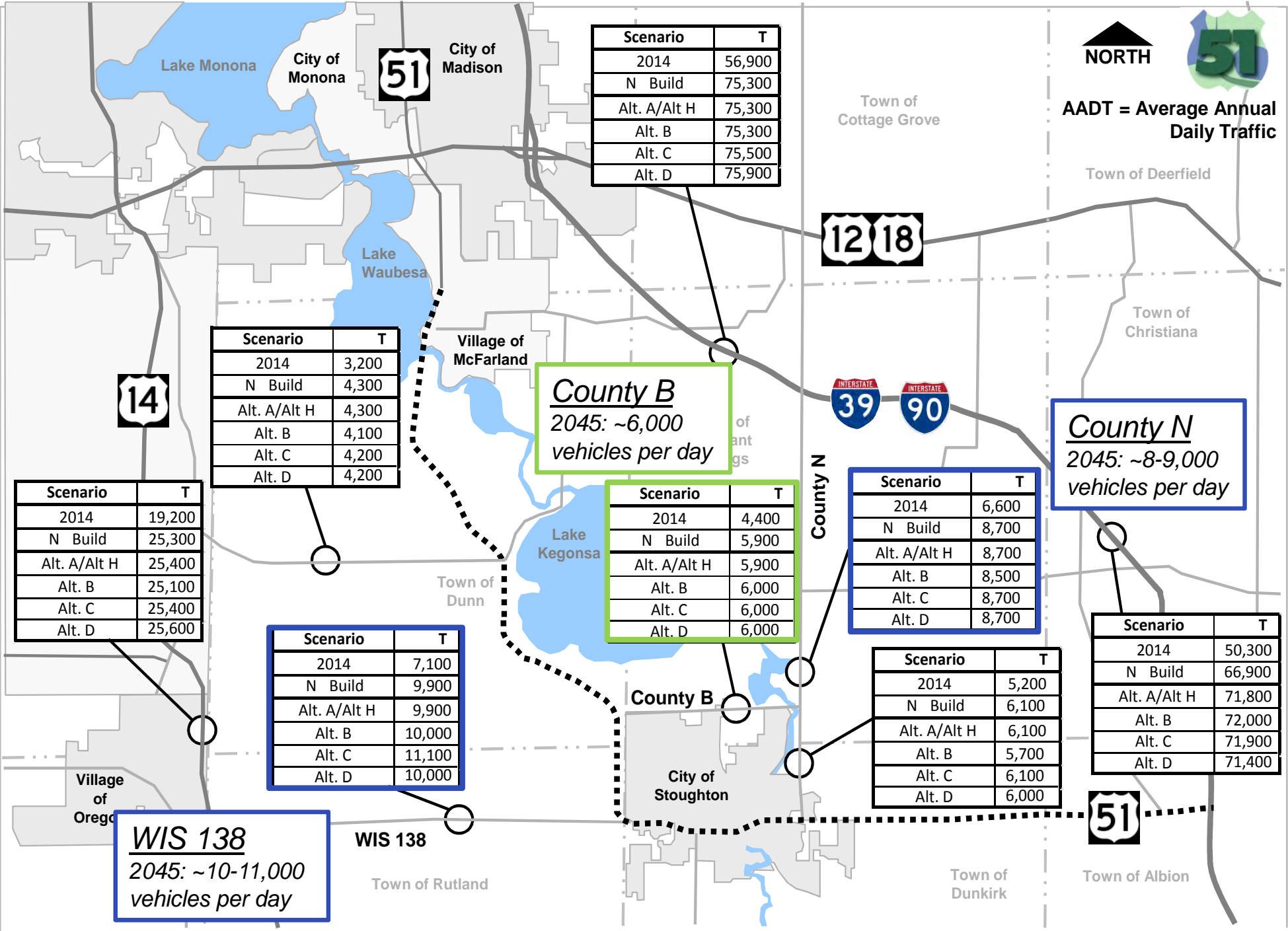


# Existing and 2045 Projected Traffic Volumes for Other Area Roads

Project ID 5845-06-03

C-17

APPENDIX C



NOTE: Projected volumes are for 2045 using Time-of-Day Travel Demand Model

August 2015

# WisDOT TRAFFIC FORECAST REPORT

PROJECT ID(S): 5845-06-02

ROUTE(S): USH 51

Region/COUNTY(IES): SW / Dane **No Build**

LOCATION: Stoughton to McFarland

COMPLETED: 02/26/2015

Developed by: Urvashi Martin

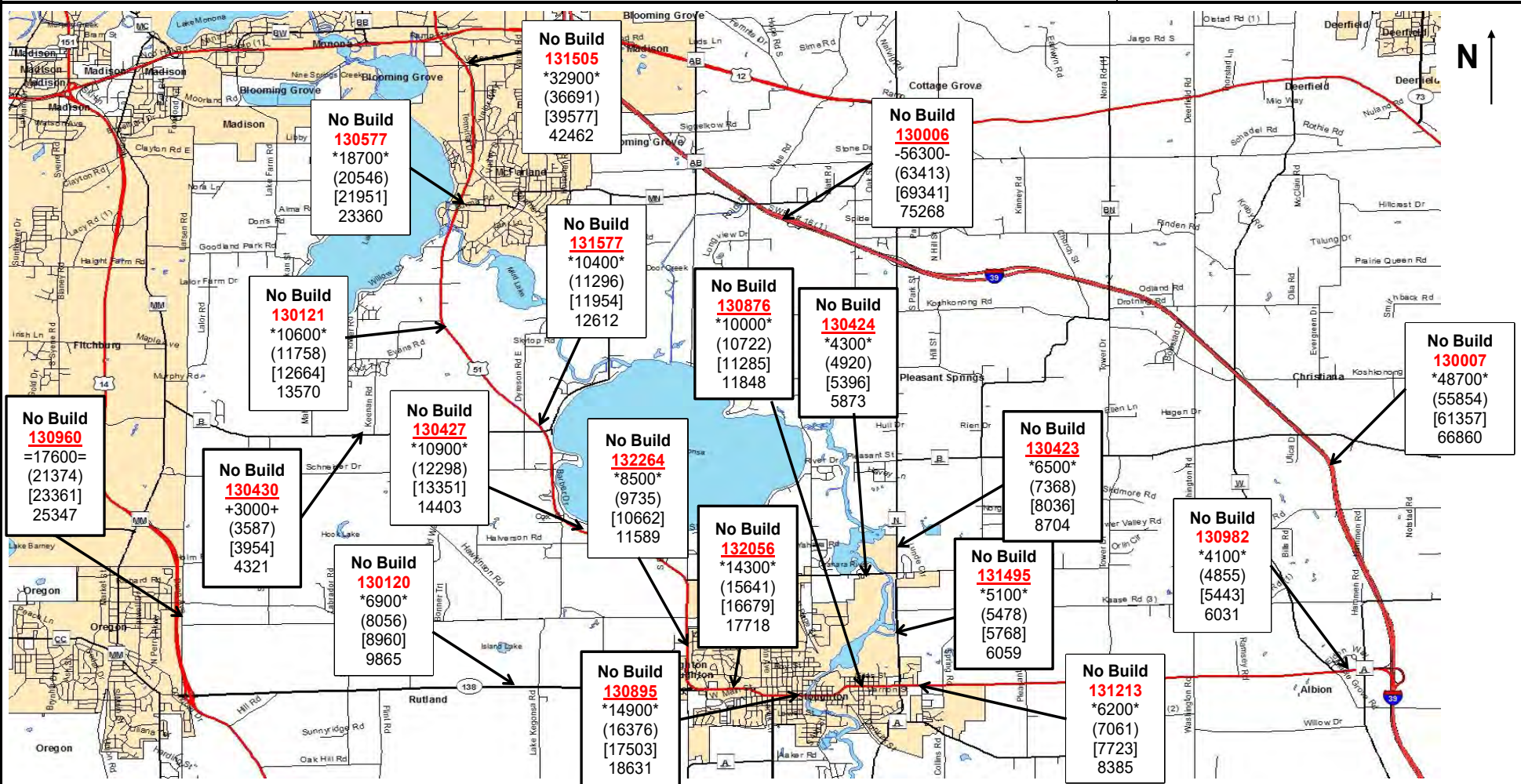
Phone: (608) 267-3640

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



Site IDs are Colored, Bolded, and Underlined

Design Values (%)		-000- 2013 Count	(000) 2025 AADT
Site(s)	130577	*000* 2012 Count	[000] 2035 AADT
Route(s)	USH 51	+000+ 2009 Count	000 2045 AADT
Volume(s)	23360	=000= 2006 Count	
Site Growth %	0.75%		
K250	10.0	<b>Trucks</b>	130577
K100	10.7	AADTT	1010
K30	11.3	2D	1.6
P	12.8	3AX	1.6
D(Dsgn. Hr.)	59/41	2S1+2S2	0.7
T(DHV)	4.6	3-S2	1.2
T(PHV)	4.0	DBL-BTM	0.3
		Total %	5.4%

## NOTES ON THE FORECAST:

1. This projection assumes that no major new traffic generators will be added to the development already included in the travel demand model.

2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.

## MORE NOTES ON THE FORECAST:

3. USH 51 is a Factor Group II (Urban-Other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a Urban Principal Arterial (14) for count purposes.

4. The Dane County Travel Demand Model was used to complete this forecast. The Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.



# WisDOT TRAFFIC FORECAST REPORT

PROJECT ID(S): 5845-06-02

ROUTE(S): USH 51

Region/COUNTY(IES): SW / Dane **Alt A & Alt H**

LOCATION: Stoughton to McFarland

COMPLETED: 02/26/2015

Developed by: Urvashi Martin

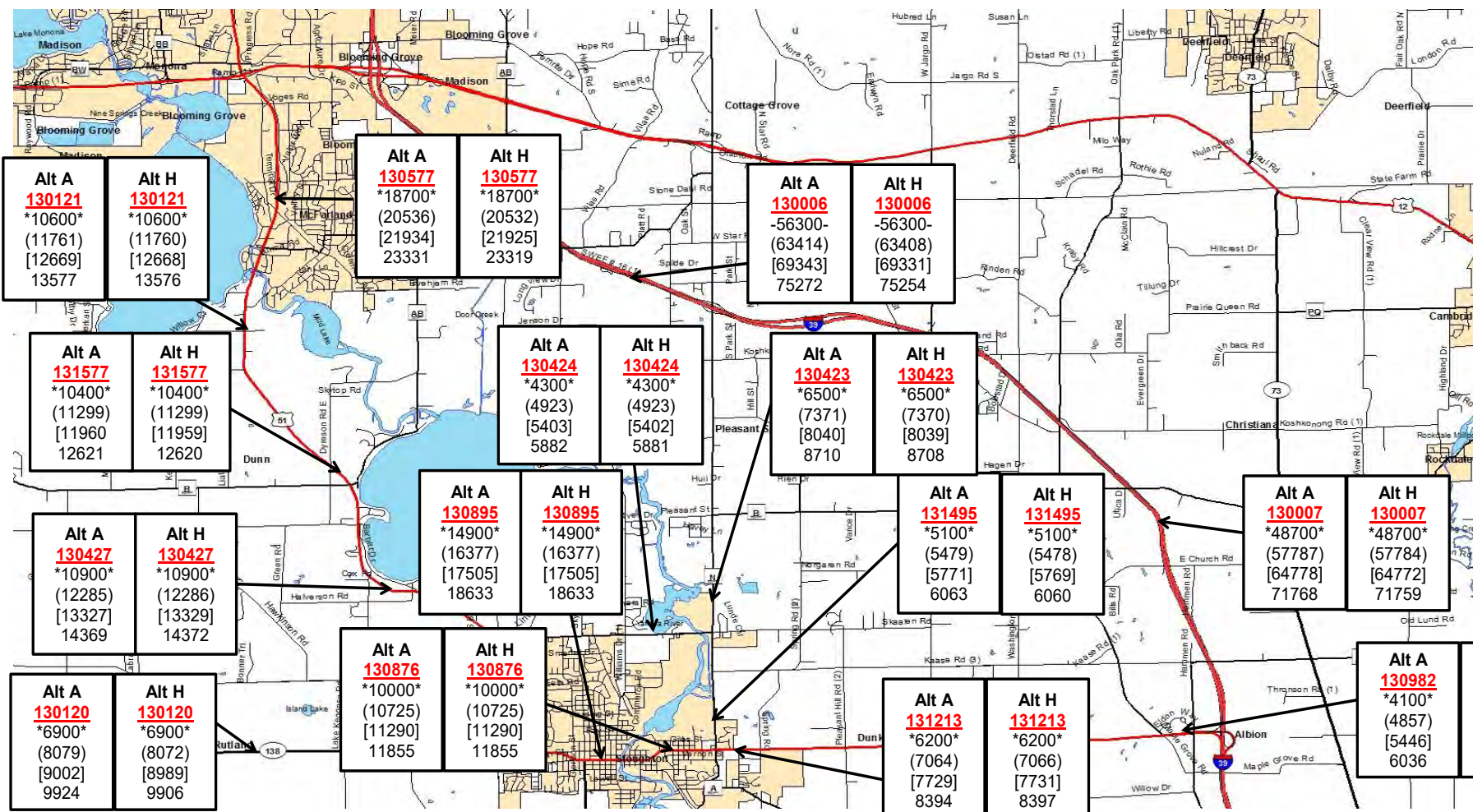
Phone: (608) 267-3640

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



Site IDs are Colored, **Bolded**, and Underlined

Design Values (%)				-000- 2013 Count (000) 2025 AADT			
Site(s)	130577	130577		*000* 2012 Count [000] 2035 AADT			
Route(s)	Alt A	Alt H		+000+ 2009 Count 000 2045 AADT			
Volume(s)	23330	23320		=000= 2006 Count			
Site Growth %	0.75%	0.74%		Trucks	130577	130577	
K250	10.0	10.0		AADTT	1010	1010	
K100	10.7	10.7		2D	1.6	1.6	
K30	11.3	11.3		3AX	1.6	1.6	
P	12.8	12.8		2S1+2S2	0.7	0.7	
D(Dsgn. Hr.)	59/41	59/41		3-S2	1.2	1.2	
T(DHV)	4.6	4.6		DBL-BTM	0.3	0.3	
T(PHV)	4.0	4.0		Total %	5.4%	5.4%	

NOTES ON THE FORECAST:	MORE NOTES ON THE FORECAST:
1. Alternative A assumes EB passing lane proposed from Tower to Washington and proposed access changes.	4. USH 51 is a Factor Group II (Urban-Other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a Urban Principal Arterial (14) for count purposes.
2. Alternative H assumes 4 lane expansion between Jackson St and CTH B, EB passing lane between Tower to Washington and other access modifications considered.	5. The Dane County Travel Demand Model was used to complete this forecast. The Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.
3. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.	



# WisDOT TRAFFIC FORECAST REPORT

PROJECT ID(S): 5845-06-02

ROUTE(S): USH 51

Region/COUNTY(IES): SW / Dane **Alt A & Alt H**

LOCATION: Stoughton to McFarland

COMPLETED: 02/26/2015

Developed by: Urvashi Martin

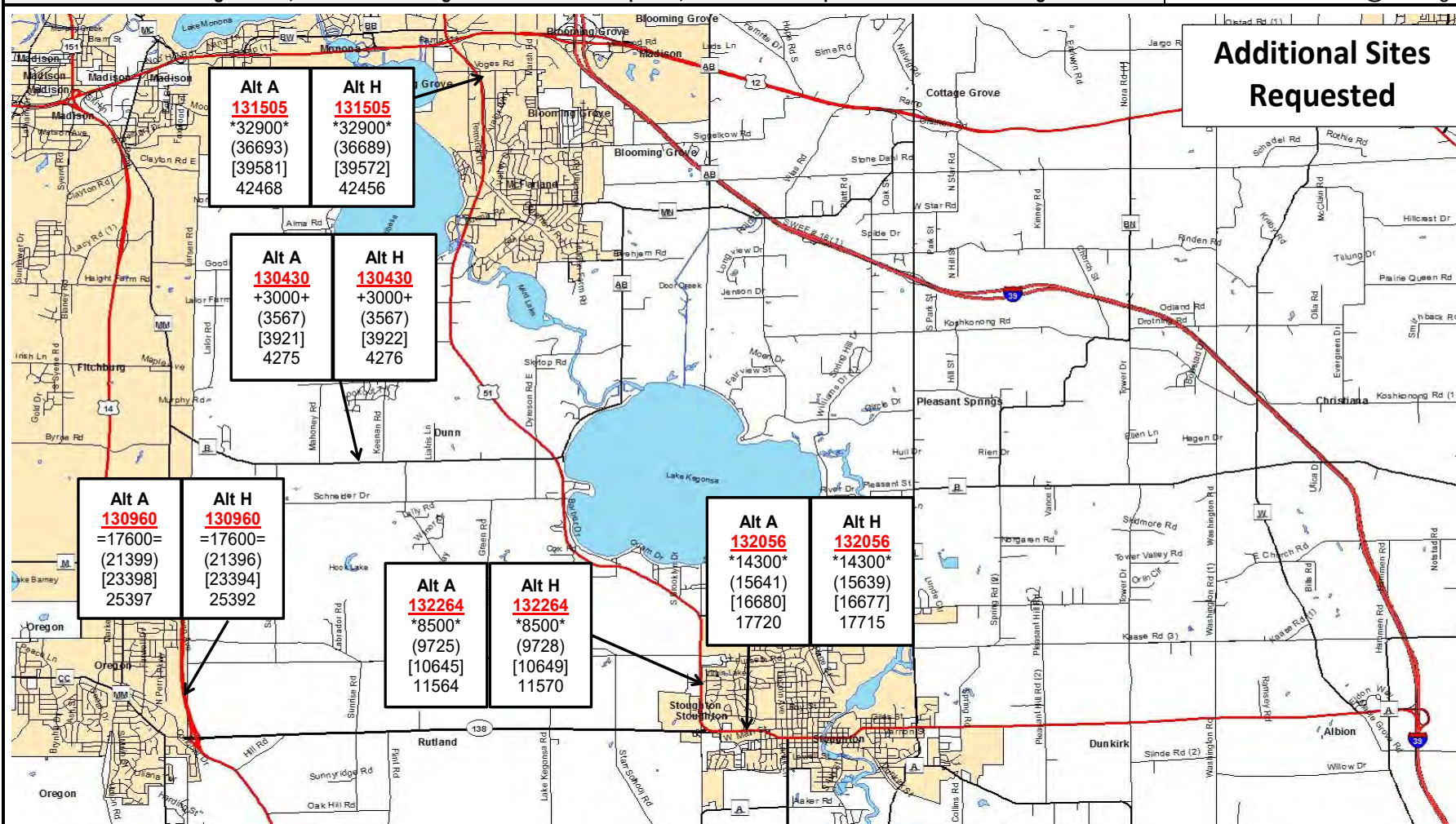
Phone: (608) 267-3640

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



Site IDs are Colored, Bolded, and Underlined

Design Values (%)				-000- 2013 Count (000) 2025 AADT *000* 2012 Count [000] 2035 AADT +000+ 2009 Count 000 2045 AADT =000= 2006 Count				NOTES ON THE FORECAST:  1. Alternative A assumes EB passing lane proposed from Tower to Washington and proposed access changes were considered.  2. Alternative H assumes 4 lane expansion between Jackson St and CTH B, EB passing lane between Tower to Washington and other access modifications considered.  3. Truck classification percentages were taken from 2009 Wisconsin Vehicle Classification Data (Site # 680306).	MORE NOTES ON THE FORECAST:  4. USH 51 is a Factor Group II (Urban-Other) highway (indicating low to moderate fluctuation in traffic from a seasonal perspective). It is functionally classified as a Urban Principal Arterial (14) for count purposes.  5. The Dane County Travel Demand Model was used to complete this forecast. The Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.
Site(s)	131505	131505							
Route(s)	Alt A	Alt H							
Volume(s)	42468	42456							
Site Growth %	0.88%	0.88%		Trucks	131505	131505			
K250	9.5	9.5		AADTT	1740	1740			
K100	10.0	10.0		2D	1.5	1.5			
K30	10.4	10.4		3AX	1.6	1.6			
P	11.2	11.2		2S1+2S2	0.7	0.7			
D(Dsgn. Hr.)	59/41	59/41		3-S2	1.2	1.2			
T(DHV)	4.5	4.5		DBL-BTM	0.3	0.3			
T(PHV)	4.0	4.0		Total %	5.3%	5.3%			





# WisDOT TRAFFIC FORECAST REPORT

PROJECT ID(S): 5845-06-02

ROUTE(S): US51,WIS138,CH-B/N,I-39/

Region/COUNTY(IES): Dane **Alternative B**

LOCATION: US51-I-39/90 to S of Trm Dr/Voges

COMPLETED: 06-16-2015

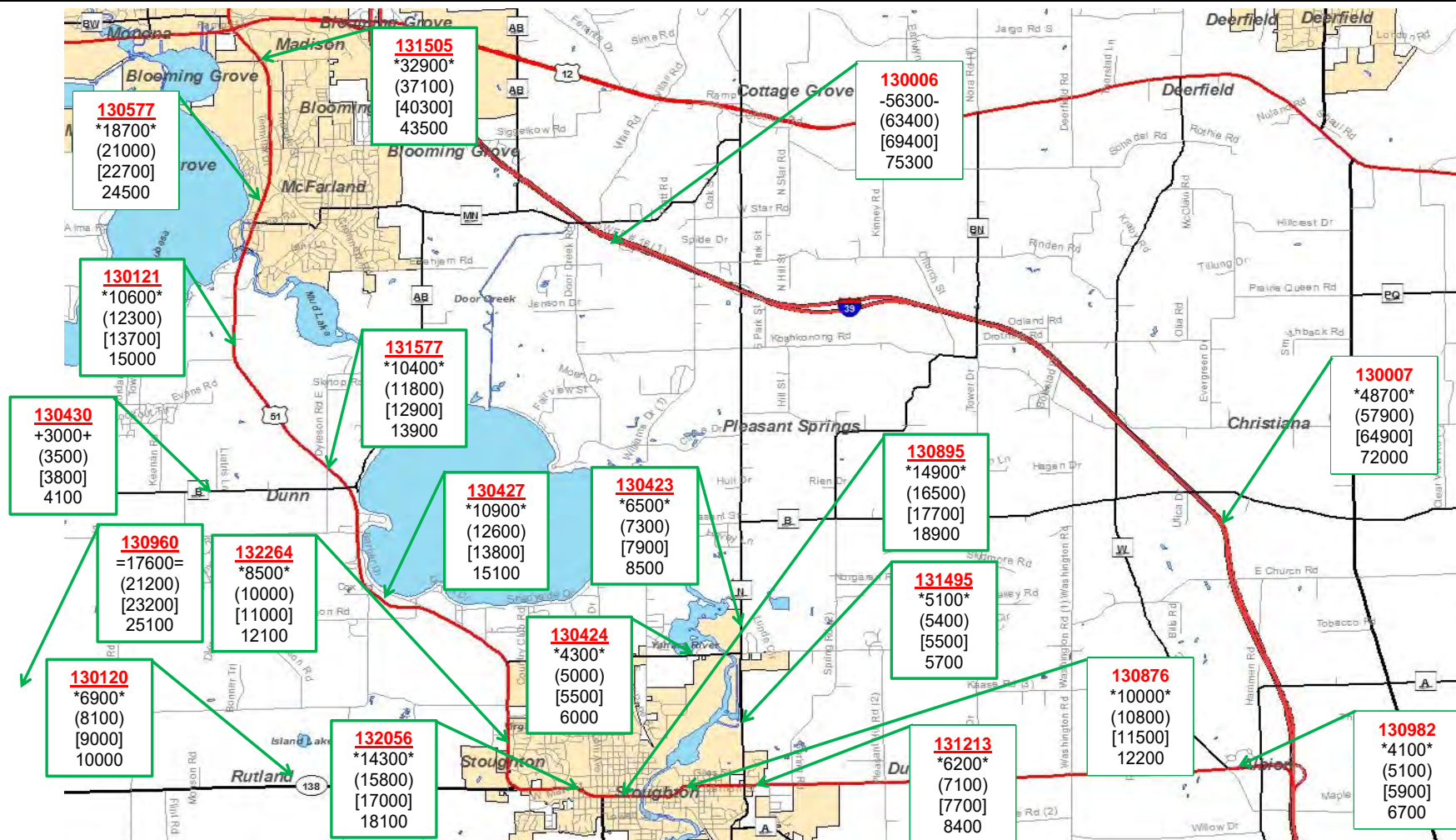
Developed by: Asadur Rahman

Phone: (608) 266-3322

FAX #: (608) 267-0294

E-Mail: asadur.rahman@dot.wi.gov

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



Site IDs are Colored, **Bolded**, and Underlined

Design Values (%)				-000- 2013 Count (000) 2025 AADT		
Site(s)	130577	130427	131213	*000* 2012 Count	[000] 2035 AADT	
Route(s)	USH 51	USH 51	USH 51	+000+ 2009 Count	000 2045 AADT	
Volume(s)	24500	15060	8420	=000= 2006 Count	/000/ XXXX AADT	
Site Growth %	0.94%	1.15%	1.09%	Trucks	130577	130427 131213
K250	9.9	9.8	12.1	AADTT	1010	930 240
K100	10.6	11.0	13.4	2D	1.6	2.1 1.4
K30	11.2	11.9	14.6	3AX	1.6	1.3 1.3
P	12.6	14.5	19.0	2S1+2S2	0.7	1.3 0.5
D(Dsgn. Hr.)	59/41	60/40	59/41	3-S2	1.2	3.6 0.5
T(DHV)	4.6	7.1	3.3	DBL-BTM	0.3	0.2 0.1
T(PHV)	4.0	3.8	2.9	Total %	5.4%	8.5% 3.9%

NOTES ON THE FORECAST:

1. This projection assumes that no major new traffic generators will be added to the development already included in the travel demand model.
2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.
3. Truck classification percentages were taken from 2009 Wisconsin Vehicle Classification Data (Site # 130577, 130427, 131213).

MORE NOTES ON THE FORECAST:

4. USH 151 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.
5. The Dane County Travel Demand Model was used to complete this forecast. The Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.

# WisDOT TRAFFIC FORECAST REPORT

PROJECT ID(S): 5845-06-02

ROUTE(S): US51,WIS138,CH-B/N,I-39/

Region/COUNTY(IES): Dane **Alternative C**

LOCATION: US51-I-39/90 to S of Trm Dr/Voges

COMPLETED: 06-25-2015

Developed by: Asadur Rahman

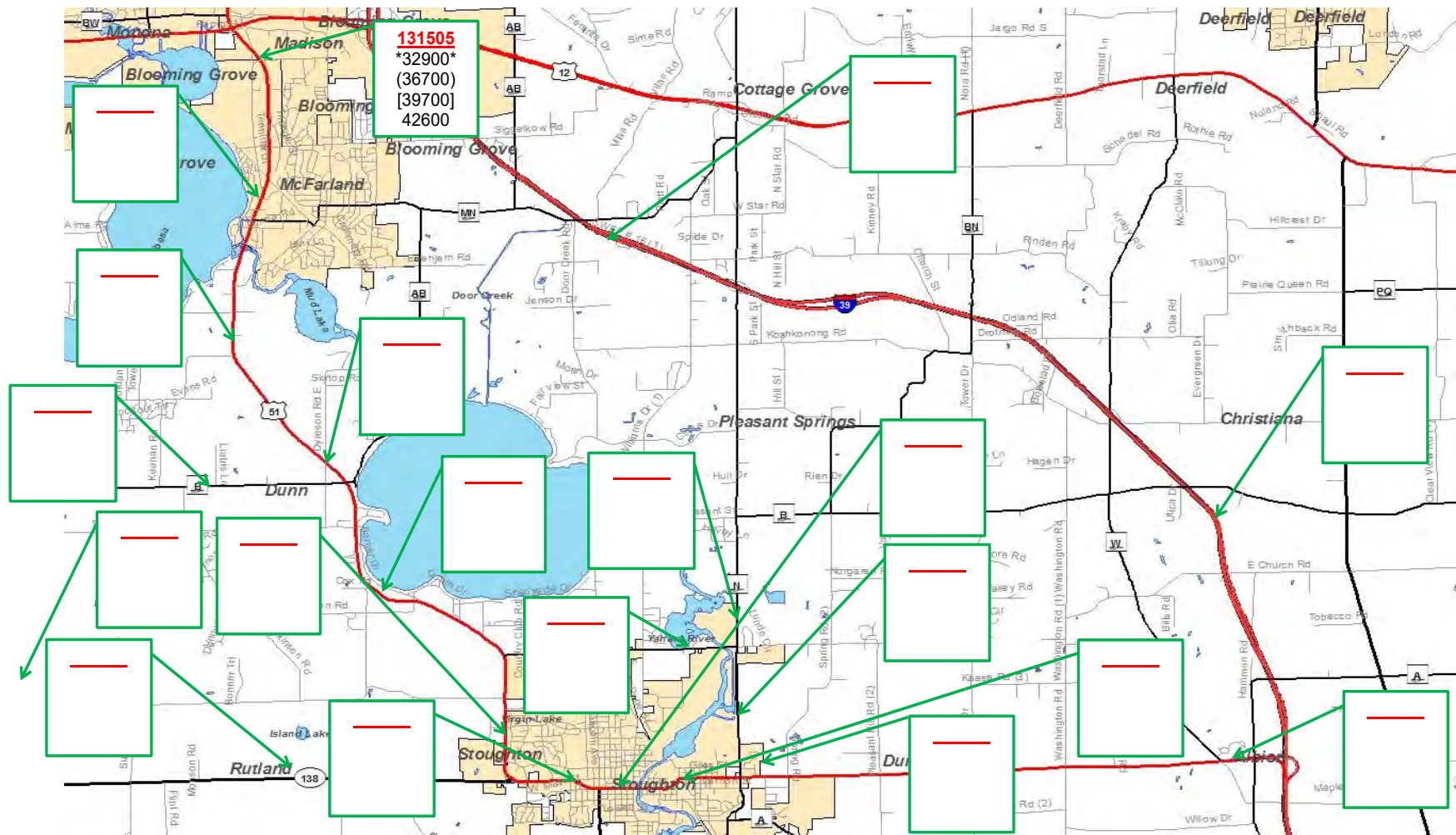
Phone: (608) 266-3322

FAX #: (608) 267-0294

E-Mail: asadur.rahman@dot.wi.gov



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



Site IDs are Colored, Bolded, and Underlined

Design Values (%)							
Site(s)	130577	130427	131213	-000- 2013 Count	(000) 2025 AADT		
Route(s)	USH 51	USH 51	USH 51	*000* 2012 Count	[000] 2035 AADT		
Volume(s)	23390	14460	8390	+000+ 2009 Count	000 2045 AADT		
Site Growth %	0.76%	0.98%	1.07%	=000= 2006 Count	/000/ XXXX AADT		
				Trucks	130577	130427	131213
K250	10.0	9.8	12.1	AADTT	1010	930	240
K100	10.7	11.0	13.4	2D	1.6	2.1	1.4
K30	11.3	11.9	14.6	3AX	1.6	1.3	1.3
P	12.8	14.5	19.0	2S1+2S2	0.7	1.3	0.5
D(Dsgn. Hr.)	59/41	60/40	59/41	3-S2	1.2	3.6	0.5
T(DHV)	4.6	7.1	3.3	DBL-BTM	0.3	0.2	0.1
T(PHV)	4.0	3.8	2.9	Total %	5.4%	8.5%	3.9%

## NOTES ON THE FORECAST:

1. This projection assumes that no major new traffic generators will be added to the development already included in the travel demand model.
2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.
3. Truck classification percentages were taken from 2009 Wisconsin Vehicle Classification Data (Site # 130577, 130427, 131213).

## MORE NOTES ON THE FORECAST:

4. Alternat C
5. The Dane County Travel Demand Model was used to complete this forecast. The Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.



# WisDOT TRAFFIC FORECAST REPORT

PROJECT ID(S): 5845-06-02

ROUTE(S): US51, WIS138, CH-B/N, I-39/

Region/COUNTY(IES): Dane **Alternative D**

LOCATION: US51-I-39/90 to S of Trm Dr/Voges

COMPLETED: 07-09-2015

Developed by: Asadur Rahman

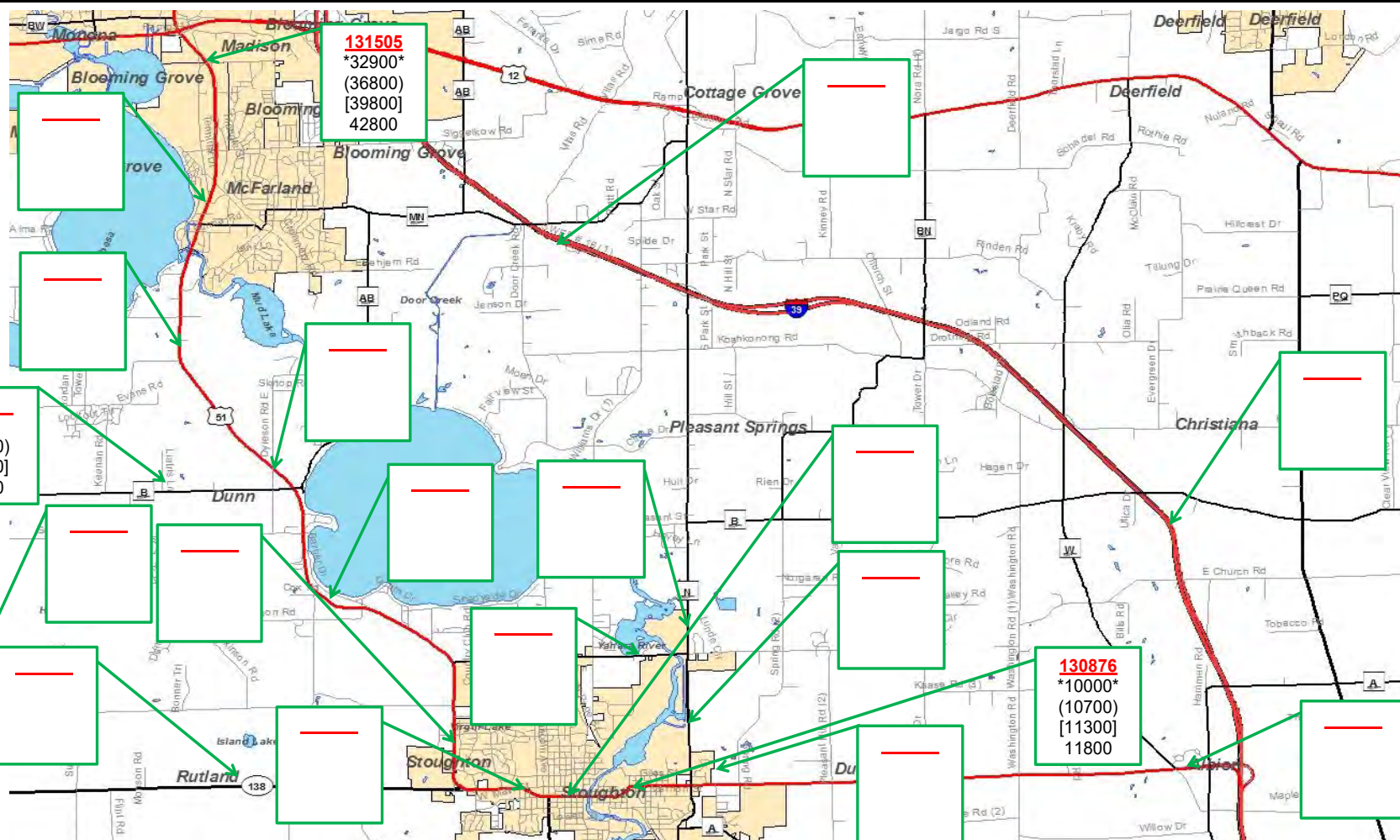
Phone: (608) 266-3322

FAX #: (608) 267-0294

E-Mail: asadur.rahman@dot.wi.gov



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



Site IDs are Colored, Bolded, and Underlined

Design Values (%)						
Site(s)	130577	130427	131213	-000- 2013 Count	(000) 2025 AADT	
Route(s)	USH 51	USH 51	USH 51	*000* 2012 Count	[000] 2035 AADT	
Volume(s)	23410	14380	7970	+000+ 2009 Count	000 2045 AADT	
Site Growth %	0.76%	0.96%	0.87%	=000= 2006 Count	/000/ XXXX AADT	
K250	10.0	9.8	12.3	Trucks	130577	130427
K100	10.7	11.0	13.6	AADTT	1010	930
K30	11.3	11.9	14.9	2D	1.6	2.1
P	12.8	14.5	19.5	3AX	1.6	1.3
D(Dsgn. Hr.)	59/41	60/40	59/41	2S1+2S2	0.7	1.3
T(DHV)	4.6	7.1	3.3	3-S2	1.2	3.6
T(PHV)	4.0	3.8	2.9	DBL-BTM	0.3	0.2
				Total %	5.4%	8.5%
						3.9%

NOTES ON THE FORECAST:

1. This projection assumes that no major new traffic generators will be added to the development already included in the travel demand model.
2. Truck classification percentages were taken from a table representative of similar facilities and locations throughout the state of Wisconsin.
3. Truck classification percentages were taken from 2009 Wisconsin Vehicle Classification Data (Site # 130577, 130427, 131213).

MORE NOTES ON THE FORECAST:

4. Alternat D
5. The Dane County Travel Demand Model was used to complete this forecast. The Traffic Analysis Forecasting Information System output was used as a comparison tool to check against the model output. Adjustments were made as needed.

**Peak Direction** = US 51 Northbound/Westbound  
**Off-Peak Direction** = US 51 Southbound/Eastbound

**HCS Analysis Segment 1: Dyerson Road to Mahoney Road (1.6 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B
	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Peak*
Average Speed (mph)	47.2	47.8	45.3	45.8	45.2	45.6	45.2	45.6	60.0
% Following	79.8%	68.2%	85.2%	73.0%	85.6%	73.5%	85.6%	73.5%	-
LOS (Numeric)	4.99	4.21	5.35	4.53	5.37	4.57	5.37	4.57	-
LOS	<b>D</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>A</b>

\*NOTE: Analysis was done using HCS 2010 Freewaysw

**HCS Analysis Segment 2: County B (East) to Lake Kegonsa Road (1.7 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B
	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Peak*
Average Speed (mph)	46.4	47.0	44.2	44.7	44.1	44.5	44.1	44.6	60.0
% Following	81.6%	69.2%	87.1%	75.3%	87.7%	75.7%	87.7%	75.7%	-
LOS (Numeric)	5.11	4.28	5.47	4.69	5.51	4.71	5.51	4.71	-
LOS	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>A</b>

\*NOTE: Analysis was done using HCS 2010 Freewaysw

**HCS Analysis Segment 3: Washington Road to Tower Drive (1.0 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B	
	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak) <sup>[1]</sup>	Northbound (Peak)	Southbound (Off-Peak) <sup>[1]</sup>	Northbound (Peak)	Southbound (Off-Peak) <sup>[1]</sup>
Average Speed (mph)	51.2	51.7	50.1	50.5	50.1	55.0	50.0	55.0	48.5	53.4
% Following	60.3%	47.4%	65.0%	53.2%	65.0%	34.1%	65.1%	34.1%	72.8%	39.5%
LOS (Numeric)	3.69	2.83	4.00	3.21	4.00	1.94	4.01	1.94	4.52	2.30
LOS	<b>C</b>	<b>B</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>A</b>	<b>D</b>	<b>A</b>	<b>D</b>	<b>B</b>

NOTE: K factor for Alternative B is higher than the other w alternatives in this segment, leading to poorer operations w results compared to other alternatives.w

**Notes**

Analysis volumes determined by using 2-way roadway forecast volume from WisDOT forecast \* K factor \* Directional Distribution Percentage (59/41 split)N

The results on Pages 1 and 5 differ slightly due to the percent of no passing zones included in the analysis, which varies slightly between peak direction of travel.N

[1] - Includes 550' passing lane for Eastbound traffic east of Tower Road.N

LOS	AN	BN	CN	<b>D</b>	<b>E</b>	<b>F</b>
% Following	< 35%N	35 - 50%N	50 - 65%N	65 - 80%N	> 80%N	volume/capacity > 1.0N
Numeric LOS	1.01 - 2.00N	2.01 - 3.00N	3.01 - 4.00N	4.01 - 5.00N	5.01 - 6.00N	6.01+N

**Peak Direction** = US 51 Northbound/Westbound  
**Off-Peak Direction** = US 51 Southbound/Eastbound

**HCS Analysis Segment 1: Dyerson Road to Mahoney Road (1.6 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B
	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Peak*
Average Speed (mph)	47.5	48.1	45.9	46.4	45.8	46.2	45.8	46.2	60.0
% Following	78.3%	66.7%	82.9%	71.9%	83.3%	72.6%	83.3%	72.6%	-
LOS (Numeric)	4.89	4.11	5.19	4.46	5.22	4.51	5.22	4.51	-
LOS	<b>D</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>A</b>

\*NOTE: Analysis was done using HCS 2010 Freewaysw

**HCS Analysis Segment 2: County B (East) to Lake Kegonsa Road (1.7 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B
	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Peak*
Average Speed (mph)	46.8	47.4	44.8	45.2	44.6	45.1	44.6	45.1	60.0
% Following	80.5%	68.7%	86.0%	73.7%	86.7%	74.0%	86.7%	74.0%	-
LOS (Numeric)	5.03	4.25	5.40	4.58	5.45	4.60	5.45	4.60	-
LOS	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>A</b>

\*NOTE: Analysis was done using HCS 2010 Freewaysw

**HCS Analysis Segment 3: Washington Road to Tower Drive (1.0 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B	
	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak) <sup>[1]</sup>	Northbound (Peak)	Southbound (Off-Peak) <sup>[1]</sup>	Northbound (Peak)	Southbound (Off-Peak) <sup>[1]</sup>
Average Speed (mph)	51.4	51.8	50.3	50.7	50.3	55.2	50.3	55.2	49.0	53.8
% Following	59.5%	45.9%	63.8%	52.1%	63.8%	33.4%	63.8%	33.4%	71.1%	38.9%
LOS (Numeric)	3.63	2.73	3.92	3.14	3.92	1.89	3.92	1.89	4.41	2.26
LOS	<b>C</b>	<b>B</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>A</b>	<b>C</b>	<b>A</b>	<b>D</b>	<b>B</b>

NOTE: K factor for Alternative B is higher than the other w alternatives in this segment, leading to poorer operations w results compared to other alternatives.w

**Notes**

Analysis volumes determined by using 2-way roadway forecast volume from WisDOT forecast \* K factor \* Directional Distribution Percentage (59/41 split)N

The results on Pages 2 and 6 differ slightly due to the percent of no passing zones included in the analysis, which varies slightly between peak direction of travel.N

[1] - Includes 550' passing lane for Eastbound traffic east of Tower Road.N

LOS	AN	BN	CN	<b>D</b>	<b>E</b>	<b>F</b>
% Following	< 35%N	35 - 50%N	50 - 65%N	65 - 80%N	> 80%N	volume/capacity > 1.0N
Numeric LOS	1.01 - 2.00N	2.01 - 3.00N	3.01 - 4.00N	4.01 - 5.00N	5.01 - 6.00N	6.01+N

**Peak Direction** = US 51 Northbound/Westbound

**Off-Peak Direction** = US 51 Southbound/Eastbound

**HCS Analysis Segment 1: Dyerson Road to Mahoney Road (1.6 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B
	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Peak*
Average Speed (mph)	47.9	48.5	46.4	46.9	46.3	46.7	46.3	46.7	60.0
% Following	77.5%	65.2%	81.9%	69.9%	82.2%	70.6%	82.2%	70.6%	-
LOS (Numeric)	4.83	4.01	5.13	4.33	5.15	4.37	5.15	4.37	-
LOS	D	D	E	D	E	D	E	D	A

\*NOTE: Analysis was done using HCS 2010 Freewaysw

**HCS Analysis Segment 2: County B (East) to Lake Kegonsa Road (1.7 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B
	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Peak*
Average Speed (mph)	47.3	47.9	45.4	46.0	45.2	45.8	45.2	45.8	60.0
% Following	78.2%	66.9%	83.8%	72.4%	84.7%	72.8%	84.7%	72.8%	-
LOS (Numeric)	4.88	4.13	5.25	4.49	5.31	4.52	5.31	4.52	-
LOS	D	D	E	D	E	D	E	D	A

\*NOTE: Analysis was done using HCS 2010 Freewaysw

**HCS Analysis Segment 3: Washington Road to Tower Drive (1.0 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B	
	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak)	Northbound (Peak)	Southbound (Off-Peak) <sup>[1]</sup>	Northbound (Peak)	Southbound (Off-Peak) <sup>[1]</sup>	Northbound (Peak)	Southbound (Off-Peak) <sup>[1]</sup>
Average Speed (mph)	51.6	52.0	50.5	50.9	50.5	55.5	50.5	55.5	49.4	54.3
% Following	56.9%	45.2%	62.5%	51.2%	62.5%	32.8%	62.5%	32.8%	68.2%	36.6%
LOS (Numeric)	3.46	2.68	3.83	3.08	3.83	1.85	3.83	1.85	4.21	2.11
LOS	<b>C</b>	<b>B</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>A</b>	<b>C</b>	<b>A</b>	<b>D</b>	<b>B</b>

NOTE: K factor for Alternative B is higher than the other w alternatives in this segment, leading to poorer operations w results compared to other alternatives.w

**Notes**

Analysis volumes determined by using 2-way roadway forecast volume from WisDOT forecast \* K factor \* Directional Distribution Percentage (59/41 split)N

The results on Pages 3 and 6 differ slightly due to the percent of no passing zones included in the analysis, which varies slightly between peak direction of travel.N

[1] - Includes 550' passing lane for Eastbound traffic east of Tower Road.N

LOS	AN	BN	CN	<b>D</b>	<b>E</b>	<b>F</b>
% Following	< 35%N	35 - 50%N	50 - 65%N	65 - 80%N	> 80%N	volume/capacity > 1.0N
Numeric LOS	1.01 - 2.00N	2.01 - 3.00N	3.01 - 4.00N	4.01 - 5.00N	5.01 - 6.00N	6.01+N

**Peak Direction** = US 51 Southbound/Eastbound  
**Off-Peak Direction** = US 51 Northbound/Westbound

**HCS Analysis Segment 1: Dyerson Road to Mahoney Road (1.6 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B	
	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Peak	
Average Speed (mph)	47.2	47.8	45.3	45.8	45.1	45.7	45.1	45.7	60.0	
% Following	79.8%	68.2%	85.2%	73.0%	85.9%	73.3%	85.9%	73.2%	-	
LOS (Numeric)	4.99	4.21	5.35	4.53	5.39	4.55	5.39	4.55	-	
LOS	D	D	E	D	E	D	E	D	A	

\*NOTE: Analysis was done using HCS 2010 Freewaysw

**HCS Analysis Segment 2: County B (East) to Lake Kegonsa Road (1.7 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B	
	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Peak	
Average Speed (mph)	46.4	47.1	44.2	44.7	44.1	44.5	44.1	44.6	60.0	
% Following	81.7%	69.2%	87.2%	75.3%	87.7%	75.7%	87.7%	75.7%	-	
LOS (Numeric)	5.11	4.28	5.48	4.69	5.51	4.71	5.51	4.71	-	
LOS	E	D	E	D	E	D	E	D	A	

\*NOTE: Analysis was done using HCS 2010 Freewaysw

**HCS Analysis Segment 3: Washington Road to Tower Drive (1.0 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B	
	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak) <sup>[1]</sup>	Northbound (Off-Peak)	Southbound (Peak) <sup>[1]</sup>	Northbound (Off-Peak)	Southbound (Peak) <sup>[1]</sup>	Northbound (Off-Peak)
Average Speed (mph)	51.4	51.5	50.2	50.4	54.7	50.4	54.6	50.4	53.4	49.0
% Following	59.4%	48.0%	64.4%	53.7%	41.8%	53.7%	41.9%	53.8%	46.9%	61.2%
LOS (Numeric)	3.63	2.87	3.96	3.25	2.45	3.25	2.46	3.25	2.79	3.75
LOS	C	B	C	C	B	C	B	C	B	C

NOTE: K factor for Alternative B is higher than the other w alternatives in this segment, leading to poorer operations w results compared to other alternatives.w

**Notes**

Analysis volumes determined by using 2-way roadway forecast volume from WisDOT forecast \* K factor \* Directional Distribution Percentage (59/41 split)N  
The results on Pages 1 and 2 differ slightly due to the percent of no passing zones included in the analysis, which varies slightly between peak direction of travel.N  
[1] - Includes 550' passing lane for Eastbound traffic east of Tower Road.N

LOS	AN	BN	CN	D	E	F
% Following	< 35%N	35 - 50%N	50 - 65%N	65 - 80%N	> 80%N	volume/capacity > 1.0N
Numeric LOS	1.01 - 2.00N	2.01 - 3.00N	3.01 - 4.00N	4.01 - 5.00N	5.01 - 6.00N	6.01+N

**Peak Direction** = US 51 Southbound/Eastbound  
**Off-Peak Direction** = US 51 Northbound/Westbound

**HCS Analysis Segment 1: Dyerson Road to Mahoney Road (1.6 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B	
	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Peak*	
Average Speed (mph)	47.5	48.1	45.9	46.4	45.6	46.3	45.6	46.3	60.0	
% Following	78.3%	66.7%	82.9%	71.9%	83.6%	72.3%	83.6%	72.3%	-	
LOS (Numeric)	4.89	4.11	5.19	4.46	5.24	4.49	5.24	4.49	-	
LOS	<b>D</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>A</b>	

\*NOTE: Analysis was done using HCS 2010 Freewaysw

**HCS Analysis Segment 2: County B (East) to Lake Kegonsa Road (1.7 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B	
	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Peak*	
Average Speed (mph)	46.7	47.4	44.8	45.3	44.6	45.1	44.6	45.1	60.0	
% Following	80.6%	68.7%	86.1%	73.7%	86.7%	74.0%	86.7%	74.0%	-	
LOS (Numeric)	5.04	4.25	5.41	4.58	5.45	4.60	5.45	4.60	-	
LOS	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>A</b>	

\*NOTE: Analysis was done using HCS 2010 Freewaysw

**HCS Analysis Segment 3: Washington Road to Tower Drive (1.0 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B	
	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak) <sup>[1]</sup>	Northbound (Off-Peak)	Southbound (Peak) <sup>[1]</sup>	Northbound (Off-Peak)	Southbound (Peak) <sup>[1]</sup>	Northbound (Off-Peak)
Average Speed (mph)	51.5	51.7	50.4	50.6	54.9	50.6	54.9	50.6	53.4	49.4
% Following	58.6%	46.5%	63.2%	52.6%	41.0%	52.6%	41.0%	52.6%	45.8%	60.3%
LOS (Numeric)	3.57	2.77	3.88	3.17	2.40	3.17	2.40	3.17	2.72	3.69
LOS	<b>C</b>	<b>B</b>	<b>C</b>	<b>C</b>	<b>B</b>	<b>C</b>	<b>B</b>	<b>C</b>	<b>B</b>	<b>C</b>

NOTE: K factor for Alternative B is higher than the other w alternatives in this segment, leading to poorer operations w results compared to other alternatives.w

**Notes**

Analysis volumes determined by using 2-way roadway forecast volume from WisDOT forecast \* K factor \* Directional Distribution Percentage (59/41 split)N

The results on Pages 3 and 4 differ slightly due to the percent of no passing zones included in the analysis, which varies slightly between peak direction of travel.N

[1] - Includes 550' passing lane for Eastbound traffic east of Tower Road.N

<b>LOS</b>	<b>AN</b>	<b>BN</b>	<b>CN</b>	<b>D</b>	<b>E</b>	<b>F</b>
<b>% Following</b>	< 35%N	35 - 50%N	50 - 65%N	65 - 80%N	> 80%N	volume/capacity > 1.0N
<b>Numeric LOS</b>	1.01 - 2.00N	2.01 - 3.00N	3.01 - 4.00N	4.01 - 5.00N	5.01 - 6.00N	6.01+N



**Peak Direction** = US 51 Southbound/Eastbound

**Off-Peak Direction** = US 51 Northbound/Westbound

**HCS Analysis Segment 1: Dyerson Road to Mahoney Road (1.6 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B
	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Peak*
Average Speed (mph)	47.9	48.5	46.4	46.9	46.1	46.8	46.1	46.8	60.0
% Following	77.5%	65.2%	81.9%	69.9%	82.5%	70.3%	82.5%	70.3%	-
LOS (Numeric)	4.83	4.01	5.13	4.33	5.17	4.35	5.17	4.35	-
LOS	D	D	E	D	E	D	E	D	A

\*NOTE: Analysis was done using HCS 2010 Freewaysw

**HCS Analysis Segment 2: County B (East) to Lake Kegonsa Road (1.7 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B
	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Peak*
Average Speed (mph)	47.2	47.9	45.4	46.0	45.2	45.8	45.2	45.8	60.0
% Following	78.2%	66.8%	83.9%	72.4%	84.7%	72.8%	84.7%	72.8%	-
LOS (Numeric)	4.88	4.12	5.26	4.49	5.31	4.52	5.31	4.52	-
LOS	D	D	E	D	E	D	E	D	A

\*NOTE: Analysis was done using HCS 2010 Freewaysw

**HCS Analysis Segment 3: Washington Road to Tower Drive (1.0 miles)**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H		2045 Alternative B	
	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak)	Northbound (Off-Peak)	Southbound (Peak) <sup>[1]</sup>	Northbound (Off-Peak)	Southbound (Peak) <sup>[1]</sup>	Northbound (Off-Peak)	Southbound (Peak) <sup>[1]</sup>	Northbound (Off-Peak)
Average Speed (mph)	51.8	51.9	50.6	50.8	55.1	50.8	55.1	50.8	54.0	49.8
% Following	56.0%	45.9%	61.8%	51.7%	40.1%	51.7%	40.1%	51.9%	44.0%	57.6%
LOS (Numeric)	3.40	2.73	3.79	3.11	2.34	3.11	2.34	3.13	2.60	3.51
LOS	<b>C</b>	<b>B</b>	<b>C</b>	<b>C</b>	<b>B</b>	<b>C</b>	<b>B</b>	<b>C</b>	<b>B</b>	<b>C</b>

NOTE: K factor for Alternative B is higher than the other w alternatives in this segment, leading to poorer operations w results compared to other alternatives.w

**Notes**

Analysis volumes determined by using 2-way roadway forecast volume from WisDOT forecast \* K factor \* Directional Distribution Percentage (59/41 split)N

The results on Pages 5 and 6 differ slightly due to the percent of no passing zones included in the analysis, which varies slightly between peak direction of travel.N

[1] - Includes 550' passing lane for Eastbound traffic east of Tower Road.N

LOS	AN	BN	CN	<b>D</b>	<b>E</b>	<b>F</b>
% Following	< 35%N	35 - 50%N	50 - 65%N	65 - 80%N	> 80%N	volume/capacity > 1.0N
Numeric LOS	1.01 - 2.00N	2.01 - 3.00N	3.01 - 4.00N	4.01 - 5.00N	5.01 - 6.00N	6.01+N

**HCS Analysis Segment 1: Dyerson Road to Mahoney Road (1.6 miles) - Mahoney Road Intersection Volumes**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	48.0	49.3	46.6	48.0	46.5	47.8	46.6	47.8
% Following	77.5%	53.2%	82.2%	56.4%	82.8%	56.8%	83.3%	58.1%
LOS (Numeric)	4.83	3.21	5.15	3.43	5.19	3.45	5.22	3.54
LOS	<b>D</b>	<b>C</b>	<b>E</b>	<b>C</b>	<b>E</b>	<b>C</b>	<b>E</b>	<b>C</b>

**HCS Analysis Segment 2: County B (East) to Lake Kegonsa Road (1.7 miles) - County B Intersection Volumes**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	47.8	49.2	46.2	47.7	45.3	47.5	45.3	47.5
% Following	78.1%	50.2%	84.1%	55.8%	86.3%	56.8%	86.0%	57.0%
LOS (Numeric)	4.87	3.01	5.27	3.39	5.42	3.45	5.40	3.47
LOS	<b>D</b>	<b>C</b>	<b>E</b>	<b>C</b>	<b>E</b>	<b>C</b>	<b>E</b>	<b>C</b>

**HCS Analysis Segment 3: Washington Road to Tower Drive (1.0 miles) - Pleasant Hill Intersection Volumes**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound <sup>[1]</sup>	Northbound	Southbound <sup>[1]</sup>
Average Speed (mph)	51.3	51.7	50.3	50.7	50.3	50.7	50.3	55.3
% Following	59.1%	47.0%	65.2%	51.7%	64.9%	33.1%	64.9%	33.1%
LOS (Numeric)	3.61	2.80	4.01	3.11	3.99	1.87	3.99	1.87
LOS	<b>C</b>	<b>B</b>	<b>D</b>	<b>C</b>	<b>C</b>	<b>A</b>	<b>C</b>	<b>A</b>

**Notes**

Analysis volumes determined by using intersection forecast volumes from WisDOT forecast at the intersections indicated for each segment.N

The Peak Hour results differ from the K30 analysis on Pages 1 and 4 due to the directionality differences between the WisDOT intersection forecast and WisDOT roadway forecast.N

[1] - Includes 550' passing lane for Eastbound traffic east of Tower Road.N

LOS	A	B	C	D	E	F
% Following	< 35%	35 - 50%	50 - 65%	65 - 80%	> 80%	volume/capacity > 1.0N
Numeric LOS	1.01 - 2.00	2.01 - 3.00	3.01 - 4.00	4.01 - 5.00	5.01 - 6.00	6.01+N

**HCS Analysis Segment 1: Dyerson Road to Mahoney Road (1.6 miles) - Mahoney Road Intersection Volumes**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H	
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
Average Speed (mph)	47.3	48.3	45.6	46.7	45.4	46.6	45.4	46.6
% Following	80.3%	60.5%	85.9%	62.9%	86.5%	63.2%	86.5%	64.7%
LOS (Numeric)	5.02	3.70	5.39	3.86	5.43	3.88	5.43	3.98
LOS	<b>E</b>	<b>C</b>	<b>E</b>	<b>C</b>	<b>E</b>	<b>C</b>	<b>E</b>	<b>C</b>

**HCS Analysis Segment 2: County B (East) to Lake Kegonsa Road (1.7 miles) - County B Intersection Volumes**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H	
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
Average Speed (mph)	46.4	47.2	44.2	44.8	44.1	44.6	44.1	44.6
% Following	82.1%	67.5%	87.2%	73.7%	87.8%	74.1%	87.9%	74.0%
LOS (Numeric)	5.14	4.17	5.48	4.58	5.52	4.61	5.53	4.60
LOS	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>

**HCS Analysis Segment 3: Washington Road to Tower Drive (1.0 miles) - Pleasant Hill Intersection Volumes**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H	
	Southbound	Northbound	Southbound	Northbound	Southbound <sup>[1]</sup>	Northbound	Southbound <sup>[1]</sup>	Northbound
Average Speed (mph)	51.0	51.5	49.8	50.5	54.2	50.5	54.2	50.5
% Following	62.5%	40.4%	66.1%	44.9%	42.9%	44.9%	42.9%	42.9%
LOS (Numeric)	3.83	2.36	4.07	2.66	2.53	2.66	2.53	2.53
LOS	<b>C</b>	<b>B</b>	<b>D</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>

**Notes**

Analysis volumes determined by using intersection forecast volumes from WisDOT forecast at the intersections indicated for each segment.N

The Peak Hour results differ from the K30 analysis on Pages 1 and 4 due to the directionality differences between the WisDOT intersection forecast and WisDOT roadway forecast.N

[1] - Includes 550' passing lane for Eastbound traffic east of Tower Road.N

LOS	A	B	C	D	E	F
% Following	< 35%	35 - 50%	50 - 65%	65 - 80%	> 80%	volume/capacity > 1.0N
Numeric LOS	1.01 - 2.00	2.01 - 3.00	3.01 - 4.00	4.01 - 5.00	5.01 - 6.00	6.01+N

**HCS Analysis Segment 1: Dyerson Road to Mahoney Road (1.6 miles) - Mahoney Road Intersection Volumes**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H	
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
No Passing %	55	55	55	55	73	61	73	61
AM Peak Volume	290	686	343	866	343	866	355	843
PM Peak Volume	759	378	953	448	953	448	938	469
K30 Peak Volume	719		904		904		905	
K30 Off Peak Volume	499		629		629		629	
K100 Peak Volume	680		857		857		857	
K100 Off Peak Volume	473		595		596		596	
K250 Peak Volume	636		801		801		801	
K250 Off Peak Volume	442		556		557		557	

**HCS Analysis Segment 2: County B (East) to Lake Kegonsa Road (1.7 miles) - County B Intersection Volumes**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H	
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
No Passing %	77	75	77	75	100	100	100	100
AM Peak Volume	256	651	330	854	330	854	329	852
PM Peak Volume	747	490	971	640	971	640	969	638
K30 Peak Volume	741		960		960		958	
K30 Off Peak Volume	515		667		667		666	
K100 Peak Volume	702		909		907		907	
K100 Off Peak Volume	488		632		630		630	
K250 Peak Volume	656		850		848		848	
K250 Off Peak Volume	456		591		589		589	

**HCS Analysis Segment 3: Washington Road to Tower Drive (1.0 miles) - Pleasant Hill Intersection Volumes**

Category	2014 Base Conditions		2045 No Build		2045 Alternative A		2045 Alternative H	
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
No Passing %	32	36	32	36	32	36	32	36
AM Peak Volume	193	267	257	386	257	386	257	386
PM Peak Volume	359	168	508	223	508	223	508	223
K30 Peak Volume	281		402		402		402	
K30 Off Peak Volume	195		279		279		280	
K100 Peak Volume	266		381		381		381	
K100 Off Peak Volume	185		265		265		265	
K250 Peak Volume	249		356		356		356	
K250 Off Peak Volume	173		247		247		248	

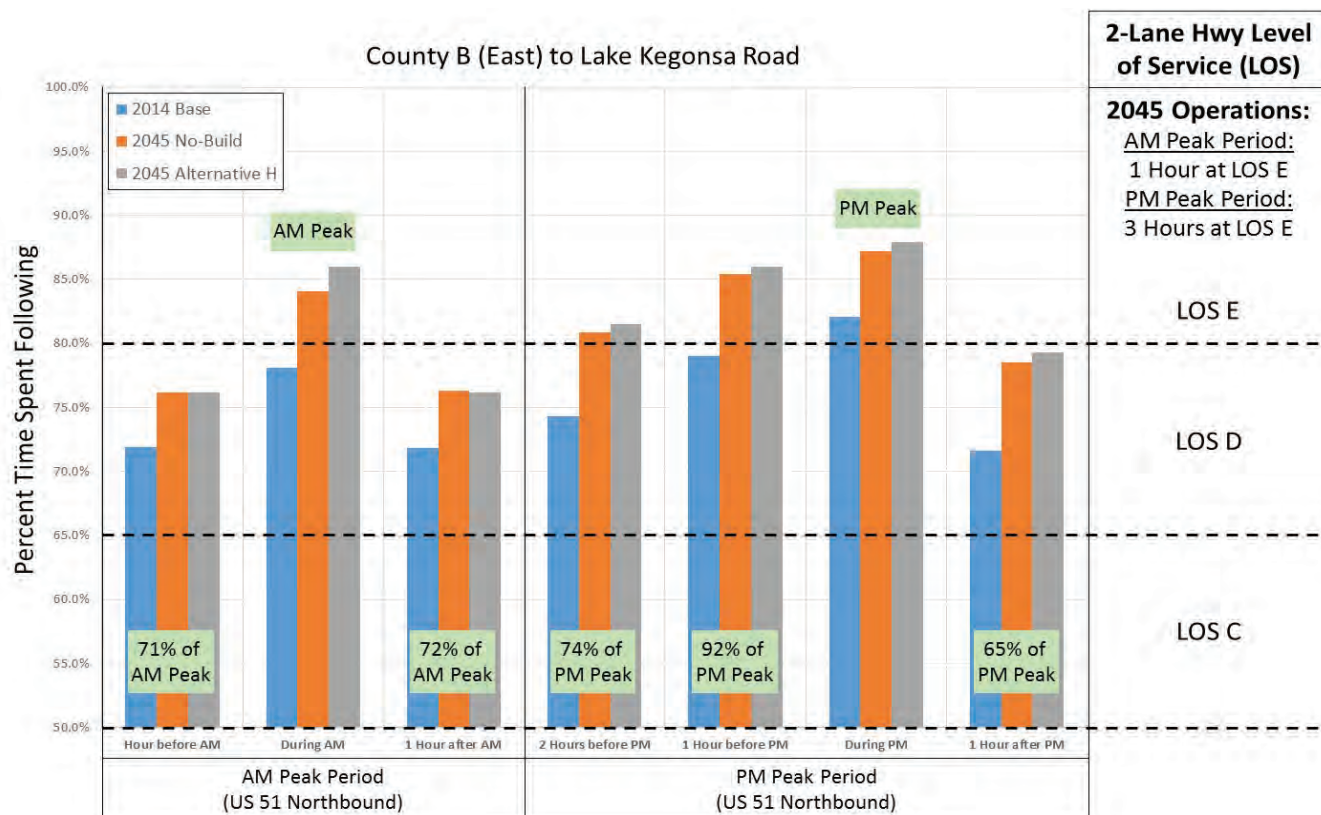
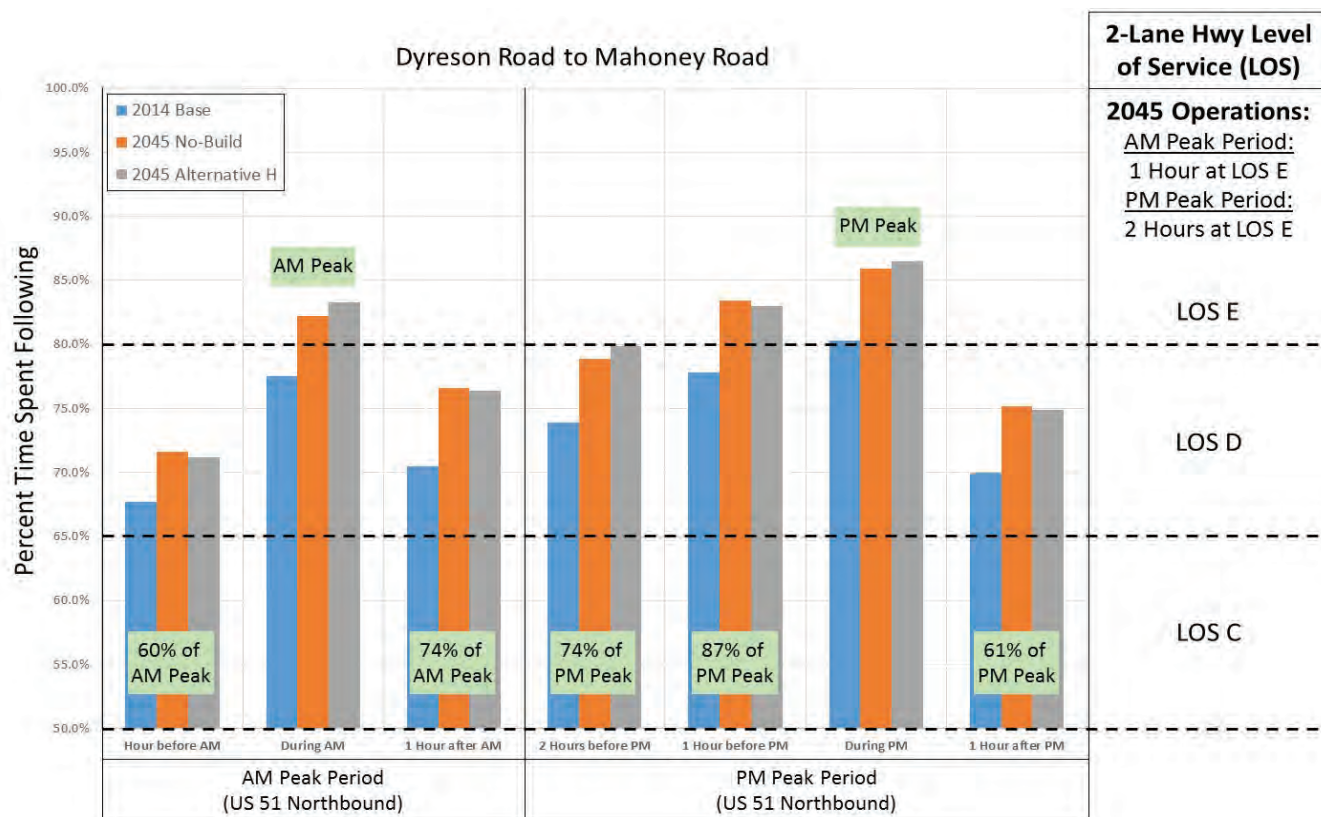
**Notes**

Analysis volumes determined by using 2-way roadway forecast volume from WisDOT forecast \* K factor \* Directional Distribution Percentage (59/41 split)N



# US 51 Tw

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1 Hour Before AM Peak (6:00 - 7:00 AM):						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	50.2	51.3	49.4	50.7	49.3	50.4
% Following	67.7%	41.9%	71.6%	44.4%	71.2%	45.9%
LOS (Numeric)	4.18	2.46	4.44	2.63	4.41	2.73
LOS	<b>D</b>	<b>B</b>	<b>D</b>	<b>B</b>	<b>D</b>	<b>B</b>
AM Peak Hour (7:00 - 8:00 AM)						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	48.0	49.3	46.6	48.0	46.6	47.8
% Following	77.5%	53.2%	82.2%	56.4%	83.3%	58.1%
LOS (Numeric)	4.83	3.21	5.15	3.43	5.22	3.54
LOS	<b>D</b>	<b>C</b>	<b>E</b>	<b>C</b>	<b>E</b>	<b>C</b>
1 Hour After AM Peak Hour (8:00 - 9:00 AM)						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	49.5	50.7	48.4	49.8	48.2	49.6
% Following	70.5%	45.3%	76.6%	49.0%	76.4%	50.5%
LOS (Numeric)	4.37	2.69	4.77	2.93	4.76	3.03
LOS	<b>D</b>	<b>B</b>	<b>D</b>	<b>B</b>	<b>D</b>	<b>C</b>

2 Hours Before PM Peak (3:00 - 4:00 PM):						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	50.0	48.9	48.9	47.7	48.7	47.5
% Following	52.6%	73.9%	56.8%	78.9%	58.5%	79.9%
LOS (Numeric)	3.17	4.59	3.45	4.93	3.57	4.99
LOS	<b>C</b>	<b>D</b>	<b>C</b>	<b>D</b>	<b>C</b>	<b>D</b>
1 Hour Before PM Peak Hour (4:00 - 5:00 PM)						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	49.1	48.1	47.8	46.7	47.7	46.4
% Following	57.1%	77.8%	60.3%	83.4%	61.4%	83.0%
LOS (Numeric)	3.47	4.85	3.69	5.23	3.76	5.20
LOS	<b>C</b>	<b>D</b>	<b>C</b>	<b>E</b>	<b>C</b>	<b>E</b>
PM Peak Hour (5:00 - 6:00 PM)						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	48.3	47.3	46.7	45.6	46.6	45.4
% Following	60.5%	80.3%	62.9%	85.9%	64.7%	86.5%
LOS (Numeric)	3.70	5.02	3.86	5.39	3.98	5.43
LOS	<b>C</b>	<b>E</b>	<b>C</b>	<b>E</b>	<b>C</b>	<b>E</b>
1 Hour After PM Peak Hour (6:00 - 7:00 PM)						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	50.6	49.7	49.9	48.8	49.8	48.5
% Following	48.9%	70.0%	51.4%	75.2%	54.1%	74.9%
LOS (Numeric)	2.93	4.33	3.09	4.68	3.27	4.66
LOS	<b>B</b>	<b>D</b>	<b>C</b>	<b>D</b>	<b>C</b>	<b>D</b>

#### Notes

Peak hour analysis volumes determined by using intersection forecast volumes from WisDOT forecast at Mahoney Road.d

Peak period volumes were determined by using relationship between peak hours and shoulder hours of the existing WisDOT roadway coverage counts. d

LOS	A	B	C		E	F:
% Following	< 35%	35 - 50%	50 - 65%	65 - 80%	> 80%	volume/capacity > 1.0d
Numeric LOS	1.01 - 2.00	2.01 - 3.00	3.01 - 4.00	4.01 - 5.00	5.01 - 6.00	6.01+d

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<b>1 Hour Before AM Peak (6:00 - 7:00 AM):</b>						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	49.2	50.5	48.1	49.6	48.1	49.6
% Following	71.9%	43.1%	76.2%	47.1%	76.2%	47.2%
LOS (Numeric)	4.46	2.54	4.75	2.81	4.75	2.81
LOS	<b>D</b>	<b>B</b>	<b>D</b>	<b>B</b>	<b>D</b>	<b>B</b>
<b>AM Peak Hour (7:00 - 8:00 AM)</b>						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	47.8	49.2	46.2	47.7	45.3	47.5
% Following	78.1%	50.2%	84.1%	55.8%	86.0%	57.0%
LOS (Numeric)	4.87	3.01	5.27	3.39	5.40	3.47
LOS	<b>D</b>	<b>C</b>	<b>E</b>	<b>C</b>	<b>E</b>	<b>C</b>
<b>1 Hour After AM Peak Hour (8:00 - 9:00 AM)</b>						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	49.2	50.5	48.0	49.5	48.1	49.5
% Following	71.8%	43.1%	76.3%	48.0%	76.2%	48.0%
LOS (Numeric)	4.45	2.54	4.75	2.87	4.75	2.87
LOS	<b>D</b>	<b>B</b>	<b>D</b>	<b>B</b>	<b>D</b>	<b>B</b>

<b>2 Hours Before PM Peak (3:00 - 4:00 PM):</b>						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	48.9	48.2	47.5	46.7	47.3	46.3
% Following	62.3%	74.3%	67.1%	80.9%	67.5%	81.5%
LOS (Numeric)	3.82	4.62	4.14	5.06	4.17	5.10
LOS	<b>C</b>	<b>D</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>
<b>1 Hour Before PM Peak Hour (4:00 - 5:00 PM)</b>						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	47.7	47.5	45.8	45.1	45.6	45.0
% Following	66.6%	79.0%	72.0%	85.4%	72.4%	86.0%
LOS (Numeric)	4.11	4.93	4.47	5.36	4.49	5.40
LOS	<b>D</b>	<b>D</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>
<b>PM Peak Hour (5:00 - 6:00 PM)</b>						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	47.2	46.4	44.8	44.2	44.6	44.1
% Following	67.5%	82.1%	73.7%	87.2%	74.0%	87.9%
LOS (Numeric)	4.17	5.14	4.58	5.48	4.60	5.53
LOS	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>	<b>D</b>	<b>E</b>
<b>1 Hour After PM Peak Hour (6:00 - 7:00 PM)</b>						
Category	2014 Base Conditions		2045 No Build		2045 Alternative H	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Average Speed (mph)	49.4	48.8	48.2	47.4	48.0	46.8
% Following	59.5%	71.6%	64.8%	78.5%	65.3%	79.3%
LOS (Numeric)	3.63	4.44	3.99	4.90	4.02	4.95
LOS	<b>C</b>	<b>D</b>	<b>C</b>	<b>D</b>	<b>D</b>	<b>D</b>

#### Notes

Peak hour analysis volumes determined by using intersection forecast volumes from WisDOT forecast at County B (east).d

Peak period volumes were determined by using relationship between peak hours and shoulder hours of the existing WisDOT roadway coverage counts. d

LOS	A	B	C		E	F:
% Following	< 35%	35 - 50%	50 - 65%	65 - 80%	> 80%	volume/capacity > 1.0d
Numeric LOS	1.01 - 2.00	2.01 - 3.00	3.01 - 4.00	4.01 - 5.00	5.01 - 6.00	6.01+d

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# Traffic Operations Summary – 2045 AM and PM Peak Hours

Intersections		AM Peak Hour		PM Peak Hour	
		Overall Level of Service		Overall Level of Service	
	US 51 Intersection	Future No Build	Alternative H	Future No Build	Alternative H
		Signalized		Signalized	
	Farwell St (County MN)	C (3.05)	C (3.02)	B (2.78)	C (3.26)
		Unsignalized	Roundabout	Unsignalized	Roundabout
	Exchange St	F (6+)	A (1.86)	E (5.76)	A (1.88)
		Roundabout		Roundabout	
	County B/AB	A (1.85)	A (1.87)	B (2.11)	A (2.01)
		Unsignalized	Roundabout	Unsignalized	Roundabout
Downtown Stoughton	County B (East)	E (5.52)	A (1.68)	F (6+)	A (1.89)
		Roundabout		Roundabout	
	Roby Rd	A (1.66)	A (1.88)	A (1.79)	A (1.74)
		Roundabout		Roundabout	
	WIS 138 (West)	A (1.66)	A (1.82)	B (2.37)	B (2.33)
		Roundabout		Roundabout	
	Hoel Ave	A (1.67)	A (1.68)	A (1.80)	A (1.80)
		Signalized		Signalized	
	County N	B (2.77)	B (2.82)	B (2.58)	B (2.69)
		Signalized		Signalized	
	Van Buren St	B (2.36)	B (2.37)	A (1.82)	A (1.83)
		Signalized		Signalized	
	Page St	B (2.20)	A (1.99)	B (2.12)	A (1.64)
		Signalized		Signalized	
	Division St	A (1.65)	A (1.64)	A (1.75)	A (1.86)
		Signalized		Signalized	
	S. 4th St	E (5.55)	B (2.18)	D (4.53)	A (1.90)
Peak Direction LOS:		AM Northbound		PM Southbound	
Two-Lane Roadway	US 51 Between Mahoney Rd and Dyreson Rd	E (5.15)	E (5.22)	E (5.39)	E (5.43)
	US 51 Between Lake Kegonsa Rd and County B East	E (5.27)	E (5.40)	E (5.48)	E (5.53)
	US 51 Between Washington Rd and Tower Dr	D (4.01)	C (3.99)	D (4.07)	B (2.53)
Off-Peak Direction LOS:		AM Southbound		PM Northbound	
Two-Lane Roadway	US 51 Between Mahoney Rd and Dyreson Rd	C (3.43)	C (3.54)	C (3.86)	C (3.98)
	US 51 Between Lake Kegonsa Rd and County B East	C (3.39)	C (3.47)	D (4.58)	D (4.60)
	US 51 Between Washington Rd and Tower Dr	C (3.11)	A (1.87)	B (2.66)	B (2.53)

Level of Service (LOS) Values	
LOS (Alpha Value)	LOS (Numeric Value)
A	1.01 to 2.00
B	2.01 to 3.00
C	3.01 to 4.00
D	4.01 to 5.00
E	5.01 to 6.00
F	> 6.00

LOS # (###)	Intersection LOS based on committed (funded) roundabout projects
-------------	--

Intersection Type	LOS determination
Unsignalized	Delay for Poorest Intersection Movement
All-way-stop	Weighted average delay of all intersection movements
Roundabout	
Signalized	Weighted average delay of all intersection movements

See Description of Motor Vehicle Levels of Service Exhibit for Unsignalized and Signalized LOS Scales

Roadway Type	LOS determination
2-lane Roadway Segment	Percent Time Spent Following

See Description of Motor Vehicle Levels of Service Exhibit for 2-lane Roadway LOS Scale

Nearing Capacity when:

LOS =	D
-------	---





# Comparison of Intersection Operations in Future Year 2045

	No Build (US 51 2-Lane, No Median)	Alternative H (US 51 2-Lane With Median)
Tower Road	<p>Full Access</p>	<p>West Leg Closed</p>
Mahoney Road	<p>Full Access</p>	<p>Full Access with Median*</p>
Dyreson Road	<p>Full Access</p>	<p>Full Access with Median*</p>
Colladay Point Drive	<p>Full Access</p>	<p>Full Access with Median*</p>
Schneider Drive	<p>Full Access</p>	<p>Full Access with Median*</p>

## Legend

2045 Average Annual Daily Traffic (AADT)

2045 PM Peak Hour Number of Cars in Queue Control Delay (seconds) LOS

Estimated Length of Delay at LOS F locations

Type of Access to US 51



\* = Median stores 1 vehicle

Unsignalized Delay (seconds)	Level of Service (LOS)
25 to 35	D
35 to 50	E
50+	F





# Comparison of Intersection Operations in Future Year 2045

	No Build (US 51 2-Lane, No Median)	Alternative H (US 51 2-Lane With Median)
Charles Lane	<p>Full Access</p>	<p>Full Access with Median*</p>
Lake Kegonsa Road	<p>Full Access</p>	<p>Full Access with Median*</p>
Halverson Road	<p>Full Access</p>	<p>Full Access with Median*</p>
S. Quam Drive	<p>Full Access</p>	<p>Full Access with Median*</p>
Brooklyn Drive	<p>Full Access</p>	<p>Full Access with Median*</p>

Legend

2045 Average Annual Daily Traffic (AADT)

2045 PM Peak Hour Number of Cars in Queue Control Delay (seconds) LOS

Estimated Length of Delay at LOS F locations

Type of Access to US 51

N ↑

Unsignalized Delay (seconds)	Level of Service (LOS)
25 to 35	D
35 to 50	E
50+	F

\* = Median stores 1 vehicle



US 51 Travel Time Analysis  
October 2015

**Peak Direction** = US 51 Northbound  
**Off-Peak Direction** = US 51 Southbound

Distances (miles)	
County B (East) to County B/AB	3.0
County B/AB to S of Exchange St	2.6

**Peak Hour Analysis**

Category	Base Conditions <sup>[1]</sup>		2045 No Build <sup>[2]</sup>		2045 Alternative A <sup>[2]</sup>		2045 Alternative H <sup>[2]</sup>		2045 Alternative B <sup>[3]</sup>	
	AM Northbound	PM Southbound	AM Northbound	PM Southbound	AM Northbound	PM Southbound	AM Northbound	PM Southbound	Peak Direction	
County B (East) to County B/AB Average Speed (mph)	56.0	57.0	54.4	54.8	53.5	54.7	53.5	54.7	60.0	
County B/AB to S of Exchange St Average Speed (mph)	57.5	54.5	56.1	52.8	56.0	52.6	56.1	52.6	60.0	
County B (East) to County B/AB Travel Time (min)	3.21	3.16	3.31	3.28	3.36	3.29	3.36	3.29	3.00	
County B/AB to S of Exchange St Travel Time (min)	2.71	2.86	2.78	2.95	2.79	2.97	2.78	2.97	2.60	
<i>Total Travel Time (min)</i>	5.93	6.02	6.09	6.24	6.15	6.26	6.15	6.26	5.60	
<i>Base vs. No Build (min)</i>	0.16	0.22	<i>No Build vs. Alt H (min)</i>		0.06	0.02	<i>Alt H vs. Alt B (min)</i>		0.55	0.66
<i>Base vs. No Build (sec)</i>	10	13	<i>No Build vs. Alt H (sec)</i>		3	1	<i>Alt H vs. Alt B (sec)</i>		33	39
<i>Base vs. No Build (%)</i>	2.7%	3.6%	<i>No Build vs. Alt H (%)</i>		0.9%	0.3%	<i>Alt H vs. Alt B (%)</i>		9.7%	11.7%

**Travel Speed Data Sources:**

[1] Average from US 51 speed data collected in October 2015	[2] Future conditions US 51 speeds determined by applying speed reduction indicated from HCS modeling to base conditions field speeds.	[3] Posted speed + 5 mph used for HCS analysis.
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## **Final Section 4(f) Evaluation**

### **US 51 Corridor Study**

**I-39/90 to US 12/18 (Madison South Beltline)**

**Dane County**

**The Wisconsin Department of Transportation**

**Date Approved:** 17 August 2021

DocuSigned by:

*Bethaney Bachler-Gresock*

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**Federal Highway Administration**

FHWA

**Project Sponsor:**

**Wisconsin Department of Transportation**

**Southwest Region**

**WisDOT ID 5845-06-03**

**August 2021**

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## 1. Introduction

The U.S. Department of Transportation's Section 4(f) law (23 USC 138 & 49 USC 303) states that federal funds may not be approved for projects that use land from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or public or private historic site unless it is determined that there is no feasible and prudent alternative to the use of land from such properties, and the action includes all possible planning to minimize harm to the property resulting from such use.

Section 4(f) regulations in 23 CFR 774.17 specify how the Federal Highway Administration (FHWA) is to determine whether a potential avoidance alternative is feasible and prudent.

- An alternative is not feasible if it cannot be built as a matter of sound engineering judgment.
- A six-factor analysis is used to determine if an avoidance alternative is not prudent. The avoidance alternative is not prudent if:
  1. It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need.
  2. It results in unacceptable safety or operational problems.
  3. After reasonable mitigation, it still causes severe social, economic, or environmental impacts; severe disruption to established communities; severe disproportionate impacts to minority or low-income populations; or severe impacts to environmental resources protected under other federal statutes.
  4. It results in additional construction, maintenance, or operational cost of an extraordinary magnitude.
  5. It causes other unique problems or unusual factors. Examples of unique problems include unacceptable social, economic, or environmental impacts; serious community disruption; unacceptable safety or geometric problems; or excessive construction costs. An accumulation of these problems (as opposed to a single factor) may be a sufficient reason to use a Section 4(f) resource, but only if the problems are truly unique. Excessive cost alone will not necessarily prevent an alternative from being considered prudent.
  6. It involves multiple factors listed above, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

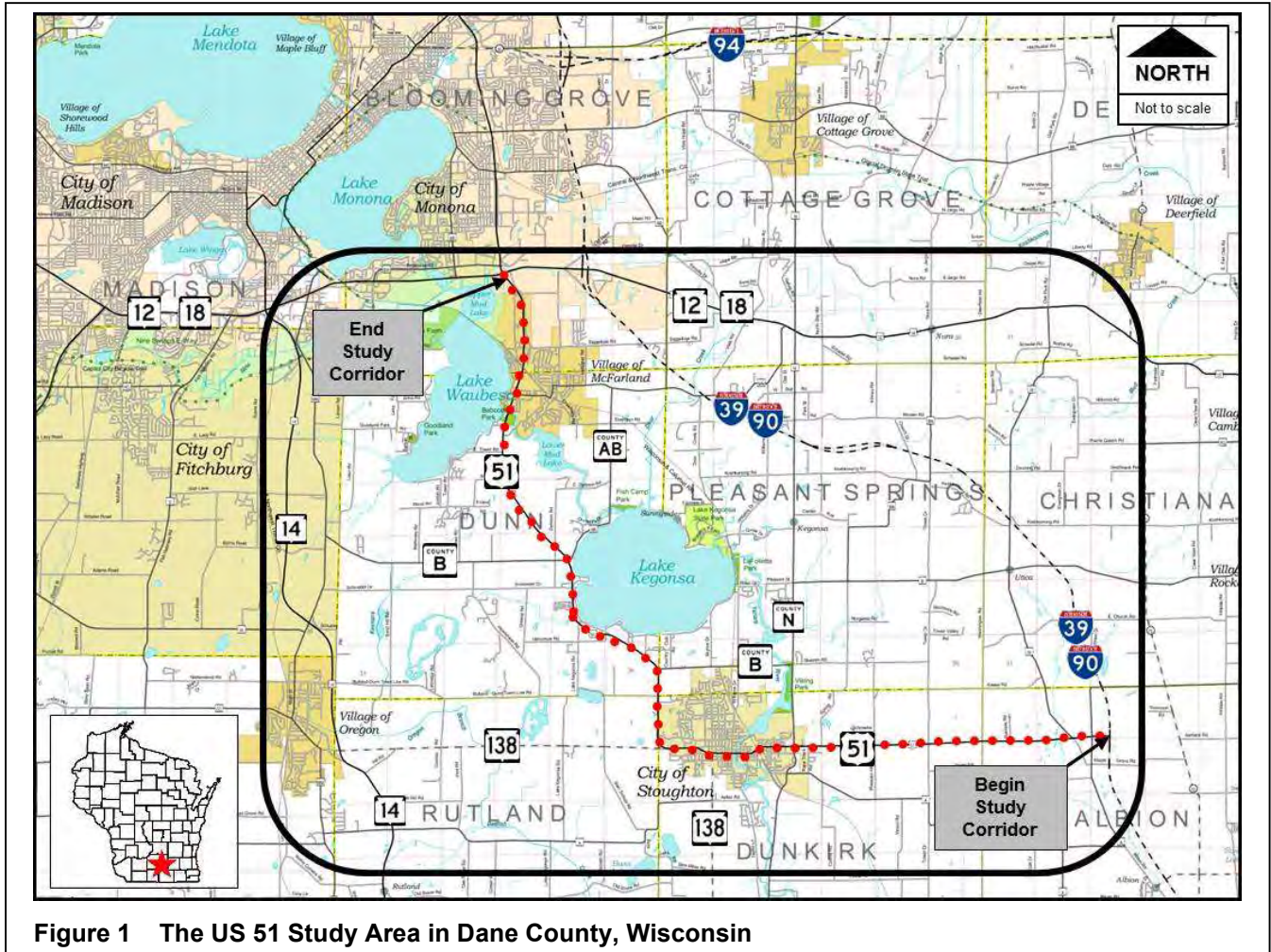
When a federally funded transportation project will result in a use of a Section 4(f) property, a Section 4(f) evaluation is prepared and approval by FHWA is required. The evaluation describes the Section 4(f) property, the proposed use of the property, avoidance and minimization alternatives, other impacts associated with the alternatives, coordination with the official(s) with jurisdiction, and measures to minimize harm. If the Section 4(f) analysis concludes that there is no feasible and prudent avoidance alternative, then FHWA may approve, from among the remaining alternatives that use Section 4(f) property, only the alternative that causes the least overall harm in light of the statute's preservation purpose.

Section 4(f) applies only to the actions of agencies within the U.S. Department of Transportation, including FHWA. While other agencies may have an interest in Section 4(f), FHWA is responsible for Section 4(f) applicability determinations, evaluations, findings, and overall compliance for highway projects.

## 2. Study Background

The United States Highway (US) 51 study area is located in south central Wisconsin in the southeast corner of Dane County. The area lies directly southeast of the city of Madison (Madison)(Figure 1). The study corridor begins at Interstate 39/90 (I-39/90) approximately 5 miles east of the city of Stoughton (Stoughton) and extends westward through downtown Stoughton and north along the west side of Stoughton. It continues north through a rural area and then through the village of McFarland (McFarland); the study corridor terminates at US 12/18 (Madison South Beltline). The length of the study corridor is 18.6 miles.





**Figure 1 The US 51 Study Area in Dane County, Wisconsin**

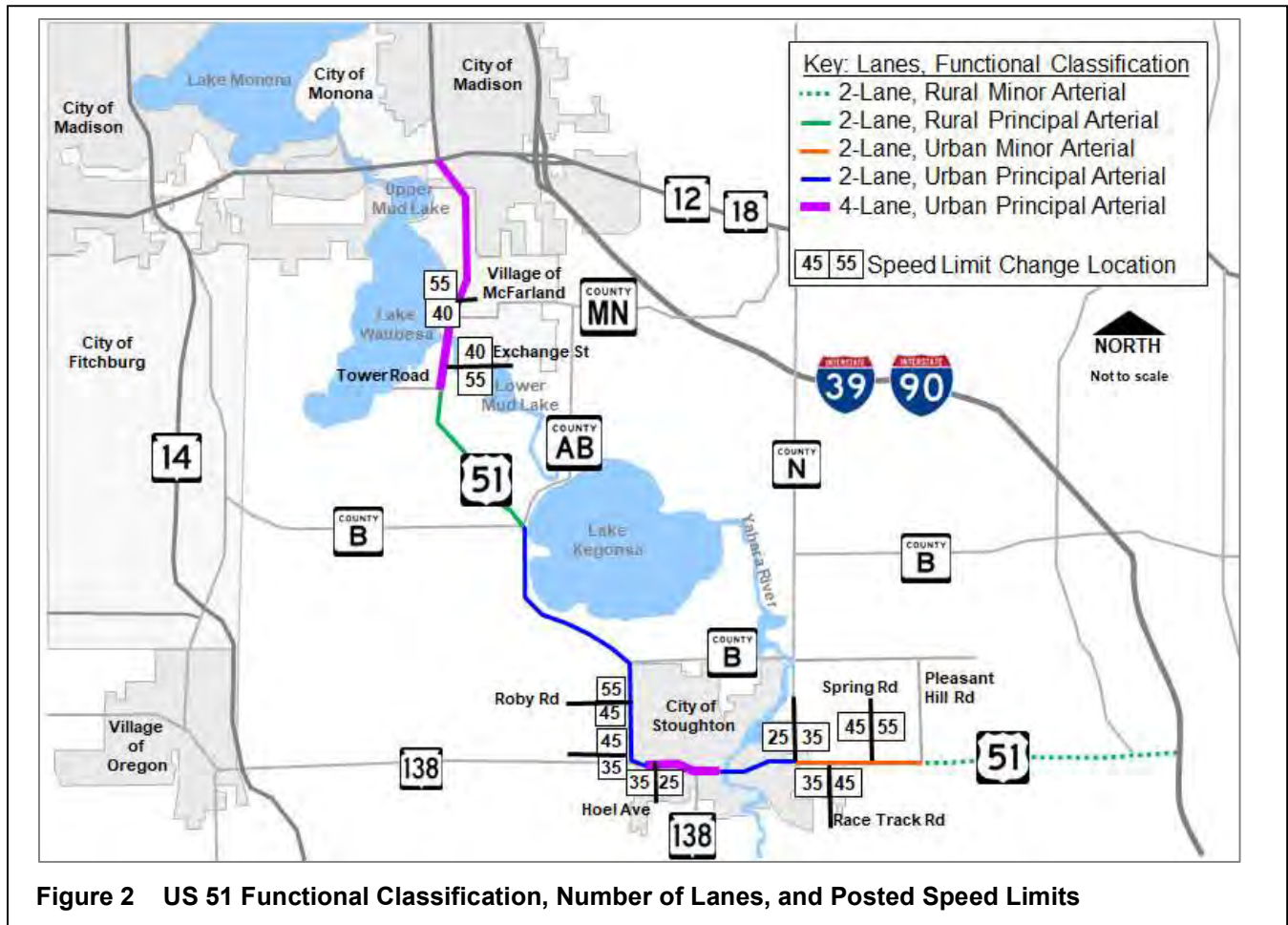
The US 51 Corridor Study is an ongoing study to evaluate alternatives that will improve safety and congestion along the corridor and address needs of bicyclists and pedestrians. The study has progressed from a Needs Assessment in 2002, to the evaluation of multiple improvement alternatives as part of an Environmental Impact Statement (EIS) from 2006 to 2013, and downscoped to an Environmental Assessment (EA) in 2016. Following the previous environmental studies, Wisconsin Department of Transportation (WisDOT) and FHWA agreed an EA would be prepared to address needs along the Stoughton to McFarland corridor to determine significance of impacts. The EA and this Section 4(f) Evaluation are being completed under WisDOT Project ID 5845-06-03. The previous environmental study phase was conducted under WisDOT Project ID 5845-06-02 and the US 51 Corridor Study correspondence may reference either of these project ID numbers.

#### US 51 Existing Conditions

The US 51 study corridor is an important commuter route in southeastern Dane County. It connects to I-39/90 and US 12/18, which are both National Highway System (NHS) routes and Connections 2030 Backbone routes. NHS routes are important to the nation's economy, mobility, and defense. Connections 2030 Backbone (and Connector) routes are identified in Wisconsin's Connections 2030 Long-Range Multimodal Transportation Plan adopted October 2009 and signify Wisconsin's most important highways. While US 51 is not an NHS route, a Backbone or Connector route, the US 51 study corridor is an important commuter route in southeastern Dane County that connects I-39/90 and US 12/18. US 51 functions as a principal arterial for most of the corridor except for the 5.7-mile section east of Stoughton from I-39/90 to County N, which is classified as a minor arterial.

Figure 2 shows the functional classification, number of lanes, and posted speeds along the study corridor. US 51 has a variety of roadway cross sections but is a 2-lane roadway for more than 75 percent of the 18.6-mile study corridor. There are two 4-lane sections; one in Stoughton is 1.2 miles long and located west of the downtown

area. The other 4-lane section begins at Exchange Street, 0.4 miles south of the McFarland village limits, and continues north for the remaining 3 miles to US 12/18. The northernmost 2-mile portion of the study corridor is a 4-lane expressway. The 4-lane urban section in McFarland that is adjacent to Babcock Park is an undivided section with 12-foot lanes.



### 3. Purpose and Need and Range of Alternatives

The purpose of this project is to provide a safe and efficient transportation system in the US 51 corridor to serve present and long-term travel demand while minimizing disturbance to the environment. This will be obtained by working to address existing safety conditions, accommodating travel demand, addressing existing pavement conditions, improving bicycle and pedestrian accommodations, and considering corridor preservation and long-term planning measures.

The following five contributing factors of need support the purpose of improvements to the US 51 corridor:

1. Address Existing Safety Conditions:  
Safety-related concerns are related to unsafe conditions at intersections, the lack of passing opportunities, travel speeds over the posted limit, the difficulty experienced by motorists getting on and off US 51 safely, and the number of crashes or “near misses.”
2. Accommodate Travel Demand:  
Based on expected traffic volumes and the existing roadway capacity, together producing unacceptable levels of congestion, there is a need for improvements on portions of US 51.
3. Address Existing Pavement Condition:  
For the majority of the corridor, the underlying pavement is near or has surpassed its useful life.

4. Improve Bicycle and Pedestrian Accommodations:  
The lack of bicycle facilities in the rural areas and the lack of, or discontinuous, network of the existing bicycle and pedestrian facilities in urban areas limit the use of non-motorized travel modes in the US 51 study corridor.
5. Corridor Preservation and Long-Term Planning:  
US 51 serves as one of the major connections between Stoughton, McFarland, and Madison. Growth in these communities and the greater Madison area makes US 51 an important corridor to preserve mobility and safety.

The alternatives considered include a No Build Alternative, Alternative A, Alternative B, and Alternative H. Refer to the Alternatives Comparison Matrix in Appendix C for a summary of the environmental impacts and costs for each alternative.

#### No Build Alternative

The No Build Alternative serves as a “baseline” from which to compare the alternatives under consideration. Under the No Build Alternative, no intersection improvements, reconstruction, or capacity improvements would be made to the existing US 51 corridor. Independent of the No Build Alternative or any build alternative, there are currently programmed projects (a pavement replacement project and four roundabouts) planned for construction within the corridor. Under the No Build Alternative, the existing road would bear future traffic increases, congestion, roadway deficiencies, and worsening pavement conditions with effects on safety, congestion, mobility, and operational characteristics. The No Build Alternative includes the cost of routine maintenance through the design year and would have no associated right of way (R/W) impacts. The preliminary total cost estimate for the No Build Alternative is \$28 million in 2016 dollars.

#### Alternative A–Low Build

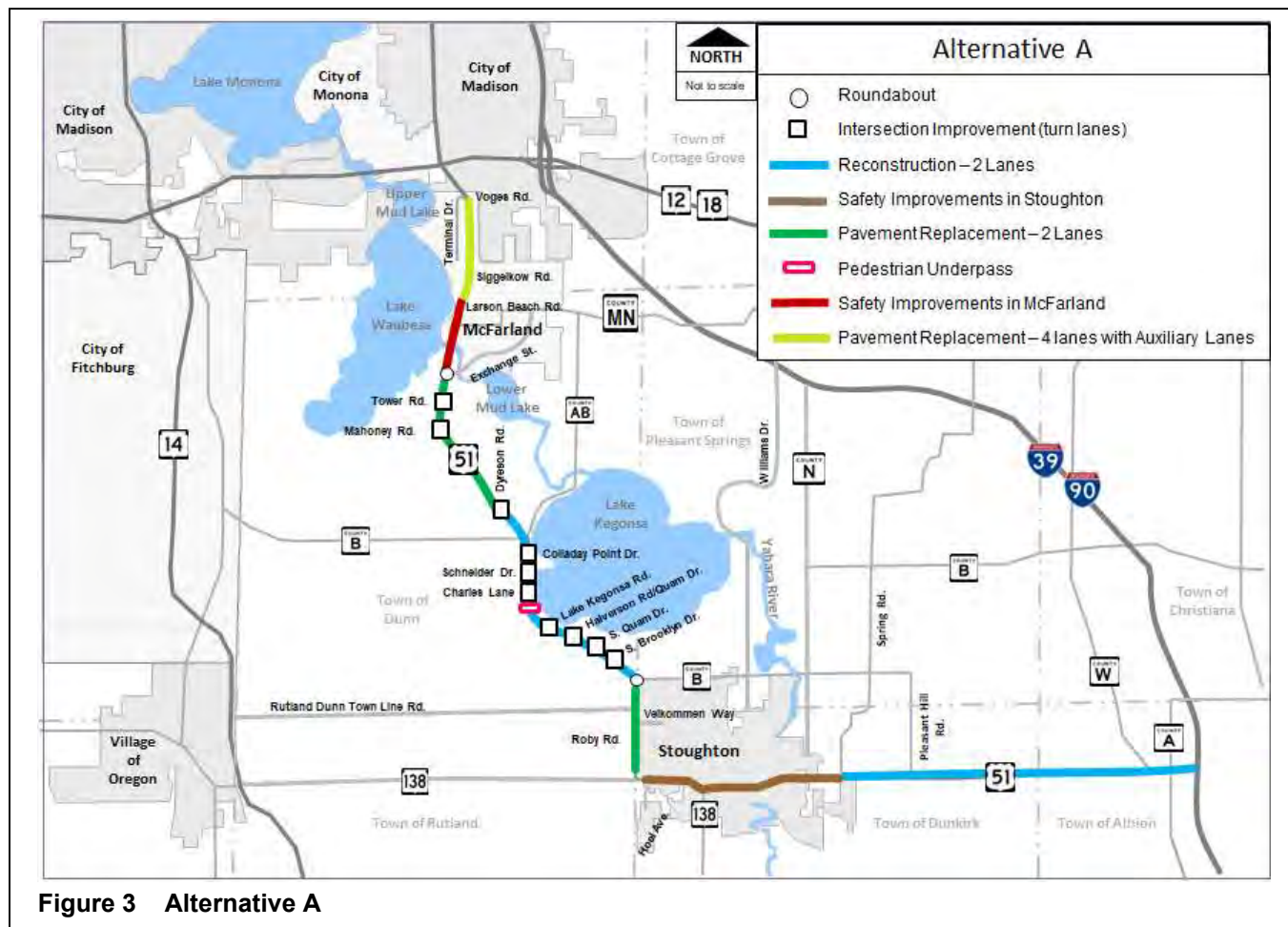
Alternative A is considered the lower cost and lower impact alternative. Alternative A has seven main components to the improvement between I-39/90 and US 12/18.

1. Reconstruction of 2-lane US 51 east of Stoughton.
2. Safety improvements in Stoughton.
3. Safety improvements in McFarland.
4. Two roundabouts and other intersection improvements between Stoughton and McFarland.
5. Reconstruction of 2-lane US 51 from County B (east) to Dyreson Road.
6. Pavement replacement in multiple sections between Stoughton and McFarland.
7. Pavement replacement between Larson Beach Road and Terminal Drive/Voges Road in McFarland, Siggelkow Road interchange ramp improvements and the addition of an auxiliary lane in each direction north of Siggelkow Road.

Alternative A also provides bicycle and pedestrian accommodations. Bicycle accommodations would be provided on paved shoulders along the rural sections of the corridor. Improvement of pedestrian accommodations would be provided by the replacement of the pedestrian box culvert near Charles Lane to serve residents of Bay View Heights, a manufactured home community, as a pedestrian access to the area east of US 51 and to Lake Kegonsa. Minor pedestrian improvements would be provided by revising the crosswalk pavement marking at Burma Road in McFarland to provide pedestrian refuge on the existing median near Babcock Park.

The preliminary total cost estimate for Alternative A is \$99 million (in 2016 dollars). Alternative A partially addresses the project’s purpose and need and is anticipated to meet the federal fiscal constraint requirement. Figure 3 provides an overview of Alternative A.





#### Alternative B—Four-Lane Expansion

Alternative B has a higher financial cost, higher real estate and relocation impacts, and greater environmental impacts than the other alternatives. Alternative B addresses the project's purpose and need, but it does not meet the federal fiscal constraint requirement. Alternative B was developed to preserve the US 51 corridor functionality, address future projected travel demand by increasing capacity, improve safety, correct roadway deficiencies, provide bicycle accommodations throughout and pedestrian accommodations in urban areas, and address pavement conditions.

Alternative B has six main components that would include the following:

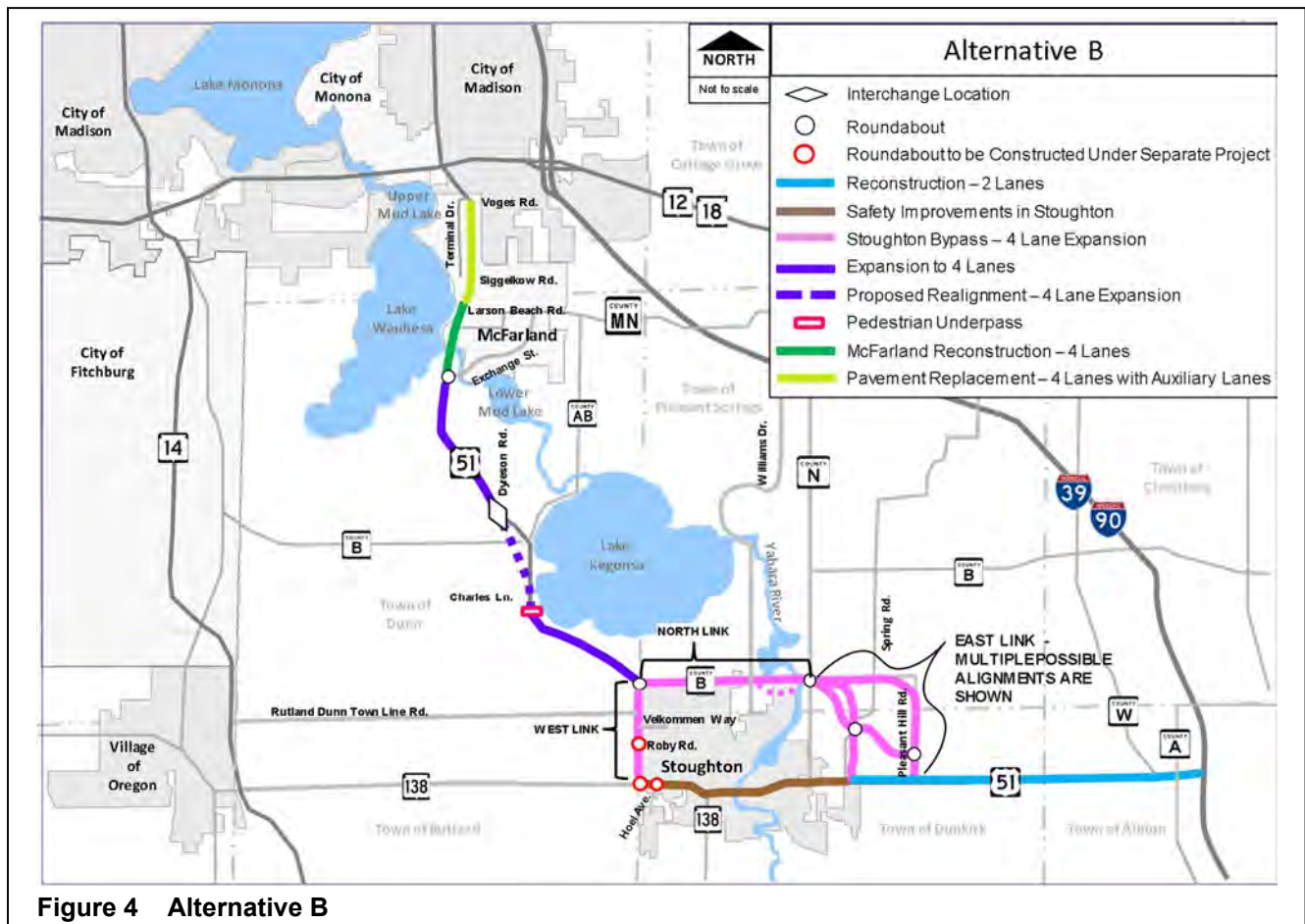
1. Reconstruction of 2-lane US 51 east of Stoughton.
2. Safety improvements in Stoughton.
3. Construct 4-lane expansion around Stoughton (Stoughton Bypass).
4. Rural 4-lane expansion (Stoughton to McFarland).
5. Urban 4-lane reconstruction in McFarland.
6. Pavement replacement between Larson Beach Road and Terminal Drive/Voges Road in McFarland, Sigelkow Road interchange ramp improvements, and addition of an auxiliary lane in each direction north of Sigelkow Road.

Alternative B also provides bicycle and pedestrian accommodations, as follows:

1. Bicycle accommodations are provided on US 51 and the Stoughton Bypass on paved shoulders in rural areas. For the west link of the Stoughton Bypass (a 4-lane urban section with a curbed median), bicyclists could take a lane as allowed by statute, ride on the sidewalk as allowed by Stoughton ordinance, or ride

- on the paved shoulder. In McFarland, from the Exchange Street roundabout to Larson Beach Road, bicyclists can take a traffic lane as allowed by statute. Bicyclists can also use the existing path in Babcock Park. A connection to the path in Babcock Park will be provided and the path adjacent to the west side of the Yahara River bridge will be reconstructed with the bridge replacement structure.
2. Accommodations for sidewalk would be provided wherever the reconstructed roadway has an urban section with curb and gutter. Pedestrian crossings would be improved in McFarland where there is a lack of pedestrian refuge at signalized intersections and at the unsignalized Burma Road crossing adjacent to Babcock Park.
  3. Public comments identified the need for one pedestrian crossing in the rural section between Stoughton and McFarland at the existing pedestrian culvert beneath US 51 immediately south of the rock cut near Charles Lane. The structure would be reconstructed as part of Alternative B to serve residents of the Bay View Heights community as a pedestrian access to businesses east of US 51 and to Lake Kegonsa without having to cross US 51 at grade. The pedestrian culvert would be reconstructed to an appropriate size with lighting and other safety features.

The preliminary total cost estimate for Alternative B is \$304 to \$321 million (in 2016 dollars). Alternative B does not meet the federal fiscal constraint requirement because WisDOT has determined that based on statewide priorities, Alternative B would likely not receive funding for the next major action to advance the project. Figure 4 provides an overview of Alternative B.



Alternative H–Hybrid Alternative (Preferred Alternative)

Alternative H is the preferred alternative and is the “hybrid” alternative that combines aspects of Alternatives A and B. Alternative H has six main components that would include the following:

1. Reconstruction of 2-lane US 51 east of Stoughton (same as Alternatives A and B).
2. Reconstruction of existing US 51 through downtown Stoughton (different from Alternatives A and B).
3. Urban 4-lane expansion along the west side of Stoughton (same as Alternative B West Link of Stoughton Bypass).
4. Reconstruction of rural 2-lane US 51 (Stoughton to McFarland) with intersection improvements (similar to Alternative A).
5. Urban 4-lane reconstruction in McFarland (same as Alternative B).
6. Pavement replacement between Larson Beach Road and Terminal Drive/Voges Road in McFarland, Sigelkow Road interchange ramp improvements, and addition of an auxiliary lane in each direction north of Sigelkow Road (same as Alternatives A and B).

Alternative H also provides bicycle and pedestrian accommodations, as follows:

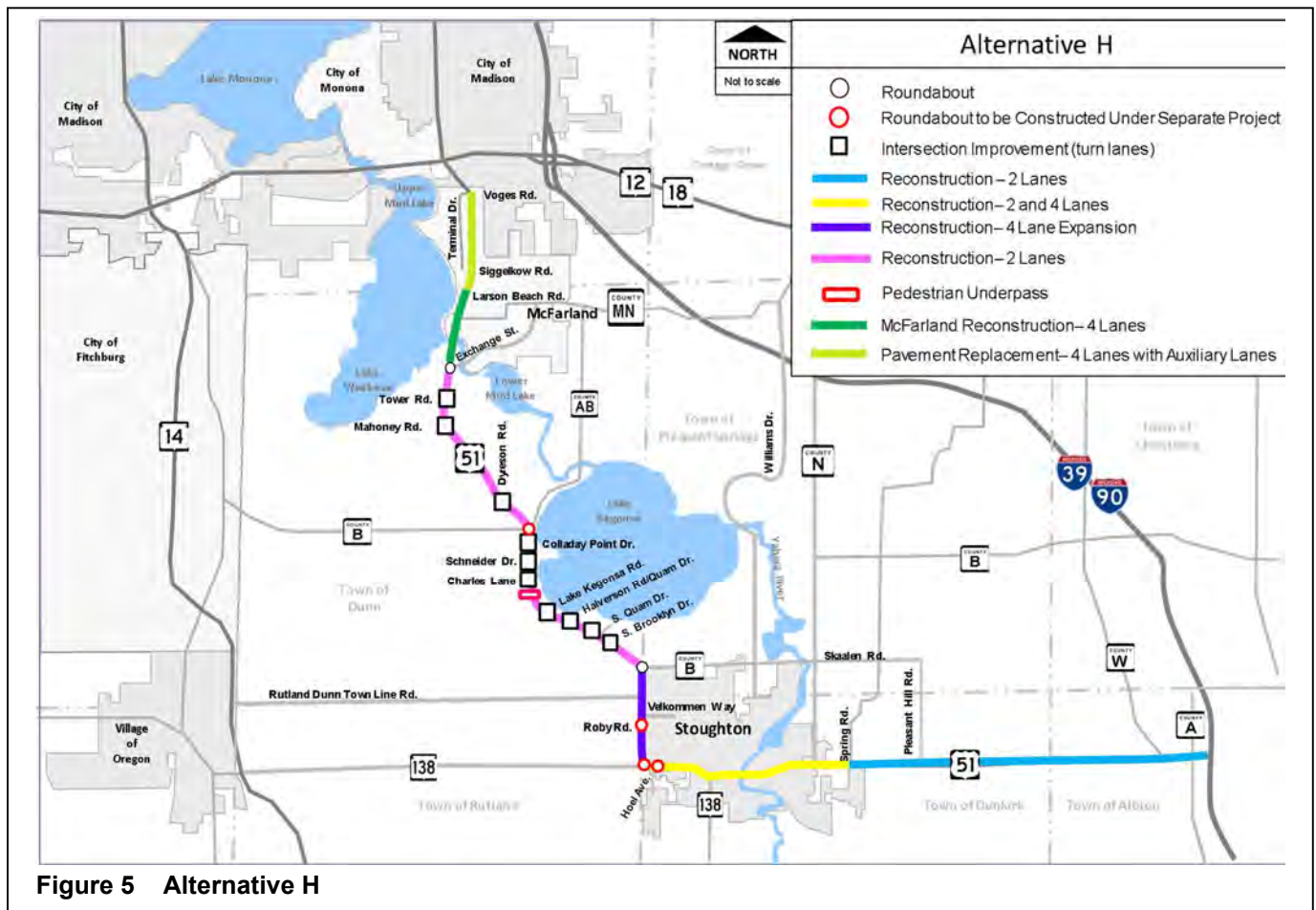
1. In rural areas where pavement reconstruction or pavement replacement would be provided, bicycle accommodations would be provided on the paved shoulders.
2. On-street bicycle accommodations are also provided in the urban areas of Stoughton, where possible without taking additional R/W. Because of the constrained and highly developed downtown environment, historic districts that border US 51, and Stoughton’s desire to retain US 51 on-street parking through the Central Business District (CBD), bike accommodations do not fit everywhere along US 51. In those sections, accommodations would be provided by signed routes on streets one block north or south of and parallel to US 51.
  - a. From Spring Road to Amundson Parkway, 5-foot bike lanes are provided.
  - b. From Amundson Parkway to the railroad crossing, 4- to 5-foot bike lanes are provided.
  - c. From the railroad crossing to 5th Street, minimum bike accommodations are provided with a shared bike and parking lane.
  - d. From 5th Street to the Yahara River, bicycles would use signed parallel routes on residential streets.
  - e. Bikes would use US 51 to cross the Yahara River.
  - f. From Page Street to Wisconsin State Highway (WIS) 138(south)/Van Buren Street, bicycles would use signed parallel routes on residential streets.
  - g. From WIS 138 (south)/Van Buren Street to WIS 138 (west), bicycles would use signed parallel routes on residential streets.
3. On the west side of Stoughton, from WIS 138 (west) to County B (east), the proposed typical section would be expanded from a 2-lane to a 4-lane, high-speed urban section with a curbed median, curb and gutter along the outside paved shoulders, 10-foot-wide sidewalk on both sides, and on-street bicycle accommodations on 8-foot outside paved shoulders.
4. In McFarland, from the Exchange Street roundabout to Larson Beach Road, bicyclists can take a traffic lane as allowed by statute. Bicyclists can also use the existing path in Babcock Park. A connection to the path in Babcock Park will be provided and the path adjacent to the west side of the Yahara River bridge will be reconstructed with the bridge replacement structure.
5. Sidewalk for pedestrians would be constructed to be continuous wherever the proposed roadway has an urban section with curb and gutter. In the less developed areas with a proposed urban roadway cross section, Alternative H could provide grading only for future sidewalk construction. An example area where this might be considered is in the 1,500-foot section between Spring Road and 1,000 feet east of County N in Stoughton. The decision to forgo sidewalk and just provide the grading would be made during final design following consultation with the local municipality.
6. Pedestrian crossings would be improved in McFarland where there is a lack of pedestrian refuge at signalized intersections and at the unsignalized Burma Road crossing adjacent to Babcock Park.
7. In Stoughton, the sidewalk width will be increased where deficient.



8. Pedestrian crossings in Stoughton and McFarland will have pavement marking and WisDOT will work with the municipalities during final design to provide acceptable signage and lighting at each pedestrian crossing.
9. As described for Alternatives A and B, the existing pedestrian culvert beneath US 51 immediately south of the rock cut near Charles Lane would be reconstructed.

The preliminary total cost estimate for Alternative H is \$203.4 million in in year of expenditure (YOE) dollars. The YOE cost includes estimated costs from completion of the environmental document through construction at the end of 2029. A YOE cost has only been calculated for the preferred alternative (Alternative H). Alternative H partially addresses the project's purpose and need and meets more project need elements than Alternative A. Alternative H has a lower cost and fewer impacts than Alternative B. Alternative H is anticipated to meet the federal fiscal constraint requirement. Figure 5 provides an overview of Alternative H.

Because Babcock Park is located in McFarland, Table 1 was prepared to compare how the build alternatives address the project needs in the McFarland area.



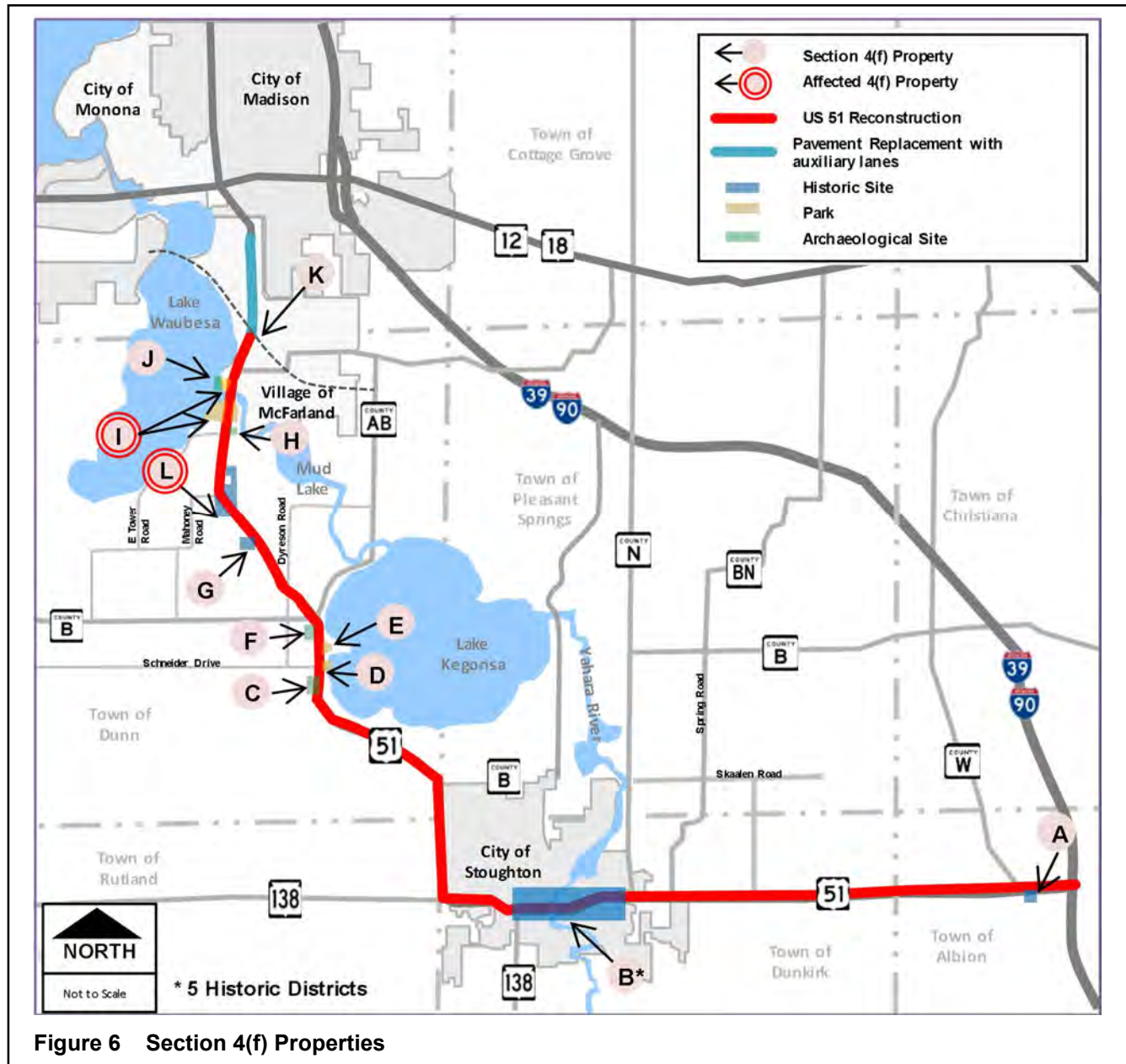
**Table 1 Comparison of How the Build Alternatives Address Needs in the McFarland Area**

Need Criteria in McFarland Area	Alternative A: Low Build	Alternative H: Hybrid <sup>1</sup> (Preferred Alternative) and Alternative B: Four-Lane Expansion
Improve Safety	<p><b>Partially Addressed</b></p> <p>Alternative A provides a minor safety improvement by revising the crosswalk pavement markings at Burma Road. It does not improve safety because it does not provide turn lanes on US 51 in the vicinity of the park, which decreases both safety and mobility because turning vehicles must wait in through traffic lanes for the opportunity to make the turn.</p>	<p><b>Partially Addressed</b></p> <p>These alternatives address multiple safety needs because they provide a right-turn lane for southbound vehicles slowing to turn into the Babcock Park boat launch parking lot and a median refuge and turn lane for northbound vehicles turning left to the park, both at the boat launch parking lot and at Burma Road where driveway access to the park campground is provided. The proposed median for left-turning vehicles also provides refuge for pedestrians crossing US 51 between the boat launch parking lot and the overflow parking lot.</p>
Accommodate Travel Demand	<p><b>Partially Addressed</b></p> <p>Desirable Level of Service (LOS) conditions are expected for the signalized intersections in McFarland; however, the southbound left-turn movement from US 51 to Farwell Street (County MN) has projected queues extending past the existing turn-bay length and into through traffic.</p>	<p><b>Fully Addressed</b></p> <p>Desirable LOS conditions are expected for the signalized intersections in McFarland and the alternatives provide a second southbound left-turn lane at Farwell Street (County MN) to eliminate queues extending into the through traffic on US 51 at this key intersection.</p>
Address Existing Pavement Condition	<p><b>Partially Addressed</b></p> <p>No pavement improvements are proposed within the 1-mile urban section of US 51 in McFarland. Pavement replacement is included in the expressway section between Larson Beach Road and Terminal Drive/Voges Road.</p>	<p><b>Fully Addressed</b></p> <p>Pavement is replaced or reconstructed through the entire project corridor.</p>
Improve Bicycle and Pedestrian Accommodations	<p><b>Partially Addressed</b></p> <p>Bicycle accommodations are provided on paved shoulders in the rural section. Bicycle and pedestrian accommodations are not addressed in the McFarland urban section because the pavement, curb and gutter, and sidewalks are not proposed for reconstruction. Minor pedestrian improvements would be provided by revising the crosswalk pavement marking at Burma Road in McFarland to provide pedestrian refuge on the existing median near Babcock Park.</p>	<p><b>Partially Addressed</b></p> <p>Bicycle accommodations are provided on paved shoulders in the McFarland rural section and where possible in the urban section. Alternatives provide pedestrian accommodations along US 51 in the McFarland urban section.</p>
Corridor Preservation and Long-Term Planning	<p><b>Partially Addressed</b></p> <p>Provides minor safety improvements in the urban section and mobility improvements only in the expressway section of McFarland.</p>	<p><b>Partially Addressed</b></p> <p>Maintains a functional 4-lane principal arterial corridor through McFarland by improving mobility and providing multiple safety improvements.</p>

<sup>1</sup> Alternatives B and H have the same impacts to Babcock Park.

#### 4. Description of Preferred Alternative Section 4(f) Properties

The Section 4(f) properties located within the limits of Alternative H are shown on Figure 6 and described in the following paragraphs.



##### A. Historic Maple Grove School (Site A)

Maple Grove School is located east of Stoughton near I-39/90 at the intersection of US 51 and County W/Maple Grove Road. According to a determination of eligibility (DOE) completed in 1988, the Maple Grove School was previously determined eligible for the National Register of Historic Places (NRHP) under Criterion A. FHWA's requirements for Section 4(f) do not apply because no R/W or permanent or temporary limited easement will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the NRHP.

**B. Historic Districts in Stoughton (Site B\*, Five Historic Districts)**

The project's proposed bicycle accommodations on US 51 extend through downtown Stoughton but are routed off US 51 onto streets one block north or south of and parallel to US 51 for several blocks to avoid impacts to the historic districts that would result from roadway widening to provide on-street bike accommodations. Rerouting would use signage only, no pavement changes or widening is proposed. West of Van Buren Street, bikes will be routed north of US 51 on Van Buren Street for two blocks and west on Jackson Street to US 51. A portion of this rerouting along Van Buren Street and Jackson Street is within the Northwest Side Historic District. Between Van Buren Street and Page Street, bikes will be routed one block south of US 51 along Jefferson Street. A portion of the rerouting along Jefferson Street is within the Southwest Side Historic District. Between Page Street and Water Street, bike accommodation is back on US 51. Between Water Street and 6th Street, bikes will be routed either one block south of US 51 to Jefferson Street or one block north to Washington Street. This measure avoids impacts to three historic districts (Northwest Side, Southwest Side, and Main Street Commercial) by avoiding the need to widen the pavement along US 51 to accommodate bicycles.

FHWA's requirements for Section 4(f) do not apply to the project's use of any of these historic districts because no R/W or permanent easement will be acquired, and the project will not substantially impair the characteristics that qualify the districts for the NRHP.

**Northwest Side Historic District**

This district is bounded roughly by US 51 (Main Street) to the south, the Yahara River and Grant Street to the east, Jackson, Roy, and Taft Streets to the north, and Van Buren Street to the west. The Northwest Side Historic District was listed in the NRHP in 1998 under Criterion C: Architecture, as a relatively intact concentration of historic houses constructed between 1850 and 1940. The existing US 51 R/W in the Northwest Side Historic District is 66 feet wide. The existing back of sidewalk is 0.5 feet from the edge of existing R/W. The proposed back of sidewalk will be at the same location and no R/W will be acquired.

**Southwest Side Historic District**

This district is bounded roughly by Oak Street to the south, South Page Street to the east, West Main Street to the north, and South Monroe Street to the west. The Southwest Side Historic District was listed in the NRHP in 1998 under Criterion C: Architecture, as a concentration of significant examples of popular nineteenth- and early-twentieth-century architectural styles. The existing US 51 R/W in the Southwest Side Historic District is 66 feet wide. The existing back of sidewalk is 0.5 feet from the edge of existing R/W. The proposed back of sidewalk will be at the same location and no R/W will be acquired.

**Main Street Commercial Historic District**

This district is located along Main Street between the Yahara River and Forest Street. The Main Street Commercial Historic District was listed in the NRHP in 1982 under Criterion C: Architecture, as a cohesive collection of buildings comprising Stoughton's historic commercial center. Existing sidewalk is located between curb lines and buildings. The existing US 51 R/W in the Main Street Commercial Historic District is 66 feet wide and includes 8-foot-wide sidewalks behind each curb line. The proposed sidewalk will be replaced within the limits of the existing R/W and no R/W will be acquired.

**Depot Hill Historic District**

This district is located along East Main Street between South 5th Street and the Chicago, Milwaukee, St. Paul & Pacific railroad tracks. The Depot Hill Historic District was determined eligible for listing in the NRHP in 1998 under Criterion A: History, for its association with history of industry and transportation in Stoughton in the late nineteenth and early twentieth centuries. Existing sidewalk is located between curb lines and buildings. The existing R/W on US 51 in the Depot Hill Historic District is approximately 70 feet wide. The back of existing sidewalk is 2.5 feet from the edge of existing R/W. The proposed back of sidewalk will be at the same location and no R/W will be acquired.

**East Side Historic District**

This district is bounded roughly by Vernon Street to the south, South and North Henry Streets to the east, Ridge Street to the north, and South Academy Street to the west. The East Side Historic District was listed in the NRHP in 1997 under Criterion C: Architecture, as a collection of houses constructed between 1880 and 1940 that represent popular nineteenth- and early-twentieth-century architectural styles. The existing R/W on

US 51 in the East Side Historic District is 66 feet wide. The existing back of sidewalk is 0.5 feet from the edge of existing R/W. The proposed back of sidewalk will be at the same location and no R/W will be acquired.

C. Barber Campsite, 47DA0107 (Site C)

This archaeological site is located along the west side of US 51 between Charles Lane and Schneider Drive in the town of Dunn (Dunn). The site was determined to be eligible for the NRHP because it contains *in-situ* cultural features and a high density of archaeological materials. Adverse effects are anticipated and data recovery will be completed at this site. Documentation for Consultation has been completed and a Memorandum of Agreement (MOA) has been executed. FHWA requirements for Section 4(f) do not apply to Site #47DA0107 (Barber Campsite) because the exception in CFR 774.13(b) applies to the site. Section 4(f) applies to archeological sites that are on or eligible for the National Register of Historic Places (NRHP) and that warrant preservation in place. Section 4(f) does not apply if FHWA determines that the archeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place, and the State Historic Preservation Office (SHPO), Tribal Historic Preservation Office (THPO), and Advisory Council on Historic Preservation (ACHP) (if participating) does not object to this determination. Agreement with the determination is documented in Section III, question 13 of the March 23, 2016 Final Documentation for Consultation. An excerpt from the Final Documentation for Consultation is provided as Appendix D. The Section 106 form and MOA are included with the project's environmental document. Other documentation can be requested from WisDOT Southwest Region.

D. Lincoln Point Park (Site D)

This 0.37-acre Dunn park is located east of Barber Drive, between Lake Kegonsa and Barber Drive. The park is used for stormwater drainage and access to Lake Kegonsa. Because of its status as a public park, Lincoln Point Park qualifies for protection under Section 4(f). FHWA's requirements for Section 4(f) do not apply to the project's use of the park property because no R/W or permanent or temporary limited easement will be acquired from the property and the project will not affect the use of the property.

E. Colladay Point Park (Site E)

Colladay Point Park is a 7-acre Dunn park located on the east side of US 51 just west of Lake Kegonsa and south of County B/AB. Because of its status as a public park, Colladay Point Park qualifies for protection under Section 4(f). Dunn indicated the park is used primarily for trail walking and hiking. To avoid impacts to the park during and after construction, the beam guard and a retaining wall will be constructed outside of the park boundary. FHWA's requirements for Section 4(f) do not apply to the project's use of the park property because no R/W or permanent or temporary limited easement will be acquired from the property and the project will not affect the use of the property.

F. Colladay Mound, 47DA0105 (Site F)

This cataloged burial mound site is located along the west side of US 51 between Schneider Drive and County B/AB in Dunn. A burial mound was identified at the site and the site contains *in situ* cultural features and a high density of archaeological materials. FHWA's requirements for Section 4(f) do not apply to the project's use of the historic property because no R/W or permanent or temporary limited easement will be acquired from the property and the project will not substantially impair the characteristics of the property.

G. Historic Olson-Hemsing Farmstead (Site G)

Olson-Hemsing Farmstead is located along the west side of US 51 between Dyreson Road and Mahoney Road in Dunn. The Olson-Hemsing Farmstead contains 12 historic resources and the property's period of significance is c.1905 to c.1970. Because the Olson-Hemsing Farmstead is a good local representative of the typical evolution of an early-twentieth-century tobacco farm to a mid-twentieth-century dairy farm, the property is considered eligible for listing under Criterion C: Architecture as a distinct property type. FHWA's requirements for Section 4(f) do not apply to the project's use of the historic property because no R/W or permanent or temporary limited easement will be acquired from the property and the project will not substantially impair the characteristics that qualify the property for the NRHP.

H. Bird Effigy, 47DA0480 (Site H)

This uncatalogued effigy mound site is located near the intersection of US 51 and Exchange Street in McFarland. A burial mound was not identified at the site. The site does contain *in situ* cultural features and a high density of archaeological materials. FHWA's requirements for Section 4(f) do not apply to the project's use of the historic property because no R/W or permanent or temporary limited easement will be acquired from the property and the project will not substantially impair the characteristics of the property.

I. Babcock Park (Site I)

Babcock Park is a 16-acre Dane County park located in and directly south of McFarland. Alternative H (preferred alternative) requires an estimated 0.5 acres of fee R/W or approximately 3.1 percent of the park area in addition to 2.9 acres of temporary limited easement. Alternative B would have the same impacts as Alternative H. Impacts to the park would be avoided with the No Build Alternative and Alternative A. Because of its status as a public park, Babcock Park qualifies for protection under Section 4(f).

J. Babcock Park Archaeological Site, 47DA1429 (Site J)

An archaeological site is located within Babcock Park, north of the Yahara River between the existing campsites and Lake Waubesa. The site was likely an open-air campsite village harboring Early Woodland and Middle Woodland occupations. FHWA's requirements for Section 4(f) do not apply to the project's use of the historic property because no R/W or permanent or temporary limited easement will be acquired from the property and the project will not substantially impair the characteristics of the property.

K. Lower Yahara River Trail (Site K)

Phase 1 of the Lower Yahara River Trail was completed in 2017 from the Capital City Trail to McDaniel Park in McFarland. This 2.5-mile section of trail includes a nearly 1-mile-long bridge and boardwalk along the north shore of Lake Waubesa. McFarland has nearly completed the trail from McDaniel Park to Elvehjem Road using existing infrastructure. Dane County is responsible for the next phase of trail planning and development from Urso Park in McFarland to Lake Kegonsa State Park. When completed, the Lower Yahara River Trail is expected to be approximately 11 miles long. The Lower Yahara River Trail is open to hiking and biking, and other forms of non-motorized transit. The trail is located along the north side of Taylor Road where it crosses US 51 in McFarland. Because of its status as a public recreational facility, the Lower Yahara River Trail qualifies for protection under Section 4(f). The proposed action would reconstruct the US 51 bridges over Taylor Road and the trail. The trail would be temporarily rerouted during bridge reconstruction and the detour route would be coordinated with McFarland during final design. FHWA's requirements for Section 4(f) do not apply to the project's use of the trail because no R/W or permanent or temporary limited easement will be acquired from the property and the temporary occupancy exception in CFR 774.13(d) applies to the proposed action's use of the trail. In an email dated November 11, 2019, Dane County provided concurrence with the proposed temporary detour of the trail during US 51 bridge reconstruction. Dane County further indicated detour routing should be coordinated with McFarland. The email from Dane County is provided in Appendix A.

L. Brost Addition to Mud Lake (Site L)

The Brost Addition to Mud Lake (Brost Addition) is approximately 68 acres located along the east and west sides of US 51 near Mahoney Road. The land is owned and operated by the Groundswell Conservancy and was acquired in part with Knowles-Nelson Stewardship Grant funds administered by the Wisconsin Department of Natural Resources (WDNR). The land is open to the public and qualifies for protection under Section 4(f) with use defined in the Draft Land Management Plan and grant document as:

1. For conservation and recreation purposes (Management Plan).
2. To protect, enhance, and restore wildlife habitat and natural communities (Project Purpose in the grant document).
3. To enhance opportunities for wildlife-based outdoor recreation (Project Purpose in the grant document).



The proposed action would require approximately 1.7 acres of fee R/W from the Brost Addition, with impacts along both sides of US 51. In addition, the Kegonsa Sanitary District (KSD) maintains a sanitary sewer force main along the east side of US 51 within an easement on the property. KSD has indicated it will relocate portions of the force main as a result of the US 51 improvements and the need for additional easement acquisition by the KSD is anticipated. The finding of *de minimis* impact for the Brost Addition is included as Appendix E. Letters from WDNR and Groundswell Conservancy providing concurrence with the *de minimis* impact finding are included with the correspondence in Appendix A. Coordination with WDNR and Groundswell Conservancy is ongoing and potential mitigation measures discussed to date that are under consideration consist of construction of an improved access and parking area, signage, potential water access enhancements and/or other property enhancements. Mitigation measures will be finalized following real-estate appraisals to determine total value of required mitigation.

## **5. Babcock Park**

### **A. Type and Ownership of Section 4(f) Property**

Babcock Park is a Dane County park located along and bisected by US 51 within McFarland and Dunn. The park is used for camping, picnicking, and fishing and has boat and canoe launch facilities. Because Babcock Park is a publicly owned park, it qualifies for protection under Section 4(f).

Dingell-Johnson grant money was used for portions of the 1993 Babcock Park Access Renovation Project. That project included construction and renovation of park facilities located south of the Yahara River on the west side of US 51. The facilities improved included parking lots, boat launch ramps and pier, dredging, toilet facilities, and an asphalt walkway. The US 51 project would result in a temporary use of real property that interferes with the park's authorized purpose under the Dingell-Johnson grant. All requirements relating to Dingell-Johnson Sport Fish Restoration Act of 1950, 64 Stat. 430, as amended 16 USC 777-777n; and 50 CFR Part 80-Administrative Requirements, Pittman-Robertson Wildlife Restoration and Dingell-Johnson Sport Fish Restoration Act amended July 24, 2008, will be satisfied independent of the Section 4(f) Evaluation.

### **B. Property Description**

Babcock Park is a 16-acre Dane County park located both in and directly south of McFarland. The south village limits in the area of US 51 are formed by the Yahara River. Babcock Park is used for camping, picnicking, and fishing and has boat and canoe launch facilities. Babcock Park is located on the east side of Lake Waubesa at the outflow of the Yahara River. North of the river, the park is on the west side of US 51. South of the river, the park is located on both sides of US 51. Figure 7 shows the location of Babcock Park in relationship to US 51 and McFarland.



**Figure 7 Location of Babcock Park**

See Figure 8 for a map of the park features. The park's boat launch offers a fish cleaning facility and accessible fishing pier. The park also has a boat mooring dock and a shore fishing station. The park features a 25-unit campground with electricity supplied to all sites, a fully accessible restroom and shower, and a sanitary dump station. Figure 9 is a map of the campground features.

The Yahara River flows unimpeded from the Mendota Locks through Lake Monona and Lake Waubesa. The Lake Waubesa Dam, popularly known as the Babcock Park Lock and Dam, is located at the outlet of Lake Waubesa in the town of Dunn. Dane County constructed the 10-foot-high dam in 1938 to control lake levels

and aid navigation. The dam holds a very small hydraulic head, often less than 1 foot, and the dam is often open during the year because the water level is held up by the channel constriction downstream of the dam. The dam controls the water levels for Lake Monona and Lake Waubesa and continues to be owned and operated by Dane County.

Access is provided by an asphalt driveway from US 51 on the south end of the property leading to a parking lot adjacent to the office and shower building and via a second asphalt drive on Burma Road on the northern portion of the property providing access to the campground and sites. The roads are not connected with the campground road ending in a cul-de-sac on the south end.

Babcock Park has a seasonal campground with a basic operating (open for camping) schedule of May 1 to October 15. The potential for an additional two to four weeks of camping exists depending on weather.

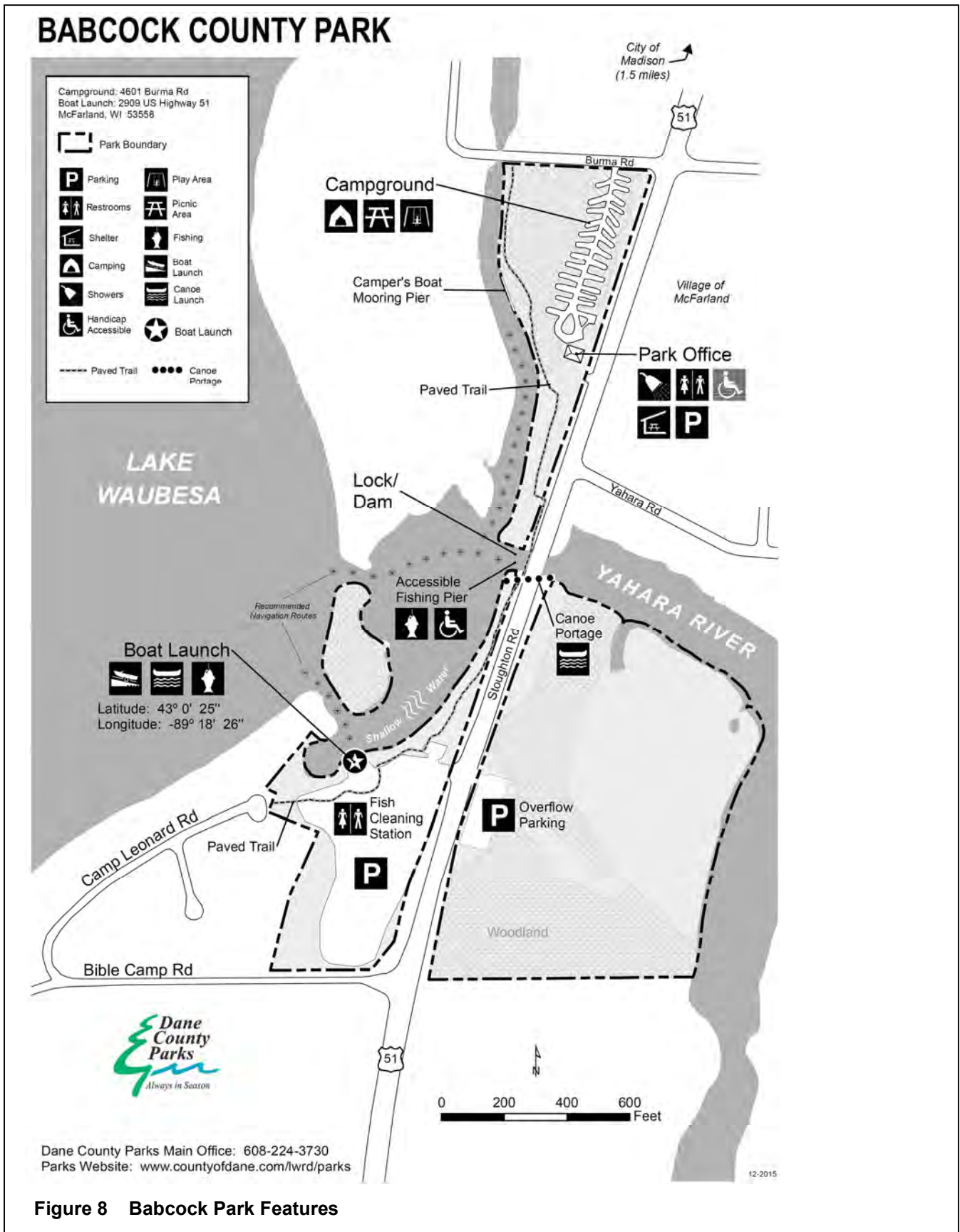
Information on park and campground usage was obtained from Dane County Land & Water Resources, Parks Division (Dane County Parks); the park does not have a written management plan. The year 2018 and 2019 usage data indicated 1,640 camper days in 2018 and 1,793 camper days in 2019 (number of nights that a campsite is occupied). The latest available vehicle counter data for the park's boat launch indicated 70,200 vehicles used the boat launch in 2015.

An archaeological investigation of the park identified a significant pre-contact American Indian habitation and campsite within the project area. Based on the findings of the Phase I study, the site meets the criteria for listing on the NHRP for the potential to contribute to the prehistory of the region. The archaeological site is situated within the park. Because the archaeological site will not be impacted by the US 51 project, Phase II archaeological investigation was not recommended.

Additional information obtained from Dane County Parks includes the following:

- The campground is the only Dane County campground on the Madison chain of lakes with waterfront campsites.
- The revenues from this campground [25 sites total with 30 amperes (amps) electrical to all] are also used to offset maintenance and other costs attributable to other Dane County campgrounds.
- There are a total of 14 campsites along US 51, one of which is special needs accessible and closest to the office and shower building. The 13 standard sites are on a first come, first serve basis.
- Dane County Parks is in favor of replacing the existing chain link fence with a barrier along US 51.
- The loss of mature deciduous shade trees along US 51 would be detrimental to all 14 campsites.
- Dane County Park's concerns include the proximity of US 51 to the office building, loss of landscaping, and loss of setback as a result of the project.
- Because of the archaeological site located within Babcock Park, the number of available sites is maximized at this time and there is no opportunity to relocate campsites to the west.





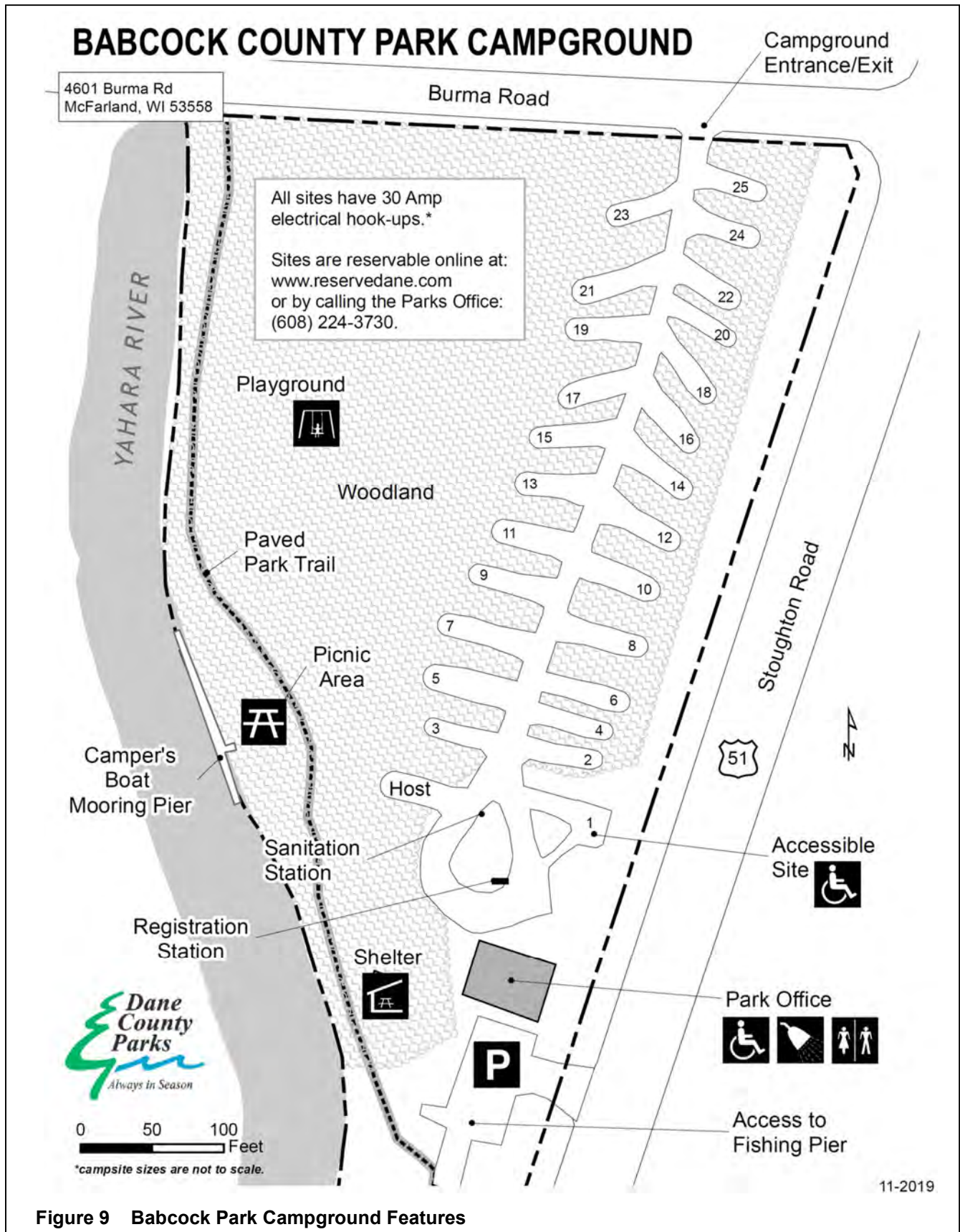


Figure 9 Babcock Park Campground Features

## 6. Description of Use and Impacts on the Section 4(f) Property

The No Build Alternative would not impact Babcock Park. There would be no use of the Section 4(f) resource and no real estate acquisition.

Alternative A would not impact Babcock Park because the only improvements proposed in the McFarland area are a multilane roundabout at Exchange Street, approximately 925 feet south of the park's south border at Bible Camp Road, and minor safety improvements limited to revising the crosswalk pavement markings. Burma Road is Babcock Park's north boundary (see Figures 7 and 8).

Alternative B and Alternative H are identical for the section from Exchange Street to the project's north terminus at Terminal Drive/Voges Road. Correspondence related to Alternative B for Project ID 5845-06-02 also applies to Alternative H (preferred alternative), evaluated under Project ID 5845-06-03. These alternatives would have identical impacts to Babcock Park. Alternative H is the preferred alternative because it meets an acceptable number of need factors, as well as the project's federal fiscal constraint requirement. Alternative B best meets the project need factors but does not meet the federal fiscal constraint requirement. Impacts cannot be avoided with Alternative H because park land is located on both sides of US 51 and Alternative H widens the roadway in this area and requires real estate acquisition.

Alternative H in the area of Babcock Park includes the following:

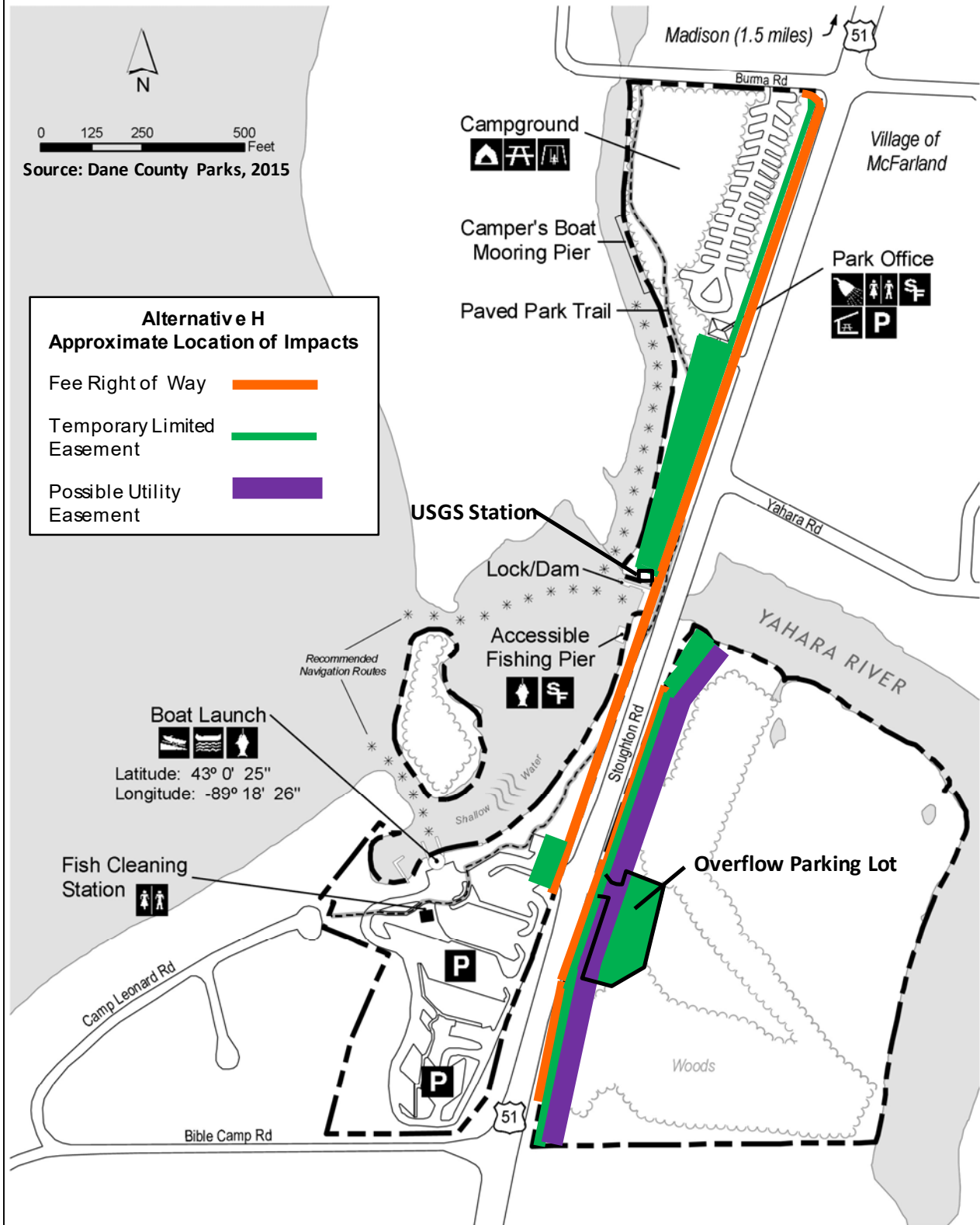
- Widen the existing 4-lane roadway (53-foot-wide, back of curb to back of curb) by 6 to 30 feet to a width of approximately 59 to 83 feet (back of curb to back of curb).
- Add a two-way, left-turn lane (TWLTL). The TWLTL would be located between Yahara Drive and Burma Road where an existing 600-foot-long, 16-foot-tall retaining wall runs along the east side of US 51 and the Babcock Park campground is located along the west side of US 51. The TWLTL section provides full access to the northern parking lot for Babcock Park users on the north side of the Yahara River as well as to the park office and shower building. The TWLTL section would be 14 feet wide, the narrowest roadway footprint to minimize R/W impacts to the campground.
- Add right- and left-turn lanes at the Babcock Park boat launch entrance. To improve safety, northbound vehicles leaving the boat launch parking lot would be required to first travel south 0.3 miles to the roundabout at the intersection with Exchange Street before making a u-turn to travel northbound (total of 0.6 miles). A new left-turn lane would be provided for northbound vehicles on US 51 approaching the boat launch entrance.
- Relocate the entrance to the Babcock Park overflow parking lot located on the east side of US 51. The entrance would be shifted approximately 275 feet south of its existing location so that vehicles exiting the overflow lot can travel north on US 51 and access the main boat launch parking lot on the west side of the highway.
- Add a designated left-turn lane at Burma Road, a street with a north entrance to the park campground.
- Provide pedestrian accommodations along both sides of US 51.
- Improve designated pedestrian crossings to provide refuge.

While impacts are minimized, these improvements would require an estimated 0.5 acres of fee R/W or approximately 3.1 percent of the park area in addition to 2.9 acres of temporary limited easement. Figure 10 is a schematic map showing the general locations in Babcock Park where R/W is needed as part of Alternative H. Refer to the Plan Sheets in Appendix B for more detailed maps showing areas of required fee R/W and easement acquisition.

Alternative H would not cause a noise impact to Babcock Park. Criteria used to define traffic noise impacts have been established by WisDOT. Traffic noise impacts occur when the predicted equivalent sound level (Leq) approaches or exceeds the noise level criteria (NLC) established for a type of land use or when predicted sound levels substantially increase above existing levels. For land uses that include parks and recreation areas, the NLC is 67 A-weighted decibels (dBA). WisDOT has determined the predicted equivalent sound level "approach" is defined as 1 dBA less than the NLC and the "substantial increase" is defined as 15 dBA or more than existing levels. The traffic noise analysis for Alternative H determined that no noise receptors in Babcock Park would be exposed to noise levels that approach or exceed the respective NLC.



# BABCOCK COUNTY PARK



**Figure 10 Alternative H R/W Impacts–Babcock Park**

Alternative H would also result in an impact to Babcock Park related to a sanitary sewer force main. KSD maintains a sanitary sewer force main in a 20-foot permanent easement that runs along the east side of US 51 within the boundaries of Babcock Park. The widening of US 51 would cause KSD to shift the force main to the east so that it is not located within the newly expanded US 51 R/W. Shifting the force main would likely require KSD to obtain additional permanent easement through Babcock Park. Temporary construction easement may also be needed.

This temporary impact would not be considered a Section 4(f) use because:

- Duration is temporary and there is no change in ownership of the land.
- Scope of work is minor in nature and magnitude of changes to Section 4(f) property is minimal.
- There will be no anticipated permanent adverse physical impacts or interference with the protected activities, features, or attributes of the property on either a temporary or permanent basis.
- The land being used will be fully restored and returned to a condition, which is at least as good as what existed before the project.
- There is documented agreement on the above conditions with officials having jurisdiction over the Section 4(f) resource.

Dane County Parks is aware of the need for easements associated with the force main. Alternative H is the preferred alternative and construction staging of the force main will be coordinated with Dane County Parks. Dane County Parks will be notified of construction impacts and disturbed lands will be restored as soon as construction in the vicinity of the park is completed. The general location of the utility easement is shown on Figure 10. Refer to the Plan Sheets in Appendix B for more detailed maps showing areas of additional easement acquisition.

## **7. Avoidance Alternatives**

### No Build Alternative

The No Build Alternative would not include improvements to US 51, and R/W would not be acquired from Babcock Park. The No Build Alternative does not meet the project's purpose or any of the need factors. Although it is feasible, it is not prudent because it does not address safety or operational problems.

### Alternative A—Low Build

Alternative A would not include improvements to US 51 adjacent to Babcock Park and as a result no R/W would be acquired from Babcock Park. From an overall project perspective, Alternative A is a feasible avoidance alternative, but it is not prudent because it does not address the project need factors in the McFarland area as well as Alternative H. A comparison of how the build alternatives address the need criteria for the McFarland area, and Babcock Park specifically, is provided in Table 1 in Section 3.

### Investigation of Off-Alignment Alternatives

According to 23 CFR 774, feasible and prudent avoidance alternatives must be investigated before impacting park resources. Because Babcock Park is located on both sides of US 51, an off-alignment route would be required to avoid Babcock Park. The alignments considered would route US 51 west of Lake Waubesa or east of Babcock Park through residential neighborhoods in McFarland. See Figure 11 for a graphic of the off-alignment alternatives considered.

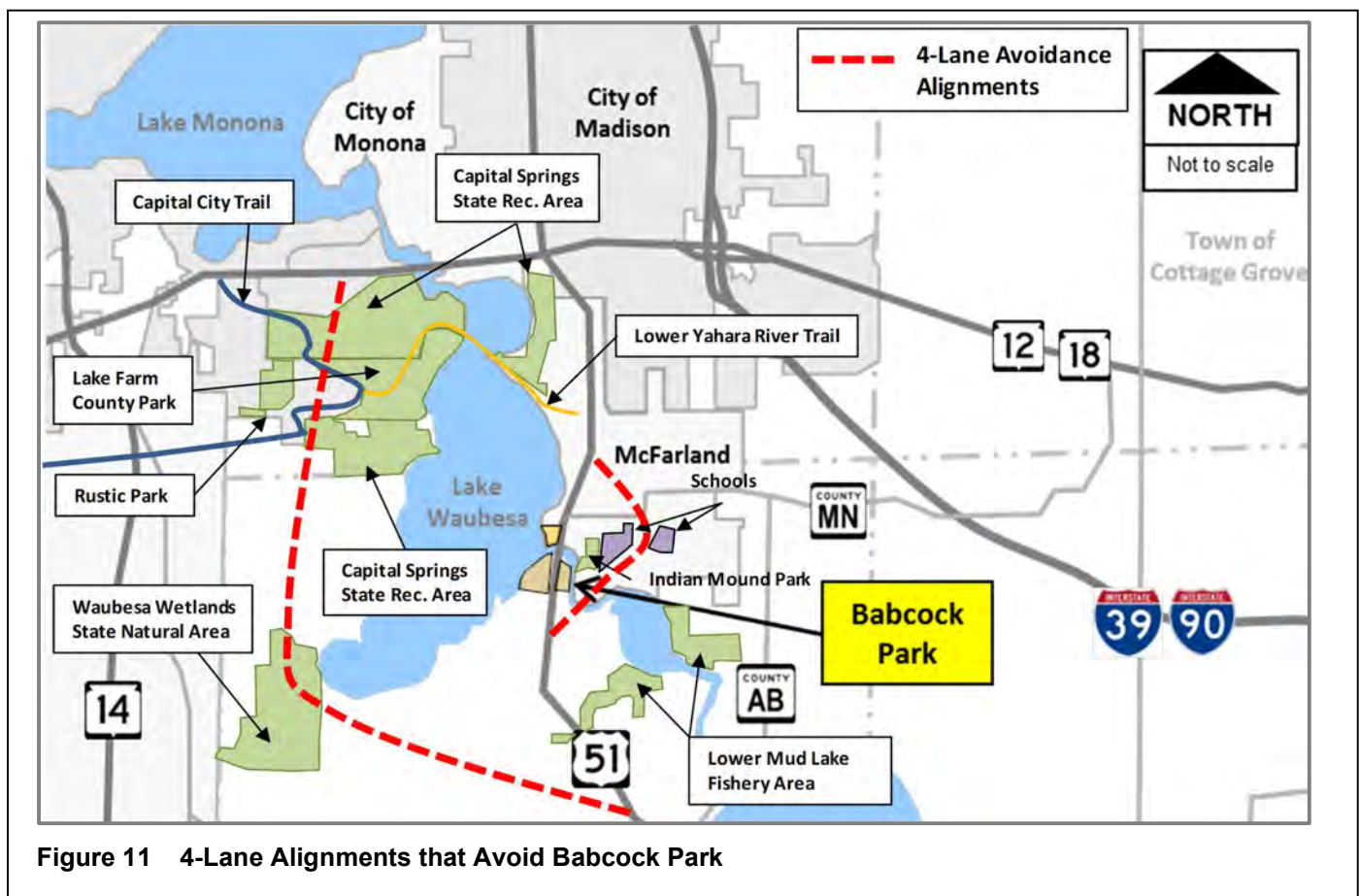
Both of the off-alignment alternatives could feasibly be constructed to avoid Babcock Park, but the alignments would not be prudent. Both off-alignment alternatives would result in impacts to resources other than Babcock Park that are protected by Section 4(f) and cannot be considered avoidance alternatives.

An alignment around the west side of Lake Waubesa would require more than 6 miles of new 4-lane roadway to rejoin US 12/18 near the West Broadway interchange. This alignment would likely have to cross the Waubesa Wetlands State Natural Area located at the southwest end of Lake Waubesa. As the potential alignment proceeded north, it would likely have to cross wetlands and would cross the Capital Springs State Recreation Area and Capital City Trail. It could also potentially impact Lake Farm County Park and Madison Metropolitan Sewerage District ponds. There are also four Madison Parks in the area, including Rustic Park, Indian Springs Park, Baxter Park, and Ocean Road Park. The Capital Springs State Recreation Area,

Lake Farm Park, Rustic Park, Indian Springs Park, Baxter Park, and Ocean Road Park are protected by Section 4(f). This potential alignment could create an additional 2.5 miles of indirection for motorists.

An off-alignment alternative to the east to avoid Babcock Park would need to leave the current alignment of US 51 near Exchange Street and cross the Yahara River. This could require a new bridge at Exchange Street or potentially a new river crossing. The east alignment could impact wetlands and the alignment would impact Legion Memorial Park, Arnold Larson Park, or Indian Mound Conservation Park (listed on the NRHP in 1984), before rejoining the existing US 51 north of Burma Road. These parks are protected by Section 4(f). The hilly topography in this area could also result in impacts to the McFarland High School and Indian Mound Middle School (both of which are finishing up major renovations) located along the east boundary of Indian Mound Conservation Park. This avoidance alignment would likely require residential and business relocations.

An off-alignment alternative shifted even farther east or west to avoid the resources discussed is not prudent and would create additional indirection for motorists. With US 14 located approximately 4 miles to the west and I-39/90 located approximately 3.25 miles to the east, US 51 is needed on or near its current alignment.



While the off-alignment alternatives would avoid Babcock Park, they cannot be considered avoidance alternatives because they would result in extensive impacts to other resources protected by Section 4(f) as well as unreasonable economic and social impacts with severe disruption to the McFarland community.

The avoidance alternatives are the No Build Alternative and Alternative A (Low Build Alternative). The No Build Alternative does not meet the project's purpose or any of the need factors. Although it is feasible, it is not prudent because it does not address safety or operational problems. Alternative A is a feasible avoidance alternative, but it is not prudent because it does not address the project need factors in the McFarland area as well as Alternative H. There is no feasible and prudent avoidance alternative to the use of land from the Section 4 (f) property.

## 8. All Possible Planning to Minimize Harm

As indicated in Section 7, no feasible and prudent alternative was identified that avoids the Babcock Park Section 4(f) property. Alternative H is the preferred alternative and all possible planning to minimize harm has been incorporated into the alternative. WisDOT and FHWA have incorporated the following measures to minimize harm to Babcock Park.

Alternative H was designed to minimize the amount of new R/W required from Babcock Park in the following ways:

- South of the Yahara River on the west side of US 51, the terrace area between sidewalk and curb was eliminated and a retaining wall is used to avoid impacts to the parking lot.
- North of the river, the terrace area between sidewalk and curb was removed.
- The existing 600-foot retaining wall on the east side of US 51 between Yahara Drive and Burma Road is a design constraint that controlled the roadway section. The use of a TWLTL instead of extending the median reduced the roadway width by 2 feet.
- Slope widths and R/W requirements were reduced by using retaining walls along the west side of the roadway.

R/W impacts were reduced by approximately one acre by minimizing the roadway section “footprint” and using retaining walls. WisDOT and FHWA will continue to refine the US 51 design to further reduce impacts to Babcock Park, if possible.

In June 2013, WisDOT obtained an appraisal report for the campground portion of Babcock Park. The appraisal concluded that considering the mitigation measures as part of Alternative H (which are the same impacts as Alternative B that was being evaluated at that time), the physical and economic impacts on the campsites along US 51 as a result of Alternative H are nominal. The report concluded that the campsites along US 51 and the campground property are of equal utility in a post-Alternative H condition compared to present condition. While the temporary limited easement for construction purposes would have a negative impact on the campsites, it would only be for the duration of construction adjacent to the campground.

## 9. Measures to Mitigate Harm

WisDOT will compensate Dane County Parks for the acquisition from Babcock Park before the reconstruction of US 51 adjacent to the park. A list of mitigation measures agreed to by Dane County Parks and WisDOT are listed here and shown on Figures 12 through 18, and on the preliminary plan sheets in Appendix B. Park features are shown on Figures 8 and 9. WisDOT will continue to work with Dane County during the final design phase to refine these mitigation measures.

1. WisDOT will include provisions for wayfinding signage to the park, campground, and boat launch for northbound and southbound traffic.
2. WisDOT will replace trees lost within Babcock Park because of construction; location, size, and type of trees will be determined.
3. WisDOT will include relocation and recalibration of the United States Geological Survey (USGS) station at Babcock Park.
4. WisDOT will provide an access path from proposed US 51 path south of the Yahara River bridge to the existing fishing pier and dam.
5. WisDOT will provide a crosswalk on US 51 with pedestrian refuge islands near the overflow parking lot on the east side of US 51.
6. WisDOT will provide a shared-use path from the overflow parking area on the east side of US 51 to the Yahara River.
7. WisDOT will provide sidewalk on the east side of the Yahara River Bridge and a bicycle and pedestrian path on west side of the bridge.
8. WisDOT will provide a connector path from the proposed US 51 path north of the Yahara River bridge to the parking lot and existing park path on the west side of US 51.
9. WisDOT will reconstruct the lock parking lot as single loaded on the west side and expand the lot north to

- the existing storage sheds.
10. WisDOT will discuss with Dane County Parks the options for decreasing the entrance drive slope to the shower building parking lot. If needed, the parking lot will be raised and reconstructed with required stormwater facilities.
  11. WisDOT will lengthen the span of the Yahara River Bridge to be at least the same as the existing dam structure opening.
  12. WisDOT will construct a retaining wall from Station (Sta.) 489+00 to Sta. 494+00 that includes a transition ramp to provide access to the parking lot.
  13. If needed to maintain existing boat landing parking lot roadway geometry, WisDOT will provide a retaining wall from approximately Sta. 478+50 to approximately Sta. 481+00.
  14. WisDOT will provide a screening and/or barrier wall adjacent to the campground. Between the wall and US 51 west curb line, sidewalk will be provided.
  15. WisDOT is willing to provide some aesthetic and informational provisions on the screening and/or barrier wall and will coordinate these items with Dane County Parks.

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BABCOCK PARK MITIGATION MEASURES

- 1. WisDOT will include provisions for way-finding signage to park, campground, and boat launch for north- and southbound traffic.
- 2. WisDOT will replace trees lost within Babcock Park because of construction; location, size, and type of trees will be determined.
- 3. WisDOT will include relocation/recalibration of the USGS station at Babcock Park.
- 4. WisDOT will provide an access path from proposed US 51 path south of the Yahara River bridge to the existing fishing pier and dam.
- 5. WisDOT will provide a crosswalk on US 51 with pedestrian refuge islands near the overflow parking lot on the east side of US 51.
- 6. WisDOT will provide a shared use path from the overflow parking area on the east side of US 51 to the Yahara River.
- 7. WisDOT will provide sidewalk on the east side of the Yahara River Bridge and a bicycle/pedestrian path on west side of the bridge.
- 8. WisDOT will provide a connector path from the proposed US 51 path north of the Yahara River bridge to the parking lot and existing park path on the west side of US 51.
- 9. WisDOT will reconstruct the lock parking lot as single loaded on the west side and expand the lot north to the existing storage sheds.
- 10. WisDOT will discuss with Dane County Parks the options for decreasing the entrance drive slope to the shower building parking lot. If needed, the parking lot will be raised and reconstructed with required stormwater facilities.
- 11. WisDOT will lengthen the span of the Yahara River Bridge to be at least the same as the existing dam structure opening.
- 12. WisDOT will construct a retaining wall from Station 489+00 to Station 494+00 that includes a transition ramp to provide access to the parking lot.
- 13. If needed to maintain existing boat landing parking lot roadway geometry, WisDOT will provide a retaining wall from about Station 478+50 to about Station 481+00.
- 14. WisDOT will provide a screening and/or barrier wall adjacent to the campground. Between the wall and US 51 west curbline, sidewalk will be provided.
- 15. WisDOT is willing to provide some aesthetic and informational provisions on the screening and/or barrier wall and will coordinate these items with Dane County Parks.



Figure 12 Impacts and Mitigation Measures at Babcock Park





Figure 13 Distance from Boat Launch Parking Lot to Exchange Street Roundabout



Considering the mitigation measures listed previously and shown on the attached mapping, use of the Section 4(f) resource will not adversely impact the activities, features, and attributes in the following ways:

Relocation and Recalibration of USGS Station (Mitigation Item 3)

The existing USGS station is located on the north side of the Yahara River, near the lock and dam control structure. In this area, a strip of R/W will be acquired from the park for the new bridge and multiuse path. The lock and dam parking lot will be reconstructed and expanded to the north and the USGS station will be relocated to the west, near the lock and dam control structure (see Figure 14).

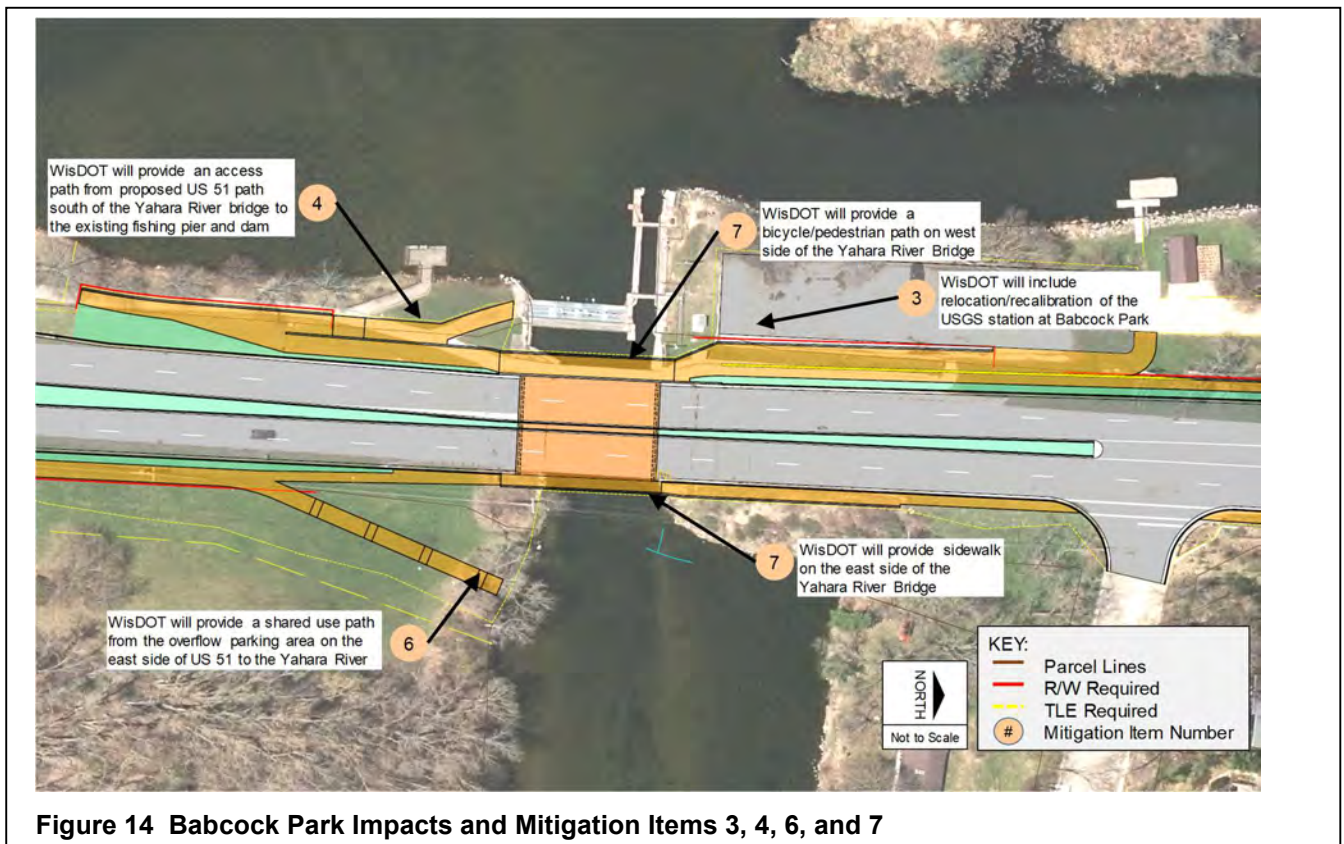
Shore Fishing (Mitigation Items 4, 5, and 6)

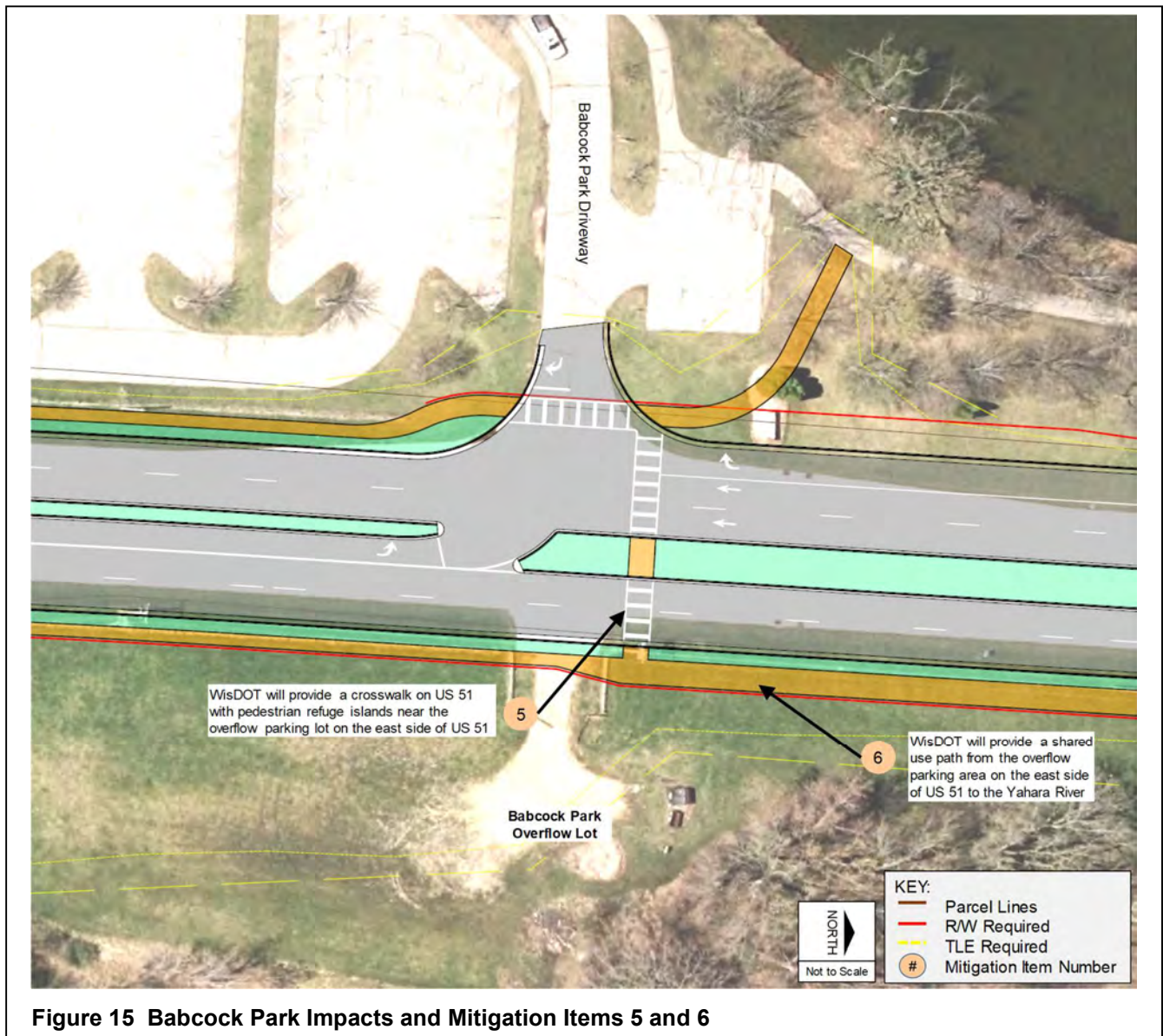
Shore fishing areas and accessible fishing platforms will not be directly impacted. Improvements to park paths and sidewalks will improve access to designated shore fishing locations as well as other shoreline areas in the park. On the west side of US 51, access paths will be reconstructed south of the Yahara River bridge to the existing fishing pier and dam shore fishing area (see Figure 14).

Along the east side of US 51, a new path will extend from the overflow parking lot to the Yahara River, providing a new, accessible shore fishing location and canoe launch location. Canoe launching facilities will be improved by the addition of this path. Also, canoeists that park in the overflow lot and wish to launch a canoe on the west side of US 51 will be able to cross safely at a new pedestrian crossing that will be provided near the overflow parking lot (see Figure 15).

Yahara River Bridge (Mitigation Item 7)

Sidewalk will be added to the east side of the new Yahara River Bridge and a multiuse path will be provided on the west side of the bridge (see Figure 14).





#### Connector Path and Lock Parking Lot Reconstruction (Mitigation Items 8 and 9)

On the west side of US 51, north of the Yahara River, a new connector path will be constructed from the proposed US 51 path to the parking lot and existing park path. The lock parking lot will be reconstructed as single loaded on the west side and will be expanded north to the existing storage sheds (see Figure 16).

#### Lengthen Span of Bridge (Mitigation Item 11)

The span of the Yahara River Bridge will be lengthened to be at least the same as the existing dam structure opening (see Figure 16).

#### Retaining Wall and Transition Ramp (Mitigation Item 12)

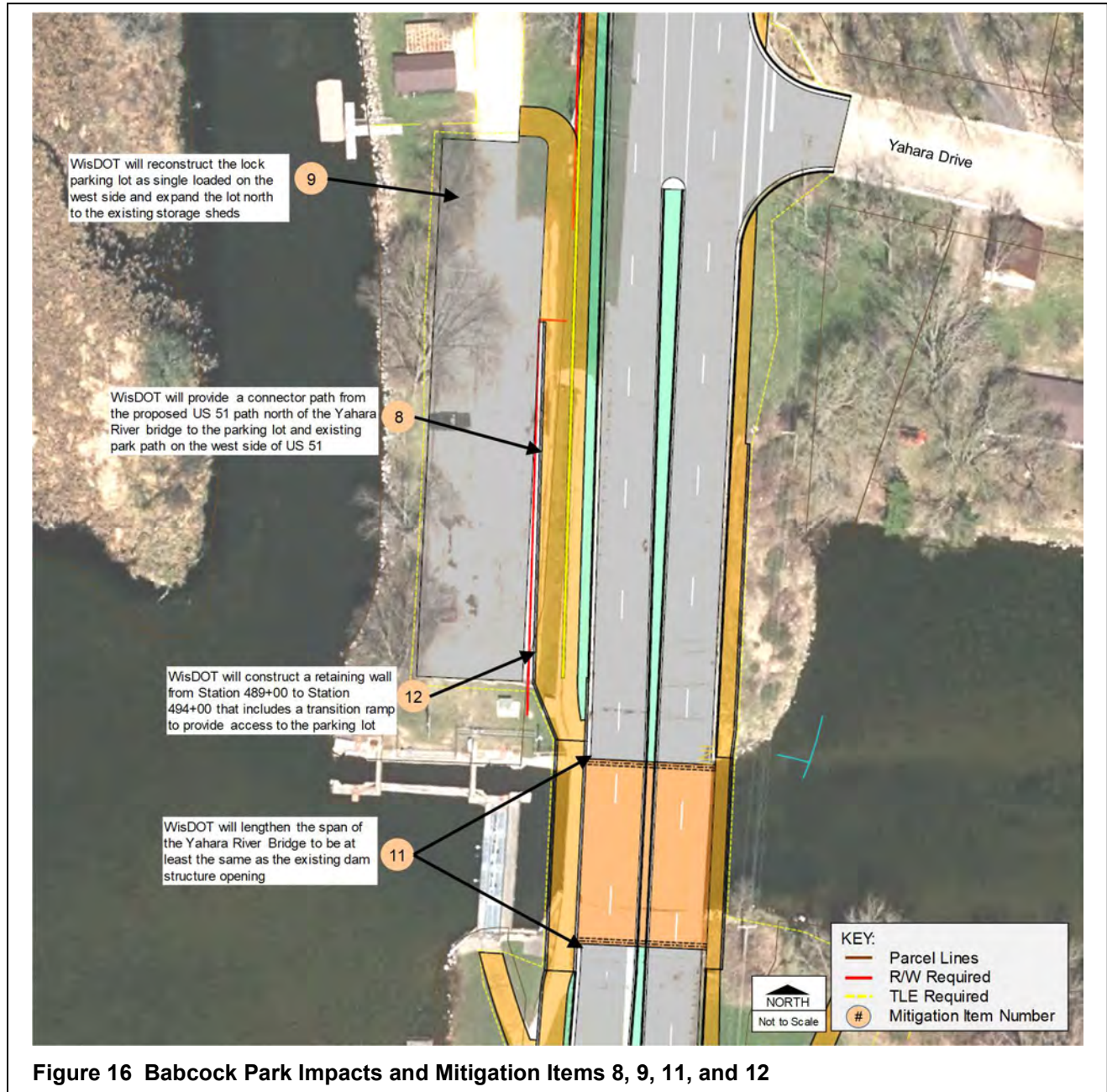
An approximately 500-foot-long retaining wall will be constructed from the north end of the Yahara River bridge and will include a transition ramp to provide access to the lock parking lot and the existing park path (see Figure 16).

#### Boat Launch Parking Lot (Mitigation Item 13)

If needed, a retaining wall will be constructed to minimize highway impacts to the boat launch parking lot so that no parking spaces will be impacted. Access to the boat launch facility will be improved by the additional turning lanes. A



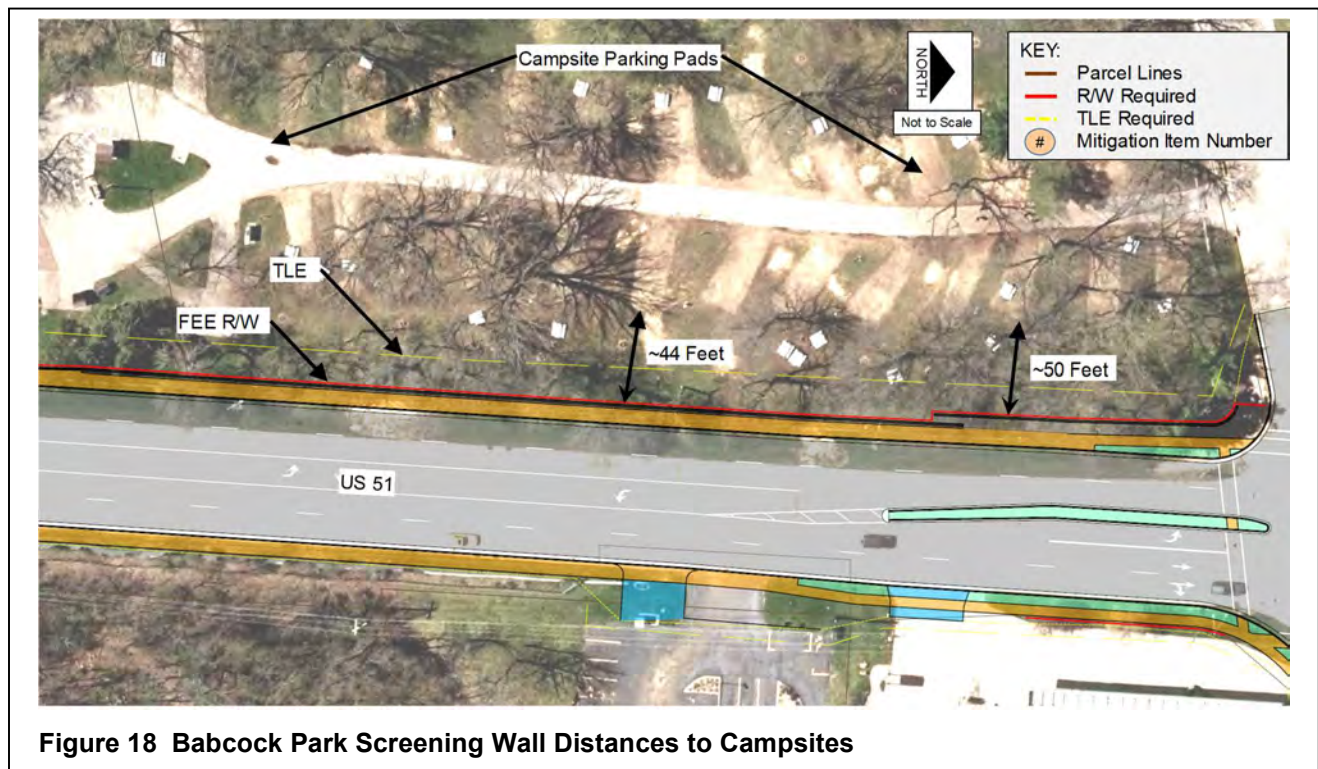
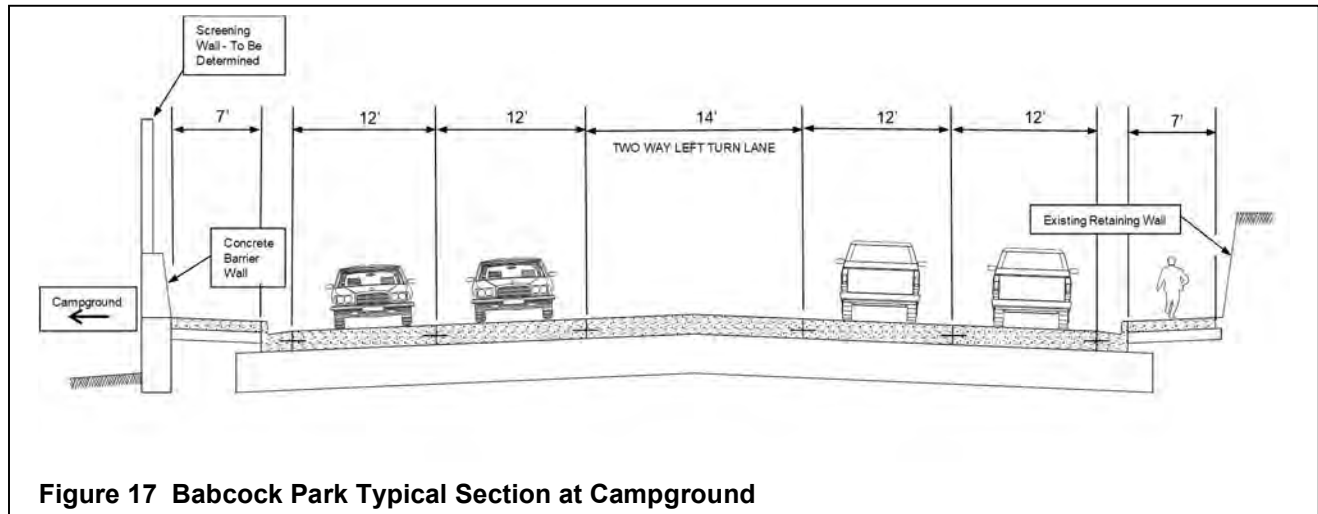
safer exit from the boat launch facility to travel north on US 51 is proposed with a right-out turning movement and a U-turn at the proposed roundabout at Exchange Street approximately 1,650 feet south of the entrance (Figure 13).



#### Camping and Picnicking (Mitigation Item 14)

A retaining wall will be provided to reduce fill slopes adjacent to the campground. A barrier wall or retaining wall will be used to provide a visual screening of US 51 for Babcock Park users. The height of the screening wall will be determined in consultation with Dane County Parks. The wall could extend from Burma Road to the Babcock Park shower building.

Between the wall and US 51 curb line, a crash barrier and sidewalk will be provided. The crash barrier will protect the campers from errant vehicles (see Figure 17). Wall design details are being discussed with Dane County Parks. The distance between the nearest campsite parking pads and the retaining/screening wall ranges from approximately 34 to 42 feet. See Figure 18 showing the distances from the screening wall to various campsite parking pads.



## 10. Coordination

WisDOT and FHWA met with Dane County Parks and the Park Commission on several occasions to discuss the potential impacts to Babcock Park and proposed mitigation measures. Dane County Parks initially proposed 18 mitigation measures (August 24, 2011) and WisDOT agreed to satisfy 15 of those measures (October 14, 2011). The following three mitigation measures were not possible: (1) WisDOT is unable to begin any improvements within a five-year time frame; (2) WisDOT is unable to install a pedestrian underpass at the Yahara River bridge because of grade considerations; and (3) WisDOT is unable to fund a campground at an off-site location because WisDOT is not able to provide money as a mitigation measure. In February 2013, Dane County Parks requested that some of the existing campsites be relocated within the park. The relocation of the existing campsites will not be considered a



mitigation measure because the proposed location for relocating the campsites was identified as an archaeological site.

Public involvement for the US 51 Corridor Study has been ongoing since 2005 when the initial Alternatives Solutions Workshop was held following the Needs Assessment. Following that workshop, Public Involvement Meetings (PIMs) were held in 2006, 2009, 2011, and 2012. These PIMs presented the No Build Alternative, Alternative A–Low Build, and Alternative B–Four-lane Expansion.

The following comments at PIMs in 2011 and 2012 were related to Alternative B:

- At the April 2011 PIM, one comment was provided that requested a connection to Babcock Park from Exchange Street.
- At the October 2012 PIM, there were three residents that supported the impacts to Babcock Park and five residents that opposed the impacts to Babcock Park.

The most recent PIMs for the study were held in 2015, 2019, and October 2020. The alternatives considered in the EA and presented at the meetings were the No Build Alternative, Alternative A–Low Build, Alternative B–Four-lane Expansion, and the build alternative developed for the EA (Alternative H). Updated alternatives and impacts, including impacts to the Babcock Park Section 4(f) property, were presented at the PIMs. Based on a comment received at the 2015 PIM, WisDOT coordinated with Dane County Parks and shifted the overflow parking lot entrance approximately 275 feet south. The shifted driveway is shown on Figures 12 and 13 and the Preliminary Plan Sheets in Appendix B.

A public hearing was held for the study in April 2021. No comments or testimony were provided related to the preferred alternative's impacts to Section 4(f) properties.

<b>Table 4 Correspondence with Dane County Parks</b>	
<b>Date</b>	<b>Correspondence Topic and Meeting Topics/Issues Resolved</b>
9/5/2008	Meeting with Dane County Parks to review alignments and typical sections and discuss options for sidewalks and paths at Babcock Park.
11/10/2008	Dane County Parks email to WisDOT accepting invitation to become a participating agency.
9/7/2010	Meeting with Dane County Parks to discuss potential project impacts to Babcock Park and intersection improvements.
5/13/2011	Meeting with Dane County Parks to discuss potential project impacts at Babcock Park, potential mitigation measures, and design refinements.
7/13/2011	WisDOT attended the Park Commission meeting and presented an overview of the US 51 project and summary of preliminary impacts to Dane County's Babcock Park and potential mitigation measures.
8/24/2011	Letter to WisDOT proposing 18 mitigation measures at Babcock Park.
10/14/2011	WisDOT letter to Dane County Parks responding to proposed 18 mitigation measures at Babcock Park. WisDOT agreed to all requests by Dane County Parks except for the following three: (1) WisDOT is unable to commit to beginning any improvements within a five-year time frame; (2) WisDOT is unable to install a pedestrian underpass at the Yahara River bridge because of grade considerations; and (3) WisDOT is unable to fund a campground at an off-site location because WisDOT is not able to provide money as a mitigation measure.
10/31/2011	Meeting with Dane County Parks to discuss potential project impacts at Babcock Park and WisDOT proposed mitigation measures.
11/28/2011	Letter from Dane County Parks to WisDOT indicating the Park Commission was generally in agreement with the 15 proposed mitigation measures at Babcock Park.
1/17/2013	Meeting with Dane County Parks to discuss Babcock mitigation measures and whether WisDOT should pursue a <i>de minimis</i> impact finding at Babcock Park or a full Section 4(f) Evaluation.
2/27/2013	WisDOT attended the Park Commission meeting to discuss Babcock Park mitigation measures and whether WisDOT should pursue a <i>de minimis</i> impact finding at Babcock Park or a full Section 4(f) Evaluation. There was a motion by the Park Commission reconfirming the Park Commission's position that there is not a <i>de minimis</i> impact to the park unless all 15 mitigation measures are provided and the campsites are relocated. Therefore, if an alternative impacting the park will be implemented, WisDOT will pursue a full Section 4(f) finding for Babcock Park.
10/13/2015 and 10/28/2015	Email correspondence indicating Dane County Parks is in agreement with moving the overflow lot entrance 250 feet south and grading the lot with a 20:1 slope.
8/12/2019	Meeting with Dane County Parks to discuss updated project impacts at Babcock Park and WisDOT proposed mitigation measures.
11/11/2019	Email correspondence providing Dane County Parks concurrence with the need to temporarily detour the trail during construction of the US 51 bridges over the trail.
11/25/20	Meeting with Dane County Parks to provide a status update on the study, discuss the next steps moving forward and the impacts and mitigation items at Babcock Park.

Representatives from Dane County Parks participated in Technical Advisory Committee (TAC) meetings and several agency meetings.

**Table 5 Dane County Parks Coordination**

Meeting Dates	Group	Topic
6/9/2005	TAC	Reviewed findings from Alternative Solutions Workshop and discussed potential screening of alternatives that would improve other corridors besides US 51 to address US 51 concerns.
8/30/2005	TAC	Presentation of screening results of various improvement alternatives and discussion of implications of other alternatives.
2/20/2006	TAC	Discussed recent meetings, revised Purpose and Need, discussed concept alternatives, suggested refinements and a subalternative of US 51 located west of Stoughton, and discussed upcoming PIM.
9/14/2006	TAC	Provided summary of PIMs, discussed the potential to reduce the number of concepts (result: no), and discussed next steps in agency coordination process.
9/26/2007	TAC	Discussed scope for EIS with overview of requirements of 23 USC 139; reviewed alternatives, typical sections and design criteria, EIS schedule, and public involvement.
3/6/2008	TAC	Discussed project schedule and 23 USC 139 status; reviewed Value Engineering Study goals and recommendations; discussed alternatives to add or remove from EIS and next PIM.
1/20/2009	TAC	Discussed project alternatives and alignments being carried forward, alternatives dismissed, preliminary impacts, traffic modeling results, upcoming agency meeting, upcoming PIMs, and project schedule.
2/19/2009	Agency Meeting (NEPA 404 /Coordination Pt 2)	Reviewed final Purpose and Need, proposed alternatives, and preliminary impacts.
4/28/2009	TAC	Reviewed PIM exhibits and presentation.
6/29/2009	TAC	At this post-PIM meeting, the May 2009 PIM comments were reviewed and refinement and revision of alternatives was discussed.
1/11/2010	Agency Meeting	Provided agencies with a post-PIM project update following May 2009 PIM. Discussed design revisions and new "Stoughton Bypass" alternatives.
1/20/2010	TAC	Reviewed Stoughton Bypass Alternatives, proposed north interchange at County B/AB, and roundabouts at County B (east).
2/8/2011	TAC	Reviewed US 51 design changes and new Stoughton Bypass alternative developed; discussed dismissal of Alternatives C and D.
8/25/2011	Agency Meeting with Field Review	Provided agencies with a post-PIM project update following the April 2011 PIM. Discussed design revisions and potential dismissal of some "Stoughton Bypass" alignments. Meeting included a project corridor field review.
9/25/2012	TAC	Reviewed the US 51 and Stoughton Bypass design changes. Reviewed exhibits for upcoming PIM.

Copies of correspondence between WisDOT and Dane County Parks and copies of meeting minutes related to impacts and mitigation at Babcock Park (when available) are provided in Appendix A.

## 11. Section 4(f) Finding

Based on the above considerations, FHWA has determined there is no feasible and prudent avoidance alternative to the use of land from the Section 4(f) property. Furthermore, the preferred alternative includes all possible planning to minimize harm to the Section 4(f) resource resulting from such use.

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## **APPENDIX A CORRESPONDENCE**

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List of Correspondence in Appendix A		
Date	Page Number	Correspondence or Meeting Topics/Issues Resolved
<b>Babcock Park</b>		
9/5/2008	A-2	Meeting with Dane County Parks to review alignments and typical sections and discuss options for sidewalks and paths at Babcock Park.
11/10/2008	A-4	Email to WisDOT accepting invitation to become a participating agency.
9/7/2010	A-5	Meeting with Dane County Parks to discuss potential project impacts to Babcock Park and intersection improvements.
5/13/2011	A-11	Meeting with Dane County Parks to discuss potential project impacts at Babcock Park, potential mitigation measures, and design refinements.
8/24/2011	A-16	Letter to WisDOT proposing 18 mitigation measures at Babcock Park.
10/14/2011	A-18	WisDOT letter to Dane County Parks responding to proposed 18 mitigation measures at Babcock Park. WisDOT agreed to all requests by Dane County Parks except for the following three: (1) WisDOT is unable to commit to beginning any improvements within a five-year time frame; (2) WisDOT is unable to install a pedestrian underpass at the Yahara River bridge because of grade considerations; and (3) WisDOT is unable to fund a campground at an off-site location because WisDOT is not able to provide money as a mitigation measure.
10/31/2011	A-21	Meeting with Dane County Parks to discuss potential project impacts at Babcock Park and WisDOT proposed mitigation measures.
11/28/2011	A-24	Letter to WisDOT indicating the Park Commission was generally in agreement with the 15 proposed mitigation measures at Babcock Park.
2/27/2013	A-25	WisDOT attended the Park Commission meeting to discuss Babcock Park mitigation measures and whether WisDOT should pursue a <i>de minimis</i> impact finding at Babcock Park or a full Section 4(f) Evaluation. There was a motion by the Park Commission reconfirming the Park Commission's position that there is not a <i>de minimis</i> impact to the park unless all 15 mitigation measures are provided and the campsites are relocated. Therefore, if an alternative impacting the park will be implemented, WisDOT will pursue a full Section 4(f) finding for Babcock Park.
10/13/2015 and 10/28/2015	A-27	Email correspondence indicating Dane County Parks is in agreement with moving the overflow parking lot entrance 250 feet south and grading the lot with a 20:1 slope.
8/12/2019	A-30	Meeting with Dane County Parks to discuss updated project impacts at Babcock Park and WisDOT proposed mitigation measures.
<b>Lower Yahara River Trail</b>		
11/11/19	A-32	Email correspondence providing Dane County Parks concurrence with the need to temporarily detour the trail during construction of the US 51 bridges over the trail.
<b>Brost Addition</b>		
5/14/21 and 5/19/21	A-35	Letters from WDNR and Groundswell Conservancy providing concurrence with the <i>de minimis</i> impact finding.
<b>Section 4(f) Evaluation</b>		
7/1/20	A-39	Letter from US Department of Interior providing concurrence with draft determination and having no objection to the Draft 4(f) Evaluation.



**Wisconsin DOT**  
**I.D. 5845-06-02**  
**US 51 Environmental Impact Statement**  
**I-39/90 to Madison South Beltline**

WisDOT SW Region Office

September 5, 2008, 9:00 a.m.

Participants: Jeff Berens, Tom Koprowski (WisDOT)  
Joan Petersen, Pete Wood (Strand)  
Darren Marsh, Chris James, Kevin Connors (Dane County)

Meeting Exhibits: Current typical sections  
Aerials with alternatives on US 51  
Aerial maps with alternatives for bike accommodation in McFarland

Action items: Noted in **bold**

From 8:30 to 9:00 a.m., Strand and WisDOT discussed the latest versions of alternatives with exhibits showing the typical sections and alignments being considered.

The typical sections presented included the Stoughton urban area using a 4-lane, 40 mph low speed urban section and a 4-lane 40 mph+ high speed urban section. Bike accommodation is provided on-street only in these typical sections and sidewalk is provided on the east side of the road with provision for future sidewalk on the west side where curb and gutter will be provided.

The alignments shown were of the Stoughton urban area, the McFarland urban area and the rural section between the two communities. The rural exhibits showed one alignment generally following the existing alignment with a an off alignment (westerly) section to avoid an Indian mound south of CTH B/AB and another with an off alignment section (westerly) from S. Brooklyn Road and then turning north to run along the west side of the UW's Synchrotron facility on Schneider Road to match in at US 51 north of Dyreson Road. Also shown was a re-alignment of CTH B west to connect with USH 51 north of the existing location with a flatter profile.

At 9:00 a.m. a meeting commenced with Dane County Parks, Planning and Land Conservation representatives. Among their concerns were:

1. Hydraulics of the existing Babcock Dam. Hydraulic studies have determined that the existing dam is a restriction to the flow on the Yahara River between the lakes. There may be a future proposal to lengthen the bridge just downstream of the dam.
2. Separation of the camping area along USH 51 from the roadway. Currently tent camping takes place near the existing USH 51 roadway and campers are separated from errant vehicles by a chain line fence. Dane County would like to see a barrier wall constructed in this area to control errant vehicles.
3. Provision for the use of Bible Camp Road for users of the boat ramp. Currently all the traffic using the boat ramp uses the driveway on US 51 north of Bible Camp Road. Local residents are concerned with the volume of traffic that would use Bible Camp



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Road if the expanded parking lot had direct access to Bible Camp Road. The expanded lot currently only connects to the initial parking area and access drive.

- a. Chris James will provide Strand with the County's mailing list of Bible Camp Road residents. (done)**
  - b. Strand will review the Bible Camp intersection access issues and add a discussion to the US 51 Concept Plan Report being performed under a work order.**
4. Dane County was shown the alternatives being developed to provide a pedestrian/bike path along the west side of USH 51 from Larson Beach Road to Exchange Street. Two alternatives were discussed, one with just a path added and a second providing a widened roadway section to permit a two way left turn lane in that area. The typical section proposed in the south end of McFarland did not include a two way left turn lane over the bridge. The alternatives shown only required an approximate 7 foot widening (to the west) of the existing bridge on USH 51 over the Yahara River. Dane County representatives were in favor of the multiuse path and asked that a vehicular barrier system be provided to protect campers. Jeff Berens noted that WisDOT would consider the request as part of the alternative development, but that FHWA would need to be consulted on each of the configurations to determine what was acceptable.
5. Dane County has bridge plans to provide a catwalk adjacent to the south abutment of the USH 51 bridge over the Yahara River to be used for portaging canoe traffic. Dane County applied for a grant to construct the project, but the project was not approved.
6. Provision for bike/pedestrian traffic along CTH B north of Stoughton. Dane County noted that in order to match their plans, modifications to the bridge near CTH N will be required as well as provision for a path along CTH B. Crossings under the bridge and near the railroad corridor would be needed. Strand was provided a copy of the Dane County Parks & Open Space Plan 2006-2011 that shows the proposed Dane County bike path system. (the map is also on the Dane County Web site)

The meeting ended at approximately 10:15 a.m.

Jeff,

In response to your letter of October 10, 2008, Dane County accepts the invitation to be a participating agency for Project ID 5845-06-02  
USH 51 Corridor Study  
I-39/90 to US 12/18 (Madison South Beltline)  
Dane County, Wisconsin

Other Dane County Departments, besides Dane County Highway, that anticipate involvement with this process include (but not limited to)

Dane County Planning, Pam Andros, 261-9780, [andros@co.dane.wi.us](mailto:andros@co.dane.wi.us)  
Land and Water Resources Department, Kevin Connors, 224-3731, [connors.kevin@co.dane.wi.us](mailto:connors.kevin@co.dane.wi.us)

Please forward the Draft EIS and the Impact Analysis Methodology to them for their review.

Please feel free to contact me with any questions.

Pam Dunphy, PE  
Assistant Commissioner  
Department of Public Works, Highway and Transportation  
Phone: (608)266-4036  
Mobile: (608)575-2244  
Fax: (608)266-4269  
email: [dunphy@co.dane.wi.us](mailto:dunphy@co.dane.wi.us)





WisDOT ID 5845-06-02  
US 51 Environmental Impact Statement  
I-39/90 to Madison South Beltline  
Dane County

## Project Meeting with Dane County Parks and Village of McFarland Minutes

September 7, 2010, at 1 P.M.  
WisDOT SW Region Office

### Participants:

Jeff Berens, WisDOT Project Manager  
Shar Tebeest, WisDOT C.O. Environmental  
Mike Hoelker, WisDOT Planning Supervisor  
Allan Coville, Village of McFarland  
Don Peterson, Village of McFarland  
Luke Hellermann, Strand Associates

Jenny Grimes, WisDOT Environmental  
Tom Koprowski, WisDOT Planner  
Mike Harried, McFarland Village President  
Darren Marsh, Dane County Parks Director  
Chris James, Dane County Parks Planner  
Joan Petersen, Strand Associates

### Exhibits:

Typical sections, Plan/Profile and Cross Sections (Exchange Street to Larson Beach Road, McFarland)  
Roll plot - US 51, Tower Road to Larson Beach Road, McFarland  
Babcock Park map  
Impacts to Babcock Park, memo  
Section 4(f) and de minimus impacts PowerPoint handout  
Right-In Right-Out Left-In plan view for typical driveway  
Viking Park plan sheets (two)  
Roll plots, County B and alternatives east of County N to Pleasant Hill Road

Action items: Noted in **bold**; a summary list is provided on the last page of minutes

### 1. Introductions.

Jeff welcomed the group and indicated the purpose of the meeting was to provide a project update and review the current designs in McFarland and at Dane County's Babcock and Viking Parks.

### 2. Current US 51 design in McFarland.

Joan summarized the current urban and rural typical sections from East Tower Road, through the Exchange Street roundabout (RAB), and past Babcock Park in McFarland. This included a summary of posted speed limits, sidewalk, bike lanes, and median width. Joan noted the design presented was the same as that at the May 2009 public information meetings (PIMs).

Allan expressed concern with snow removal on the proposed sidewalks adjacent to Babcock Park and the existing retaining wall. Without a terrace there would be no room for snow storage. Joan Petersen agreed that the snow would need to be removed from the sidewalks.

Don asked why sidewalk is proposed only on the east side of US 51 from the Exchange Street RAB to the Yahara River. Don indicated the park is a destination and a sidewalk on the west side might be used more. A sidewalk on the east side might promote pedestrian crossing of US 51 at various locations, where crossing provisions are not located, by those who want to access the park. Joan indicated the project team can look at this closer and consider sidewalk on both sides of US 51. FHWA requires projects to provide for bike and pedestrian accommodations in urban areas.

Don pointed out that there is a crest of a hill just south of the proposed Exchange Street RAB and that this may be a safety issue for northbound vehicles approaching the RAB. Joan agreed and indicated that the hill would probably need to be lowered for proper sight distance for motorists approaching the RAB from the south. Joan also pointed out that speeds would be reduced approaching the RAB with typical speeds through the RAB of about 17 to 20 mph.



**WisDOT ID 5845-06-02**  
**US 51 Environmental Impact Statement**  
**I-39/90 to Madison South Beltline**  
**Dane County**

Darren confirmed the park's overflow parking area on the east side of US 51 is used during busy weekends. The area is also used to store the park's dumpsters. However, Parks (Parks) would be willing to consider removal of the access to that area if it would be helpful.

The potential "cat walk" crossing for canoeists under the existing bridge was also discussed. Parks would like to see it constructed but was under the impression the funding is not currently available. Tom thought the funding may have been allocated.

- **Tom will check on the funding status.**

3. Joan initiated a discussion of existing park access to US 51 at STA 493+00.

- a. At the access to the park office (known as the Lock Access), in addition to the strip right-of-way (R/W) acquisition (about 8 feet), temporary limited easement (about 10 to 15 feet) for re-construction of the access would be needed. Plans propose an approximate 8 percent slope and based on Joan's observations at the site, it appears that would be an acceptable modification. The question was raised as to whether or not the 8 percent slope was too much for boats/trailers and RVs. Darren indicated that boats and RVs are not supposed to use that access point and that the addition of signage to indicate the restriction could be a potential mitigation measure.
- b. Chris asked about a connection from the boat ramp parking lot to Bible Camp Road and whether the current US 51 access to the boat ramp lot would remain. Joan confirmed that the existing plans are for the existing access to remain and that there are no plans to connect the lot to Bible Camp Road. Chris mentioned that Parks proposed a connection from the lot to Bible Camp Road in the past and that was met with much resistance from local residents.

Joan presented a schematic diagram of a typical right-in/right-out/left-in intersection, the proposed turning movements for Bible Camp Road. Motorists from the north or south will be able to turn onto Bible Camp Road, but all traffic leaving will have to turn right (south) and continue south or use the Exchange Street RAB to turn around and then travel north on US 51. Joan explained that between the RAB and Bible Camp Road, this 14-foot-wide center lane could be used by northbound traffic waiting to turn onto Bible Camp Road.

The right-in/right-out/left-in layout was also discussed as a possibility for the Babcock Park boat ramp access. Boats and trailers leaving the parking lot and wanting to travel north could more easily turn right and use the RAB at Exchange Street to reverse direction. Another possibility would be accessing the boat ramp lot from Bible Camp Road. Darren indicated this was explored previously without success. The right-in/right-out/left-in intersection layout at Bible Camp Road would improve flow onto US 51 and area residents may be more willing to accept the parking lot traffic onto Bible Camp Road if the right-out-only turning movement is implemented. Darren and Chris feel the proposed turning movements and TWLTL for storage of northbound traffic trying to enter the boat ramp access are acceptable. However, Darren expressed concern for the south-bound vehicles and the lack of a turn lane/space for queuing for vehicles entering the boat ramp access.

There is limited space between the boat ramp access and the bridge over the Yahara River. Joan indicated this could be looked at closer, but this would likely require additional R/W from the park along the west of US 51. Darren indicated that Parks would not be opposed to additional R/W acquisition along the park (west side of US 51) if southbound vehicles could have a right-turn lane into the parking lot. Chris mentioned that reconfiguration of the parking lot and access to it would be welcomed if traffic flow in and out of the lot can be improved.

- **Strand will review and look at options for providing turning lane/queuing space on US 51 for southbound vehicles.**
- c. Chris asked about the bridge and if there are any plans for replacement. Joan indicated there are no plans to replace the bridge in the near future and the EIS design profile matches existing conditions. Chris mentioned that a study of the Yahara River flow is underway by Dane County





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and it should be completed in December 2010. The preliminary indications are that the existing bridge is restricting river flow and the study will likely recommend increasing the existing 60-foot span to 100 feet. Joan confirmed that the Environmental Impact Statement (EIS) for US 51 will consider the Yahara River study and recommendations.

**4. Joan initiated a discussion of the 4(f) status of Babcock Park and possible impacts to the park.**

- a. Joan provided a summary of what a Section 4(f) property is, definitions of "use" of a 4(f) property, and what a de minimis impact is. Joan reviewed a June 1, 2010 Memorandum, prepared by Strand regarding the current design and impacts to Babcock Park camp sites. The sections through this area show about 8 feet of R/W acquisition and an additional 1 to 3 feet of TLE. An existing chain link fence would be removed and the existing row of trees between the road and the campsites is about 9 to 14 feet from the existing R/W. Grading for sidewalks and the back slope would get close to this tree line. Joan indicated that WisDOT would like Parks to review the plans and sections and determine if they would be in agreement with a de minimis impact finding.

Chris indicated that Parks would like to retain the trees because they provide some protection to campers from traffic. The group discussed the trees, many of which are ash trees and may be replaced. The group consensus was that the trees may be lost because of damage from fill and grading operations. Mike Hoelker indicated that WisDOT will make reasonable efforts to protect the trees during construction, but that there are no guarantees. If the trees die years after construction, it is very difficult for WisDOT to fund and execute any type of tree replacement that far after completion of the project. Darren and Chris indicated that Parks would be willing to do some underplanting and get replacement trees established in case the existing trees die off.

Darren asked if any additional drainage from the roadway would flow onto the camp sites. Joan confirmed that the sidewalk would be sloped toward the road and storm sewer would handle road drainage. No additional runoff should impact the campground.

Various options for a replacement fence or a barrier were discussed, from a new chain link fence to a concrete barrier wall or retaining wall. The group agreed that the best option may be a barrier/fence combination. The concrete barrier at the back of sidewalk would protect campers from errant vehicles that leave the road. A fence would keep children in the park and away from traffic and would also prevent pedestrians from walking into the campground. Darren expressed concern with the road getting closer to the campsites and indicated that on occasion campers do use the area between the row of trees and the chainlink fence. Mike Harried suggested a concrete barrier for safety with perhaps a retaining wall west of that to eliminate the 4:1 backslope. This would limit the TLE needed and perhaps not endanger the trees. Mike Hoelker indicated the barrier and wall can be made aesthetically pleasing/decorative and would also block the view of traffic from campsites. Darren indicated that he believes Parks would prefer the wall/fence combination.

Darren indicated that Parks follows state standards on campsite size and other campground features. Darren is unsure if the impacts to the campground will result in the state standards not being met in any way.

- **Strand will provide Parks with additional plan and profile maps and sections that detail proposed R/W and TLE requirements at Babcock Park.**
- **Parks will review the proposed design and determine if they will concur with a de minimis impact finding for Babcock Park and provide documentation of the concurrence (a de minimis letter).**
- **Parks will provide details on the barrier/fence that would be acceptable. Parks will determine if the campground will be able to remain in compliance with state standards given the proposed design.**
- ***Note added on September 21, 2010: meetings between WisDOT and FHWA that took place after the September 7, 2010 meeting with Parks and the Village of***



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***McFarland have provided additional considerations on the typical section in the McFarland area. WisDOT will communicate with Parks and the Village regarding the outcome of these meetings.***

5. Additional discussion of bike and pedestrian accommodations.

- a. Don Peterson asked about providing a pedestrian crossing at Burma Road and indicated that a significant number of pedestrians cross there now, including kids from the residential area to the west/southwest that are walking to school. Darren added that campground users also cross there to access bait and other items at the nearest convenience store. Joan indicated there is no crossing improvement planned for that intersection and no median to provide a refuge for crossers. The group agreed that with the current design and new sidewalk along the west side of US 51, pedestrians can walk north to Farwell Street and cross there where a crossing and median will be provided. Joan indicated that addition of a crossing at Burma can be evaluated but anticipates it would be difficult to provide because of the proximity to Farwell Street.
- b. Darren indicated that Parks currently maintains a trail through the park for public use and that the trail is used year-round. The public can access Burma Road from the trail (roughly 450 feet from US 51) and Darren suggested that perhaps the sidewalk bordering the park, along the west side of US 51, is not needed. Mike Hoelker indicated that providing bike and pedestrian facilities for urban sections is mandatory and very difficult to avoid. At a minimum, the footprint would need to be preserved for potential future sidewalk construction. Don thinks the sidewalk on the east side of US 51 north of Burma makes sense and also extending it south of Burma to the former Dairy Queen parcel. But extending it farther south, past the large retaining wall, to Exchange Street may not be useful. Don questions the need for it there.

Allan pointed out there are a couple paths along the east side of the Yahara River that many use to move from the Exchange Street residential area north to schools or northwest to US 51 and the park. Allan agrees that the sidewalk on the east side of US 51, south of the river, may not be needed. Joan pointed out that if we changed to a rural section south of the river, pedestrian requirements don't apply. Mike Hoelker indicated that he would like to discuss this issue internally with the WisDOT bike/pedestrian coordinator.

- **Mike Hoelker and Jeff will discuss the typical section issue internally and determine bike and pedestrian options in this area.**

Chris asked about the timing of the EIS and potential construction of US 51. Joan indicated the Draft EIS is 6 months to a year out. Mike Hoelker added that most likely the construction would be 10 to 20 years out, but that smaller, safety improvements and intersection improvements could be made in the interim, such as the Exchange Street RAB and other upgrades through McFarland.

Chris asked about cost sharing for the improvements. Joan indicated that the improvements proposed would be fully funded by WisDOT. Improvements discussed that are outside the roadway area and that benefit the park could be mitigation measures. If there are some "above and beyond" improvements that the Parks would like constructed with the US 51 project, those could be negotiated and funded by Dane County.

6. Next steps.

Joan indicated that archaeological investigations are ongoing and should be finished this fall. Preliminary results are expected by November and then meetings with the PAC and TAC will be held. A public information meeting (PIM) is planned for January. The Draft EIS should be completed later in the year.

7. "Stoughton Bypass" Alternatives and Viking Park.

- a. Joan described the background of how the "Stoughton Bypass" alternatives were developed and the input from the public. The alternatives now include either County B or County B South combined with County N, Spring Road West, Spring Road East, County B to Pleasant Hill Off Alignment, and Skaalen to Pleasant Hill Road.





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Joan asked if Parks could reconfirm that they have no objections to the continued evaluation of the County B South alternative (which impacts the 4(f) Viking Park). Joan utilized the Plan & Profile of the design for this alignment (provided previously to Parks) for discussion and pointed out the bridge, some wetland impacts, a RAB at County N, pedestrian and bike accommodations, and extension of the Viking Park bike path under the proposed County B to existing County B. Joan asked Parks to discuss and identify what mitigation would be acceptable for park impacts. Jenny indicated a full 4(f) evaluation will be required for Viking Park.

Darren asked if Stoughton has had any input on potential connections of its bike path(s) a potential new path on existing County B. The group was not aware of any specific comments from Stoughton on this. Mike Hoelker indicated that Stoughton supports the County B South alignment because it fits well with planned future expansion of the industrial park in the area and because it impacts fewer residences. Mike pointed out that WisDOT can be flexible with a potential bike path extension from Viking Park to the rail corridor and would consider an off-road alignment. The alignment and connections can accommodate both Parks and the City of Stoughton. Possible connections might be to one or several city trails coming from the south. Joan noted that an off-road path would create additional right-of-way impacts.

Joan asked if Parks could make a decision on what alignment (County B or County B South) it prefers before December. This will allow presentation of the information to the public at the January PIMs. Mike Hoelker suggested that Parks provide a typical bike path section and identify a route on the plans. That can be added to exhibits for the PIMs and public comments can be obtained.

- **Strand will send additional plan sheets to Parks to show County B from County N west to the rail corridor.**
- **Parks will provide a preferred typical section for the trail extension from Viking Park and identify a route for the path on the plans.**
- **Parks will provide a recommendation on which County B alternative it prefers.**

The action items from the meeting are shown on the next page and organized by WisDOT, Parks or Strand responsibility.





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Action items from September 7, 2010, Project Meeting with Parks and McFarland:

**WisDOT Action Items:**

1. Tom Kowproski will check on the Yahara River bridge "cat walk" funding status.
2. Mike Hoelker and Jeff Berens will discuss the typical section in McFarland and determine bike and pedestrian options in the area.

**Dane County Parks Action Items:**

1. Review the proposed US 51 design and impacts at Babcock Park and determine if concurrence with a de minimis impact finding can be provided. Documentation of the concurrence (a de minimis letter) would be required.
2. Provide details on the type of barrier/fence at Babcock Park that would be acceptable as a mitigation measure.
3. Given the current design and impacts to Babcock Park, determine if the campground will remain in compliance with state standards.
4. Provide a typical bike path section for a potential trail extension from Viking Park.
5. Identify on design drawings a preferred trail route.
6. Indicate which County B alternative is preferred (County B or County B South).

**Strand Action Items:**

1. If authorized, look at options for providing a turning lane/queuing space on US 51 for southbound vehicles entering the boat ramp access.
2. Provide Dane County Parks with additional plan and profile maps and sections that detail proposed R/W and TLE requirements at Babcock Park.
3. Provide Dane County Parks with additional drawing sheets to show County B from County N west to the rail corridor.

*Note added on September 21, 2010: meetings between WisDOT and FHWA that took place after the September 7, 2010 meeting with Parks and the Village of McFarland have provided additional considerations on the typical section in the McFarland area. WisDOT will communicate with Parks and the Village regarding the outcome of these meetings.*



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Minutes  
Project Meeting with  
Dane County Parks and  
Land and Water Resources Department (LWRD)

May 13, 2011, at 10:00 A.M. to 12:30 P.M.  
LWRD Office

Participants:

Craig Pringle, WisDOT Project Manager  
Kevin Connors, LWRD Director  
Luke Hellermann, Strand Associates

Chris James, LWRD, Dane County Parks Planner  
Joan Petersen, Strand Associates

Exhibits:

Typical sections and cross sections (at Babcock Park)  
Roll plots of design with aerial background - US 51 at Babcock Park; County B alignments at Viking Park

Meeting Goals:

1. Discuss the current design of Alternative B through McFarland in relation to impacts at Babcock Park, and the alternatives along County B near Viking Park.
2. Understand Dane County Parks and LWRD concerns about the design and strategize on possible design refinements to reduce park impacts.
3. Discuss next steps that would allow DCP and LWRD to present the latest information to the Dane County Parks Commission.

Action items: Noted in **bold** throughout. Summary of all action items provided on last page.

1. Babcock Park.

Joan presented an overview of the design in the McFarland area and indicated that the approximate right of way (R/W) acquisition from Babcock Park is 0.9 acres on the west side of US 51 and 0.8 acres on the east side of US 51. This is based on the typical sections and profile as presented at the April 2011 public information meeting.

Park Entrance and Lock & Dam Area (between Station 485 and 495 LT)

This area has the most significant R/W taking due to the widened typical section for US 51. Plans show slopes at 4:1. A 10-foot wide path is used between Station 485 and 492 LT, at which point it tapers to a 7-foot wide sidewalk. Items to consider in this area to reduce the R/W impact include: add retaining wall, reduce width of path (if possible, need to meet standards).

**A connection from the path to the parking lot north of the Yahara River on the west side is needed.**

Kevin and Chris explained reasons why the parking lot north of the river is important to the park: the shore area and parking lot are used by the public for shore fishing; the sheriff's boat is kept nearby; lock & dam improvements are planned and will include a new building/shed near the northwest corner of the bridge (to house an electrical control box for the lock & dam control structure)

They voiced concerns about the location of the path adjacent to the roadway. The County keeps the current path south of the river plowed and open during the winter. Snow removal from the extensive length of path along the entire park frontage to US 51 is a concern because it is an additional maintenance cost. Craig confirmed that WisDOT will not remove snow from sidewalks or paths. Kevin and Chris were concerned about the slope of the driveway entrance to the parking lot at Station 495 LT. It is a 10 percent slope which meets WisDOT criteria, but they felt it was too steep. Chris asked if the path



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needs to be within WisDOT R/W. Craig indicated it does because it is FHWA's position that the path serve US 51 pedestrians and be within the highway R/W for access and maintenance.

- **Strand will look at ways to flatten the slope of the driveway but this may require raising the grade of the north portion of the parking lot.**

Shore Fishing and Bridge Improvements

Kevin indicated that a LWRD goal is to improve shore fishing access near the dam. LWRD may build a new handicap fishing platform and the cat walk is an important item so that pedestrians and canoeists can pass under US 51.

- **At the south side of the river on the west side of US 51, LWRD would like the path to branch off to the west and run along the shore at the existing handicap fishing platform and then connect to a proposed catwalk structure under the bridge.**

The results of the Yahara River flow/water level study are not yet available. Joan noted that if the profile of the new bridge needs to be raised based on study results, the roadway profile would need to be raised and this would increase impacts to the Park. Kevin does not anticipate the study will recommend raising the bridge. He anticipates a recommendation to increase the bridge span on the south side, which is a choke point on the river. Kevin indicated the dam won't be widened and hopes that the new bridge span can match the dam width. Graef is designing lock & dam improvements.

Exchange Street Roundabout and Overflow Parking Lot (between Station 462 and 495)

The current posted speed on US 51 is 40 mph through McFarland with the speed limit changing to 55 mph for southbound traffic near Bible Camp Road. The study team anticipates posted speed will remain at 40 mph, and 40 mph will likely extend another 1000 feet south to the Exchange Street roundabout (RAB). The RAB was discussed and Kevin pointed out that there will be a high volume of vehicles with trailers. Also, there is a wide range in the level of driver skill for both the recreational boaters and the truck drivers using US 51. Joan and Craig confirmed that the RAB will be designed with this in mind, will be properly sized and marked and the 2-lane RAB and will utilize mountable curb and truck apron as needed.

Chris asked about the overflow parking lot on the east side of US 51. The access point is at Station 481+50 RT, across from the entrance to the main boat launch parking lot. Chris and Kevin noted there are a lot of pedestrians crossing US 51 at this location and there needs to be a cross walk. Craig indicated that WisDOT wants to minimize mid-block pedestrian crossings that are not signalized, but that if people will be and are crossing there, the markings and refuge need to be provided. The wider median separating US 51 southbound/northbound traffic is north of the driveways, so a marked crossing might be better located there. However, she noted that north of the driveways, with the addition of the southbound right turn lane, a slotted right turn median may be needed to provide refuge between the south-bound lanes and the right turn lane. This would extend the slope intercepts further to the west in this area. Kevin indicated this would not be a problem.

- **Strand will investigate providing a crossing at the over-flow lot near STA 482+00. A slotted right turn median would be needed in combination with the crosswalk.**

Kevin asked about WisDOT providing sidewalk along the east side of US 51 from the overflow lot to a proposed catwalk under the bridge. The typical section already includes provision for a 5-foot terrace and 5-foot future sidewalk, so the slope intercepts shown on the plan are correct. It was agreed that sidewalk can be included on the east side between Station 481+50 to 488+50 RT. Kevin and Chris noted that the cross walk, the sidewalk from the overflow lot to the catwalk, and a new catwalk under the bridge are very important items and would be significant mitigation measures that WisDOT could provide.

- **Strand to include sidewalk on the east side of US 51 between Station 481+50 to 488+50 RT.**





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Campsite Area.

The impacts to trees and WisDOT commitment to tree replacement were discussed. Craig confirmed that tree replacement can be a 4(f) commitment/mitigation measure. Kevin and Chris both feel tree wells should not be used to try and save existing trees near the slope intercepts. Craig indicated new trees can be planted anywhere in the park.

- **Craig will investigate funding mechanisms for tree replacement and the funding timing. Can early planting be funded ahead of construction to get replacement trees established?**

Use of a retaining wall adjacent to the campsites would reduce R/W acquisition by about 4 to 6 feet and some trees might be saved. Chris will review the cross sections with this in mind and recommend whether a retaining wall should be used and if so, the extent. DCP will also review which trees would need to be replaced. No retaining wall is also an option.

The location of the sidewalk along the west side in relation to a potential retaining wall was discussed. The sidewalk could be at the top of the wall or at the bottom of the wall. It is assumed that wherever there is retaining wall a concrete barrier would be used to protect traffic from the elevation change. The path/sidewalk widens to 10 feet width near the office and would need to come down to the office if the path is on top of the wall.

Is a traffic barrier wanted for protection of the campsites? A concrete barrier adds about 2 feet width to the typical section. Beam guard or bollards that provide more of visual block like screening with plants rather than a barrier could also be considered.

- **LWRD action items include the following:**
  - **Recommend the extent of retaining wall desired based on the cross sections.**
  - **Recommend a preferred facing type for the wall.**
  - **Determine if a concrete barrier, other barrier, fence, or vegetative screening is wanted on top of the retaining wall.**
  - **Decide where the sidewalk will be located and where it should connect to the park office.**
  - **Determine which trees need to be replaced, given the decisions on the retaining wall and path.**
- **Strand will send Chris a specification on retaining wall anti-graffiti coating.**

Craig suggested that LWRD identify the mitigation measures desired and WisDOT will review and respond.

**2. Viking Park**

Joan noted the County B on-alignment option (between Williams Drive and Lunde Circle) results in 6 residential relocations and relocation of the Dane County Highway shop. There would be substantial impacts to the remaining homes on the south side of County B because of the proximity of slope intercepts and steep slopes to account for the topography of the area. With the County B on-alignment option, Viking Park would be avoided completely. If the County B South option is chosen, R/W acquisition is needed from Viking Park, a 4(f)/6(f) site, and there are no residential relocations. Joan indicated that comments from the April 2011 PIM showed public support of the County B South alignment (9 comments supported the County B South option, 1 comment supported the on-alignment, 2 comments were opposed to the on-alignment). Chris indicated that with these comments from the public, he feels the Commission will be able to take a position on which alignment they endorse. Chris thinks the Parks Commission will want to know where the commenters reside.

- **Strand will review comment sheets for addresses of commenters on the County B options.**



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Replacement Lands and Mitigation.

Joan indicated that she heard the County Highway Garage site will be sold. Kevin indicated he heard the structure will be re-roofed and the County plans to keep the site for now. In general, Chris and Kevin identified replacement land and mitigation items that LWRD is interested in discussing with WisDOT. These include: acquiring the garage site for a future boat launch site; acquiring the parcel to the north of the garage for park expansion (owned by Arnett); extension of the trail on both the east and west sides of the river at Viking Park to the north under the proposed bridge; and WisDOT maintaining the existing County B bridge for use by pedestrians/bicycles. Craig suggested that LWRD identify the replacement land and/or other mitigation measures are desired and WisDOT will review and respond.

Chris and Craig have both been told by Mr. Arnett that he plans to move ahead quickly with his development plan for the land north of the highway garage site. It is unclear how quickly this development might materialize. Chris indicated that Mr. Arnett is interested in selling part or all of the parcel to WisDOT, or other options such as selling the shoreline to accommodate a trail extension from the park to his parcel.

- **Craig will investigate the highway garage site status; he will discuss potential early acquisition with WisDOT Real Estate and what schedule can be accommodated for Viking Park replacement lands and potential mitigation.**

Chris indicated that he has talked to the City of Stoughton and the City concurs with the County's plans for expansion of the park. Chris also has the impression that the City is not that excited about the planned senior housing development on the Arnett property. Chris recommends checking with the City on their plans for path extensions to the north. Can an extended City trail also go under proposed County B at the new bridge and connect to existing County B and the County trail?

- **Strand will check the City of Stoughton's trail extension plans.**
- **Strand will check bridge span needed to accommodate a trail underpass on the west side of the river. Discussion with DNR should be held regarding whether wetlands need to be spanned as well. What is the added cost?**

**3. Next Steps: Design Revisions for Review Preparatory to Park Commission Meeting**

Kevin indicated safety is a major concern for the Park Commission. Chris indicated the next Parks Commission meeting where these issues can be discussed is the 2nd Wednesday in July (July 13, 2011). Chris and Kevin indicated they anticipate the Commission will follow their recommendations with regard to Babcock and Viking Parks. Revising the design to address the topics discussed and adding additional information to the roll plots will be helpful for the Commission. Revisions to the design will be made after decisions by WisDOT and LWRD on the outstanding items.

See the next page for a summary of all action items.





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**SUMMARY OF ACTION ITEMS**

**LWRD action items include the following:**

1. Recommend the extent of retaining wall desired based on the cross sections.
2. Recommend a preferred facing type for the wall.
3. Determine if a concrete barrier, other barrier, fence, or vegetative screening is wanted on top of the retaining wall.
4. Decide where the sidewalk will be located and where it should connect to the park office.
5. Determine which trees need to be replaced, given the decisions on the retaining wall and path.
6. Identify the mitigation measures desired and provide to WisDOT for review.

**WisDOT will:**

1. Craig will investigate the highway garage site status; he will discuss potential early acquisition with WisDOT Real Estate and what schedule can be accommodated for Viking Park replacement lands and potential mitigation.
2. Investigate funding mechanisms for tree replacement and the timing of funding. Can early planting be funded ahead of construction to get replacement trees established?

**Strand Associates will:**

1. Review placing a connection from the path to the parking lot north of the Yahara River on the west side.
2. Look at ways to flatten the slope of the driveway - this may require raising the grade of the north portion of the parking lot.
3. Investigate connecting the path at the south side of the river on the west side of US 51 to branch off to the west and run along the shore at the existing handicap fishing platform and then connect to a proposed catwalk structure under the bridge.
4. Investigate providing a crossing at the over-flow lot near STA 482+00. A slotted right turn median would be needed in combination with the crosswalk.
5. Include sidewalk on the east side of US 51 between Station 481+50 to 488+50 RT.
6. Send Chris James a specification on retaining wall anti-graffiti coating.
7. Review comment sheets for addresses of commenters on the County B options.
8. Check the City of Stoughton's trail extension plans.
9. Check bridge span needed to accommodate a trail underpass on the west side of the river, estimate the additional cost, and discuss wetlands at crossing with DNR (span wetlands required?)
10. Revise the aerial plot following redesign efforts to show the following:
  - a. Existing and proposed R/W.
  - b. Sanitary force main east of US 51 and river crossing.
  - c. Do not show boat launch ramp connection to Bible Camp Road.
  - d. Retaining walls.
  - e. Confirm sidewalk width standards and minimize.
  - f. Use color to highlight sidewalk, terrace and median areas.
  - g. Crosswalk at approximate STA 482+00 and slotted right (if WisDOT agrees it is acceptable).
  - h. Utilize a longer bridge span to match the existing dam width.
  - i. Indicate future catwalk structure under the bridge, on south bank of the river.
  - j. Show sidewalk from overflow lot to the catwalk.
  - k. Identify trees that will be removed.
11. Send a pdf of the roll plots to LWRD for review.
12. After comment from WisDOT and LWRD, Strand will provide a large scale aerial plot for use by the LWRD in the July 13, 2011 meeting with the Parks Commission.



## Dane County Land & Water Resources Department

Lakes & Watersheds • Land Acquisition • Land Conservation • Parks

Kevin F. Connors, Director

August 24<sup>th</sup>, 2011

Wisconsin Department of Transportation  
Attn: Craig Pringle  
2101 Wright Street 55L  
Madison, WI 53704

Re: US 51 Corridor Study  
Proposed CTH B Alignment

Dear Mr. Pringle;

On July 27<sup>th</sup>, the Dane County Park Commission met to review improvements being proposed on US 51 and CTH B that potentially will impact Babcock and Viking County Parks. Due to the scale and linear nature of both of these parks, we anticipate the effects of the proposed road expansion projects and increased traffic volumes to be considerable and detrimental.

Patrons who visit these parks are seeking respite from the urban environment and any loss of green space and additional non-park development will detract from a park user's experience. In addition, Dane County Parks relies on user fees generated from activities such as camping and dog parks to help offset operation and maintenance costs. Any changes to the surrounding landscape that negatively impact these uses have a very real chance of decreasing our annual revenues. Lastly, and perhaps most importantly, these park lands have been purchased using public dollars with the intent of preserving our natural resources and fragile wetlands in perpetuity. The Park Commission oversees stewardship of all Dane County park lands and must take extreme care when considering any proposals that would reduce or negatively impact existing acreage in our system.

Due to the significant deterioration that both Parks will experience as a result of the US 51 project, the Park Commission must receive assurance from WI DOT that the following list of mitigating activities will be honored. These activities are absolutely necessary for the Park Commissions' consent to any loss of parkland at Babcock and Viking County Parks. The Park Commission has developed this list as a way to preserve their significant natural resources and maintain use of both Parks as major recreation destinations that attract visitors from around the region and support the local economy.

### BABCOCK COUNTY PARK

#### General Comments Babcock Park:

- Phase project to begin proposed improvements between Burma Road and Exchange Street within a 5-year time frame.
- Include provisions for wayfinding signage to park, campground and boat launch for north and south bound traffic.
- Replace trees lost from construction; location, size, type to be determined.

#### Lock/Dam and Shower Building Parking Areas

- Include relocation/recalibration of USGS station
- Provide connector path from proposed 51 path to parking lot/existing park path.

Lyman F. Anderson Agriculture & Conservation Center  
1 Fen Oak Court, Room 208, Madison, Wisconsin 53718-8812 - PH: 608/224-3730, FAX: 608/224-3745  
[www.countyofdane.com/lwrd](http://www.countyofdane.com/lwrd)

- Reconstruct lock parking lot as single loaded on west side and expand north to storage sheds.
- Need retaining wall from station 489-494 that includes transition ramp/trail to parking lot grade.
- Raise and reconstruct parking lot at shower building to decrease entrance drive slope, include required storm water facilities.
- Provide pedestrian underpass from parking lot to east side of road for fishing/pedestrian shore access.

#### Bridge and Overflow Parking Lot Area

- Expand bridge cross section to the south at minimum to be same width as dam structure.
- Provide accessible access path from proposed 51 path south of bridge to existing fishing pier, dam.
- Provide cross walk to overflow lot on east side of 51 to boat launch with pedestrian refuge islands.
- Provide pathway from overflow parking area on east side of 51 to river for shore fishing and canoe/kayak access.
- Provide pedestrian walkway on east side of bridge deck, bicycle/pedestrian path on west side of bridge deck.
- Provide retaining wall from Station 478 + 50 to 481 to maintain existing boat landing parking lot roadway geometry.

#### Campsite Area

- Provide barrier wall minimum 8' height from Burma Road to park shower building. Angle north and south end sections to accommodate park signage. Offset barrier wall from proposed 51 path (distance to be determined) to allow green space for snow storage.
- Include aesthetic and informational provisions to be coordinated/approved by Dane County on barrier wall; ex: decorative concrete textures, artwork, park signage, etc.

It is anticipated that even with the above campsite area mitigation measures in place, future expansion of USH 51 will significantly diminish the quality of camping at Babcock County Park. In response, the Dane County Park Commission requests that the WDOT fund development of a campground facility on Lake Waubesa at Capital Springs Centennial State Park.

#### VIKING COUNTY PARK

##### Page 4-Viking Park

- Acquire Dane County Highway garage site for use by Dane County Parks.
- Establish an acquisition fund for use by Dane County to acquire lands for natural resource protection and recreation in the area near Viking County Park.
- Investigate and propose sound mitigation measures for the proposed bridge.
- Accommodate City of Stoughton and Dane County proposed bicycle/pedestrian and snowmobile trails.

As WDOT continues to refine preferred alternative scenarios and park mitigation discussions with Dane County, the above requests and recommendations should be codified within a legally binding Agreement. This Agreement would need to be executed by both parties before Dane County would approve any use of park lands for the proposed roadway expansion projects. We look forward to continuing discussions with the Department and wish you the best of luck on your project.

Sincerely,

William Lunney; Dane County Park Commission, Chair



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  
E-mail: [madison.dtd@dot.wi.gov](mailto:madison.dtd@dot.wi.gov)

October 14, 2011

Mr. William Lunney, Chair  
Dane County Parks Commission  
Lyman F. Anderson Agriculture & Conservation Center  
1 Fen Oak Court, Room 208  
Madison, WI 53718-8812

Re: Potential Babcock Park Impacts  
US 51 EIS, Stoughton-McFarland  
I-39/90 to US 12 (Madison South Beltline)  
WisDOT Project ID 5845-06-02

Dear Mr. Lunney:

On August 31 and September 13, 2011, the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) discussed the mitigation measures proposed by the Dane County Parks Commission (Commission) in your letter dated August 24, 2011. This letter is in response to the proposed Babcock Park mitigation measures.

The proposed mitigation measures in your letter included the items shown in italics. WisDOT's response follows.

1. *Phase project to begin proposed improvements between Burma Road and Exchange Street within a 5-year time frame.*

Funding has not been allocated for any US 51 project improvements and it is uncertain when funds might be available. Therefore, WisDOT cannot commit to beginning any improvements within a 5-year time frame.

2. *Include provisions for wayfinding signage to park, campground, and boat launch for north- and southbound traffic.*

WisDOT is willing to provide the signage requested.

3. *Replace trees lost from construction; location, size, type to be determined.*

WisDOT is willing to replace trees lost because of construction with the location (within Babcock Park), size, and type to be determined.

4. *Include relocation/recalibration of USGS station.*

WisDOT is willing to relocate/recalibrate the USGS station.

5. *Provide connector path from proposed 51 path to parking lot/existing park path.*

WisDOT is willing to provide this path connection.

6. *Reconstruct lock parking lot as single loaded on west side and expand north to storage sheds.*

WisDOT is willing to modify the lock parking lot as requested.



- 
7. *Need retaining wall from station 489-494 that includes transition ramp/trail to parking lot grade.*  
WisDOT is willing to provide this retaining wall and transition ramp/trail.
  8. *Raise and reconstruct parking lot at shower building to decrease entrance drive slope, include required stormwater facilities.*  
WisDOT is willing to discuss options for the entrance drive slope to the shower building parking lot. If needed, the parking lot will be raised and reconstructed with required stormwater facilities.
  9. *Provide pedestrian underpass from parking lot to east side of road for fishing/pedestrian shore access.*  
WisDOT has determined that it is not feasible to construct an underpass without substantially raising the grade of the bridge and US 51 north and south of the bridge. Raising the grade would result in greater impacts to Babcock Park on both the east and west sides of US 51. Additional discussion of this proposed mitigation measure is needed.
  10. *Expand bridge cross section to the south at minimum to be same width as dam structure.*  
WisDOT is willing to expand the bridge span as requested.
  11. *Provide accessible access path from proposed US 51 path south of bridge to existing fishing pier, dam.*  
WisDOT is willing to provide this path.
  12. *Provide crosswalk to overflow lot on east side of 51 to boat launch with pedestrian refuge islands.*  
WisDOT is willing to provide this crosswalk.
  13. *Provide pathway from overflow parking area on east side of 51 to river for shore fishing and canoe/kayak access.*  
WisDOT is willing to provide this path.
  14. *Provide pedestrian walkway on east side of bridge deck, bicycle/pedestrian path on west side of bridge deck.*  
WisDOT is willing to provide this walkway.
  15. *Provide retaining wall from Station 478+50 to 481 to maintain existing boat landing parking lot roadway geometry.*  
WisDOT will provide this retaining wall.
  16. *Provide barrier wall minimum 8-foot height from Burma Road to park shower building. Angle north and south end sections to accommodate park signage. Offset barrier wall from proposed 51 path (distance to be determined) to allow green space for snow storage.*  
WisDOT will provide this wall.





- 
17. *Include aesthetic and informational provisions to be coordinated/approved by Dane County on barrier wall; ex: decorative concrete textures, artwork, park signage, etc.*

WisDOT is willing to provide some aesthetic and informational provisions on the wall and will coordinate these with Dane County Parks.

18. *Dane County Parks Commission requests that WisDOT fund development of a campground facility on Lake Waubesa at Capital Springs Centennial State Park.*

Satisfying this proposed mitigation measure is not possible because WisDOT is not able to provide money as a mitigation measure.

We understand your concerns with the US 51 project's potential impacts to Babcock Park and we appreciate your consideration and identification of reasonable mitigation measures. We look forward to discussing these ideas with you further and identifying mutually agreeable mitigation measures that will allow the US 51 project to move forward.

Sincerely,

*Craig Pringle*

Craig Pringle, P.E.  
Project Manager

c: Johnny Gerbitz, FHWA  
Mike Hoelker, WisDOT SW Region  
Jennifer Fredrickson, WisDOT SW Region  
Brian Taylor, WisDOT SW Region  
Sharlene TeBeest, WisDOT Central Office  
Lavane Hessler, Financial Assistance Specialist, DNR  
Joan Petersen, Strand Associates, Inc.®



**WisDOT ID 5845-06-02**  
**US 51 Environmental Impact Statement**  
**I-39/90 to Madison South Beltline**  
**Dane County**

**Project Meeting with**  
**Dane County Parks (DCP) and**  
**Land and Water Resources Department (LWRD)**

**October 31, 2011, at 8:30 A.M. to 10:00 A.M.**  
**LWRD Office**

**Participants:**

Craig Pringle, WisDOT Project Manager  
Kevin Connors, LWRD Director  
Luke Hellermann, Strand Associates  
Shar TeBeest, WisDOT  
Jennifer Fredrickson, WisDOT  
Brian Taylor, WisDOT

Chris James, DCP Parks Planner  
Joan Petersen, Strand Associates  
Michael Hoelker, WisDOT  
Darren Marsh, DCP Director  
Tom Koprowski, WisDOT  
Laura Guyer, DCP Conservation Fund Manager

**Exhibits:**

Roll plot of current design of US 51 at Babcock Park  
Roll plots showing alignments of County B under consideration at Viking Park  
August 24, 2011 letter from DCP requesting mitigation measures at Babcock and Viking Parks  
October 14, 2011 response letter from WisDOT to DCP regarding Babcock Park mitigation  
October 14, 2011 response letter from WisDOT to DCP regarding Viking Park mitigation

**Meeting Goals:**

1. Discuss the current design of Alternative B through McFarland in relation to impacts at Babcock Park and mitigation measures.
2. Discuss the alignments of County B under consideration at Viking Park, Park impacts, and mitigation measures.
3. Next steps to move forward with completion of Draft EIS.

**Action items: Noted in **bold**.**

**1. Viking Park**

Joan presented a new alignment of County B that would avoid impacts to Viking Park. The alignment is the same as the previously presented County B South alignment in that it goes off alignment south of existing County B near Williams Drive. As the new alignment approaches Viking Park it curves north, returning to existing County B and avoiding the park. The October 14, 2011 response letter from WisDOT to DCP with the requested Viking Park mitigation measures was discussed, item by item:

***Item 1 - Acquire Dane County Highway Garage.***

Craig and Michael explained that timing/acquisition of the requested 6(f) replacement land (Highway Garage Site) is a problem. WisDOT can't commit to the acquisition without funding of a construction project. This is a planning study and it is unknown when funding might be allocated for construction. The property can't be acquired now and the future owner may not be a willing seller. WisDOT can't condemn for 6(f) replacement land.

Craig explained that the County B South alignment was originally developed based on public comments and the public's desire to avoid impacts to residential properties along County B and the residential relocations at the County B/County N intersection. This revised alignment will still have some relocations at the County B/County N intersection, but if the park can be avoided with an alignment that is feasible and prudent, that must be evaluated.



**WisDOT ID 5845-06-02**  
**US 51 Environmental Impact Statement**  
**I-39/90 to Madison South Beltline**  
**Dane County**  
**Dane County Parks/LWRD Meeting Minutes**

Laura asked if the planned development north of the Garage site by the City of Stoughton, had anything to do with the development of this new alignment that avoids the Park. Craig indicated it did not. Laura indicated that the Commission also wanted additional lands north of the Garage site as part of the mitigation and that this was requested as Item 2 in their letter (Establish and acquisition fund to acquire lands...). Michael noted the DNR's 6(f) expert indicated 6(f) replacement land could also be provided west of the river or at the south end of the Park. Shar pointed out that any 6(f) replacement land would be of equivalent use to the land taken and typically this is at or close to a 1:1 ratio.

Darren indicated DCP would like connectivity of trails. Michael noted that the new roadway would have on-road bike/pedestrian facilities and DCP could tie into those. Darren pointed out that a snowmobile trail uses the existing bridge to cross the river. Michael indicated the new roadway and bridge can be constructed to accommodate bike, pedestrian, and snowmobiles. WisDOT will work with DCP and the city of Stoughton to determine the priorities and how to accommodate each. Darren indicated the existing snowmobile trail is a main corridor, state-funded trail and that snowmobiles are to be 40 feet off the road way for night travel.

- **The new roadway and bridge, regardless of the alignment selected, will accommodate bikes and pedestrians. The new bridge will also accommodate a snowmobile crossing of the river.**

*Item 2 - Establish an acquisition fund for use by Dane County to acquire lands...*

Joan indicated that this requested mitigation is not possible because WisDOT can't provide financial mitigation.

*Item 3 - Investigate and propose sound mitigation...*

Joan and Michael indicated that noise analysis would be completed now for the EIS and then would need to be updated prior to construction because there would be more than a 3 year delay. It is agreed that noise mitigation may be needed. Shar indicated that FHWA determines whether or not noise levels result in an impact to a 4(f) resource.

*Item 4 - Accommodate Stoughton and Dane County bicycle/pedestrian and snowmobile trails.*

This was discussed previously and accommodations will be provided.

- **Darren or Chris will provide a markup of the plans to show their preferred route for the snowmobile trail and river crossing.**
- **Dane County Parks will provide a response to these alignments and the mitigation measures WisDOT can provide.**

## 2. Babcock Park.

The October 14, 2011 response letter from WisDOT to DCP with the requested Babcock Park mitigation measures was discussed, item by item:

*Item 1 - Phase project to begin proposed improvements between Burma Road and Exchange Street within a 5-year time frame.*

Michael indicated that WisDOT can't commit to this because construction of the preferred alternative will not take place within 5 years. Some spot improvements/safety improvements like reconstruction the Exchange Street intersection may happen sooner, but there is no money currently programmed. Michael estimated roughly that corridor construction would not occur until after 2020 unless priorities change and money is made available.

- **WisDOT will e-mail the currently anticipated, approximate timeline for the EIS and construction of improvements to Darren and Chris.**





**WisDOT ID 5845-06-02**  
**US 51 Environmental Impact Statement**  
**I-39/90 to Madison South Beltline**  
**Dane County**  
**Dane County Parks/LWRD Meeting Minutes**

*Items 2 through 8.*

WisDOT is willing to provide these requested mitigation measures.

*Item 9 - Provide pedestrian underpass from parking lot to east side of road for fishing/pedestrian shore access.*

Joan indicated the underpass cannot be constructed without a sever grade change and major retaining wall system to provide sufficient clearance under the bridge. Craig added that the accommodation that will be provided is the cross walk from the overflow parking lot to the main lot, about 600 feet south of the bridge. People can portage at that location and signs can be added to designate the crossing as the portage location.

*Items 10 and 11.*

WisDOT is willing to provide these requested mitigation measures.

*Item 12 - Provide crosswalk to overflow lot on east side of 51 to boat launch with pedestrian refuge islands.*

WisDOT is willing to prove this crosswalk. The crosswalk will likely be pedestrian-activated. Sufficient pedestrian refuge will be provided in the median and at the right turn lane.

*Items 13 through 17.*

WisDOT is willing to provide these requested mitigation measures.

*Item 18 - Dane County Parks Commission requests that WisDOT fund development of a campground facility on Lake Waubesa at Capital Springs Centennial State Park.*

Joan indicated that this requested mitigation is not possible because WisDOT can't provide financial mitigation.

Darren and Kevin indicated they would like a sidewalk on the east side of US 51 from the bridge north to Yahara Drive. DCP is concerned about snow removal and snow storage. Michael indicated that sidewalks require snow removal, paths do not.

Because of the snow removal requirement, DCP would prefer construction of paths on the park property rather than sidewalks. On the west side of US 51, along Babcock Park, DCP agrees that the design should stay as is with a 5-foot sidewalk and a terrace for snow storage. DCP will negotiate with McFarland to determine snow removal requirements and who will be responsible for snow removal.

- **WisDOT will consider revising the design to include sidewalk on the east side of US 51 from the bridge to Yahara Drive. This is not DCP property and the Village of McFarland should be consulted.**

**3. Next Steps:**

- **DCP will coordinate with the Park Commission and request a response on the County B alignments and the mitigation measures WisDOT can provide at both Viking and Babcock Parks.**
- **WisDOT will attend Commission meeting on 11/16/11.**



Dane County Land & Water Resources Department  
Lakes & Watersheds • Land Acquisition • Land Conservation • Parks

Kevin F. Connors, Director

November 28, 2011

Wisconsin Department of Transportation  
Attn: Craig Pringle  
2101 Wright Street 55L  
Madison, WI 53704

Re: US 51 Corridor Study  
Proposed CTH B Alignment

Dear Mr. Pringle;

On November 16, 2011, the Dane County Park Commission reviewed the mitigation responses that were sent from you to Park Commission Chair Bill Lunney on October 14, 2011 regarding possible impacts to Babcock and Viking County Parks from the expansion of USH 51 and realignment of CTH B.

Although disappointed that a pedestrian underpass and relocated campground facility were not able to be provided, the Commission was generally in agreement with additional mitigation measures being proposed at Babcock County Park.

Regarding Viking County Park, the Commission maintains that the following mitigation measures would need to be provided by the Wisconsin Department of Transportation for future consideration of an alignment that would travel through the park:

- Acquire Dane County Highway garage site for use by Dane County Parks.
- Establish an acquisition fund for use by Dane County to acquire lands for natural resource protection and recreation in the area near Viking County Park.
- Investigate and propose sound mitigation measures for the proposed bridge.
- Accommodate City of Stoughton and Dane County proposed bicycle/pedestrian and snowmobile trails.

Please continue to keep us updated on the status of your project.

Sincerely,

Darren Marsh  
Director, Parks Division

Cc: Bill Lunney, Chair, Dane County Park Commission  
Kevin Connors, Director, Dane County Land and Water Resources Department

Lyman F. Anderson Agriculture & Conservation Center  
1 Fen Oak Court, Room 208, Madison, Wisconsin 53718-8812 - PH: 608/224-3730, FAX: 608/224-3745  
[www.countyofdane.com/lwrp](http://www.countyofdane.com/lwrp)



**DANE COUNTY BOARD OF SUPERVISORS  
MINUTES OF THE MEETING OF THE  
DANE COUNTY PARK COMMISSION**

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**Date and Time:** Wednesday, February 27, 2013 – 5:30 p.m.

**Location:** 5201 Fen Oak Drive – Room 221  
Madison, WI 53718

Members present: Christine Haag, Chair Bill Lunney, Supervisor Kyle Richmond, Supervisor Dave Ripp, Tom Thoresen, Dan Wisniewski (5:35 pm) Mary Schlaefter (5:35 pm)

Members excused:

Staff present: Chris James, Sara Kwitek, Darren Marsh

Others present: Brenda Konkel, Jeff Berens, Michael Hoelker, Jenny Grimes

1. Call Meeting to Order

Meeting called to order by Chair Lunney at 5:30 pm

2. Approval of Minutes

**Motion by Ripp, second by Thoresen, to approve the December 12, 2012 minutes.**

**M.C. 4-0**

3. Public Comment

Brenda Konkel – stated that she was representing the campers at Token Creek Park and wanted to know when the County would respond to several questions that were asked by Bruce Wallbaum in his reply to the County's offer to extend the Special Camping Permit for the park. The questions included: will the county provide the truck necessary to move the campers back to the City of Madison when the permit comes to an end, and will the county be flexible at the end of the permit if there is extreme weather conditions. Brenda also stated campers would volunteer to clean up the site if given direction on what to do.

4. Announcements and Correspondence

- Upper Mud Lake Proposed Land Purchase (Gramm's) - Press event was held on the opening of the Madison Fishing Expo at the Alliant Energy Center. County Executive Joe Parisi and Park Chair Bill Lunney spoke at the event. James stated that there is tremendous support for securing a safe public access to Upper Mud Lake referencing the acquisition priority in the County Parks and Open Space Plan and the State/County - Capital Springs Recreation Areas Master Plan.
- New County Parks Brochure – James handed copies out of the new park map that was recently completed.

5. Res. 256, 2012-2013. Authorizing the Acquisition of Land for Access to Upper Mud Lake

**Motion by Thoresen, second by Wisniewski to recommend approval of the Resolution 256, 2012-2013 to the County Board for the purchase of land providing access to Upper Mud Lake.**

**M.C. 7-0**

6. Highway 51 Planning Update – Babcock County Park

Jeff Berens updated the Commission on the status of the US 51 project in the Village of McFarland that is proposed to result in widening the roadway to be approximately 17' closer to the Babcock County Park campground. For the past two years the WDOT and Dane County Parks have been working on mitigation measures in exchange for the additional right of way needed for road expansion. Because of the presence of archaeological resources in the park, the Federal Highway Administration has indicated they would not be able to offer relocation of campsites adjacent to the highway as one of the mitigation measures. Jeff stated in order to keep the highway expansion planning project on schedule, the WDOT is going to move forward with the required Section 4F analysis that will include all of the previous agreed upon mitigation measures except for the campsite relocation. The campsite relocation issue would be addressed in the future during the right of way real estate appraisal process. The Commission asked that staff prepare a draft Memorandum of Understanding between Dane County and the WDOT that acknowledges the necessity to move the planning process forward and that the campground relocation mitigation measure is still unresolved, the anticipated project timeline, the Commission's desire to relocate campground sites within the park if possible, or if not, consider another mutually agreeable relocation site.

**Motion by Schlaefer, second by Wisniewski reconfirming the Park Commission's position there is not a de minimis impact to the park unless all sixteen mitigation measures are provided including the campsite relocation.**

**M.C. 7-0**

7. PARC Grant Program Application Materials and Timeline

Kwitek provided an overview of the 2013 PARC Grant Program stating that there was one million dollars allocated for 2013. The maximum grant amount is \$250,000. The grant deadline is tentatively set for May 3, 2013 providing two months for parties to submit an application. This is a little later than the deadline used last year. Last year the Commission awarded grant in June. This should still provide enough time for projects to get started by late summer or fall. Grant recipients are given two-years to complete their projects. Schlaefer stated that she was concerned that our grant evaluation is not weighted enough to justify its regional significance. Regional significance was one of our primary considerations for providing county money towards a project. Schlaefer offered two options for making sure that a project meets regional significance: one, have regional significance as the first criteria uses to determine the eligibility of a project before it moves on for further evaluation; or give more points (weight) within the current format under the regional evaluation. Wisniewski agreed, added that a simple fix that could be considered was to add more points to question #14. The Commission asked staff to consider adding more points to question #14 and possible modification of the question to allow for the greater number of points.

8. Park Endowment

Lunney provided an update on the work of the Fundraising and Endowment Development Subcommittee stating that the subcommittee has met a number of times and put in considerable time discussing and exploring the creation of a park endowment. He stated that the Park Commission has been invited by the Madison Community Foundation to submit a proposal for a matching campaign to establish an endowment to support the county parks. Lunney stated he considered this an opportunity to create a long-term alliance with the Madison Community Foundation (MCF) who has been a tremendous supporter of the county park system. The Friends of Dane County Parks has dissolved and wishes to contribute \$15,000 towards an endowment and non-designated Dane County Park donations can provide an additional \$15,000 or more towards the startup. There are opportunities to campaign for additional donations with upcoming events such as the dedication of Nine Springs E-Way for the Lewis's, planned for this spring. Supervisor Richmond agreed with Bill's assessment of the subcommittee's common goal towards establishing an endowment. Staff provided a list of other communities within Wisconsin that are currently using endowments.

**Motion by Haag, second by Richmond requesting that staff pursue the development of a partnership with the Madison Community Foundation by submitting an application for matching campaign to develop a fund to support Dane County Parks.**

**M.C. 7-0**

9. Brigham Bike Trail Project

James updated the Commission on a trail project that began this winter preparing a corridor for a new bike/pedestrian trail from the Military Ridge State Trail to Brigham County Park. Park staff are removing the trees within the corridor that will be utilized for a new shelter the county hopes to construct at Brigham County Park later this year. The shelter will be a timber frame structure similar to the one constructed at the Scheidegger Forest.

10. Any Other Business Allowed by Law

Next Meeting will be March 13, 2013.

11. Adjourn

Meeting adjourned at

*Recorder: Darren Marsh*

*These minutes are the notes of the recorder and are subject to review, revision, and approval at a subsequent meeting of the Commission.*

## Hellermann, Luke

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**From:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Sent:** Wednesday, November 04, 2015 9:57 AM  
**To:** Hellermann, Luke  
**Subject:** FW: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

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**From:** James, Christopher [mailto:James@countyofdane.com]  
**Sent:** Wednesday, October 28, 2015 5:23 PM  
**To:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Cc:** Marsh, Darren <Marsh@countyofdane.com>; DOT DTSD US 51 Stoughton to McFarland EA <DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov>  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

It all used to be gravel and has grown over in grass, so there is a stable base under the grass.

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**From:** Berens, Jeff - DOT [mailto:Jeff.Berens@dot.wi.gov]  
**Sent:** Wednesday, October 28, 2015 5:04 PM  
**To:** James, Christopher  
**Cc:** Marsh, Darren; DOT DTSD US 51 Stoughton to McFarland EA  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

Chris – Is the overflow lot currently gravel? At this point I was thinking the new driveway would be gravel and we'd would probably look to replace the rest in kind. If you'd like something different we could discuss. Thanks.

---

**From:** James, Christopher [mailto:James@countyofdane.com]  
**Sent:** Wednesday, October 28, 2015 2:14 PM  
**To:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Cc:** Marsh, Darren <Marsh@countyofdane.com>; DOT DTSD US 51 Stoughton to McFarland EA <DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov>  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

Jeff,  
Would you be replacing the gravel base material over the parking area with the 20:1 alternative?  
Thanks  
chris

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**From:** Berens, Jeff - DOT [mailto:Jeff.Berens@dot.wi.gov]  
**Sent:** Wednesday, October 28, 2015 1:57 PM  
**To:** James, Christopher  
**Cc:** Marsh, Darren; DOT DTSD US 51 Stoughton to McFarland EA  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

Chris – Just checking in to see if you have any questions on the different options for the overflow lot. Let me know if you have an option that Dane County Parks would prefer or if you'd like to meet to discuss things in more detail. Thanks.

Jeff Berens, P.E.  
Planning Engineer  
WisDOT SW Region - Madison Office

(608) 245-2656

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**From:** Berens, Jeff - DOT  
**Sent:** Wednesday, October 14, 2015 11:26 AM  
**To:** 'James, Christopher' <[James@countyofdane.com](mailto:James@countyofdane.com)>  
**Cc:** Marsh, Darren <[Marsh@countyofdane.com](mailto:Marsh@countyofdane.com)>; DOT DTSD US 51 Stoughton to McFarland EA <[DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov](mailto:DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov)>  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

Chris & Darren - Attached are the 20:1 option for Babcock Park and the 4:1 with no grading for Babcock Park. Sidewalk has also been put in to the new driveway. The new driveway has been widened to 30 feet (10 feet wider). Since it is a lot wider it has also been shifted slightly to the south to get a better entrance to the lot.

Notes:

- 1) The 20:1 option will allow cars to park about 8 feet closer to US 51 compared to the 4:1 slope.
- 2) R/W information for Babcock Park (all parcels)

Option	R/W Required	TLE Required	Total Affected Acres
20:1 Slopes	1.2	2.0	3.2
4:1 Slopes	1.2	1.7	2.9

Let me know if you have any questions. Thanks.

Jeff Berens, P.E.  
Planning Engineer  
WisDOT SW Region - Madison Office  
(608) 245-2656

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**From:** James, Christopher [<mailto:James@countyofdane.com>]  
**Sent:** Tuesday, October 13, 2015 2:12 PM  
**To:** Berens, Jeff - DOT  
**Cc:** Marsh, Darren  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

Jeff,  
That sounds like a good alternative, including eliminating the 20:1 slopes.  
Thanks  
chris

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**From:** Berens, Jeff - DOT [<mailto:Jeff.Berens@dot.wi.gov>]  
**Sent:** Tuesday, October 13, 2015 11:44 AM  
**To:** James, Christopher  
**Cc:** DOT DTSD US 51 Stoughton to McFarland EA  
**Subject:** 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

Hi Chris,

At our August 26, 2015 Public Involvement Meeting (PIM) for the US 51 Stoughton to McFarland meeting we received a comment about the overflow parking lot to Babcock Park. He indicated that the overflow lot gets used on busy weekends by vehicles with trailers. He pointed out that based on the design shown at the meeting it would not be possible to park in the overflow lot and then drive straight across US 51 to get to the boat launch area to get a boat. The design shown at the meeting would require a driver to make a right turn out of the overflow lot, travel north to find a place to turn around, and then head south to the main lot/boat launch.

In order to address this concern we have developed an option where the entrance to the overflow parking lot would be moved approximately 250 feet to the south. This would allow anyone exiting the lot the option of getting into the northbound left-turn lane that would take them into the main lot/boat launch.

I have attached a graphic showing the relocated driveway along with some cross sections showing the lot graded out at 20:1. We anticipate it would require approximately 0.8 acres of temporary easement to remove the old entrance, put in the new entrance, and provide minor grading in the lot. Please note that if the County would prefer we could eliminate the 20:1 slopes and match into existing ground at a 4:1 slope off the back of sidewalk, which would reduce the temporary easement required.

Let me know if you have any questions, comments, or if you would like to get together to discuss the proposed changes. Thank you.

Jeff Berens, P.E.  
Planning Engineer  
WisDOT SW Region - Madison Office  
(608) 245-2656





**WisDOT ID 5845-06-03**  
**US 51 Environmental Assessment**  
**Stoughton-McFarland**  
**I-39/90 to US 12/18**  
**Dane County**

**DANE COUNTY PARKS MEETING MINUTES**

August 12, 2019  
1 to 2:00 P.M.  
Dane County Parks  
5201 Fen Oak Drive, Madison

Attendees:

Jeff Berens, Wisconsin Department of Transportation (WisDOT)–Southwest (SW) Region  
Brandon Lamers, WisDOT–SW Region  
Joel Brown, WisDOT–Central Office  
Chris James–Dane County Parks  
John Reimer–Dane County Land and Water Resources  
Darren Marsh–Dane County Parks (arrived at 1:45 p.m.)  
Joan Petersen, Strand Associates, Inc.® (Strand)  
Jenny Kobryn, Strand

Exhibits: US 51 Roll Plot for Babcock Park area  
Preliminary plan sheets for US 51 and adjacent Babcock Park with both 2016 and 2019 proposed right of way

**1. Introduction**

Jeff Berens provided an introduction and background on the proposed project. Act 59 removed the ability for WisDOT to acquire right of way for bike lanes and multiuse paths unless specific mitigation items already agreed on included bike or multiuse path accommodations. Previously proposed on-street bike lanes were removed from US 51 in the urban section of McFarland. The previously proposed multiuse path from County B (east) to Skyline Drive was also removed from the updated preliminary plans.

Chris James asked if improvements would occur on County B (east). Jeff responded that Alternative H is the preferred alternative which has no improvements along County B (east) east of the intersection with US 51.

**2. Design Changes**

Jenny Kobryn explained the changes to the design through Babcock Park. Chris asked if the 12-foot path to the dam would be wide enough for maintenance. John Reimer confirmed that 12 feet should be fine.

Chris asked if the parking lot on the north side of the Yahara River would be improved soon. The parking lot is in bad condition and was on Dane County Parks list of proposed improvements. John asked if there would be any other improvements besides new pavement. Specifically, oil and grease control. Jeff stated that there are currently no requirements to provide specific improvements at locations as long as the project meets all WDNR requirements. Chris stated that this would be a Dane County requirement. Joel Brown mentioned that we could discuss adding mitigation measures. The goal would be to have all parties agree to a *de minimis* impact on Babcock Park. Chris stated that placing a trench filled with rock would probably meet the Dane County specifications. Dane County would like the mitigation item for this parking lot to state that it will follow Dane County Ordinance Chapter 14. Strand will review the ordinance and WisDOT will respond to Dane County as soon as possible about this request.

Chris asked about the park signs and locations. Jeff stated that mitigation item No. 1 was to work with Dane County on all sign placement.

**3. Yahara River Bridge**

John mentioned that Dane County planned to dredge the Yahara River because of the flooding from Monona to Stoughton. He wanted to confirm that the abutments would be deep enough to accommodate annual dredging. Also, John requested that the bridge be widened to include the full river width. Jeff mentioned that



**WisDOT ID 5845-06-03**  
**US 51 Environmental Assessment**  
Stoughton-McFarland  
I-39/90 to US 12/18  
Dane County

**DANE COUNTY PARKS MEETING MINUTES**

August 12, 2019  
1 to 2:00 P.M.  
Dane County Parks  
5201 Fen Oak Drive, Madison

there is a mitigation item already agreed to the bridge would be widened to the width of the dam or larger. Joan noted the proposed abutment locations on the graphic. The depth of the new abutments is not yet known as it would be a final design element.

**4. Flooding**

John mentioned that there was a lot of flooding and a possible solution would be to place a pipe line under US 51 from the Yahara River at Babcock Park to Lake Kegonsa near County B/AB. The pipe would be approximately 60 inches in diameter. Brandon Lamers said he would ask WisDOT administrators if this would be allowed. John stated that the pipe would probably be consultant-designed with WDNR, UWM, and the existing task force as reviewers. Brandon asked if there were any documents that could be provided to the administration office to assist with the explanation. John stated that there is a technical report that he can send over.

**5. De minimis**

Darren Marsh stated that he thought WisDOT and Dane County Parks might be able to work toward a *de minimis* finding. He requested a letter that outlines the mitigation measures to take to the Parks Commission. Some of the commission members are new so it will probably take two meetings with them before a decision can be made.

Prepared by the Strand team and respectfully submitted.

**From:** [Berens, Jeff - DOT](#)  
**To:** [Joel Brown](#)  
**Subject:** FW: 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail  
**Date:** Tuesday, November 12, 2019 7:16:53 AM

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**From:** James, Christopher <[James@countyofdane.com](mailto:James@countyofdane.com)>  
**Sent:** Monday, November 11, 2019 3:14 PM  
**To:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail

Jeff, got your message, let me know if this works:

Dane County Parks confirms the need to temporarily detour the Lower Yahara River Trail while the US 51 bridges over Taylor Road are under construction. Public notification, suitable detour routes and project timing should be coordinated with Public Works staff from the Village of McFarland.

Hope this helps,  
chris

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**From:** Berens, Jeff - DOT [<mailto:Jeff.Berens@dot.wi.gov>]  
**Sent:** Monday, November 11, 2019 12:42 PM  
**To:** James, Christopher  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail

Chris,

WisDOT understands the Lower Yahara River trail is a collaborative effort between Dane County Parks and other jurisdictions including the village of McFarland. WisDOT also understands all infrastructure related to the trail is not owned or maintained by Dane County Parks. Since Dane County is leading the trail development effort and promoting the existing trail and future phases of the trail, WisDOT would like confirmation that Dane County Parks believes temporarily detouring the trail is appropriate while the US 51 bridges over Taylor Road are under construction. The specific location of the detour would be discussed with Dane County Parks and the village of McFarland during final design. Please let me know if you would like to discuss this further. Thank you.

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656

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**From:** James, Christopher <[James@countyofdane.com](mailto:James@countyofdane.com)>



**Sent:** Friday, November 08, 2019 1:40 PM

**To:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>

**Cc:** 'Jim Hessling' <[Jim.Hessling@mcfarland.wi.us](mailto:Jim.Hessling@mcfarland.wi.us)>

**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail

Thanks Jeff, you will need to coordinate with the Village of McFarland on this, we don't operate/maintain the trail through the Village. I've copied Jim Hessling who can let you know who would be most appropriate to coordinate with.

chris

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**From:** Berens, Jeff - DOT [<mailto:Jeff.Berens@dot.wi.gov>]

**Sent:** Friday, November 08, 2019 7:42 AM

**To:** James, Christopher

**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail

Chris,

Thank you for including the information in the e-mail below related to the Lower Yahara River Trail (LYRT) and its crossing of US 51 parallel to Taylor Road in the village of McFarland. If enumerated for construction, the US 51 Stoughton – McFarland Study includes work on the US 51 bridges over Taylor Road. When these bridges are under construction, a detour of the LYRT onto local streets in the village of McFarland would be required to maintain the safety of the users of the LYRT. This detour would be signed. Specific detour routes would be determined with input from with Dane County Parks during final design. Preliminarily it appears like utilizing Siggelkow Road and other various local roads in McFarland with bicycle and pedestrian accommodations would be appropriate. This detour would be temporary, long enough for construction activities on the bridges over Taylor Road. WisDOT does not anticipate any permanent impacts to the LYRT would result from construction activities.

Please respond to this e-mail and acknowledge Dane County agrees with the contents of this e-mail.

Thank you,

Jeff Berens, P.E.

Major Studies Project Manager

WisDOT SW Region - Madison Office

(608) 245-2656

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**From:** James, Christopher <[James@countyofdane.com](mailto:James@countyofdane.com)>

**Sent:** Monday, November 04, 2019 11:35 AM

**To:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>

**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail

Hey Jeff,

Here's some information, yes the LYRT extends from the Lussier Family Heritage Center at Lake Farm Park to the City of Stoughton, it goes under US 51 in McFarland. Obviously not all of the trail has been developed yet, just starting planning for the County segment of Phase 2 now.

Hope this helps, let me know if you need more.

thanks

Chris

<https://parks-lwr.d.countyofdane.com/Trail/Lower-Yahara-River-Trail>

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**From:** Berens, Jeff - DOT [<mailto:Jeff.Berens@dot.wi.gov>]

**Sent:** Thursday, October 31, 2019 2:21 PM

**To:** James, Christopher

**Subject:** 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail

**CAUTION: External Email - Beware of unknown links and attachments. Contact Helpdesk at 266-4440 if unsure**

Hi Chris,

Do you have an official map of the Lower Yahara River Trail that you could provide? I've done some checking on the trail website and it looks like it ends at McDaniel Park in McFarland, but I saw something that said the trail continues on into McFarland. I'm wondering if the county actually officially designated a trail through the McFarland area or if there are just routes that extend from the trail into the urban area of the village. If there is an official trail that goes into McFarland and crosses the US 51 corridor we'll need to discuss that in our environmental document for the study. Any help is appreciated. Thanks.

Jeff Berens, P.E.

Major Studies Project Manager

WisDOT SW Region - Madison Office

(608) 245-2656





May 14, 2021

Jeff Berens  
WisDOT Project Manager  
2101 Wright Street  
Madison WI 53704

Subject: USH 51 Stoughton to McFarland WisDOT 5845-06-03 Brost Property Impacts Section 4(f)  
Coordination

Dear Jeff Berens:

WisDOT has coordinated with the Wisconsin Department of Natural Resources (DNR) and Groundswell Conservancy related to the US 51 Stoughton – McFarland Study. DNR understands that WisDOT has identified Alternative H as WisDOT's preferred alternative for the study. Since Alternative H was identified, Groundswell Conservancy acquired a property near the intersection of US 51 and Mahoney Road called the Brost Addition, using Knowles-Nelson Stewardship Funds. The property was purchased for conservation and wetland protection purposes and is open to the public for recreational purposes. DNR understands Alternative H will require approximately 1.7 acres of land from the Brost Addition for construction of Alternative H.

In addition to the 1.7 acres, additional easement will be needed for the relocation of the Kegonsa Sanitary District force main currently within an easement on the property. WisDOT intends to purchase the 1.7 acres at fair market value. In addition to the purchase of the property, WisDOT, DNR and Groundswell are working together to determine acceptable mitigation measures to offset stewardship program investment in the Brost Addition.

Total monies expended by WisDOT on mitigation measures will be of equal value to the value of land acquired.

In summary, WisDOT will purchase the approximately 1.7 acres at fair market value and provide mitigation to enhance the Brost Addition of a similar value to the land acquired. Potential mitigation measures discussed to date that are under consideration consist of construction of an improved access and parking area, signage, potential water access enhancements and/or other property enhancements. Mitigation measures will be finalized following real-estate appraisals to determine total value of required mitigation. Appraisal discussions between WisDOT and DNR are in progress.

WisDOT identified that two public comments were received during the public involvement process, WisDOT has provided these comments to DNR and Groundswell for review and consideration prior to sending this letter.

WisDOT has also informed DNR and Groundswell that FHWA may make a finding of de minimis impact related to impacts to the Brost Addition.

DNR believes that the US 51 Study and approximately 1.7 acres of impact to the Brost Addition that would occur from construction of Alternative H as outlined in this letter would not affect the activities, features or attributes that qualify the property for protection under Section 4(f).

If anything in this letter requires further clarification, please contact this office at (608) 228-7928, or email at [eric.heggelund@wisconsin.gov](mailto:eric.heggelund@wisconsin.gov).

Sincerely,

*Eric Heggelund*

Eric Heggelund  
Environmental Analysis & Review Specialist

cc: Joel Brown, WisDOT  
Pam Foster Felt, DNR  
Jim Welsh, Groundswell



May 19, 2021

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office

Dear Jeff:

WisDOT has coordinated with the Wisconsin Department of Natural Resources (DNR) and Groundswell Conservancy related to the US 51 Stoughton – McFarland Study. DNR and Groundswell understand that WisDOT has identified Alternative H as WisDOT's preferred alternative for the study. Since Alternative H was identified, Groundswell Conservancy acquired a property near the intersection of US 51 and Mahoney Road called the Brost Addition, using Knowles-Nelson Stewardship Funds. The property was purchased for conservation and wetland protection purposes and is open to the public for recreational purposes. DNR and Groundswell understand Alternative H will require approximately 1.7 acres of land from the Brost Addition for construction of Alternative H. An easement has been accepted and recorded with Dane County restricting uses outlined in the Knowles-Nelson Stewardship Grant Agreement.

In addition to the 1.7 acres, additional easement will be needed for the relocation of the Kegonsa Sanitary District force main currently within an easement on the property. WisDOT intends to purchase the 1.7 acres at fair market value. In addition to the purchase of the property, WisDOT, DNR and Groundswell are working together to determine acceptable mitigation measures to offset stewardship program investment in the Brost Addition.

Total monies expended by WisDOT on mitigation measures will be of equal value to the value of land acquired.

In summary, WisDOT will purchase the approximately 1.7 acres at fair market value and provide mitigation to enhance the Brost Addition of a similar value to the land acquired. Potential mitigation measures discussed to date that are under consideration consist of construction of an improved access and parking area, signage, potential water access enhancements and/or other property enhancements. Mitigation measures will be finalized following real-estate appraisals to determine total value of required mitigation. Appraisal discussions between WisDOT and DNR are in progress.





WisDOT identified that two public comments were received during the public involvement process, WisDOT has provided these comments to DNR and Groundswell for review and consideration prior to sending this letter.

WisDOT has also informed DNR and Groundswell that FHWA may make a finding of de minimis impact related to impacts to the Brost Addition.

Groundswell believes that the US 51 Study and approximately 1.7 acres of impact to the Brost Addition that would occur from construction of Alternative H as outlined in this letter would not affect the activities, features or attributes that qualify the property for protection under Section 4(f).

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Welsh", is written over the printed name.

Jim Welsh  
Executive Director

Z:\Stewardship\Projects\Lower Mud Lake\Brost\Stewardship\DOT Taking\Brost Addition Response to DOT.docx



IN REPLY REFER TO:

# United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
Custom House, Room 244  
200 Chestnut Street  
Philadelphia, Pennsylvania 19106-2904

July 1, 2020

9043.1  
ER 20/0206

Bethaney Bacher-Gresock  
U.S. Department of Transportation  
Wisconsin Division Office  
525 Junction Road, Suite 8000  
Madison, WI 53717

Dear Ms. Bacher-Gresock:

The Department of the Interior (Department) has reviewed the Draft Section 4(f) evaluation for the US 51 Corridor Study, from I-39/90 to US 12/18, in Dane County, Wisconsin (the project). The document considers effects under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303) associated with the project. The project sponsors are the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA).

## Background Information

The US 51 corridor is an important commuter route in southeastern Dane County, connecting I-39/90 and US 12/18 which are both National Highway System routes and *Connections 2030* Backbone routes. The purpose of the project is to provide a safe and efficient transportation system in the US 51 corridor to serve present and long-term travel demand while minimizing disturbance to the environment. This will be obtained by working to address existing safety conditions, accommodate travel demand, address existing pavement conditions, improve bicycle and pedestrian accommodations, and considering corridor preservation and long-term planning measures.

## Section 4(f) Comments

Section 4(f) applies to both historic and recreational resources impacted by the project.

There are several Section 4(f) resources in the study area:

- Historic Maple Grove School
- Historic Districts in Stoughton (Five Historic Districts)
- Barber Campsite (archaeological site)



- Lincoln Point Park (recreational area)
- Colladay Point Park (recreational area)
- Colladay Mound (archaeological site)
- Historic Olson-Hemsing Farmstead (12 historic resources)
- Bird Effigy (archaeological site)
- Babcock Park (recreational area)
- Babcock Park Archaeological Site
- Lower Yahara River Trail (recreational area)
- Brost Addition to Mud Lake (recreational area)

Project sponsors evaluated multiple alternatives as part of this project. The preferred alternative (Alternative H) would have Section 4(f) impacts on Babcock Park. Proposed actions for transportation improvements in the vicinity of Babcock Park would include road widening, adding turning lanes, relocating vehicle entryways, adding pedestrian routes, and improving pedestrian crossings. These actions would result in acquisition and use of estimated 0.5 acres for rights of way and approximately 2.9 acres of temporary limited easement.

Impacts to Babcock Park cannot be avoided under the preferred alternative because park land is located on both sides of US 51, and Alternative H widens the roadway in this area and requires real estate acquisition. Other alternatives would result in extensive impacts to other resources protected by Section 4(f). WisDOT and FHWA have met with Dane County Parks and the Park Commission on several occasions to discuss potential impacts to Babcock Park and propose mitigation measures. FHWA has proposed to coordinate all work with Dane County Parks.

The FHWA has determined that no other properties would have Section 4(f) use determinations, including the Barber Campsite archeological site, which would be excavated and completely removed under the preferred alternative. Section 4(f) does not apply to that site if FHWA determines that the archeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place, and the State Historic Preservation Office (SHPO), Tribal Historic Preservation Office (THPO), and Advisory Council on Historic Preservation (ACHP)(if participating) does not object to this determination. The draft evaluation does not describe how this determination of "minimal value for preservation in place" was made, and does not include the required THPO, SHPO, and ACHP concurrence with the determination. It is anticipated that further consultation will result in the development of a memorandum of agreement, documenting concurrence and mitigation measures for the project.

The FHWA has preliminarily determined there is no feasible and prudent avoidance alternative to the use of land from the Section 4(f) property. Furthermore, the preferred alternative includes all possible planning to minimize harm to the Section 4(f) resource resulting from such use. FHWA will finalize this Section 4(f) evaluation after considering public comments or testimony received at the project's upcoming public hearing, coordination with the US Department of Interior and officials with jurisdiction, and a legal sufficiency review.

The Department concurs with the draft determination that the project's preferred alternative constitutes a use under Section 4(f). The Department also concurs that there is no feasible or prudent alternative that would meet the purpose and need of the project and avoid the use and

impact of the Section 4(f) properties. The Department has no objection to the Draft Section 4(f) evaluation, and expects that the final determination will include all required concurrences, agreements, and mitigation measures developed through consultation with the SHPO, THPO, and ACHP.

The Department has a continuing interest in working with the FHWA and WisDOT to ensure impacts to resources of concern are adequately addressed. For issues concerning Section 4(f) resources, please contact Tokey Boswell, Chief, Planning and Compliance Division, Regions 3, 4, and 5, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, or by email at [tokey\\_boswell@nps.gov](mailto:tokey_boswell@nps.gov).

We appreciate the opportunity to provide these comments.

Sincerely,

**JOHN  
NELSON**

Digitally signed by  
JOHN NELSON  
Date: 2020.06.30  
13:21:31 -04'00'

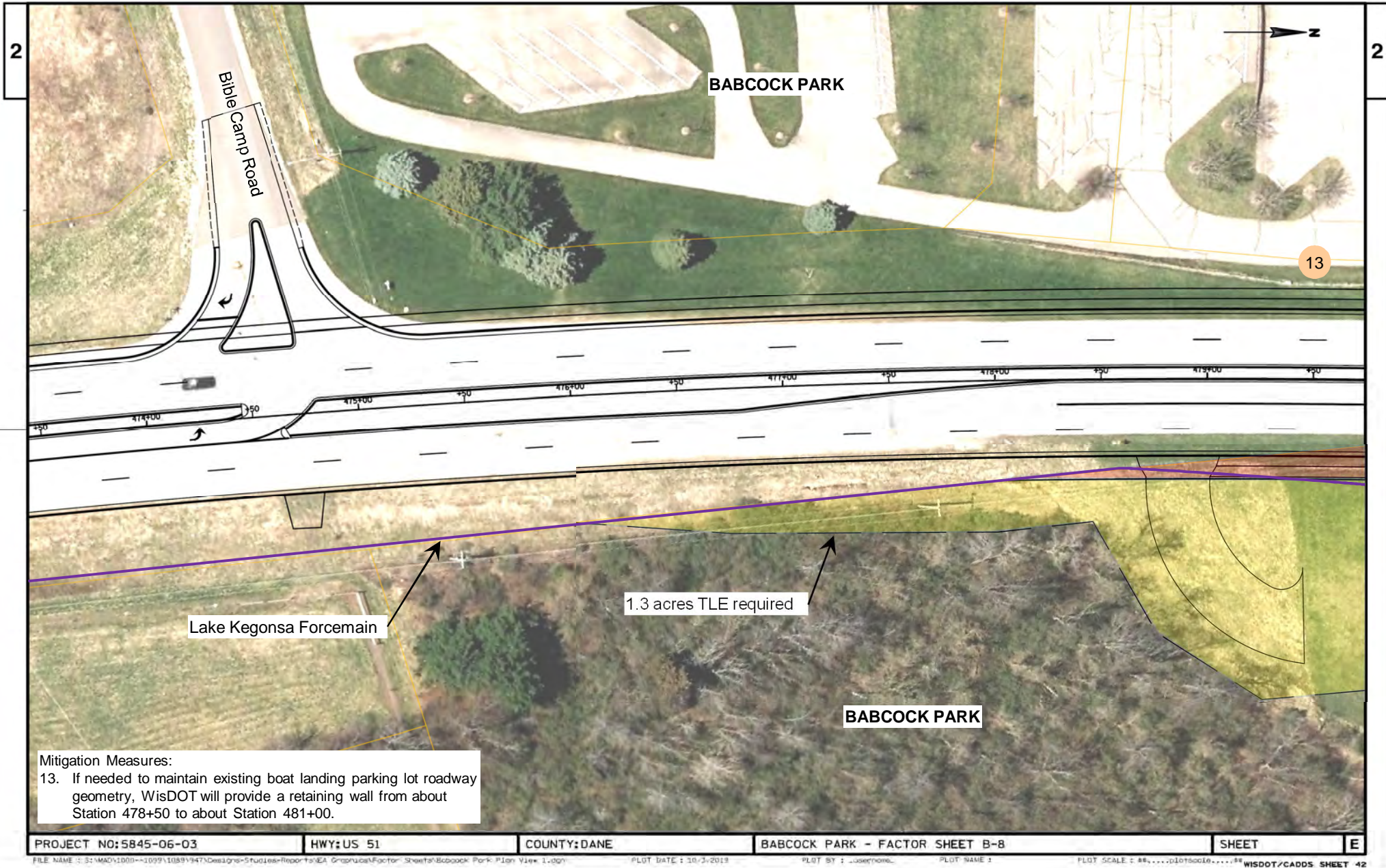
John Nelson  
Acting Regional Environmental Officer  
Office of Environmental Policy and Compliance

## **APPENDIX B PRELIMINARY PLAN SHEETS**

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## Mitigation Measures:

3. WisDOT will include relocation/recalibration of the USGS station at Babcock Park.
4. WisDOT will provide an access path from proposed US 51 path south of the Yahara River bridge to the existing fishing pier and dam.
8. WisDOT will provide a connector path from the proposed US 51 path north of the Yahara River bridge to the parking lot and existing park path on the west side of US 51.
9. WisDOT will reconstruct the lock parking lot as single loaded on the west side and expand the lot north to the existing storage sheds.
12. WisDOT will construct a retaining wall from Station 489+00 to Station 494+00 that includes a transition ramp to provide access to the parking lot.

0.2 acres TLE required

&lt;0.1 acres FEE required

BABCOCK PARK

4

7

12

8

BABCOCK PARK

11

7

Lake Kegonsa Forcemain

0.2 acres FEE required

1.3 acres TLE required

6

BABCOCK PARK

## Mitigation Measures:

6. WisDOT will provide a shared use path from the overflow parking area on the east side of US 51 to the Yahara River.
7. WisDOT will provide sidewalk on the east side of the Yahara River Bridge and a bicycle/pedestrian path on west side of the bridge.
11. WisDOT will lengthen the span of the Yahara River Bridge to be at least the same as the existing dam structure opening.

1.2 acres TLE required

0.2 acres FEE required

9

BABCOCK PARK

PROJECT NO: 5845-06-03

HWY: US 51

COUNTY: DANE

BABCOCK PARK - FACTOR SHEET B-8

SHEET

E

FILE NAME : S:\MAD\1000-1099\1089\347\Design-Studies-Report\EA\Graphics\Factor Sheets\Babcock Park\Plan View 3.dgn

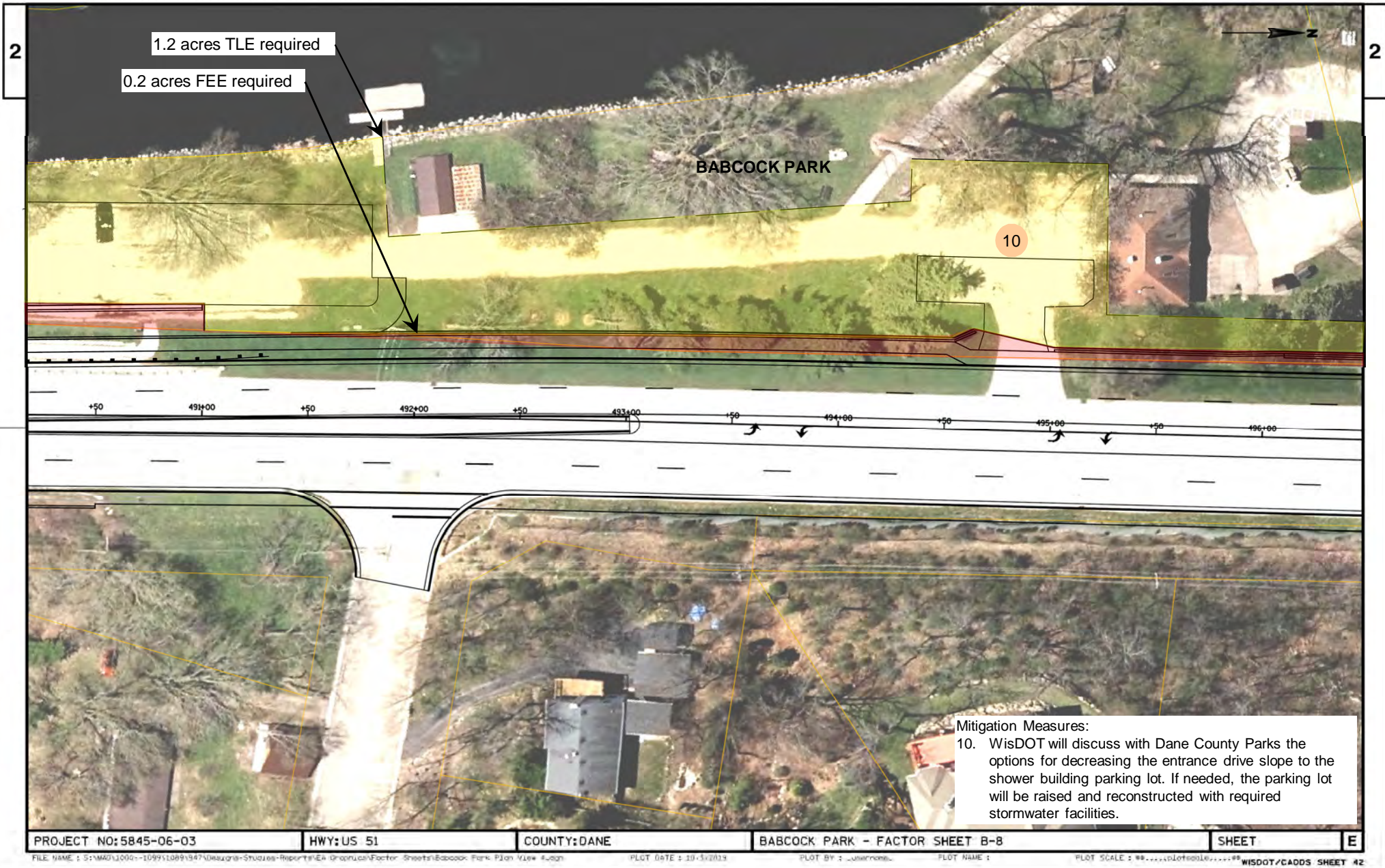
PLOT DATE : 10/31/2013

PLOT BY : J. J. J. J.

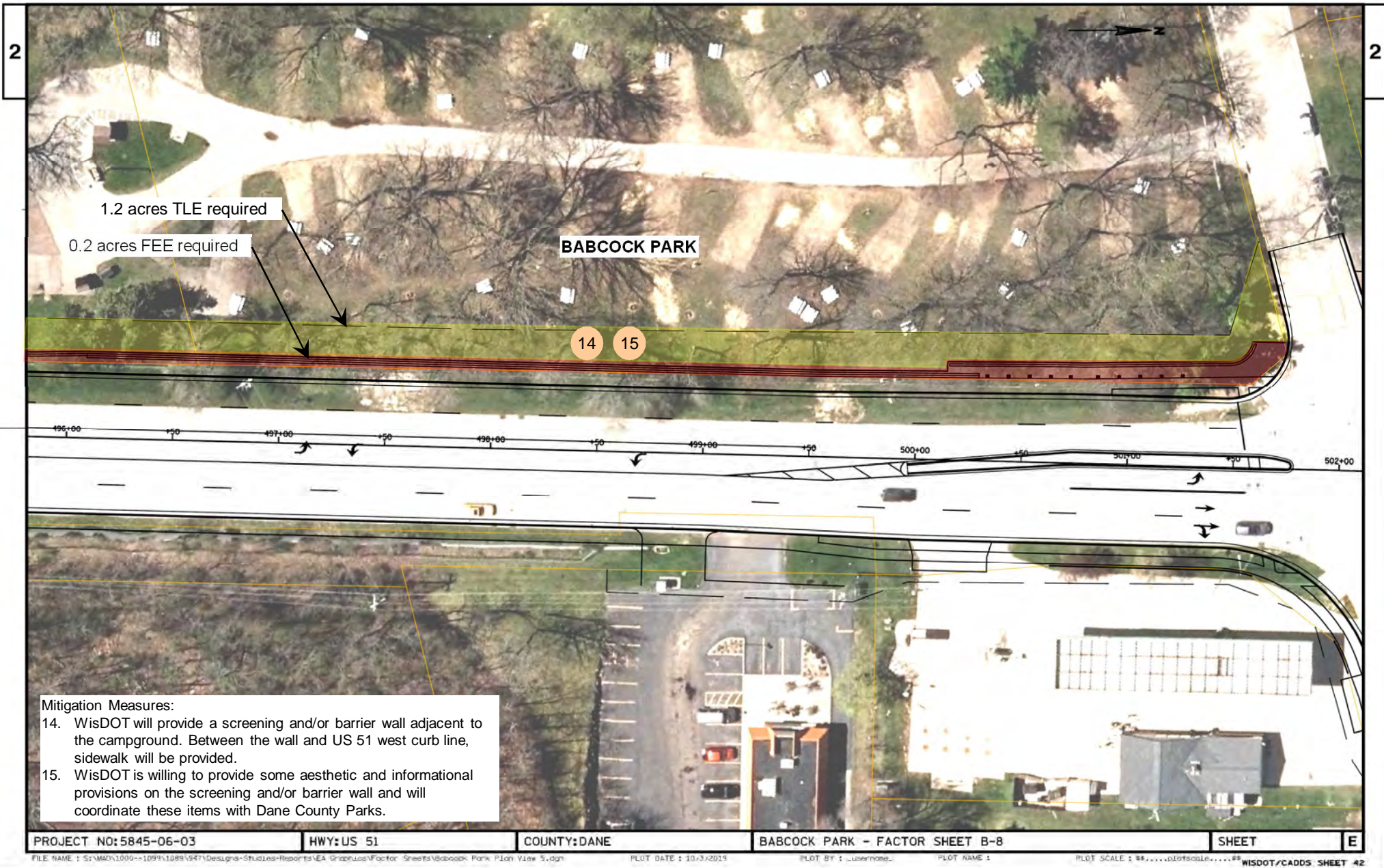
PLOT NAME :

PLOT SCALE : 1/4" = 1' Plot Scale: 1/4" = 1' WISDOT/CADD SHEET 42









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**APPENDIX C**  
**ALTERNATIVES COMPARISON MATRIX**

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## BASIC SHEET 6--ALTERNATIVES COMPARISON MATRIX

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

PROJECT PARAMETERS	Unit of Measure	ALTERNATIVES			
		No Build <sup>1</sup>	A	B	H
Project Length	Miles	--	17.7	17.7	17.7
<b>PRELIMINARY COST ESTIMATE <sup>2</sup></b>		<b>2016 (FY)</b>	<b>2016 (FY)</b>	<b>2016 (FY)</b>	<b>2020 (FY)</b>
Construction	Million \$	28	97	294 to 306	166.6
Real Estate	Million \$	0	2	10 to 15	7.5
<b>TOTAL</b>	Million \$	28	99	304 to 321	174.1
<b>TOTAL (YOE)</b>	Million \$	--	--	--	203.4
<b>LAND CONVERSIONS</b>					
Total Area Converted to ROW	Acres	0	59	272 to 299	66
<b>REAL ESTATE</b>					
Number of Farms Affected	Number	0	37	159	37
Total Area Required from Farm Operations	Acres	0	34.1	183 to 223	45.7
AIS Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Farmland Rating	Score	--	172	197	169
Total Buildings Required	Number	0	1	18 to 26	2
Housing Units Required	Number	0	1	14 to 20	2
Commercial Units Required	Number	0	0	2	0
Other Buildings or Structures Required	Number & Type	0	0	2 to 4 Barns and Community Facilities	0
<b>ENVIRONMENTAL FACTORS</b>					
Indirect Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Cumulative Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Environmental Justice Populations		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
National Register Eligible Historic Structures in the Area of Potential Effect	Number	0	2 Sites 5 Historic Districts	4 Sites 5 Historic Districts	2 Sites 5 Historic Districts
National Register Eligible Archeological Sites in the Area of Potential Effect	Number	0	5	6	5
Burial Site Protection (authorization required)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
106 MOA Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Section 4(f) Evaluation Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Section 6(f) Land Conversion Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Floodplain		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Unique Upland Habitat Identified		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Wetlands Filled	Acres	0	8.2	8.4 to 9.4	8.4
Stream Crossings	Number	0	6	7	6
Threatened/Endangered Species		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Noise Analysis Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Receptors Impacted	Number			69 to 78 <sup>3</sup>	38
Contaminated Sites	Number	0	25	36 to 40	76

<sup>1</sup> The estimated cost of routine maintenance through the design year should be included in the "Construction" box for the No Build alternative.

<sup>2</sup> Only fiscal year 2016 costs were estimated for the No Build Alternative, Alternative A and Alternative B. A cost risk analysis was completed to arrive at an estimated year of expenditure (YOE) project cost for the preferred alternative (Alternative H).

<sup>3</sup> The noise analysis for Alternative B was completed prior to dismissal of the alternative. The traffic forecast used at that time had higher traffic volumes than the current traffic forecast and the analysis represents a worst case scenario for Alternative B.

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## **APPENDIX D**

### **EXCERPT FROM DOCUMENTATION FOR CONSULTATION**

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**12. Provide copies or summaries of the views provided to date by any consulting parties, Indian tribes or Native Hawai'ian organizations, or the public, including any correspondence from the SHPO and/or THPO.**

The Wisconsin SHPO has concurred with the findings of the identification and evaluation surveys for both archaeology and architecture/history.

No comments have been received from consulting parties, Indian tribes or Native Hawai'ian organizations, and/or the public.

**III. Optional Information**

**13. Please indicate the status of any consultation that has occurred to date. Are there any consulting parties involved other than the SHPO/THPO? Are there any outstanding or unresolved concerns or issues that the ACHP should know about in deciding whether to participate in consultation?**

Public involvement for the US 51 Corridor Study has been ongoing since 2005 when the initial Alternatives Assessment Workshop was held following the Needs Assessment. Following that workshop, public involvement was related to the development of alternatives for the Environmental Impact Statement being prepared. After 2014, public involvement was related to obtaining input on near-term improvements and providing an overview of the tiered process for long-term corridor improvements.

A Public Information Meeting (PIM) was held on August 26, 2015 to solicit public input regarding the project and all four alternatives (Attachment 19). Prior to this meeting, newsletters and postcard invitations were sent to all property owners and businesses within an approximate one-half-mile distance of the project corridor as well as all City of Stoughton and Village of McFarland residents and members of the policy advisory committee (agencies, tribes, and local governments). The project scope and goals were presented along with the new Two- and Four-Lane Reconstruction and Resurfacing with Intersection Improvements Alternative<sup>1</sup>. Attendees were given the opportunity to ask questions and express concerns about the project vocally or in written form on comment sheets. Fifty-nine written comments and several additional verbal comments were received and recorded. Based on recorded public comments, the Preferred Alternative received the most support, followed by the Low Build Alternative, with the Four-Lane Expansion Alternative receiving the least support. No attendees expressed concern directly related to any historic properties. One attendee expressed the opinion that the trees along East Main Street should be retained, though the East Main Street Historic District was not mentioned.

Between June of 2008 and December of 2012, consultants from Great Lakes Archaeological Research Center, Inc. (GLARC) attempted to contact the Dane County Historical Society via multiple phone and email messages to notify them of the project activity and solicit any input or concerns (Attachment 20). No response was received and messages were not returned. In September of 2013, GLARC also contacted the Stoughton Landmarks Commission and the Stoughton Historical Society via email. The Stoughton Landmarks Commission responded with questions regarding specific project activities and architecture/history survey methodology. GLARC staff responded to the Commission's questions via email and provided the group with contact information for Strand Associates for follow up on specific

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<sup>1</sup> An earlier PIM was held in October 2012 at which time information about the No Build, Low Build, and Four-Lane Expansion Alternatives was presented. Subsequently, it was determined that the US 51 corridor alternatives proposed in the DEIS would not receive funding for the next major action to advance the project.

project activities. The group did not identify any additional historic resources in the project area. The Stoughton Historical Society did not respond with any questions or concerns and did not identify any additional resources in the project area.

A consultation meeting was held on February 17, 2016 (Attachment 21). The impacts from the project to NRHP-eligible archaeological sites were discussed. Data recovery of a portion of each site was agreed upon as the appropriate mitigation measure.

There are no outstanding or unresolved concerns or issues.

**14. Does your agency have a website or website link where the interested public can find out about this project and/or provide comments? Please provide relevant links:**

Yes. <http://wisconsindot.gov/Pages/projects/by-region/sw/5139901218/default.aspx>

**15. Is this undertaking considered a “major” or “covered” project listed on the Federal Infrastructure Projects Permitting Dashboard or other federal interagency project tracking system? If so, please provide the link or reference number:**

No.

The following are attached to this form (check all that apply):

- ☒ Section 106 consultation correspondence
- ☒ Maps, photographs, drawings, and/or plans
- ☒ Additional historic property information
- ☒ Other (See Attachments List)

**APPENDIX E**  
***DE MINIMIS* FINDING FOR BROST ADDITION TO MUD LAKE**

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**Wisconsin Federal Highway Administration**  
**Finding of *De Minimis* Impact on Parks, Recreation Areas and Wildlife and Waterfowl**  
**Refuges (Updated 7/25/2017)**

1. Project Description

WISDOT ID: 5845-06-03

Route: US 51

Termini: I-39/90 to US 12/18 (Madison South Beltline)

City/County: City of Stoughton and Village of McFarland, Dane County

Project Description:

The study area for the United States Highway (US) 51 Corridor Study is located in south central Wisconsin in the southeast corner of Dane County. The area lies directly southeast of the city of Madison. The US 51 study corridor extends between the logical termini of Interstate 39/90 (I-39/90), located east of the city of Stoughton, and US 12/18 (Madison South Beltline) in the city of Madison, a distance of 18.6 miles. US 51 connects I-39/90 and US 12/18, which are both National Highway System (NHS) routes and Connections 2030 Backbone routes. NHS routes are important to the nation's economy, mobility and defense. Connections 2030 Backbone (and Connector) routes are identified in Wisconsin's Connections 2030 Long-Range Multimodal Transportation Plan adopted October 2009 and signify Wisconsin's most important highways. While US 51 is not a NHS route, Backbone or Connector route, the US 51 study corridor is an important commuter route in southeastern Dane County that connects I-39/90 and US 12/18. US 51 functions as a principal arterial for most of the corridor except for the 5.7-mile section east of Stoughton from I-39/90 to County N, which is classified as a minor arterial.

The purpose of the project is to provide a safe and efficient transportation system in the US 51 corridor to serve present and long-term travel demand while minimizing disturbance to the environment. This will be obtained by working to address existing safety conditions, accommodate travel demand, addressing existing pavement conditions, improving bicycle and pedestrian accommodations and considering corridor preservation and long-term planning measures. An Environmental Assessment (EA) will be completed for the project to satisfy National Environmental Policy Act (NEPA) requirements. In addition to the No Build Alternative (No Action), Alternative A (Low Build), Alternative B (4-Lane Expansion), and Alternative H (Hybrid) were evaluated in the EA. Alternative H is an alternative that combines features of Alternatives A and B and WisDOT identified Alternative H as the preferred alternative. Each of the build alternatives have a total length of 17.7 miles compared to the 18.6-mile length of the corridor study limits.

Alternative H has six main components that would include the following:

1. Reconstruction of existing rural 2-lane US 51 east of Stoughton.
2. Reconstruction of existing urban 2- and 4-lane US 51 through Stoughton.
3. Capacity expansion from a 2-lane section to a 4-lane urban section along west side of Stoughton.
4. Reconstruction of existing rural 2-lane US 51 (Stoughton to McFarland) with intersection improvements.
5. Reconstruction of existing urban 4-lane in McFarland.
6. Pavement replacement of existing rural expressway between Larson Beach Road and Terminal Drive/Voges Road in McFarland, with Siggelkow Road interchange ramp

improvements and addition of an auxiliary lane in each direction north of Siggelkow Road to Terminal Drive/Voges Road.

A cost risk analysis was completed to arrive at an estimated project cost. The year of expenditure (YOE) cost is a total cost for the entire project timeline from the completion of the environmental document to the anticipated completion of construction by the end of 2029. The risk-adjusted cost results for the project show that 70 percent of the time, total project costs will be \$203.4 million or below at year of expenditure (YOE). In 2020 dollars, this equates to a 70th percentile total project cost of \$174.1 million.

2. Name of Section 4(f) resource: (If the resource is a park and a historic property please indicate the historic property name and the park name if different.)

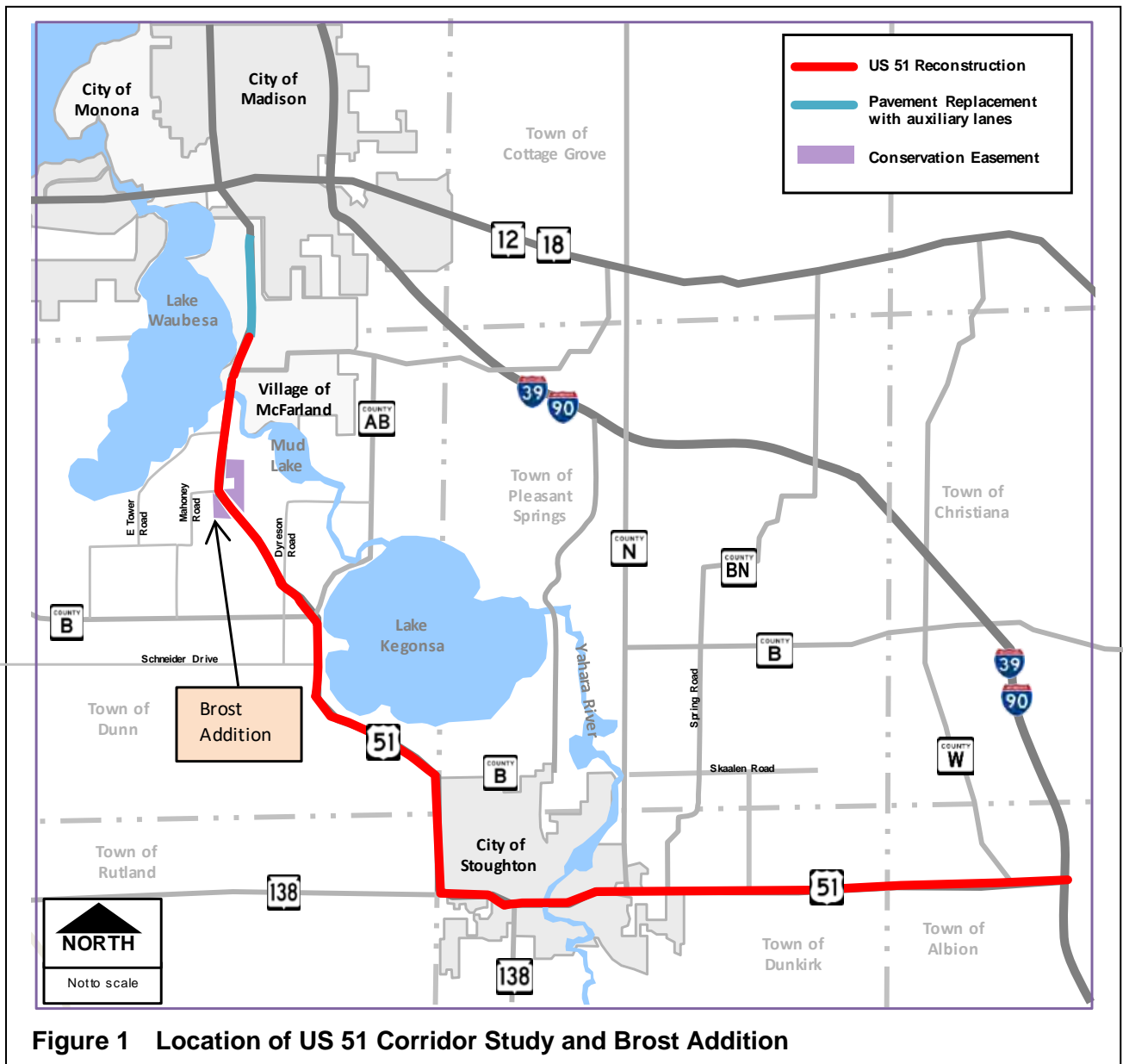
Brost Addition to Mud Lake (Brost Addition)

3. Description of Section 4(f) resource (Include a map and/or photos of the property in relation to the proposed project):

The property is located along the east and west sides of US 51 near Mahoney Road, see Figure 1. The Brost Addition is approximately 68 acres of public land owned and operated by the Groundswell Conservancy. The property was acquired in part with a grant from WDNR and is open to the public with use defined in the Draft Land Management Plan and grant document as:

1. for conservation and recreation purposes (Management Plan).
2. to protect, enhance and restore wildlife habitat and natural communities (Project Purpose in the grant document).
3. to enhance opportunities for wildlife-based outdoor recreation (Project Purpose in the grant document).

These attributes of the Brost Addition property make it eligible for protection under Section 4(f).



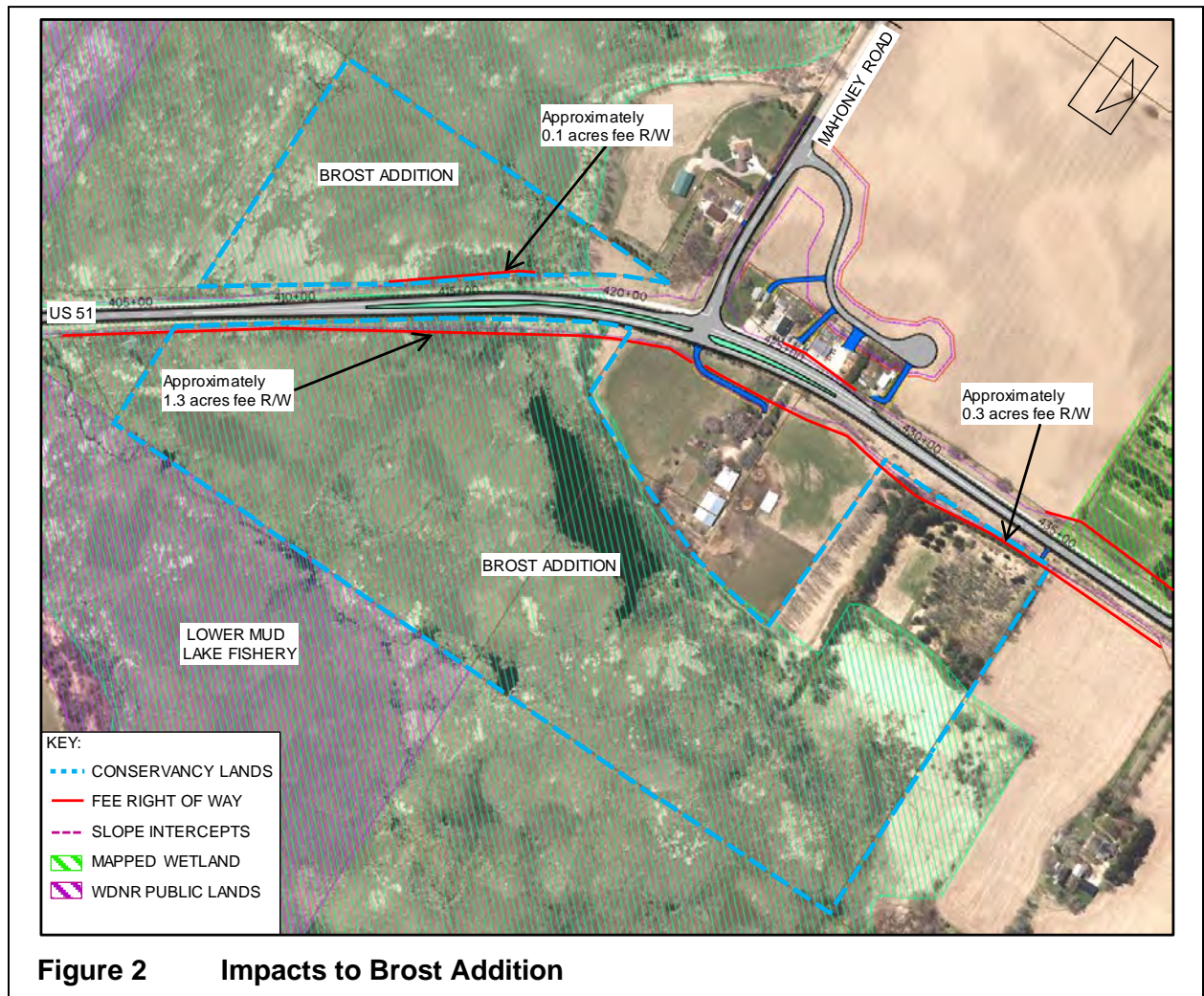
**Figure 1 Location of US 51 Corridor Study and Brost Addition**

#### 4. Description of impacts:

The proposed action would require approximately 1.7 acres of fee right of way from the Brost Addition. The impacts would be related to the proposed reconstruction of the US 51 pavement structure (pavement, aggregate and subbase layers) and repair and replacement of ditches and culverts along the Brost Addition property. The existing US 51 section has two 12-foot travel lanes with 8-foot shoulders (3-foot paved). The proposed section will provide two 12-foot travel lanes with 10-foot shoulders (6-foot paved). In the vicinity of the Mahoney Road intersection, design standards require a median be provided to both the north and south approaches to allow development of a left-turn lane for northbound, left-turning traffic. A southbound, right turn lane is also proposed at Mahoney Road. The turn lanes and medians require the alignment to be shifted slightly east to avoid multiple relocation impacts to several businesses on the west side of US 51. This results in additional right of way required on the east side of US 51. Thus, the impacts to the Brost Addition result from the

pavement reconstruction and reconstruction of the Mahoney Road intersection where turn lanes and medians will be added.

Fee right of way impacts (1.7 acres total) are anticipated along both sides of US 51 (see Figure 2). In addition to these highway reconstruction impacts, the Kegonsa Sanitary District (KSD) maintains a sanitary sewer force main along the east side of US 51 within an easement on the property. KSD has indicated it will relocate portions of the force main as a result of the US 51 improvements and the need for additional easement acquisition by the Sanitary District is anticipated.



- Discuss avoidance, minimization, and compensation efforts and how the impacts after avoidance, minimization, and compensation do not adversely affect the activities, features, and attributes listed in Number 3 above:

The proposed action will not result in adverse effects on the activities, features, and attributes of the Brost Addition property.

To minimize impacts through wetland areas, which is most of the Brost Addition property, the existing roadway grade of 4 percent will be maintained. The roadway profile in this area would normally require a 3 percent grade from the high points to low point in the wetland to

meet current design standards. Using a 4 percent grade will maintain the existing profile, minimize fill through the floodplain, and reduce impacts by approximately 0.3 to 0.5 acres. Preliminary approval by FHWA and WisDOT was obtained in February 2016 for this exception to design standards. During final roadway design, the project team will seek final approval for a design exception for this grade.

Near the northern end of the Lower Mud wetland complex, a tributary to Keenans Creek crosses US 51 within the Brost Addition property. The tributary flows beneath US 51 through a 54-inch concrete pipe. The proposed action includes evaluation of the existing culvert size during final design and culvert replacement during reconstruction of US 51. The re-sized culvert will potentially benefit the Brost Addition property habitat by improving the hydraulic connection between the wetlands to the west and east of US 51. The reconstructed US 51 facility, with wider paved shoulders, will also benefit motorists and bicyclists using US 51, including those traveling to the Brost Addition property.

The property owner will be compensated monetarily for fee acquisition by WisDOT and for the terms of easements potentially required for the KSD force main by KSD. Improvements and restoration for the roadway will be completed as part of the proposed action. Disturbed areas will be restored.

Coordination with the WDNR and Groundswell Conservancy is ongoing and potential mitigation measures for the anticipated impacts to the Brost Addition are being evaluated.

6. Describe the public involvement process and results:

The public has been afforded the opportunity to review and comment on the effects of the proposed action on the protected activities, features, and attributes of the Section 4(f) resource at the October 2020 public involvement meeting (PIM). Two comments were received about the Section 4(f) property during the PIM. One comment agreed with minimizing and mitigating the impacts to the property and one requested that WisDOT be respectful of the conservation land. A public hearing was held for the study in April 2021. No comments or testimony were provided related to the Brost Addition.

7. Name of and notification to the official(s) with jurisdiction over the property:

The officials with jurisdiction over the Section 4(f) resource are WDNR and the Groundswell Conservancy. Officials were notified that FHWA may make a de minimis finding under Section 4(f). Letters from WDNR and the Groundswell Conservancy acknowledging the project will not affect the activities, features or attributes that make the property eligible for protection under Section 4(f) are provided in Appendix A of the Section 4(f) Evaluation, pages A-35 through A-38.

8. Describe the results of coordination with the official(s) with jurisdiction over the property following public involvement (attach correspondence from the official(s)):

Coordination with WDNR and Groundswell Conservancy is ongoing and potential mitigation measures discussed to date that are under consideration consist of construction of an improved access and parking area, signage, potential water access enhancements and/or other property enhancements. Mitigation measures will be finalized following real-estate appraisals to determine total value of required mitigation.



9. Are there federal and/or state special funding encumbrances such as Land and Water Conservation funds or Knowles-Nelson Stewardship Program grants on the Section 4(f) resource? If "Yes", indicate the type of encumbrance and discuss how all requirements relating to the encumbrance will be satisfied independent of this 4(f) determination. This should be addressed in Factor Sheet # in the Environmental Document.


The property was acquired in part with funds from a Knowles-Nelson Stewardship Grant administered by WDNR. The grant encumbrances allow reconstruction or expansion of roads with written approval from the WDNR.

**This *de minimis* determination documentation was prepared by**

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Signature  Date 16 August 2021  
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Print Name & Title Luke Hellermann, Strand Associates, Inc.<sup>®</sup>  
(Consultant or Region Project Staff)

**This *de minimis* determination documentation was reviewed by**

DocuSigned by:  
Signature  Date 17 August 2021  
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Print Name & Title Jennifer Grimes, WisDOT SW Region Environmental Coordinator  
(Regional Environmental Coordinator or Region Local Program Manager)

DocuSigned by:  
Signature  Date 17 August 2021  
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Print Name & Title Joel Brown, WisDOT Bureau of Technical Services  
(EPDS Liaison or Section Manager)

**This *de minimis* determination documentation was reviewed and approved by**

DocuSigned by:  
Signature  Date 17 August 2021  
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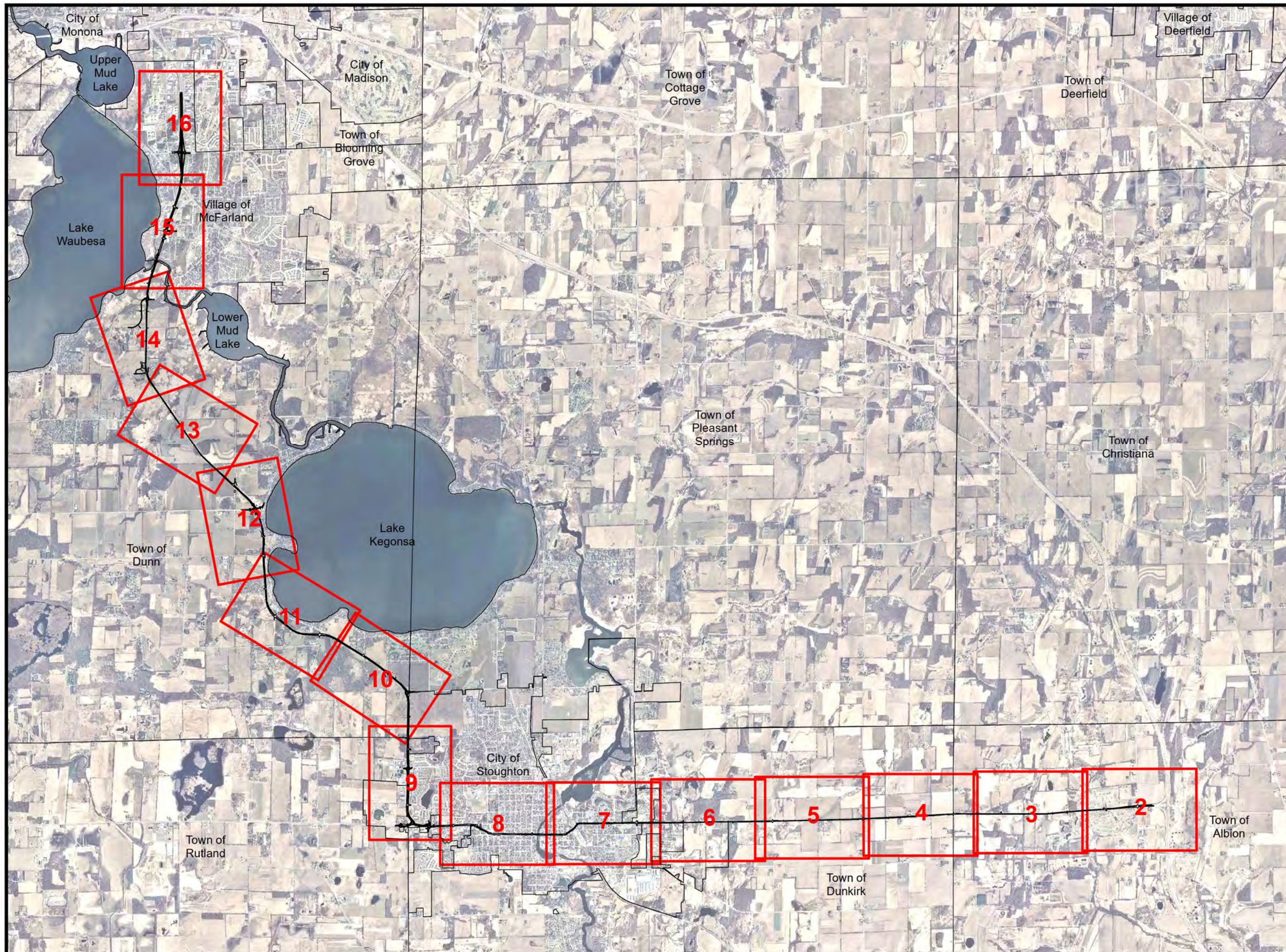
Print Name & Title Bethaney Bacher-Gresock FHWA  
(Federal Highway Administration)

cc: Joel Brown, WisDOT Bureau of Technical Service / EPDS  
Jeff Berens, P.E., Major Studies Project Manager, WisDOT SW Region





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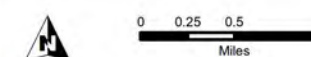
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-  Municipalities

**US 51 EA**  
PROJECT ID 5845-06-03

**I-39/90 TO US 12/18  
(MADISON SOUTH  
BELTLINE)**

**WISCONSIN DEPARTMENT  
OF TRANSPORTATION**

**DANE COUNTY,  
WISCONSIN**



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**ALTERNATIVE H**

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- Proposed Pavement
- ATC Line
- Stoughton Road EIS
- Existing Kegonsa SD Force Main
- River/Stream
- Roadway Obliterated
- Proposed Bridge Structure
- Relocation
- Temporary Easement
- Permanent Limited Easement
- Proposed Right of Way
- 2015 Agriculture Land Use
- Wetland
- Acres Needed in Shaded Area

Sources: 2015 Land Use, Parcels -  
Dane County Land Information Office,  
Wetlands - WDNR

**US 51 EA**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH**  
**BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**



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Sources: 2015 Land Use, Parcels - Dane County Land Information Office, Wetlands - WDNR

**US 51 EA**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH BELTLINE)**

**WISCONSIN DEPARTMENT OF TRANSPORTATION**

**DANE COUNTY, WISCONSIN**

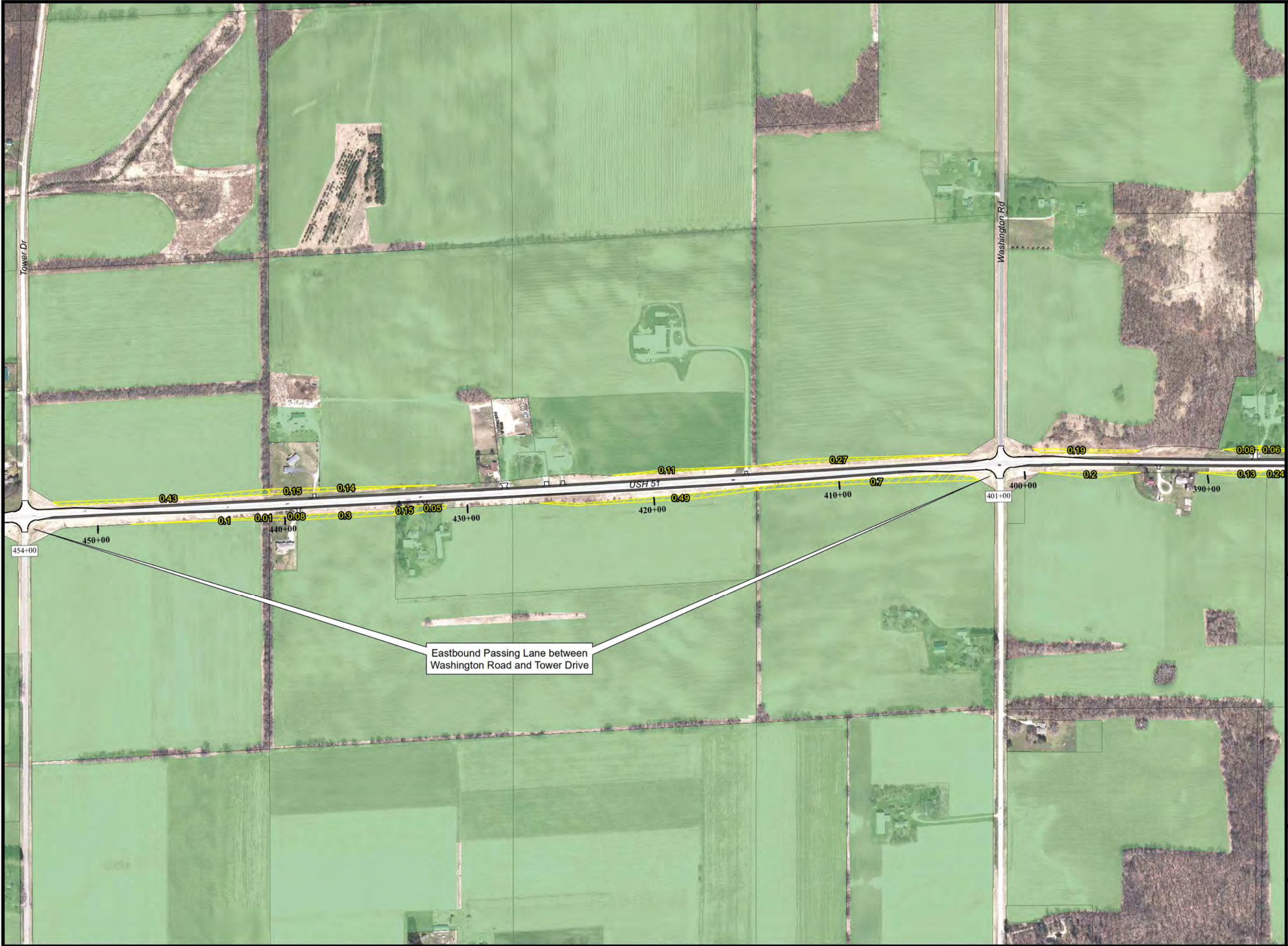


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Sources: 2015 Land Use, Parcels - Dane County Land Information Office, Wetlands - WDNR

**US 51 EA**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH BELTLINE)**

**WISCONSIN DEPARTMENT OF TRANSPORTATION**

**DANE COUNTY, WISCONSIN**



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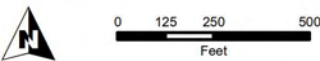
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**US 51 EA**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**

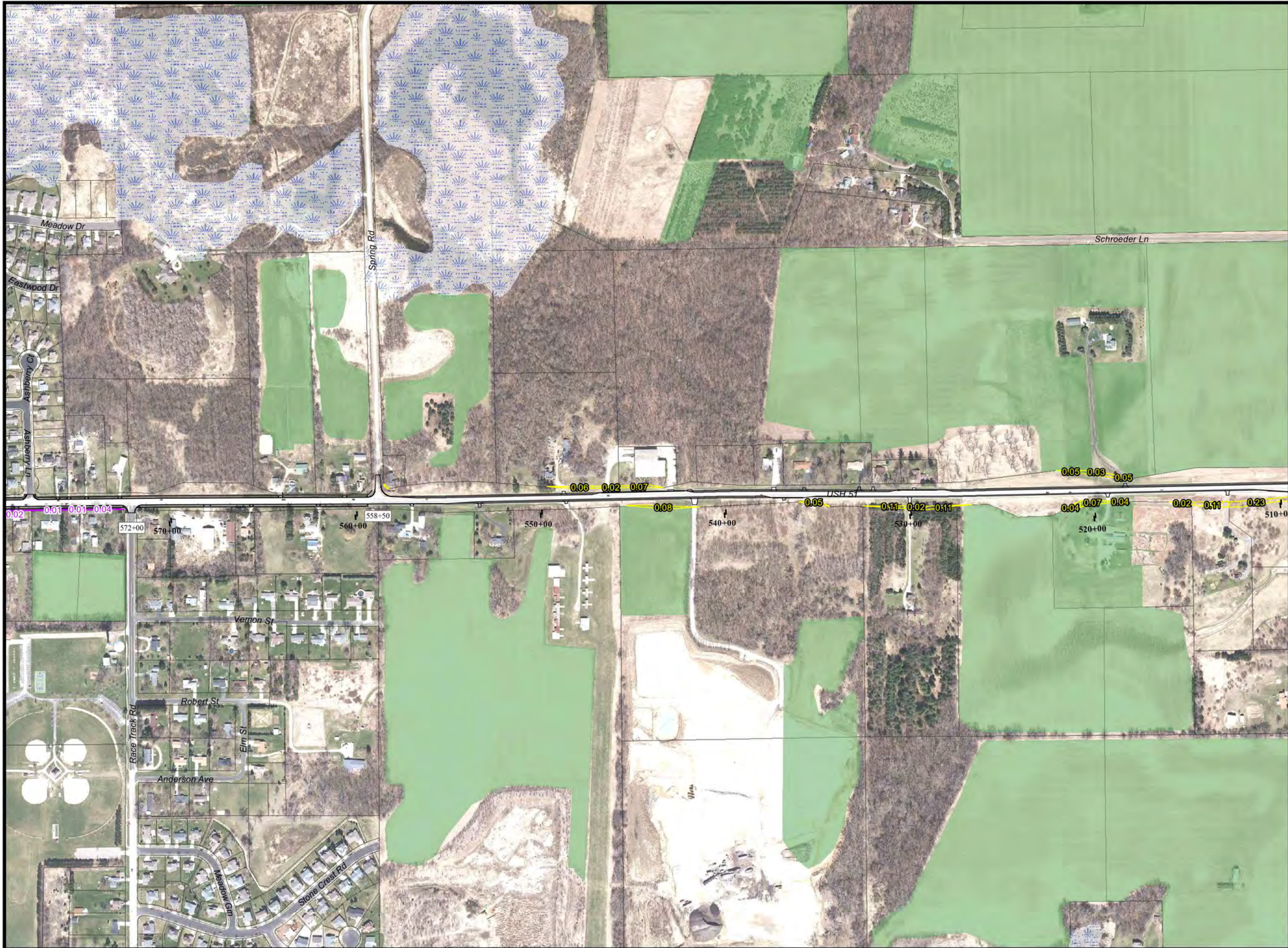


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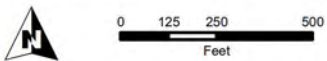
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**US 51 EA**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
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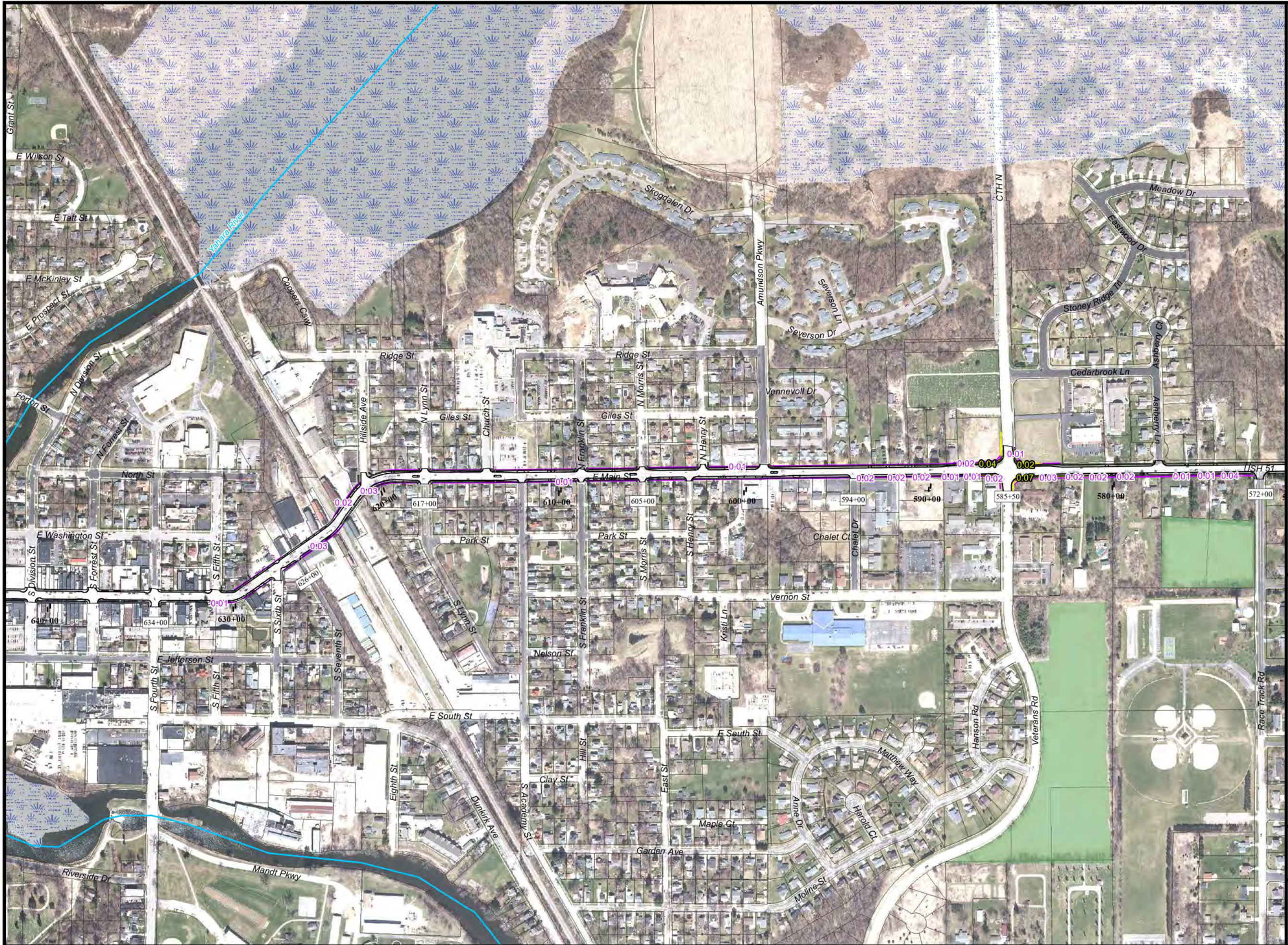


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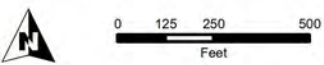
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**US 51 EA**  
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**I-39/90 TO US 12/18**  
**(MADISON SOUTH BELTLINE)**

**WISCONSIN DEPARTMENT OF TRANSPORTATION**

**DANE COUNTY, WISCONSIN**

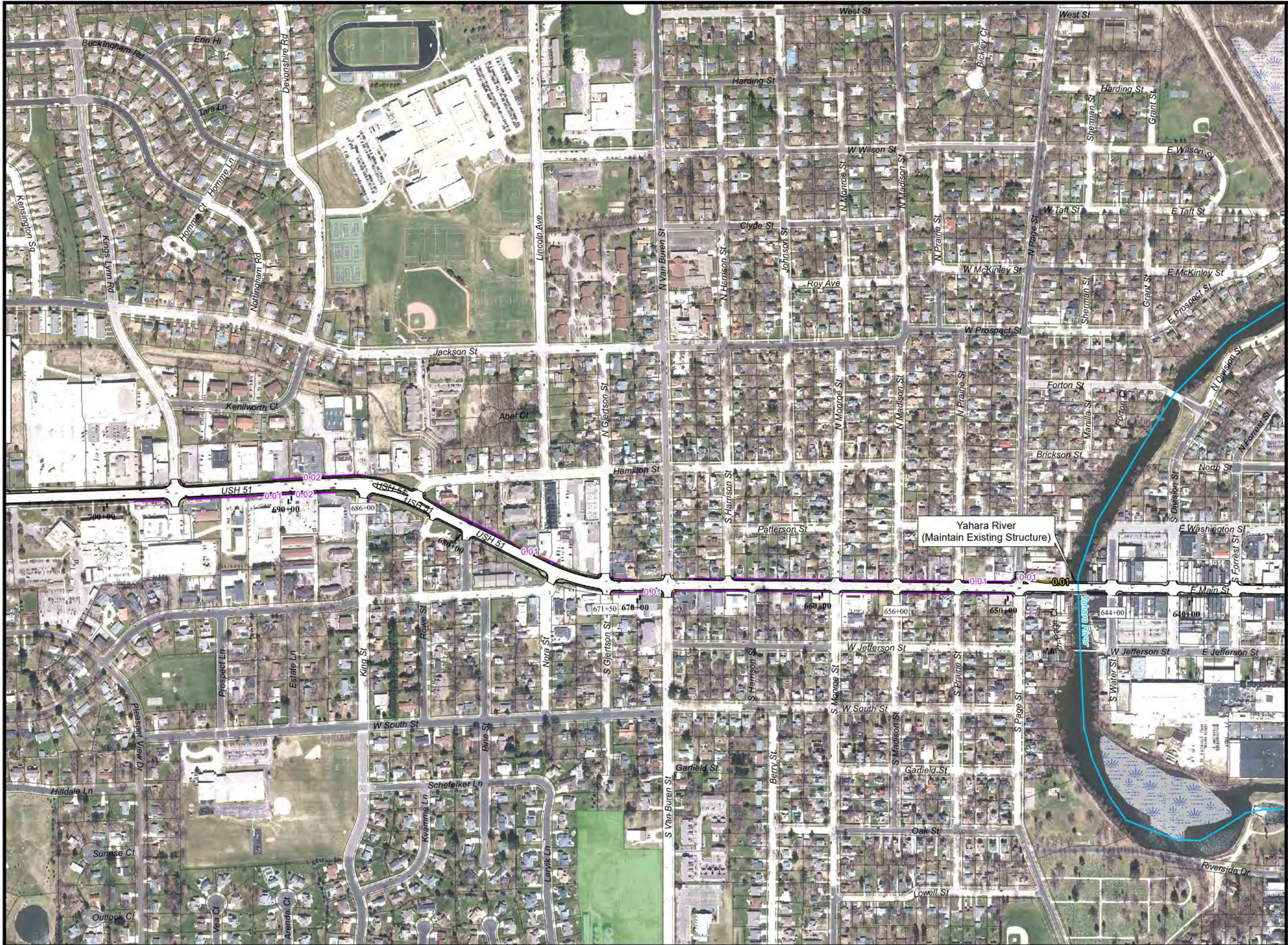


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**US 51 EA**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH BELTLINE)**

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**OF TRANSPORTATION**

**DANE COUNTY,**  
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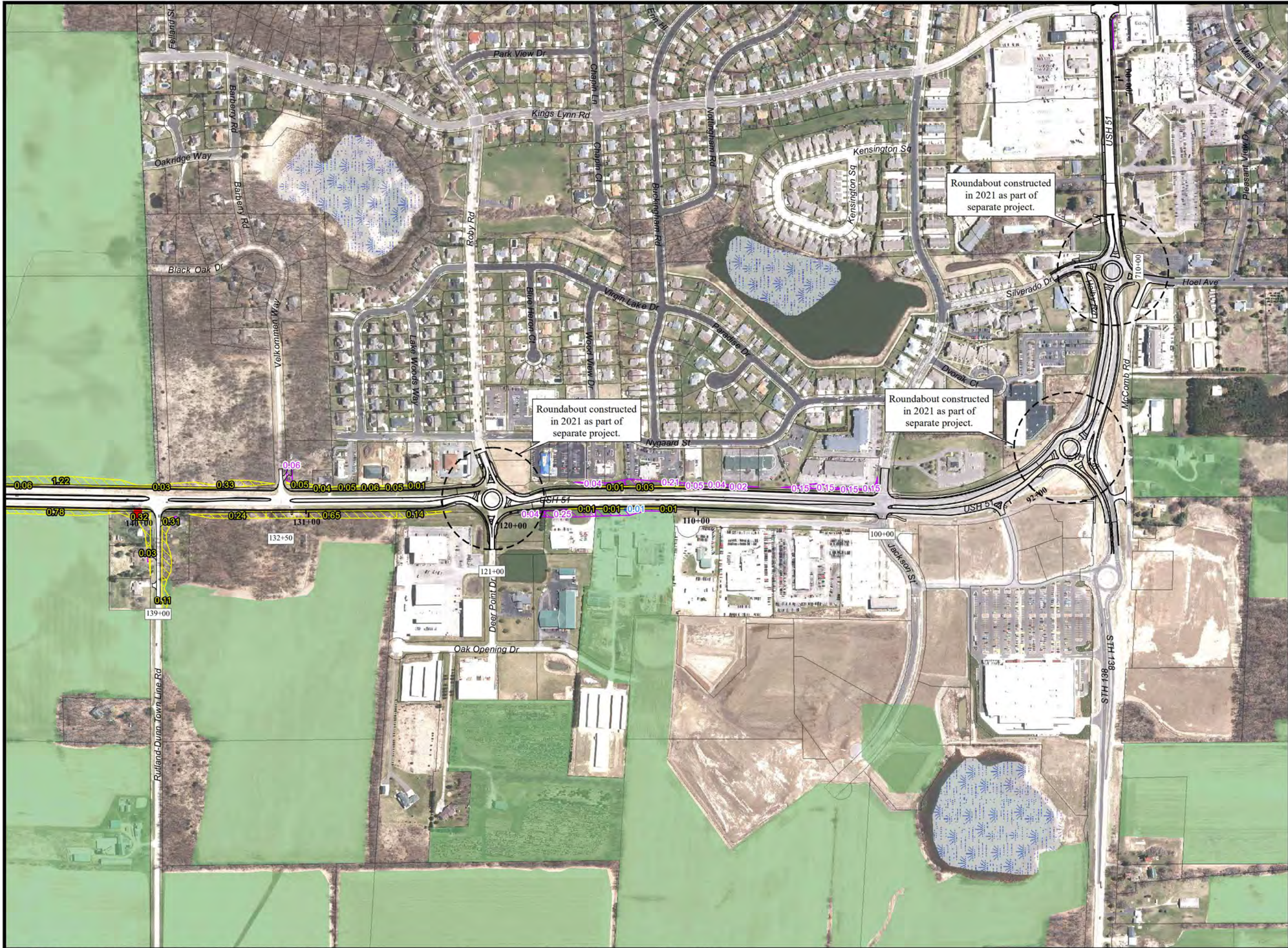


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Sources: 2015 Land Use, Parcels - Dane County Land Information Office, Wetlands - WDNR

**US 51 EA**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**



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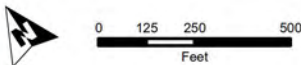
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**US 51 EA**  
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**I-39/90 TO US 12/18**  
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**OF TRANSPORTATION**

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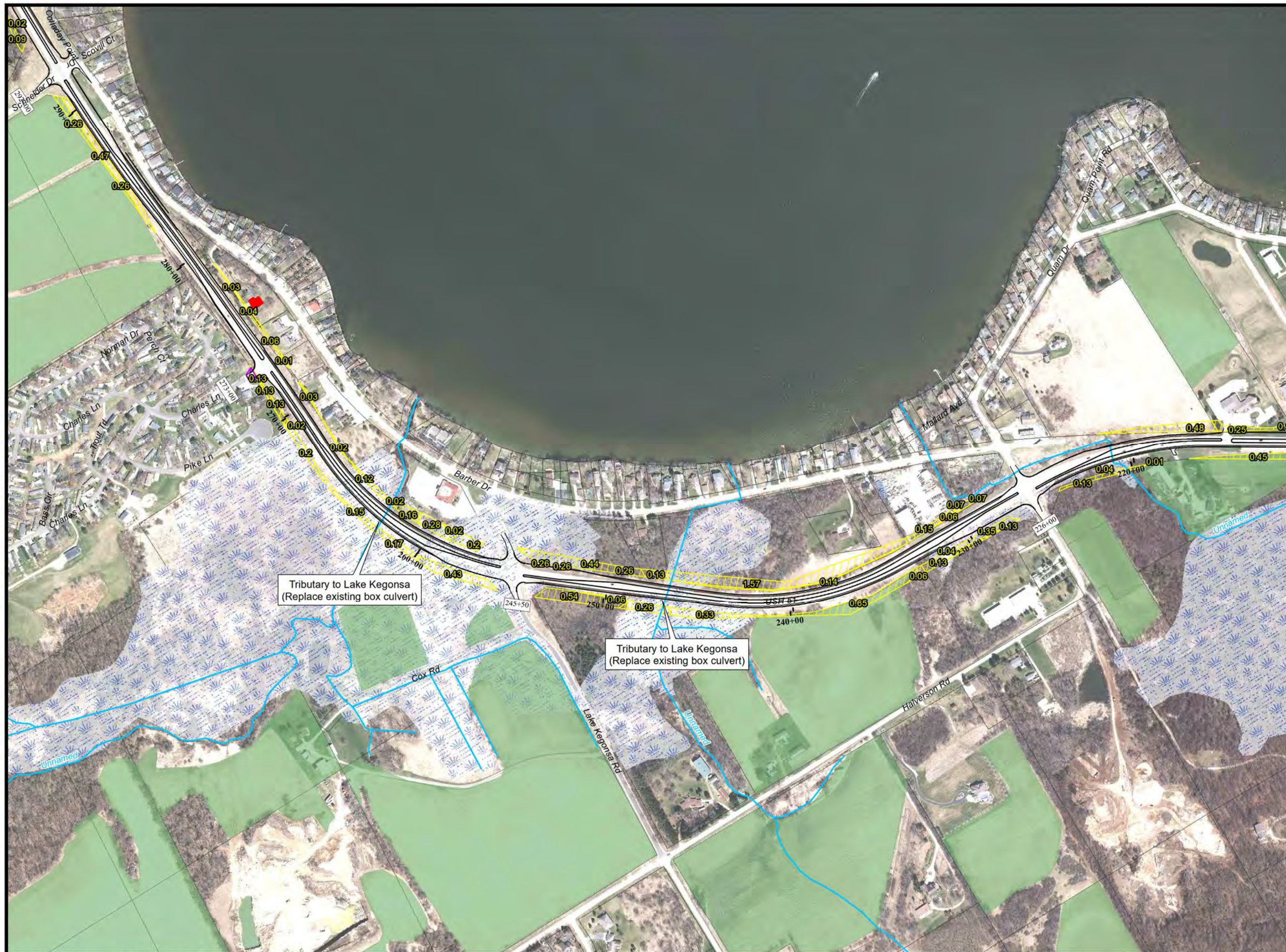


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**US 51 EA**  
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**I-39/90 TO US 12/18**  
**(MADISON SOUTH BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**



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- Sources: 2015 Land Use, Parcels -  
Dane County Land Information Office,  
Wetlands - WDNR

**I-39/90 TO US 12/18  
(MADISON SOUTH  
BELTLINE)**

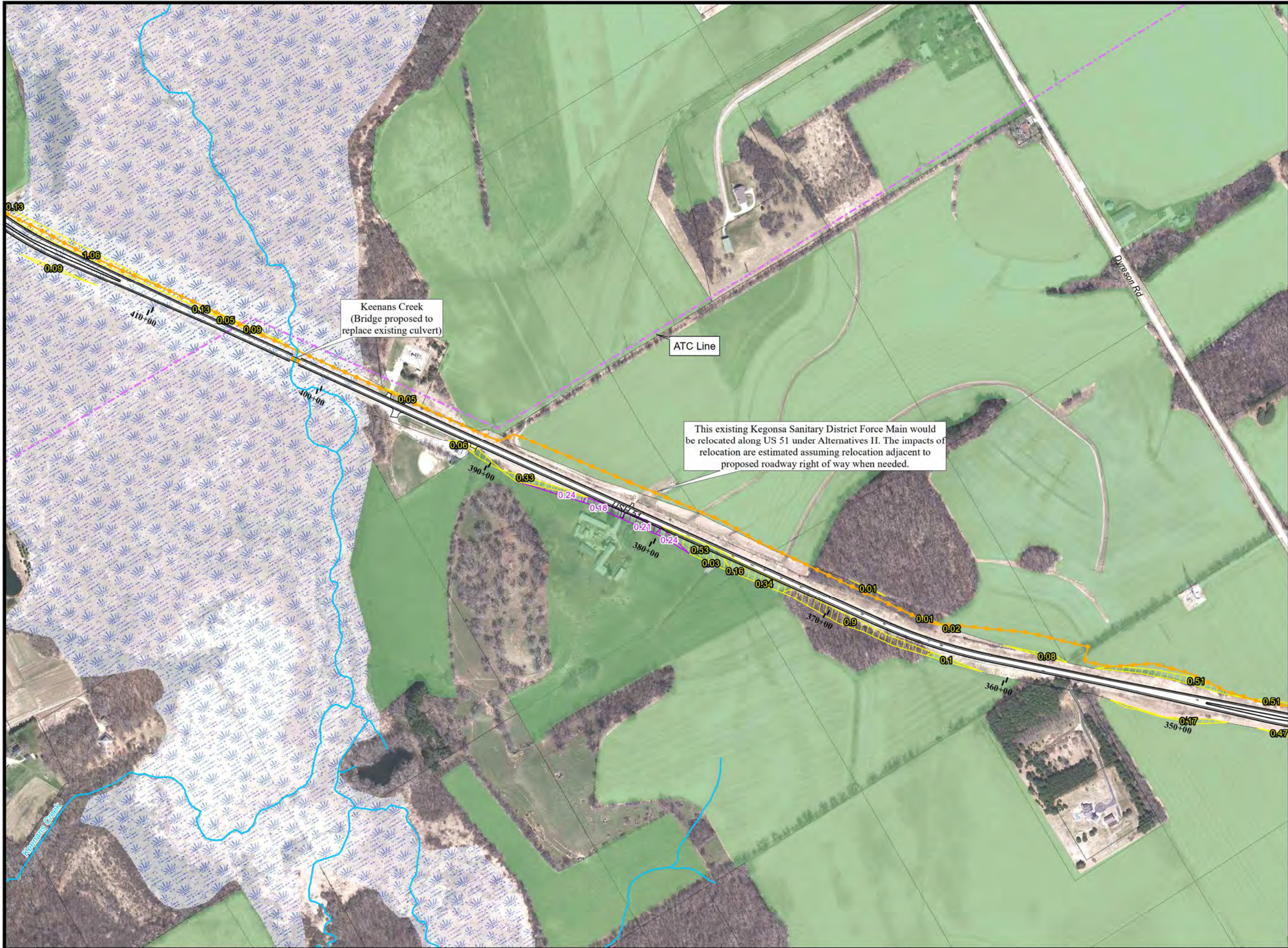
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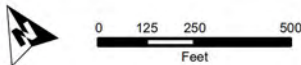
Sources: 2015 Land Use, Parcels - Dane County Land Information Office, Wetlands - WDNR

**US 51 EA**  
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**I-39/90 TO US 12/18**  
**(MADISON SOUTH BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**



**Sheet 13**



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- Proposed Pavement
- ATC Line
- Stoughton Road EIS
- Existing Kegonsa SD Force Main
- River/Stream
- XXXX Roadway Obliterated
- Proposed Bridge Structure
- Relocation
- Temporary Easement
- Permanent Limited Easement
- Proposed Right of Way
- 2015 Agriculture Land Use
- Wetland
- Acres Needed in Shaded Area

Sources: 2015 Land Use, Parcels - Dane County Land Information Office, Wetlands - WDNR

**US 51 EA  
PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18  
(MADISON SOUTH BELTLINE)**

**WISCONSIN DEPARTMENT  
OF TRANSPORTATION**

**DANE COUNTY,  
WISCONSIN**



**Sheet 14**



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**ALTERNATIVE H**

**Legend**

- Proposed Pavement
- ATC Line
- Stoughton Road EIS
- Existing Kegonsa SD Force Main
- River/Stream
- Roadway Obliterated
- Proposed Bridge Structure
- Relocation
- Temporary Easement
- Permanent Limited Easement
- Proposed Right of Way
- 2015 Agriculture Land Use
- Wetland
- Acres Needed in Shaded Area

Sources: 2015 Land Use, Parcels - Dane County Land Information Office, Wetlands - WDNR

**US 51 EA**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**

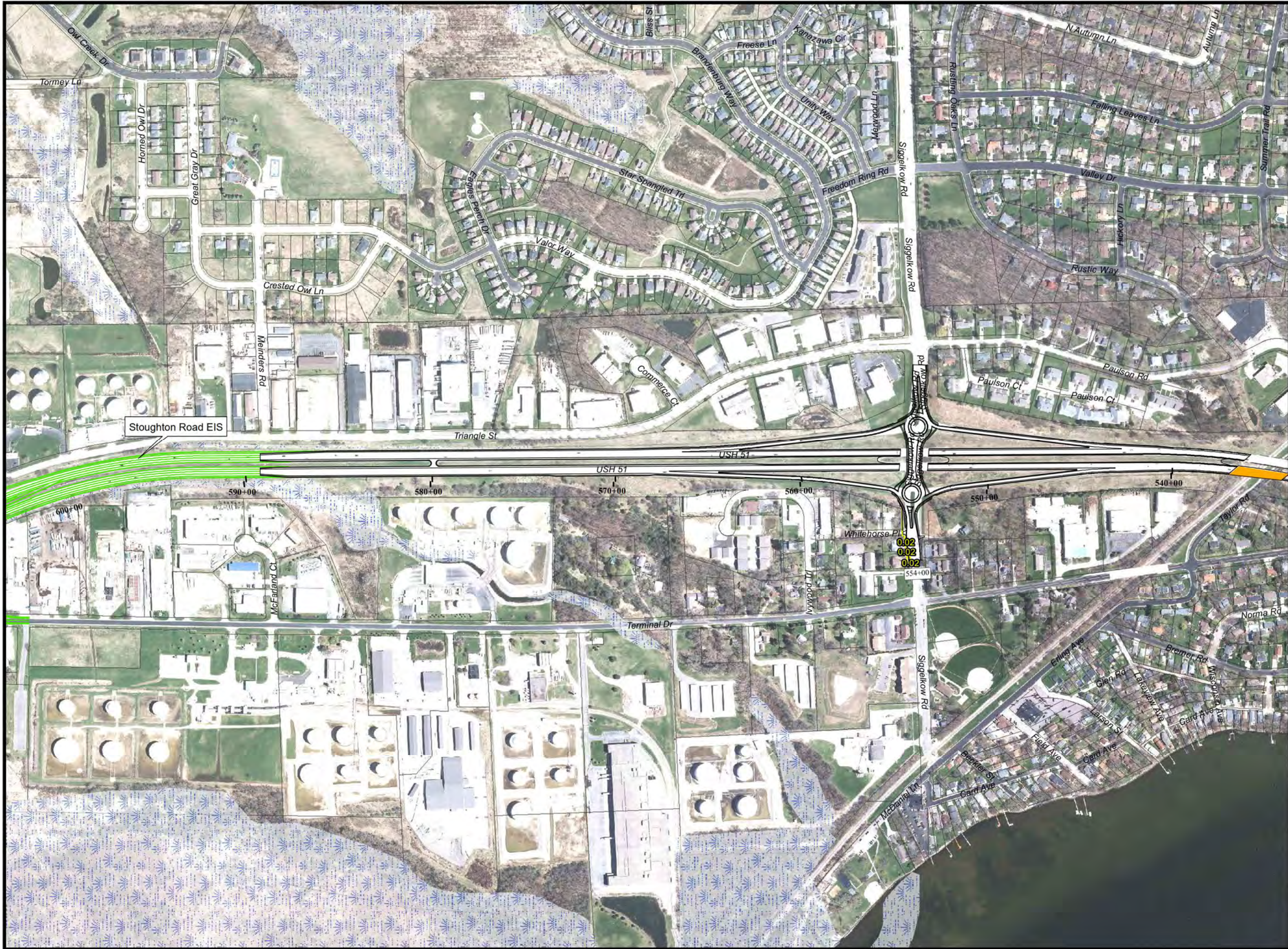


**Sheet 15**



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**ALTERNATIVE H**

**Legend**

- Proposed Pavement
- ATC Line
- Stoughton Road EIS
- Existing Kegonsa SD Force Main
- River/Stream
- Roadway Obliterated
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- Temporary Easement
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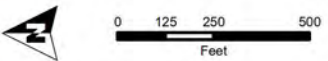
Sources: 2015 Land Use, Parcels - Dane County Land Information Office, Wetlands - WDNR

**US 51 EA**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**



**Sheet 16**



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

Prepared by Environmental Policy and Community Impacts Analysis Section  
Bureau of Equity & Environmental Services  
Division of Transportation System Development  
Wisconsin Department of Transportation

NEPA requires the assessment of indirect effects of all projects under CEQ regulations. **All EIS documents require a detailed indirect effects analysis.** However, not all, non-EIS environmental reviews for transportation projects will warrant a *detailed analysis* of indirect effects. This pre-screening guidance will assist the Study Team in determining whether a more detailed analysis is necessary in order to comply with NEPA requirements. Refer to the complete indirect effects analysis guidance document and FDM (chapter 25-5-17) for further information.

This pre-screening worksheet may be helpful in scoping for the analysis. If the Study Team is uncertain what level of analysis the project will need, do not make an assumption that the project doesn't require the analysis. Contact the Environmental Policy and Community Impacts Section staff and the regional environmental coordinator for more assistance.

The factors listed below are not in any order of importance. Each EA and ER project needs to be examined individually to understand whether a particular factor or combination factors requires detailed analysis for indirect effects.

## Factors to Consider

1. Project Design Concepts and Scope
2. Project Purpose and Need
3. Project Type (Categorical Exclusions, etc.)
4. Facility Function (Current and Planned—principal arterial, rural arterial, etc.)
5. Project Location
6. Improved Travel Times to an Area
7. Local Land Use and Planning Considerations
8. Population and Demographic Considerations
9. Rate of Urbanization
10. Public Concerns

### 1. Project Design Concepts and Scope

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

- ✓ Additional thru travel lanes (expansion)—**ES. Approximately 1 mile of the 17.7-mile proposed action will include expansion of the existing 2-lane highway to a 4-lane highway. This 1-mile section is on the west side of Stoughton from near Jackson Street north to County B (east).**
- ✓ New alignment—**NO.**
- ✓ New and/or improved interchanges and access—**NO.**
- ✓ Bypass alternatives—**NO, no bypass is included with the proposed action.**

### 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”?–**EA**

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

### 4. Facility Function

What is the primary function of the existing facility?–**Local and commuter traffic.**

What is the proposed facility?–**Urban and rural arterial.**

- ✓ Urban arterial
- ✓ Rural arterial

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

- ✓ Urban (within a Metropolitan Planning Area)–**YES, through Stoughton and McFarland.**
- ✓ Suburban (part of larger metropolitan/regional area, may or may not be part of an metropolitan planning area)–**YES, the majority of the US 51 study corridor is located within the Madison Metropolitan Planning Area. The Madison Metropolitan Planning Area extends from Madison south and southeast to include all of McFarland and Stoughton. The section of US 51 east of Stoughton is not included in the Madison Metropolitan Planning Area.**
- ✓ Small community (population under 5000)–**NO.**
- ✓ Rural with scattered development–**YES, for most of the project area, east of Stoughton and between Stoughton and McFarland.**
- ✓ Rural, primarily farming/agricultural area–**NO.**

### 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.**

### 7. Land Use and Planning

- ✓ What are the existing land use types in project area?–**The diverse US 51 study corridor includes most land use types, including but not limited to: residential, mixed commercial/residential, commercial, industrial, institutional/government, agriculture, natural area, parks, woodland, and surface water.**
- ✓ What do the local plans, neighborhood plans, and regional plans, indicate for future changes in land use?–**Future land use would be similar to existing with new residential development planned on the east and southwest sides of Stoughton and the east side of McFarland. Commercial development is planned for the west side of Stoughton. Additional industrial/business development is planned in Stoughton’s north central and southeast business parks and in the northern McFarland industrial area.**
- ✓ What types of permitted uses are indicated in the local zoning?–**Zoning accommodates the diverse land use in study corridor, including but not limited to: residential, mixed commercial and residential, commercial, industrial, agriculture, and natural areas and parks and greenspace.**



- ✓ 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))–**NO**.

## 8. Population/Demographic Changes

- ✓ Have the population changes over past 5, 10 and 20 years been high, medium, low growth rate vs. state average over same period? (i.e. USDA defines high growth in rural areas as greater than annual population growth of 1.4 %.)

**Wisconsin Department of Administration (WDOA) data indicates the state's annual population growth rates from 2010 to 2015, 2000 to 2015, and 1990 to 2015 were 0.34 percent, 0.52 percent, and 0.73 percent. For the same periods, Dane County's annual growth rates were 0.71 percent, 1.23 percent, and 1.51 percent, higher than state-wide rates.**

**Data from the Dane County Community Analysis and Planning Division estimated Dane County's rural and urban annual population growth rates from 2000 to 2030 at 0.8 percent and 1.26 percent, respectively. In the rural towns of the US 51 corridor (Albion, Dunn, Dunkirk, Pleasant Springs, and Rutland), the estimated annual growth rates for the same period ranged from -0.32 percent to 0.51 percent, lower than the rural Dane County rate of 0.8 percent. For the US 51 corridor urban centers (Stoughton, McFarland, and Oregon), the estimated annual growth rates ranged from 0.39 percent to 1.82 percent, similar to the urban County rate of 1.26 percent. See the following table.**

**WDOA data estimates the state's annual population growth rate at 0.52 percent from 2000 to 2015. The projected growth rates for the same period for Dane County, McFarland, Oregon, and Stoughton are shown in the table below. The estimated annual population growth rate for Stoughton (0.21 percent) is lower than the state's rate, but the estimated rate in Dane County and for the other project area communities was substantially higher, ranging from 1.23 percent to 1.86 percent.**

**Also shown in the table are rates for the rural towns in the study area. The estimated growth rates for the towns of Albion, Pleasant Springs, and Rutland from 2000 to 2015 are 0.3 percent to 0.4 percent, similar to the state's rate. Dunn and Dunkirk had lower, estimated negative growth rates for the same period.**

Community	1990	2000	2010	2015	2030	% Change 1990 to 2015	Annual % Change 1990 to 2015	% Change 2000-2015	Annual % Change 2000 to 2015	% Change 2010-2015	Annual % Change 2010 to 2015	% Change 2000-2030	Annual % Change 2000 to 2030
T. Albion	1,964	1,858	1,951	1,965	1,980	0.05%	0.00%	5.8%	0.38%	0.7%	0.14%	6.6%	0.22%
T. Dunn	5,274	5,270	4,931	4,900	4,765	-7.09%	-0.28%	-7.0%	-0.47%	-0.6%	-0.13%	-9.6%	-0.32%
T. Dunkirk	2,121	2,053	1,945	1,925	1,870	-9.24%	-0.37%	-6.2%	-0.42%	-1.0%	-0.21%	-8.9%	-0.30%
T. Pleasant Springs	2,660	3,053	3,154	3,190	3,400	19.92%	0.80%	4.5%	0.30%	1.1%	0.23%	11.4%	0.38%
T. Rutland	1,584	1,887	1,966	2,000	2,175	26.26%	1.05%	6.0%	0.40%	1.7%	0.35%	15.3%	0.51%
V. McFarland	5,232	6,416	7,808	8,035	9,335	53.57%	2.14%	25.2%	1.68%	2.9%	0.58%	45.5%	1.52%
V. Oregon	4,519	7,514	9,231	9,605	11,620	112.55%	4.50%	27.8%	1.86%	4.1%	0.81%	54.6%	1.82%
C. Stoughton	8,786	12,354	12,611	12,740	13,800	45.00%	1.80%	3.1%	0.21%	1.0%	0.20%	11.7%	0.39%
Urban Dane County												37.9%	1.26%
Rural Dane County												24.0%	0.80%
Dane County	367,085	426,526	488,073	505,410	577,300	37.68%	1.51%	18.5%	1.23%	3.6%	0.71%	35.3%	1.18%
State	4,891,769	5,363,715	5,686,986	5,783,015	6,375,910	18.22%	0.73%	7.8%	0.52%	1.7%	0.34%	18.9%	0.63%

2015 and 2030 projections are from the Wisconsin Department of Administration.  
1990, 2000, and 2010 is US Census Bureau Data



- ✓ What are the projections for the future for population? (Use Wisconsin DOA projections.)  
**The WDOA estimated 2040 populations and annual population growth rates from 2010 to 2040 are shown in the following table. For Dane County, the estimated annual growth rate from 2010 to 2040 is 0.8 percent. The WDOA estimate for the state of Wisconsin's annual growth rate from 2010 to 2040 is 0.5 percent.**

Community	1990	2000	2010	2015	2030	2040	% Change 2010-2040	Annual % Change 2010 to 2040
T. Albion	1,964	1,858	1,951	1,965	1,980	1,935	-0.8%	0.0%
T. Dunn	5,274	5,270	4,931	4,900	4,765	4,525	-8.2%	-0.3%
T. Dunkirk	2,121	2,053	1,945	1,925	1,870	1,780	-8.5%	-0.3%
T. Pleasant Springs	2,660	3,053	3,154	3,190	3,400	3,435	8.9%	0.3%
T. Rutland	1,584	1,887	1,966	2,000	2,175	2,220	12.9%	0.4%
V. McFarland	5,232	6,416	7,808	8,035	9,335	9,895	26.7%	0.9%
V. Oregon	4,519	7,514	9,231	9,605	11,620	12,580	36.3%	1.2%
C. Stoughton	8,786	12,354	12,611	12,740	13,800	14,080	11.6%	0.4%
Urban Dane County								
Rural Dane County								
Dane County	367,085	426,526	488,073	505,410	577,300	606,620	24.3%	0.8%
State	4,891,769	5,363,715	5,686,986	5,783,015	6,375,910	6,491,635	14.1%	0.5%

2015 and 2030 projections are from the Wisconsin Department of Administration.

1990, 2000, and 2010 is US Census Bureau Data

- ✓ Have there been considerable changes for population demographics and employment over the past 10 – 20 or more years?—**Economic data shows the study area has a healthy and growing economy. Much of Dane County's population growth can be attributed to strong growth in the regional economy. The area economy slowed after 2008, and the number of jobs declined in 2009 and 2010. The economy rebounded and has shown a steady increase from 2011 to 2013. The economy of the rural areas is primarily farming including beef, dairy, corn, tobacco, oats, alfalfa, soybeans, and canning crops. Retail, manufacturing, and industrial elements contribute to the economies of the primarily urban areas of McFarland, Stoughton, Oregon, and Fitchburg. Madison draws commuters from the rural and urban portions of the study area with a wide variety of employment opportunities. There have been no reported large changes in the project area's employment of the last 10 to 20 years.**

## 9. Rate of Urbanization

- ✓ Does the project study area contain proposed new developments?—**YES, the Kettle Park West development, which includes the Kettle Park West Commercial Center (KPWCC), is under development at the intersection of WIS 138 (west) and US 51 on the west side of Stoughton. Most of the more than 35-acre KPWCC has been constructed and is not dependent on the proposed action. The KPWCC will eventually be part of the larger, more than 170-acre Kettle Park West development, located within the city's planned more than 295-acre West Side Neighborhood.**

**The Kettle Park West master plan encompasses more than 170 acres of multiple land uses: commercial retail, professional office, hospitality, multifamily housing,**



single-family housing, and a new city park. The Commercial Center (Phase I) anchors the development and transitions into park space, public paths, and ponds surrounded by office and residential space (Phase II).

- ✓ What are the main changes in developed area vs. undeveloped areas over past 5, 10 and 20 years?—**Some new industrial development has occurred in the planned industrial parks of both Stoughton and McFarland. Minor commercial and retail expansion has occurred in the communities.**
- ✓ Have there been significant conversions of agricultural land uses to other land use types, such as residential or industrial?—**According to the 2017 Census of Agriculture, from 2012 to 2017 the number of farms in Dane County decreased by 7 percent, but the average farm size increased by 8 percent. the acres of land in farms by less than 1 percent. In the US 51 project area, Dunn has limited development through acquisition of development rights.**

#### **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. An Expert Panel meeting in June 2011 evaluated indirect effects of the No Build Alternative, Alternative A (Low Build), and Alternative B (Four-Lane Expansion). The Alternative A indirect effects identified by the Expert Panel would be similar to the effects of the proposed action (Alternative H).**

The proposed action would produce only minor increases in roadway capacity, but they may encourage indirect effects. The following table summarizes the findings of the expert panel for Alternative A, and similar effects are anticipated for the proposed action. It includes the possible indirect effects that could be encouraged by the alternative and the influencing factors that would support or discourage the effects.

## Summary of Indirect Effects

Possible Indirect Effect		
	Supports Effect	Discourages Effect
<p>Safety and access improvements may slightly accelerate pace of planned development.</p> <p>Location of planned development may be altered to correspond with intersection improvements (e.g., traffic signals or roundabouts).</p> <p>Potential slight acceleration of loss of farmland as development occurs.</p> <p>Potential wetland impacts associated with new development.</p> <p>Potential slight increases in nonpoint source pollution as a result of increases in impervious surface area and traffic.</p> <p>Potential for slightly altered community character of cities, villages, and towns.</p>	<p>Development is planned around cities and villages.</p> <p>Sewer and water is available in cities and villages.</p>	<p>Most town land is planned or zoned for agricultural preservation.</p> <p>Farmland preservation plan is in place in most areas currently used for agriculture.</p> <p>Conservation easements are currently in place in some areas on either side of highway.</p> <p>Very limited urban services are available at the intersection of US 51 and County B (east). There are no urban services at the US 51/County B/AB intersection.</p> <p>Wetlands are protected by state and federal regulations.</p> <p>There is potential to install stormwater facilities to offset increases in volume.</p> <p>State comprehensive planning law encourages more carefully planned, phased, and orderly development.</p> <p>Community sensitive design techniques will be used in final design and construction of highway improvements to the extent possible.</p>

## 11. Conclusions

- ✓ Identify whether or not the results of this prescreening of potential indirect effects indicates a detailed indirect effects analysis is required.

☒ No – Based on the screening analysis using WisDOT's pre-screening for indirect effects procedure and FDM guidance on indirect effects, the factors of the project, its location and other conditions do not warrant further detailed analysis of the potential for indirect effects. The project will not have the likelihood to result in significant indirect effects as defined by NEPA.

Evaluation of the 10 pre-screening factors supports this conclusion:

1. The **project design concepts and scope** of the proposed action will be limited to reconstruction along the existing US 51 alignment. There are no bypasses, interchanges or new access points included.
2. The **project purpose and need** does not include economic development.



3. The **project document type** is an EA.
4. The **facility function** will not change from its current use, US 51 will continue to serve local and commuter traffic along the rural and urban arterial.
5. The **project location** is within a Metropolitan Planning area and there are no communities with populations less than 5,000 affected and no changes to rural agricultural land uses are anticipated.
6. The proposed action will not substantially **improve travel times to the area or region** (less than five minutes).
7. The proposed action will not conflict with local **land use and planning** and zoning considerations. For example, between Stoughton and McFarland, the proposed median through most of this section will limit full access to existing intersections. Indirect effects in rural towns will be discouraged by zoning for agricultural preservation, farmland preservation plans, and conservation easements. Dunn has issued resolutions that confirm its commitment to farmland preservation. There are very limited urban services available in this area and east of Stoughton.
8. Regarding **population and demographic considerations**, the area's projected annual rate of population growth is less than the Dane County average and the proposed action's reconstruction of the US 51 facility will not affect this.
9. The **rate of urbanization** is increasing but is in alignment with planned growth in urban area of Stoughton. As noted previously, the rural towns have plans and zoning in place that discourage development and urbanization.
10. Based on **public/agency concerns** outlined through an Expert Panel made up of local officials, land use, and resource agencies, the proposed action will produce only minor increases in roadway capacity, but it may encourage indirect effects. The only location along the 18.6-mile corridor with added through lanes is in a 1-mile stretch on the west side of Stoughton. The Expert Panel found that the possible indirect effects that could be encouraged by the proposed action had influencing factors already in place or planned as part of the proposed action that would discourage the effects.

Therefore, further evaluation of indirect effects in a detailed analysis is not warranted. If changes are made to the project design and alternatives, this screening will be re-examined for sufficiency.

☐ Yes – 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 warrant further detailed analysis of the potential for indirect effects.

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APPENDIX G  
Public Involvement During Preparation of the DEIS (Pre-2014)

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

The following are specific comments made by individuals or groups during the public involvement process through 2013 when the DEIS was not published. Federal fiscal constraint requirements applied to WisDOT environmental studies require that funding be identified for the next major project action to advance the project to construction within a reasonable time frame. Based on statewide priorities, it was determined that the US 51 corridor alternatives proposed in the DEIS would not receive funding for the next major action to advance the project.

**2009 PIMs**

1. Through written and verbal comments, and the initiation of a petition, the public expressed opposition to the Stoughton Bypass routes east of County N (part of Alternative B). During 1 of the 2 PIMs held in 2009 (May 20, 2009), an area resident set up a table and asked for signatures on a petition in opposition to the Skaalen Road and Pleasant Hill Road Alignment. Numerous written comments were also received in opposition to the Skaalen Road and Pleasant Hill Road Alignment. The main concern expressed was the anticipated adverse effect on the Trautman Farm, a family farm located on Skaalen Road that sells organic beef, pork, and other products. The comments expressed the belief that the expansion would put the farm out of business. Additional comments were opposed to all Stoughton Bypass alignments in general because of the low-traffic volumes projected for this area. A few comments were received that requested the County N Alignment instead of the Skaalen Road and Pleasant Hill Road Alignment. Of the 261 written comments received from the 2009 PIMs, four of them supported the Stoughton Bypass.
2. Concerns were raised at the 2009 PIMs about the Stoughton Bypass and the substantial impacts to residential properties along existing County B (east) and four residential relocations at the northeast quadrant of the intersection of County B (east) and County N. Suggestions were made at the PIMs to shift the County B (east) alignment to the south between Williams Drive and County N and also shift the County B (east) and County N intersection to the south. The alignment shift would avoid the relocation impacts.
3. Several comments were made at the 2009 PIMs indicating that bicycle accommodations need to be included in the alternatives. Several people indicated they would like to see an off-road multiuse path along US 51.
4. The president of the Association of WI Snowmobile Clubs provided a snowmobile map at the 2009 PIM. He requested that snowmobile crossings be considered regardless of the alternative selected. He mentioned that several snowmobile trails provide access to other trails, food, and gas.

**2011 PIM**

5. At the 2011 PIM, numerous people expressed concern about the fact that Dyreson Road would not connect to the interchange at County B/AB proposed as part of Alternative B. These people asked for direct access to US 51 via the interchange from the north leg of Dyreson Road. The design displayed at the 2011 PIM showed north Dyreson Road connected to County B/AB, not the interchange.
6. The residents of Bay View Heights (BVH), a manufactured home community, expressed opposition to the original Alternative B alignment past their community because it resulted in



numerous relocations. The relocations resulted from the expansion of US 51 from two to four lanes.

7. The residents of BVH expressed concern with the proposed right-in/right-out turning-movement restriction at Charles Lane and the associated new access road to the west side of the property. With the turning restriction at Charles Lane, to provide full access to BVH, a new access road along the west side of BVH was proposed. This western access road was proposed to connect BVH to Schneider Drive and Dyreson Road, which would provide full access onto US 51. This road connected to Northern Court at the northwest corner of BVH. Residents were concerned about the additional travel distance/travel time required to enter and exit the west side of BVH to access US 51 and the potential for increased emergency medical service (EMS) response times to the BVH community.
8. A letter was received in June 2011 from the residents on Northern Court (in BVH) requesting that the new access road not be connected to Northern Court at the northwest corner of BVH. The residents were concerned about the resulting relocations and changing travel patterns and high travel speeds through the Northern Court neighborhood that would result from the new access road as proposed. The letter was signed by 18 residents of BVH.
9. Several residents expressed concerns about farm equipment crossing a 4-lane roadway. Farms are located along the roadways on both sides of US 51, County B (east), and the routes of the Stoughton Bypass. Comments indicated that access to the fields on both sides of the road is needed for efficient farm operations.

#### **Petition in 2013**

10. Through a written petition, citizens expressed opposition to the Stoughton Bypass. There were 167 citizens who signed the September 2013 petition requesting WisDOT remove the Stoughton Bypass from consideration.

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

This section reflects the updated approach to the study and the EA's proposed action (Alternative H).

1. Alternative B and the Stoughton Bypass were dismissed due to a federal fiscal constraint requirement.
2. Alternative B and the Stoughton Bypass were dismissed due to a federal fiscal constraint requirement.
3. For Alternatives H, on-street bike accommodations would be provided on all paved shoulders of reconstructed or new roadways. In addition, a 1.4-mile multiuse trail would be constructed north of Stoughton between County B (east) and Skyline Drive, near the southern edge of Lake Kegonsa. This section of trail would provide a necessary link in the planned Dane County Parks Division Lower Yahara River Trail that will eventually connect Stoughton and McFarland to Madison, and to regional trails beyond Madison.
4. Snowmobile crossings would be evaluated and accommodations would be provided where possible. Because trails and trail crossings can change yearly depending on the access provided by local landowners, it is anticipated that evaluation would be completed during final design.
5. Alternative B and an interchange at County B/AB was dismissed due to fiscal constraints.
6. There have been several US 51 alignment changes adjacent to BVH where a large rock cut and the proximity of US 51 to Lake Kegonsa and several archaeological sites have limited the design options. Alternative H would not cause any relocations to BVH.



7. The proposed action would provide full access to US 51 at Charles Lane and would not provide a new access road to BVH. The Stoughton Area EMS responded positively to the current alternative that would not change the access to BVH.
8. The proposed action would not include a new access road to BVH and there would be no relocations required in BVH. Travel patterns for residents of BVH would remain the same as they are currently.
9. To help understand agricultural access concerns, WisDOT conducted an Agriculture Operations Survey of area farmers in October 2011. The survey was sent to local farm owners and farm operations along the US 51 corridor. It included a questionnaire of eight questions and maps that respondents were requested to identify farm equipment road use and connections to US 51. A summary of the Agricultural Operations Survey is provided as Appendix P. Three agricultural property owners identified specific access concerns. The concerns and how Alternative H addresses them are as follows:
  - a. One concern noted the existing limestone quarry on Lake Kegonsa Road would not have direct access to US 51 with Alternative B. Alternative H would provide access to Lake Kegonsa Road at this location.
  - b. The second concern related to farm machinery needing to travel through the proposed roundabout at Exchange Street. The roundabout would be designed to accommodate large trucks and agricultural vehicles.
  - c. The third concern was from a property owner who requested a cattlepass. The survey results confirmed there are currently no cattlepass structures beneath US 51. Cattlepass guidance and design criteria are included in WisDOT's FDM, Section 11-55-10. FHWA generally considers a cattlepass to be a land service facility (for the benefit of a business or nonpublic landowner). WisDOT has determined that the requested cattlepass does not benefit the traveling public; however, if the landowner would agree to fully fund a cattlepass, WisDOT may consider it further during a possible future design phase.
10. Alternative B and the Stoughton Bypass were dismissed due to a federal fiscal constraint requirement.

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**APPENDIX H**  
**LOCAL, REGIONAL, TRIBAL, AND FEDERAL CORRESPONDENCE**

The documents listed below are located in Appendix H in the following order:

Agency	Document Type	Date	Page Number
US Army Corps of Engineers (USACE)	Email	January 12, 2010	H-5
US Army Corps of Engineers	Email	September 3, 2015	H-6
US Army Corps of Engineers	Email	February 10, 2021	H-7
Wisconsin Department of Natural Resources (WDNR)	Letter	January 20, 2010	H-11
Wisconsin Department of Natural Resources	Letter	October 26, 2011	H-13
Wisconsin Department of Natural Resources	Email	June 11, 2015	H-15
Wisconsin Department of Natural Resources	Letter	July 7, 2015	H-16
Wisconsin Department of Natural Resources	Email	September 29, 2015	H-24
Wisconsin Department of Natural Resources	Email	December 9, 2015	H-28
Wisconsin Department of Natural Resources	Email	January 22, 2016	H-29
Wisconsin Department of Natural Resources	Letter	September 4, 2019	H-30
Wisconsin Department of Natural Resources	Email	February 10, 2021	H-38
US Environmental Protection Agency (USEPA)	Letter	July 18, 2006	H-42
US Environmental Protection Agency	Letter	August 26, 2015	H-44
US Environmental Protection Agency	Letter	January 21, 2021	H-48
US Fish and Wildlife Service (USFWS)	Letter	February 16, 2006	H-51
US Fish and Wildlife Service	Letter	January 30, 2020	H-53
Federal Highway Administration (FHWA)	Email	January 18, 2010	H-55
Federal Highway Administration	Email	September 10, 2019	H-57
Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP)	Letter	September 10, 2015	H-59
Wisconsin Department of Agriculture, Trade and Consumer Protection	Email	January 5, 2021	H-60
US Department of Agriculture-Natural Resources Conservation Service (NRCS)	Letter and Form	September 27, 2011	H-62
US Department of Agriculture-Natural Resources Conservation Service	Form	October 8, 2015	H-64
USACE, WDNR, USEPA, National Park Service, NRCS, WHS/SHPO	Word Document-Minutes	November 13, 2014	H-65
Advisory Council on Historic Preservation	Letter	March 19, 2020	H-75

Local Government	Document Type	Date	Page Number
Dane County-Parks Division	Letter	August 24, 2011	H-79
Dane County-Parks Division	Letter	November 28, 2011	H-81
Dane County-Parks Division	Email	October 28, November 4, 2015	H-82
Dane County-Parks Division	Email	November 11, 2019	H-85
Dane County-Land & Water Resources Department	Email	April 9, 2021	H-88
Township of Dunkirk	Letter	July 28, 2009	H-89
Town of Dunn	Resolution	March 21, 2011	H-89
Town of Dunn	Resolution	August 15, 2011	H-91
Town of Dunn	Resolution	September 21, 2015	H-92
Town of Dunn	Email	September 30, 2015 and October 5, 2015	H-93
Town of Dunn	Resolution	August 22, 2017	H-95
Town of Dunn	Letter	November 12, 2019	H-96
Town of Dunn	Email	October 23, 2020	H-98
Town of Dunn	Email	April 12, 2021	H-100
Village of McFarland	Email	September 9, 2019	H-103
Village of McFarland	Letter	October 15, 2019	H-106
Village of McFarland	Letter	October 23, 2020	H-109
Town of Pleasant Springs	Letter	July 13, 2009	H-112
City of Stoughton	Letter	June 25, 2009	H-113
City of Stoughton	Resolution	September 8 and September 9, 2015	H-114
City of Stoughton	Resolution	October 22 and 28, 2019	H-118
City of Stoughton	Email	November 19, 2019	H-121
City of Stoughton	Email	January 29, 2021	H-123

**APPENDIX H**  
**LOCAL, REGIONAL, TRIBAL, AND FEDERAL CORRESPONDENCE**

<b>Other</b>	<b>Document Type</b>	<b>Date</b>	<b>Page Number</b>
Residents of Northern Court	Letter	June 4, 2011	H-127
University of Wisconsin–Madison	Letter	August 27, 2012	H-129
WisDOT to University of Wisconsin–Madison	Letter	October 10, 2012	H-132
University of Wisconsin–Madison	Letter	October 22, 2012	H-135
Stoughton Area Emergency Medical Services Bay View Heights and Schneider Drive	Letter	October 10, 2012	H-136
Stoughton Area Emergency Medical Services Bay View Heights and Schneider Drive	Letter	February 21, 2013	H-138
The Concerned Citizens	Letter	September 3, 2013	H-139
Lake Kegonsa Sanitary District	Email	January 8 and January 22, 2021	H-141

<b>Invitations to Participate in Environmental Review Process</b>	<b>Document Type</b>	<b>Date</b>	<b>Page Number</b>
Tribe Invitation to August 25, 2011 Agency Meeting and Mailing List	Letter and List	August 15, 2011	H-147

<b>Section 4(f) Correspondence and Documentation</b>	<b>Document Type</b>	<b>Date</b>	<b>Page Number</b>
Dane County Parks Letter with Proposed Mitigation at Babcock Park	Letter	August 24, 2011	H-153
WisDOT Response to Proposed Mitigation Measures at Babcock Park	Letter	October 14, 2011	H-155
Dane County Parks Letter Regarding Proposed Mitigation at Babcock Park	Letter	November 28, 2011	H-158
Babcock Park, Dingell-Johnson Grant Documentation	E-mails, Letters, & Grant Documents	Various	H-159
US Department of Interior (DOI)	Letter	July 1, 2020	H-180
Wisconsin Department of Natural Resources	Letter	May 14, 2021	H-183
Groundswell Conservancy	Letter	May 19, 2021	H-185

<b>Native American Tribes</b>	<b>Document Type</b>	<b>Date</b>	<b>Page Number</b>
Phase II Investigation and Ho-Chunk Response	Email	May 12, 2011	H-189
Tribe Project Update	Letter	September 16, 2013	H-190
Tribe Project Update	Letter	July 22, 2015	H-192
Tribe Project Update	Letter	August 14, 2019	H-195
Ho-Chunk Nation	Letter	August 14, 2019	H-197
WisDOT Discussion with Ho-Chunk Nation	Email	September 12, 2019	H-200
Tribe Notification of October PIM	Email	October 22, 2020	H-201
Ho-Chunk Nation	Email	October 23, 2020	H-202
Ho-Chunk Nation	Email	January 8, 2021	H-204



AGENCY

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**Subject:** FW: Comments on Stoughton Bypass Alternatives

**From:** Jernigan, Anthony D MVP [mailto:Anthony.D.Jernigan@usace.army.mil]

**Sent:** Tuesday, January 12, 2010 11:55 AM

**To:** Berens, Jeff - DOT

**Subject:** Comments on Stoughton Bypass Alternatives

Jeff,

I have reviewed your proposed alternatives for the Stoughton Bypass portion of the US 51 project. Please be informed that guidelines issued by the U.S. Environmental Protection Agency (EPA) pursuant to Section 404(b)(1) of the Clean Water Act restrict discharges of dredged or fill material under certain circumstances (see 40 CFR 230.10). These circumstances include specified types of environmental harm that would be caused by the discharge under review.

The guidelines also restrict discharges when there are feasible, less environmentally-damaging alternatives available. The Corps makes a determination that potential impacts have been avoided to the maximum extent practicable. To determine the availability of alternatives that would avoid impacts, one of the following two criteria must be applied:

a) If the project is in a special aquatic site (such as a wetland), and if the project does not need to be in or near the special aquatic site to fulfill its basic purpose (i.e., the project is not "water dependent"), then the Corps is required to assume that there are practicable alternatives that do not involve special aquatic sites. To overcome this presumption, the applicant must clearly demonstrate to the Corps that practicable alternatives are not available. If the presumption is not overcome, the Corps must deny the permit application.

b) If the project is not in a special aquatic site and/or is water dependent, the Corps is not required to assume that there are practicable upland alternatives. However, if the Corps identifies such alternatives, the applicant must clearly demonstrate that they are not feasible. If such a demonstration cannot be made, the Corps must deny the permit application.

In general, if alternatives are available that do not impact waters of the United States, it is not likely you would be able to get a permit to impact waters of the United States for your project. Currently, I see three alternatives listed that do not have any projected impact to wetlands.

Please let me know if you have any questions or comments.

Sincerely,  
Anthony

Anthony Jernigan, CHMM, PG  
Physical Scientist/ Project Manager  
US Army Corps of Engineers  
St. Paul District  
1617 East Racine Avenue, Suite 101  
Waukesha, WI 53186  
Phone: 262-547-7623, ext. 6  
Fax: 262-547-7869

Please take a moment to complete our customer survey at: <http://per2.nwp.usace.army.mil/survey.html>



## Hellermann, Luke

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**From:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Sent:** Thursday, September 03, 2015 11:56 AM  
**To:** Brown, Joel R - DOT; Petersen, Joan; Hellermann, Luke  
**Cc:** Grimes, Jennifer - DOT  
**Subject:** FW: US 51, Stoughton to McFarland

-----Original Message-----

**From:** Graser, Rebecca M MVP [mailto:Rebecca.M.Graser@usace.army.mil]  
**Sent:** Thursday, September 03, 2015 11:53 AM  
**To:** Berens, Jeff - DOT  
**Cc:** Gerbitz, Johnny; Grimes, Jennifer - DOT  
**Subject:** US 51, Stoughton to McFarland

Jeff:

Thank you for your July 22, 2015 correspondence clarifying the future studies proposed along the US 51 corridor from Stoughton to McFarland. The WDOT project id is 5845-06-03.

I have reviewed the information provided on behalf of our agency, and have no objection to the evaluation of near-term transportation needs using an EA. We acknowledge that additional long-term improvements may be addressed using a Tiered EIS process at a later date.

Regarding the proposed EA, your cover letter indicates that a field delineation of the project corridor will be completed and provided to our agency for concurrence. We appreciate this forward-thinking; however, we are also aware that the timeline for improvements addressed in the EA is up to six years. We frequently request boundary re-delineation or verification after five years, or earlier if appreciable changes to the local environment occur. We would recommend the timing of the delineation occur so that the boundaries do not require re-delineation prior to commencing work. In general, we are comfortable with estimated aquatic resource boundaries predicated upon the WWI during NEPA.

Please let me know should you have any additional questions. If you would like our agency to review the EA prior to FONSI, please allow for 30 days, and send two copies of the materials to my attention in our Waukesha office. Thank you.

Rebecca Graser  
WI Program Manager - Regulatory  
USACE-MVP-OP-R

20711 Watertown Road, Suite F  
Waukesha, Wisconsin 53186

(262) 717-9531, extension 5728 (local)  
(651) 290-5728 (direct office line)  
(262) 422-3051 (cell)

Rebecca.m.graser@usace.army.mil  
<http://www.mvp.usace.army.mil/Missions/Regulatory.aspx>

Ref. COE file: 2008-05103-RMG

**From:** Berens, Jeff - DOT  
**To:** [Petersen, Joan](#)  
**Cc:** [Kobryn, Jennifer](#); [Hellermann, Luke](#)  
**Subject:** FW: WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment  
**Date:** Wednesday, February 10, 2021 2:34:11 PM

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**[EXTERNAL EMAIL]:** Verify sender before opening links or attachments.

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**From:** Zibung, Kyle D CIV USARMY CEMVP (USA) <Kyle.D.Zibung@usace.army.mil>  
**Sent:** Wednesday, February 10, 2021 2:24 PM  
**To:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Cc:** Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>  
**Subject:** RE: WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Jeff-

I apologize for the delay providing comments on the FHWA/WDOT Environment Assessment (EA) for the US 51 Stoughton to McFarland corridor study (WisDOT ID 5845-03-03). The Corps concurs with the purpose and need of the project as described in the EA, identification of Alternative H as the Preferred Alternative, and FONSI determination for this project. As currently proposed, the preferred alternative would result in approximately 8.37 acres of unavoidable wetland impacts and would be evaluated by the Corps under a Section 404 individual permit. To aid in our future review of a permit application, please include sufficient design plans showing the square footage of all temporary and permanent discharges of dredged and fill material into wetlands and below the ordinary high water mark of all waterways for this project. To further expedite our permitting process, please also include copies of all correspondence between the lead federal agency (FHWA) and other agencies documenting compliance with Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, USDOT Section 4(f) coordination, and other federal laws/responsibilities. Last, the Corps also concurs with the conceptual compensatory mitigation proposal (final credit amounts TBD) of debiting wetland credits from the WDOT World Dairy Center Wetland Mitigation Bank to offset the loss of wetland functions from this project. We appreciate your continued coordination and please contact me via email or at the telephone number below for all future matters related to this project.

Kyle Zibung  
U.S. Army Corps of Engineers  
Stevens Point Regulatory Field Office  
2926 Post Road, Suite B  
Stevens Point, WI 54481

Phone: 651.290.5877

Information on Corps of Engineers Regulatory Program status during the COVID-19 pandemic can be



found at: <https://www.mvp.usace.army.mil/missions/regulatory>

We are pleased to introduce our new paperless communication procedures in Wisconsin. Requests for action (pre-application consultations, permit applications, requests for delineation concurrences, requests for jurisdictional determinations, and mitigation bank proposals) should be sent directly to the following email: [usace\\_requests\\_wi@usace.army.mil](mailto:usace_requests_wi@usace.army.mil). Please include the county name in the subject line of the email (e.g. Washington County). These changes will improve efficiency, reduce costs and reduce environmental footprint. Additional information can be found in our public notice located here: <http://www.mvp.usace.army.mil/Missions/Regulatory.aspx>

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**From:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>

**Sent:** Tuesday, February 9, 2021 9:40 AM

**To:** DOT DTSD US 51 Stoughton to McFarland EA  
<[DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov](mailto:DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov)>

**Subject:** [Non-DoD Source] RE: WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Good morning,

I am following up with a reminder that the notice of availability of an Environmental Assessment and notice of opportunity to request a public hearing for the US 51 Stoughton to McFarland corridor study (WisDOT ID 5845-03-03) ended on February 4, 2021. More details are included in the original email (below), which was sent on January 4, 2021. Please reply with any questions or comments. Thank you.

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656

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**From:** Berens, Jeff - DOT

**Sent:** Thursday, January 28, 2021 2:08 PM

**To:** DOT DTSD US 51 Stoughton to McFarland EA  
<[DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov](mailto:DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov)>

**Subject:** FW: WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Good afternoon,

I wanted to send a reminder that the notice of availability of an Environmental Assessment and notice of opportunity to request a public hearing for the US 51 Stoughton to McFarland corridor



study (WisDOT ID 5845-03-03) is ending on February 4, 2021. More details are included in the original email (below), which was sent on January 4, 2021. Please contact me with any questions or comments. Thank you.

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656

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**From:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Sent:** Monday, January 04, 2021 3:55 PM  
**To:** DOT DTSD US 51 Stoughton to McFarland EA  
<[DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov](mailto:DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov)>; Berens, Jeff - DOT  
<[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Cc:** Bacher-Gresock, Bethaney <[Bethaney.Bacher-Gresock@dot.gov](mailto:Bethaney.Bacher-Gresock@dot.gov)>; Brown, Joel R - DOT  
<[Joel.Brown@dot.wi.gov](mailto:Joel.Brown@dot.wi.gov)>; Grimes, Jennifer - DOT <[Jennifer.Grimes@dot.wi.gov](mailto:Jennifer.Grimes@dot.wi.gov)>; Lamers, Brandon -  
DOT <[Brandon.Lamers@dot.wi.gov](mailto:Brandon.Lamers@dot.wi.gov)>; Hoelker, Michael - DOT <[Michael.Hoelker@dot.wi.gov](mailto:Michael.Hoelker@dot.wi.gov)>;  
Theisen, Steven R - DOT <[Steven.Theisen@dot.wi.gov](mailto:Steven.Theisen@dot.wi.gov)>  
**Subject:** WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a  
Public Hearing and Notice of Availability of the Environmental Assessment

Hello,

The Wisconsin Department of Transportation (WisDOT) is providing notice of availability of an Environmental Assessment and notice of opportunity to request a public hearing for a proposed improvement on US 51 in Dane County, Wisconsin.

The proposed improvement includes:

- Reconstruction of 2-lane US 51 east of Stoughton
- Reconstruction of existing US 51 through Stoughton
- Urban 4-lane reconstruction and capacity expansion along the west side of Stoughton
- Reconstruction of rural 2-lane US 51 (Stoughton to McFarland) with intersection improvements
- Urban 4-lane reconstruction in McFarland
- Pavement replacement between Larson Beach Road and Terminal Drive/Voges Road in McFarland, Siggelkow Road interchange ramp improvements, and addition of an auxiliary lane in each direction north of Siggelkow Road

It is anticipated that the relocation of 2 residential households will occur as a result of the proposed improvement.

An online copy of the Environmental Assessment can be viewed at the following:

<https://wisconsindot.gov/Pages/projects/by-region/sw/5139901218/reports.aspx>

A public hearing may be requested by individuals to whom the proposed project is of significant concern. If you feel the project is of significant concern, I encourage you to contact me to discuss those concerns prior to requesting a public hearing.

The attached PDF contains additional details of the Environmental Assessment availability as well as the opportunity to request a public hearing.

Please reach out if you have comments or questions related to the proposed improvement.

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656





## State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor  
Matthew J. Frank, Secretary  
Lloyd L. Eagan, Regional Director

South Central Region Headquarters  
3911 Fish Hatchery Road  
Fitchburg, Wisconsin 53711-5397  
Telephone 608-275-3266  
FAX 608-275-3338  
TTY Access via relay - 711

January 20, 2010

Mr. Jeff Berens, WisDOT Project Manager  
WisDOT Southwest Region  
2101 Wright Street  
Madison, WI 53704-2583

SUBJECT: USH 51 Stoughton to McFarland Study Area - Property Acquisition Information and 4(f) Applicability Determination

Dear Mr. Berens:

We have received your requests to verify property acquisition and designation information for five properties within the USH 51 Stoughton to McFarland Study Area. The properties you have requested further information for include:

1. **Lower Mud Lake Fishery Area**, located in Section 15, Township 6 North, Range 10 East – This property was purchased in 1990 with a United States Fish and Wildlife Service Federal Aid in Fish Restoration Act (Dingell-Johnson Act (D-J)) grant. The grant number is W-142-L-66. I have attached a memo dated January 3, 1990, regarding the proposed land acquisition of the Kramper Tract. This document provides all the necessary records and the relevant acquisition information regarding this property.
2. **Extensive Wildlife Habitat (Havey Lane)**, located in Section 28, Township 6 North, Range 11 East - This property, located southwest of Havey Lane, was purchased in 1975 under the Federal Wildlife Restoration Act of 1937 [Pittman-Robertson Act (P-R)] funds. The money used to purchase the property was Game - Land Rights, a federal P-R fund total of \$19,650.00. In addition, the state also contributed \$6,550.00 from a Scattered Wetland Fund
3. **Extensive Wildlife Habitat (Spring Road)**, located in Section 3, Township 6 North, Range 11 East – This property, located east of Spring Road, was purchased in 1983 with 75% federal cost sharing. This contribution was made through a Pittman-Robertson Act fund named Game-Rights #182. The P-R funds totaled \$5,400.00. The state contributed from a fund named Wild-Rights #105 totaling \$1,800.00.
4. **Viking Park (Dane County Owned)**, located in Section 33, Township 6 North, Range 11 East – This property was originally thought to be purchased with Land and Water Conservation Funds, making it a 6(f) property. Further review and consultation with Amy Bradley, WDNR Financial Assistance Specialist, indicates that this property was not purchased with Land and Water Conservation Funds. The National Parks Database was referenced and it does not show any federal funds used for the purchase of this property. Dane County will need to be consulted concerning details about how this property was purchased as it is their property.
5. **Babcock County Park Boat Ramp (Dane County Owned)**, located in Sections 3 and 4, Township 6 North, Range 10 East - We do not have any information regarding the Babcock County Park Property in our databases. No record of its acquisition history is available at this time. Please work with Dane County Parks Department directly regarding the information for this property.



### **Federal Highway Administration's Determination of 4(f) Applicability**

We concur with the Federal Highway Administration's (FHWA) determination that these properties are not under Section 4(f). Both the Spring Road and Havey Lane properties have the official designation of wildlife habitat, but allow recreational uses, too. It is possible that money may need to be mitigated to the Pittman-Robertson fund for any unavoidable impacts to the three WDNR owned properties. This will need further evaluation and coordination by us.

The Lower Mud Lake Fishery Property is designated as a fishery area on the east side of USH 51 and wildlife habitat west of USH 51. This property is primarily used for fish management. The property is also utilized for recreational purposes.

### **Chapter NR 103 Wetland Water Quality Regulation**

The non-applicability of 4(f) to these properties does not negate the necessity to follow Chapter NR 103, Wetlands Water Quality Standards. The fishery area and both wildlife habitat areas are environmentally sensitive and require adherence to the sequencing process (i.e., avoid, minimize, mitigate).

As discussed during our field review held on May 14, 2009, one avoidance technique we would like developed for Lower Mud Lake is bridging the wetlands to the greatest extent practical. Bridging the entire length of the complex is probably impractical due to cost. We would prefer the Keenan's Creek end of the complex be spanned, and the hydrology connectivity throughout the rest of the wetland be improved. The current as-built plans would give a good starting point to evaluate the existing connectivity of the hydrology and evaluate the need for additional culverts.

The information in this letter is supplemental to the e-mail sent to Luke Hellermann of Strand Associates, Inc. on January 6, 2010, titled USH 51 Stoughton to McFarland Study Area Alternatives - 6(f) impacts. That e-mail included maps and basic land records for the three DNR owned properties. We believe this letter in conjunction with the January 6, 2010, e-mail is adequate documentation for inclusion in the Environmental Impact Statement (EIS).

In summary, we concur with FHWA's determination of 4(f) applicability. However, we are unsure whether further evaluation for mitigation is necessary for P-R and D-J properties. Even though 4(f) does not apply, Chapter NR 103 Wetland Water Quality Standards are relevant to all properties. If you have any questions or would like to discuss this letter, please contact me directly.

Thank you for the opportunity to comment and I look forward to working with you in the next stages of this project.

Sincerely,

*Amanda A. Cushman*

Amanda A. Cushman  
Environmental Analysis Specialist

Attachment: January 3, 1990, Memo titled Proposed Land Acquisition, Kramper Tract

Cc:	Lloyd Eagan – SCR	Jennifer Grimes - WisDOT
	Russ Anderson - SCR	Luke Hellermann – Strand Associates
	Amy Bradley – CO	Joan Petersen – Strand Associates
	Johnny Gerbitz – FHWA	Anthony Jernigan - USCOE



October 26, 2011

Mrs. Joan Petersen, P.E.  
Strand Associates, Inc.  
910 West Wingra Drive  
Madison WI 53715

Subject: Project 5845-06-02 USH 51 (I-39/90 to USH 12 Study Area), Voges Road / Siggelkow Intersection Reconfiguration WDNR Initial Review

Dear Mrs. Petersen:

We have reviewed the proposed changes to the Voges Road Intersection located at Section 27 of Township 7 North, Range 10 East. The intersection changes are needed to address the future traffic problems anticipated from new development in this area. This intersection is part of the USH 51 (McFarland to Stoughton) Study Area, and must be addressed in the Environmental Impact Statement (EIS) for this project. You have requested a preliminary assessment of the environmental issues to address for the Voges Road Interchange alternative.

Our initial comments about changing this intersection follow;

- A review of the Natural Heritage Inventory Database indicates no known endangered, threatened, or special concern species, nor natural areas within the project limits.
- A review of the wetland maps and project site shows that wetlands are present along Voges Road where a new intersection would be placed. The wetland impacts appear to be unavoidable due to their positioning on the landscape, relative to the intersection, and required distances to meet Federal Highway Standards. The Wisconsin Wetland Inventory designates these wetlands as Emergent Wet Meadow type wetlands on Waucousta Silty Clay Loam soils. My site visit indicates that the wetlands are severely degraded by Reed Canary Grass (*Phalaris arundinacea*). Even considering the degradation of these wetlands, minimization techniques should be utilized when designing this intersection. The waterway located here is only functioning as a drainage way. It is not classified as a stream. No floodplain exists in this area. The drainage way through this area should be maintained by use of culverts or a bridge.

Please provide us with the exact location and acreage of wetland impact after minimization efforts are accomplished. The remaining unavoidable impacts will be evaluated to determine if they will be mitigated on-site or at a bank site at the appropriate ratio. We will be able to issue water quality certification for this project after agreement on the necessary measures to protect and/or mitigate the wetland losses.

- We would like to review the drainage patterns for the area north of McFarland. Please submit a map showing the water flow patterns as soon as this information is available. This information should also be incorporated into the EIS.

There are no major concerns that would prohibit WisDOT from proceeding with development of the Voges Road Intersection changes. Please contact me if the scope of this project changes, and as additional details

become available for review. Thank you for the opportunity to comment and review this proposal during the planning stage.

Sincerely,

*Amanda A. Cushman*

Amanda A. Cushman  
Environmental Analysis & Review Specialist  
608-275-3485

CC: Russ Anderson, WDNR EA Supervisor  
Dane Co. Zoning Administrator  
Simone Kolb, USACOE (via e-mail)  
Jennifer Frederickson, WisDOT REC (via e-mail)  
Kjohnson Engineers (via e-mail)



## Hellermann, Luke

---

**From:** Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>  
**Sent:** Thursday, June 11, 2015 1:11 PM  
**To:** Hellermann, Luke  
**Cc:** Grimes, Jennifer - DOT; Berens, Jeff - DOT; Kobryn, Jennifer; Petersen, Joan  
**Subject:** FW: Dane Co Babcock Park DJ Funding 5845-06-03

Luke,

Please see the e-mail below from Eric Heggelund related to DJ funds at Babcock Park. Eric has indicated since the funds were not used for land purchase, and impacts to funded uses will be temporary, USFWS will not need to be involved with impacts to Babcock Park.

Joel Brown  
*Major Studies Environmental Coordinator*

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**From:** Heggelund, Eric P - DNR  
**Sent:** Thursday, June 11, 2015 10:56 AM  
**To:** Grimes, Jennifer - DOT  
**Cc:** Berens, Jeff - DOT; Brown, Joel R - DOT; Bentzler, Carol M - DNR; Anderson, Russell A - DNR  
**Subject:** Dane Co Babcock Park DJ Funding 5845-06-03

Jenny,

I talked again with Carol Bentzler about the DJ grant and the potential USH 51 reconstruction impacts to Dane County's Babcock Park in McFarland. We understand that the project will take land from the park for ROW and will require additional land for a TLE. However, WisDOT has determined that this land was not purchased with DJ funds. The project may temporarily impact a trail that was funded with the DJ grant.

Since the project is only temporarily impacting the trail that was funded with the grant and the grant is closed, we do not believe that the F&WS would have an interest in this project. Likewise, the DNR grant program (Carol) does not need to get involved in this project.

This would be different if the land that is being taken was purchased with the DJ funding.

The park impacts and mitigation negotiations will be between Dane County Parks and WisDOT.

Let me know if you have any questions or need anything else.

Thank you,

Eric

**We are committed to service excellence.**  
Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Eric Heggelund  
Environmental Analysis and Review Specialist  
Wisconsin Department of Natural Resources



July 7, 2015

Jeff Berens, P.E.  
Wisconsin Department of Transportation  
2101 Wright Street  
Madison, WI 53704

**Subject: DNR Initial Project Review**  
Project I.D. 5845-06-03  
USH 51 Study Corridor Environmental Assessment  
Stoughton - McFarland  
I-39/90 to USH 12 (Madison South Beltline)  
Dane County

Dear Mr. Berens:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project. According to your proposal, the purpose of the project is to provide improvements to USH 51 between USH 12 (South Madison Beltline) and Interstate 39/90. The project corridor is approximately 18 miles and passes through the Village of McFarland and the City of Stoughton in southeastern Dane County. This study includes the development of an Environmental Assessment (EA) to investigate and address near-term corridor needs. Three alternatives are being evaluated for this EA: a low build alternative (alt A), a four lane expansion (alt B) and a hybrid option (alt H).

A Tier 1 Environmental Impact Statement (EIS) will be developed at a later date in order to address long-term corridor needs. A subsequent Tier 2 environmental document will discuss improvements in greater detail when conditions and programming priorities align and funding becomes available. This comment letter will provide the DNR initial comments regarding the corridor to assist in the EA development. Additional DNR comments on the EA may be provided by the DNR when the document is made available for review and comment. The DNR will also provide review and comment on the EIS when appropriate.

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:**

Several public recreational areas, natural areas and parks are located within this corridor including:

**Upper Waubesa Fishery Area:** This DNR fishery area is located in the SW quadrant of the USH 51 and SH 12/18 Interchange along Upper Mud Lake and Lake Waubesa. This property is primarily used for fishing, boating and waterfowl hunting. This area has received Land and Water Conservation Funds (LWCF).

**Babcock County Park:** This Dane County park includes a campground, fishing access and a boat ramp. Dingell-Johnson Sport Fish Restoration funds have been used on improvements within this park.

**Lower Mud Lake Fishery Area:** This DNR property is located on the east side of USH 51 between Mahoney and Dyreson Roads and is primarily used for fishing, boating and hunting. Dingell-Johnson funds have been used for this property.

**Scattered Wildlife in SW of NW ¼ of Section 15, Township 6 North Range 10 East.** This small DNR property is located near the Lower Mud Lake Fishery Area but is on the west side of USH 51. DNR received this property as a gift from Dane County in 1961. DNR has identified this property as a sale parcel.

**Colladay Point Park:** This Town of Dunn Park is located on the east side of USH 51 near Colladay Point Drive. Knowles-Nelson Stewardship funding has been used on this property.

**Scattered Wildlife:** NW ¼ of Section 26 of Township 6 North, Range 10 East. This small DNR property is located to the west of USH 51 between Charles Lane and Lake Kegonsa Road. This property was a gift from WisDOT in 1989.

**Extensive Wildlife Habitat:** Sections 28 and 29 of Township 6 North, Range 11 East. This DNR property is located west of CTH N and east of the Yahara River near Harvey Lane. Uses on this property include hunting, fishing and boating. Pittman-Robertson funding has been used on this property.

**Viking Park:** This Dane County park property is located in Section 33 of Township 6 North, Range 11 East and Section 4 of Township 5 North Range 11 East. This property includes a boat ramp, a dog park, fishing access and hiking trails. Viking park has received Land and Water Conservation Funds (LWCF).

**Extensive Wildlife Habitat:** This wildlife area is located along Spring Road in Section 3 of Township 5 North, Range 11 East. Uses on this natural area include hunting, hiking and wildlife viewing. Pittman-Robertson funds were used on this property.

### **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.

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:**

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 these 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:**

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:**

There are wetlands located in numerous locations near USH 51 within the corridor and a wetland delineation covering all potentially impacted wetlands will need to be conducted and submitted to this office for review and concurrence. The wetland investigations should include a discussion on the functional values and quality of wetlands within the corridor in order to evaluate potential impacts to wetlands (i.e. Wetland Rapid Assessment Methodology).

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:**

USH 51 crosses several waterways within the corridor including the Yahara River, Keenans Creek, Saunders Creek and several unnamed perennial and intermittent tributaries. All waterways within the USH 51 corridor included in this study would be considered warm-water systems. In order to protect developing fish eggs and substrate for aquatic organisms, instream work that could adversely impact water quality should not be undertaken between March 1 and June 15. This timing requirement may not be applicable to some of the intermittent waterways or drainage ways within the corridor.



**Aquatic Connectivity and Culvert Work:**

WisDOT has indicated that they would replace the culvert structures on Kennans Creek with a bridge as previously requested by WDNR. This should increase the connectivity of the waterway and the large wetland complex surrounding this waterway, Lower Mud Lake and the Yahara River. We continue to support including this in the future USH 51 reconstruction project through this corridor.

The culverts located at on Saunders Creek, the unnamed waterway south of Halverson Road, and unnamed waterway north of Lake Kegonsa Road 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 culverts should be set an adequate distance below the natural streambed elevation, to allow for a natural and continuous streambed condition to occur.

The width and depth of waterways through this corridor must not be altered. However, a minor amount of dredging necessary to place the structure elements is permissible.

**Endangered Resources:** Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated July 7, 2015, the following Endangered Resources have been known to occur in the project area or its vicinity and could be impacted by this project.

*Agastache nepetoides*, Yellow Giant Hyssop, Special Concern. The yellow giant hyssop is found in oak woodlands, forest edges, thickets and river margins in dry to mesic soils. Optimal identification period for this species is late July through late September.

*Camassia scilloides*, Wild Hyacinth, Endangered. This state endangered plant is found in moist prairie remnants, especially along roads and railroad rights-of-way. The optimal identification period for this species is late April through late May.

*Echinacea pallida*, Pale Purple Coneflower, Threatened. This rare species is found in prairies and prairie remnants. The optimal identification period for this species is early June through early August.

*Emydoidea blandingii*, Blanding's Turtle, Special Concern. Blanding's turtles are found in a wide variety of aquatic habitats, including marshes, shallow bays of lakes and impoundments, sluggish streams, sedge meadows and drainage ditches. They move between a variety of wetland types during the active season, which stretches from early March to mid October.

It is likely that additional surveys for at least some of the above listed species will be needed during the project planning phases.

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

**Migratory Birds:**

There is evidence of past migratory bird nesting on existing structures over the Yahara River and it is likely that birds are using other structures through this corridor. We recommend that the project include a review of structures to determine if there is use by nesting birds. 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 to 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):**

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under chapter NR 40 Wis. Adm. Code. Further information on species classified as Restricted or Prohibited under NR 40 can be found at: <http://dnr.wi.gov/topic/Invasives/classification.html>.

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

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.

**Asbestos:**

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: <http://dnr.wi.gov/topic/Demo/Asbestos.html> for further guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 608-266-3658, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects.

**Navigation Concerns During Construction:**

This reach of the Yahara River is regularly used by recreational watercraft. It will be necessary to place navigational aids around the construction area during construction. A Waterway Marker Application and Permit is required for both types of navigational markers (informational vs. control/restrictive) prior to construction. A local ordinance will also be required for buoys that control or restrict navigation. Adequate time should be allowed for the passage of an ordinance with the local municipality. A local ordinance is not required for informational navigational aids (a waterway marker permit is required). DNR will determine which type of navigational aids are needed in accordance with the project design and methods used during construction. The general steps for submission of a Waterway Marker Application and Permit are as follows:

1. Please fill out the Waterway Marker Application and Permit form: <http://dnr.wi.gov/files/PDF/forms/8700/8700-058C.pdf>.
2. The Wisconsin Department of Transportation should be listed as the applicant.
3. Be sure to include an aerial map-diagram or engineered-diagram of the work location and the placement of the waterway markers (buoys). If proposed GPS coordinates for each buoy are not



provided, then markers placed on the diagram must show distance (in feet) from each marker location and from one permanent fixture as a benchmark.

4. Provide the completed application/permit to the local municipalities having jurisdictional authority over the area in which the waterway markers will be placed. If an ordinance is required, consult with the local municipality regarding their ordinance process.
5. Forward the signed application/permit to myself as well as the Boating Program Specialist:

**Penny Kanable**  
**Wisconsin Dept. of Natural Resources**  
**101 S Webster Street - LE/8**  
**Madison WI 53703**

The Boating Program Specialist will communicate with the local Warden and Recreational Safety Warden in processing and finalizing the permit. If the permit application is incomplete or additional information is needed the Boating Program Specialist will work with DNR's Regional DOT Liaison to resolve.

6. **Permanent Navigation Aids:** The process outlined above will also apply to the placement of permanent navigational aids. This includes modifications, additions or temporary relocations of existing navigational aids. The locations of existing buoys (or other navigational aids) must be included in the permit application.
- **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>

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: Jennifer Grimes, WisDOT  
Joel Brown, WisDOT  
Luke Hellerman, Strand  
Joan Peterson, Strand  
Russ Anderson, WDNR  
Lisie Kitchel, WDNR



## Hellermann, Luke

---

**From:** Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>  
**Sent:** Wednesday, September 30, 2015 6:08 AM  
**To:** Hellermann, Luke  
**Cc:** Petersen, Joan; Kobryn, Jennifer; Berens, Jeff - DOT; Grimes, Jennifer - DOT  
**Subject:** FW: DNR Initial Comments 5845-06-03 USH 51 study Stoughton - McFarland Dane County

Luke,

Please see the e-mail I sent to Eric Heggelund on Tuesday morning and his reply yesterday afternoon.

Joel Brown  
*Major Studies Environmental Coordinator*

---

**From:** Heggelund, Eric P - DNR  
**Sent:** Tuesday, September 29, 2015 4:08 PM  
**To:** Brown, Joel R - DOT  
**Cc:** Grimes, Jennifer - DOT; Berens, Jeff - DOT; Barrette, Alyssa - DOT; Kitchel, Lisie E - DNR  
**Subject:** RE: DNR Initial Comments 5845-06-03 USH 51 study Stoughton - McFarland Dane County

Joel,

I would include NR 40 listed restricted and prohibited species. Our first concern would be that we do not spread populations.

I agree that it should be worded differently. We wouldn't expect DOT to chase populations on private property or to be responsible for extensive follow up on persistent populations after and outside of projects. It would also not be the best use of resources to go after populations that would recolonize from adjacent land. Identify populations and consider measures to reduce or remove those present within the ROW where there is a reasonable chance of success, if practicable within the project scope.

Thanks,

Eric

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**Eric Heggelund**  
Phone: 608-275-3301  
[Eric.heggelund@wisconsin.gov](mailto:Eric.heggelund@wisconsin.gov)

---

**From:** Brown, Joel R - DOT  
**Sent:** Tuesday, September 29, 2015 8:01 AM  
**To:** Heggelund, Eric P - DNR  
**Cc:** Grimes, Jennifer - DOT; Berens, Jeff - DOT; Barrette, Alyssa - DOT; Kitchel, Lisie E - DNR  
**Subject:** RE: DNR Initial Comments 5845-06-03 USH 51 study Stoughton - McFarland Dane County

Eric,

We will have a consultant complete the Threatened and Endangered Species surveys, survey methodology to you and Lisie prior to conducting any field work. Related to invasive species, we can include commitments in the

EA related to completing some surveys in impacted areas of the project, however we would like to be more specific than including broad language similar to “WisDOT will complete invasive species surveys during final design” in our environmental commitments. Is there a specific grouping of species that DNR is interested in? For example, I am thinking NR-40 restricted species or something similar. Related to the portion of your highlighted comment below, WisDOT is unable to eliminate invasive species as part of our projects. Working toward elimination of species could lead to greatly expanding project areas of impact, extend project timeframes, and become costly.

Please let me know how you would like us to move forward.

Joel Brown  
*Major Studies Environmental Coordinator*

---

**From:** Heggelund, Eric P - DNR  
**Sent:** Thursday, September 24, 2015 10:31 AM  
**To:** Brown, Joel R - DOT  
**Cc:** Grimes, Jennifer - DOT; Kitchel, Lisie E - DNR  
**Subject:** RE: DNR Initial Comments 5845-06-03 USH 51 study Stoughton - McFarland Dane County

Lisie mentioned that our NHC botanists would want to review the survey approach. She stated that it wouldn't be required but I think it would be a good idea so that we don't have questions after-the-fact that make someone go back out or otherwise cause delays.

Thanks,

Eric

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**Eric Heggelund**  
Phone: 608-275-3301  
[Eric.heggelund@wisconsin.gov](mailto:Eric.heggelund@wisconsin.gov)

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**From:** Heggelund, Eric P - DNR  
**Sent:** Tuesday, September 22, 2015 8:57 AM  
**To:** Brown, Joel R - DOT  
**Cc:** Grimes, Jennifer - DOT; Berens, Jeff - DOT; Kitchel, Lisie E - DNR; Anderson, Russell A - DNR ([Russell.Anderson@Wisconsin.gov](mailto:Russell.Anderson@Wisconsin.gov))  
**Subject:** RE: DNR Initial Comments 5845-06-03 USH 51 study Stoughton - McFarland Dane County

Joel,

I've talked this over with our NHC and we feel that WisDOT should hire a consultant to do the surveys. Time for our staff is very limited and they may not be available at the right time. They would have access to our lands, but at least some the species identified along the corridor have been identified on private lands or near town road ROW.

We would also like the consultants to identify and note locations of invasive plants so they can be addressed as part of this project. For example, I have noticed that *Phragmites* is spreading in the “lower mud-lake” wetlands. I think we should either eliminate or at least take measures to prevent the spread of it from the project.



Thank you,

Eric

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**Eric Heggelund**

Phone: 608-275-3301

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

---

**From:** Brown, Joel R - DOT

**Sent:** Wednesday, September 09, 2015 1:31 PM

**To:** Heggelund, Eric P - DNR

**Cc:** Grimes, Jennifer - DOT; Berens, Jeff - DOT; Kitchel, Lisie E - DNR

**Subject:** RE: DNR Initial Comments 5845-06-03 USH 51 study Stoughton - McFarland Dane County

Hi Eric,

We are getting close to compiling a draft EA for the Stoughton – McFarland Study, and have a question for you related to Threatened and Endangered Species. I recall from previous discussions that many of the species listed in the attachment (I attached your initial comment letter with some highlights for your reference) on properties that DNR either already owns or has interest in. With that in mind, I am wondering if Lisie and/or others at the Bureau of Natural Heritage Conservation would like to conduct the surveys along the corridor. Our current plan is to include environmental commitments within our EA to conduct the surveys after completion of the environmental document, prior to any construction activities. We would like to be specific in reference to the commitments and spell out whether DNR or a consultant is needed to conduct the surveys.

If you would like to discuss please let me know.

Thank you.

Joel Brown

*Major Studies Environmental Coordinator*

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**From:** Heggelund, Eric P - DNR

**Sent:** Tuesday, July 07, 2015 3:04 PM

**To:** Berens, Jeff - DOT; Grimes, Jennifer - DOT; Brown, Joel R - DOT

**Cc:** Anderson, Russell A - DNR; Kitchel, Lisie E - DNR; [luke.hellermann@strand.com](mailto:luke.hellermann@strand.com); Petersen, Joan <[Joan.Petersen@strand.com](mailto:Joan.Petersen@strand.com)> ([Joan.Petersen@strand.com](mailto:Joan.Petersen@strand.com))

**Subject:** DNR Initial Comments 5845-06-03 USH 51 study Stoughton - McFarland Dane County

<< File: DNR Initial Comments 5845-06-03 USH 51 Corridor McFarland - Stoughton Dane Co.pdf  
>>

Good afternoon,



Please find attached DNR initial comments for the above referenced project in Dane County and let me know If you need anything else at this time. We look forward to continuing to work with you as this project progresses.

Eric

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**Eric Heggelund**

Environmental Analysis and Review Specialist  
Wisconsin Department of Natural Resources  
3911 Fish Hatchery Road, Fitchburg, WI 53711  
Phone: 608-275-3301  
Fax: 608-275-3338  
[eric.heggelund@wisconsin.gov](mailto:eric.heggelund@wisconsin.gov)

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## Hellermann, Luke

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**To:** Brown, Joel R - DOT  
**Cc:** Petersen, Joan; Grimes, Jennifer - DOT; Kobryn, Jennifer; Berens, Jeff - DOT  
**Subject:** RE: USH 51 Stoughton to McFarland Study NHI 5845-06-03

**From:** Heggelund, Eric P - DNR  
**Sent:** Wednesday, December 09, 2015 2:59 PM  
**To:** Brown, Joel R - DOT <[Joel.Brown@dot.wi.gov](mailto:Joel.Brown@dot.wi.gov)>  
**Subject:** USH 51 Stoughton to McFarland Study NHI 5845-06-03

Joel,

As requested, I conducted another review (12-9-15) of the NHI for the USH 51 McFarland and Stoughton project corridor in Dane County. Here are the NHI listed of species that have been known to occur in the project area or its vicinity that could be impacted by this project:

*Agastache nepetoides* Yellow Giant Hyssop

*Camassia scilloides* Wild Hyacinth

*Echinacea pallida* Pale Purple Coneflower

*Emydoidea blandingii* Blanding's Turtle

Let me know if you need anything else.

Eric

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### Eric Heggelund

Environmental Analysis and Review Specialist  
Wisconsin Department of Natural Resources  
3911 Fish Hatchery Road, Fitchburg, WI 53711  
Phone: 608-275-3301  
Fax: 608-275-3338  
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[dnr.wi.gov](http://dnr.wi.gov)



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**From:** Heggelund, Eric P - DNR  
**Sent:** Friday, January 22, 2016 10:25 AM  
**To:** Brown, Joel R - DOT <[Joel.Brown@dot.wi.gov](mailto:Joel.Brown@dot.wi.gov)>  
**Subject:** RE: USH 51 Stoughton to McFarland Study NHI 5845-06-03

Joel,

Follow up from our phone conversation as promised. We understand that the timeline will not allow endangered species surveys to occur before the completion of the environmental document for the above referenced project. The surveys should be completed before or during the final design process. As we discussed, they will be completed early enough in the process to fully consider and not preclude avoidance and mitigation measures for any identified listed species.

Please let me know if you have any comments or questions.

Thank you,

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:** Friday, January 22, 2016 7:38 AM  
**To:** Heggelund, Eric P - DNR  
**Subject:** RE: USH 51 Stoughton to McFarland Study NHI 5845-06-03

Hi Eric,

Give me a call when you have a chance related to the above referenced project. I just left you a voice message with some additional information.

Thank you.

Joel Brown  
*Major Studies Environmental Coordinator*





September 4, 2019

Jeff Berens, P.E.  
WisDOT Project Manager  
2101 Wright Street  
Madison, WI 53704

**Subject: DNR Initial Project Review**  
Project I.D. 5845-06-03  
USH 51 Environmental Assessment  
Stoughton - McFarland  
I-39/90 to USH 12 (Madison South Beltline)  
Dane County

Dear Mr. Berens:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project. According to your proposal, the purpose of the project is to provide improvements to USH 51 between USH 12 (South Madison Beltline) and Interstate 39/90. The project corridor is approximately 18.6 miles and passes through the Village of McFarland and the City of Stoughton in southeastern Dane County. The project has identified a preferred alternative, Alternative H, which includes intersection improvements, 2-lane and 4-lane reconstruction sections, pavement replacement sections and other improvements along the corridor. This study team is currently updating needs and assessing impacts to complete the Environmental Assessment (EA).

DNR has provided previous comment letters and had extensive coordination with WisDOT regarding this project in the past several years. This comment letter will provide the updated and supplemental DNR initial comments to our previous coordination to assist in the project development. Additional DNR comments on the EA may be provided when the document is made available for review and comment.

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:**

Several public recreational areas, natural areas and parks are located within this corridor including:

**Upper Waubesa Fishery Area:** This DNR fishery area is located in the SW quadrant of the USH 51 and SH 12/18 Interchange along Upper Mud Lake and Lake Waubesa. This property is primarily used for fishing, boating and waterfowl hunting. This area has received Land and Water Conservation Funds (LWCF).

**Babcock County Park:** This Dane County park includes a campground, fishing access and a boat ramp. Dingell-Johnson Sport Fish Restoration funds have been used on improvements within this park. During our previous coordination regarding this property, WisDOT determined that all impacts to DJ funded improvements will be temporary. In that case, DNR does not need to be involved in the coordination between WisDOT and Dane County for this property. We may need to be included if it is determined that land purchased with DJ funding will be taken.

**Lower Mud Lake Fishery Area:** This DNR property is located on the east side of USH 51 between Mahoney and Dyreson Roads and is primarily used for fishing, boating and hunting. Dingell-Johnson funds have been used for this property.

**Scattered Wildlife in SW of NW ¼ of Section 15, Township 6 North Range 10 East:** This small DNR property is located near the Lower Mud Lake Fishery Area but is on the west side of USH 51. DNR received this property as a gift from Dane County in 1961.

**Colladay Point Park:** This Town of Dunn Park is located on the east side of USH 51 near Colladay Point Drive. Knowles-Nelson Stewardship funding has been used on this property.

### **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.

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:**

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 these 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:**

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:**

There are wetlands located in several locations near USH 51 within the corridor. A wetland delineation report was submitted to DNR on December 2, 2015. WisDOT anticipates that a revalidation of the report will be completed during final design. The wetland investigations should include a discussion on the functional values and quality of wetlands within the corridor in order to evaluate potential impacts to wetlands (i.e. Wetland Rapid Assessment Methodology).

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:**

USH 51 crosses several waterways within the corridor including the Yahara River, Keenans Creek, Saunders Creek and several unnamed perennial and intermittent tributaries. All waterways within the USH 51 corridor included in this study would be considered warm-water systems. In order to protect developing fish eggs and substrate for aquatic organisms, instream work that could adversely impact water quality should not be undertaken between March 1 and June 15. This timing requirement may not be applicable to some of the intermittent waterways or drainage ways within the corridor.

#### **Aquatic Connectivity and Culvert Work:**

WisDOT has indicated that they would replace the culvert structures on Kennans Creek with a bridge as previously requested by WDNR. This should increase the connectivity of the waterway and the large wetland complex surrounding this waterway, Lower Mud Lake and the Yahara River. We continue to support including this in the future USH 51 reconstruction project through this corridor.

The culverts located at on Saunders Creek, the unnamed waterway south of Halverson Road, and unnamed waterway north of Lake Kegonsa Road 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 culverts should be set an adequate distance below the natural streambed elevation, to allow for a natural and continuous streambed condition to occur.

The width and depth of waterways through this corridor must not be altered. However, a minor amount of dredging necessary to place the structure elements is permissible.

**Endangered Resources:** Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records dated August 26, 2019, the following Endangered Resources have been known to occur in the project area or its vicinity and could be impacted by this project. At the request of WDNR, WisDOT contracted a consultant to conduct a review of the corridor for three NHI plant species in 2016: *Agastache nepetoides*, *Camissia scilloides*, and *Echinaea pallida*. The survey reviewed potential habitats along the corridor for each of these species during the 2016 field season. Only *Camassia scilloides* was identified during the review. This species was identified in the same locations as the NHI element observance.

*Camassia scilloides*, Wild Hyacinth, Endangered. This state endangered plant is found in moist prairie remnants, especially along roads and railroad rights-of-way. The optimal identification period for this species is late April through late May.

The wild hyacinth was identified during the 2016 plant survey. The identified locations included remnant prairie areas near the project corridor. These populations are outside of the footprint of the proposed project. WisDOT should take all measures to avoid the populations of this endangered plant species. In addition, the contractor should be aware that they should not stage equipment or materials or otherwise disturb these areas during construction. We request to be notified if it is determined that the population areas could be impacted.

*Agastache nepetoides*, Yellow Giant Hyssop, Special Concern. The yellow giant hyssop is found in oak woodlands, forest edges, thickets and river margins in dry to mesic soils. Optimal identification period for this species is late July through late September.

This species was not identified during the 2016 plant survey. There are no further requirements for this species.

*Echinaea pallida*, Pale Purple Coneflower, Threatened. This rare species is found in prairies and prairie remnants. The optimal identification period for this species is early June through early August.

This species was not identified during the 2016 plant survey. There are no further requirements for this species.

*Emydoidea blandingii*, Blanding's Turtle, Special Concern. Blanding's turtles are found in a wide variety of aquatic habitats, including marshes, shallow bays of lakes and impoundments, sluggish streams, sedge meadows and drainage ditches. They move between a variety of wetland types during the active season, which stretches from early March to mid-October.

WisDOT should use turtle exclusion fencing during construction near areas of open water or wetlands. DNR may be able to provide more precise locations where exclusion fencing would be recommended, upon request. Carefully remove any turtles encountered to suitable habitat outside of the project area.



This project intersects a High Potential Zone (HPZ) for the Rusty Patched Bumblebee (RPBB), a listed federally endangered species. The Rusty Patched Bumble Bee could be present on-site. Therefore, the FWS recommends one of the following options be implemented:

**A) Voluntary Conservation Measures**

- For prescribed fire, mowing/haying, grazing, pesticide use and tree clearing/thinning, follow the voluntary conservation measures listed in the Conservation Management Guidelines for the Rusty Patched Bumble Bee (*Bombus affinis*).
- For all other activities, follow the general voluntary measures listed below:
  - o use native trees, shrubs and flowering plants in landscaping,
  - o provide plants that bloom from spring through fall,
  - o remove and control invasive plants in any habitat used for foraging, nesting, or overwintering.

The Transportation Liaison has initiated coordination with DNR Conservation Biologist, Stacy Rowe.

- ❖ ***NHI Disclaimer:** This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open Records Law. As a result, information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Specific locations of endangered resources may not be released or reproduced in any publicly disseminated documents.*

**Migratory Birds:**

There is evidence of past migratory bird nesting on existing structures over the Yahara River and it is likely that birds are using other structures through this corridor. We recommend that the project include a review of structures to determine if there is use by nesting birds. 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 to 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):**

WisDOT conducted an invasive species survey in July of 2016. The survey identified a total of 216 populations of invasive species, consisting of 35 different invasive and non-native species observed within the project area. No NR 40 prohibited species were identified during the survey. As stated in the report, each of the invasive species identified within the project area are relatively common to the surrounding area and to southern Wisconsin. No populations have been identified for immediate treatment.

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under chapter NR 40 Wis. Adm. Code. Further information on species classified as Restricted or Prohibited under NR 40 can be found at: <http://dnr.wi.gov/topic/Invasives/classification.html>.

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

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>

#### **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 maybe required.

#### **Floodplains:**

A determination must be made as to whether the project lies within a mapped/zoned floodplain. Any proposed temporary or permanent changes to the road or waterway geometry in mapped floodplain areas requires that DOT coordinate with the Dane County Zoning Administrator to ensure compliance with the local zoning ordinance and NR116. Examples of floodplain development activity includes, but not limited to, the following: changes to waterway crossings; culvert extensions; changes to road surface elevations and/or side-slopes; temporary causeways; temporary structures; general fill.

- A preliminary review of the Surface Water Data Viewer (SWDV) indicates that floodplain conditions exist within the project limits.

#### **Storm Water Management & Erosion Control:**

- For projects disturbing an acre or more of land, erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. DOT should apply for permit coverage just before the project goes to final PS&E. Permit coverage will be issued by the DNR after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the “Transportation” tab:  
<https://dnr.wi.gov/topic/Sectors/Transportation.html>.
- All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive “permit-coverage” from the DNR.
- Once the project contract has been awarded, the contractor will be required to outline their construction methods in the 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. For projects regulated under the TCGP, submit the ECIP as an amendment to the ECP.



### **Selected Site & Commercial Non-Metallic Mines:**

- The DOT Select Site process must be adhered to for clean fill or any other material that leaves the work site. The DNR liaison will review all proposed select sites and a site visit may be required. Filling of wetlands, waterways or floodplain is not allowed under the select site process, unless the site owner obtains required permits. No new impermeable surfaces can be left at a select site (including gravel roads or pads), unless the site owner obtains required permits. Contaminated materials leaving the site need to adhere to the Hazardous Material Management Plan.

### **Asbestos:**

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (chapters NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: <http://dnr.wi.gov/topic/Demo/Asbestos.html> for further guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 608-266-3658, with questions on the form. The notification must be submitted 10 working days in advance of demolition projects.

### **Navigation Concerns During Construction:**

This reach of the Yahara River is regularly used by recreational watercraft. It will be necessary to place navigational aids around the construction area during construction. A Waterway Marker Application and Permit is required for both types of navigational markers (informational vs. control/restrictive) prior to construction. A local ordinance will also be required for buoys that control or restrict navigation. Adequate time should be allowed for the passage of an ordinance with the local municipality. A local ordinance is not required for informational navigational aids (a waterway marker permit is required). DNR will determine which type of navigational aids are needed in accordance with the project design and methods used during construction. The general steps for submission of a Waterway Marker Application and Permit are as follows:

1. Please fill out the Waterway Marker Application and Permit form: <http://dnr.wi.gov/files/PDF/forms/8700/8700-058C.pdf>.
2. The Wisconsin Department of Transportation should be listed as the applicant.
3. Be sure to include an aerial map-diagram or engineered-diagram of the work location and the placement of the waterway markers (buoys). If proposed GPS coordinates for each buoy are not provided, then markers placed on the diagram must show distance (in feet) from each marker location and from one permanent fixture as a benchmark.
4. Provide the completed application/permit to the local municipalities having jurisdictional authority over the area in which the waterway markers will be placed. If an ordinance is required, consult with the local municipality regarding their ordinance process.
5. Forward the signed application/permit to myself as well as the Boating Program Specialist:

**Penny Kanable**  
**Wisconsin Dept. of Natural Resources**  
**101 S Webster Street - LE/8**  
**Madison WI 53703**

The Boating Program Specialist will communicate with the local Warden and Recreational Safety Warden in processing and finalizing the permit. If the permit application is incomplete or

additional information is needed the Boating Program Specialist will work with DNR's Regional DOT Liaison to resolve.

6. **Permanent Navigation Aids:** The process outlined above will also apply to the placement of permanent navigational aids. This includes modifications, additions or temporary relocations of existing navigational aids. The locations of existing buoys (or other navigational aids) must be included in the permit application.
- **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>

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: Jennifer Grimes, WisDOT  
Joel Brown, WisDOT  
Luke Hellerman, Strand  
Stacy Rowe, WDNR  
Mike Labissoniere, WDNR



**From:** Berens, Jeff - DOT  
**To:** [Petersen, Joan](#)  
**Cc:** [Kobryn, Jennifer](#); [Hellermann, Luke](#)  
**Subject:** FW: WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment  
**Date:** Wednesday, February 10, 2021 1:23:54 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image007.png](#)

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**[EXTERNAL EMAIL]:** Verify sender before opening links or attachments.

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**From:** Heggelund, Eric P - DNR <Eric.Heggelund@wisconsin.gov>  
**Sent:** Wednesday, February 10, 2021 1:22 PM  
**To:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Cc:** Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>  
**Subject:** RE: WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Good afternoon,

Thank you for providing the opportunity to review the EA for the US 51 Stoughton to McFarland project. DNR has appreciated the many opportunities to work with the project team and review and provide comments on the project's environmental impacts over the past 10+ years. We look forward to continued collaboration and discussions with WisDOT on the project environmental impacts.

Best,

Eric

**We are committed to service excellence.**

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

**Eric Heggelund**

Environmental Analysis and Review Specialist  
Division of External Services / Bureau of Environmental Analysis & Sustainability  
Wisconsin Department of Natural Resources  
3911 Fish Hatchery Road, Fitchburg, WI 53711  
Cell Phone: (608) 228-7927  
[eric.heggelund@wisconsin.gov](mailto:eric.heggelund@wisconsin.gov)





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**From:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>

**Sent:** Tuesday, February 09, 2021 9:40 AM

**To:** DOT DTSD US 51 Stoughton to McFarland EA

<[DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov](mailto:DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov)>

**Subject:** RE: WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Good morning,

I am following up with a reminder that the notice of availability of an Environmental Assessment and notice of opportunity to request a public hearing for the US 51 Stoughton to McFarland corridor study (WisDOT ID 5845-03-03) ended on February 4, 2021. More details are included in the original email (below), which was sent on January 4, 2021. Please reply with any questions or comments. Thank you.

Jeff Berens, P.E.

Major Studies Project Manager

WisDOT SW Region - Madison Office

(608) 245-2656

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**From:** Berens, Jeff - DOT

**Sent:** Thursday, January 28, 2021 2:08 PM

**To:** DOT DTSD US 51 Stoughton to McFarland EA

<[DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov](mailto:DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov)>

**Subject:** FW: WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Good afternoon,

I wanted to send a reminder that the notice of availability of an Environmental Assessment and notice of opportunity to request a public hearing for the US 51 Stoughton to McFarland corridor study (WisDOT ID 5845-03-03) is ending on February 4, 2021. More details are included in the original email (below), which was sent on January 4, 2021. Please contact me with any questions or comments. Thank you.

Jeff Berens, P.E.

Major Studies Project Manager

WisDOT SW Region - Madison Office

(608) 245-2656

**From:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>

**Sent:** Monday, January 04, 2021 3:55 PM

**To:** DOT DTSD US 51 Stoughton to McFarland EA

<[DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov](mailto:DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov)>; Berens, Jeff - DOT

<[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>

**Cc:** Bacher-Gresock, Bethaney <[Bethaney.Bacher-Gresock@dot.gov](mailto:Bethaney.Bacher-Gresock@dot.gov)>; Brown, Joel R - DOT

<[Joel.Brown@dot.wi.gov](mailto:Joel.Brown@dot.wi.gov)>; Grimes, Jennifer - DOT <[Jennifer.Grimes@dot.wi.gov](mailto:Jennifer.Grimes@dot.wi.gov)>; Lamers,

Brandon - DOT <[Brandon.Lamers@dot.wi.gov](mailto:Brandon.Lamers@dot.wi.gov)>; Hoelker, Michael - DOT

<[Michael.Hoelker@dot.wi.gov](mailto:Michael.Hoelker@dot.wi.gov)>; Theisen, Steven R - DOT <[Steven.Theisen@dot.wi.gov](mailto:Steven.Theisen@dot.wi.gov)>

**Subject:** WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Hello,

The Wisconsin Department of Transportation (WisDOT) is providing notice of availability of an Environmental Assessment and notice of opportunity to request a public hearing for a proposed improvement on US 51 in Dane County, Wisconsin.

The proposed improvement includes:

- Reconstruction of 2-lane US 51 east of Stoughton
- Reconstruction of existing US 51 through Stoughton
- Urban 4-lane reconstruction and capacity expansion along the west side of Stoughton
- Reconstruction of rural 2-lane US 51 (Stoughton to McFarland) with intersection improvements
- Urban 4-lane reconstruction in McFarland
- Pavement replacement between Larson Beach Road and Terminal Drive/Voges Road in McFarland, Siggelkow Road interchange ramp improvements, and addition of an auxiliary lane in each direction north of Siggelkow Road

It is anticipated that the relocation of 2 residential households will occur as a result of the proposed improvement.

An online copy of the Environmental Assessment can be viewed at the following:

<https://wisconsindot.gov/Pages/projects/by-region/sw/5139901218/reports.aspx>

A public hearing may be requested by individuals to whom the proposed project is of significant concern. If you feel the project is of significant concern, I encourage you to contact me to discuss those concerns prior to requesting a public hearing.

The attached PDF contains additional details of the Environmental Assessment availability as well as the opportunity to request a public hearing.

Please reach out if you have comments or questions related to the proposed improvement.

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5  
OFFICE OF SCIENCE, ECOSYSTEMS, AND COMMUNITIES  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

JUL 18 2006

B-19J

Johnny Gerbitz, Field Operations Engineer  
Federal Highway Administration, Wisconsin Division  
Highpoint Office Park  
567 D'Onofrio Drive  
Madison, WI 53719-2814

Re: Comments on Purpose and Need Section for the U.S. Route 51 Corridor Study  
(from Interstate Route 39/90 to U.S. Route 12), Dane County, Wisconsin

Dear Mr. Gerbitz:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, we have reviewed the draft Purpose and Need section for the U.S. Route 51 Corridor Study (draft document). The corridor extends west from Interstate Route 39/90 through Stoughton, then northwest to U.S. Route 12. Accordingly, our comments are listed below.

According to the draft document, the project needs relate to:

1. Long-term corridor planning and preservation,
2. Traffic congestion between Stoughton and McFarland,
3. Above-average crash rates for portions of the corridor,
4. Public feedback on concerns regarding U.S. Route 51,
5. Existing highway characteristics and substandard roadway items, and
6. Inadequate bicycle and pedestrian accommodations.

We believe that the stated project needs should be substantiated with more specific and comprehensive data. The draft document provides a summary of relevant issues in the project corridor, but it does not provide enough details to fully describe the need for the project. For example:

1. The draft document provides information about traffic volumes for a segment of the project corridor (from Stoughton to McFarland). The draft document does not provide traffic volume information for the rest of the corridor.
2. The draft document provides level of service information for large segments within the project corridor (Stoughton, McFarland, and the segment between these two cities). The draft document does not describe specific locations with level of service problems. Also,

the draft document does not provide level of service information for the corridor outside the Stoughton to McFarland segment.

3. The draft document states that crash rates are above the statewide average for portions of the corridor; however, the draft document does not provide the crash data.
4. The draft document states that the project corridor has several substandard roadway characteristics (substandard horizontal and vertical curves, excessive access points, etc.). However, the draft document does not provide the specific locations for these characteristics, nor does it provide other relevant information (e.g., degree of substandard curve).

We will not be able to concur on the purpose and need for the proposed project until the project proponents submit a complete and detailed description for these issues.

If you have any questions on this matter, please contact Newton Ellens at (312)353-5562.

Sincerely,



Kenneth Westlake, Chief  
NEPA Implementation Section  
Office of Science, Ecosystems, and Communities

cc: Adam Clayton, Project Manager  
Southwest Region  
Wisconsin Department of Transportation



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

AUG 26 2015

REPLY TO THE ATTENTION OF:

E-19J

Johnny Gerbitz  
Federal Highway Administration – Wisconsin Division  
525 Junction Road, Suite 8000  
Madison, Wisconsin 53717

**Re: Agency Scoping for the Proposed U.S. Highway 51 (Stoughton to McFarland)  
Project, Dane County, Wisconsin**

Dear Mr. Gerbitz:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced scoping document dated July 22, 2015, which was prepared by the Wisconsin Department of Transportation (WisDOT). We are providing scoping comments pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

FHWA and WisDOT propose reconstruction or enhancements to U.S. Highway 51 from Interstate 39/90 to U.S. Highway 12/18. Four alternatives have been provided:

- No Build: Normal roadway maintenance and currently programmed resurfacing projects only.
- Alternative A: Safety improvements at various intersections and reconstruction of a 2-lane segment of U.S. Highway 51 east of Stoughton. Also referred to as “low build.”
- Alternative B: 4-lane expansion of U.S. Highway 51 between Stoughton and McFarland, including a 4-lane Stoughton Bypass, safety improvements in Stoughton and McFarland, and reconstruction of 2-lane segment of U.S. Highway 51 east of Stoughton.
- Alternative H: A “hybrid” of Alternatives A and B. It provides for a 4-lane roadway between WIS 138 and County B on the west side of Stoughton, but does not increase the number of lanes elsewhere. Alternative H also includes the following:
  - Reconstruction of the existing 2-lane segment of U.S. Highway 51 east of Stoughton;
  - Reconstruction of the existing 2-and 4-lane segments of U.S. Highway 51 through downtown Stoughton;
  - Urban and rural 4-lane reconstruction along the west side of Stoughton;
  - Reconstruction of the rural 2 lane segment of U.S. Highway 51 (Stoughton to McFarland) with intersection improvements;



- Urban 4-lane reconstruction in McFarland. Pavement replacement between Larson Beach Road and Terminal Drive/Voges Road in McFarland, and at the Siggelkow Road interchange ramp; and
- Improvements and addition of auxiliary lanes north of Siggelkow Road, and addition of bicycle and pedestrian accommodations.

A Draft Environmental Impact Statement (DEIS) was completed at the end of 2013. Due to fiscal constraints, the DEIS was not published for public review and comment. FHWA and WisDOT are proposing to produce an Environmental Assessment (EA), with the intention to later produce a two-tiered DEIS when funding becomes available.

Based on our review, we have comments relating to water quality, wetlands, stormwater management, climate change, consultation records, reuse of construction materials, and reseeded, as stated below.

#### Water Quality

The draft environmental assessment (EA) should describe how the proposed action may affect Clean Water Act (CWA) Section 303(d) listed water bodies and their listing status as impaired. We recommend that this section of the document discuss current impairments, and how the proposed action may affect, either positively or detrimentally, the impairment. A list of nearby impaired streams can be found at <http://www.epa.gov>.<sup>1</sup>

#### Wetlands

The EA should discuss how the sequencing established by the CWA Section 404(b)(1) Guidelines was applied, namely, avoidance first, then demonstration of impact minimization, then mitigation for unavoidable, minimized impacts. A discussion on proposed mitigation for unavoidable, minimized stream impacts should also be included in the EA, if applicable.

#### Stormwater Management

Our climate is changing, and historical climate data will not be sufficient in predicting future storm events. One-hundred-year storm events are occurring with increasing frequency. The number of storm events occurring with greater intensity is also increasing. We recommend that FHWA account for increased storm frequency and intensity in the design of this project in order to help ensure the health and safety of the public and appropriate stormwater management. We strongly encourage on-site green stormwater management via use of bioswales, rain gardens, and/or retention ponds, and/or installation of permeable pavement. We also recommend the project be constructed to have “no net gain” for stormwater surface discharge off-site.

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<sup>1</sup> A list of Wisconsin impaired water bodies can be found at:  
[http://ofmpub.epa.gov/waters10/attains\\_state.control?p\\_state=WI](http://ofmpub.epa.gov/waters10/attains_state.control?p_state=WI)

### Climate Change

In December 2014, CEQ issued revised draft guidance<sup>2</sup> with recommendations of how to consider the effects of greenhouse gas (GHG) emissions and climate change in NEPA documentation. EPA recommends the following be completed and information added to the EA:

- Include a summary discussion of climate change and reasonably foreseeable climate change impacts relevant to the project, based on U.S. Global Change Research Program<sup>3</sup> assessments, to assist with identification of potential project impacts that may be exacerbated by climate change and to inform consideration of measures to adapt to climate change impacts. This will assist in identifying resilience-related changes to the tentatively selected plan that should be evaluated and considered as part of the proposed project.
- Estimate the GHG emissions associated with all project alternatives. Example tools for estimating and quantifying GHG emissions can be found on CEQ's NEPA.gov website<sup>4</sup>. For actions that are likely to have less than 25,000 metric tons of CO<sub>2</sub>-e emissions/year, providing a qualitative estimate is acceptable, unless quantification is easily accomplished. The estimated GHG emissions can serve as a reasonable proxy for climate change impacts when comparing the proposal and alternatives. In disclosing the potential impacts of the proposal and reasonable alternatives, consideration should be given to whether and to what extent the impacts may be exacerbated by expected climate change in the project area, as discussed in the "affected environment" sections.
- Describe measures to reduce GHG emissions associated with the proposed project, including reasonable alternatives or other practicable mitigation opportunities, and disclose the estimated GHG reductions associated with such measures. Any commitments to implement reasonable mitigation measures that will reduce or eliminate project-related GHG emissions should be committed to in the project Finding of No Significant Impact (FONSI).
- Include a discussion on adaptation and, as appropriate, consider practicable changes to the alternatives to make them more resilient to anticipated climate change.
- Consider implementing an anti-idle policy for internal combustion vehicles and equipment used during the construction phase of this project. Reduced emissions via an anti-idle policy will reduce particulate matter concentrations, and will benefit local residents and construction workers with respiratory issues. An anti-idle policy will also help reduce greenhouse gas emissions.

### Consultation Records

EPA recommends attaching consultation documents regarding historic and cultural resources (Wisconsin Historical Society), wetlands (U.S. Army Corps of Engineers), and Federal and state threatened and endangered species (U.S. Fish and Wildlife Service and the Wisconsin Department of Natural Resources) with the EA. Please include a list of agency contacts in the EA.

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<sup>2</sup> <https://ceq.doe.gov/initiatives/nepa/ghg-guidance>

<sup>3</sup> <http://www.globalchange.gov/>

<sup>4</sup> [https://ceq.doe.gov/current\\_developments/GHG\\_accounting\\_methods\\_7Jan2015.html](https://ceq.doe.gov/current_developments/GHG_accounting_methods_7Jan2015.html)

Reuse of Construction Materials

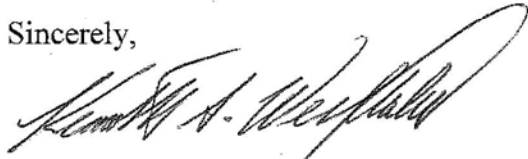
We recommend pavement (asphalt, concrete, or cement) and structural materials be reclaimed for future use for this project, or elsewhere. We also recommend reuse or recycling of other used construction material, such as metals.

Reseeding

Where applicable, we recommend re-seeding exposed soil using native grasses that do not need to be maintained.

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

Sincerely,



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

cc: Jeff Berens, Wisconsin Department of Transportation





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

January 21, 2021

REPLY TO THE ATTENTION OF:  
Mail Code RM-19J

Bethany Bacher-Gresock  
Federal Highway Administration – Wisconsin Division  
525 Junction Road, Suite 8000  
Madison, Wisconsin 53717-2157

**Re: Draft Environmental Assessment for the U.S. Highway 51 (Stoughton to McFarland) Project, Dane County, Wisconsin**

Dear Ms. Bacher-Gresock:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced Draft Environmental Assessment (EA), which was produced by the Federal Highway Administration (FHWA) and the Wisconsin Department of Transportation (WisDOT). We undertook this review pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and as a cooperating agency in the NEPA-Clean Water Act Section 404 Merger Process (NEPA/404).

The proposed project involves reconstruction, replacement, and/or expansion activities on U.S. 51 between U.S. 12/18 and I-39/90. Four alternatives have been provided in the EA:

- No-Build Alternative. Continued maintenance will occur on the existing roadways, but no reconstruction, replacement, or expansion activities will occur;
- Alternative A (Low Build). Alternative A has seven main components that would include the following:
  - Reconstruct the two-lane segment of US 51 east of Stoughton;
  - Perform safety improvements in Stoughton and McFarland, such as installing sidewalks and bicycle paths;
  - Construct two roundabouts and perform other intersection improvements between Stoughton and McFarland;
  - Reconstruct the two-lane section of US 51 from County B to Dyreson Road;
  - Replace pavement in multiple sections between Stoughton and McFarland;
  - Replace pavement between Larson Beach Road and Terminal Drive/Voges Road in McFarland;
  - Improve the Siggelkow Road interchange ramp;
  - Add an auxiliary lane in each direction north of Siggelkow Road; and
  - Construct roundabouts at Hoel Avenue, WIS 138, Roby Road, and County B/AB.

- Alternative B (4-Lane Expansion). Alternative B has six main components that would include the following:
  - Reconstruct the two-lane section of US 51 east of Stoughton;
  - Perform safety improvements in Stoughton and McFarland, such as installing sidewalks and bicycle paths;
  - Construct a new four-lane bypass around Stoughton;
  - Construct two additional lanes (to create a four-lane highway) between Stoughton and McFarland;
  - Reconstruct the existing urban four-lane section of U.S. 51 in McFarland;
  - Replace pavement between Larson Beach Road and Terminal Drive/Voges Road in McFarland;
  - Perform improvements to the Siggelkow Road interchange ramp;
  - Construct an auxiliary lane in each direction north of Siggelkow Road; and
  - Construct roundabouts at Hoel Avenue, WIS 138, Roby Road, and County B/AB.
- Alternative H (Hybrid). Alternative H combines features of Alternatives A and B, which includes six main components:
  - Reconstruct the two-lane segment of US 51 east of Stoughton;
  - Reconstruct the existing urban four-lane section of U.S. 51 in McFarland;
  - Reconstruct and expand U.S 51 along the west side of Stoughton;
  - Reconstruct and perform intersection improvements to the rural two-lane section of US 51 between Stoughton and McFarland;
  - Reconstruct the existing urban four-lane section of U.S. 51 in McFarland;
  - Replace pavement between Larson Beach Road and Terminal Drive/Voges Road in McFarland;
  - Perform improvements to the Siggelkow Road interchange ramp; and
  - Construct roundabouts at Hoel Avenue, WIS 138, Roby Road, and County B/AB.

Alternative H has been selected by FHWA and WisDOT as the preferred alternative. As a cooperating agency for this project in the NEPA/Clean Water Act Section 404 Merger Process, EPA provided FHWA and WisDOT concurrence on the purpose and need and the range of alternatives to be carried forward,<sup>1</sup> and comments for project scoping.<sup>2</sup> We appreciate FHWA and WisDOT identifying and addressing avoidance, minimization, and/or mitigation measures for wetlands and streams, air quality, water quality, stormwater management, and historical and cultural resources. Additionally, we are glad to see the EA propose to install pedestrian and bicycle accommodations, wildlife crossings, and native vegetation, where appropriate. Based on our review of the EA, we have no comments.

<sup>1</sup> See EPA letter dated January 27, 2012

<sup>2</sup> See EPA letter dated August 26, 2015

Please send us the Final Environmental Assessment (FEA) and Finding of No Significant Impact (FONSI) documents, when available. We are available to discuss our contents of this letter at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at [sedlacek.michael@epa.gov](mailto:sedlacek.michael@epa.gov) if you have any questions or concerns.

Sincerely,

KENNETH  
WESTLAKE

Digitally signed by  
KENNETH WESTLAKE  
Date: 2021.01.21  
08:37:44 -06'00'

Kenneth A. Westlake  
Deputy Director, Tribal and Multimedia Programs Office  
Office of the Regional Administrator

cc: Jeff Berens, Wisconsin Department of Transportation





# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Green Bay ES Field Office  
2661 Scott Tower Drive  
New Franken, Wisconsin 54229-9565  
Telephone 920/866-1717  
FAX 920/866-1710

February 16, 2006

Ms. Joan R. Peterson  
Strand Associates, Inc.  
910 West Wingra Drive  
Madison, Wisconsin 53715

re: NEPA Scoping and Preconsultation  
Project ID 5485-06-01  
USH 51  
McFarland to Stoughton  
Dane County, Wisconsin

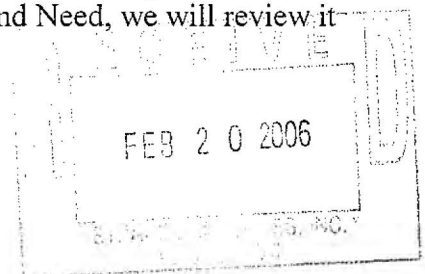
Dear Ms. Peterson:

The U.S. Fish and Wildlife Service (Service) has reviewed the information included with your letter of January 5, 2006, as well as the information provided in a meeting/conference call on January 12, 2006, regarding transportation needs along the USH 51 corridor between the Cities of McFarland and Stoughton in Dane County, Wisconsin.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the U.S. Fish and Wildlife Service Mitigation Policy and Presidential Executive Orders 11988, 11990, and 13186.

### Purpose and Need

The Service concurs with the draft Purpose for the project as described in literature included with your letter, and revised during the January 12 meeting. The goal of the project, as discussed in the meeting, is to develop improvements to the transportation system in the area that preserve safety and mobility in the project area while minimizing adverse environmental impacts. It is our understanding that the description of the Need for the project will be revised to distinguish between crash rates in urban and rural areas. The Service concurs with other portions of the draft Need for the project, including long-term corridor planning and preservation, deteriorating existing and future conditions and severe congestion in the project corridor, and public concerns about portions of the corridor. When we receive a revised Purpose and Need, we will review it for the discussed changes and issue concurrence as appropriate.

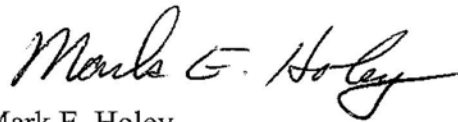


Alternatives

The Service supports further study and elaboration of the preliminary alternatives presented at the meeting. However, based upon the information presented about current and projected use, as well as consideration of natural resource impacts, we would have strong concerns about Alternative D (4-lane conversion of USH 51 from Stoughton to McFarland). Unless information is presented that makes no other option feasible, it is unlikely that we would support this alternative. We also emphasize that as corridor selection proceeds, any potential impacts to the wetlands adjacent to Lake Waubesa and Mud Lake, as well as impacts to the Yahara River should also be avoided and minimized to the extent possible.

We appreciate the opportunity to respond. Questions pertaining to these comments can be directed to Ms. Leakhena Au at 920-866-1734.

Sincerely,



Mark E. Holey  
Acting Field Supervisor

cc: EPA, Region 5, Chicago, IL Attn: Newton Ellens  
Wisconsin DNR, Southeast Region, Fitchburg, WI Attn: Russell Anderson  
Wisconsin DOT, Madison, WI Attn: Barbara Feeney





## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

#### Ecological Services

Minnesota – Wisconsin Field Office

4101 American Boulevard East

Bloomington, Minnesota 55425-1665

Phone: (952) 252-0092 Fax: (952) 646-2873



January 30, 2020

Jennifer Grimes  
Environmental Coordinator  
Mega Team Projects & Planning Major Studies  
WisDOT Southwest Region – Edgerton  
111 Interstate Blvd, Edgerton, WI 53534

RE: WisDOT Project #5845-06-03

TAILS: 03E17000-2016-SLI-0178

Dear Ms. Grimes

The U.S. Fish and Wildlife Service (Service) is responding to your request dated November 13, 2019 to verify that the US 51, Stoughton - McFarland, Dane County [WisDOT #5845-06-03] (the Project) may rely on the December 15, 2016, Programmatic Biological Opinion (BO) for federally funded or approved transportation projects that may affect the federally listed threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). We received your request and the associated LAA Consistency Letter on November 13, 2019.

This letter provides the Service's response as to whether the Federal Highways Administration may rely on the BO to comply with Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) for the Project's effects to the NLEB. This letter also responds to your request for Service concurrence that the Project may affect, but is not likely to adversely affect (NLAA) ESA-listed species and/or designated critical habitats other than the NLEB.

The Federal Highways Administration has determined that the Project is *may affect – not likely to adversely affect* the NLEB. The Federal Highways Administration has also determined that the Project *may affect – not likely to adversely affect* the rusty patched bumble bee (*Bombus affinis*, RPBB).

The Service concurs with the *may affect – not likely to adversely affect* determination for NLEB, because WisDOT has completed the determination key available through IPAC for concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB). Following completion of the determination key, WisDOT on behalf of FHWA has made a *may affect – not likely to adversely affect* determination for the NLEB. Per IPAC, no known hibernacula or roost trees occur within the project area, the timing of tree clearing is during NLEB inactive season, and the clearing is immediately adjacent to the roadway. The project action area is also within the mapped high potential zone for rusty patched bumble bee. Construction in these areas will generally consist of grading for the expansion of the roadway footprint to accommodate intersection improvements such as turn lanes and medians and for highway access changes. Post construction, the disturbed areas will be paved or seeded and returned to a similar condition. Impacts to RPBB habitat is minimized because the majority of the project impacts within the HPZ are along the existing highway corridor and within or adjacent to areas



that are mowed or farmed. The proposed action is in close project proximity to WisDOT's World Dairy Center Wetland Mitigation Bank Site. The bank site provides approximately 200 acres of undisturbed habitat within 1.5 to 5.3 miles of the project limits within the HPZ. The mitigation site includes restored wet meadow, riparian and scrub shrub habitat. The US 51 interchange at I-39/90 is currently being restored with native trees, shrubs and seeding as a part of the I-39/90 Corridor Expansion Project. Therefore, we believe that impacts to RPBB would be insignificant or discountable. This concurrence concludes your ESA Section 7 responsibilities relative to NLEB and RPBB for this Project, subject to the Reinitiation Notice below.

#### Conclusion

The Service has reviewed the effects of the proposed Project, which includes the Federal Highways Administration's commitment to implement any applicable mitigation measures as indicated on the LAA Consistency Letter. We confirm that the proposed Project's effects are consistent with those analyzed in the BO. The Service has determined that project is consistent with the conservation measures and scope of the program analyzed in the BO are not likely to jeopardize the continued existence of the NLEB. In coordination with your agency and the other sponsoring Federal Transportation Agencies, the Service will reevaluate this conclusion annually in light of any new pertinent information under the adaptive management provisions of the BO.

#### Reporting Dead or Injured Bats

The Federal Highways Administration, its State/Local cooperators, and any contractors must take care when handling dead or injured NLEBs, or any other federally listed species that are found at the Project site to preserve biological material in the best possible condition and to protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by this BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any endangered or threatened species must promptly notify this Service office.

#### Reinitiation Notice

This letter concludes consultation for the Project, which qualifies for inclusion in the BO issued to the Federal Transportation Agencies. To maintain this inclusion, a reinitiation of this Project-level consultation is required where the Federal Highways Administration's discretionary involvement or control over the Project has been retained (or is authorized by law) and if:

1. new information reveals that the Project may affect listed species or critical habitat in a manner or to an extent not considered in the BO;
2. the Project is subsequently modified in a manner that causes an effect to listed species or designated critical habitat not considered in the BO; or
3. a new species is listed or critical habitat designated that the Project may affect.

We appreciate your continued efforts to ensure that this Project is fully consistent with all applicable provisions of the BO. Contact Darin Simpkins ([darin\\_simpkins@fws.gov](mailto:darin_simpkins@fws.gov); 920-866-1739) if you have any questions regarding our response or if you need additional information.

Sincerely,

Shauna Marquardt  
Assistant Field Supervisor



**From:** johnny.gerbitz@dot.gov  
**Sent:** Monday, January 18, 2010 9:20 PM  
**To:** jeff.berens@dot.wi.gov  
**Cc:** jennifer.grimes@dot.wi.gov; sharlene.tebeest@dot.wi.gov; thomas.koprowski@dot.wi.gov; michael.hoelker@dot.wi.gov; Petersen, Joan; Hellermann, Luke; amanda.cushman@wisconsin.gov; russell.anderson@wisconsin.gov; Anthony.D.Jernigan@usace.army.mil; Kamke.Sherry@epamail.epa.gov; kathleen.graber@dot.gov; tracey.mckenney@dot.gov  
**Subject:** RE: 5845-06-02, USH 51 Corridor Study EIS, Stoughton - McFarland, Dane Co, 1/11/2010, Agency Coord Mtg Minutes.

Hello Jeff;

Our thanks to you and Joan Peterson for hosting the follow-up Agency Coordination meeting in order to bring everyone up to date on the new alternatives and design features etc current being evaluated for the subject EIS.

I meant to get our comments to you by Friday Jan 15 - where did the time go!

With respect to the potential 4(f)/6(f) Evaluation Matrix Luke Hellerman presented at the meeting, based on the information provided to date, we currently agree the potential impacts to the "DNR Lower Mud Lake Fishery (USH 51 between Mahoney & Dyreson)", "DNR Extensive Wildlife Habitat (CTH N at Harvey Ln)", and DNR Extensive Wildlife Habitat (Spring RD)" can be considered multiple use, and as such, would not be considered Section 4(f) Lands. However, in order to appropriately document these DNR lands are truly used for "Multiple Use", please obtain a response from the DNR on what their position is on the purpose and use of these lands, and include their response in the EIS.

The potential impacts to "Babcock Park (McFarland)" and "Viking Park (Stoughton)" would definitely be considered Section 4(f) impacts. It is doubtful the anticipated impacts could be considered "DeMinimis" 4(f) impacts. However, additional design information and coordination etc with the park officials is needed in order to make a final decision on "DeMinimis".

With respect to other potential LAWCON 6(f) and other Federally funded public properties that may be impacts, even though they may not be Sec 4(f) Lands as defined by FHWA, tentative agreement with the appropriate officials on measure to mitigate anticipated impacts to these properties would also need to be documented in the EIS.

If you have any questions etc, please contact me

Sincerely

/s/ Johnny M Gerbitz

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

---

**From:** Petersen, Joan [mailto:Joan.Petersen@strand.com]  
**Sent:** Friday, January 15, 2010 11:48 AM  
**To:** Anthony D. Jernigan; Kamke.Sherry@epamail.epa.gov; Gerbitz, Johnny (FHWA); russell.anderson@wisconsin.gov; amanda.cushman@wisconsin.gov; Graber, Kathleen (FHWA); jeff.berens@dot.wi.gov; sharlene.tebeest@dot.wi.gov; thomas.koprowski@dot.wi.gov; michael.hoelker@dot.wi.gov  
**Cc:** Held, Jeff; Hellermann, Luke; Petersen, Joan; Mike Slavney; Mike McCarthy  
**Subject:** US 51 Draft Agency meeting minutes

A DRAFT version of meeting minutes are attached for your review. Please provide comments or corrections as needed.

Agencies – please note the request on page 4 for initial Agency comments on the information presented (as discussed at the meeting). Based on our not getting the minutes to you today, and the upcoming Monday holiday, we would understand if you can't

provide your initial comments via email prior to the PAC and TAC meetings next week on January 20 and 21. But if you already have sent us comments, or are able to – we thank you.

Have a good weekend,  
Joan

---

Joan R. Petersen, P.E.  
Senior Associate  
***Strand Associates, Inc.***  
608.251.4843



## Hellermann, Luke

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**From:** Petersen, Joan  
**Sent:** Tuesday, September 10, 2019 4:34 PM  
**To:** Hellermann, Luke; Kobryn, Jennifer; Urban, Joseph M.  
**Cc:** Held, Jeff; Swanson, Ken  
**Subject:** FW: 5845-06-03 US 51 Stoughton to McFarland: Bike/Ped Accommodations Letter

fyi, FHWA has cleared the Bike/Ped memo for US 51 regarding "due consideration" and Act 59 restrictions.

---

**From:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Sent:** Tuesday, September 10, 2019 4:23 PM  
**To:** Petersen, Joan <Joan.Petersen@strand.com>  
**Subject:** FW: 5845-06-03 US 51 Stoughton to McFarland: Bike/Ped Accommodations Letter

FYI

---

**From:** Bacher-Gresock, Bethaney (FHWA) <[Bethaney.Bacher-Gresock@dot.gov](mailto:Bethaney.Bacher-Gresock@dot.gov)>  
**Sent:** Tuesday, September 10, 2019 3:20 PM  
**To:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Cc:** Lamers, Brandon - DOT <[Brandon.Lamers@dot.wi.gov](mailto:Brandon.Lamers@dot.wi.gov)>; Grimes, Jennifer - DOT <[Jennifer.Grimes@dot.wi.gov](mailto:Jennifer.Grimes@dot.wi.gov)>; Brown, Joel R - DOT <[Joel.Brown@dot.wi.gov](mailto:Joel.Brown@dot.wi.gov)>; Holt, Daniel <[daniel.holt@dot.gov](mailto:daniel.holt@dot.gov)>; Chidister, Ian (FHWA) <[ian.chidister@dot.gov](mailto:ian.chidister@dot.gov)>; Bacher-Gresock, Bethaney <[Bethaney.Bacher-Gresock@dot.gov](mailto:Bethaney.Bacher-Gresock@dot.gov)>; Forlenza, Mary (FHWA) <[mary.forlenza@dot.gov](mailto:mary.forlenza@dot.gov)>; Blankenship, Tracey <[tracey.Blankenship@dot.gov](mailto:tracey.Blankenship@dot.gov)>  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Bike/Ped Accommodations Letter

Jeff –

Thank you for providing the August 8, 2019 letter regarding "due consideration" of bicycle and pedestrian accommodations along the US 51 Stoughton to McFarland project.

FHWA appreciates the detail provided within the letter describing proposed pedestrian accommodations along the corridor, proposed bicycle accommodations within the rural sections and urban sections of the corridor, as well as the plan to coordinate with McFarland to discuss the bicycle ordinance prohibiting bikes of a certain size from using sidewalks and potentially investigate alternative on-street bike routes through the village.

FHWA agrees with the assessment for this project that there has been due consideration of bicycle and pedestrian accommodations along the corridor even with the limitations imposed by Act 59/Wis. Stat. 32.015.

FHWA will be looking to continue discussions with WisDOT, including WisDOT central office, as projects move forward to ensure appropriate application of WisDOT statute and guidance to ensure that the federal requirements to provide due consideration to bicycles and pedestrians are met.

I look forward to continuing to work with you and the project team on the delivery of the Stoughton to McFarland project. Please do not hesitate to contact me if I can be of additional assistance.

Bethaney

*Bethaney Bacher-Gresock*

Environmental Protection Specialist  
& FOIA Liaison  
FHWA - Wisconsin Division Office  
City Center West  
525 Junction Road, Suite 8000  
Madison WI 53717

(p) 608-662-2119  
(f) 608-662-2121

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**From:** Berens, Jeff - DOT [<mailto:Jeff.Berens@dot.wi.gov>]  
**Sent:** Thursday, August 8, 2019 3:21 PM  
**To:** Bacher-Gresock, Bethaney (FHWA) <[Bethaney.Bacher-Gresock@dot.gov](mailto:Bethaney.Bacher-Gresock@dot.gov)>  
**Cc:** Martindale, Gary (FHWA) <[Gary.Martindale@dot.gov](mailto:Gary.Martindale@dot.gov)>; Lamers, Brandon - DOT <[Brandon.Lamers@dot.wi.gov](mailto:Brandon.Lamers@dot.wi.gov)>; Grimes, Jennifer - DOT <[Jennifer.Grimes@dot.wi.gov](mailto:Jennifer.Grimes@dot.wi.gov)>; Brown, Joel R - DOT <[Joel.Brown@dot.wi.gov](mailto:Joel.Brown@dot.wi.gov)>; Petersen, Joan <[Joan.Petersen@strand.com](mailto:Joan.Petersen@strand.com)>  
**Subject:** 5845-06-03 US 51 Stoughton to McFarland: Bike/Ped Accommodations Letter

Hi Bethaney,

Attached is a letter regarding the bike/ped accommodations currently proposed in the US 51 Stoughton to McFarland corridor study (post Act 59). The memo outlines WisDOT and FHWA bike/ped policies, details the proposed bike/ped accommodations included in the study for both rural and urban areas, and demonstrates that WisDOT has given due consideration to meet bike/ped needs consistent with federal policy and state statutes. Once FHWA has reviewed the letter and attachments, please let me know if you have any comments or if you would like to discuss the issue further. Thank you.

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656



State of Wisconsin  
Governor Scott Walker

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

September 10, 2015

Jeff Berens  
WisDOT Southwest- Madison  
2101 Wright Street  
Madison, WI 53704-2583

Dear Jeff Berens:

Re: Project ID: 5845-06-03  
Project Name USH 51: IH 39/90 to USH 12/18  
County: Dane

The Department has received the notification you submitted concerning the potential need for an agricultural impact statement (AIS) for the above project. Based upon the information received, it appears that an AIS is required for this project.

The Department is reviewing the project to determine what, if any, additional information is needed to prepare the AIS. If no additional information is necessary, you will receive written notification that the AIS is being prepared. The AIS will be completed within 60 days of the date of that notification.

Upon completion of the AIS, the Department will charge a fee to cover preparation costs as stipulated in §32.035, Wisconsin Statutes. The potential condemnor may not negotiate with or make a jurisdictional offer to any landowner until 30 days after the AIS has been published. Please contact me if you have questions concerning the AIS.

Sincerely,

Alice Halpin  
Agricultural Impact Statements  
(608)244-4646  
Alice.Halpin@wi.gov  
DATCP ID: #4096

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**From:** [Berens, Jeff - DOT](#)  
**To:** [DOT DTSD US 51 Stoughton to McFarland EA](#)  
**Subject:** FW: WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment  
**Date:** Thursday, January 07, 2021 10:16:00 AM

---

**From:** Zopp, Zach P - DATCP <zach.zopp@wisconsin.gov>  
**Sent:** Tuesday, January 05, 2021 8:36 AM  
**To:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>; DOT DTSD US 51 Stoughton to McFarland EA <DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov>  
**Cc:** Bacher-Gresock, Bethaney <Bethaney.Bacher-Gresock@dot.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>; Hoelker, Michael - DOT <Michael.Hoelker@dot.wi.gov>; Theisen, Steven R - DOT <Steven.Theisen@dot.wi.gov>  
**Subject:** RE: WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Hello Jeff,

The Agricultural Impact Statement Program, as part of DATCP, has no comment on the EA notice for the US 51 Stoughton to McFarland project.

Thank you,

Zach Zopp  
*Agricultural Impact Statement Program Manager / Land and Water Program Specialist*  
Bureau of Land and Water Resources - Division of Agricultural Resource Management  
WI Department of Agriculture, Trade and Consumer Protection  
608-224-4650  
[zach.zopp@wisconsin.gov](mailto:zach.zopp@wisconsin.gov)

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---

**From:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Sent:** Monday, January 4, 2021 3:55 PM  
**To:** DOT DTSD US 51 Stoughton to McFarland EA <[DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov](mailto:DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov)>; Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Cc:** Bacher-Gresock, Bethaney <[Bethaney.Bacher-Gresock@dot.gov](mailto:Bethaney.Bacher-Gresock@dot.gov)>; Brown, Joel R - DOT <[Joel.Brown@dot.wi.gov](mailto:Joel.Brown@dot.wi.gov)>; Grimes, Jennifer - DOT <[Jennifer.Grimes@dot.wi.gov](mailto:Jennifer.Grimes@dot.wi.gov)>; Lamers, Brandon - DOT <[Brandon.Lamers@dot.wi.gov](mailto:Brandon.Lamers@dot.wi.gov)>; Hoelker, Michael - DOT <[Michael.Hoelker@dot.wi.gov](mailto:Michael.Hoelker@dot.wi.gov)>; Theisen, Steven R - DOT <[Steven.Theisen@dot.wi.gov](mailto:Steven.Theisen@dot.wi.gov)>  
**Subject:** WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a

## Public Hearing and Notice of Availability of the Environmental Assessment

Hello,

The Wisconsin Department of Transportation (WisDOT) is providing notice of availability of an Environmental Assessment and notice of opportunity to request a public hearing for a proposed improvement on US 51 in Dane County, Wisconsin.

The proposed improvement includes:

- **Reconstruction of 2-lane US 51 east of Stoughton**
- Reconstruction of existing US 51 through Stoughton
- Urban 4-lane reconstruction and capacity expansion along the west side of Stoughton
- Reconstruction of rural 2-lane US 51 (Stoughton to McFarland) with intersection improvements
- Urban 4-lane reconstruction in McFarland
- Pavement replacement between Larson Beach Road and Terminal Drive/Voges Road in McFarland, Siggelkow Road interchange ramp improvements, and addition of an auxiliary lane in each direction north of Siggelkow Road

It is anticipated that the relocation of 2 residential households will occur as a result of the proposed improvement.

An online copy of the Environmental Assessment can be viewed at the following:

<https://wisconsin.gov/Pages/projects/by-region/sw/5139901218/reports.aspx>

A public hearing may be requested by individuals to whom the proposed project is of significant concern. If you feel the project is of significant concern, I encourage you to contact me to discuss those concerns prior to requesting a public hearing.

The attached PDF contains additional details of the Environmental Assessment availability as well as the opportunity to request a public hearing.

Please reach out if you have comments or questions related to the proposed improvement.

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656



Natural Resources Conservation Service  
Southeast Area Office  
451 West North Street  
Juneau, Wisconsin 53039-1120

---

September 27, 2011

Luke Hellermann, P.E.  
910 West Wingra Drive  
Madison, WI 53715

Subject: US 51 EIS  
I-39/90 to US 12/18  
WisDOT I.D. 5845-06-02

Dear Luke:

The Natural Resource Conservation Service (NRCS) staff has reviewed the project description as well as the documentation regarding the proposed I-39/90 to US 12/18 expansion.

The project is subject to the farmland conversion impact rating. Enclosed is the completed AD-1006 from.

Thank you for the opportunity to comment on this project. Please contact me if you have further questions.

A handwritten signature in black ink, appearing to read "Jeremy Ziegler".

Jeremy Ziegler, Area Resource Soil Scientist  
Phone: 920-386-9999 Ex 122

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## FARMLAND CONVERSION IMPACT RATING

<b>PART I (To be completed by Federal Agency)</b>		1. Date of Land Evaluation Request 7/25/11		2.	
3. Name of Project Draft EIS, US 51, I-39/90 to US 12/18 (Madison South Beltline), WisDOT Project I.D. 5845-06-02		4. Federal Agency Involved Federal Highway Administration			
5. Proposed Land Use Highway Improvements		6. County and State Dane County, WI		7. Type of Project: Corridor <input checked="" type="checkbox"/> Other <input type="checkbox"/>	
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS 7/26/11		2. Person Completing the NRCS parts of this form Jeremy Ziegler	
3. Does the site or corridor contain prime, unique, statewide or local important farmland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> (If no, the FPPA does not apply - Do not complete additional parts of this form)		4. Acres Irrigated		5. Average Farm Size	
6. Major Crop(s)		7. Farmable Land in Government Jurisdiction Acres: 677647 % 85.4		8. Amount of Farmland As Defined in FPPA Acres: 516989 % 65.2%	
9. Name of Land Evaluation System Used LF		10. Name of Local Site Assessment System LE		11. Date Land Evaluation Returned by NRCS 9/1	
<b>PART III (To be completed by Federal Agency)</b>		<b>Alternative Site Rating</b>			
		<b>Alt. A</b>		<b>Alt. B</b>	
A. Total Acres To Be Converted Directly		6		238	
B. Total Acres To Be Converted Indirectly, Or To Receive Services		0		0	
C. Total Acres in Site		6		238	
<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>					
A. Total Acres Prime and Unique Farmland		6 230			
B. Total Acres Statewide and Local Important Farmland		6 238			
C. Percentage of Farmland in County or Local Govt. Unit to be Converted		100% 116 100% 116			
D. Percentage of Farmland in Govt. Jurisdiction with Same or Higher Relative Value		50% 51%			
<b>PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland to be Serviced or Converted (Scale of 0 - 100 Points)</b>		45 85			
<b>PART VI (To be completed by Federal Agency) Corridor or Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b &amp; c))</b>		<b>Max. Points Corridor Other</b>			
1. Area in Nonurban Use		15	15	14	14
2. Perimeter in Nonurban Use		10	10	9	9
3. Percent of Site Being Farmed		20	20	20	20
4. Protection Provided by State and Local Government		20	20	20	20
5. Distance from Urban Built-up area		0	15	NA	NA
6. Distance to Urban Support Services		0	15	NA	NA
7. Size of Present Farm Unit Compared to Average		10	10	0	0
8. Creation of Non-Farmable Farmland		25	10	7	18
9. Availability of Farm Support Services		5	5	5	5
10. On-Farm Investments		20	20	18	18
11. Effects of Conversion on Farm Support Services		25	10	25	25
12. Compatibility with Existing Agricultural Use		10	10	7	7
<b>TOTAL CORRIDOR OR SITE ASSESSMENT POINTS</b>		160	125	136	
<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value of Farmland (from Part V above)		100			
Total Corridor or Site Assessment (From Part VI above or a local site assessment)		160	125	136	
<b>TOTAL POINTS (Total of above 2 lines)</b>		260			
<b>PART VIII (To be completed by Federal Agency after final alternative is chosen)</b>					
1. Corridor or Site Selected:		2. Date of Selection:		3. Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	
4. Reason For Selection:					
Signature of person completing the Federal Agency parts of this form:					DATE

Wisconsin substitute form AD-1006 6-9-97 Completion instructions: <http://www.wi.nrcs.usda.gov/soil/prime/prinotes.html>



**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>7/23/15</b>	4. Sheet 1 of <b>1</b>
1. Name of Project <b>US 51 EA, I-39/90 to US 12/18, I.D. 5845-06-03</b>		5. Federal Agency Involved <b>Federal Highway Administration</b>	
2. Type of Project <b>Highway Corridor</b>		6. County and State <b>Dane County, WI</b>	

<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS <b>9/4/15</b>	2. Person Completing Form <i>Joey Z...</i>
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>685927</b> % <b>87.2%</b>	7. Amount of Farmland As Defined in FPPA Acres: <b>499,422</b> % <b>63.5%</b>	
8. Name Of Land Evaluation System Used <b>LESA</b>	9. Name of Local Site Assessment System <b>LESA</b>	10. Date Land Evaluation Returned by NRCS <b>10/8/15</b>	

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	<b>63</b>	<b>216-256</b>	<b>66</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</b>	<b>216-256</b>	<b>66</b>	

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland	<b>57</b>	<b>201</b>	<b>63</b>	
B. Total Acres Statewide And Local Important Farmland	<b>57</b>	<b>201</b>	<b>63</b>	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>.000057</b>	<b>.000087</b>	<b>.000063</b>	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<b>.000094</b>	<b>.000067</b>	<b>.000033</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>72</b>	<b>81</b>	<b>69</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	<b>15</b>	<b>14</b>	<b>14</b>	<b>14</b>
2. Perimeter in Nonurban Use	<b>10</b>	<b>9</b>	<b>9</b>	<b>9</b>
3. Percent Of Corridor Being Farmed	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>
4. Protection Provided By State And Local Government	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>
5. Size of Present Farm Unit Compared To Average	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
6. Creation Of Nonfarmable Farmland	<b>25</b>	<b>7</b>	<b>18</b>	<b>7</b>
7. Availability Of Farm Support Services	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>
8. On-Farm Investments	<b>20</b>	<b>18</b>	<b>18</b>	<b>18</b>
9. Effects Of Conversion On Farm Support Services	<b>25</b>	<b>0</b>	<b>5</b>	<b>0</b>
10. Compatibility With Existing Agricultural Use	<b>10</b>	<b>7</b>	<b>7</b>	<b>7</b>
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>100</b>	<b>116</b>	<b>100</b>

<b>PART VII (To be completed by Federal Agency)</b>				
Relative Value Of Farmland (From Part V)	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Corridor Assessment (From Part VI above or a local site assessment)	<b>160</b>	<b>100</b>	<b>116</b>	<b>100</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>100</b>	<b>116</b>	<b>100</b>

1. Corridor Selected: <b>Corridor C (Alternative H in the US 51 EA)</b>	2. Total Acres of Farmlands to be Converted by Project: <b>66</b>	3. Date Of Selection: <b>8/27/15</b>	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
--	--	---	---

5. Reason For Selection:  
**Two alternatives meet the fiscal constraint requirements (Alternative A and Alternative H). Alternative H best meets the project's purpose and need and is the proposed action.**

Signature of Person Completing this Part: *[Signature]* DATE **9/2/15**

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





**WisDOT Madison Area Majors Projects Agency Coordination Meeting**

**November 13, 2014**

**8:00 A.M. – 4:30 P.M.**

**Edgerton Project Office – 111 Interstate Blvd, Edgerton**

**Rock River A & B Conference Rooms**

**Conference Call Line: 1-888-557-8511 Access Code: 4253910#**

Objectives: (1) Provide status updates on major projects underway in the Southwest Region, (2) provide agencies an opportunity to discuss project concerns with WisDOT and FHWA staff, and (3) determine level of agency coordination preferred for the Beltline Interchange (BIC) and US 51 Stoughton-McFarland.

**Attendees:**

Ken Leonard	Cambridge Systematics	<u>WisDOT</u>	<u>FHWA</u>
Rebecca Graser (Phone)	COE	Carolyn Amegashie	Bethaney Bacher-Gresock
Simone Kolb (Phone)	COE	Craig Pringle	Daniel Holt
Bryan Burris	Cotter Consulting	Franco Marcos (Phone)	Ian Chidister
Paul Nelson	Cotter Consulting	Jamie MacAlister	Johnny Gerbitz
Lisa Dreifuerst	Dane Partners - OTIE	Janet Nodorft	Tracey Blankenship
Alice Halpin	DATCP	Jennifer Grimes	
Bob Battaglia	DATCP	Joe Conduah	
Eric Heggelund	DNR	John Steiner	
Mike Sedlacek (Phone)	EPA	John Vesperman	
Cole Buergi	Leonard & Finco	Mark Vesperman	
Pam Schuler	NPS	Michael Hoelker	
Michelle Komiskey	NRCS	Tom Koprowski (Phone)	
Jeff Held	Strand Assoc.	Jay Waldschmidt	
Tom Lynch	Strand Assoc.	Brandon Lamers	
Jackie Mich	Vandewalle & Assoc.	Jeff Berens	
Mike Slavney	Vandewalle & Assoc.	Larry Barta	
Kim Cook	WHS	Robert Knorr	

**Minutes:**

**Introduction** (Ian Chidister, FHWA)

•

**Beltline Planning and Environment Linkages Study (PEL)** (Larry Barta, WisDOT/Tom Lynch, Strand)

Background: Limits span from US 14 in Middleton through the Beltline Interchange (BIC) to County N in Cottage Grove. An Origin Destination (OD) study was performed in 2012, this project is currently in the PEL process through 2015 and an EIS is expected to follow. This project is not in the NEPA stage, at this point. PEL study products will be adopted in the future NEPA study.



#### PEL Process:

- Develop a problem statement, goals, and objectives
- Develop screening criteria
- Develop strategies and evaluate
- Identify strategies to take forward into the NEPA process

Develop Strategies: Initially the study developed stand alone strategies, after which individual components are identified, improvements are assembled into strategy packages and then those packages must be evaluated to determine if that package satisfies the study objectives.

Reason for Study: The Beltline has issues with regard to congestion, facility condition, safety, etc.

- Population has more than doubled since the original Beltline planning was performed. Traffic volumes have increased tenfold as of 2012.
- The isthmus carries 109,600 vpd (6 roadways, 22 lanes), while the Beltline utilizes 6 lanes to carry 123,000vpd.
- Physical constraints include are lakes, the arboretum, the airport, etc. These constraints channel traffic to the Beltline, which is then used to get around these resources. One example of this is the movement from Monona Drive to John Nolen Drive. This is essentially a local route that must utilize the Beltline to navigate around Lake Monona.
  - Downtown is where majority of jobs in Madison are located and 48 percent of traffic using the Beltline is destined for downtown.
  - 55 percent of traffic entering the Beltline exit within 4 interchanges.
- There is need for improvements today.
  - The problem is more than just volumes. In one particular instance at the Stoughton Road Interchange, the directional split of traffic was 52 percent WB, 48 percent EB. WB traffic was greatly congested; EB not nearly as much.
  - Crash rates are high relative to state averages, specifically between Seminole and South Towne.
  - The Beltline is a barrier to bikes and pedestrians. It is difficult to cross the Beltline at many locations.
- PEL results will be adopted directly into NEPA process.

Goal: Improve multimodal travel and safety along and across the Madison Beltline corridor in a way that supports economic development, acknowledges community plans, contributes positively to the area's quality of life, and limits adverse environmental and social effects to the extent practicable.

- 12 objectives were developed, encompassing many transportation modes (Ped, bike, transit, local/regional passenger vehicles/freight).
- The PEL is long range planning. 2050 is the planning horizon. Construction could start by mid 2020.
- Population growth is project to slow to 0.7 percent exponentially (2010-2050).
- Employment growth and household growth differ. Nearly one third of Madison household grown is projected to occur in the isthmus, while only one tenth of the employment growth is projected to occur in the isthmus.

Public Perception: The majority of people traveling on the Beltline (61-62 percent) feel that congestion is unacceptable.

- *Comment: Compared to what? New York or Chicago? Urban areas have congestion.*
- Based on survey results of Dane County residents, there is much more support for Beltline improvements and less so for funding of other modes.



Strategy Development/Evaluation: The study team was able to model these changes to the transportation system using the travel demand model. At this point, the study team would like to dismiss some stand alone strategies that do not meet the project goal and objectives.

- Alternate mode stand-alone strategies:
  - Transit on the Beltline with in-line stops: The model shows no measurable reduction in Beltline traffic volumes.
  - Transit on and off the Beltline with on street stops: Though this strategy attracts more ridership, the model still shows no measurable reduction in Beltline traffic volumes.
  - Bus Rapid Transit (BRT) – This is a current topic in the transportation community. The EW BRT route captures ~11,000 riders in 2010 and ~20,000 riders in 2050. The NS BRT route captures ~8,600 riders in 2010 and ~11,000 riders in 2050. Though the ridership numbers are significant, there is still only a small reduction in traffic volume on the Beltline. It may be that many of these riders are already using transit.
  - Transport 2020 (rail) – The original study done in 2008 forecasted ~11,000 riders in 2030. The New Starts application was withdrawn in 2009 (lack of a Regional Transportation Authority - RTA). The PEL study forecasted ~6,600 riders in 2010 and ~9,500 in 2050. The two studies had differences in the bus/transit system when modeled. Ultimately, there was no measurable change in Beltline volumes.

\*Note: Price wasn't a significant factor on ridership.

*Comment: Does each Bluetooth signal assume one car? What about multiple signals per vehicle?* This was accounted for in the software. There was also aerial photography performed to compare, which was used in conjunction with the Bluetooth data.

\*Note: These transit options are only being dismissed as standalone strategies. Transit must be addressed as part of a solution to meet objectives. Also, the study is not eliminating strategies that WisDOT cannot currently fund based on policy.

#### Alternate Corridors:

- North Mendota Parkway: Multiple routes at various speeds were modeled. These routes captured a fair amount of traffic, but did not reduce isthmus or Beltline traffic volumes. This corridor is being dismissed as a standalone strategy.
- South Reliever: A south reliever captures a significant amount of traffic and also reduces Beltline volumes to some degree. The reduction in Beltline traffic volumes may not be significant as the current unmet demand for the Beltline fills up the newly found capacity. This would be a very costly strategy with many environmental considerations and opposition from some municipalities, particularly the Town of Dunn.

*Comment: What type of roadways were these modeled as?* Freeways.

#### Beltline Stand alone:

- The demand for the Beltline may be greater than its capacity. Excess demand currently has to use alternate routes. Beltline volumes would increase if the roadway was unconstrained. In the 2050 constrained condition, volumes would still increase by 20 percent or more. 2050 employment growth, likely to occur through planned developments, is served by the Beltline. Unconstrained growth in 2050 would increase in excess of 40 percent of 2010 volumes.
- Environmental challenges include public lands, water features, agriculture, etc.

Scenario planning: The City of Madison is going through a transportation planning process known as Madison Moves. The evaluation uses two scenarios (A & B). Scenario A is based off of traditional, historical data. Scenario B is a very aggressive infill development, where 70 percent of growth occurs downtown (~38,000 households). This PEL study also plans to do an alternate, more aggressive, infill scenario and remodel some of the strategies.

Though the majority of infill in scenario B is downtown, 4 of the 9 redevelopment areas are still served by the Beltline.

*Comment: Madison's apartment vacancy rate is so low, that developers could build two 700 household complexes per year for 25 years and the vacancy rate would still be less than the next lowest metro vacancy rate in the midwest. Based on current market conditions, this aggressive infill rate is feasible.*

Next steps:

- Evaluate improvement components
- Assemble strategy packages
- Evaluate packages
- Release draft report with recommendations in winter of 2015/16

The study team plans to continue with intensive outreach and collaboration with stakeholders. This is a data driven study meant to increase involvement and increase public confidence in the study.

*Comment – Johnny Gerbitz stated that he was impressed with questions and responses from the Technical Advisory Committee (TAC), Policy Advisory Committee (PAC) and the study group itself. He feels it has been very successful thus far.*

#### **I-39/90 and US 12/18 (Beltline) System Interchange (BIC) (Craig Pringle, WisDOT/Lisa Dreifuerst, OTIE)**

- See attached presentation and handouts
- Natural Resources (handout)
  - Pennito Creek
    - Comes from east and crosses I-39, continues along west side of I-39, crosses to south side of 12/18, crosses back to north, crosses Stoughton Rd., goes through Area 3 mitigation site, back to south across 12/18 and into Upper Mud Lake.
    - Substantial coordination to date on creek relocation alternatives
  - Ag Ditch #4
    - Located just south of interchange
  - Door Creek
    - Primarily on east side of interchange
  - 2 Unnamed Streams
  - Wetlands
    - All wetlands for project have been delineated
  - Area 3 & 4 Mitigation Sites
    - Area 3: NW quadrant of 12/18 – 51 interchange
    - Area 4: SW quadrant of 12/18 – 51 interchange
- Cultural & Recreational resources
  - Ho-Chunk Nation Tribal Trust Land
    - Parcel with gaming facility
  - Yahara Hills Golf Course – 4(f) parkland and historic property
    - Clubhouse and surrounding 36 holes – designed area
    - Historian & Central Office Environment have agreed that it is historic, is now at SHPO



- Coordinating with City of Madison – should not impact interchange
  - Bill Kettle Park – City transferred land to Dane County for landfill expansion and will no longer be considered 4(f)
- Recommended Alternative
  - Turbine Configuration with Collector-Distributor System
    - Eliminates loop ramps and has larger, sweeping movements
    - By separating out traffic, eliminating or reducing weaving to west exiting to Stoughton Rd. and reducing backups into interchange
- Agency Coordination to date
  - Ho-Chunk Nation
    - Meeting regularly; primary concern is access during and after construction
    - Will be losing direct access to 12/18 via Millpond Rd. as interchange ramps will extend into this area
    - Project providing frontage road on south side of 12/18 and to new interchange at AB
    - Another access point, as another project with a separate environmental document, would add an overpass at Meier Rd. to connect over 12/18 as an extension of Femrite Dr.
  - FHWA
    - Current focus on traffic modeling parameters, key design elements – ramp and weaving distances, lane tapers
    - Coordinating with FHWA resource center (Chicago)
      - Expanding traffic modeling area
        - from Stoughton Rd. to Southtowne Dr. to west
        - to Badger Interchange (I-39/90 & I-94) to north
        - added additional hour to before and after peak hour
        - sensitivity analysis adding 25% to design year traffic volumes
      - IAJR (Interstate Access Justification Report) is a summary report that looks at how design of new interchange works and affects traffic in the area
    - Tracey Blankenship explained that FHWA asked for 25% sensitivity to account for potential additional traffic due to improvements with other projects in the area such as the Beltline, Stoughton Rd, and I-39 to the north
  - USACE, WDNR, City of Madison, WisDOT drainage & stormwater
    - Meeting bi-monthly
    - Pennito Creek Relocation
      - Moving forward with preferred alternative to relocate creek to south
      - Have installed monitoring wells to collect data through 2015 at site to determine if creek is influencing Area 3 water levels
    - Additional WDNR coordination with Flood Storage District and Floodplain Analysis
      - WisDOT not obligated to meet local ordinances but City of Madison is – so indirectly coordinating with FEMA
      - If relocation of Pennito Creek is outside of floodplain the coordination with City of Madison would be required and a letter of map revision would be submitted.
    - WDNR:
      - Biological and natural resource inventories
      - Wetland Delineation report approved in 2013
      - Stream survey – initial fish diversity submitted, full report expected end of 2014
  - Process to date:
    - The original scoping letter talked about informal concurrence points (purpose and need, range of alternatives, selection of the preferred)
    - There were no agency comments received from March 2014 meeting and it was asked if this was due to no comments or not being the formal process
    - With project limits and scope changing slightly due to expanded traffic analysis, EA may determine if there is a significant impact and project team wants to setup process so that if



- there are impacts, the project team can smoothly transition to an EIS or if all agencies on board, can move to permitting
  - The project team will solicit additional comments from agencies in writing as part of the EA process but would like any feedback now to avoid backing up to this date in six months
- Question on if there has been an Environmental Justice Investigation:
  - Jennifer Grimes stated that WisDOT performs an EJ investigation as a part of every project
  - Currently project is at 30% design and will be determining areas of analysis soon
  - Beltline interchange to coordinate with Beltline PEL team to share data
- Johnny Gerbitz (FHWA): there will be a follow up with letter to agencies to gather input on use of a merged process
- FHWA comment: even with EA and any uncertainty of impact significance, there may be a notice of intent in federal register and team can decide to do a coordination plan, etc. as an optional, not mandated process, if it would help
- Project issues / traffic analysis concerns that have caused project limits to expand:
  - Eastbound 12/18 comes together with WB 12/18 and merges with I-39 northbound
    - Weekday ramps (commuter traffic) has higher volume
    - Weekend I-39 (tourist traffic) has higher volume
    - Friday PM peak – both ramps and I-39 have high volume
  - Westbound 12/18 between interchange and Stoughton Rd.
  - Westbound 12/18 between Stoughton Rd. and Monona Dr.
  - FHWA's concern and goal with expanded limits is to make the Beltline Interchange operate properly and keep traffic from backing up onto interchange ramps and onto I-39
- Core of interchange is stable while outer limits of project continues to be refined to address traffic issues
- It was noted that there is a difference between the environmental resources map and study and construction limits map. This is due to recent refinement of limits and documentation.
  - 4<sup>th</sup> lane likely to Badger Interchange but details being worked out
  - Coordination with other study teams
- Questions:
  - It was asked how far on 12/18 eastbound was being mapped as there is new language in hearing notices – moratorium statement on signage, to be aware of
  - It was asked if this was going to be brought to the TPC?: This project is currently enumerated for construction

#### **US 51 Stoughton Road (Jeff Berens, WisDOT/Gerry Schmitt, KL Engineering)**

- See attached presentation
- Overview
  - Traffic volumes 18,000-55,000 vehicles/day with heavier volumes on the southern 2/3 of the corridor
  - Speed limit primarily 55 MPH with some 45 MPH areas, and 1-35 MPH section at E. Washington which is the busiest intersection in the corridor
- Traffic Safety
  - City of Madison recently published worst crash locations for 2013
    - 1) Stoughton Rd. / E. Washington Ave.
    - 2) Stoughton Rd. / Buckeye Rd.
    - 7) Stoughton Rd. / Pflaum Rd.
- Document and Agency Timeline
  - Requested Agency Re-Concurrence on P&N / Range of Alternatives
    - Letter received back from DNR
    - Still need to work with EPA and ACE
- Recommended alternative in EIS:
  - Combination of A, B & C
  - Beltline to Broadway



- Diverging diamond interchange under existing beltline structure
- Broadway Intersection – proposing modified echelon interchange
  - WB Broadway, SB 51 traffic that want to go to WB Beltline and elevate on structures over 51 and over Broadway
  - Would remove ~2000 vehicles from Broadway and ramp terminal intersection during peak travel hour allowing intersection to function acceptably well into future
- ~1 acre wetland impact to Area 3 mitigation site minimized by the use of bridged roadway
  - No covenants or restrictions found that would invalidate original 404 Beltline permit
- Alt B & C have free flow ramps that go from SB 51 to WB Beltline and EB Beltline to NB 51 – in order to match ramps into Beltline, there would be impacts to the Yahara Bridge which would have significant wetland impacts
- Coordination with Beltline Interchange Project through Stoughton Rd. area
- Pflaum to Buckeye
  - Diamond interchange with south ramps at Pflaum and north ramps at Buckeye Rd. connected by 1-way frontage roads on either side of 51
  - 51 lowered 20-25' to provide free flow movement with Buckeye and Pflaum at existing elevation
  - Added crossings at Allis Ave. & Helgesen Dr. would provide additional access to businesses
  - Interchange (Texas U-turn) just north of Pflaum Rd. to allow vehicles heading SB on frontage road to turn around and head NB without going through signalized intersection
  - Slip on/off ramps on either side of Helgesen Dr. to provide more access to/from 51 and frontage roads
  - Major impact in area is relocations due to wider roadway footprint
    - Up to 24 commercial business relocations and 36 residential relocations
  - Only site eligible for NHRP - historic site in SW quadrant of 51 & Pflaum – historic gas station – proposal would not have adverse effect on site
- East Washington to Pierstorff - 2 potential recommended alternatives
  - Alt B:
    - E. Washington – single point interchange with E. Washington raised ~8' and Stoughton Rd. lowered ~17' and would be free flow movement
      - Split diamond interchange concept
    - High water table and drainage issues force 51 up and over Anderson, Kinsman and connects back in to existing near Pierstorff St.
    - Major impacts in area is number of relocations, access restrictions
      - Up to 30 commercial business and 16 residential relocations
      - Redevelopment project partnership with City of Madison
        - City responsible for redevelopment plan based on recommended alternative
        - DOT responsible for coming up with functional local road connections that fit in with redevelopment plan
  - Alt C
    - Similar to Alt B
    - Split diamond – instead of north ramps being at Anderson St., they are at Kinsman Blvd.
      - Extends 1-way CD road between Anderson & Kinsman and allows direct access to Kinsman from 51
      - Number of potential relocations same as Alt B
- Pierstorff to Hanson
  - Wetland impacting on east side of 51
  - Multi use path on east side being proposed through area
  - Attempted to reduce wetland and airport impacts to area by reducing existing 50' median to 27' median barrier section – airport restrictions would not allow for median barrier so went back to 50' median
- Hoepker to WIS 19
  - Defer selection of preferred alternative to I39/90 study to north of Portage'



- Final design in area dependent on interstate interchange
- Impacts:
  - Majority of wetland impacts outside of Beltline & Airport areas are in roadway ditches and medians
  - Farmland impacts are to northern end of corridor and are areas already proposed for redevelopment
- Questions:
  - It was asked how much the proposal impacts to alternate route to the interstate – looking to accommodate future traffic but has not been analyzed in detail
  - It was requested by WHS that the project team keep the historic gas station site in mind as a potential business location and keep property viable by project team

## **US 51 Stoughton –McFarland (Jeff Berens, WisDOT/Joan Petersen, Strand)**

- See attached presentation
- Overview
  - The study corridor covers US 51 from Voges Road/Terminal Drive north of the Village of McFarland to I-39/90 east of the City of Stoughton.
  - Resources in the study area include registered and potentially eligible historic structures and districts, parks, wetlands, archaeological resources, and more.
- Study History up to December 2013
  - Project purpose is to “Provide a safe and efficient transportation system in the US 51 corridor to serve present and long-term travel demand while minimizing disturbance to the environment.
  - Project needs include:
    - Improve safety - 9 fatal crashes on US 51 between 2009 and 2013.
    - Accommodate travel demand - LOS E operations on US 51 mainline in 2035 between County B northwest of Stoughton and County B/AB.
    - Improve bicycle and pedestrian accommodations
    - Corridor preservation and long-term planning
    - Improve deteriorated pavement
  - Range of alternatives
    - A key feature of the study is that the team initially looked at improving corridors other than US 51 to mitigate future operational concerns including capacity expansion along WIS 138 and/or County N.
    - The alternate route improvements (Alternatives C, D, and E) were dismissed because they did not draw sufficient traffic away from US 51 to the point that it no longer needed operational improvements.
    - Alternative A is a lower build improvement that maintains two lanes on US 51 while upgrading the intersections between Stoughton and McFarland. It also includes safety improvements in McFarland and Stoughton. This alternative is popular with the public because it has lower impacts.
    - Alternative B expands US 51 to four-lanes between Stoughton and McFarland and also adds a four-lane “bypass” of Stoughton on County B north of the City that connects to US 51 east of County N. This alternative is more controversial, particularly among residents impacted by the bypass.
  - Document and agency timeline
    - Needs assessment completed in 2004.
    - Project initiation letter to FHWA in February 2007.
    - First Coordination Plan (CP) and Impact Assessment Methodology (IAM) approved in 2008.
    - Concurrence with the project’s purpose and need (Concurrence Point 1) in 2008 and 2009.
    - Concurrence with the range of alternatives (Concurrence Point 2) from USACE, USEPA, and WDNR in 2011 and 2012.
    - Early review draft EIS sent to USACE, USEPA, and WDNR in November 2013.

- Fiscal constraints issue required “rethinking” of 2013 DEIS.
- Current Status
  - Options for modifying the 2013 DEIS considering the fiscal constraints discussion:
    - Tiered EIS
    - Several Environmental Reports (ERs) on smaller corridor sections for immediate improvements, followed by a Tiered EIS for long term improvements.
    - One EA for all immediate improvements, followed by a Tiered EIS for long term improvements.
  - Tiered EIS.
    - Tier 1 EIS provides coverage of general matters in a broader context.
    - Tier 2 document focuses on the issues specific to the Tier 2 action. Tier 2 document could be and EIS, EA, CE or a combination of classes of action.
  - FHWA and WisDOT are proposing to develop an EA for the immediate improvements followed by a Tier 1 EIS for long term improvements.
  - Alternative H:
    - Reconstruction through Stoughton and McFarland.
    - Maintain two-lane US 51 between Stoughton and McFarland with improvements at intersections.
    - Construct four-lane expansion of US 51 on the west side of Stoughton between WIS 138 and County B.
    - Resurface US 51 east of Stoughton.
- Summary of Anticipated Resource Impacts

ENVIRONMENTAL ISSUE	Alternative		
	A	B	H
Total Cost Millions (2012 \$)	\$75	\$240 to \$250	\$120
Relocations	1	22 to 33	5 to 6
Land Converted to R/W (acres)	37	293 to 320	60
Wetland Area Impacted, (acres)	6.8	20.6 to 21.8	10 to 15 +/-
Upland Area Impacted, (acres)	0.8	10.7 to 16.2	~ 5
Agricultural land to R/W (acres)	26	216 to 256	40 to 50

- Next Steps and Schedule
  - EA Schedule
    - Late 2014: Prepare Project Initiation Letter
    - Spring 2015: Public Involvement Meetings
    - Winter 2015 through Spring 2016: Section 106 process
    - Winter 2015 through Summer 2016: Section 4(f) process
    - Spring 2016: Public Hearing
    - Fall 2016: Signed FONSI
  - Tier 1 EIS Schedule
    - Spring 2015: Update NOI, CP, and IAM
    - Spring 2016: Agency Coordination Meeting
    - Fall 2016: Public Involvement Meeting
    - Winter 2017: Draft EIS



- Spring 2017: Public Hearing
  - Summer 2017: Agency Concurrence Point 3.
  - Summer 2018: FEIS/ROD
- Questions:
    - *Is the project team aware of the Kettle West development in Stoughton?* Yes, we've been working with the City and developers regarding this development located northwest of the intersection of US 51 and WIS 138 on the west side of Stoughton.
    - *Regarding the Phase 2 archaeological investigations - this field work probably needs to be done in the next week or so, or it may need to wait until Spring 2015.* Agreed, the project team is trying to get the Phase 2 field work done in the next week or two.

#### **Closing Remarks**

-





March 19, 2020

Ms. Bethaney Bacher-Gresock  
Environmental Protection Specialist  
& FOIA Liaison  
FHWA - Wisconsin Division Office  
City Center West  
525 Junction Road, Suite 8000  
Madison WI 53717

Ref: *Proposed US 51 Improvements Project (I-39/90 to US 12/18)*  
*Dane County, Wisconsin*  
*Project No. 5845-06-03*  
*ACHPConnect Log Number: 15127*

Dear Ms. Bacher-Gresock:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, Criteria for Council Involvement in Reviewing Individual Section 106 Cases, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Wisconsin State Historic Preservation Officer (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Mandy Ranslow at (202) 517-0218 or via email at [mranslow@achp.gov](mailto:mranslow@achp.gov).

Sincerely,

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637  
Phone: 202-517-0200 • Fax: 202-517-6381 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)

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LOCAL GOVERNMENT

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## Dane County Land & Water Resources Department

Lakes & Watersheds • Land Acquisition • Land Conservation • Parks

Kevin F. Connors, Director

August 24<sup>th</sup>, 2011

Wisconsin Department of Transportation  
Attn: Craig Pringle  
2101 Wright Street 55L  
Madison, WI 53704

Re: US 51 Corridor Study  
Proposed CTH B Alignment

Dear Mr. Pringle;

On July 27<sup>th</sup>, the Dane County Park Commission met to review improvements being proposed on US 51 and CTH B that potentially will impact Babcock and Viking County Parks. Due to the scale and linear nature of both of these parks, we anticipate the effects of the proposed road expansion projects and increased traffic volumes to be considerable and detrimental.

Patrons who visit these parks are seeking respite from the urban environment and any loss of green space and additional non-park development will detract from a park user's experience. In addition, Dane County Parks relies on user fees generated from activities such as camping and dog parks to help offset operation and maintenance costs. Any changes to the surrounding landscape that negatively impact these uses have a very real chance of decreasing our annual revenues. Lastly, and perhaps most importantly, these park lands have been purchased using public dollars with the intent of preserving our natural resources and fragile wetlands in perpetuity. The Park Commission oversees stewardship of all Dane County park lands and must take extreme care when considering any proposals that would reduce or negatively impact existing acreage in our system.

Due to the significant deterioration that both Parks will experience as a result of the US 51 project, the Park Commission must receive assurance from WI DOT that the following list of mitigating activities will be honored. These activities are absolutely necessary for the Park Commissions' consent to any loss of parkland at Babcock and Viking County Parks. The Park Commission has developed this list as a way to preserve their significant natural resources and maintain use of both Parks as major recreation destinations that attract visitors from around the region and support the local economy.

### BABCOCK COUNTY PARK

#### General Comments Babcock Park:

- Phase project to begin proposed improvements between Burma Road and Exchange Street within a 5-year time frame.
- Include provisions for wayfinding signage to park, campground and boat launch for north and south bound traffic.
- Replace trees lost from construction; location, size, type to be determined.

#### Lock/Dam and Shower Building Parking Areas

- Include relocation/recalibration of USGS station
- Provide connector path from proposed 51 path to parking lot/existing park path.

Lyman F. Anderson Agriculture & Conservation Center  
1 Fen Oak Court, Room 208, Madison, Wisconsin 53718-8812 - PH: 608/224-3730, FAX: 608/224-3745  
[www.countyofdane.com/lwrd](http://www.countyofdane.com/lwrd)

- Reconstruct lock parking lot as single loaded on west side and expand north to storage sheds.
- Need retaining wall from station 489-494 that includes transition ramp/trail to parking lot grade.
- Raise and reconstruct parking lot at shower building to decrease entrance drive slope, include required storm water facilities.
- Provide pedestrian underpass from parking lot to east side of road for fishing/pedestrian shore access.

#### Bridge and Overflow Parking Lot Area

- Expand bridge cross section to the south at minimum to be same width as dam structure.
- Provide accessible access path from proposed 51 path south of bridge to existing fishing pier, dam.
- Provide cross walk to overflow lot on east side of 51 to boat launch with pedestrian refuge islands.
- Provide pathway from overflow parking area on east side of 51 to river for shore fishing and canoe/kayak access.
- Provide pedestrian walkway on east side of bridge deck, bicycle/pedestrian path on west side of bridge deck.
- Provide retaining wall from Station 478 + 50 to 481 to maintain existing boat landing parking lot roadway geometry.

#### Campsite Area

- Provide barrier wall minimum 8' height from Burma Road to park shower building. Angle north and south end sections to accommodate park signage. Offset barrier wall from proposed 51 path (distance to be determined) to allow green space for snow storage.
- Include aesthetic and informational provisions to be coordinated/approved by Dane County on barrier wall; ex: decorative concrete textures, artwork, park signage, etc.

It is anticipated that even with the above campsite area mitigation measures in place, future expansion of USH 51 will significantly diminish the quality of camping at Babcock County Park. In response, the Dane County Park Commission requests that the WDOT fund development of a campground facility on Lake Waubesa at Capital Springs Centennial State Park.

### VIKING COUNTY PARK

#### Page 4-Viking Park

- Acquire Dane County Highway garage site for use by Dane County Parks.
- Establish an acquisition fund for use by Dane County to acquire lands for natural resource protection and recreation in the area near Viking County Park.
- Investigate and propose sound mitigation measures for the proposed bridge.
- Accommodate City of Stoughton and Dane County proposed bicycle/pedestrian and snowmobile trails.

As WDOT continues to refine preferred alternative scenarios and park mitigation discussions with Dane County, the above requests and recommendations should be codified within a legally binding Agreement. This Agreement would need to be executed by both parties before Dane County would approve any use of park lands for the proposed roadway expansion projects. We look forward to continuing discussions with the Department and wish you the best of luck on your project.

Sincerely,

William Lunney; Dane County Park Commission, Chair





## Dane County Land & Water Resources Department

Lakes & Watersheds • Land Acquisition • Land Conservation • Parks

Kevin F. Connors, Director

November 28, 2011

Wisconsin Department of Transportation  
Attn: Craig Pringle  
2101 Wright Street 55L  
Madison, WI 53704

Re: US 51 Corridor Study  
Proposed CTH B Alignment

Dear Mr. Pringle;

On November 16, 2011, the Dane County Park Commission reviewed the mitigation responses that were sent from you to Park Commission Chair Bill Lunney on October 14, 2011 regarding possible impacts to Babcock and Viking County Parks from the expansion of USH 51 and realignment of CTH B.

Although disappointed that a pedestrian underpass and relocated campground facility were not able to be provided, the Commission was generally in agreement with additional mitigation measures being proposed at Babcock County Park.

Regarding Viking County Park, the Commission maintains that the following mitigation measures would need to be provided by the Wisconsin Department of Transportation for future consideration of an alignment that would travel through the park:

- Acquire Dane County Highway garage site for use by Dane County Parks.
- Establish an acquisition fund for use by Dane County to acquire lands for natural resource protection and recreation in the area near Viking County Park.
- Investigate and propose sound mitigation measures for the proposed bridge.
- Accommodate City of Stoughton and Dane County proposed bicycle/pedestrian and snowmobile trails.

Please continue to keep us updated on the status of your project.

Sincerely,

Darren Marsh  
Director, Parks Division

Cc: Bill Lunney, Chair, Dane County Park Commission  
Kevin Connors, Director, Dane County Land and Water Resources Department

## Hellermann, Luke

---

**From:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Sent:** Wednesday, November 04, 2015 9:57 AM  
**To:** Hellermann, Luke  
**Subject:** FW: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

---

**From:** James, Christopher [mailto:James@countyofdane.com]  
**Sent:** Wednesday, October 28, 2015 5:23 PM  
**To:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Cc:** Marsh, Darren <Marsh@countyofdane.com>; DOT DTSD US 51 Stoughton to McFarland EA <DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov>  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

It all used to be gravel and has grown over in grass, so there is a stable base under the grass.

---

**From:** Berens, Jeff - DOT [mailto:Jeff.Berens@dot.wi.gov]  
**Sent:** Wednesday, October 28, 2015 5:04 PM  
**To:** James, Christopher  
**Cc:** Marsh, Darren; DOT DTSD US 51 Stoughton to McFarland EA  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

Chris – Is the overflow lot currently gravel? At this point I was thinking the new driveway would be gravel and we'd would probably look to replace the rest in kind. If you'd like something different we could discuss. Thanks.

---

**From:** James, Christopher [mailto:James@countyofdane.com]  
**Sent:** Wednesday, October 28, 2015 2:14 PM  
**To:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Cc:** Marsh, Darren <Marsh@countyofdane.com>; DOT DTSD US 51 Stoughton to McFarland EA <DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov>  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

Jeff,  
Would you be replacing the gravel base material over the parking area with the 20:1 alternative?  
Thanks  
chris

---

**From:** Berens, Jeff - DOT [mailto:Jeff.Berens@dot.wi.gov]  
**Sent:** Wednesday, October 28, 2015 1:57 PM  
**To:** James, Christopher  
**Cc:** Marsh, Darren; DOT DTSD US 51 Stoughton to McFarland EA  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

Chris – Just checking in to see if you have any questions on the different options for the overflow lot. Let me know if you have an option that Dane County Parks would prefer or if you'd like to meet to discuss things in more detail. Thanks.

Jeff Berens, P.E.  
Planning Engineer  
WisDOT SW Region - Madison Office



---

**From:** Berens, Jeff - DOT

**Sent:** Wednesday, October 14, 2015 11:26 AM

**To:** 'James, Christopher' <[James@countyofdane.com](mailto:James@countyofdane.com)>

**Cc:** Marsh, Darren <[Marsh@countyofdane.com](mailto:Marsh@countyofdane.com)>; DOT DTSD US 51 Stoughton to McFarland EA <[DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov](mailto:DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov)>

**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

Chris & Darren - Attached are the 20:1 option for Babcock Park and the 4:1 with no grading for Babcock Park. Sidewalk has also been put in to the new driveway. The new driveway has been widened to 30 feet (10 feet wider). Since it is a lot wider it has also been shifted slightly to the south to get a better entrance to the lot.

Notes:

- 1) The 20:1 option will allow cars to park about 8 feet closer to US 51 compared to the 4:1 slope.
- 2) R/W information for Babcock Park (all parcels)

Option	R/W Required	TLE Required	Total Affected Acres
20:1 Slopes	1.2	2.0	3.2
4:1 Slopes	1.2	1.7	2.9

Let me know if you have any questions. Thanks.

Jeff Berens, P.E.

Planning Engineer

WisDOT SW Region - Madison Office

(608) 245-2656

---

**From:** James, Christopher [<mailto:James@countyofdane.com>]

**Sent:** Tuesday, October 13, 2015 2:12 PM

**To:** Berens, Jeff - DOT

**Cc:** Marsh, Darren

**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

Jeff,

That sounds like a good alternative, including eliminating the 20:1 slopes.

Thanks

chris

---

**From:** Berens, Jeff - DOT [<mailto:Jeff.Berens@dot.wi.gov>]

**Sent:** Tuesday, October 13, 2015 11:44 AM

**To:** James, Christopher

**Cc:** DOT DTSD US 51 Stoughton to McFarland EA

**Subject:** 5845-06-03 US 51 Stoughton to McFarland: Babcock Park Overflow Parking Lot

Hi Chris,



At our August 26, 2015 Public Involvement Meeting (PIM) for the US 51 Stoughton to McFarland meeting we received a comment about the overflow parking lot to Babcock Park. He indicated that the overflow lot gets used on busy weekends by vehicles with trailers. He pointed out that based on the design shown at the meeting it would not be possible to park in the overflow lot and then drive straight across US 51 to get to the boat launch area to get a boat. The design shown at the meeting would require a driver to make a right turn out of the overflow lot, travel north to find a place to turn around, and then head south to the main lot/boat launch.

In order to address this concern we have developed an option where the entrance to the overflow parking lot would be moved approximately 250 feet to the south. This would allow anyone exiting the lot the option of getting into the northbound left-turn lane that would take them into the main lot/boat launch.

I have attached a graphic showing the relocated driveway along with some cross sections showing the lot graded out at 20:1. We anticipate it would require approximately 0.8 acres of temporary easement to remove the old entrance, put in the new entrance, and provide minor grading in the lot. Please note that if the County would prefer we could eliminate the 20:1 slopes and match into existing ground at a 4:1 slope off the back of sidewalk, which would reduce the temporary easement required.

Let me know if you have any questions, comments, or if you would like to get together to discuss the proposed changes. Thank you.

Jeff Berens, P.E.  
Planning Engineer  
WisDOT SW Region - Madison Office  
(608) 245-2656

**From:** [Berens, Jeff - DOT](#)  
**To:** [Joel Brown](#)  
**Subject:** FW: 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail  
**Date:** Tuesday, November 12, 2019 7:16:53 AM

---

**From:** James, Christopher <[James@countyofdane.com](mailto:James@countyofdane.com)>  
**Sent:** Monday, November 11, 2019 3:14 PM  
**To:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail

Jeff, got your message, let me know if this works:

Dane County Parks confirms the need to temporarily detour the Lower Yahara River Trail while the US 51 bridges over Taylor Road are under construction. Public notification, suitable detour routes and project timing should be coordinated with Public Works staff from the Village of McFarland.

Hope this helps,  
chris

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**From:** Berens, Jeff - DOT [<mailto:Jeff.Berens@dot.wi.gov>]  
**Sent:** Monday, November 11, 2019 12:42 PM  
**To:** James, Christopher  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail

Chris,

WisDOT understands the Lower Yahara River trail is a collaborative effort between Dane County Parks and other jurisdictions including the village of McFarland. WisDOT also understands all infrastructure related to the trail is not owned or maintained by Dane County Parks. Since Dane County is leading the trail development effort and promoting the existing trail and future phases of the trail, WisDOT would like confirmation that Dane County Parks believes temporarily detouring the trail is appropriate while the US 51 bridges over Taylor Road are under construction. The specific location of the detour would be discussed with Dane County Parks and the village of McFarland during final design. Please let me know if you would like to discuss this further. Thank you.

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656

---

**From:** James, Christopher <[James@countyofdane.com](mailto:James@countyofdane.com)>

**Sent:** Friday, November 08, 2019 1:40 PM

**To:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>

**Cc:** 'Jim Hessling' <[Jim.Hessling@mcfarland.wi.us](mailto:Jim.Hessling@mcfarland.wi.us)>

**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail

Thanks Jeff, you will need to coordinate with the Village of McFarland on this, we don't operate/maintain the trail through the Village. I've copied Jim Hessling who can let you know who would be most appropriate to coordinate with.

chris

---

**From:** Berens, Jeff - DOT [<mailto:Jeff.Berens@dot.wi.gov>]

**Sent:** Friday, November 08, 2019 7:42 AM

**To:** James, Christopher

**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail

Chris,

Thank you for including the information in the e-mail below related to the Lower Yahara River Trail (LYRT) and its crossing of US 51 parallel to Taylor Road in the village of McFarland. If enumerated for construction, the US 51 Stoughton – McFarland Study includes work on the US 51 bridges over Taylor Road. When these bridges are under construction, a detour of the LYRT onto local streets in the village of McFarland would be required to maintain the safety of the users of the LYRT. This detour would be signed. Specific detour routes would be determined with input from with Dane County Parks during final design. Preliminarily it appears like utilizing Siggelkow Road and other various local roads in McFarland with bicycle and pedestrian accommodations would be appropriate. This detour would be temporary, long enough for construction activities on the bridges over Taylor Road. WisDOT does not anticipate any permanent impacts to the LYRT would result from construction activities.

Please respond to this e-mail and acknowledge Dane County agrees with the contents of this e-mail.

Thank you,

Jeff Berens, P.E.

Major Studies Project Manager

WisDOT SW Region - Madison Office

(608) 245-2656

---

**From:** James, Christopher <[James@countyofdane.com](mailto:James@countyofdane.com)>

**Sent:** Monday, November 04, 2019 11:35 AM

**To:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>

**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail



Hey Jeff,

Here's some information, yes the LYRT extends from the Lussier Family Heritage Center at Lake Farm Park to the City of Stoughton, it goes under US 51 in McFarland. Obviously not all of the trail has been developed yet, just starting planning for the County segment of Phase 2 now.

Hope this helps, let me know if you need more.

thanks

Chris

<https://parks-lwr.d.countyofdane.com/Trail/Lower-Yahara-River-Trail>

---

**From:** Berens, Jeff - DOT [<mailto:Jeff.Berens@dot.wi.gov>]

**Sent:** Thursday, October 31, 2019 2:21 PM

**To:** James, Christopher

**Subject:** 5845-06-03 US 51 Stoughton to McFarland: Lower Yahara River Trail

CAUTION: External Email - Beware of unknown links and attachments. Contact Helpdesk at 266-4440 if unsure

Hi Chris,

Do you have an official map of the Lower Yahara River Trail that you could provide? I've done some checking on the trail website and it looks like it ends at McDaniel Park in McFarland, but I saw something that said the trail continues on into McFarland. I'm wondering if the county actually officially designated a trail through the McFarland area or if there are just routes that extend from the trail into the urban area of the village. If there is an official trail that goes into McFarland and crosses the US 51 corridor we'll need to discuss that in our environmental document for the study. Any help is appreciated. Thanks.

Jeff Berens, P.E.

Major Studies Project Manager

WisDOT SW Region - Madison Office

(608) 245-2656

**From:** Berens, Jeff - DOT  
**To:** [Petersen, Joan](#)  
**Cc:** [Kobryn, Jennifer](#); [Hellermann, Luke](#)  
**Subject:** FW: Highway 51 Improvements  
**Date:** Monday, April 12, 2021 11:09:19 AM

---

**[EXTERNAL EMAIL]:** Verify sender before opening links or attachments.

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**From:** Reimer, John <Reimer.John@countyofdane.com>  
**Sent:** Friday, April 09, 2021 12:31 PM  
**To:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Subject:** Highway 51 Improvements

Hi Jeff,

I left you a voice message a week or so to discuss the project. I have follow up items below I wanted to discuss or clarification on.

1. Can you confirm that the clear span opening taking into account any armoring of abutments is at minimum the same as the opening at the dam?
2. Would DOT consider making the clear span larger so that under low flows when we have our lock and dam closed and navigation is not available at the dam, people could portage under the bridge versus carrying canoes and kayaks across the busy highway intersection?
3. We are going to be dredging the Yahara River this summer and our dewatering basin is to the east of Babcock at our overflow parking. The material is sandy in nature and would be great fill material. We had a DOT representative out to look at the material we dredged from Monona to Waubesa and they determined it was suitable for under the roadway. The problem was that it was too far away and not economical to transport to another project. Since our material will be right here, would you consider having the contractor reuse this material as fill. We would give this material away for free and can have it stockpiled if needed which may save us both money.

Thank you,  
John

**John Reimer**, Assistant Director  
**Dane County Land & Water Resources Department**  
5201 Fen Oak Drive #208, Madison, WI 53718  
Office: (608) 224-3612 | [website](#)

Sent Securely via TLS from County of Dane by  
**Proofpoint**

**TOWNSHIP OF DUNKIRK  
DANE COUNTY  
654 County Road N  
Stoughton, WI 53589-4354**

\*\*\*\*\*

Telephone: (608) 873-9177  
Fax: (608) 877-5815

July 28, 2009

Jeff Berens, PE  
WisDOT – Southwest Region  
2101 Wright Street  
Madison, WI 53704

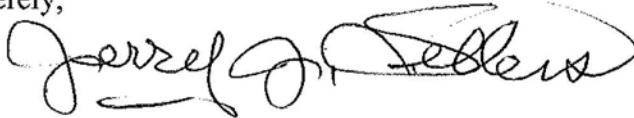
**RE: US Highway 51 Corridor Study**

Dear Mr. Berens:

The Dunkirk Town Board has carefully considered the information presented at several DOT-sponsored meetings, evaluated the information at the Public Information Meetings in May, and participated in resident listening sessions.

Because of the serious impacts on residents and the rural character of the Town, the Board unanimously opposes any bypass construction on Pleasant Hill Road.

Sincerely,



Jerry Sellers,  
Chairman

CHAIRMAN - JERRY J. SELLERS  
SUPERVISOR I - ERIC J. QUAM  
SUPERVISOR II - NORMAN E. MONSEN  
CLERK - MELANIE HUCHTHAUSEN

TREASURER - BONNIE K. SMITHBACK  
ASSESSOR - ASSOCIATED APPRAISAL, LLC  
CONSTABLE - JOSEPH B. JUNGBLUTH



**RESOLUTION 2011-06**  
**TO ENDORSE ALTERNATIVE A, THE LOW BUILD OPTION**  
**FOR THE US HIGHWAY 51 CORRIDOR STUDY**

WHEREAS, the Wisconsin Department of Transportation has undertaken a corridor study to identify and evaluate potential corridor improvement alternatives for the US 51 corridor based on a 2004 needs analysis,

WHEREAS, the Town has a responsibility to protect public health, safety, and welfare, and

WHEREAS, the Town of Dunn is committed to protecting the interests of its citizens, and

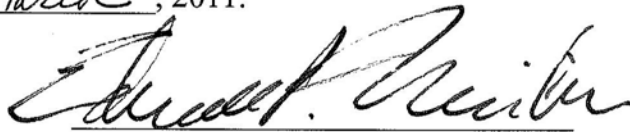
WHEREAS, The Town of Dunn is dedicated to preserving farmland in the town, and

WHEREAS, Alternative A, the Low Build Alternative includes important, much needed, safety improvements to the US 51 Corridor, and

WHEREAS, Alternative A, the Low Build Alternative has the most limited impact on the property owners and farmland resources in the Town, while still significantly improving safety in the most cost-effective manner,

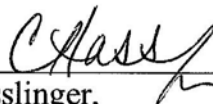
NOW THEREFORE, BE IT RESOLVED That the Town of Dunn HEREBY ENDORSES Alternative A, the Low Build Option, for the US 51 Corridor Study.

Dated this 21 day of March, 2011.



Edmond P. Minihan,  
Town Chairman

Attested:

  
Cathy Hasslinger,  
Clerk Treasurer

**RESOLUTION 2011-12**  
**TO SUPPORT CONNECTION OF THE NORTH LEG OF DYRESON ROAD**  
**TO THE COUNTY B INTERCHANGE IN THE EVENT OF**  
**EXPANSION OF US HIGHWAY 51 TO FOUR LANES**

WHEREAS, the Wisconsin Department of Transportation has undertaken a corridor study to identify and evaluate potential corridor improvement alternatives for the US 51 corridor based on a 2004 needs analysis,

WHEREAS, the Town of Dunn is committed to protecting the safety and interests of its citizens, and

WHEREAS, the Town of Dunn has resolved to support Alternative A, the Low Build Alternative which opposes Alternative B, expansion to a four lane highway, and

WHEREAS, US Highway 51 may be reconstructed and expanded to a four lane highway in the future without the support of the Town of Dunn, and

WHEREAS, such expansion would affect the routes of travel, emergency vehicle response routes, and the convenience and safety of those traveling in the Town of Dunn, and

WHEREAS, connecting the north leg of Dyreson Road to US Highway 51 at the County B interchange would provide much needed and most direct access to US Highway 51 and enhance emergency response times,

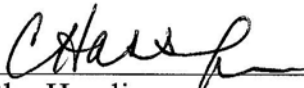
NOW THEREFORE, BE IT RESOLVED That the Town of Dunn HEREBY ENDORSES connection of the north leg of Dyreson Road to the County B interchange in the event of a four lane expansion of US Highway 51.

Dated this 15<sup>th</sup> day of August, 2011.



Edmond P. Minihan,  
Town Chairman

Attested:

  
Cathy Hasslinger,  
Clerk Treasurer

**RESOLUTION 2015- 11**  
**TO ENDORSE ALTERNATIVE A, THE LOW BUILD OPTION**  
**FOR THE US HIGHWAY 51 CORRIDOR STUDY**

WHEREAS, the Wisconsin Department of Transportation has undertaken a corridor study to identify and evaluate potential corridor improvement alternatives for the US 51 corridor,

WHEREAS, a new alternative, Alternative H, has been introduced into the process, and the Town wishes to clarify its position; and

WHEREAS, the Town has a responsibility to protect public health, safety, and welfare, and

WHEREAS, the Town of Dunn is committed to protecting the interests of its citizens, and

WHEREAS, The Town of Dunn is dedicated to preserving farmland in the town, and

WHEREAS, Alternative A, the Low Build Alternative includes important, much needed, safety improvements to the US 51 Corridor, and

WHEREAS, Alternative A, the Low Build Alternative has the most limited impact on the property owners and farmland resources in the Town, while still significantly improving safety in the most cost-effective manner,

NOW THEREFORE, BE IT RESOLVED That the Town of Dunn HEREBY ENDORSES Alternative A, the Low Build Option, for the US 51 Corridor Study.

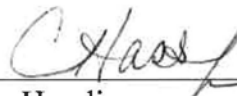
BE IT FURTHER RESOLVED that the Town of Dunn requests that near-term safety improvements be evaluated to increase safety on the highway ahead of the full construction project as determined by the corridor study.

Dated this 21 day of September 2015.



Edmond P. Minihan,  
Town Chairman

Attested:



Cathy Hasslinger,  
Clerk Treasurer



**From:** [Erica Schmitz](#)  
**To:** [Kobryn, Jennifer](#)  
**Cc:** [jeff.berens@dot.wi.gov](mailto:jeff.berens@dot.wi.gov); [Petersen, Joan](#); [Cathy Hasslinger](#); [edmond.minihan@gmail.com](mailto:edmond.minihan@gmail.com)  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: PIM Comment Deadline  
**Date:** Monday, October 05, 2015 3:40:38 PM

---

Jennifer,

I've spoken with the coordinator for the Rustic Roads program, and in light of the circumstances, she confirmed that this will not affect our Rustic Road designation for Dyreson Rd.

Thanks,  
Erica

---

**From:** Kobryn, Jennifer [<mailto:Jennifer.Kobryn@strand.com>]  
**Sent:** Thursday, October 01, 2015 5:01 PM  
**To:** Erica Schmitz <[eschmitz@town.dunn.wi.us](mailto:eschmitz@town.dunn.wi.us)>  
**Cc:** [jeff.berens@dot.wi.gov](mailto:jeff.berens@dot.wi.gov); Petersen, Joan <[Joan.Petersen@strand.com](mailto:Joan.Petersen@strand.com)>  
**Subject:** 5845-06-03 US 51 Stoughton to McFarland: PIM Comment Deadline

Erica,  
Thank you for your email. We have one follow-up question regarding the town's support of the proposed closure of Dyreson Road's access to the south side of US 51 and replacing it with a cul-de-sac. We want to make sure this will not be an issue for the town because of Dyreson Road's designation as a Rustic Road. We would appreciate your response via email that the cul-de-sac option will not be an issue with the Rustic Road designation.

Thank you,

Jennifer Kobryn, P.E.  
Strand Associates, Inc

---

**From:** Erica Schmitz [<mailto:eschmitz@town.dunn.wi.us>]  
**Sent:** Wednesday, September 30, 2015 2:57 PM  
**To:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>; Kobryn, Jennifer <[Jennifer.Kobryn@strand.com](mailto:Jennifer.Kobryn@strand.com)>  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland: PIM Comment Deadline

Hello Jeff and Jennifer,

Thanks for your patience on these last couple of items:

- 1) Dyreson Rd. cul de sac: I have consulted with our town chairman, highway foreman, and other town staff and we all support closing Dyreson Rd. access to the south side of US 5 and having a cul de sac instead.
- 2) Retaining wall adjacent to Colladay Point Park: I consulted with our chairman, clerk, staff to the Parks Commission, and other staff. Our top priority is no impact to the park. We think

having a retaining wall directly adjacent to the walking path, which is quite tall in certain parts, will have a negative impact on the park users' experience, but if it is the only way to avoid an impact to the park, we are okay with it.

- 3) Good Shepherd Church access: I haven't had a chance to review the materials with our town chairman, but the proposal for Good Shepherd appears to be okay to me. I think it needs to be either right-in-right out only, or the 2 stage crossing as is proposed.

Please let me know if you have any questions.

Thanks,

Erica

338-1472

**RESOLUTION 2017 - 09**

TO SUPPORT A PAVED SHOULDER FOR ACCESS FROM US 51 TO THE 4 DRIVEWAYS SOUTH OF THE COUNTY B/AB INTERSECTION FOR ALTERNATIVE H FOR THE US 51 PROJECT.

WHEREAS, the Wisconsin Department of Transportation has undertaken a corridor study to identify and evaluate potential corridor improvement alternatives for the US 51 corridor; and

WHEREAS, residents contacted the Town with concerns about the impacts of a proposed frontage road to provide safer access for 4 driveways south of the CTH B/AB interchange and requested paved shoulder access instead; and

WHEREAS, a Town elected official and staff member visited the site and agreed the impacts of the frontage road would be significant and include a home removal, tree removal, and increase stormwater runoff in the area; and

WHEREAS, a paved shoulder pull-off appeared to be a feasible option, which is similar to and improves upon current access; and

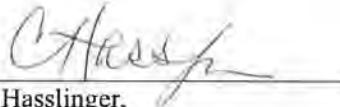
THEREFORE, BE IT RESOLVED the Town Board hereby supports a paved shoulder for access to these 4 driveways.

Dated this 22 day of Aug, 2017.



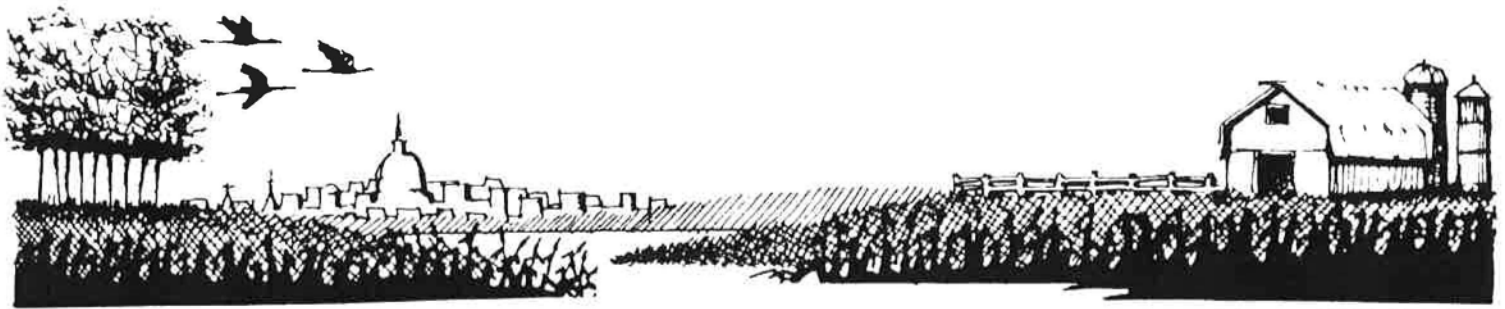
Edmond P. Minihan,  
Town Chairman

Attested:



Cathy Hasslinger,  
Clerk Treasurer





TOWN OF DUNN - 4156 COUNTY ROAD B, McFARLAND, WI 53558

Website: [www.town.dunn.wi.us](http://www.town.dunn.wi.us)

E-mail: [townhall@town.dunn.wi.us](mailto:townhall@town.dunn.wi.us)

Phone: (608) 838-1081

FAX: (608) 838-1085

November 12, 2019

Jeff Berens, P.E.

Major Studies Project Manager

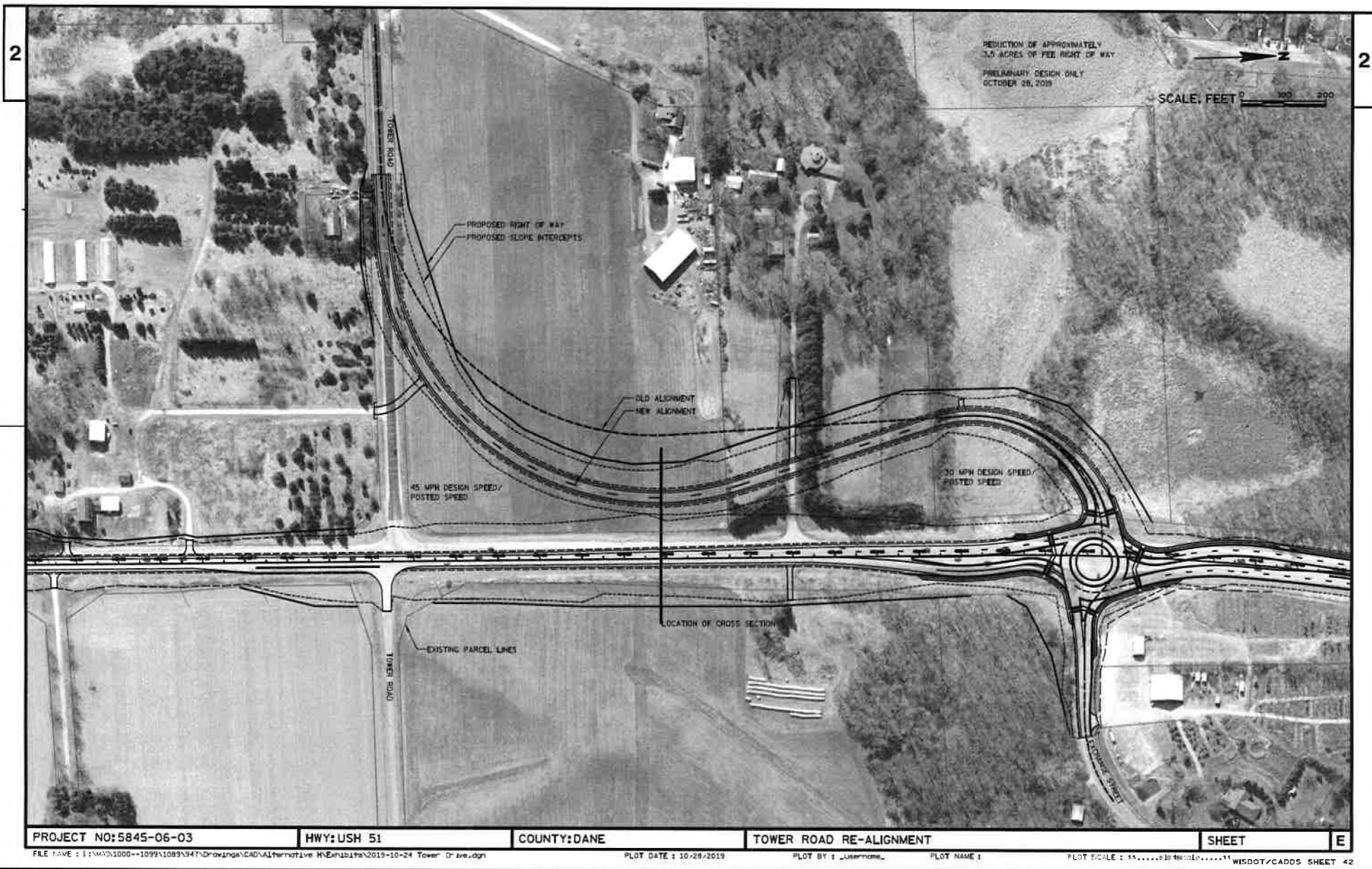
WisDOT SW Region - Madison Office

Dear Jeff,

Thank you for including the Town of Dunn in discussions about the Highway 51 reconstruction. We have reviewed the plans and our primary concern with the initial design is the amount of farmland and open space that would be taken out of private ownership in order to accommodate a frontage road between Exchange Street and Tower Road. The updated draft sketch you provided (enclosed), which would reconfigure the frontage road and reduce the right of way in order to save an additional 3.5 acres, is much more palatable. While the amount of farmland being taken out of the production is still larger than we would like to see with a reconstruction project, we understand the safety standards that must be followed. Thank you again for considering our request to reduce the impact to farming by this road project. The Town and its residents do have serious concerns over the safety of Highway 51 and we would appreciate anything that yourself or the DOT can do to expedite this project.

Sincerely,

Ed Minihan  
Town Chair  
Town of Dunn





## Hellermann, Luke

---

**From:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Sent:** Friday, October 23, 2020 4:36 PM  
**To:** Petersen, Joan  
**Cc:** Kobryn, Jennifer; Hellermann, Luke  
**Subject:** FW: HWY 51 comments

[EXTERNAL EMAIL]: Verify sender before opening links or attachments.

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**From:** Ben Kollenbroich <bkollenbroich@town.dunn.wi.us>  
**Sent:** Friday, October 23, 2020 1:11 PM  
**To:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Subject:** RE: HWY 51 comments

Thanks, Jeff. I spoke to Ed and I think our only comment on the revised plan would be that we'd like to avoid a relocation, if possible, but we can try to reach out to the landowner to see their thoughts on it as well. If the landowner is in favor of a relocation, then we wouldn't have any concerns.

If you'd like me to write this in the comment form from the website, I can do this as well.

Thanks,

Ben

---

**From:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Sent:** Thursday, October 22, 2020 9:05 AM  
**To:** Ben Kollenbroich <[bkollenbroich@town.dunn.wi.us](mailto:bkollenbroich@town.dunn.wi.us)>  
**Subject:** RE: HWY 51 comments

Hi Ben,

The home at 2023 Barber Drive is located on the east side of US 51 on top of the large rock cut area just north of Charles Lane. In order to provide turn lanes at the Charles Lane intersection, a median was developed which increased the width of the US 51 footprint in the area, and the impacts extended into the rock cut on the east side of US 51. Based on the planning-level design, the impact to the rock cut would reach about 30 feet from the back of the home. Because of how close the drop-off was to the home, we considered 2023 Barber Drive a potential relocation. It may be possible to reduce impacts in the area during the final design process, or investigate other safety measures so there wouldn't be a need to relocate the home, but at this point in our process we want to identify maximum potential impacts. Please let me know if you have any additional questions. Thanks.

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656



---

**From:** Ben Kollenbroich <[bkollenbroich@town.dunn.wi.us](mailto:bkollenbroich@town.dunn.wi.us)>  
**Sent:** Wednesday, October 21, 2020 2:46 PM  
**To:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Subject:** HWY 51 comments

Hi Jeff,

I was looking through the materials you sent and just had one question. Perhaps you explained this to Erica already when she was working here, but I was wondering why the home at 2023 Barber Drive is slated for removal. It looks like the home wouldn't be affected by the road so I'm wondering if there's a different rationale here.

Other than that, I'm already working with the DOT, Groundswell, and DNR on the Brost mitigating/compensation so I'm not sure if you need any additional, official comments from me regarding that topic.

Thanks,

Ben

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**From:** Berens, Jeff - DOT  
**To:** [Kobryn, Jennifer](#)  
**Subject:** FW: 5845-06-03 US 51 Stoughton to McFarland: Correspondence - Town of Dunn (Yahara Underpass)  
**Date:** Tuesday, May 4, 2021 3:55:49 PM  
**Attachments:** [Pedestrian Underpass.pdf](#)

---

**[EXTERNAL EMAIL]:** Verify sender before opening links or attachments.

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**From:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Sent:** Tuesday, April 20, 2021 6:30 AM  
**To:** DOT DTSD US 51 Stoughton to McFarland EA  
<DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov>  
**Subject:** 5845-06-03 US 51 Stoughton to McFarland: Correspondence - Town of Dunn (Yahara Underpass)

---

**From:** Berens, Jeff - DOT  
**Sent:** Monday, April 12, 2021 1:41 PM  
**To:** Ben Kollenbroich <[bkollenbroich@town.dunn.wi.us](mailto:bkollenbroich@town.dunn.wi.us)>  
**Subject:** RE: FW: Highway 51 Improvements

Hi Ben,

The below email from John Reimer is the first instance where I can remember the County asking about a pedestrian underpass at the Yahara River bridge. However, the Village of McFarland first expressed interest in investigating the potential for an underpass at the bridge after the 2019 public involvement meeting. We have had follow-up discussions with the Village regarding a proposed underpass and I have attached a slide from a meeting that provides general information. It is my understanding that the Village is working with their consultant to investigate a potential underpass further. Please let me know if you have any additional questions. Thank you.

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656

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**From:** Ben Kollenbroich <[bkollenbroich@town.dunn.wi.us](mailto:bkollenbroich@town.dunn.wi.us)>  
**Sent:** Monday, April 12, 2021 5:20 AM  
**To:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Subject:** FW: FW: Highway 51 Improvements

Hi Jeff,

I received the below message from Tamara Knickmeier about a possible walkway under the HWY 51 bridge at Babcock Park. Do you have any other information about this beside the original email I see from John Reimer?

Thank you,

Ben

---

**From:** Tamara Knickmeier <[tknickmeier@gmail.com](mailto:tknickmeier@gmail.com)>  
**Sent:** Saturday, April 10, 2021 9:04 AM  
**To:** Ben Kollenbroich <[bkollenbroich@town.dunn.wi.us](mailto:bkollenbroich@town.dunn.wi.us)>  
**Subject:** Fwd: FW: Highway 51 Improvements

Hi Ben,

My name is Tamara Knickmeier. I'm the current president of LWCA, and I believe we have been on a couple of zoom calls together for the Swan Creek project. I am writing to you about the HWY 51 project and to see if the Town of Dunn is involved in the planning process for the changes to the highway. In particular I am interested in supporting John Reimer's recommendation for a pedestrian walkway under the bridge at Babcock. This is a big safety issue and could be a missed opportunity. Are you the correct person from the Town to talk with about this project?

Thank you,  
Tamara

----- Forwarded message -----

**From:** Reimer, John <[Reimer.John@countyofdane.com](mailto:Reimer.John@countyofdane.com)>  
**Date:** Fri, Apr 9, 2021 at 2:28 PM  
**Subject:** FW: Highway 51 Improvements  
**To:** Tamara Knickmeier <[tknickmeier@gmail.com](mailto:tknickmeier@gmail.com)>, David Silverberg <[davidsilverberg@charter.net](mailto:davidsilverberg@charter.net)>, George Keeler <[georgekeeler@hotmail.com](mailto:georgekeeler@hotmail.com)>, Woody Kneppreth <[woodyp@fiamos.com](mailto:woodyp@fiamos.com)>

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**From:** Reimer, John  
**Sent:** Friday, April 9, 2021 12:31 PM  
**To:** Berens, Jeff - DOT (<[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>) <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Subject:** Highway 51 Improvements

Hi Jeff,



I left you a voice message a week or so to discuss the project. I have follow up items below I wanted to discuss or clarification on.

1. Can you confirm that the clear span opening taking into account any armoring of abutments is at minimum the same as the opening at the dam?
2. Would DOT consider making the clear span larger so that under low flows when we have our lock and dam closed and navigation is not available at the dam, people could portage under the bridge versus carrying canoes and kayaks across the busy highway intersection?
3. We are going to be dredging the Yahara River this summer and our dewatering basin is to the east of Babcock at our overflow parking. The material is sandy in nature and would be great fill material. We had a DOT representative out to look at the material we dredged from Monona to Waubesa and they determined it was suitable for under the roadway. The problem was that it was too far away and not economical to transport to another project. Since our material will be right here, would you consider having the contractor reuse this material as fill. We would give this material away for free and can have it stockpiled if needed which may save us both money.

Thank you,  
John

**John Reimer** | Assistant Director  
**Dane County Land & Water Resources Department**  
5201 Fen Oak Drive #208, Madison, WI 53718  
Office: (608) 224-3612 | [website](#)

Sent Securely via TLS from County of Dane by  
**Proofpoint**

## Petersen, Joan

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**From:** Matt Schuenke <Matt.Schuenke@mcfarland.wi.us>  
**Sent:** Monday, September 9, 2019 11:08 AM  
**To:** Berens, Jeff - DOT  
**Cc:** Grimes, Jennifer - DOT; Joel Brown; Petersen, Joan; DOT DTSD US 51 Stoughton to McFarland EA; Brad Czebotar; Jim Hessling; 'brian@tcengineers.net'  
**Subject:** RE: 5845-06-03 US 51 Stoughton to McFarland Corridor Study - Village of McFarland

Jeff,

Thank you for hosting the recent meetings. Having not been part of this before, it was helpful to see what previous progress had been made and what next steps are planned. We look forward to the public comment period coming up next month. When will this be confirmed?

That being said, as Staff representing the interests of the Village of McFarland we have several concerns that we want to see are accounted for in some fashion in the Environmental Assessment. I realize some of these issues require far more detail to resolve than can be determined at this time. However, it is imperative the Environmental Assessment include these issues to some extent in order for them to be considered as part of the final design. This is a summary of the issues we've raised internally thus far, some of which are things I wrote on the plans when the meeting was held. I apologize for the length but again, it's a large project and at the outset wanted to make sure we could put down everything we were thinking.

- Will a State/Municipal Agreement be required? If so, what will the proposed terms be? To what extent do the costs cover the work that is planned (i.e. – cost sharing)?
- Are there allowances as to what used to be called Community Sensitive Solutions? This would have been a program that formerly provided funds on a small percentage basis to the locals for streetscaping and/or related amenities.
- Outside of this project but on the same highway and as part of a different study, the Village would like to see additional turn lanes added on Terminal Drive and US 51. This would be a second left hand turn lane for traffic turning left off of Terminal in order to head north on US 51. I realize this is probably just a confirmation that you'll include the note in that study and understand its not necessarily inclusive in this study.
- The ingress and egress from the Highway onto Siggelkow will be a significant local discussion. We will need to discuss more the alternatives for traffic flow beyond just roundabouts. There are a lot of vehicles, large vehicles, coming through there at pretty decent numbers. I understand there are multiple options here and want to make sure all are on the table within the EA going forward.
- Siggelkow was repaved and in some areas reconstructed underneath the highway in 2018. This should have been the fiscal responsibility of WisDOT but it declined. This will need to be accounted for with the cost sharing for this project based on the funds we expended for WisDOT's responsibility.
- We are going to want to discuss potential pedestrian enhancements at certain key crossings within this corridor. Areas where we have had issues that have no treatments presently. We would want to make sure all options remain available in this discussion to maximize the ability to create safe crossings.
- Can you confirm to what level this project is being planned for? My understanding is that it is a complete urban reconstruction that would require sidewalks on both sides of the street including the complete removal and replacement of existing pavement.
- Sidewalks are going to be necessary for this project both from the standpoint of pedestrian relief created by the congestion of the highway and possibly as you said for bicycles given the constraints about painting the bike lanes on the road. But as I understand it there is a new policy about not paying

for sidewalks. The Village is not agreeable to this as you might imagine and will require more discussion on this point.

- I also don't understand why you can't paint bike lanes on the road. I understand the condemnation powers lost but if you are not condemning for anything, not sure how that relates.
- To what extent has stormwater management been included in the planning thus far? What sorts of plans are in place for the highway to collect and convey its own stormwater? Any consideration for treatment?
- We would need to evaluate McFarland Utilities in the area. We have mostly crossings but would want to see what if any work is needed in association or in advance of this project. Also, MMSD should be consulted as they have a main line in the State right of way running from about Yahara Drive to the north project limits.
- The Village remains opposed to the current speed. This was brought to the attention to WisDOT a few years ago which lead to a meeting but no formal action to address it. This plan and project should better regulate speed through the Village.
- At some point we will want to discuss medians and how they interact with this project as well as what they are constructed with. I see them planned as grass now but would want to consider as hardscape as well through the EA.
- Street lighting would need to be considered as well. We began a designed concept on Farwell through that project last year and would likely want to continue that. We understand that could be cost shared but want to make sure it is also consistent through the corridor.
- Any thoughts yet on detours and/or constructing staging?
- We will need to talk further about access to Yahara Drive being limited through this project. We are not agreeable to limiting this access as its shown here.
- We talked a little bit about the bridge over the Yahara River. I would like to see more detail as its available on what is planned with this replacement. I know the County Parks has been consulted and again concur the opening needs to be wider to better regulate flow.
- I mentioned also that Farwell was repaved significantly in 2018 and was paid for by the Village. We would want to limit the impact on this work given what went into that project since its shown in the plans going deeper into the block than we were anticipating.
- At some point we should discuss the large retaining wall on Highway 51 across from Babcock Park. Also discuss new retaining walls that might be proposed (I think one was mentioned).

Are we able to setup a regular schedule for meetings going forward? If you are planning to complete this Environmental Assessment within the next year, it would seem to me we should be meeting more frequently to confer on these issues. Look forward to hearing back from you, let us know if you have any questions.

Thanks,  
Matt

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**From:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>

**Sent:** Wednesday, July 31, 2019 11:18 AM

**To:** Brad Czebotar <Brad.Czebotar@mcfarland.wi.us>

**Cc:** Matt Schuenke <Matt.Schuenke@mcfarland.wi.us>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Petersen, Joan <Joan.Petersen@strand.com>; DOT DTSD US 51 Stoughton to McFarland EA <DOTDTSDUS51StoughtonttoMcFarlandEA@dot.wi.gov>

**Subject:** 5845-06-03 US 51 Stoughton to McFarland Corridor Study - Village of McFarland

Mr. Czebotar,

The attached letter is to inform you that the Federal Highway Administration (FHWA) and the Wisconsin Department of Transportation (WisDOT) have recently resumed the US 51 Stoughton to McFarland corridor study after an approximate 3-year hiatus. We look forward to working with you as the study moves forward.



Sincerely,

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656

## Disclaimer

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www.mcfarland.wi.us | 5915 Milwaukee St, McFarland, WI 53558 | 608.838.3153

October 15, 2019

Wisconsin Department of Transportation  
Attn: Jeff Berens, Planning Engineer  
2101 Wright Street  
Madison, WI 53704

**Re: Village of McFarland Response to Proposed US Highway 51 Corridor Study**

Dear Mr. Berens,

I am writing to the Wisconsin Department of Transportation on behalf of the Village Board representing the interests of the residents of the Village of McFarland regarding the proposed plan that has been prepared through the US Highway 51 Corridor Study. This study (and many before it) concerns the planning effort to reconstruct US Highway 51 through the Village and places elsewhere. Ultimately, the work outlined in this planning document will lead to the design and construction of the project.

That is why it is critical now that the Village Board make its voice heard in this process through the submittal of this letter to outline our concerns about the present plans for the project. These have been outlined for you previously in a message from our Village Administrator sent on September 9<sup>th</sup> to which you responded on September 24<sup>th</sup>. Your response suggests that our concerns are either not valid to the Wisconsin Department of Transportation or otherwise not important to be considered within the project plan.

We will not accept such response for this project in our Community. The following issues need to be addressed within the project planning currently underway in order to gain our support:

- WisDOT has not discussed with local officials about the inclusion of roundabouts as well as other alternatives on Siggelkow Road, a local road.
- More emphasis should be provided in the project planning as it relates to safe and accessible pedestrian interactions with the highway as well as what pedestrian enhancements or improvements should be recommended.
- WisDOT will cost share in the installation of sidewalk of this project if not pickup the full cost of this improvement. Local share of sidewalk construction at 100% is not agreeable especially in the face of a likely Federal mandate for their inclusion.
- Other forms of transportation through the Village need to be further evaluated and included (i.e. bike lanes).
- More discussion and planning needs to happen now regarding stormwater management as a result of this project and not wait until design phase.
- The Village remains opposed to the current speed especially when WisDOT proposes no alternatives for pedestrians in a dense urban environment.
- Loss of access at Yahara Drive and near Farwell Street is too restricting. The Village is not agreeable to the access lost to local businesses such as Kwik Trip and Culvers. Access in all of these locations should be maintained.
- Farwell Street is a local road under local control, yet WisDOT continues to make plans to improve it without consultation with local officials. The present plan for Farwell Street and its interaction with US Highway 51 is not agreeable nor functionally realistic.
- The planned bridge span over Yahara River is a concern related to flooding and that it be demonstrated the plan to replace this bridge will be done so in concert with best practices for stormwater management. Furthermore the Village wishes to evaluate a path crossing under the bridge to provide for a safe crossing under the highway into Babcock Park from Yahara Drive.



This again is a summary list of our initial concerns with the project as presently proposed, there may be more forthcoming as the planning process continues into design in the future. If these concerns are not accounted for in some fashion within the planning phase, it will be difficult to impossible for the Village of McFarland to support this project. Further, we will by any means necessary continue to ensure our voice is heard on this project as it affects our Community and its residents.

I would encourage you to contact Matt Schuenke, Village Administrator at (608) 838-2303 or [matt.schuenke@mcfarland.wi.us](mailto:matt.schuenke@mcfarland.wi.us) to setup a meeting between Village Staff and myself to begin to address these issues and discuss how they will be accounted for within the project planning going forward.

Sincerely,

A handwritten signature in dark ink, appearing to read "Brad Czebotar". The signature is fluid and cursive, with the first name "Brad" clearly legible and the last name "Czebotar" written in a more stylized, connected script.

Brad Czebotar  
Village President

Cc: State Senator Mark Miller, Senate District 16  
State Representative Jimmy Anderson, Assembly District 47  
Craig Thompson, WisDOT Secretary  
Dave Vieth, WisDOT Southwest Region Director  
Capital Area Regional Planning Commission  
Madison Area Transportation Planning Board  
Mayor Tim Swadley, City of Stoughton  
James Hessling, Public Works Director  
Brian Berquist, Village Engineer  
Matthew G. Schuenke, Village Administrator

October 23, 2020

Wisconsin Department of Transportation  
Attn: Jeff Berens, Planning Engineer  
2101 Wright Street  
Madison, WI 53704

**Re:    UPDATED Village of McFarland Response to Proposed US Highway 51 Corridor Study**

Dear Mr. Berens,

On October 15, 2019, President Czebotar, on behalf of the McFarland Village Board, wrote you regarding their initial response to the proposed plans for the US Highway 51 Corridor Study (letter enclosed for reference). On December 12, 2019 we met to review and discuss the contents of this letter. It appears some of our concerns have been addressed.

Based on previous discussions we have had to date, this letter serves as an update to the letter sent in 2019. It remains our understanding that WisDOT desires to complete the Environmental Document for this project in order to move it forward to design and ultimately construction. We reiterate the points listed below so it's clear as to our positions on a number of items as the project progresses.

The following positions have been raised and need to be addressed with the project planning including but not limited to the following:

- The Village understands based on comments from WisDOT that all options remain available for ingress and egress of off ramps at the Siggelkow Road interchange. The Village desires to have input on the final controls for this intersection and does not outright accept roundabouts without further consideration of other options.



- Emphasis should continue to be provided in the project planning regarding safe pedestrian crossings at all intersections. The Village desires to have input on the final pedestrian accommodations and controls for these locations as part of ongoing planning and design for the project. WisDOT will at the very least cost share in these improvements as is appropriate.
- The Village understands that WisDOT will cost share at a ratio of 80 (State-Fed)/20 (Local) for the installation of sidewalk as part of this improvement. We will consider this as part of our discussion to enter into a State Municipal Agreement where appropriate.
- The Village continues to insist that bike lanes need to be included with the project as another form of transportation. It remains the Village's position that the availability of existing right of way is sufficient to support this without the need to acquire more right of way for this purpose.
- More discussion and planning is needed regarding stormwater management as a result of this project.
- The Village remains opposed to the current speed especially without further discussion and commitment from WisDOT on pedestrian safety.
- Upon review of the current plans, Yahara Drive has been reopened to full access with the addition of a dedicated turn lane. The Village is supportive of this change.
- The present design for the Farwell Street intersection and the proposed access closures remain far too restrictive and problematic. The Village is not agreeable to the access lost to local businesses such as Kwik Trip and Culvers. We are in receipt of the traffic study information shared on March 18, 2020 but more options need to be considered to assist in alleviating the issues at this location. The solution pushes all of the traffic problems from the highway onto the local road very close to the intersection for those two very active businesses. *This is remains the largest disagreement we have with the current plans and needs to be further rectified.* Access in all of these locations should be maintained. The present plan for Farwell Street and its interaction with US Highway 51 is not agreeable nor functionally realistic.



- The Village understands WisDOT is working with Dane County on the planned bridge span and is making accommodations to ensure its width is appropriate to alleviate flooding concerns.
- The Village still wishes to pursue, at least study, an underpass within the bridge spanning the Yahara River to provide for safe pedestrian access under the highway.

This again is a summary list of our initial concerns with the project as presently proposed. There may be more forthcoming as the planning process continues into design in the future. There are a number of issues that WisDOT Staff has worked with the Village on in the last year to resolve, and we do appreciate these efforts. There are, however, outstanding concerns of key importance to the Village that need additional work. If these concerns cannot be accounted for in some fashion within the planning phase, it remains difficult to impossible for the Village of McFarland to support this project as presented. Further, we will by any means necessary continue to ensure our voice is heard on this project as it affects our community and its residents.

Please review and contact me within any questions.

Sincerely,

*Matt Schuenke*

Matthew G. Schuenke, Village Administrator

Cc: Brad Czebotar, Village President  
 McFarland Village Board of Trustees  
 State Senator Mark Miller, Senate District 16  
 State Representative Jimmy Anderson, Assembly District 47  
 Craig Thompson, WisDOT Secretary  
 Dave Vieth, WisDOT Southwest Region Director  
 Mayor Tim Swadley, City of Stoughton  
 James Hessling, Public Works Director  
 Brian Berquist, Village Engineer

RICHARD GREEN, Chairman  
2722 Williams Drive  
Stoughton, WI 53589  
Ph. 873-4096  
DON LUND, Supervisor 1  
2289 Williams Point Dr  
Stoughton, WI 53589  
Ph. 873-9446  
TOM MCGINNIS, Supervisor 2  
2949 Tracy Lane  
Stoughton, WI 53589  
Ph. 877-0462

## TOWN OF PLEASANT SPRINGS

Dane County  
Pleasant Springs Town Hall  
2354 County Rd N  
Stoughton, Wisconsin 53589-2873  
Tel: (608) 873-3063  
Fax: (608) 877-9444  
E-mail: cttops@tds.net

JAY DAMKOEHLER, Supervisor 3  
2663 CTH B  
Stoughton, WI 53589  
Ph. 205-9658  
MARY HALEY, Supervisor 4  
2878 Golden Circle  
Stoughton, WI 53589  
Ph. 873-9013  
DONNA VOGEL, Clerk/Treasurer  
2354 County Rd N  
Stoughton, WI 53589  
Ph. 873-3063

July 13, 2009

Jeff Berens, P.E.  
WisDOT- Southwest Region  
2101 Wright Street  
Madison WI 53704

RE: US Highway 51 Corridor Study

Dear Mr. Berens,

The Pleasant Springs Town Board has carefully considered the information presented at several DOT-sponsored meetings, evaluated the information at the Public Information Meetings in May, and participated in resident listening sessions.

Because of the serious impacts on residents, commercial activities and rural character of the town, the Board unanimously opposes any bypass construction on Skaalen and Pleasant Hill Roads, or expansion of CTH B east of CTH N. We urge you to limit any changes in the town to HWY 51/CTH B to Page Street, then south and east to cross Williams Drive, then south to CTH N. We endorse creation of a new entrance to Stoughton Business Park North from this bypass.

For the Town Board,



Richard Green  
Chairman



CITY OF STOUGHTON

381 East Main Street Stoughton, WI 53589  
(608) 873-6677 [www.ci.stoughton.wi.us](http://www.ci.stoughton.wi.us)

June 25, 2009

Mr. Jeff R. Berens, P.E.  
WisDOT – Southwest Region  
2101 Wright Street  
Madison WI 53704

Re: US Highway 51 Corridor Study

Dear Mr. Berens:

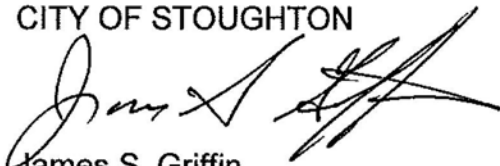
The City of Stoughton Common Council would like the following motion to be on record with WisDOT regarding the US Highway 51 Corridor Study:

"The Common Council of the City of Stoughton goes on record with the WI DOT that the City of Stoughton recommends the Alternative Plan B with the by pass limited to County Trunk N South to Highway 51: 4 lane US 51 from Stoughton to McFarland with North South County B East interchange and 4 lane roadway around Stoughton as modified only to County N."

Please contact Rodney Scheel, Director of Planning and Development, if you have any questions.

Sincerely,

CITY OF STOUGHTON

  
James S. Griffin  
Mayor

JSG:lja





CITY OF STOUGHTON  
DEPARTMENT OF  
PLANNING & DEVELOPMENT  
381 East Main Street, Stoughton, WI. 53589

(608) 873-6619

[www.ci.stoughton.wi.us](http://www.ci.stoughton.wi.us)

RODNEY J. SCHEEL  
DIRECTOR

September 9, 2015

Wisconsin Department of Transportation  
Attention: Jeff Berens  
2101 Wright Street  
Madison, WI 53704

RE: Comments on US 51 Corridor Study:  
Project ID 5845-06-02/-03

Dear Mr. Berens:

As you are aware, DOT officials and consultants made a presentation to the Common Council on August 11, 2015 and they appreciated the opportunity for a briefing on the status of the project. A number of elected City officials and Leadership Team members attended the Open House on August 26, 2015. Following these presentations, the elected body felt motivated to provide feedback as a body for a few items that more directly affect the City. They crafted and adopted the attached Resolution at their meeting on September 8, 2015 in response to the request for comments by September 25<sup>th</sup>.

In addition to the adopted resolution, several continued to voice their concern about truck traffic through the City and would like to know if a suggested route can be signed around the City using CTH N and CTH B for trucks whose destination is not Stoughton.

If you have any questions or would like to discuss this issue, please contact me.

Sincerely,  
City of Stoughton  
*Rodney Scheel*  
Rodney Scheel  
Director of Planning & Development

Enclosure

Cc: Mayor Donna Olson  
Michael Hoelker (via email)  
Jeff Gust (via email)  
Joan Peterson (via email)

## RESOLUTION OF THE COMMON COUNCIL

Providing Wisconsin Department of Transportation comments on the current alternatives being considered as part of the USH 51 Corridor Study Environmental Assessment.

Committee Action: Public Safety Committee (4-0)

Fiscal Impact: \$0

**File Number:** R-142-2015

**Date Introduced:** September 8, 2015

**WHEREAS**, the Wisconsin Department of Transportation (DOT) has been evaluating USH 51 from I-39/90 through Stoughton and McFarland to USH 12/18; and

**WHEREAS**, the DOT held a Public Involvement meeting on August 26, 2015 to update the public on the status of the project and requesting comments by September 25, 2015 on the alternatives presented; and

**WHEREAS**, the DOT reported the study has shifted into a two phase approach with near-term improvements being considered as part of an Environmental Assessment (EA) in which improvements are to be funded within six years of completing the document and long-term improvements being considered as part of a tiered Environmental Impact Statement (EIS) process for improvements that may be considered for funding in a longer time frame; and

**WHEREAS**, the Environmental Assessment process is identified to evaluate alternatives that can be constructed in the near-term and address safety, operations, deteriorating pavement conditions, and bicycle and pedestrian accommodations; and

**WHEREAS**, the DOT reported that due to fiscal constrain requirements, Alternative B (4-lane expansion) will no longer be considered as part of the EA process that identifies short-term improvements; and

**WHEREAS**, the DOT has identified a new alternative (Alternative H-hybrid) that will considered as part of the EA process and meets fiscal constraint requirements; and

**WHEREAS**, Alternative H is defined by these major improvements:

- Reconstruction of 2-lane US 51 east of Stoughton.
- Reconstruction of existing 2- and 4-lane US 51 through downtown Stoughton.
- Urban and rural 4-lane reconstruction along the west side of Stoughton.
- Reconstruction of rural 2-lane US 51 (Stoughton to McFarland) with intersection improvements.
- Urban 4-lane reconstruction in McFarland.
- Pavement replacement between Larson Beach Road and Terminal Drive/Voges Road in



McFarland, Siggelkow Road interchange ramp improvements and addition of auxiliary lanes north of Siggelkow Road.

- Bicycle and pedestrian accommodations; and

**WHEREAS**, the Stoughton Common Council has reviewed the alternatives presented at the Open House and their focus is on improvements proposed in and adjacent to the City; and

**WHEREAS**, the City of Stoughton understands they will be consulted as final design plans are prepared for construction; and

**WHEREAS**, the Stoughton Common Council is presenting comments as requested to the DOT and has identified the following items to be further considered for Alternative H to better meet the purpose and need of the Environmental Assessment process:

- Recommend Hoel Avenue/Silverado Drive should be improved with a traffic signal or roundabout to improve unacceptable operations for side street drivers and to improve pedestrian and bicycle safety at this intersection; and
- Support the construction of a roundabout at Roby Road; and
- Support no parking on either side of Main Street in Stoughton from the railroad tracks to Spring Road to provide better terrace widths and include trees to enhance the entrance into the City; and
- Recommend extension of the proposed shared-use path from Velkommen Way north to CTH B east at least on the east side of USH 51; and
- Recommend pedestrian crossings be enhanced for designated locations crossing four lanes of traffic by considering the use of overhead signs and flashers, alternative pavement types for the crosswalks, mid-crossing medians, enhanced signalization; and
- Study/consider the feasibility of a park n ride (PNR) such as (a) the USH 51/South 138 intersection recommended in the recent Wis DOT SW Region PNR Study, (b) CTH B near Williams Dr. identified in the last Transit Development Plan by the Madison Area Transportation Board, (c) USH 51/South Highway B East intersection to encourage carpooling and its use with future bus transportation; and

**BE IT RESOLVED** by the Common Council of the City of Stoughton hereby provides the Wisconsin Department of Transportation support for Alternative H with the following specific items for consideration:

- Strongly recommend Hoel Avenue/Silverado Drive should be improved with a traffic signal or roundabout to improve unacceptable operations for side street drivers and to improve pedestrian and bicycle safety at this intersection; and
- Support the construction of a roundabout at Roby Road; and
- Support no parking on either side of Main Street in Stoughton from the railroad tracks to Spring Road to provide better terrace widths and include trees to enhance the entrance into the City; and
- Recommend extension of the proposed shared-use path from Velkommen Way north to CTH B east at least on the east side of USH 51; and
- Recommend pedestrian crossings be enhanced for designated locations crossing four lanes of traffic by considering the use of overhead signs and flashers, alternative pavement types for the crosswalks, mid-crossing medians, enhanced signalization; and
- Study/consider the feasibility of a park n ride (PNR) such as (a) the USH 51/South 138 intersection recommended in the recent Wis DOT SW Region PNR Study, (b) CTH B near Williams Dr. identified in the last Transit Development Plan by the Madison Area Transportation Board, (c) USH 51/South Highway B East intersection to encourage carpooling and its use with future bus transportation; and
- The City be consulted during the evolving design process continues through to construction.



Council Action: ☒ Adopted ☐ Failed Vote \_\_\_\_\_

Mayoral Action: ☒ Accept ☐ Veto

Donna Olson

Donna Olson, Mayor

9-8-15

Date

Council Action: 11-0 ☐ Override Vote \_\_\_\_\_

S:\MPS-Shared\Resolutions\USH51CorridorStudy-WithAdditionalItems.docx



CITY OF STOUGHTON  
DEPARTMENT OF  
PLANNING & DEVELOPMENT  
207 S. Forrest St., Stoughton, WI. 53589

(608) 873-6619      [www.ci.stoughton.wi.us](http://www.ci.stoughton.wi.us)

RODNEY J. SCHEEL  
DIRECTOR

October 28, 2019

Wisconsin Department of Transportation  
Attention: Jeff Berens  
2101 Wright Street  
Madison, WI 53704

RE:    Comments on US 51 Corridor Study:

Dear Mr. Berens:

A number of elected City officials and Leadership Team members attended the Public Involvement Meeting on September 26, 2019. Following the Public Involvement Meeting, the elected body felt motivated to provide feedback as a body for a few items that more directly affect the City. They crafted and adopted the attached Resolution at their meeting on October 22, 2019 in response to the request for comments by the end of October.

If you have any questions or would like to discuss this issue, please contact me.

Sincerely,  
City of Stoughton  
*Rodney Scheel*  
Rodney Scheel  
Director of Planning & Development

Enclosure

cc:    Mayor Tim Swadley (via email)  
       Joan Peterson (via email)

## RESOLUTION OF THE COMMON COUNCIL

Providing Wisconsin Department of Transportation comments on the current preferred Alternative H being considered as part of the USH 51 Corridor Study Environmental Assessment.

Committee Action: Public Works Committee approved 4-0 on October 17, 2019

Fiscal Impact: \$0

**File Number:** R-169-2019

**Date Introduced:** October 22, 2019

**WHEREAS**, the Wisconsin Department of Transportation (DOT) has re-initiated the USH 51 study from I-39/90 through Stoughton and McFarland to USH 12/18; and

**WHEREAS**, the DOT held a Public Involvement meeting on September 26, 2019 to update the public on the status of the project and requesting comments on the items presented; and

**WHEREAS**, the DOT reported the study has identified Alternative H as the preferred alternative; and

**WHEREAS**, the Environmental Assessment process is identified to evaluate alternatives that can be constructed in the near-term and address safety, operations, deteriorating pavement conditions, and bicycle and pedestrian accommodations; and

**WHEREAS**, the DOT reported that due to fiscal constrain requirements, Alternative B (4-lane expansion) will no longer be considered as part of the EA process that identifies short-term improvements; and

**WHEREAS**, the Stoughton Common Council has reviewed the alternative presented at the Open House and their focus is on improvements proposed in and adjacent to the City; and

**WHEREAS**, the City of Stoughton understands they will be consulted as final design plans are prepared for construction; and

**WHEREAS**, the Stoughton Common Council is presenting comments as requested to the DOT and has identified the following items to be further considered:

- A ten-foot wide sidewalk be installed one or both sides of USH 51 from Jackson Street to CTH B East; and
- Recommend pedestrian crossings be enhanced for designated locations crossing four lanes of traffic by considering the use of overhead signs and flashers, alternative pavement types for the crosswalks, mid-crossing medians, enhanced signalization; and
- Study/consider the feasibility of a park n ride (PNR) such as (a) the USH 51/South 138 intersection recommended in the recent Wis DOT SW Region PNR Study, (b) CTH B near Williams Dr. identified in the last Transit Development Plan by the Madison Area Transportation Board, (c) USH 51/South Highway B East intersection to encourage carpooling and its use with



future bus transportation; and

**BE IT RESOLVED** by the Common Council of the City of Stoughton hereby provides the Wisconsin Department of Transportation support for Alternative H with the following specific items for consideration:

- A ten-foot wide sidewalk be installed one or both sides of USH 51 from Jackson Street to CTH B East; and
- Recommend pedestrian crossings be enhanced for designated locations crossing four lanes of traffic by considering the use of overhead signs and flashers, alternative pavement types for the crosswalks, mid-crossing medians, enhanced signalization; and
- Study/consider the feasibility of a park n ride (PNR) such as: (a) the USH 51/South 138 intersection recommended in the recent Wis DOT SW Region PNR Study, (b) CTH B near Williams Dr. identified in the last Transit Development Plan by the Madison Area Transportation Board, (c) USH 51/South Highway B East intersection to encourage carpooling and its use with future bus transportation; and
- The City be consulted during the evolving design process continues through to construction.

Council Action: ☒ Adopted ☐ Failed Vote 12-0

Mayoral Action: ☒ Accept ☐ Veto

\_\_\_\_\_  
Tim Swadley, Mayor Date 10/22/19

Council Action: \_\_\_\_\_ ☐ Override Vote \_\_\_\_\_

S:\MPS-Shared\Resolutions\USH 51 Corridor Study-2019 Public Involvement Comments.docx

**From:** [rjscheel@ci.stoughton.wi.us](mailto:rjscheel@ci.stoughton.wi.us)  
**To:** [Kobryn, Jennifer](#)  
**Cc:** [Hellermann, Luke](#); [jeff.berens@dot.wi.gov](mailto:jeff.berens@dot.wi.gov); [Fisher, Mark](#); [Petersen, Joan](#); [JWeiss@stoughtonutilities.com](mailto:JWeiss@stoughtonutilities.com)  
**Subject:** RE: 5845-06-03; US 51 Corridor Study  
**Date:** Tuesday, November 19, 2019 5:30:45 PM  
**Attachments:** [image001.png](#)

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Jennifer,

1. Please contact Utilities Director Jill Weiss to discuss estimates of cost for water and sanitary sewer infrastructure. She is carbon copied on this email. I assume she will need to understand the project limits. Is it the entire USH 51 Corridor through the City limits? Any previous estimates for water and sewer infrastructure that were used may also be helpful.
2. As far as pedestrian enhancements, there has been continuous concern about pedestrian safety especially crossing USH 51 where there are 4 lanes of traffic. These locations seem to be logical locations for pedestrian enhancements:
  - Cummins to Pick n Save crossing
  - Crossing at 1410 USH 51
  - Crossing at Hamilton Street
  - Crossing at Nora/W. Main Street
  - Crossing at Monroe Street

Overhead trombone arms with pedestrian flashers that are activate when pedestrians are using these crosswalks seem appropriate. Rectangular Rapid Flashing Beacons in connection with the overhead indicators would be helpful. We often see instances when a pedestrian is crossing the street and the inside lane may stop for the pedestrian but the driver in the outer lane doesn't know why the inside lane driver is stopped and continues. I am not sure if advance stop locations on the pavement have proven to be effective, but when drivers stop back from the crosswalks it allows been visibility for other drivers to stop in time for pedestrians.

I hope this provided some additional insight. If you would like to schedule a time to talk, I have good availability on Monday, Tuesday or Wednesday next week.

Rodney Scheel  
Director of Planning & Development  
City of Stoughton  
608.873.6619

---

**From:** Kobryn, Jennifer [mailto:[Jennifer.Kobryn@strand.com](mailto:Jennifer.Kobryn@strand.com)]  
**Sent:** Tuesday, November 19, 2019 4:13 PM  
**To:** Rodney J. Scheel <[rjscheel@ci.stoughton.wi.us](mailto:rjscheel@ci.stoughton.wi.us)>  
**Cc:** Hellermann, Luke <[Luke.Hellermann@strand.com](mailto:Luke.Hellermann@strand.com)>; Berens, Jeff - DOT <[jeff.berens@dot.wi.gov](mailto:jeff.berens@dot.wi.gov)>; Fisher, Mark <[Mark.Fisher@strand.com](mailto:Mark.Fisher@strand.com)>; Petersen, Joan <[Joan.Petersen@strand.com](mailto:Joan.Petersen@strand.com)>  
**Subject:** 5845-06-03; US 51 Corridor Study

Hello Rodney,

WisDOT was hoping to get some information from the city of Stoughton. Depending on what is easier you can send us information by email, we can call when you are available, or we can stop over for a quick meeting. The following are the two topics that we would like some more information from the city.

1. During construction there could be utility work completed by the contractor for Water and Sanitary Lines (Paid for by the utilities). We were wondering if the City or Stoughton Utilities could provide us with an opinion of probable construction cost for utility improvements that could occur when US 51 is under construction in the city of Stoughton.
2. The city has mentioned that they would like pedestrian enhancements included in the project. Can you please provide more details on the specific enhancements and locations that you are looking for improvements.

We would appreciate this information before Thanksgiving if possible. Please call or email if you have any questions.

Thank you,



**Jennifer Kobryn, P.E.**

Strand Associates, Inc.®

608.251.4843 ext. 1097

[jennifer.kobryn@strand.com](mailto:jennifer.kobryn@strand.com) | [www.strand.com](http://www.strand.com)

P.E. (WI)

*Excellence in Engineering Since 1946.*



**From:** Berens, Jeff - DOT  
**To:** [Petersen, Joan](#)  
**Cc:** [Kobryn, Jennifer](#); [Hellermann, Luke](#)  
**Subject:** FW: USH 51 Corridor EA  
**Date:** Monday, February 1, 2021 7:48:59 AM

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[EXTERNAL EMAIL]: Verify sender before opening links or attachments.

---

**From:** Berens, Jeff - DOT  
**Sent:** Friday, January 29, 2021 1:17 PM  
**To:** [rjscheel@ci.stoughton.wi.us](mailto:rjscheel@ci.stoughton.wi.us)  
**Subject:** RE: USH 51 Corridor EA

Hi Rodney,

The purpose of a public hearing is to obtain public testimony regarding the proposed improvements and to ensure that the transportation decisions are consistent with the goals and objectives of the federal, state, and local entities. This could include providing testimony on items or concerns that an individual or group feels were not adequately addressed by the project. In previous correspondence with Mr. Springman and the City, WisDOT has stated that additional bicycle and pedestrian accommodations would continue to be discussed with the City and further evaluated during the final design process. WisDOT still considers this an acceptable approach to address these concerns at this time.

Due to efforts to reduce and stop the spread of the COVID-19 virus, if a public hearing were requested, there would be a virtual component and an in-person component the following day. An appointment system would most likely be necessary for the in-person component of the public hearing so it could be held consistent with the current Dane County COVID guidelines at the time of the hearing. At the in-person component of a hearing, stakeholders would have the opportunity to review exhibits and ask questions of project staff prior to giving testimony, however there would not be a group question and answer session (like there has been at past public involvement meetings). If participants asked questions while providing public verbal testimony the project team would not answer those questions, rather identify that staff members are available for one on one discussion. For the virtual component of the hearing, project stakeholders would be able to view the presentation and review the exhibits online. There would be no question and answer period during the virtual public hearing; however stakeholders could submit questions via email or US mail to the WisDOT Project Manager to be answered after the hearing. Finally, as a point of clarification; testimony given at a public hearing is not weighed more heavily than comments received during the environment document availability period.

There is no drawback to holding a public hearing for the project, it is part of the environmental process. If a public hearing were requested, WisDOT would hold one, but if a request were made or project inquiry were made, WisDOT would try to clarify with the concerned individual what would occur at a public hearing versus what would occur at a public meeting.

In order to request a public hearing, a written request must be submitted via US mail on or before February 4, 2021 to WisDOT. If Mr. Springman has requested a hearing, I have not received his request yet.

Let me know if you have any additional questions. Thank you.

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656

---

**From:** [rjscheel@ci.stoughton.wi.us](mailto:rjscheel@ci.stoughton.wi.us) <[rjscheel@ci.stoughton.wi.us](mailto:rjscheel@ci.stoughton.wi.us)>  
**Sent:** Friday, January 29, 2021 7:09 AM  
**To:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Subject:** USH 51 Corridor EA

Jeff,

Roger Springman continues to suggest the need for a Public Hearing. He has made his interest known to the Mayor, City Council and Redevelopment Authority. He may get some RDA support to request a hearing. Last night, Roger told the RDA he has already made a request but is seeking their support to also request a hearing.

Based on my conversation with you, the hearing only presents a one-way communication where the public can present their concerns and there isn't response by the DOT at the hearing. Is that still correct?

Further, it seems like the request is supposed to be related to impacts not necessarily to add design features. I anticipate specific design items may be considered during design such as pedestrian crossings, rectangular rapid flashing beacons, etc.

Is there a drawback to holding the hearing?

Thanks.

Rodney Scheel  
Director of Planning & Development  
City of Stoughton  
608.873.6619

OTHER



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LTH copy

Rec'd 6-30-11

765 Northern Ct.  
Stoughton, WI 53589  
June 4, 2011

Mr. J. Berens P.E.  
WisDOT Project Manager  
WisDOT -Southwest Region- Madison  
2102 Wright St.  
Madison, WI 53704

Ms. J. Petersen P.E.  
Consultant Project Manager  
Strand Associates, Inc.  
910 Wright St.  
Madison, WI 53704

Mr. D. Barber  
Bay View Heights, Inc.  
909 Charles Ln.  
Stoughton, WI 53589

Secretary  
Town Of Dunn  
4156 County Road B  
McFarland, WI 53558

To: All parties concerned...

Regarding the proposed Highway 51 Relocation-Improvement Project between the communities of McFarland and Stoughton, WI

We, the undersigned, being permanent residents of the BayView Heights Community, located on Highway 51 north of Stoughton, and specifically, residents of Northern Court and the Immediate Neighborhood... do altogether protest, and take great issue with what we have only recently learned of the Highway Planning Authority decision to remove several homes here in Northern Court, and force a new road through from the north-west, to facilitate access to the community.

Such a plan, if realized, would cause several serious problems. It would undoubtedly serve to cause residents varying degrees of emotional, financial, and mental distress, as well as increasing traffic hazards in the area. There can be no doubt of it.

The plan, as we understand it, would require the complete removal of the homes of several permanent residents and neighbors here, so a new entry/ exit point could be constructed. Northern Court would be transformed from a peaceful, dead-end court to a thoroughfare with a continual flow of traffic through the area, close to our homes.

Such an alteration would significantly lessen the desirability of living in or near the Northern Court Neighborhood, both in the minds of current residents, as well as future, prospective

home buyers. Such an alteration would unavoidably poison this clean and quiet area with unwelcome traffic noise and hydrocarbon pollution, dirt, road dust and debris, and greatly increase the danger to the many young children living in the area, as well as present an additional hazard to our more senior pedestrians.

With thru-traffic access, there would inevitably be an increased threat of strangers, undesirables, and opportunistic crime, as well as a high potential for vehicular accidents, especially in the winter, due to the hilly terrain. (At least one home, sited near the existing entry point on Hy.51, has already been crashed into...) Residents of the Northern Court neighborhood have no desire to be subject to such potential and real threats.

We all have seen our home values lessened considerably due to the current economy. We cannot calmly stand-by while our home values are further eroded and crippled by a bureaucratic decision to turn this familiar, well-established and desirable neighborhood into a thoroughfare primarily dedicated to motoring convenience and expediency. Such an outcome would be completely and totally alien and unacceptable to us all.

Please do not fail to understand that not one of us considers our permanent homes to be rental units nor temporary housing in which we hold no stake. Our homes are not frivolous and disposable vacation homes nor "extra" second residences. For the majority, they are definitely not starter homes nor transitional units, and we have purposely chosen to settle and live here for precisely the reason that there is no thru-traffic, noise or vehicular pollution, no thru-flow of residents, commuters, gawking strangers or other unfamiliars.

We most vehemently urge and entreat the Highway Planning Authority to completely abandon all current and future plans to construct an alternate or additional access point to the BayView Heights Community by utilizing or altering any part of Northern Court, or any portion of the immediate land or lots where our homes are permanently sited.

We residents of Northern Court and the immediate neighborhood strongly suggest that the Highway Planning Authority develop alternate plans which do not, in effect, destroy our homes, our neighborhood and our well-established lives here. Adequate adjacent lands exist which could be utilized for alternate access, and which could be developed and configured to avoid the nefarious destruction of our neighborhood.

Has a clever, comprehensive design, focusing upon the currently existing entry and exit area on Hy.51, as well as the Beach Road area just to the east, been given sufficient consideration? Has such even been considered?

We believe that incomplete planning and lack of foresight and authority in the past has led to this potentially negative situation we have outlined. We also believe that thoughtful, creative planning now can lead to a positive, non-destructive, non-invasive outcome for those most concerned, while meeting necessary transportation goals for the area and future.

Sincerely,

Lee Rowley

  
Residents of Northern Court  
BayView Heights Community  
Stoughton, WI





Date: August 27, 2012

To: Jeff Berens  
Wisconsin Department of Transportation

From: Tammi K. Alexander

Subject: Response to proposal for extension of Dyerson Road on UW property

Per your email of August 1, 2012, proposing two options for an extension of Dyerson Road on UW property for access by the Bayview Heights Manufactured Homes Community (hereafter called Bayview Heights), I have met with the representatives from the Kegonsa Research Campus (KRC) (which includes the Physical Sciences Lab (PSL), the Synchrotron facility, the Tantalus facility and my office as representatives of the entire property).

Below are the issues and questions we have regarding the proposals.

- 1) We request that your engineers provide us with data on what the vibration levels will be that may affect the Synchrotron facility. We would appreciate not only receiving data on the vibrations to install the new road, but also what the expected vibration data will be with regular traffic on the extended Dyerson Road. Also, with the potential of a future WIFEL facility being constructed in the crop land north of the Physical Sciences Lab, across Schneider Drive, we'd appreciate vibration data on regular traffic along the existing Dyerson Road in that area.
- 2) Has DOT considered working the adjacent land owner (Wildcat Investments) to the north to give up property? He may be more willing to sell. It also appears that the road extension on the adjacent owners land from the existing Dyerson Rd would be more of a straight line to the trailer court road (my map attached). The extension on UW property will eliminate the existing access to the crops along the new Dyerson Road extension.
- 3) The UW's preference is not to extend the road along the west end of Bayview Heights. This would further reduce the UW's crop land. The shorter option connecting to Bayview Heights at the Northwest corner of the park would allow the DOT less taking of UW property. Seems far more cost effective to relocate a couple manufactured homes vs. buying land and extending the road nearly twice the initial length.

**Space Management Office - Facilities Planning & Management**

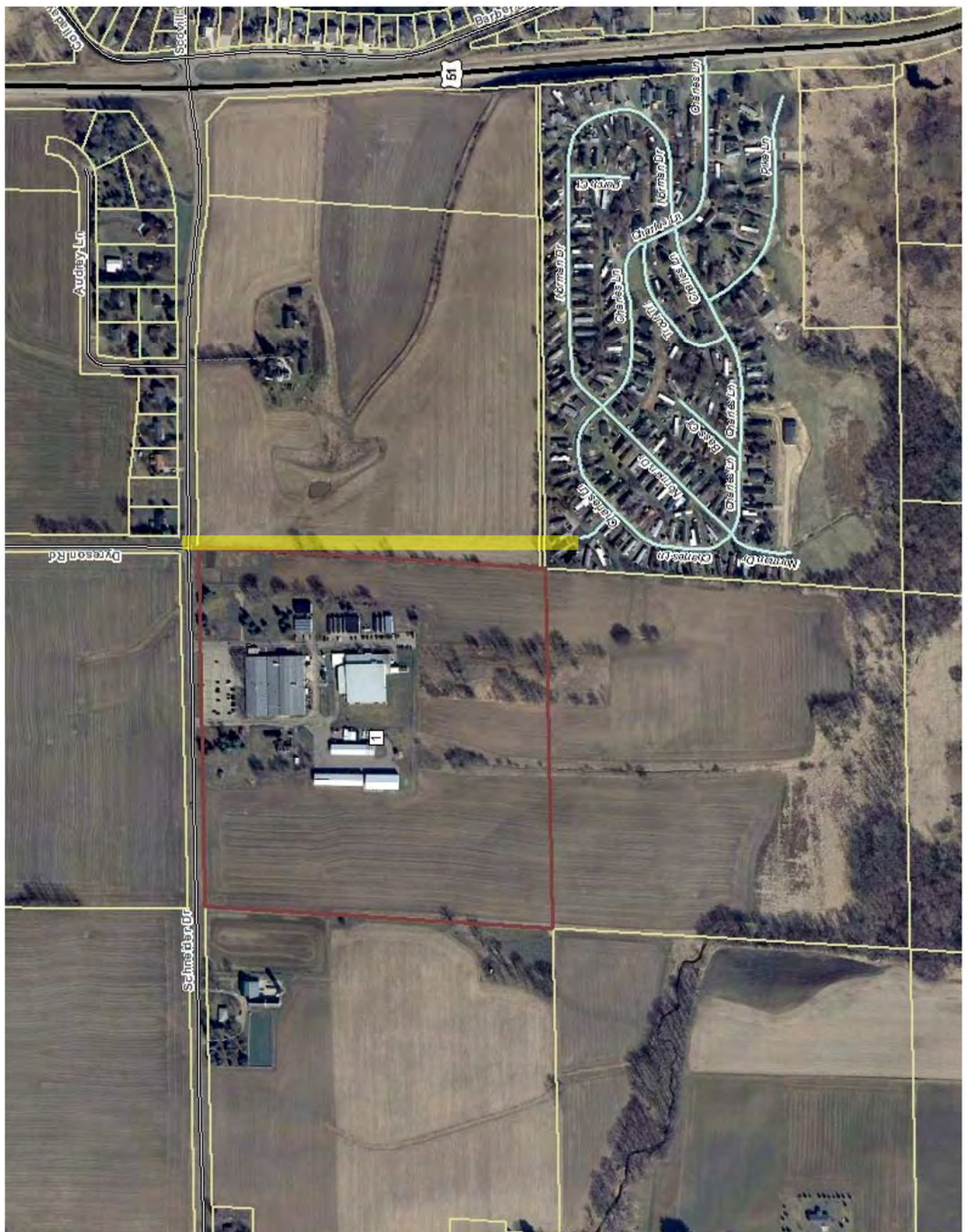
Room 807 WARF Building    610 Walnut Street    Madison, Wisconsin 53726-2397  
(608) 263-3043    FAX (608) 262-6801    TTY (608) 265-5147

- 4) The UW would request that all fence line affected by the new road extension be replaced with a sturdy fence with possibly a visual block along the stretch of the Physical Sciences Buildings. We do have concerns that the increased visibility of the Physical Sciences Buildings and projects may be more inviting for theft and vandalism since the property is currently not visible to anyone except the neighboring farm land. Fencing along the crop land could be replaced with a tension fence of equal quality to the existing.
- 5) We want to ensure that the road construction will have no harming affect to the existing drumlin within the cropped land.
- 6) There are concerns that the road surface will most likely affect the crops with additional water and salt runoff. Adequate drainage will need to be addressed.
- 7) The UW is in favor of having Schneider Road accessible by Highway 51, but it is not clear from the map provided about the ability to turn north on Highway 51 from Schneider Drive. We would prefer the ability to go both north or south on Highway 51 if it is possible. There are great concerns that PSL will be very difficult for visitors and vendors to locate giving directions to the round-about on County Highway B then to PSL.
- 8) Are there plans underway to construct an extension of Highway B to State Highway 14?

We would greatly appreciate if you could provide answers and comfort the concerns of all the KRC faculty and staff.

Enclosure









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  
E-mail: [madison.dtd@dot.wi.gov](mailto:madison.dtd@dot.wi.gov)

October 10, 2012

Ms. Tammi K. Alexander  
UW-Madison, Space Management Office  
Room 807 WARF Building  
610 Walnut Street  
Madison, WI 53726-2397

Re: Extension of Dyreson Road  
US 51 Corridor Study  
(Stoughton-McFarland)  
I-39/90 to US 12/18 (Madison South Beltline)  
WisDOT Project ID 5845-06-02

Dear Ms. Alexander:

Thank you for your letter dated August 27, 2012 that was in response to my e-mail of August 1, 2012 about the proposed extension of Dyreson Road. The extension of Dyreson Road south of Schneider Drive is proposed as part of the US 51 Corridor Study, Alternative B (4-lane expansion of US 51). Your letter noted a number of concerns and questions. The responses in this letter are shown below with your comments and questions listed first (in italics).

- We request that your engineers provide us with data on what the vibration levels will be that may affect the Synchrotron facility. We would appreciate not only receiving data on the vibrations to install the new road, but also what the expected vibration data will be with regular traffic on the extended Dyerson Road. Also, with the potential of a future WIFEL facility being constructed in the crop land north of the Physical Sciences Lab, across Schneider Drive, we'd appreciate vibration data on regular traffic along the existing Dyerson Road in that area.*

We have consulted with our Geotechnical Section and developed a methodology for the vibration testing in the area. Please review the document and let us know if you find it acceptable. Once the testing is completed, all information would be shared.

- Has DOT considered working the adjacent land owner (Wildcat Investments) to the north to give up property? He may be more willing to sell. It also appears that the road extension on the adjacent owners land from the existing Dyerson Rd would be more of a straight line to the trailer court road (my map attached). The extension on UW property will eliminate the existing access to the crops along the new Dyerson Road extension.*

The current preliminary design of the proposed extension of Dyreson Road from Schneider Drive south to Bay View Heights (BVH) manufactured home community requires approximately 1.2 acres of right of way (R/W) from Wildcat Investments. Approximately 6.4 acres of R/W would be acquired from the University of Wisconsin (UW).

The initial design for the extension of Dyreson Road connected to BVH at the northwest corner of the community, similar to what is shown on the map you provided with your August 27, 2012 letter. However, that alignment resulted in two residential relocations from BVH and significant opposition from community residents. WisDOT received a petition signed by residents of the Northern Court Neighborhood and adjacent





neighborhoods within BVH. The petition expressed opposition to the connection of Dyreson Road to the northwest corner of BVH. Specifically, the petition expressed opposition to the unnecessary residential relocations, removing the cul-de-sac within the Northern Court Neighborhood, and routing traffic from the BVH community through the neighborhood that is located around the cul-de-sac. The petition indicated that the new connection would change the character of neighborhoods in the area and the travel patterns within BVH.

WisDOT will work with the UW to provide adequate access to agricultural fields.

3. *The UW's preference is not to extend the road along the west end of Bayview Heights. This would further reduce the UW's crop land. The shorter option connecting to Bayview Heights at the Northwest corner of the park would allow the DOT less taking of UW property. Seems far more cost effective to relocate a couple manufactured homes vs. buying land and extending the road nearly twice the initial length.*

WisDOT believes that connecting Dyreson Road to the northwest corner of BVH would result in impacts beyond the relocation of two homes. As expressed by neighborhood residents, there would be an impact from routing a substantial amount of traffic from the BVH community of approximately 230 homes through the Northern Court Neighborhood. The changed traffic patterns would result in increased volumes through the existing neighborhood on a cul-de-sac. The changed travel patterns would likely change the character of neighborhoods in the area.

Another concern with connecting Dyreson Road to the northwest corner of BVH is the steep grade at this corner of the community. The steep grade on Northern Court and the required turn onto Charles Lane could be a safety issue in the winter months.

WisDOT believes the proposed design with the connection of Dyreson Road to the southwest corner of BVH is a better option. This option would route traffic through BVH on Norman Drive, a more heavily traveled, "main street" in the BVH community. The grade on Norman Drive is also more suitable for the projected traffic volumes.

4. *The UW would request that all fence line affected by the new road extension be replaced with a sturdy fence with possibly a visual block along the stretch of the Physical Sciences Buildings. We do have concerns that the increased visibility of the Physical Sciences Buildings and projects may be more inviting for theft and vandalism since the property is currently not visible to anyone except the neighboring farm land. Fencing along the crop land could be replaced with a tension fence of equal quality to the existing.*

WisDOT would be willing to work with the UW to provide fencing in the area.

5. *We want to ensure that the road construction will have no harming affect to the existing drumlin within the cropped land.*

Attached is a map showing preliminary slope intercepts and proposed R/W lines. The dashed yellow lines are the slope intercepts, or the area where the design matches into the existing ground, and the outside red lines would be the proposed right-of-way.

6. *There are concerns that the road surface will most likely affect the crops with additional water and salt runoff. Adequate drainage will need to be addressed.*

Ditches have been provided to contain road surface drainage.



7. *The UW is in favor of having Schneider Road accessible by Highway 51, but it is not clear from the map provided about the ability to turn north on Highway 51 from Schneider Drive. We would prefer the ability to go both north or south on Highway 51 if it is possible. There are great concerns that PSL will be very difficult for visitors and vendors to locate giving directions to the round-about on County Highway B then to PSL.*

Two options are under consideration for the connection of Schneider Drive to US 51. One option would remove access to US 51 and traffic on Schneider Drive would need to access US 51 via the proposed County B/Dyreson Road interchange with US 51. The second option provides restricted access to US 51 at Schneider Drive. The restricted access would allow right-in, right-out, and left-in turning movements at Schneider Drive. Vehicles on Schneider Drive wishing to go northbound on US 51 would need to use the interchange.

8. *Are there plans underway to construct an extension of Highway B to State Highway 14?*

There are currently no plans to construct an extension of County B to US 14.

Please contact me at (608)245-2656 if you have further questions or need additional information on the information provided above.

Sincerely,

A handwritten signature in cursive script that reads "Jeff Berens".

Jeff Berens, P.E.





October 22, 2012

Jeff Berens  
Wisconsin Department of Transportation (WDOT)  
Southwest Region  
2101 Wright Street  
Madison, WI 53704-2583

Subject: Extension of Dyerson Road on University of Wisconsin Property

Dear Mr. Berens:

The University has reviewed the current WDOT plans to extend Dyerson Road for the benefit of the Bayview Heights Manufactured Homes Community (Bayview Heights). We offer the following comments:

- Although your drawings show the road only requiring 6 acres of the University property, the remaining narrow strip of land between the drumlin and the road would not remain viable for University use. So, effectively, the University would actually lose the use of approximately 12 acres.
- Construction of a new road adjacent to the University property could open us up to future special assessments, and costs that would otherwise be available for educational or research purposes.
- As mentioned before, we also have concerns that the increased visibility of the Physical Sciences Buildings and projects may be more inviting for theft and vandalism since the property is currently not visible to anyone except the neighboring farm land.

We have not received a response from our staff at the Kegonsa Research Campus (KRC) on the Vibration Monitoring Scope, but will pass that on if you still require it.

Accordingly, since the sole purpose of this road extension appears to be for the convenience of Bayview Heights tenants, and provides only detriment to the University, we are declining the proposal to extend Dyerson Road onto University property to the extent currently shown. However, we remain willing to discuss a proposed roadway alignment that minimizes the overall impact on University property and provides adequate compensation for the lost value of our land asset.

Sincerely,

William M. Elvey, P.E.  
Associate Vice Chancellor

Cc: D. Rose  
G. Brown  
T. Alexander

Associate Vice Chancellor for Facilities Planning and Management



# STOUGHTON AREA EMERGENCY MEDICAL SERVICE

381 East Main Street      Stoughton, Wisconsin 53589  
Non-Emergency 873-6500      EMERGENCY 911



October 10, 2012

WIDOT  
Attention: Jeff Berens  
2101 Wright Street  
Madison, WI 53704

RE: US 51 Corridor Study

Dear Mr. Berens:

You have requested feedback on various options for access to the Bayview Heights and Schneider Drive Area as part of the US 51 Corridor Study. I have outlined our understanding of the options you have provided in order of our preference to provide Stoughton Area EMS service to our existing service territory. Our priority is to provide a quick and safe service to residents in our service territory. Once construction takes place it may be necessary to adjust the service territories for Stoughton, McFarland and Oregon to insure the most efficient response to residents.

## **50 Foot Median Through Rock Cut at Bayview Heights –**

This option widens the rock cut and allows northbound US 51 Traffic to turn left onto Charles Lane into Bayview Heights. Right in/Right out of Bayview Heights to USH 51 is allowed and no left turns are allowed onto US 51. Drivers leaving Bayview Heights to go north on US 51 must use the new extension of Dyreson Road. No crossing at Schneider Drive is allowed. Access to the Audrey Lane Area (and Schneider Drive) from Stoughton is provided by traveling north on US 51 to the CTH B interchange and going west on CTH B to Dyreson Road then South to Schneider Drive. This option offers the best emergency response to Bayview Heights from Stoughton, but adversely affects Stoughton Emergency response to the Audrey Lane and Schneider Drive area.

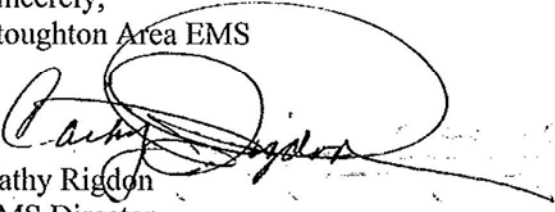
## **22 Foot Median with Schneider Drive Connection Option –**

This option allows northbound US 51 Traffic to turn left onto Schneider Drive. Right in/Right out is the only access to Bayview Heights from USH 51 and no left turns are allowed at Charles Lane. Alternate access to Bayview Heights would be the on the west side of the Park through an extension of Dyreson Road. Emergency access would be achieved by turning left from US 51 onto Schneider Drive and then left on to Dyreson Road or by doing a U-turn onto US 51 at the intersection with Schneider Drive back to Charles Lane. This option is not the best for Stoughton Emergency responses to Bayview Heights but does allow good emergency access to the Audrey Lane Area.

**22 Foot Median with Barrier and No Connection at Schneider Drive** - This option only allows right in/right out access at Charles Lane (Bayview Heights). Northbound traffic destined for Bayview Heights will be required to travel north to the CTH B/AB Interchange and return south on US 51. No access or crossing will be provided at Schneider Drive. Access to Schneider Drive requires drivers to travel north to the CTH B/AB Interchange, west onto CTH B, through a Roundabout, east on old CTH B and south on Dyreson Road to Schneider Drive. This option offers the least desired Emergency Response for Stoughton services.

If you have additional questions, please contact me.

Sincerely,  
Stoughton Area EMS



Cathy Rigdon  
EMS Director

Cc: Mayor Donna Olson  
Director of Planning & Development Rodney Scheel





# STOUGHTON AREA EMERGENCY MEDICAL SERVICE

381 East Main Street      Stoughton, Wisconsin 53589  
Non-Emergency 873-6500      EMERGENCY 911



February 21, 2013

WIDOT  
Attention: Jeff Berens  
2101 Wright Street  
Madison, WI 53704

RE: US 51 Corridor Study

Dear Mr. Berens:

You have requested feedback on another option for access to the Bayview Heights and Schneider Drive Area as part of the US 51 Corridor Study that you provided in an email on February 8, 2013. This option provides full access at Charles Lane and no access at Schneider Drive with access to Schneider Drive being provided from CTH B. The rear access to Bayview Heights would not be installed.

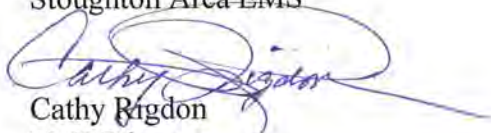
This option addresses previous concerns about limited access to Bayview Heights by providing full access at Charles Lane. We see this as a positive for emergency response to this community and allows for quick transport to Madison area hospitals if more advanced care is necessary. It does eliminate a second access into Bayview Heights. Bayview Heights currently does not have a second access, but a second access can provide better response in certain emergency situations.

This option provides access to the Audrey Lane Area (and Schneider Drive) from Stoughton by traveling north on US 51 to the CTH B interchange and going west on CTH B to Dyreson Road then South to Schneider Drive. If this option proceeds, we may need to work with other area emergency services to insure the most responsive service to this area.

Overall, for emergency service, we believe this option provides excellent emergency access to the Bayview Heights Community. It may be appropriate to shift emergency territories to better cover portions of Schneider Drive and Audrey Lane.

If you have additional questions, please contact me.

Sincerely,  
Stoughton Area EMS

  
Cathy Rigdon  
EMS Director

Cc: Mayor Donna Olson  
Director of Planning & Development Rodney Scheel

September, 3, 2013

Mr. Mike Hoelker, Southwest Region Planning Director  
State of Wisconsin, Department of Transportation  
2101 Wright Street  
Madison, WI 53704-2583

Dear Mr. Hoelker:

As you are aware, we have expressed our concerns about constructing a by-pass around Stoughton and more specifically that the proposed plan for the County Highway B by-pass be abandoned. We understand that you are soon going to make your final decision as to the final plan. We, the Concerned Citizens of Stoughton, hereby submit to you our petition to abandon the by-pass portion of your plan along with many signatures of the concerned citizens. We ask you to seriously take this into consideration when completing your final plan.

Thank you,

RS

The Concerned Citizens  
c/o Rose Schroeter  
3001 County Highway B  
Stoughton, WI 53589

To: Mike Hoelker, Wisconsin Department of Transportation, Southwest Region Planning Supervisor

Regarding: US 51 Corridor Study-Stoughton By-Pass

We, the undersigned Property Owners, Residents and other interested parties, feel the WisDot has failed to show a true need for the Stoughton By-Pass from Highway 51 east on County B to County N and then further east and south on as yet an undetermined route to Highway 51. WisDot claims that there will be extensive growth on the east side of Stoughton in the coming years. Because many developers and businesses have tried many times to promote development and growth in eastern Stoughton for many years with no great success, we feel the DOT is wasting time and taxpayers money on a project that is not needed. All developments in the area has been north and west of Stoughton toward Madison and will continue to do so. In addition, a Stoughton By-Pass would have a serious negative effect on all Stoughton Businesses which would include all of Main Street as well as those on the east and west sides of the City. In view of all of these facts, we ask the State of Wisconsin Department of Transportation to seriously consider the attached Petition and act on the will of the citizens involved.

Enclosure



**From:** [Berens, Jeff - DOT](#)  
**To:** [DOT DTSD US 51 Stoughton to McFarland EA](#)  
**Subject:** 5845-06-03 US 51 Stoughton to McFarland: Correspondence - Kegonsa Sanitary District  
**Date:** Monday, January 25, 2021 7:15:58 AM  
**Attachments:** [2021-01\\_Rural Section\\_Forcemain Location.pdf](#)  
[2021-01\\_McFarland Section\\_Forcemain Location.pdf](#)

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**From:** Berens, Jeff - DOT  
**Sent:** Monday, January 25, 2021 7:13 AM  
**To:** Cindy Lehr <[info@kegonsasanitarydistrict.com](mailto:info@kegonsasanitarydistrict.com)>  
**Subject:** RE: 2240 US Highway 51

Hi Cindy,

Attached are the planning-level designs you requested. Please note that we will be reducing impacts from approximately Station 325+50 to 339+00 in the Rural Section pdf because we do not need to lower US 51 for the County B/AB roundabout. Let me know if you have any questions or require additional information. Thank you.

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656

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**From:** Cindy Lehr <[info@kegonsasanitarydistrict.com](mailto:info@kegonsasanitarydistrict.com)>  
**Sent:** Friday, January 22, 2021 11:44 AM  
**To:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Subject:** RE: 2240 US Highway 51

Jeff:

The District would like the locations of all areas impacted by the planning-level design.

I also am attaching documents that were recorded in 1991 in regards to Conveyance of Rights.

Thank you

Cindy

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**From:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>

**Sent:** Friday, January 15, 2021 13:56

**To:** Lehr, Cindy - MUN <[info@kegonsasanitaryDistrict.com](mailto:info@kegonsasanitaryDistrict.com)>

**Cc:** 'Vieth, Eric' <[Eric.Vieth@strand.com](mailto:Eric.Vieth@strand.com)>; 'Constant, Andrew' <[Andrew.Constant@strand.com](mailto:Andrew.Constant@strand.com)>

**Subject:** RE: 2240 US Highway 51

Hi Cindy,

Thank you for your email regarding the US 51 and County B/AB roundabout project. This project has been removed from the US 51 Stoughton to McFarland study and is being designed and constructed as a separate, stand-alone project which is scheduled for construction in 2024.

WisDOT is still in the preliminary design phase for the County B/AB intersection. I have attached preliminary plan/profile and cross-section sheets for your review. Based on background utility mapping, appears that the majority of the sanitary force main within the County B/AB project area is located within highway right-of-way, meaning that any costs to move the force main would be incurred by the Sanitary District. The locations of the force main are also shown on the plan/profile and cross-section sheets in red.

The larger US 51 corridor project, from I-39/90 east of Stoughton to Voges Road in McFarland, was recently approved for final design and construction funding. WisDOT is in the process of transitioning the project to our project development team. That team will complete the corridor design and prepare the final construction plans. Construction for the corridor is anticipated to begin in 2025 and go through 2029.

While the US 51 corridor project is still at a planning-level design, I can provide you with locations where the sanitary force main is anticipated to be impacted by the planning-level design. This should give you an idea of where the District may need to pay for the relocation of the force main. Let me know if you would like this information now, or if you would like to wait until the design process is further along.

Please let me know if you have any additional questions. Thank you.

Jeff Berens, P.E.

Major Studies Project Manager

WisDOT SW Region - Madison Office

(608) 245-2656

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**From:** Cindy Lehr <[info@kegonsasanitarydistrict.com](mailto:info@kegonsasanitarydistrict.com)>

**Sent:** Friday, January 08, 2021 10:18 AM

**To:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>

**Cc:** 'Vieth, Eric' <[Eric.Vieth@strand.com](mailto:Eric.Vieth@strand.com)>; 'Constant, Andrew' <[Andrew.Constant@strand.com](mailto:Andrew.Constant@strand.com)>

**Subject:** 2240 US Highway 51

Hi Jeff:

Received the notice to request a public hearing. The District is very concerned about what is happening on the intersection of US Highway 51/ County Road B/ County Road AB and the roundabout placement. In previous discussions, you had said everything was in a preliminary stage. Is there a firm location for it now? We are also concerned about Sections of US Highway from McFarland – Yahara Bridge area to Quam Dr., Stoughton as there are several places our forcemain crosses the road and lies next to US Highway 51. Are there firm locations for the proposed road now?

Depending on what if any foremain the District may have to relocate or re-sleeve, it could be a significant cost.

As stated in your letter, we are contacting you first before the District makes a request for a public hearing.

Cindy Lehr  
Kegonsa Sanitary District Clerk

*Office Hours: Monday, Wednesday, Thursday, and Friday 8:00 am to Noon*

*Phone: 608.873.0230*

*Fax: 608.873.5672*



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## INVITATIONS TO PARTICIPATE IN ENVIRONMENTAL REVIEW PROCESS

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Division of Transportation System Development  
Southwest Region  
2101 Wright St  
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  
Facsimile (FAX): 608-246-7996  
E-mail: [swr.dtsd@dot.wi.gov](mailto:swr.dtsd@dot.wi.gov)

August 15, 2011

Re: Pre-DEIS Agency Meeting and Field Review  
WisDOT Project ID 5845-06-02  
US 51 Corridor Study  
I-39/90 to US 12/18 (Madison South Beltline)  
Dane County, Wisconsin

Dear Agency Representative:

The Wisconsin Department of Transportation (WisDOT) is hosting a meeting for Participating and Cooperating Agencies for the US 51 Corridor Study on Thursday, August 25, 2011. This meeting is scheduled to begin at 10 A.M. at the office of Strand Associates, Inc.<sup>®</sup>, 910 West Wingra Drive, Madison, Wisconsin. The agenda is attached.

Previous Agency Coordination Points and Public Information Meetings

- January 12, 2006: The Pre-Consultation/NEPA-404 Merger Scoping Meeting was held.
- October 2008: SAFETEA-LU project coordination documents were mailed to the appropriate agencies for review, including Invitations to Participate in the Environmental Review Process, the Draft Coordination Plan, the Draft Impact Analysis Methodology, and the Project Purpose and Need.
- February 19, 2009: The Agency Coordination Meeting equivalent to NEPA/404 Coordination Point Two was held.
- May 14, 2009: An Agency field review meeting was held.
- May 20-21, 2009: Public Information Meetings (PIMs) were held in Stoughton and McFarland.
- January 11, 2010: An Agency meeting was held to discuss new alternatives and design refinements.
- April 14, 2011: A PIM was held in Stoughton.

Before the Draft Environmental Impact Statement (DEIS) is circulated for review, we request your attendance at the Pre-DEIS Agency Meeting on August 25, 2011, as described previously. The purpose of the meeting is to provide a project update and information about design revisions and dismissed alternatives. A field review will follow the meeting.

If you have any questions about the meeting or the study, please contact me at (608) 242-8058 ([craig.pringle@dot.wi.gov](mailto:craig.pringle@dot.wi.gov)). If you cannot attend in person and would like to participate in a conference call, please contact Luke Hellerman at Strand Associates (608) 251-4843 ([luke.hellerman@strand.com](mailto:luke.hellerman@strand.com)) by August 24 to obtain conference call information.

Sincerely,

*Craig Pringle*

Craig Pringle, P.E.  
Planning Project Manager  
WisDOT SW Region

Enclosure



**Wisconsin DOT**  
**I.D. 5845-06-02**  
**US 51 Environmental Impact Study**  
**I-39/90 to US 12 (Madison South Beltline)**

Pre-DEIS Participating and Cooperating Agency Meeting

August 25, 2011

10:00 AM

Office of Strand Associates, Inc.

Participants:	Simone Kolb, USACE	Craig Pringle, WisDOT Project Manager
	Tom Koprowski, WisDOT SW	Bethaney Bacher-Gresock, FHWA
	Rodney Scheel, City of Stoughton	Russ Anderson, DNR
	Amanda Cushman, DNR	Cathy Bleser, DNR
	Joan Petersen, Strand	Shar TeBeest, WisDOT
	Luke Hellermann, Strand	Mike Rupiper, CARPC
	Chris James, Dane County Parks	Mike Slavney, Vandewalle
	Erica Schmitz, Town of Dunn	Janet Nodorft, WisDOT
	Mike Sedlacek, EPA	Rob Montgomery, Pleasant Springs

Via conference call: Rebecca Graser, USACE

**Agenda**

1. Welcome and introductions
2. Overview since last agency meeting on 1/11/10
3. Discuss dismissal of alternatives
4. Discuss US 51 and Stoughton Bypass design refinements and impacts
5. Recent historical and archeology investigations
6. Project schedule update
7. Field review (lunch at local restaurant in McFarland)

The invitation and agenda for the August 25, 2011 Participating and Cooperationg Agency Meeting was mailed to the following Tribes (USPS).

**Indian Tribes**

Michael Allen, Sr.	Executive Director	Great Lakes Inter-Tribal Council	P.O. Box 9 2939 Highway 47 N. Lac du Flambeau, WI 54538	715 588-3324
Edith Leoso, THPO		Bad River Band of Lake Superior Chippewa Indians of WI	PO Box 39 Odanah, WI 54861	
Mike Alloway		Forest County Potawatomi Community of WI	Tribal Office PO Box 340 Crandon, WI 54520	
Bill Quackenbush, THPO		Ho-Chunk Nation	Executive Offices  PO Box 667 405 Airport Road Black River Falls, WI 54615	
giiwegizhigookway Martin, THPO		Lac Vieux Desert Band of Lake Superior Chippewa Indians	Ketegitigaaning Ojibwe Nation  P.O. Box 249 Watersmeet, MI 49969	
David Grignon, THPO		Menominee Indian Tribe of WI	PO Box 910 Keshena, WI 54135	
Steve Ortiz	Chairman, NHPA Representative	Prairie Band Potawatomi Nation	16281 Q Road Mayetta, KS 66509	
Larry Babler, THPO		Red Cliff Band of Lake Superior Chippewa Indians of WI	88385 Pike Road, Highway 13 Bayfield, WI 54814	
Jonathan Buffalo, NAGPRA Representative		Sac and Fox Nation of Mississippi in Iowa	349 Meswaki Road, Tama, IA 52339-9626	
Jane Nioce		Sac and Fox Nation of Missouri in Kansas and Nebraska	305 North Main, Reserve, KS 66434	



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## SECTION 4(f) CORRESPONDENCE AND DOCUMENTATION

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## Dane County Land & Water Resources Department

Lakes & Watersheds • Land Acquisition • Land Conservation • Parks

Kevin F. Connors, Director

August 24<sup>th</sup>, 2011

Wisconsin Department of Transportation  
Attn: Craig Pringle  
2101 Wright Street 55L  
Madison, WI 53704

Re: US 51 Corridor Study  
Proposed CTH B Alignment

Dear Mr. Pringle;

On July 27<sup>th</sup>, the Dane County Park Commission met to review improvements being proposed on US 51 and CTH B that potentially will impact Babcock and Viking County Parks. Due to the scale and linear nature of both of these parks, we anticipate the effects of the proposed road expansion projects and increased traffic volumes to be considerable and detrimental.

Patrons who visit these parks are seeking respite from the urban environment and any loss of green space and additional non-park development will detract from a park user's experience. In addition, Dane County Parks relies on user fees generated from activities such as camping and dog parks to help offset operation and maintenance costs. Any changes to the surrounding landscape that negatively impact these uses have a very real chance of decreasing our annual revenues. Lastly, and perhaps most importantly, these park lands have been purchased using public dollars with the intent of preserving our natural resources and fragile wetlands in perpetuity. The Park Commission oversees stewardship of all Dane County park lands and must take extreme care when considering any proposals that would reduce or negatively impact existing acreage in our system.

Due to the significant deterioration that both Parks will experience as a result of the US 51 project, the Park Commission must receive assurance from WI DOT that the following list of mitigating activities will be honored. These activities are absolutely necessary for the Park Commissions' consent to any loss of parkland at Babcock and Viking County Parks. The Park Commission has developed this list as a way to preserve their significant natural resources and maintain use of both Parks as major recreation destinations that attract visitors from around the region and support the local economy.

### BABCOCK COUNTY PARK

#### General Comments Babcock Park:

- Phase project to begin proposed improvements between Burma Road and Exchange Street within a 5-year time frame.
- Include provisions for wayfinding signage to park, campground and boat launch for north and south bound traffic.
- Replace trees lost from construction; location, size, type to be determined.

#### Lock/Dam and Shower Building Parking Areas

- Include relocation/recalibration of USGS station
- Provide connector path from proposed 51 path to parking lot/existing park path.

Lyman F. Anderson Agriculture & Conservation Center  
1 Fen Oak Court, Room 208, Madison, Wisconsin 53718-8812 - PH: 608/224-3730, FAX: 608/224-3745  
[www.countyofdane.com/lwrd](http://www.countyofdane.com/lwrd)

- Reconstruct lock parking lot as single loaded on west side and expand north to storage sheds.
- Need retaining wall from station 489-494 that includes transition ramp/trail to parking lot grade.
- Raise and reconstruct parking lot at shower building to decrease entrance drive slope, include required storm water facilities.
- Provide pedestrian underpass from parking lot to east side of road for fishing/pedestrian shore access.

#### Bridge and Overflow Parking Lot Area

- Expand bridge cross section to the south at minimum to be same width as dam structure.
- Provide accessible access path from proposed 51 path south of bridge to existing fishing pier, dam.
- Provide cross walk to overflow lot on east side of 51 to boat launch with pedestrian refuge islands.
- Provide pathway from overflow parking area on east side of 51 to river for shore fishing and canoe/kayak access.
- Provide pedestrian walkway on east side of bridge deck, bicycle/pedestrian path on west side of bridge deck.
- Provide retaining wall from Station 478 + 50 to 481 to maintain existing boat landing parking lot roadway geometry.

#### Campsite Area

- Provide barrier wall minimum 8' height from Burma Road to park shower building. Angle north and south end sections to accommodate park signage. Offset barrier wall from proposed 51 path (distance to be determined) to allow green space for snow storage.
- Include aesthetic and informational provisions to be coordinated/approved by Dane County on barrier wall; ex: decorative concrete textures, artwork, park signage, etc.

It is anticipated that even with the above campsite area mitigation measures in place, future expansion of USH 51 will significantly diminish the quality of camping at Babcock County Park. In response, the Dane County Park Commission requests that the WDOT fund development of a campground facility on Lake Waubesa at Capital Springs Centennial State Park.

### VIKING COUNTY PARK

#### Page 4-Viking Park

- Acquire Dane County Highway garage site for use by Dane County Parks.
- Establish an acquisition fund for use by Dane County to acquire lands for natural resource protection and recreation in the area near Viking County Park.
- Investigate and propose sound mitigation measures for the proposed bridge.
- Accommodate City of Stoughton and Dane County proposed bicycle/pedestrian and snowmobile trails.

As WDOT continues to refine preferred alternative scenarios and park mitigation discussions with Dane County, the above requests and recommendations should be codified within a legally binding Agreement. This Agreement would need to be executed by both parties before Dane County would approve any use of park lands for the proposed roadway expansion projects. We look forward to continuing discussions with the Department and wish you the best of luck on your project.

Sincerely,

William Lunney; Dane County Park Commission, Chair



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  
E-mail: [madison.dtd@dot.wi.gov](mailto:madison.dtd@dot.wi.gov)

October 14, 2011

Mr. William Lunney, Chair  
Dane County Parks Commission  
Lyman F. Anderson Agriculture & Conservation Center  
1 Fen Oak Court, Room 208  
Madison, WI 53718-8812

Re: Potential Babcock Park Impacts  
US 51 EIS, Stoughton–McFarland  
I-39/90 to US 12 (Madison South Beltline)  
WisDOT Project ID 5845-06-02

Dear Mr. Lunney:

On August 31 and September 13, 2011, the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) discussed the mitigation measures proposed by the Dane County Parks Commission (Commission) in your letter dated August 24, 2011. This letter is in response to the proposed Babcock Park mitigation measures.

The proposed mitigation measures in your letter included the items shown in italics. WisDOT's response follows.

1. *Phase project to begin proposed improvements between Burma Road and Exchange Street within a 5-year time frame.*

Funding has not been allocated for any US 51 project improvements and it is uncertain when funds might be available. Therefore, WisDOT cannot commit to beginning any improvements within a 5-year time frame.

2. *Include provisions for wayfinding signage to park, campground, and boat launch for north- and southbound traffic.*

WisDOT is willing to provide the signage requested.

3. *Replace trees lost from construction; location, size, type to be determined.*

WisDOT is willing to replace trees lost because of construction with the location (within Babcock Park), size, and type to be determined.

4. *Include relocation/recalibration of USGS station.*

WisDOT is willing to relocate/recalibrate the USGS station.

5. *Provide connector path from proposed 51 path to parking lot/existing park path.*

WisDOT is willing to provide this path connection.

6. *Reconstruct lock parking lot as single loaded on west side and expand north to storage sheds.*

WisDOT is willing to modify the lock parking lot as requested.





7. *Need retaining wall from station 489-494 that includes transition ramp/trail to parking lot grade.*

WisDOT is willing to provide this retaining wall and transition ramp/trail.

8. *Raise and reconstruct parking lot at shower building to decrease entrance drive slope, include required stormwater facilities.*

WisDOT is willing to discuss options for the entrance drive slope to the shower building parking lot. If needed, the parking lot will be raised and reconstructed with required stormwater facilities.

9. *Provide pedestrian underpass from parking lot to east side of road for fishing/pedestrian shore access.*

WisDOT has determined that it is not feasible to construct an underpass without substantially raising the grade of the bridge and US 51 north and south of the bridge. Raising the grade would result in greater impacts to Babcock Park on both the east and west sides of US 51. Additional discussion of this proposed mitigation measure is needed.

10. *Expand bridge cross section to the south at minimum to be same width as dam structure.*

WisDOT is willing to expand the bridge span as requested.

11. *Provide accessible access path from proposed US 51 path south of bridge to existing fishing pier, dam.*

WisDOT is willing to provide this path.

12. *Provide crosswalk to overflow lot on east side of 51 to boat launch with pedestrian refuge islands.*

WisDOT is willing to provide this crosswalk.

13. *Provide pathway from overflow parking area on east side of 51 to river for shore fishing and canoe/kayak access.*

WisDOT is willing to provide this path.

14. *Provide pedestrian walkway on east side of bridge deck, bicycle/pedestrian path on west side of bridge deck.*

WisDOT is willing to provide this walkway.

15. *Provide retaining wall from Station 478+50 to 481 to maintain existing boat landing parking lot roadway geometry.*

WisDOT will provide this retaining wall.

16. *Provide barrier wall minimum 8-foot height from Burma Road to park shower building. Angle north and south end sections to accommodate park signage. Offset barrier wall from proposed 51 path (distance to be determined) to allow green space for snow storage.*

WisDOT will provide this wall.



17. *Include aesthetic and informational provisions to be coordinated/approved by Dane County on barrier wall; ex: decorative concrete textures, artwork, park signage, etc.*

WisDOT is willing to provide some aesthetic and informational provisions on the wall and will coordinate these with Dane County Parks.

18. *Dane County Parks Commission requests that WisDOT fund development of a campground facility on Lake Waubesa at Capital Springs Centennial State Park.*

Satisfying this proposed mitigation measure is not possible because WisDOT is not able to provide money as a mitigation measure.

We understand your concerns with the US 51 project's potential impacts to Babcock Park and we appreciate your consideration and identification of reasonable mitigation measures. We look forward to discussing these ideas with you further and identifying mutually agreeable mitigation measures that will allow the US 51 project to move forward.

Sincerely,

*Craig Pringle*

Craig Pringle, P.E.  
Project Manager

c: Johnny Gerbitz, FHWA  
Mike Hoelker, WisDOT SW Region  
Jennifer Fredrickson, WisDOT SW Region  
Brian Taylor, WisDOT SW Region  
Sharlene TeBeest, WisDOT Central Office  
Lavane Hessler, Financial Assistance Specialist, DNR  
Joan Petersen, Strand Associates, Inc.®





## Dane County Land & Water Resources Department

Lakes & Watersheds • Land Acquisition • Land Conservation • Parks

Kevin F. Connors, Director

November 28, 2011

Wisconsin Department of Transportation  
Attn: Craig Pringle  
2101 Wright Street 55L  
Madison, WI 53704

Re: US 51 Corridor Study  
Proposed CTH B Alignment

Dear Mr. Pringle;

On November 16, 2011, the Dane County Park Commission reviewed the mitigation responses that were sent from you to Park Commission Chair Bill Lunney on October 14, 2011 regarding possible impacts to Babcock and Viking County Parks from the expansion of USH 51 and realignment of CTH B.

Although disappointed that a pedestrian underpass and relocated campground facility were not able to be provided, the Commission was generally in agreement with additional mitigation measures being proposed at Babcock County Park.

Regarding Viking County Park, the Commission maintains that the following mitigation measures would need to be provided by the Wisconsin Department of Transportation for future consideration of an alignment that would travel through the park:

- Acquire Dane County Highway garage site for use by Dane County Parks.
- Establish an acquisition fund for use by Dane County to acquire lands for natural resource protection and recreation in the area near Viking County Park.
- Investigate and propose sound mitigation measures for the proposed bridge.
- Accommodate City of Stoughton and Dane County proposed bicycle/pedestrian and snowmobile trails.

Please continue to keep us updated on the status of your project.

Sincerely,

Darren Marsh  
Director, Parks Division

Cc: Bill Lunney, Chair, Dane County Park Commission  
Kevin Connors, Director, Dane County Land and Water Resources Department

Lyman F. Anderson Agriculture & Conservation Center  
1 Fen Oak Court, Room 208, Madison, Wisconsin 53718-8812 - PH: 608/224-3730, FAX: 608/224-3745  
[www.countyofdane.com/lwrd](http://www.countyofdane.com/lwrd)



## Hellermann, Luke

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**From:** Cushman, Amanda A - DNR <Amanda.Cushman@Wisconsin.gov>  
**Sent:** Thursday, December 01, 2011 9:38 AM  
**To:** Hellermann, Luke  
**Cc:** Petersen, Joan; Anderson, Russell A - DNR; Hoelker, Michael - DOT  
**Subject:** FW: 4(f) Grant Documentation for Babcock Park and Lower Mud Lake Fishery  
**Attachments:** FW: Exhibit E ADR-001; FW: ADR-001 Kramper property; FW: RBF-968 Dane County

---

Housley, Cheryl - DNR  
Wednesday, November 29, 2011 12:41 PM  
Cushman, Amanda A - DNR  
RE: 4(f) Grant Documentation for Babcock Park and Lower Mud Lake Fishery

Hi Amanda - here is some of the information related to the grant funding for these two properties. I still need to get some information from our USFWS liaison regarding another grant we used on the Kramper parcel so I will forward soon.

Thanks

**Cheryl B. Housley**  
Realty Specialist WI-DNR  
South Central Region  
ph. (608)275-3314  
fax (608)275-3338

---

Cushman, Amanda A - DNR  
Wednesday, November 22, 2011 4:40 PM  
Teves, Mary R - DNR; Housley, Cheryl - DNR; Collins, Bethany A - DNR  
RE: 4(f) Grant Documentation for Babcock Park and Lower Mud Lake Fishery

Thanks Mary. Yes, please send this information to me. I will forward it to the appropriate people at WisDOT. No worries about getting it done before Thanksgiving, sometime over the next couple weeks is soon enough.

I thank you in advance for your help!



*Amanda A. Cushman*

Environmental Analysis and Review Specialist  
South Central Region  
Wisconsin Department of Natural Resources

phone: (608) 275-3485

(608) fax: (608) 275-3338

(608) e-mail: Amanda.Cushman@Wisconsin.gov

---

Teves, Mary R - DNR  
Tuesday, November 22, 2011 4:26 PM  
Housley, Cheryl - DNR; Collins, Bethany A - DNR  
Cushman, Amanda A - DNR  
RE: 4(f) Grant Documentation for Babcock Park and Lower Mud Lake Fishery

Cheryl -- I'll look into it. Fully executed grant agreements are often kept in the regions. Given the Thanksgiving Holiday, it may be next week before staff and get to the file and make a copy of the grant agreement.

Amanda -- Shall we send this to you? And you will forward to DOT?

Thanks ,

Mary Rose

 *Mary Rose Teves*

Director

Bureau of Community Financial Assistance

Wisconsin Department of Natural Resources

(☎) **phone:** (608) 267-7683

(☎) **fax:** (608) 267-0496

(✉) **e-mail:** Mary.Teves@wisconsin.gov

Visit my Bureau's web pages by starting at <http://dnr.wi.gov/org/caer/cfa/cfindex.html>

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Housley, Cheryl - DNR

Thursday, November 22, 2011 04:15 PM

Housley, Bethany A - DNR; Teves, Mary R - DNR

Housley, Amanda A - DNR

FW: 4(f) Grant Documentation for Babcock Park and Lower Mud Lake Fishery

Bethany or Mary Rose -

A DOT consultant needs documentation from some DNR grants for their for their right of way planning process. DNR Real estate files do not have any specifics regarding use restrictions that may be in place because of the funding. I believe the consultant would like to see the agency's grant agreements. I know one is a PR grant and the other I'm not recognizing....(FMH-19) ?

Can you either of you or other grants staff research these grant documents used for a DNR purchase and also for \$ granted to Dane County for Babcock Park? (see more details below).

Thank you for investigating these and please reply with your findings to both Amanda and I.  
-Cheryl

**Cheryl B. Housley**

Realty Specialist WI-DNR

South Central Region

ph. (608)275-3314

fax (608)275-3338

---

Housley, Cheryl - DNR

Thursday, October 06, 2011 1:59 PM

Housley, Bethany A - DNR

FW: 4(f) Grant Documentation for Babcock Park and Lower Mud Lake Fishery



Hi Bethany - DOT is preparing is preliminary plans to expanded Hwy 51 between McFarland in Stoughton and they are requesting copies of our USFWS grant agreements. There are two properties that Amanda has identified below that SFR funds were granted for acquisition and for development. Can you review your records and pass some documentation on to Amanda to indicate which USFWS grants were used and any restrictions that now run with the land because of this funding? It is likely that it maybe be months or even years before DOT will be able to start acquiring land for the project - however if they could avoid impacts to these lands that would be great also.

Here are a few more details on the two properties:

- Babcock Park (Dane Co. Owned) Section 3 and 4, Township 6 North, Range 3 East - GRANT REFERENCED (FMH-19) - DNR granted funding to Dane Co. Parks for construction of the boat landing - possibly SFR in 1993?
- Lower Mud Lake Fishery Area - Dane County, Section 15, Township 6 North, Range 10 East - (GRANT # W-142-L-66?) - Land Records indicates it was file# Fi 2805 and was purchased from Edward and Deborah Kramper in October 1990.

Thanks and let me know if you have any more questions on this request.

**Cheryl B. Housley**  
Realty Specialist WI-DNR  
South Central Region  
ph. (608)275-3314  
fax (608)275-3338

---

ushman, Amanda A - DNR  
nday, October 03, 2011 10:45 AM  
sley, Cheryl - DNR  
4(f) Grant Documentation for Babcock Park and Lower Mud Lake Fishery

Hi Cheryl-

I need to get some grant documentation for the above referenced parks. The locations are as follows;

Babcock Park (Dane Co. Owned) Section 3 and 4, Township 6 North, Range 3 East - GRANT REFERENCED (FMH-19)

Lower Mud Lake Fishery Area, Section 15, Township 6 North, Range 10 East GRANT # W-142-L-66

I specifically need to provide WisDOT with the grant documentation for these two parcels. I have already provided the deed information for the parcels for inclusion in their Environmental Documentation. These two parcels will be impacted by their preferred alternative and they would like to begin the 4(f) process. In order to do so, they need to look at the grant documentation.

Can you please help me with this?

If you would like to get together and see what I have provided thus far and what process information I have, let me know and I will set up a meeting with you to review this data. Also, I am attaching previous correspondence about the lands for your reference.

<< File: Babcock and Mud Lake Correspondence.pdf >>

Thanks so much for your help.



 *Amanda A. Cushman*

Environmental Analysis and Review Specialist  
South Central Region

Wisconsin Department of Natural Resources

(☎) **phone:** (608) 275-3485

(☎) **fax:** (608) 275-3338

(✉) **e-mail:** [Amanda.Cushman@Wisconsin.gov](mailto:Amanda.Cushman@Wisconsin.gov)

**DNR COPY**

<b>Sponsor</b>  Dane County		<b>Project Number</b>  RBF-968	
<b>Project Title</b>  Dane County Locks Rehabilitation			
<b>Period Covered by This Agreement</b>  December 5, 2003 Through June 30, 2005		<b>Name of Program</b>  Recreational Boating Facilities	
<b>Project Scope and Description of Project</b>  <p>Dane County proposes to rehabilitate the locks at Tenny Park, LaFollette Park and Babcock Park. The project is the first of an anticipated 3 phases in the full rehabilitation process. Phase 1 includes engineering and architectural services, acoustical velocity meters, valves, hydraulic controls, concrete repairs, tainter and lockgate replacement, ADA upgrades, lighting and signage.</p>			
<b>PROJECT COSTS:</b>		<i>The following documents are hereby incorporated into and made part of this agreement:</i>	
<b>Total Cost</b>	\$600,000.00	1. Chapter NR 7, Wisconsin Administrative Code	
<b>Fund Support</b>	60%	2. Application Dated 07/03/2003	
<b>State Aid Amount</b>	\$360,000.00		
<b>Sponsor Share</b>	\$240,000.00		

1. The State of Wisconsin Department of Natural Resources (Department) and the Sponsor mutually agree to perform this agreement in accordance with the Recreational Boating Facilities (program) and with the project proposal, application, terms, promises, conditions, plans, specifications, estimates, procedures, maps and also any assurances attached hereto and made a part hereof.
2. The Department hereby promises, in consideration of the covenants and agreements made by the Sponsor herein, to obligate to the Sponsor the amount of \$360,000.00, and to tender to the Sponsor that portion of the obligation which is required to pay the Department's share of the costs based upon the state providing 60 percent of eligible project costs. The Sponsor hereby promises, in consideration of the promises made by the Department herein, to execute the project described herein in accordance with this agreement.
3. The Sponsor agrees to comply with all applicable Wisconsin Statutes and Wisconsin Administrative codes in fulfilling terms of this agreement. In particular, the Sponsor agrees to comply with the provisions of Chapter NR 7, Wis. Adm. Code.
4. The Department agrees that the Sponsor shall have sole control of the method, hours worked, and time and manner of any performance under this agreement other than as specifically provided herein. The Department reserves the right only to inspect the job site or premises for the sole purpose of insuring that the performance is progressing or has been completed in compliance with the agreement. The Department takes no responsibility of supervision or direction of the performance of the agreement to be performed by the Sponsor or the Sponsor's employees or agents. The Sponsor is an Independent Contractor for all purposes, not an employee or agent of the Department. The Department further agrees that it will exercise no control over the selection and dismissal of the Sponsor's employees or agents.
5. This agreement, together with any referenced parts and attachments, shall constitute the entire agreement and previous communications or agreements pertaining to the subject matter of this agreement are hereby superseded. Any revisions, including cost adjustments, must be made by an amendment to this agreement or other written documentation, signed by both parties, prior to the termination date of the agreement. Time extensions and scope changes to the agreement may be granted to the Sponsor by the Department in writing without the requirements of Sponsor signature.
6. The Sponsor may rescind this agreement in writing at any time prior to the starting of the project and before expending any funds. After the project has been started or funds expended, this agreement may be rescinded, modified, or amended only by mutual agreement in writing.
7. Failure by the sponsor to comply with the terms of this agreement shall not cause the suspension of all obligations of the State hereunder if, in the judgment of the Secretary of the Department, such failure was due to no fault of the Sponsor. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement, at the Department's discretion.
8. The Sponsor agrees, to save, keep harmless, defend and indemnify the Department and all its officers, employees and agents, against any and all liability claims, costs of whatever kind and nature, for injury to or death of any person or persons, and for loss or damage to any property (state or other) occurring in connection with or in any way incident to or arising out of the occupancy, use, service, operation or performance of work in connection with this agreement or omissions of Sponsor's employees, agents or representatives.
9. The Sponsor agrees to reimburse the Department of any and all funds the Department deems appropriate in the event the Sponsor fails to comply with the conditions of this agreement or project proposal as described, or fails to provide public benefits as indicated in the project application, proposal description or this agreement. In addition, should the Sponsor fail to comply with the conditions of this agreement, fail to progress due to nonappropriation of funds, or fail to progress with or complete the project to the satisfaction of the Department, all obligations of the Department under this agreement may be terminated, including further project cost payment.
10. In connection with the performance of work under this agreement, the Sponsor agrees not to discriminate against any employee or applicant for employment because of age, race, religion, color, disability, handicap, sex, physical condition, developmental disability as defined in s. 51.01(5), Wis. Statute, sexual orientation or national origin. This provision shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation; and selection for training, including apprenticeship. Except with respect to sexual orientation, the Sponsor further agrees to take affirmative action to ensure equal employment opportunities, as required by law. The Sponsor agrees to post in conspicuous places available, for employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of the nondiscrimination clause.
11. ***The following special project terms and conditions were added to this agreement before it was signed by the parties hereto:***

The Sponsor will ensure that proper soil erosion practices are used during construction of the project. Erosion control shall be accomplished using the guidelines in the Wisconsin Construction Best Management Practice Handbook. Construction sites associated with land disturbing activities over one acre within 500 feet of a surface water body require an erosion control plan prepared by the sponsor, to be submitted to the department for approval. Surface bodies include permanent flowing streams, ponds and lakes. Construction sites disturbing more than five acres of land require a permit for stormwater discharges from construction sites to be issued by the department.



All regulatory permits and approvals, including water and wetland regulatory permits and approvals, required by federal, state or local agencies must be obtained prior to project construction.

All facilities constructed with assistance from this program must be accessible to persons with disabilities.

☐ Check here if you request advance payment totaling \$180,000.00

The persons signing for the Sponsor represents both personally and as an agent of his or her principal that he or she is authorized to execute this agreement and bind his or her principal, either by a duly adopted resolution or otherwise.

By John Schraufnagel  
(Signature)

Asst Director  
(Title)

12-13-04  
(Date)

STATE OF WISCONSIN  
DEPARTMENT OF NATURAL RESOURCES  
FOR THE SECRETARY

By Kathryn A. Curther  
Kathryn A. Curther, Director  
Bureau of Community Financial Assistance

December 5, 2003  
(Date)

**NOTE:** For acquisition projects, complete the information on the reverse side of this form

## Hellermann, Luke

---

**From:** Bradley, Amy J - DNR [Amy.Bradley@Wisconsin.gov]  
**Sent:** Friday, December 03, 2010 8:31 PM  
**To:** Hellermann, Luke  
**Subject:** RE: US 51, Babcock and Viking Parks

We discovered that FMH funds are old federal Dingle Johnson funds which are now called Sport Fish Restoration. These are not funds that were related to LWCF, so we do not have any LWCF 6(f) conversion issues in Babcock Park.

 *Amy Bradley*

Grant Program Manager - Stewardship & LWCF Funds  
Bureau of Community Financial Assistance  
Wisconsin Department of Natural Resources

(📞) **phone:** (608) 267-0497  
(📞) **fax:** (608) 267-0496  
(✉️) **e-mail:** Amy.Bradley@wisconsin.gov

---

**From:** Hellermann, Luke [mailto:Luke.Hellermann@strand.com]  
**Sent:** Tuesday, November 16, 2010 09:52 AM  
**To:** Bradley, Amy J - DNR  
**Cc:** Anderson, Russell A - DNR; Berens, Jeff - DOT; Petersen, Joan  
**Subject:** RE: US 51, Babcock and Viking Parks

Hi Amy,

Were able to find anything more out about this?  
Thanks for your help.

Luke Hellermann

---

**From:** Bradley, Amy J - DNR [mailto:Amy.Bradley@Wisconsin.gov]  
**Sent:** Tuesday, October 26, 2010 4:32 PM  
**To:** Hellermann, Luke  
**Cc:** Anderson, Russell A - DNR; Berens, Jeff - DOT; Petersen, Joan  
**Subject:** RE: US 51, Babcock and Viking Parks

My supervisor & I can't find any info on FMH grants. We've asked the person in charge of RBF grants if she knows what it is. If not, the person who was in charge of RBF in the early 90's is still around as an LTE, so we can ask him next. I'll let you know what we find out. Since Viking Park is encumbered by LWCF, any changes would need a conversion approval from the National Park Service.

I'll be out of the office until Wednesday, November 2nd, so I will be in touch with you after that.

 *Amy Bradley*

Grant Program Manager - Stewardship & LWCF Funds  
Bureau of Community Financial Assistance  
Wisconsin Department of Natural Resources



(📞) phone: (608) 267-0497  
(📞) fax: (608) 267-0496  
(✉️) e-mail: Amy.Bradley@wisconsin.gov

---

**From:** Hellermann, Luke [mailto:Luke.Hellermann@strand.com]  
**Sent:** Tuesday, October 26, 2010 11:59 AM  
**To:** Bradley, Amy J - DNR  
**Cc:** Anderson, Russell A - DNR; Berens, Jeff - DOT; Petersen, Joan  
**Subject:** RE: US 51, Babcock and Viking Parks

Amy,

Here is the Viking Park documentation.

[Luke Hellermann](#)

---

**From:** Hellermann, Luke  
**Sent:** Tuesday, October 26, 2010 11:57 AM  
**To:** 'amy.bradley@wisconsin.gov'  
**Cc:** 'Anderson, Russell A - DNR'; Berens, Jeff - DOT; Petersen, Joan  
**Subject:** US 51, Babcock and Viking Parks

Amy,

The attached letter (items 4 and 5) indicates that you and Amanda Cushman looked into grant records for Babcock and Viking Parks not too long ago. I followed up with Dane County Parks and my e-mail correspondence with Laura Guyer is provided below.

This is what we know so far:

Babcock Park The documentation I received from Laura is attached. We do not see any indication of federal money used at Babcock, but there is reference to a grant (FMH-19) but no documentation of that grant. Laura and I talked and we are not sure what that grant is. Do you have any idea what an FMH grant is? Do you have any documentation not already provided by Dane County?

Viking Park Laura provided documentation indicating that LAWCON funding was used for purchase of the 99.9-acre Flad Property. The former Flad property makes up the entire, current Viking Park. I will send the Viking Park documents in a follow-up e-mail (due to the size).

Thanks for you help,

[Luke Hellermann](#)

---

**From:** Guyer, Laura [mailto:Guyer@co.dane.wi.us]  
**Sent:** Wednesday, October 20, 2010 5:01 PM  
**To:** Hellermann, Luke  
**Cc:** James, Christopher; Kwitek, Sara  
**Subject:** RE: US 51, Babcock and Viking Parks

[Luke,](#)

Here are documents that I believe will be most relevant. Note for Babcock that the reimbursement claim references two contract numbers although the contract itself only has one number. Our file may be missing the contract but DNR may have it.

Feel free to call/email with any questions.

thanks  
Laura  
224-3765

-----Original Message-----

**From:** Hellermann, Luke [mailto:Luke.Hellermann@strand.com]  
**Sent:** Tuesday, October 19, 2010 11:49 AM  
**To:** Guyer, Laura  
**Subject:** RE: US 51, Babcock and Viking Parks

That would be great. Thank you.

Luke Hellermann

---

**From:** Guyer, Laura [mailto:Guyer@co.dane.wi.us]  
**Sent:** Tuesday, October 19, 2010 8:44 AM  
**To:** Hellermann, Luke; James, Christopher  
**Cc:** Petersen, Joan; Berens, Jeff - DOT; Kwitek, Sara  
**Subject:** RE: US 51, Babcock and Viking Parks

Luke,

I'll scan in the documents and will email them to you.  
Img

-----Original Message-----

**From:** Hellermann, Luke [mailto:Luke.Hellermann@strand.com]  
**Sent:** Tuesday, October 19, 2010 8:41 AM  
**To:** Guyer, Laura; James, Christopher  
**Cc:** Petersen, Joan; Berens, Jeff - DOT; Kwitek, Sara  
**Subject:** RE: US 51, Babcock and Viking Parks

Hi Laura,

Dingell-Johnson is federal money. We really need to obtain the grant details and sort out if we have a 6(f) issue or any other restrictions. To do that we have to gather documentation on the funding sources and what the funds were used for specifically. Can you help us with that?

Thanks,  
Luke

---

**From:** Guyer, Laura [mailto:Guyer@co.dane.wi.us]  
**Sent:** Tuesday, October 19, 2010 8:27 AM  
**To:** Hellermann, Luke; James, Christopher  
**Cc:** Petersen, Joan; Berens, Jeff - DOT; Kwitek, Sara  
**Subject:** RE: US 51, Babcock and Viking Parks

Luke and Chris,

It does not appear that any DNR or federal dollars went into acquisition at Babcock. We do have documents confirming the use of DNR (Recreational Boating Facilities) and possibly federal dollars (Dingell-Johnson - I think this was a federal program but maybe state, not sure, one of you may know) being used to reconstruct the parking lot and boat launch in the early 1990s. The project numbers were RBF-225 and FMH-19.



Regarding Viking, we received federal and state dollars for acquisition of the Flad property, which I believe encompasses the entire park. The project numbers were LAWCON 55-00611 and ORAP-LPA-159.

Please let me know if you need any additional information.

Thanks  
Laura

Laura Guyer  
Conservation Fund Manager  
Dane County Land & Water Resources Department

p: 608.224.3765  
f: 608.224.3774

1 Fen Oak Court #234  
Madison, WI 53718

-----Original Message-----

**From:** Hellermann, Luke [mailto:Luke.Hellermann@strand.com]  
**Sent:** Tuesday, October 19, 2010 8:04 AM  
**To:** James, Christopher  
**Cc:** Petersen, Joan; Berens, Jeff - DOT; Guyer, Laura  
**Subject:** RE: US 51, Babcock and Viking Parks

Chris,

The DNR indicates they don't have any records on Babcock Park. Please see items 4 and 5 in the attached letter from the DNR.

Luke Hellermann

---

**From:** James, Christopher [mailto:James@co.dane.wi.us]  
**Sent:** Monday, October 18, 2010 3:55 PM  
**To:** Hellermann, Luke  
**Cc:** Guyer, Laura  
**Subject:** RE: US 51, Babcock and Viking Parks

Luke,

We think there may have been Federal funds through the LAWCON program for the Babcock Park boat launch project done in the 90's? You may want to try contacting Renee Sanford at the WDNR for follow up,

[renee.sanford@wisconsin.gov](mailto:renee.sanford@wisconsin.gov)

thanks,  
chris

-----Original Message-----

**From:** Hellermann, Luke [mailto:Luke.Hellermann@strand.com]  
**Sent:** Monday, October 11, 2010 12:01 PM  
**To:** James, Christopher  
**Cc:** Berens, Jeff - DOT; Petersen, Joan  
**Subject:** US 51, Babcock and Viking Parks

Hi Chris,



The DNR has indicated that Viking Park and Babcock Park have not received any federal funds for park improvements or land purchases. However, the DNR suggested that we verify this with you. Can you confirm the DNR's findings?

Thank you,

Luke T. Hellermann, P.G.

[Luke.Hellermann@Strand.com](mailto:Luke.Hellermann@Strand.com)

Strand Associates, Inc.®  
910 West Wingra Drive  
Madison, Wisconsin 53715  
Phone: (608) 251-4843  
[www.strand.com](http://www.strand.com)

October 20, 1993

Ms. Darlene Karow  
Community Services Specialist  
Wisconsin Department of Natural Resources  
3911 Fish Hatchery Road  
Madison, WI 53711

Dear Darlene:

Enclosed please find a reimbursement claim for RBF-225 and FMH-19, Babcock Boat Launch. We have attached the necessary documentation for processing this patrial billing.

The total costs for the project are anticipated to be approximately \$351,497. In addition to the \$227,175 available from the two programs mentioned above Dane County received a 50% matching grant totalling \$50,000 from the Waste Tire Recovery Program. Expenditures associated with the Waste Tire Recovery grant have not been included in this billing.

Despite the generous funding from three different programs we still anticipate cost overruns of approximately \$24,322. I would very much appreciate a recommendation from you as to whether Dane County can and should seek additional funding from the RBF and DJ programs to cover approximately \$24,322.

If you have questions or require additional information please feel free to contact me.

Sincerely,

Kenneth LePine, Director  
Dane County Parks

INSTRUCTIONS: (Please see the reverse side)

		LEAVE BLANK-DNR USE ONLY		
Mail Check To: DANE COUNTY PARKS 4318 ROBERTSON ROAD MADISON, WI 53714		Project Number RBF-225 FMH-19		Date Recorded
Federal Employer ID Number (LAWCON Only)		Project Sponsor and Name DANE COUNTY-BABCOCK PARK		Bur. CA Mgt. Initials
County DANE		Claim Number		Bur. FN Initials
		<input type="checkbox"/> Advance <input type="checkbox"/> Partial <input checked="" type="checkbox"/> Final		Date of Voucher
Classification	Expenditures		Amendment	This Claim
	This Claim	Submitted to Date		
ACQUISITION -Land Acquisition	\$	\$	\$	\$
-Relocation				
DEVELOPMENT -Architect/Engineer Fees				
-Construction	\$227,175			
-Equipment Purchase				
MAINTENANCE				
MISCELLANEOUS (Specify)				
1. Total Expenditures	\$227,175			
A. Approved Project Amount				
B. Cost Overrun (Line 1 minus Line A)				
C. Additional Aid Amt. Requested (Attach explanation)				
2. Grantee Share				
3. Grant Share	RBF-225(60%)	\$136,305		
	FMH-19 (40%)	\$ 90,870		

Certification - I certify that to the best of my knowledge and belief the billed costs of expenditures are based on actual payments of record and are in accordance with the terms of the project and the reimbursement represents the grant share due which has not been previously requested.

Signature of Authorized Official <i>Kenneth LePine</i>		Date Signed November 8 1993
Printed or Typed Name of Authorized Official Kenneth LePine		Title Park Director
Office Phone 246 3895	Home Phone 873 8534	



# DANE COUNTY PARKS

## BABCOCK PARK ACCESS RENOVATION

BILLING SUMMARY  
NOVEMBER 8, 1993

*Babcock Park*

### PROJECT BUDGET

ESTIMATED PROJECT COST - \$351,497 ✓

PROJECT COSTS TO DATE - \$227,392.58 ✓

CONTRACT - \$188,063.84

FORCE ACCOUNT - \$ 39,328.74

TOTAL REVENUE AVAILABLE - \$277,175

RBF/FM GRANT - \$227,175 ✓ 90 136

WASTE TIRE GRANT - \$ 50,000 ✓

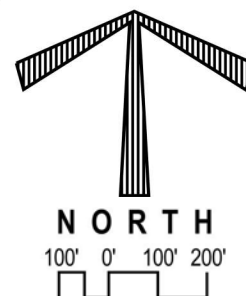
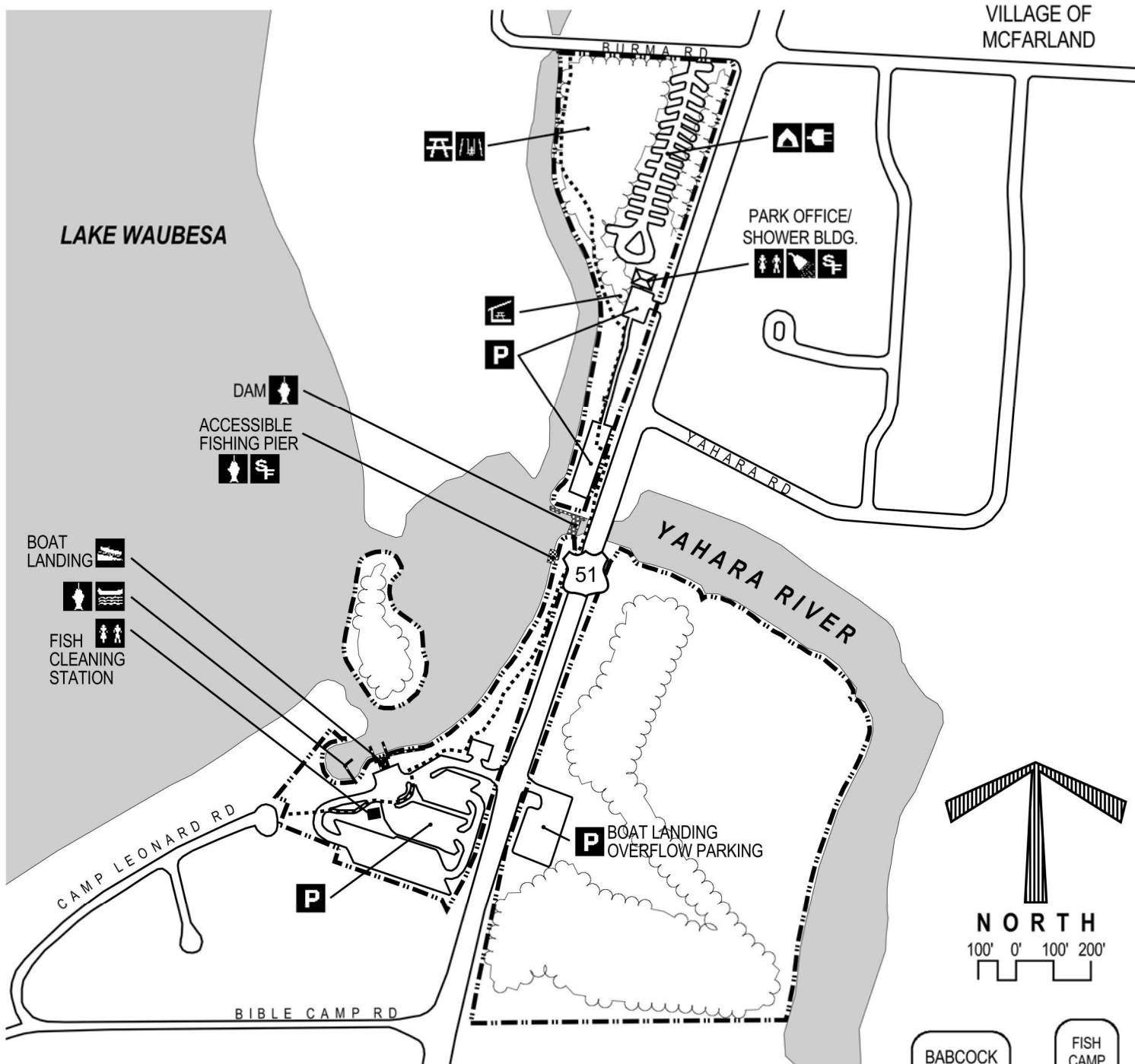
*DOT* 69,550

DANE COUNTY SHARE - \$74,322

BH  
6/7/93

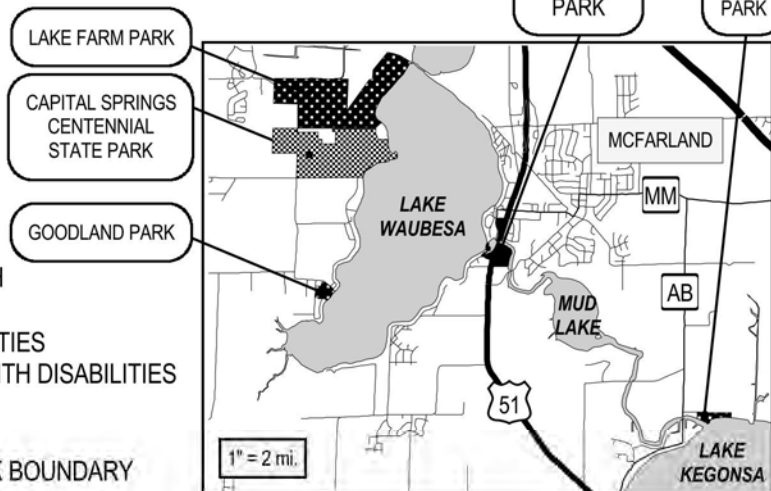
# BABCOCK PARK

4214 US HIGHWAY 51  
MCFARLAND WI 53558



## LEGEND

- |                              |   |
|------------------------------|---|
| <b>P</b> - PARKING           | - PLAY AREA                                       |
| - RESTROOM                   | - FISHING   |
| - CAMP GROUND                | - BOAT LAUNCH                                     |
| - SHOWERS                    | - CANOE LAUNCH                                    |
| - CAMPSITES WITH ELECTRICITY | - SPECIAL FACILITIES FOR PEOPLE WITH DISABILITIES |
| - SHELTER                    | - PARK TRAIL                                      |
| - PICNIC AREA                | - BABCOCK PARK BOUNDARY                           |



<b>Sponsor</b>	<b>Project Number</b>
Dane County	RBF-225

<b>Project Title</b>
Babcock Park Access Renovation

<b>Period Covered by This Agreement</b>	<b>Name of Program</b>
Date the Grant Agreement is Signed by the Department through June 30, 1994	Recreational Boating Facilities

**Project Scope and Description of Project**

Dane County proposes to renovate the Babcock Park access on Lake Waubesa. The renovation will include the construction of a parking area for 80 car-trailer units at the launch site plus an additional overflow parking area, construction of four launch ramps and tie-up pier, dredging, renovation of the toilet facility, asphalt walkway, landscaping, and engineering.

Further detail is provided on the attached Cost Estimate Worksheet, Form 8700-14.

<b>Project Cost:</b>	<b>The following documents are hereby incorporated into and made part of this agreement:</b>
<b>Total Cost</b> <u>\$227,175</u>	1. Chapter NR 7, Wisconsin Administrative Code
<b>Fund Support</b> <u>60%</u>	2. Recreation Aids Application
<b>State Aid Amount</b> <u>\$136,305</u>	3. _____
<b>Sponsor Share</b> <u>\$90,870</u>	



1. The State of Wisconsin Department of Natural Resources (Department) and the Sponsor mutually agree to perform this agreement in accordance with the (Name of Program) Recreational Boating Facilities and with the project proposal, application, terms, promises, conditions, plans, specifications, estimates, procedures, maps and assurances attached hereto and made a part hereof.
2. The Department hereby promises, in consideration of the covenants and agreements made by the Sponsor herein, to obligate to the Sponsor the amount of \$136,305, and to tender to the Sponsor that portion of the obligation which is required to pay the Department's share of the costs based upon the state providing 60 percent of eligible project costs. The Sponsor hereby promises, in consideration of the promises made by the Department herein, to execute the project described herein in accordance with this agreement.
3. The Sponsor agrees to comply with all applicable Wisconsin Statutes and Wisconsin Administrative Codes in fulfilling terms of this agreement. In particular, the Sponsor agrees to comply with the provisions of Chapter NR 7, Wis. Adm. Code, attached hereto and made a part hereof.
4. The Department agrees that the Sponsor shall have sole control of the method, hours worked, and time and manner of any performance under this agreement other than as specifically provided herein. The Department reserves the right only to inspect the job site or premises for the sole purpose of insuring that the performance is progressing or has been completed in compliance with the agreement. The Department takes no responsibility of supervision or direction of the performance of the agreement to be performed by the Sponsor or the Sponsor's employees or agents. The Sponsor is an Independent Contractor for all purposes, not an employee or agent of the Department. The Department further agrees that it will exercise no control over the selection and dismissal of the Sponsor's employees or agents.
5. This agreement, together with any referenced parts and attachments, shall constitute the entire agreement and previous communications or agreements pertaining to the subject matter of this agreement are hereby superseded. Any revisions, including cost adjustments, must be made by an amendment to this agreement or other written documentation, signed by both parties, prior to the termination date of the agreement. Time extensions to the agreement may be granted to the Sponsor by the Department in writing without the requirements of Sponsor signature.
6. The Sponsor may rescind this agreement in writing at any time prior to the starting of the project and before expending any funds. After the project has been started or funds expended, this agreement may be rescinded, modified, or amended only by mutual agreement in writing.
7. Failure by the sponsor to comply with the terms of this agreement shall not cause the suspension of all obligations of the State hereunder if, in the judgment of the Secretary of the Department, such failure was due to no fault of the Sponsor. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement, at the Department's discretion.
8. The Sponsor agrees, to save, keep harmless, defend and indemnify the Department and all its officers, employees and agents, against any and all liability claims, costs of whatever kind and nature, for injury to or death of any person or persons, and for loss or damage to any property (state or other) occurring in connection with or in any way incident to or arising out of the occupancy, use, service, operation or performance of work in connection with this agreement or omissions of Sponsor's employees, agents or representatives.
9. The Sponsor agrees to reimburse the Department of any and all funds the Department deems appropriate in the event the Sponsor fails to comply with the conditions of this agreement or project proposal as described, or fails to provide public benefits as indicated in the project application, proposal description or this agreement. In addition, should the Sponsor fail to comply with the conditions of this agreement, fail to progress due to nonappropriation of funds, or fail to progress with or complete the project to the satisfaction of the Department, all obligations of the Department under this agreement may be terminated, including further project cost payment.

10. The following special project terms and conditions were added to this agreement before it was signed by the parties hereto:

- A. Property acquired or developed with assistance from this program shall not be converted to uses inconsistent with public outdoor recreation without the approval of this Department (s. NR 50.05(4), Wis. Adm. Code).
- B. The Sponsor agrees that if any fees are to be imposed for use of the public access, such fees shall not exceed the fee charged for daily entrance to state parks and forest areas, unless a higher fee is approved by the Department under NR 1.93, Wis. Adm. Code.
- C. All permits and approvals must be obtained prior to project construction.
- D. All facilities constructed with assistance from this program must be accessible to persons with disabilities. Four of the parking stalls must be reserved for disabled use and legally signed as such.
- E. A single, organization-wide audit shall be performed in accordance with the State Single Audit Guidelines issued by the Wisconsin Department of Administration. Selected state programs will be included in the scope of the single organization-wide financial and compliance audit.

The persons signing for the Sponsor represents both personally and as an agent of his or her principal that he or she is authorized to execute this agreement and bind his or her principal, either by a duly adopted resolution or otherwise.

By Kenneth L. Paine  
(Signature)  
Park Director  
(Title)  
May 10, 1992  
(Date)

STATE OF WISCONSIN  
DEPARTMENT OF NATURAL RESOURCES  
FOR THE SECRETARY

By Craig L. Karr  
Craig L. Karr, Director  
Bureau of Community Assistance  
5-6-92

INSTRUCTIONS: SEE REVERSE SIDE.

[illegible]

Project ID 5845-06-03

H-179

APPENDIX H





IN REPLY REFER TO:

# United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
Custom House, Room 244  
200 Chestnut Street  
Philadelphia, Pennsylvania 19106-2904

July 1, 2020

9043.1  
ER 20/0206

Bethaney Bacher-Gresock  
U.S. Department of Transportation  
Wisconsin Division Office  
525 Junction Road, Suite 8000  
Madison, WI 53717

Dear Ms. Bacher-Gresock:

The Department of the Interior (Department) has reviewed the Draft Section 4(f) evaluation for the US 51 Corridor Study, from I-39/90 to US 12/18, in Dane County, Wisconsin (the project). The document considers effects under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303) associated with the project. The project sponsors are the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA).

## Background Information

The US 51 corridor is an important commuter route in southeastern Dane County, connecting I-39/90 and US 12/18 which are both National Highway System routes and *Connections 2030* Backbone routes. The purpose of the project is to provide a safe and efficient transportation system in the US 51 corridor to serve present and long-term travel demand while minimizing disturbance to the environment. This will be obtained by working to address existing safety conditions, accommodate travel demand, address existing pavement conditions, improve bicycle and pedestrian accommodations, and considering corridor preservation and long-term planning measures.

## Section 4(f) Comments

Section 4(f) applies to both historic and recreational resources impacted by the project.

There are several Section 4(f) resources in the study area:

- Historic Maple Grove School
- Historic Districts in Stoughton (Five Historic Districts)
- Barber Campsite (archaeological site)

- Lincoln Point Park (recreational area)
- Colladay Point Park (recreational area)
- Colladay Mound (archaeological site)
- Historic Olson-Hemsing Farmstead (12 historic resources)
- Bird Effigy (archaeological site)
- Babcock Park (recreational area)
- Babcock Park Archaeological Site
- Lower Yahara River Trail (recreational area)
- Brost Addition to Mud Lake (recreational area)

Project sponsors evaluated multiple alternatives as part of this project. The preferred alternative (Alternative H) would have Section 4(f) impacts on Babcock Park. Proposed actions for transportation improvements in the vicinity of Babcock Park would include road widening, adding turning lanes, relocating vehicle entryways, adding pedestrian routes, and improving pedestrian crossings. These actions would result in acquisition and use of estimated 0.5 acres for rights of way and approximately 2.9 acres of temporary limited easement.

Impacts to Babcock Park cannot be avoided under the preferred alternative because park land is located on both sides of US 51, and Alternative H widens the roadway in this area and requires real estate acquisition. Other alternatives would result in extensive impacts to other resources protected by Section 4(f). WisDOT and FHWA have met with Dane County Parks and the Park Commission on several occasions to discuss potential impacts to Babcock Park and propose mitigation measures. FHWA has proposed to coordinate all work with Dane County Parks.

The FHWA has determined that no other properties would have Section 4(f) use determinations, including the Barber Campsite archeological site, which would be excavated and completely removed under the preferred alternative. Section 4(f) does not apply to that site if FHWA determines that the archeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place, and the State Historic Preservation Office (SHPO), Tribal Historic Preservation Office (THPO), and Advisory Council on Historic Preservation (ACHP)(if participating) does not object to this determination. The draft evaluation does not describe how this determination of "minimal value for preservation in place" was made, and does not include the required THPO, SHPO, and ACHP concurrence with the determination. It is anticipated that further consultation will result in the development of a memorandum of agreement, documenting concurrence and mitigation measures for the project.

The FHWA has preliminarily determined there is no feasible and prudent avoidance alternative to the use of land from the Section 4(f) property. Furthermore, the preferred alternative includes all possible planning to minimize harm to the Section 4(f) resource resulting from such use. FHWA will finalize this Section 4(f) evaluation after considering public comments or testimony received at the project's upcoming public hearing, coordination with the US Department of Interior and officials with jurisdiction, and a legal sufficiency review.

The Department concurs with the draft determination that the project's preferred alternative constitutes a use under Section 4(f). The Department also concurs that there is no feasible or prudent alternative that would meet the purpose and need of the project and avoid the use and



impact of the Section 4(f) properties. The Department has no objection to the Draft Section 4(f) evaluation, and expects that the final determination will include all required concurrences, agreements, and mitigation measures developed through consultation with the SHPO, THPO, and ACHP.

The Department has a continuing interest in working with the FHWA and WisDOT to ensure impacts to resources of concern are adequately addressed. For issues concerning Section 4(f) resources, please contact Tokey Boswell, Chief, Planning and Compliance Division, Regions 3, 4, and 5, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, or by email at [tokey\\_boswell@nps.gov](mailto:tokey_boswell@nps.gov).

We appreciate the opportunity to provide these comments.

Sincerely,

**JOHN  
NELSON**

Digitally signed by  
JOHN NELSON  
Date: 2020.06.30  
13:21:31 -04'00'

John Nelson  
Acting Regional Environmental Officer  
Office of Environmental Policy and Compliance





May 14, 2021

Jeff Berens  
WisDOT Project Manager  
2101 Wright Street  
Madison WI 53704

Subject: USH 51 Stoughton to McFarland WisDOT 5845-06-03 Brost Property Impacts Section 4(f)  
Coordination

Dear Jeff Berens:

WisDOT has coordinated with the Wisconsin Department of Natural Resources (DNR) and Groundswell Conservancy related to the US 51 Stoughton – McFarland Study. DNR understands that WisDOT has identified Alternative H as WisDOT's preferred alternative for the study. Since Alternative H was identified, Groundswell Conservancy acquired a property near the intersection of US 51 and Mahoney Road called the Brost Addition, using Knowles-Nelson Stewardship Funds. The property was purchased for conservation and wetland protection purposes and is open to the public for recreational purposes. DNR understands Alternative H will require approximately 1.7 acres of land from the Brost Addition for construction of Alternative H.

In addition to the 1.7 acres, additional easement will be needed for the relocation of the Kegonsa Sanitary District force main currently within an easement on the property. WisDOT intends to purchase the 1.7 acres at fair market value. In addition to the purchase of the property, WisDOT, DNR and Groundswell are working together to determine acceptable mitigation measures to offset stewardship program investment in the Brost Addition.

Total monies expended by WisDOT on mitigation measures will be of equal value to the value of land acquired.

In summary, WisDOT will purchase the approximately 1.7 acres at fair market value and provide mitigation to enhance the Brost Addition of a similar value to the land acquired. Potential mitigation measures discussed to date that are under consideration consist of construction of an improved access and parking area, signage, potential water access enhancements and/or other property enhancements. Mitigation measures will be finalized following real-estate appraisals to determine total value of required mitigation. Appraisal discussions between WisDOT and DNR are in progress.

WisDOT identified that two public comments were received during the public involvement process, WisDOT has provided these comments to DNR and Groundswell for review and consideration prior to sending this letter.

WisDOT has also informed DNR and Groundswell that FHWA may make a finding of de minimis impact related to impacts to the Brost Addition.

DNR believes that the US 51 Study and approximately 1.7 acres of impact to the Brost Addition that would occur from construction of Alternative H as outlined in this letter would not affect the activities, features or attributes that qualify the property for protection under Section 4(f).

If anything in this letter requires further clarification, please contact this office at (608) 228-7928, or email at [eric.heggelund@wisconsin.gov](mailto:eric.heggelund@wisconsin.gov).

Sincerely,

*Eric Heggelund*

Eric Heggelund  
Environmental Analysis & Review Specialist

cc: Joel Brown, WisDOT  
Pam Foster Felt, DNR  
Jim Welsh, Groundswell





May 19, 2021

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office

Dear Jeff:

WisDOT has coordinated with the Wisconsin Department of Natural Resources (DNR) and Groundswell Conservancy related to the US 51 Stoughton – McFarland Study. DNR and Groundswell understand that WisDOT has identified Alternative H as WisDOT's preferred alternative for the study. Since Alternative H was identified, Groundswell Conservancy acquired a property near the intersection of US 51 and Mahoney Road called the Brost Addition, using Knowles-Nelson Stewardship Funds. The property was purchased for conservation and wetland protection purposes and is open to the public for recreational purposes. DNR and Groundswell understand Alternative H will require approximately 1.7 acres of land from the Brost Addition for construction of Alternative H. An easement has been accepted and recorded with Dane County restricting uses outlined in the Knowles-Nelson Stewardship Grant Agreement.

In addition to the 1.7 acres, additional easement will be needed for the relocation of the Kegonsa Sanitary District force main currently within an easement on the property. WisDOT intends to purchase the 1.7 acres at fair market value. In addition to the purchase of the property, WisDOT, DNR and Groundswell are working together to determine acceptable mitigation measures to offset stewardship program investment in the Brost Addition.

Total monies expended by WisDOT on mitigation measures will be of equal value to the value of land acquired.

In summary, WisDOT will purchase the approximately 1.7 acres at fair market value and provide mitigation to enhance the Brost Addition of a similar value to the land acquired. Potential mitigation measures discussed to date that are under consideration consist of construction of an improved access and parking area, signage, potential water access enhancements and/or other property enhancements. Mitigation measures will be finalized following real-estate appraisals to determine total value of required mitigation. Appraisal discussions between WisDOT and DNR are in progress.






WisDOT identified that two public comments were received during the public involvement process, WisDOT has provided these comments to DNR and Groundswell for review and consideration prior to sending this letter.

WisDOT has also informed DNR and Groundswell that FHWA may make a finding of de minimis impact related to impacts to the Brost Addition.

Groundswell believes that the US 51 Study and approximately 1.7 acres of impact to the Brost Addition that would occur from construction of Alternative H as outlined in this letter would not affect the activities, features or attributes that qualify the property for protection under Section 4(f).

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Welsh', with a stylized flourish at the end.

Jim Welsh  
Executive Director

Z:\Stewardship\Projects\Lower Mud Lake\Brost\Stewardship\DOT Taking\Brost Addition Response to DOT.docx

## NATIVE AMERICAN TRIBES

**THIS PAGE INTENTIONALLY LEFT BLANK**



**From:** Pringle, Craig - DOT <Craig.Pringle@dot.wi.gov>  
**Sent:** Thursday, May 12, 2011 11:19 AM  
**To:** Hellermann, Luke; Jennifer Haas  
**Cc:** Petersen, Joan  
**Subject:** Ho Chunk reps and phase IIs

FYI – Ho Chunk does not need to be on site for phase IIs

Thanks  
Craig

---

**From:** Larson, Roger - DOT  
**Sent:** Thursday, May 12, 2011 10:55 AM  
**To:** Pringle, Craig - DOT  
**Subject:** FW: 5645-06-02 US 51 Corridor

---

**From:** Bill L. Quackenbush [<mailto:Bill.Quackenbush@ho-chunk.com>]  
**Sent:** Thursday, May 12, 2011 10:47 AM  
**To:** Larson, Roger - DOT  
**Subject:** RE: 5645-06-02 US 51 Corridor

Hi Roger,

No, Ho-Chunk Reps do not need to be on site.. Thanks,

Bill

---

**From:** Larson, Roger - DOT [<mailto:Roger.Larson@dot.wi.gov>]  
**Sent:** Thursday, May 12, 2011 9:50 AM  
**To:** Bill L. Quackenbush  
**Subject:** 5645-06-02 US 51 Corridor

SW Region sent letter on 10/10/08 about project near McFarland. GLARC intends to conduct Phase II arch study soon. Would Ho-Chunk like to be on site during the study? GLARC will not proceed until I hear from you.

---

**Important Notice:**

This email message and any files or other information transmitted with it are confidential and intended solely for the use of the individual or entity to whom it is addressed. If you are not the intended recipient, you should not review, disclose, distribute or copy this e-mail or take any action in reliance upon its contents. Please notify the sender immediately if you have received this e-mail by mistake and delete this e-mail from your system. Please note that any views or opinions presented in this e-mail are solely those of the author and do not necessarily represent those of the Ho-Chunk Nation. The Ho-Chunk Nation specifically disclaims liability for any damage caused by any virus transmitted by this e-mail.



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  
E-mail: [madison.dtd@dot.wi.gov](mailto:madison.dtd@dot.wi.gov)

September 16, 2013

«NAME», «TITLE»  
«FROM»  
«MAILING\_ADDRESS»  
«CITY\_STATE\_ZIP»

Re: Study Status Update  
WisDOT I.D. 5845-06-02  
US 51 Corridor Study  
I-39/90 to US 12/18 (Madison South Beltline)  
Dane County, Wisconsin

Dear «NAME»:

The Federal Highway Administration (FHWA), in cooperation with the Wisconsin Department of Transportation (WisDOT), is preparing an Environmental Impact Statement for the US 51 Corridor Study in Dane County, Wisconsin. The study will address safety, operational and capacity concerns on an approximate 19-mile portion of US 51 between I-39/90 east of Stoughton and extending through Stoughton and McFarland to US 12/18 in Madison, Dane County. A Project Location Map is enclosed as Figure 1.

The following previous correspondence regarding this study has been sent to you:

- October 10, 2008, *Invitation to Participate in the Environmental Review Process, and Request for Comments on Draft SAFETEA-LU Documents Coordination Plan & Impact Analysis Methodology.*
- May 2009, March 2011, and September 2012 Newsletters and Notifications of Public Information Meetings.
- August 15, 2011, Invitation to the August 25, 2011, Participating and Cooperating Agency Meeting.

Cultural resource investigation studies have been conducted for the study by a qualified archaeologist to identify previously recorded archaeological sites, as well as a field reconnaissance to inspect for undisturbed land within the Area of Potential Effect. For the US 51 Corridor Study, improvements on alternate roadways and off-alignment sections have been considered, including WIS 138 and County N. Those alternatives have been dismissed, and the current Area of Potential Effect for the build alternatives (Alternative A—Low Build and Alternative B—4-Lane Expansion) is shown on the enclosed Figures 2 and 3.

The Draft Environmental Impact Statement (DEIS) will be published this fall, and a public hearing will be held shortly after distribution of the DEIS.





WisDOT would be pleased to receive any comments regarding this study or any information you wish to share pertaining to cultural resources located in the area. If the tribe you represent wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this study, please call or respond in writing to:

James Becker  
WisDOT Bureau of Technical Services—Environmental Policy and Documentation Section  
4802 Sheboygan Avenue; Room 451  
Madison, Wisconsin 53707  
(608) 261-0137

If you would like to discuss the US 51 Corridor Study in more detail, please contact me, Jeff Berens, at (608) 245-2656 or [Jeff.berens@dot.wi.gov](mailto:Jeff.berens@dot.wi.gov). Thank you for your cooperation and interest in this project.

Sincerely,

A handwritten signature in cursive script that reads "Jeff Berens".

Jeff Berens  
WisDOT Project Manager

Enclosure: Project Location Map  
Area of Potential Effect Maps

cc: Rebecca Burkel, WisDOT BTS Transportation Historic Preservation Officer  
James Becker, WisDOT BTS—EPDS Archaeology/Burial Site Program Manager  
Jennifer Grimes, WisDOT I-39/90 Corridor Environmental Coordinator  
Roger Larson, WisDOT SW Region—Madison Tribal Coordinator  
Johnny Gerbitz, FHWA Field Operations Engineer  
Joan Petersen, Strand Associates, Inc.®





**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  
E-mail: [madison.dtd@dot.wi.gov](mailto:madison.dtd@dot.wi.gov)

July 22, 2015

NAME  
TRIBE  
ADDRESS  
CITY, STATE ZIP

Re: UPDATE: Project refinements and accompanying efforts to identify historic properties

I am writing to you to provide an update on the following project:

WisDOT Project ID 5845-06-03  
US 51 Study Corridor (Stoughton to McFarland)—Environmental Assessment  
I-39/90 to US 12/18 (Madison South Beltline)  
Dane County, Wisconsin

The Wisconsin Department of Transportation (WisDOT) in cooperation with the Federal Highway Administration (FHWA) are modifying the type of environmental document for the US 51 study corridor that extends 18.4 miles from I-39/90 through the city of Stoughton and village of McFarland to US 12/18 (Madison South Beltline). A project location map is enclosed and provided on the enclosed compact disc (CD).

### **Project History**

This project, previously identified as WisDOT Project ID 5845-06-02, involved the preparation of a Draft Environmental Impact Statement (EIS) to address the purpose and need for the project. Alternatives under consideration included sections of highway expansion and new off-alignment sections of US 51. However, in late 2013, fiscal constraint issues required WisDOT and FHWA to consider development of a new approach to the project to address commitments to project funding in future years.

WisDOT has decided to evaluate limited improvements that could be implemented in the near-term for the US 51 study corridor that fit within FHWA's fiscal constraint requirements. The alternatives under consideration will be documented with an Environmental Assessment (EA) and will address the more immediate needs in the corridor. Following completion of the EA document, WisDOT will prepare a Tier 1 EIS that will consider long-term improvements not addressed in the EA. The Tier 1 EIS document will analyze the project on a broad scale, identify a preferred corridor location, and identify potential future improvements. The long-term improvements covered in the proposed Tier 1 EIS will be further documented in more detail under later Tier 2 level environmental documents when conditions and programming priorities align and funding becomes available.

The alternatives under consideration and the Area of Potential Effect (APE) are shown on the figures provided on the enclosed CD. The Area of Potential Effect has not expanded from what was previously being evaluated for the draft EIS.

On August 26, 2015, a public involvement meeting will be held in the city of Stoughton to update the public and interested parties on the project changes and a new alternative, Alternative H. Most of the required cultural resource investigations for the project corridor were completed during preparation of the draft EIS, but this spring and summer, some additional studies of small, remnant areas will be surveyed for Alternative H. These investigations will enable WisDOT to determine whether historical properties, as defined in 36 CFR 800, are located in the project area.

WisDOT would be pleased to receive any comments your tribe wishes to share regarding this undertaking, the determination of the APE, or any potential impacts to historic properties and/or burials. Additional environmental studies may be conducted for this undertaking such as, archaeological site identification survey, architecture/history survey, endangered species survey, contaminated material investigations, soil testing and right of way surveys. Results of these studies and comments provided by you will assist the engineers in the design to avoid, minimize or



mitigate effects upon cultural and natural resources. To ensure your comments are considered during this early phase of project development, WisDOT requests a response within 30 days of receipt of this letter.

If your tribe would like to become a consulting party under Section 106 of the National Historic Preservation Act or if you would like to receive additional information regarding this study, please contact:

**Jim Becker**  
**Bureau of Technical Services**  
**4802 Sheboygan Avenue, Room 451**  
**Madison, WI 53707**  
**Phone: (608) 261-0137**

A table summarizing previous project correspondence with Native American Tribes and a copy of the September 16, 2013, letter from WisDOT is provided for your reference on the enclosed CD.

Sincerely,

*Jeff Berens*

Jeff Berens, P.E.

Enclosures

c/enc.: Rebecca Burkel, Director, WisDOT Bureau of Technical Services  
James Becker, Archaeological/Burial Site Program Manager, WisDOT Bureau of Technical Services  
Roger Larson, Tribal Coordinator, WisDOT SW Region  
Johnny Gerbitz, FHWA  
Jennifer Grimes, WisDOT SW Region  
Joel Brown, WisDOT SW Region  
Joan Petersen, Strand Associates, Inc.®



Native American Indian Tribes	June 2015, US 51 (ID 5845-06-03)				
	Edith Leoso	Tribal Historic Preservation Office	Bad River Band of the Lake Superior Tribe of Chippewa Indians	Chief Blackbird Center, P.O. Box 39	Odanah, WI 54861
	Melissa Cook	Tribal Historic Preservation Office	Forest County Potawatomi Community	8130 Mishkoswen Drive, P.O. Box 340	Crandon, WI 54520
	Michael Allen, Sr.	Executive Director	Great Lakes Inter-Tribal Council	2932 Highway 47 N, P.O. Box 9	Lac du Flambeau, WI 54538
	giiwegiizhigookway Martin	Tribal Historic Preservation Office	Lac Vieux Desert Band of Lake Superior Chippewa Indians	Ketegitigaaning Ojibwe Nation, P.O. Box 249	Watersmeet, MI 49969
	David Grignon	Tribal Historic Preservation Officer	Menominee Indian Tribe of Wisconsin	P.O. Box 910	Keshena, WI 54135
	Steve Ortiz	Tribal Chairman, NHPA Representative	Prairie Band Potawatomi Nation	16281 Q Road	Mayetta, KS 66509
	Larry Balber	Tribal Historic Preservation Officer	Red Cliff Band of Lake Superior Chippewa Indians	88385 Pike Road, P. O. Box 529	Bayfield, WI 54814
	Jonathan Buffalo	NAGPRA Representative	Sac and Fox Nation of Mississippi in Iowa	349 Meskwaki Road	Tama, IA 52339
	Joe Nioce		Sac and Fox Nation of Missouri in Kansas and Nebraska	305 North Main	Reserve, KS 66434
	Sandra Kaye Massey	NAGPRA Coordinator	Sac and Fox Nation of Oklahoma	920883 S. Hwy 99 Bldg A	Stroud, OK 74079
	William Quackenbush	Tribal Historic Preservation Office	The Ho-Chunk Nation	405 Airport Road, P. O. Box 667	Black River Falls, WI 54615



August 14, 2019

«Title» «First\_Name» «Last\_Name», «Credentials»  
«Company»  
«Office\_Building»  
«Address\_1»  
«City», «State» «Postal\_Code»

Re: Wisconsin Department of Transportation (WisDOT) Project ID 5845-06-03  
US 51 Environmental Assessment  
Stoughton to McFarland  
I-39/90 to US 12 (Madison South Beltline)  
Dane County, Wisconsin

The purpose of this letter is to provide an update on the subject US 51 corridor study and schedule.

WisDOT, in cooperation with the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) for the US 51 project corridor which begins at Interstate 39/90 (I 39/90), 6 miles east of the city of Stoughton, and extends west and north 18.6 miles to end at US 12/18 (Madison South Beltline). The study area is located in the southeast corner of Dane County directly southeast of the city of Madison.

## **Background**

On March 16, 2016, Alternative H (Hybrid Alternative) was identified by WisDOT as the preferred alternative in a letter sent to Wisconsin Department of Natural Resources (WDNR), United States Army Corps of Engineers (USACE), and United States Environmental Protection Agency (USEPA). Shortly after, because of statewide priorities and funding limitations, the US 51 study was postponed and agencies and local officials were notified in a letter dated May 19, 2016.

The study has recently been re-initiated. The study team is currently updating the corridor design as needed, assessing the impacts for the preferred alternative (Alternative H), and updating information needed to complete the EA. Alternative H is shown on the enclosed figure.

These design updates include:

- On-street bicycle accommodations and multiuse path elements are being revisited because of changes in state law (Wis. Stat. 32.015).
- The proposed roundabouts at Hoel Avenue, WIS 138 (west), Roby Road, and County B/AB have logical termini and independent utility and will be designed as stand-alone projects. As such, they are no longer included in Alternative H. The separate projects will have their own environmental documentation and will be compatible with the improvements proposed in Alternative H.

## Previous Coordination

Previous coordination with Native American Indian Tribes about the US 51 project included:

1. On July 10, 2015, WisDOT sent a project newsletter announcing the August 26, 2015 Public Involvement Meeting (PIM).
2. On July 22, 2015, WisDOT sent a letter providing an update on the scope and schedule.
3. On June 6, 2016, WisDOT sent a letter to the Prairie Island Indian Community providing an update on the scope and schedule.

## Next Steps

The required cultural resource investigations for various alignments and alternatives were previously completed, including for the preferred alternative (Alternative H). This summer, databases will be reviewed and a windshield survey completed to determine if there are any changes or concerns or if additional sites or resources are located within the previously defined area of potential effect (APE).

WisDOT would be pleased to receive any comments your tribe wishes to share regarding this undertaking, the determination of the APE, and any potential impacts to historic properties and/or burials. To ensure your comments are considered during this early phase of project development, WisDOT requests a response within 30 days of receipt of this letter.

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 undertaking, please contact me at (608) 245-2656 or [jeff.berens@dot.wi.gov](mailto:jeff.berens@dot.wi.gov).

Sincerely,

*Jeff Berens*

Jeff Berens, P.E.  
Project Manager

cc: [bees.cr@dot.wi.gov](mailto:bees.cr@dot.wi.gov)  
Bethany Bacher-Gresock, FHWA (via e-mail)  
Gary Martindale, FHWA (via e-mail)  
Jennifer Grimes, WisDOT SW Region (via e-mail)  
Joel Brown, WisDOT BTS-EPDS (via e-mail)  
Brent Pickard, WisDOT Statewide Tribal Liaison (via e-mail)  
Joan Petersen, Strand Associates, Inc.®

Enclosure



August 14, 2019

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

Re: Wisconsin Department of Transportation (WisDOT) Project ID 5845-06-03  
US 51 Environmental Assessment  
Stoughton to McFarland  
I-39/90 to US 12 (Madison South Beltline)  
Dane County, Wisconsin

Dear Mr. Quackenbush:

The purpose of this letter is to provide an update on the subject US 51 corridor study and schedule.

WisDOT, in cooperation with the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) for the US 51 project corridor which begins at Interstate 39/90 (I 39/90), 6 miles east of the city of Stoughton, and extends west and north 18.6 miles to end at US 12/18 (Madison South Beltline). The study area is located in the southeast corner of Dane County directly southeast of the city of Madison.

## **Background**

On March 16, 2016, Alternative H (Hybrid Alternative) was identified by WisDOT as the preferred alternative in a letter sent to Wisconsin Department of Natural Resources (WDNR), United States Army Corps of Engineers (USACE) and United States Environmental Protection Agency (USEPA). Shortly after, because of statewide priorities and funding limitations, the US 51 study was postponed and agencies and local officials were notified in a letter dated May 19, 2016.

The study has recently been re-initiated. The study team is currently updating the corridor design as needed, assessing the impacts for the preferred alternative (Alternative H), and updating information needed to complete the EA. Alternative H is shown on the enclosed figure.

These design updates include:

- On-street bicycle accommodations and multi-use path elements are being revisited due to changes in state law (Wis. Stat. 32.015).
- The proposed roundabouts at Hoel Avenue, WIS 138 (west), Roby Road, and County B/AB have logical termini and independent utility and will be designed as stand-alone projects. As such, they are no longer included in Alternative H. The separate projects will have their own environmental documentation and will be compatible with the improvements proposed in Alternative H.



## Previous Coordination

Previous coordination with The Ho-Chunk Nation about the US 51 project included:

1. On July 10, 2015, WisDOT sent a project newsletter announcing the August 26, 2015 Public Involvement Meeting (PIM).
2. On July 22, 2015, WisDOT sent a letter providing an update on the scope and schedule.
3. On February 17, 2016, The Ho-Chunk Nation participated in a Section 106 Consultation Meeting.

## Next Steps

The required cultural resource investigations for various alignments and alternatives were previously completed, including for the preferred alternative (Alternative H). This summer, databases will be reviewed and a windshield survey completed to determine if there are any changes or concerns or if additional sites or resources are located within the previously defined area of potential effect (APE).

WisDOT would be pleased to receive any comments your tribe wishes to share regarding this undertaking or and any potential impacts to historic properties and/or burials. The Ho-Chunk Nation was previously a consulting party under Section 106 of the National Historic Preservation Act for this project and we plan to contact you to complete consultation this fall.

If you have any questions regarding the US 51 corridor study or if you would like to receive additional information regarding the Section 106 process, please contact me at (608) 245-2656 or [jeff.berens@dot.wi.gov](mailto:jeff.berens@dot.wi.gov).

Sincerely,

*Jeff Berens*

Jeff Berens, P.E.  
Project Manager

cc: [bees.cr@dot.wi.gov](mailto:bees.cr@dot.wi.gov)  
Bethany Bacher-Gresock, FHWA (via e-mail)  
Gary Martindale, FHWA (via e-mail)  
Jennifer Grimes, WisDOT SW Region (via e-mail)  
Joel Brown, WisDOT BTS-EPDS (via e-mail)  
Brent Pickard, WisDOT Statewide Tribal Liaison (via e-mail)  
Joan Petersen, Strand Associates, Inc.®

Enclosure

US 51 Environmental Assessment, Stoughton to McFarland, I 39/90 to US 12 (Madison South Beltline), Dane County, Wisconsin  
WisDOT Project ID 5845-06-03  
Letters sent to Tribes August 14, 2019

Company	Title	First Name	Last Name	Credentials	Email	Phone Number	Office Building	Address 1	Address 2	City	State	Postal Code	Website
Bureau of Indian Affairs	Mr.	Timothy	Guyah			(612) 713-4400 or (612) 725-4500	5600 West American Boulevard	Suite 500		Bloomington	MN	55437	<a href="https://www.bia.gov/regional-offices/midwest">https://www.bia.gov/regional-offices/midwest</a>
Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Ms.	Edith	Leoso	THPO	<a href="mailto:thpo@badriver-nsn.gov">thpo@badriver-nsn.gov</a>	(715) 682-7123 Ext. 1662		P.O. Box 39		Odanah	WI	54861	<a href="http://www.badriver-nsn.gov/">http://www.badriver-nsn.gov/</a>
Forest County Potawatomi Community of Wisconsin	Mr.	Michael	LaRonge	THPO	<a href="mailto:michael.laronge@fcpotawatomi-nsn.gov">michael.laronge@fcpotawatomi-nsn.gov</a>	(715) 478-7354	Tribal Office	5320 Wensaut Lane, P.O. Box 340		Crandon	WI	54520	<a href="http://www.fcpotawatomi.com/">http://www.fcpotawatomi.com/</a>
Lac Vieux Desert Band of Lake Superior Chippewa Indians	Ms.	Daisy	McGeshick	THPO	<a href="mailto:daisy.mcgeshick@lvdtribal.com">daisy.mcgeshick@lvdtribal.com</a>	(906) 358-0137	Ketegitigaanig Ojibwe Nation	P.O. Box 249		Watersmeet	MI	49969	<a href="http://www.lvdtribal.com/">http://www.lvdtribal.com/</a>
Prairie Band Potawatomi Nation	Ms.	Hattie	Mitchell	THPO				16281 Q Road		Mayetta	KS	66509	<a href="http://www.pbpindiantribe.com/">http://www.pbpindiantribe.com/</a>
Prairie Island Indian Community	Mr.	Noah	White	THPO	<a href="mailto:noah.white@piic.org">noah.white@piic.org</a>	(651) 385-4175		5636 Sturgeon Lake Road		Welch	MN	55089	<a href="http://www.prairieisland.org/">http://www.prairieisland.org/</a>
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Mr.	Marvin	DeFoe	THPO	<a href="mailto:marvin.defoe@redcliff-nsn.gov">marvin.defoe@redcliff-nsn.gov</a>	(715) 779-3700 Ext. 4244	Red Cliff Band of Lake Superior Chippewa Indians	88385 Pike Road, Highway 13		Bayfield	WI	54814	<a href="http://www.redcliff-nsn.gov">www.redcliff-nsn.gov</a>
Sac and Fox Nation of Missouri in Kansas and Nebraska	Mr.	Gary	Bahr					305 North Main		Reserve	KS	66434	<a href="http://www.sacandfoxks.com/">http://www.sacandfoxks.com/</a>
Sac and Fox Nation of Oklahoma	Ms.	Sandra	Massey	Historic Preservation Officer	<a href="mailto:smassey@sacandfoxnation-nsn.gov">smassey@sacandfoxnation-nsn.gov</a>	(918) 968-3526 Ext. 1070	920883 South Hwy 99 Bldg A, RR 2, Box 246			Stroud	OK	74079	<a href="http://www.sacandfoxnation-nsn.gov/">http://www.sacandfoxnation-nsn.gov/</a>
Sac and Fox of the Mississippi in Iowa	Mr.	Jonathan	Buffalo	NAGPRA Representative		(641) 484-3185		349 Meskwaki Road		Tama	IA	52339	<a href="http://www.meskwaki.org/">http://www.meskwaki.org/</a>

## Hellermann, Luke

---

**From:** Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>  
**Sent:** Thursday, September 12, 2019 1:48 PM  
**To:** Berens, Jeff - DOT  
**Cc:** Grimes, Jennifer - DOT; Hellermann, Luke; Petersen, Joan; Kobryn, Jennifer; Joel Brown  
**Subject:** 5846-06-03 US 51 Stoughton - McFarland Section 106 Consultation

Jeff,

Jason Kennedy discussed the Stoughton – McFarland project with Bill Quackenbush last week. Bill identified that as long as the project has not substantially changed he is not interested in an additional Section 106 Consultation meeting.

Joel Brown  
*Bureau of Technical Services  
Environmental Process and Document Section  
Wisconsin Dept. of Transportation  
608-630-3202*



## Hellermann, Luke

---

**From:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Sent:** Thursday, October 22, 2020 2:05 PM  
**To:** Petersen, Joan  
**Cc:** Kobryn, Jennifer; Hellermann, Luke  
**Subject:** FW: 5845-06-03 US 51 Stoughton to McFarland: Virtual Public Information Meeting Notification  
**Attachments:** PIM Notification -OCT 2020.pdf

[EXTERNAL EMAIL]: Verify sender before opening links or attachments.

---

**From:** Berens, Jeff - DOT  
**Sent:** Thursday, October 22, 2020 2:04 PM  
**To:** DOT DL THPOs <DOTDLTHPOs@dot.wi.gov>; marlon.whiteeagle@ho-chunk.com; mikew@badriver-nsn.gov; ned.danielsjr@fcpotawatomi-nsn.gov; louis.taylor@lco-nsn.gov; jwildcatsr@ldftribe.com; chairman@mitw.org; Shannon Holsey <shannon.holsey@mohican-nsn.gov>; thill7@oneidanation.org; rick.peterson@redcliff-nsn.gov; susanl@stcroixtribalcenter.com; garland.mcgeshick@scc-nsn.gov  
**Cc:** Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; DOT DTSD US 51 Stoughton to McFarland EA <DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov>  
**Subject:** 5845-06-03 US 51 Stoughton to McFarland: Virtual Public Information Meeting Notification

The Wisconsin Department of Transportation (WisDOT) is holding a virtual public involvement meeting for the following corridor study:

**WisDOT Study ID: 5845-06-03**  
**US 51, Stoughton – McFarland**  
**(I-39/90 to US 12/18 Beltline)**  
**Dane County**

The meeting exhibits, including a narrated presentation, were made available on the study website on October 6, 2020. WisDOT requested comments be received by October 23, 2020 to be included in the study's environmental document. We recently realized the attached meeting notification was not sent to the Native American tribes. I apologize, and due to this oversight, the public involvement comment period for Native American tribes will be extended to November 6, 2020.

I have attached a link to the Public Involvement page of the study website below. Please let me know if you have any questions. Thank you.

Study Website: <https://wisconsindot.gov/Pages/projects/by-region/sw/5139901218/public.aspx>

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656

## Hellermann, Luke

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**From:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Sent:** Thursday, October 29, 2020 9:57 AM  
**To:** Petersen, Joan  
**Cc:** Kobryn, Jennifer; Hellermann, Luke  
**Subject:** FW: 5845-06-03 US 51 Stoughton to McFarland: Virtual Public Information Meeting Notification  
**Attachments:** PIM Notification -OCT 2020.pdf

[EXTERNAL EMAIL]: Verify sender before opening links or attachments.

---

**From:** Bill L. Quackenbush <Bill.Quackenbush@ho-chunk.com>  
**Sent:** Friday, October 23, 2020 8:41 AM  
**To:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Cc:** DOT BEES Cultural Resources <bees.cr@dot.wi.gov>; Cloud, Lynn - DOT <Lynn.Cloud@dot.wi.gov>; Marlon E. WhiteEagle <Marlon.WhiteEagle@ho-chunk.com>; Nathaniel Longtail Jr. <Nathaniel.Longtail@ho-chunk.com>; Samson Falcon <Samson.Falcon@ho-chunk.com>; Ira R. Anderson <Ira.Anderson@ho-chunk.com>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>  
**Subject:** FW: 5845-06-03 US 51 Stoughton to McFarland: Virtual Public Information Meeting Notification

Good morning Jeff Berens,

Thank you for the awareness of the virtual public involvement meeting for this WDOT proposed undertaking (5845-06-03).

Also, for the WDOT 5845-06-03 Project. We do wish to remain as a consulting party throughout the duration of this undertaking. If your project proceeds and you happen to discover archaeological resources within the APE of your worksite, please stop that portion of the project and contact the necessary consulting agencies for this.

Best regards,

Bill Quackenbush  
Tribal Historic Preservation Officer  
Ho-Chunk Nation of Wisconsin

---

**From:** Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
**Sent:** Thursday, October 22, 2020 2:04 PM  
**To:** DOT DL THPOs <[DOTDLTHPOs@dot.wi.gov](mailto:DOTDLTHPOs@dot.wi.gov)>; Marlon E. WhiteEagle <[Marlon.WhiteEagle@ho-chunk.com](mailto:Marlon.WhiteEagle@ho-chunk.com)>; [mikew@badriver-nsn.gov](mailto:mikew@badriver-nsn.gov); [ned.danielsjr@fcpotawatomi-nsn.gov](mailto:ned.danielsjr@fcpotawatomi-nsn.gov); [louis.taylor@lco-nsn.gov](mailto:louis.taylor@lco-nsn.gov); [jwildcatsr@ldftribe.com](mailto:jwildcatsr@ldftribe.com); [chairman@mitw.org](mailto:chairman@mitw.org); Shannon Holsey <[shannon.holsey@mohican-nsn.gov](mailto:shannon.holsey@mohican-nsn.gov)>; [thill7@oneidanation.org](mailto:thill7@oneidanation.org); [rick.peterson@redcliff-nsn.gov](mailto:rick.peterson@redcliff-nsn.gov); [susanl@stcroixtribalcenter.com](mailto:susanl@stcroixtribalcenter.com); [garland.mcgeshick@scc-nsn.gov](mailto:garland.mcgeshick@scc-nsn.gov)  
**Cc:** Brown, Joel R - DOT <[Joel.Brown@dot.wi.gov](mailto:Joel.Brown@dot.wi.gov)>; Grimes, Jennifer - DOT <[Jennifer.Grimes@dot.wi.gov](mailto:Jennifer.Grimes@dot.wi.gov)>; DOT DTSD US 51 Stoughton to McFarland EA <[DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov](mailto:DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov)>  
**Subject:** 5845-06-03 US 51 Stoughton to McFarland: Virtual Public Information Meeting Notification



The Wisconsin Department of Transportation (WisDOT) is holding a virtual public involvement meeting for the following corridor study:

**WisDOT Study ID: 5845-06-03**  
**US 51, Stoughton – McFarland**  
**(I-39/90 to US 12/18 Beltline)**  
**Dane County**

The meeting exhibits, including a narrated presentation, were made available on the study website on October 6, 2020. WisDOT requested comments be received by October 23, 2020 to be included in the study's environmental document. We recently realized the attached meeting notification was not sent to the Native American tribes. I apologize, and due to this oversight, the public involvement comment period for Native American tribes will be extended to November 6, 2020.

I have attached a link to the Public Involvement page of the study website below. Please let me know if you have any questions. Thank you.

Study Website: <https://wisconsindot.gov/Pages/projects/by-region/sw/5139901218/public.aspx>

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656



**From:** [Bill L. Quackenbush](#)  
**To:** [Berens, Jeff - DOT](#)  
**Cc:** [DOT BEES Cultural Resources](#); [Berens, Jeff - DOT](#); [Bacher-Gresock, Bethaney](#); [Brown, Joel R - DOT](#); [Grimes, Jennifer - DOT](#); [Lamers, Brandon - DOT](#); [Hoelker, Michael - DOT](#); [Theisen, Steven R - DOT](#); [Cloud, Lynn - DOT](#); [Stankevich, Sandy - DOT](#); [Marlon E. WhiteEagle](#); [Nathaniel Longtail Jr.](#); [Samson Falcon](#); [Howe, Tyler - WHS](#); [Guyah, Timothy](#)  
**Subject:** FW: WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment  
**Date:** Friday, January 08, 2021 8:51:21 AM  
**Attachments:** [2021-01-05 US 51 Stoughton to McFarland EA Availability Notice.pdf](#)

---

Good morning Jeff Berens,

Thank you for notifying the Ho-Chunk Nation of Wisconsin via the S106 review process, and supplying the hyperlink to the Environmental Review documents regarding the proposed undertaking known to us as the, WDOT 2021-01-05 Stoughton to McFarland Project. We do request to receive the archaeological reports & reviews, as well as the copies of SHPO/OSA permits and review documents when they are provided to you. We are aware of both archaeological, as well cultural resources within the APE of this project and desire to remain as a consulting party throughout the duration of this proposed undertaking.

We do ask to remain as a consulting party throughout the duration of this undertaking. If any archaeological and/or cultural resources are discovered, please stop the project in that location and contact the necessary agencies to discuss the matter.

Best regards,

Bill Quackenbush, THPO  
HPD - Cultural Resources Division Manager  
Ho-Chunk Nation of Wisconsin

---

**From:** Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>  
**Sent:** Monday, January 4, 2021 3:55 PM  
**To:** DOT DTSD US 51 Stoughton to McFarland EA  
<DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov>; Berens, Jeff - DOT  
<Jeff.Berens@dot.wi.gov>  
**Cc:** Bacher-Gresock, Bethaney <Bethaney.Bacher-Gresock@dot.gov>; Brown, Joel R - DOT  
<Joel.Brown@dot.wi.gov>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Lamers, Brandon - DOT <Brandon.Lamers@dot.wi.gov>; Hoelker, Michael - DOT <Michael.Hoelker@dot.wi.gov>; Theisen, Steven R - DOT <Steven.Theisen@dot.wi.gov>  
**Subject:** WisDOT ID 5845-06-03; US 51 Stoughton to McFarland; Notice of Opportunity to Request a Public Hearing and Notice of Availability of the Environmental Assessment

Hello,

The Wisconsin Department of Transportation (WisDOT) is providing notice of availability of an Environmental Assessment and notice of opportunity to request a public hearing for a proposed

improvement on US 51 in Dane County, Wisconsin.

The proposed improvement includes:

- **Reconstruction of 2-lane US 51 east of Stoughton**
- Reconstruction of existing US 51 through Stoughton
- Urban 4-lane reconstruction and capacity expansion along the west side of Stoughton
- Reconstruction of rural 2-lane US 51 (Stoughton to McFarland) with intersection improvements
- Urban 4-lane reconstruction in McFarland
- Pavement replacement between Larson Beach Road and Terminal Drive/Voges Road in McFarland, Siggelkow Road interchange ramp improvements, and addition of an auxiliary lane in each direction north of Siggelkow Road

It is anticipated that the relocation of 2 residential households will occur as a result of the proposed improvement.

An online copy of the Environmental Assessment can be viewed at the following:

<https://wisconsindot.gov/Pages/projects/by-region/sw/5139901218/reports.aspx>

A public hearing may be requested by individuals to whom the proposed project is of significant concern. If you feel the project is of significant concern, I encourage you to contact me to discuss those concerns prior to requesting a public hearing.

The attached PDF contains additional details of the Environmental Assessment availability as well as the opportunity to request a public hearing.

Please reach out if you have comments or questions related to the proposed improvement.

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656

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# Report for Wisconsin Department of Transportation

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## Conceptual Stage Relocation Plan

WisDOT Project I.D. 5845-06-03

US 51 (Stoughton to McFarland)

Dane County

Prepared by:

STRAND ASSOCIATES, INC.®

910 West Wingra Drive

Madison, WI 53715

[www.strand.com](http://www.strand.com)

June 2020





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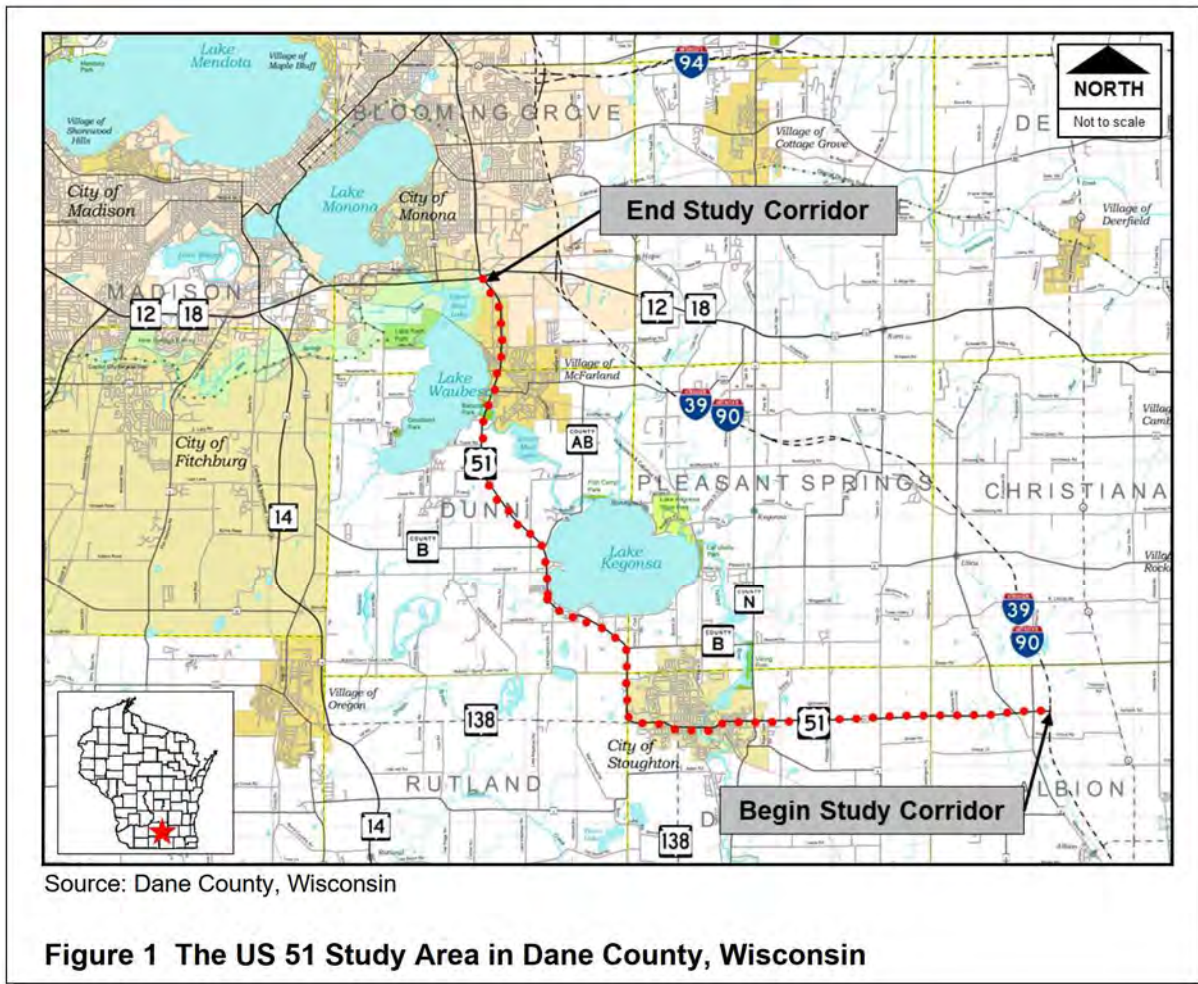
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## EXECUTIVE SUMMARY

### A. Introduction

This Conceptual Stage Relocation Plan (CSRP) was prepared for the US 51 Environmental Assessment (EA). The study area is located in south central Wisconsin in the southeast corner of Dane County. The area is located directly southeast of the city of Madison. Figure 1 is a map of the US 51 study area. The study corridor begins at I-39/90, which is approximately 5 miles east of the city of Stoughton (Stoughton), extends westward through downtown Stoughton, and then turns north traveling along the west side of Stoughton. It continues north through a rural area, proceeds through the village of McFarland (McFarland), and terminates at US 12/18 (Madison Beltline). The length of the study corridor is 18.6 miles.



### PREFERRED ALTERNATIVE

The Wisconsin Department of Transportation (WisDOT) identified Alternative H as the preferred alternative. Alternative H would reconstruct the US 51 corridor on existing alignment from I-39/90 through Stoughton to Larson Beach Road in McFarland, and replace the existing pavement between Larson



Beach Road and Terminal Drive/Voges Road in McFarland. Accommodations for pedestrians would be provided in urban areas, and a pedestrian underpass crossing of US 51 would be provided in the rural section between Stoughton and McFarland, near Charles Lane. Bicycles would be accommodated on paved shoulders in the rural sections of the US 51 corridor. In the urban sections of the corridor, various options for accommodating bicycles, depending on the location, would be provided where determined feasible.

Additional details about Alternative H, by location, are provided below:

1. East of Stoughton (I-39/90 to Spring Road)

Reconstruction of the 2-lane rural section of US 51 east of Stoughton would include two 12-foot travel lanes, 10-foot shoulders, and an eastbound passing lane between Washington Road and Tower Drive.

2. Through Stoughton (Spring Road to Hoel Avenue)

Reconstruction of the existing 2-lane and 4-lane urban sections of US 51 through Stoughton.

3. Along the West Side of Stoughton [WIS 138 (west) to County B (east)]

Expansion of the predominantly 2-lane rural section to a uniform 4-lane urban section would include a curbed median, sidewalk on both sides, and full shoulders. The Hoel Avenue, WIS 138 (west), and Roby Road intersections are currently scheduled to be converted to roundabouts as separate projects before construction of the preferred alternative. The County B (east) intersection would be converted to a roundabout as part of the US 51 project.

4. Between Stoughton and McFarland (County B (east) to Exchange Street)

Reconstruction of the 2-lane rural section of US 51 between County B (east) and Exchange Street would include two 12-foot travel lanes with a curbed median for most of the length, improved intersections with designated left- and right-turn lanes, 10-foot shoulders, and improved roadway curves. The County B/AB intersection is currently scheduled to be converted to a roundabout as a separate project prior to construction of the preferred alternative. The Exchange Street intersection would be converted to a roundabout as part of the US 51 project.

5. 4-lane Urban Section in McFarland (Exchange Street to Larson Beach Road)

In McFarland, the proposed improvements between Exchange Street and Larson Beach Road would include reconstruction of the existing 4-lane roadway with a median or two-way left-turn lane, replacement of the bridge over the Yahara River, and sidewalks on both sides of US 51.

6. Expressway section in McFarland (Larson Beach Road to Terminal Drive/Voges Road)

Pavement would be replaced along the existing 4-lane expressway section from Larson Beach Road to Terminal Drive/Voges Road. An auxiliary lane (outside lane) would be added in each



direction between the north ramps of the Siggelkow Road interchange and Terminal Drive/Voges Road intersection. The US 51 southbound bridge over Taylor Road and the railroad would be replaced.

### C. Displacement Effects and Analysis

Acquisition of property for this project will provide for the orderly and timely relocation of eligible displaced persons (residences and businesses). This CSRP documents the availability of a sufficient number of replacement properties in the local area for eligible relocations.

#### 1. Residential

As of September 2019, the project may cause the displacement of up to two households. A study of the housing and real estate market in the project area indicates a sufficient number of replacement homes, condominiums, apartments, and rentals are available. It is not known if the availability of replacement housing would be similar when relocations actually occur since the project is not currently scheduled for construction.

## PURPOSE

This CSRP has been prepared in accordance with the requirements of the United States Department of Transportation, Federal Highway Administration (FHWA) *Environmental Impact and Related Procedures Final Rule* (23 CFR 771), the FHWA Technical Advisory for environmental document preparation (T 6640.8A, October 30, 1987), the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended in 1987 (49 CFR Part 24), and WisDOT–Division of Highways and Transportation Services Real Estate Program Manual and Chapter 32 of Wisconsin State Statutes.

This CSRP was written to provide:

1. The approximate number of residential households (owners and tenants), businesses (owners and tenants), farm buildings (owners), and community facilities (owners) that may be displaced by the project.
2. The probable availability of decent, safe, and sanitary replacement rental and permanent housing within the financial means of the households that may be affected by the project.
3. The probable availability of replacement business locations for businesses or community facilities that may be affected by the project.
4. An estimate of the possible total relocation assistance costs and total acquisition estimate for residential, business, and community facilities that may be affected by the project.

### A. Landscape and Municipalities

This map shows the Pleasant Springs area, which is a collection of small, unincorporated communities. The map is divided into four main townships: Dunn, Rutland, Dunkirk, and Albion. Key features include:

- Lakes:** Lake Monona, Lake Waubesa, Lower Mud Lake, and Lake Kegonsa.
- Cities and Villages:** City of Madison, City of Monona, City of Fitchburg, Village of McFarland, Village of Oregon, and City of Stoughton.
- Roads:** State Routes 12, 18, 14, 51, 138, 39, and 90. County Routes AB, B, and MN are also shown.
- Counties:** Dunn, Rutland, Dunkirk, and Albion.
- Geographic Features:** A north arrow and a scale indicator (Not to scale) are located in the bottom left corner.

### Figure 2 US 51 Study Corridor Towns and Urban Communities



## RELOCATION SERVICES FOR DISPLACED

### A. Relocation Services for Residential Displacees

In addition to maintaining necessary records and performing various other administrative functions, the relocation staff will offer and provide the following assistance to displacees:

1. Counsel each individual and family with regard to their specific rehousing needs, resulting in each securing replacement housing that is decent, safe, and sanitary; adequate for their needs; suitably located; and within their financial means.
2. Continually gather data, commensurate with the relocatee's needs, and advise them accordingly. Provide current and continuing information on the availability, prices, and rentals of comparable decent, safe, and sanitary listings and rental housing. Appointments will be made as well as arrangements for the inspection of referral housing. Inspections will be made for those units that the relocatee indicates a desire to rent or purchase to formally certify adequacy and that they are decent, safe, and sanitary.
3. Assist prospective homeowners in obtaining mortgage financing and aid in the preparation and submission of offers to purchase. Assist in obtaining relocatee documents (such as credit reports, appraisals, and surveys).
4. Advise prospective tenants on lease arrangements, tenant/landlord responsibilities, security deposit practices, and rental ranges.
5. Provide information and referrals to local welfare and social service assistance agencies when it appears a need for such service is required.
6. Provide information on school district boundaries and routing and scheduling of public transportation.
7. Make personal contacts with each displacee regularly for the purpose of discussing and providing leads, referrals and such other matters regarding rehousing, which is of interest to the relocatee and necessary for their successful relocation. Visitation will be geared to the complexity, the specific need, and the level of availability and will be repeated regularly so rehousing responsibilities are discharged and in compliance with the spirit and intent of the program.
8. Provide assistance of complete claims for relocation payments for which each displacee may be eligible.
9. Assist in making moving arrangements including the transfer of utility services.
10. Provide required written notices, delivered by personal contact whenever feasible, to provide understanding of eligibility requirements, payment options, project information, and other notices required by law, regulations, or as otherwise appropriate.
11. Advise displacees of grievance procedures, arrangements, and agencies involved.



## DIVISIVE OR DISRUPTIVE EFFECTS

The disruption to area residents, in general, should be construction-related, short-term disruptions. Disruption to relocated properties should also be brief because most relocations can be accommodated within the greater McFarland and Stoughton areas. Efforts will be made to minimize disruption to affected properties and provide for suitable, timely relocations. Residential relocations and displacements could select from many nearby, lower-traffic-volume streets and neighborhoods and rural communities. Current analysis provided in other sections of this CSRP indicates that suitable replacement housing is available in the area.

There appears to be no unusual circumstances regarding the residential relocations. No known concentration of predominant ethnic minority, elderly, or handicapped people were noted at the previous public meetings. A manufactured home community exists on the west side of US 51 at the intersection of US 51 and Charles Lane. No relocations are anticipated within this community. At this time, it appears there is available replacement housing to appropriately relocate those displaced.

## POPULATION, HOUSEHOLD, AND DEMOGRAPHIC CHARACTERISTICS

Tables 1 and 2 show demographic, economic, and racial characteristics for the US 51 study area. The data is from the 2010 United States Census.

	Dane County	Village of McFarland	City of Stoughton
Population	488,073	7,808	12,611
Total Households	203,750	3,079	5,133
Owner Occupied	58.7%	72.8%	66.1%
Rental Households	41.3%	27.2%	33.9%
Median Household Income	\$60,519	\$73,814	\$61,235

Source: 2010 United States Census

**Table 1 General Demographic and Economic Characteristics**

Community/ Neighborhood Name	Race Percentages				Age Profile			Persons Per Household
	White Alone	Black Alone	Asian Alone	Other Race(s)	Median Age	Under 18	Over 65	
Town of Albion	98.4%	0.2%	0.2%	1.2%	41.5	25.7%	12.0%	2.6
Town of Dunkirk	97.2%	0.5%	1.0%	1.3%	45.1	21.3%	14.0%	2.5
Town of Dunn	96.9%	0.6%	0.9%	1.6%	48.1	18.6%	14.3%	2.4
Town of Pleasant Springs	97.3%	0.4%	0.8%	1.5%	46.6	22.2%	13.6%	2.6
Town of Rutland	97.6%	0.5%	1.0%	0.9%	46.4	21.0%	12.0%	2.6
City of Stoughton	95.1%	1.4%	1.3%	2.2%	39.2	25.1%	14.6%	2.5
Village of McFarland	94.4%	1.2%	1.7%	2.7%	39.7	26.9%	10.3%	2.5
Dane County, Wisconsin	84.7%	5.2%	4.7%	5.4%	34.4	21.7%	10.3%	2.4

Source: 2010 United States Census

**Table 2 Racial Characteristics by Percent**

It is anticipated the individuals and families affected by the preferred alternative are generally people in middle-income brackets. Those displaced are believed to be representative of the community profile presented in Tables 1 and 2 and in other portions of this plan. Detailed demographics have not been evaluated.

No owner contact has been made to determine whether young couples or families with children are living in the residences proposed for relocation. At this time, there are no known minorities affected by the project. There are also no known handicapped individuals living in the affected residences.

## OUTDOOR ADVERTISING SIGNS AND OTHER ENCROACHMENTS

At the preliminary design level, there are no known outdoor advertising signs or encroachments that would require special relocation consideration or services. Encroachments will be identified and handled in the design stage following the environmental document. If outdoor advertising signs or encroachments of substantial nature are identified or arise during final design or real estate activities, designers and WisDOT real estate personnel would be available to provide appropriate avoidance or relocation services.

## RELOCATIONS AND DISPLACEMENTS—RESIDENTIAL HOUSEHOLDS

A study of locally available housing in early fall 2019 showed there are sufficient homes available in the McFarland, Stoughton, and Oregon School Districts to accommodate the residences requiring relocation. This is based on information obtained from the South Central Wisconsin Multiple Listing Service (MLS), First Weber-Map IT, Zillow.com, Trulia.com, Google Real Estate, and other sources. Searches of these sites within the 53589, 53575, and 53558 zip codes and the McFarland, Stoughton, and Oregon School Districts identified more than 216 homes for sale in a representative week in September 2019.

Table 3 identifies the households that would be displaced and summarizes estimated relocation costs.



Map ID Number	Type	Occupant Type	Acquisition Price Estimate	Replacement Housing Payment <sup>1</sup>	Misc. and Interest and Closing Costs	Moving Costs
1R	Single Family Home	Owner	\$269,000	\$ 31,000	\$ 5,000	\$ 3,000
2R	Single Family Home	Owner	\$269,000	\$ 31,000	\$ 5,000	\$ 3,000

<sup>1</sup> Details of potential compensation are summarized in Ch. 32.19 of Wis. State Statutes.

**Table 3 Household Relocation Locations and Costs**

## MARKET AVAILABILITY ANALYSIS–RESIDENTIAL

Analysis of current sold properties and listings, according to size and price availability, are provided in the following two tables. Information was obtained for approximately 667 sold properties and approximately 215 listings as based on data available September 2019. In general, there appear to be enough sale histories and homes available as replacement properties for potential relocations resulting from the construction of the preferred alternative. Table 4 indicates the number of residential properties that have sold between summer 2018 and September 2019 in the area of the project.

Price Range	Two Bedrooms	Three Bedrooms	Four or More Bedrooms
\$100,000 to \$129,999	3	1	1
\$130,000 to \$149,999	7	3	0
\$150,000 to \$199,999	18	35	8
\$200,000 to \$249,999	9	80	13
\$250,000 to \$349,999	10	175	79
\$350,000 to \$449,999	3	47	90
\$450,000 to \$499,999	1	7	21
\$500,000+	1	15	40
<b>Totals</b>	<b>52</b>	<b>363</b>	<b>252</b>

**Table 4 Analysis of Real Estate Market Trends (Sold Properties)**

The real estate market is active with an abundant number of transactions in the Stoughton and McFarland study area. The \$250,000 to \$349,999 price range experienced the greatest amount of sales (264) in the recent transaction histories. There were approximately 178 sales under \$250,000 and 225 sales above \$350,000, indicating a shift to higher cost homes being more commonly available and being sold. The potential number of displacements caused by this project would not appear to create difficulties within the local real estate market in providing replacement housing stock based on this transaction data.

The inventory of available replacement properties is shown in Table 5. There appears to be an abundance of housing units for sale in the McFarland and Stoughton area, especially three- to four-bedroom homes between \$250,000 and \$349,999.



There are more properties available in the higher price range than in the lower price range and the availability and sales of higher-priced homes appears to be trending up. Trulia and other referenced web sites report the following for median values for the homes sold in the subject zip codes and approximate school districts:

1. Zip Code 53589 (Stoughton Area School District) \$275,000;
2. Zip Code 53575 (Oregon and Stoughton School Districts) \$325,000;
3. Zip Code 53558 (McFarland School District) \$310,000.

Collectively, these values reflect an averaged median price near \$300,000. According to 2019 online summaries by Trulia and Zillow.com, the median price of homes currently listed for sale in Dane County is \$329,900. The median home value in Dane County is roughly \$290,000. The median price of homes sold was \$281,000 with houses selling for approximately \$173 SF. Sites also note that recent Dane County home values show appreciation of nearly 5.7 percent in past years with current predictions of 2- to 3-percent increases within the next year.

Price Range	Two Bedrooms	Three Bedrooms	Four or More Bedrooms
\$100,000 to \$129,999	1	0	0
\$130,000 to \$149,999	2	0	0
\$150,000 to \$200,000	9	10	1
\$200,000 to \$249,999	6	16	3
\$250,000 to \$349,999	1	31	27
\$350,000 to \$450,000	1	13	22
\$450,000 to \$499,999	0	5	16
\$500,000+	1	14	36
<b>Totals</b>	<b>21</b>	<b>89</b>	<b>105</b>

**Table 5 Inventory of Listings for Potential Placement Properties**

## DISCUSSION OF POTENTIAL PROBLEMS AND SOLUTIONS

Parcel	Potential Problem	Potential Solution
1R	Market conditions. Remnant homestead.	Housing of last resort may be necessary to replace major attributes of the subject with a comparable property.
2R	Assess market conditions. Corner lot highest and best use.	Housing of last resort may be necessary to replace major attributes of the subject with a comparable property.
Not determined or future additional parcels	Conservation Easements, Farm Preservation, Purchase of Development Rights, or Historic Properties.	Maintain township contacts and obtain early title work. Continue to coordinate during planning and acquisition should any parcels or future alignment adjustments result in potential noted issues.

**Table 6 Discussion of Potential Problems and Solutions—Residential Parcels**

## SUMMARY OF RELOCATION COSTS

Relocation costs are summarized in the following table.

Payment Type	Cost
Total Residential Acquisition Estimate	\$ 538,000
Total Residential Replacement Housing Payments	\$ 62,000
Total Residential Incidental and Closing Cost	\$ 10,000
Total Residential Moving Payments	\$ 6,000
Total Relocation/Acquisition Cost	\$ 616,000

**Table 7 Summary of Relocation Costs**

When using an assessment and preappraisal determination of value based on preliminary WisDOT real estate estimates, the total cost for property acquisition would be approximately \$616,000 for relocation payments and property acquisition combined.

## ASSURANCES

WisDOT will offer assistance to all eligible residents, tenants, businesses, and organizations impacted by the US 51 project including persons or parcels requiring special services and assistance. No impacts are known to minority or special demographic populations.

A summary of potential problems and solutions is provided for residential parcels. This information is being provided to facilitate early coordination and planning that may be needed or advanced during the planning phase or during development of an acquisition stage relocation plan.





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# **A**GRICULTURAL **I**MPACT **S**TATEMENT



**USH 51: IH 39/90 to USH 12/18  
Dane County**

**Published February 11, 2016**

**Wisconsin Department of Agriculture,  
Trade and Consumer Protection  
DATCP #4096**





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## **Acronyms**

AIS	Agricultural Impact Statement
AEA	Agricultural Enterprise Area
CTH	County Trunk Highway
DATCP	Department of Agriculture, Trade, and Consumer Protection
FPP	Farmland Preservation Program
IH	Interstate Highway
NRCS	Natural Resources Conservation Service
STH	State Trunk Highway
USDA	U.S. Department of Agriculture
USH	U.S. Highway
WisDOT	Wisconsin Department of Transportation



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## AGRICULTURAL IMPACT STATEMENT

USH 51: IH 39/90 (6 miles east of Stoughton) to SH 12/18 Interchange  
Dane County  
Wisconsin Department of Transportation  
Project ID#: 5845-06-03

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### 1. Introduction

The Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP) has prepared this agricultural impact statement (AIS) in accordance with §32.035, *Wisconsin Statutes*. DATCP is required to prepare an AIS when the actual or potential exercise of eminent domain powers involves an acquisition of interest in more than 5 acres of land from any farm operation. The term farm operation includes all owned and rented parcels of land, buildings, equipment, livestock, and personnel used by an individual, partnership, or corporation under single management to produce agricultural commodities. DATCP may choose to prepare an AIS if an acquisition of 5 or fewer acres will have a significant impact on a farm operation. Significant impacts could include the acquisition of buildings, the acquisition of land used to grow high-value crops, or the severance of land.

The AIS is an informational and advisory document that describes and analyzes the potential effects of the proposed project on farm operations and agricultural resources. The AIS reflects the general objectives of DATCP in its recognition of the importance of conserving important agricultural resources and maintaining a healthy rural economy. DATCP is not involved in determining whether or not eminent domain powers will be used or the amount of compensation to be paid for the acquisition of any property.

DATCP should be notified of such projects regardless of whether the proposing agency intends to use its condemnation authority in the acquisition of project lands. The proposing agency may not negotiate with or make a jurisdictional offer to a landowner until 30 days after the AIS is published. Refer to Appendix I for *Wisconsin Statute* §32.035 on the AIS program and Appendix II through IV for excerpts from various statutes pertaining to eminent domain, access, and drainage.



## 2. Description of the Project

### **Project Description and Location**

The Wisconsin Department of Transportation (WisDOT) is proposing to reconstruct an 18.6-mile segment of U.S. Highway (USH) 51 from Interstate Highway (IH) 39/90 east of the city of Stoughton to the Madison Beltline, USH 12/18. In addition to new pavement for the entire roadway, this project will include a new passing lane, east of Stoughton, bicycle and pedestrian accommodations, and intersection improvements. This project is located in the towns of Albion T5N-R12E, Dunkirk T5N-R11E, Rutland T5N-R10E, and Dunn T6N-R10E; the village of McFarland; and in the cities of Stoughton and Madison in Dane County. This project will require the fee-simple acquisition of 73.6 acres of land from 44 farmland owners. WisDOT anticipates acquiring the needed land in 2017 or 2018 and construction is expected in 2020.

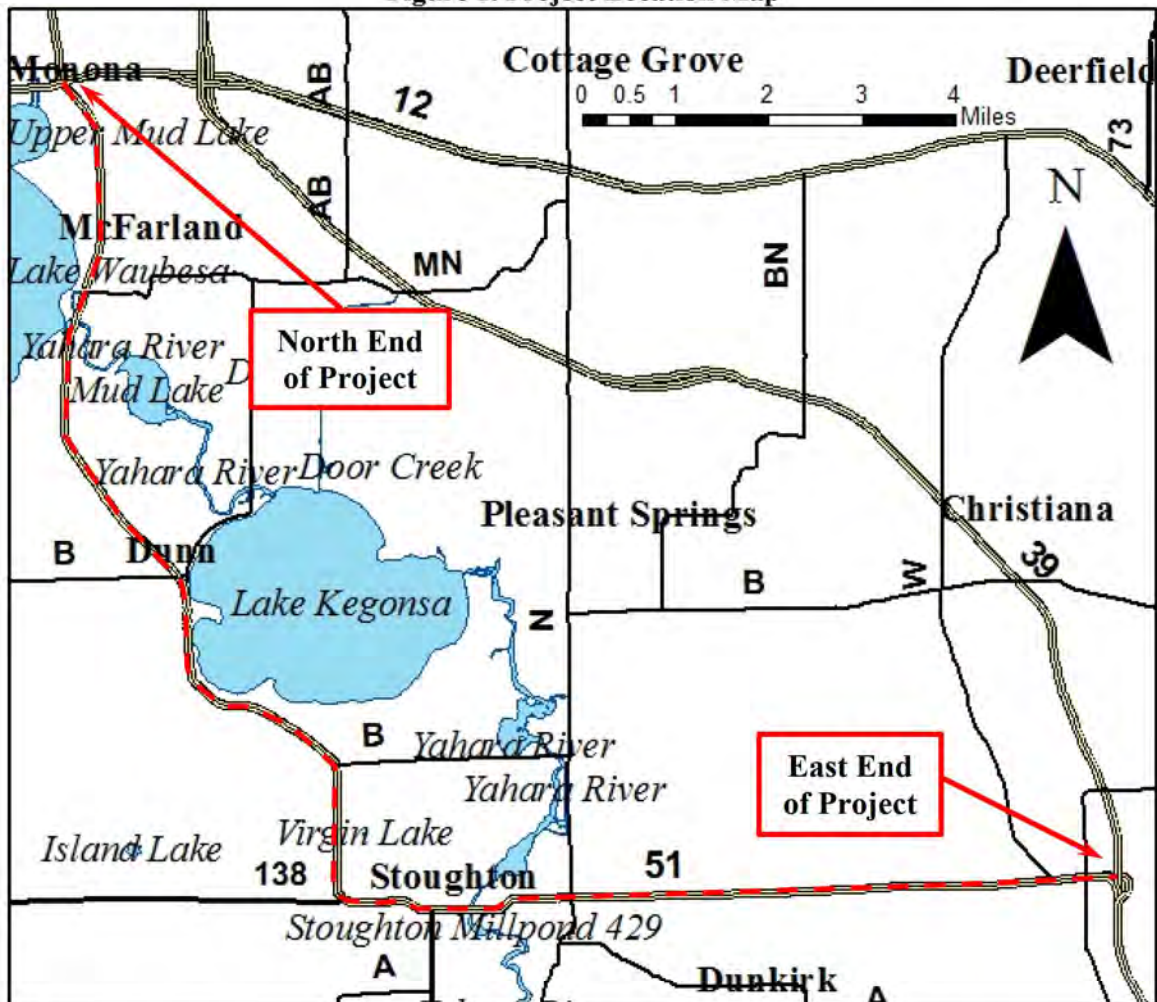
East of Stoughton the 5.5-mile, two-lane rural section of USH 51 will be reconstructed with two 12-foot travel lanes, paved shoulders for bicycle accommodations, and an eastbound passing lane between Washington Road and Tower Drive. The intersection at County Trunk Highway (CTH) “W” that has a substandard angle will not be improved to avoid damage to a historical site.

Within Stoughton, reconstruction of the existing, 3-mile portion of USH 51 will include two-lane and four-lane urban sections between Spring Road and State Trunk Highway (STH) 138 west. The reconstruction includes new pavement and subgrade, and most of the on-street parking will be retained. Bicycle lanes will be added on USH 51 where possible or provided on a new designated bike route on parallel streets. Sidewalks will be constructed to be continuous throughout the urban area and they will be widened where they are currently deficient. At the east end of the downtown Stoughton section, some areas may be graded for potential future sidewalks. A roundabout will be included at the STH 138 (west) intersection and a roundabout or traffic signals will be included at Roby Road. Signals will be installed at Jackson Street in 2016 as part of a separate project. From Velkommen Way to CTH “B” (east), the typical section will be a four-lane high-speed section with a curbed median and rural 10-foot outside shoulders (8-foot paved). The shoulders will accommodate bicycles. A roundabout will be included at the CTH “B” (east) intersection.

The 5.6-mile section from Stoughton to McFarland will be a two-lane rural section between CTH “B” (east) and Exchange Street. It will have 12-foot travel lanes and 10-foot shoulders with 6 feet paved for bicycle accommodations. Deficiencies along the roadway including vertical curves and horizontal curves will be improved. Intersections will be reconstructed with dedicated right and left turn bays to remove traffic from the through lanes. A roundabout will be constructed at Exchange Street and the west leg of the USH 51/East Tower Road intersection will be rerouted north to the roundabout. Another roundabout will be constructed at the intersection with CTH “B”/“AB.”



Figure 1. Project Location Map



In McFarland, the proposed improvements between Exchange Street and Larson Beach Road will include reconstructing the existing generally undivided four-lane roadway to provide a consistent urban facility with a median or two-way left-turn lanes, and bicycle and pedestrian accommodations. Intersections will also be reconstructed.

Within McFarland and between McFarland and Madison, pavement will be replaced on the existing four-lane expressway section north of Larson Beach Road to a point 1,930-feet south of the Terminal Drive/Voges Road intersection. A third outside lane (auxiliary lane) will be added between the north ramps of the Siggelkow Road interchange and the Terminal Drive/Voges Road intersection.



### **Project Purpose and Need**

WisDOT has indicated that the purpose of this project is to provide a safe and efficient transportation system for the USH 51 corridor that serves present and long-term travel demand while minimizing disturbance to the environment. The primary factors contributing to the need for improvements within the USH 51 study corridor include long-term planning and corridor preservation, travel demand and capacity, safety, roadway deficiencies, bicycle and pedestrian accommodations, and pavement condition.

### **Alternatives Considered**

WisDOT's preferred alternative, described above, was identified in the Environmental Assessment as Alternative H (Hybrid). Although it does not meet all of the factors WisDOT identified in the purpose and need statement for this project, it does meet four of the six factors and it is anticipated that it could be funded within six years of an approved environmental document. WisDOT considered and rejected three other alternatives.

No build: This alternative would only include maintenance of the existing roadway. WisDOT rejected this alternative because it would not improve safety, add accommodations for bicyclists and pedestrians, increase capacity, preserve the corridor, etc.

Alternative A (low build): This alternative would add left-turn lanes to the rural intersections between Stoughton and McFarland, improve some of the geometric deficiencies within the project limits, add some accommodations for bicyclists and pedestrians, and replace some of the existing pavement within the project limits. WisDOT rejected this alternative because it does not replace all of the pavements within the project limits, does not include all of the needed safety improvements, does not preserve the corridor for future roadway expansion, and does not include all of the desired improvements for bicycle and pedestrian accommodations.

Alternative B (four-lane expansion): This alternative meets all of the factors WisDOT identified in the purpose and need statement. Among other improvements, this alternative would include an expansion of USH 51 to four lanes between McFarland and Stoughton. WisDOT rejected this alternative because it has more substantial real estate and relocation impacts than any of the other alternatives and it is anticipated that it would not be funded within six years of an approved environmental document.

### 3. Agricultural Setting

The information provided in this section is intended to describe the existing agricultural sector of Dane County in general terms. Later in this report, in Section 4 – Agricultural Impacts, individual farm operations will be described.

#### **Agricultural Productivity**

Dane County ranked first out of Wisconsin's 72 counties in the value of agricultural products sold, first in corn for grain production, second in soybean production, fifth in milk production, and first in the production of winter wheat in 2014. (USDA NASS Annual Wisconsin Agricultural Statistics Bulletin)

The amount of harvested acres for selected crops in Dane County from 2010 to 2014 is displayed in Table 1. The amount of harvested acres of corn for silage increased in recent years but was not published in 2014 for disclosure reasons. (USDA NASS Annual Wisconsin Agricultural Statistics Bulletin)

**Table 1. Acres of Selected Crops from 2010 to 2014.**

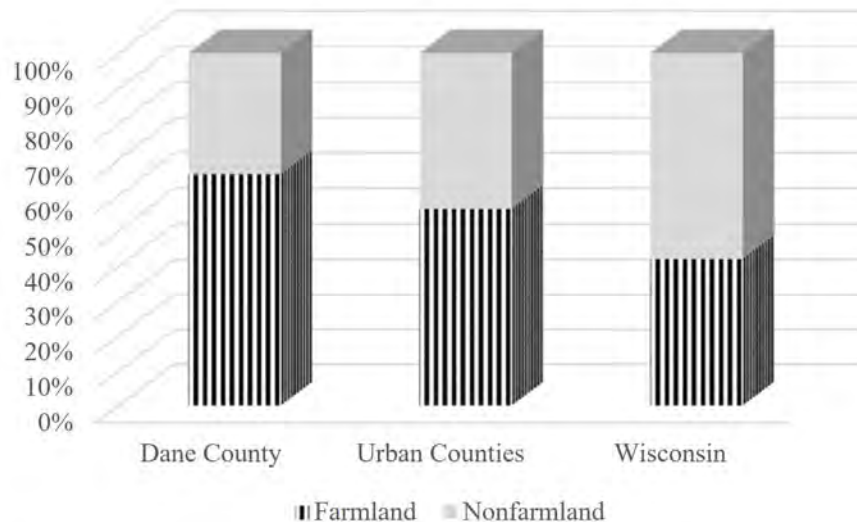
Crop	Harvested Acres				
	2010	2011	2012	2013	2014
Corn for Grain	167,000	171,000	160,700	166,900	177,700
Corn for Silage	28,000	27,000	43,600	43,600	N/A
Soybeans	77,900	76,600	75,500	74,400	78,800
Winter Wheat	11,900	16,500	14,000	16,200	14,000
Alfalfa Hay	32,700	29,200	29,200	34,600	34,900

#### **Land in Farms**

Dane County is classified as an urban county, which is defined as having an average of more than 100 residents per square mile. According to the *2012 Census of Agriculture*, Dane County has 504,420 acres of land in farms, which represents 65.8 percent of the total land area (Figure 2). Land in farms consists primarily of agricultural land used for crops, pasture, or grazing. It also includes woodland and wetland not actually under cultivation or used for pasture or grazing, providing it was part of the farm operator's total operation. The average number of acres of land in farms for urban counties is 188,648 acres or 56 percent of the total county land area. These can be compared to the average of 202,346 acres or 42 percent of land in farms among all Wisconsin counties.



**Figure 2. Percentage of Land in Farms.**



According to the *2012 Census of Agriculture*, the amount of land in farms decreased by 6 percent in Dane County from 2007 to 2012. In Wisconsin as a whole, the amount of land in farms declined from 15.2 to 14.6 million acres (a 4 percent loss) during this time (Table 2). These changes in land use are likely the result of commercial and residential development on land that was formerly agricultural rather than because of idling of formerly productive farmland. The proposed project would contribute to this trend.

**Table 2. Change in the Acres of Farmland, 2007 to 2012.**

Location	2012 Farmland (acres)	2007 Farmland (Acres)	Change in Acres	Percentage Change
Dane County	504,420	535,756	31,336	-6
Wisconsin	14,568,926	15,190,804	621,878	-4

### **Number of Farms**

According to the *2012 Census of Agriculture*, Dane County lost 582 farms (a 17 percent decrease) between 2007 and 2012 as the total number dropped from 3,331 to 2,749. Wisconsin as a whole lost 12 percent of its farms as the total number of farms in the state dropped from 78,463 in 2007 to 69,754 in 2012 (Table 3). As the amount of farmland declines, farmers who want to remain in agricultural production face increasing pressure to develop or sell their land. When this and other pressures on a farm operation become strong enough, a farmer may be forced to downsize his/her operation; change the type of his/her operation, such as a switching from livestock to cash grain; or closing the farm business and renting the farmland to another operator or developing the land.



**Table 3. Change in the Number of Farms, 2007 to 2012.**

Location	Number of Farms (2012)	Number of Farms (2007)	Change in the Number of Farms	Percent Change
Dane County	2,749	3,331	582	-17
Wisconsin	69,754	78,463	8,709	-12

### **Size of Farms**

From 2007 to 2012, the average size of farms rose 14 percent in Dane County and rose 8 percent in Wisconsin as a whole (Table 4; 2012 Census of Agriculture).

**Table 4. Change in the Average Size of Farms, 2007 to 2012.**

Location	Average Farm Size (Acres)		
	2012	2007	Change in Size
Dane County	183	161	+22
Wisconsin	209	194	+15

Table 5 shows the 2012 number of farms in each size category for Dane County and all Wisconsin counties (2012 Census of Agriculture). Proportionately, Dane County has more farms that are smaller than 50 acres in size compared to the averages for Wisconsin.

**Table 5. Number of Farms per Size Category in 2012.**

Location	0 to 49 Acres		50 to 179 Acres		180 to 499 Acres		More than 500 Acres	
	No.	%	No.	%	No.	%	No.	%
Dane County	1181	43	875	32	479	17	214	8
Wisconsin	22,428	32	25,502	37	15,688	22	6,136	9

### **Property Taxes and Values**

Table 6 shows the 2013 average property tax, assessed value, and sale price per acre of agricultural land in Dane County, urban counties, and all Wisconsin counties. The assessed values and property taxes are based on the “use value” of agricultural land. *Wisconsin Statutes* §70.32(2)(c)1g., which define agricultural land as “land, exclusive of buildings and improvements, that is devoted primarily to agricultural use.”

**Table 6. Farmland Taxes and Value.**

Location	2013 Dollars per Acre of Farmland		
	Average Tax	Assessed Value	Sale Value
Dane County	\$4.32	\$239	\$7,544
Urban Counties	\$3.70	\$200	\$6,303
Wisconsin	\$3.32	\$171	\$4,442

In 2013, average property taxes on Dane County agricultural land were 17 percent higher than the average for urban counties and 30 percent higher than the average for Wisconsin. (Wisconsin Department of Revenue).

On average, the assessed value of farmland in Dane County was 20 percent higher than the average for urban counties and 40 percent higher than the average for Wisconsin. (Wisconsin Department of Revenue).

The average sale price of farmland in Dane County was 20 percent higher than the average for urban counties and 70 percent higher than the average for Wisconsin. (USDA NASS 2014 Wisconsin Agricultural Statistics Bulletin). These values do not include farmland sold and converted to nonfarm use and do not include agricultural land with buildings or improvements.

### **Farmland Preservation**

Wisconsin's Farmland Preservation Program (FPP) provides counties, towns, and landowners with tools to aid in protecting agricultural land for continued agricultural use and to promote activities that support the larger agricultural economy. Through this program, counties adopt state-certified farmland preservation plans, which map areas identified as important for farmland preservation and agricultural development. DATCP first certified the Dane County Farmland Preservation Plan in 1981 and recertified it in 2012. The plan identifies farmland preservation areas in the county and provides tax credit eligibility to farmers who wish to participate in the FPP.

Within these farmland preservation areas, local governments and owners of farmland can petition for designation by the state as an Agricultural Enterprise Area (AEA). This designation highlights the importance of the area for agriculture and further supports local farmland preservation and agricultural development goals. Designation as an AEA also enables eligible landowners to enter into farmland preservation agreements. Through an agreement, a landowner agrees to voluntarily restrict the use of their land for agriculture for fifteen years and to follow the state soil and water conservation standards to protect water quality and soil health. The land that could be acquired for this project is not part of an AEA \*nor does it contain any FPP agreements.

Local governments may choose to adopt an exclusive agricultural zoning ordinance to ensure that landowners covered by the ordinance are eligible to claim farmland preservation tax credits. Such an ordinance must also be certified by DATCP. All four of the towns that the proposed project



passes through, Albion, Dunkirk, Rutland, and Dunn, have adopted the county's exclusive agricultural zoning ordinance.

### **Soils**

The primary soil association that the proposed project passes through is the Batavia-Houghton-Dresden soil association. The soils in this association range from well drained to poorly drained and deep to moderately deep. They include silt loams and mucks that are underlain by silt, sand and gravel. The project also passes through smaller amounts of the Dodge-St. Charles-McHenry soil association and the Plano-Ringwood-Griswold soil association. The soils in both of these associations are well drained and moderately well drained, deep silt loams. The Plano-Ringwood-Griswold association also includes deep loams. Where the slopes are 6 percent or less, the Batavia, Dodge, Dresden, Griswold, McHenry, Plano, Ringwood, and St. Charles soils are all classified as prime farmland. Prime farmland has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oil seed crops, and is available for these uses. DATCP estimates that about 70 percent of the project corridor is covered by prime soils. This translates to 53 of the proposed acquisition of 75.5 acres to be acquired from farm operations. Refer to Appendix V for a detailed definition of prime farmland. Because prime farmland is the most productive, it goes without saying that it is also the most valuable. In urban counties such as Dane, land that is valuable as farmland may also be valuable for development, which tends to increase the price paid for such land and makes it more costly for farmer who lose land to a highway project to replace that farmland.

The individual soil series that are found in the greatest quantities in the project corridor between Stoughton and the Interstate include Plano silt loam, Dodge silt loam, Sable silty clay loam, and McHenry silt loam. Between McFarland and Stoughton, the soils found in the greatest quantities include Houghton muck, Dodge silt loam, and Ringwood silt loam. North of McFarland, the dominant soils are Kegonsa silt loam, and Batavia silt loam. In addition to the soils previously identified as prime farmland, Kegonsa soils are prime where their slopes are 6 percent or less and Sable soils are prime where drained and their slopes are 6 percent or less.



## 4. Agricultural Impacts

The proposed project will require the fee-simple acquisition of 73.6 acres of land from 44 farmland owners. The affected landowners are listed in Table 7 below.

**Table 7. Proposed Farmland Acquisitions in Fee-Simple.**

<b>Farmland Owners</b>	<b>Proposed Acquisition (Acres)</b>
Arthur Sveum	1.3
Parcel #2 (owner name not available through online property records)	4.7
Dana Sperloen	2.0
Elaine Alteus Possin	2.7
Herro Family Trust, Mary Stuart	1.5
Jane Liess	1.1
Lynn Squire	2.1
Lynn Hull	2.6
Moe Family Farms	4.5
Norby Credit Shelter, Donald D	3.1
Tiedeman Rev Family, Herman & Julie	2.8
Dvorak Investments II LLC	14.2
Edward J Kramper	3.7
Gene R Allen	7.7
Greenbriar Farms/Linnerud Farms	7.7
There are 29 acquisitions each less than one acre	11.9
Total	73.6

### **Landowner Comments**

DATCP contacted each of the farmland owners by mail who could lose more than five acres of land due to the proposed project. Originally, WisDOT estimated that 6 acres would be acquired from Edward Kramper, so he received a questionnaire from DATCP. WisDOT later reduced the anticipated size of the acquisition of Kramper property, but Mr. Kramper's comments have been included in the AIS even though the proposed acquisition is less than 5 acres. Three of those four farmland owners who were contacted responded. The following paragraphs summarize the responses as well as descriptions of other potential impacts of this project on agriculture.

**Farmland Owner:** Dvorak Investments II LLC  
**Proposed Acquisition:** Fee-simple acquisition of 14.2 acres

This property is located where CTH “B” (east) intersects USH 51. WisDOT is proposing to move this intersection to the west and construct a roundabout. USH 51 will include 2 lanes with a median north of the roundabout and 4 lanes with a median to the south. The owners did not respond to DATCP’s request for comments about the proposed project.

**Farmland Owner:** Edward J Kramper  
**Proposed Acquisition:** Fee-simple acquisition of 3.7 acres

As previously noted, WisDOT originally estimated that 6.0 acres of land would be acquired from Mr. Kramper.

Mr. Kramper owns cropland, some of which he farms himself and the rest is rented out. He and his renter grow corn, soybeans, hay, and oats. Mr. Kramper also raises 100 head of beef cattle.

Existing USH 51 divides the Kramper farm, and cropland is located on both sides of the highway. In this area, WisDOT is proposing to acquire strip acquisitions from the Kramper property and maintain the rural two-lane roadway on the existing alignment. Mr. Kramper is concerned about impacts on his fencing. He indicated that he has a mile of fencing on each side of the highway.

WisDOT has made an exception to the roadway design standards, which will maintain the existing roadway grade and avoid impacts to the residence and farm buildings on the west side of USH 51. In addition, under Alternative B, which WisDOT rejected in favor of Alternative H, this section of USH 51 would have been widened to four lanes with a median. This would have interfered with Mr. Kramper’s ability to transport his cattle across the highway to access pasture. Under the four-lane alternative, WisDOT was considering digging a well for Mr. Kramper on the opposite side of the highway from his buildings as a way to mitigate the changes in access that he would have had to deal with. Since no median will be constructed, Mr. Kramper’s access will not change and a new well will not be provided.

**Farm Owner/Operator:** Gene R Allen  
**Proposed Acquisition:** Fee-simple acquisition of 7.7 acres

Mr. Allen owns 23.8 acres of land including 21.4 acres cropland. He typically grows 3 to 4 acres of corn and the rest of the cropland is used to grow hay for horses. Because horses are not as efficient at converting forage to energy as ruminants such as cattle, horse owners are typically willing to pay a premium for higher quality hay for their horses.

WisDOT is proposing to re-route Tower Road through the Allen parcel to a new roundabout at Exchange Street and USH 51. The relocated Tower Road will be a rural two-lane roadway. It is



assumed that the land between USH 51 and the new alignment of Tower Road will be purchased by WisDOT as a noneconomic remnant. However, if that land is not acquired by WisDOT, the acres acquired from the Mr. Allen will be reduced from 7.7 acres to 3.9 acres.

The proposed acquisition of 7.7 acres is all cropland and represents a 36 percent loss of Mr. Allen's cropland. This is likely to result in a similar percentage in the loss of income he generates from his crops. If Mr. Allen opted to keep the severed parcel between the relocated Tower Road and USH 51, he could reduce the loss of cropland and potentially the loss of some income. However, this remnant parcel would be small, irregularly shaped, and potentially more costly to farm. Refer to the discussion on severances.

The owner is concerned that construction of a roadway in the middle of his cropland could interfere with the natural drainage of the remaining land, which tends to flow from west to east. Mr. Allen indicated that the new roadway will cross the most level and productive portion of his property. He also indicated that there is no replacement land available to buy or rent in the area. He is also concerned that the rerouting of Tower Road will lower the value of his remaining property because the new roadway will be too close to his home and outbuildings.

Mr. Allen would like WisDOT to consider an alternate proposal for the Tower Road reroute. His suggestion would be to dead-end Tower Road just before it intersects USH 51. Traffic could be redirected to Mahoney Road. He could also offer his neighbor an access easement.

**Farm Owner/Operator:** Linnerud Farms  
**Proposed Acquisition:** Fee-simple acquisition of 7.7 acres

This farm consists of 620 acres of cropland, which the owners work themselves, 30 acres of woods, and 10 acres for the buildings. Corn is grown on all of the cropland.

Acquisitions from this farm will be in three locations along the existing highway. The first is located east of Stoughton near Pleasant Hill Road and it will be in a strip adjacent to the existing highway. The second location is at the USH 51/CTH "B" (east) intersection where a roundabout is proposed. The third location is near the proposed multiuse path from CTH "B" (east) to Skyline Drive. The acquisition here is also in a strip along the existing railroad tracks.

The owners are primarily concerned about impacts this project will have on access to their property. They would like their driveways returned to their preconstruction condition after the project is completed. They indicated that when work was done on USH 51 in the 1990s, the grade of their driveways was so steep; they could not drive their trucks on them. They were also too narrow for the farm machinery. They incurred the expense of getting the driveways regraded so that they would be usable.

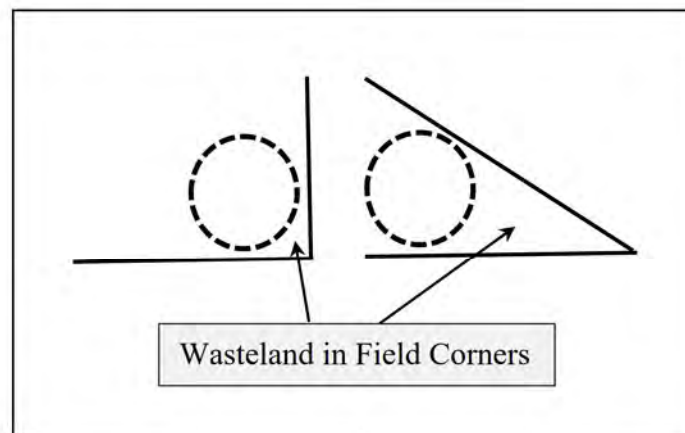


## **Potential Agricultural Impacts**

### ***Severances***

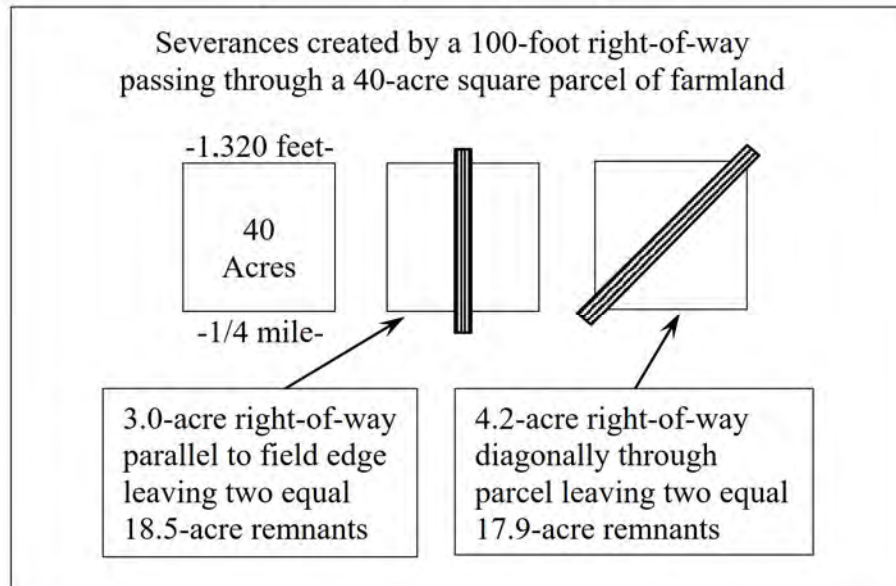
The rerouting of Tower Road will sever a portion of Gene Allen's property as well as parcels owned by other landowners. Because of the relocation of the intersection at USH 51 and CTH "B" (east), the shape of some fields owned by Dvorak Investments LLC will likely be altered. Acquisitions that sever farmland frequently create irregularly shaped fields, making equipment usage awkward and production more costly. The increased cost of production is due in part to the additional time, fuel, and equipment wear associated with maneuvering equipment in corners of fields that are not square or along sides of fields that are not straight. Nonproductive time and labor costs associated with the frequent working of these fields may reduce the possibility of generating profits on these parcels. In addition, when fields are made smaller, an increased proportion of wasteland is created along the edges and in narrow corners of the fields reducing their productive capacity. Figure 3 shows the increased amount of wasteland in fields that have narrow corners. Compensation for the reduction in the value of parcels that are small and/or irregularly shaped will be addressed in the appraisal of each affected parcel.

**Figure 3. Equipment Turning Radius in a Right-Angle Field Corner and in an Acute-Angle Field Corner**



Examples of the impacts on a 40-acre parcel that is severed by a highway with a 100-foot wide right-of-way are shown in Figure 4. Fields are severed diagonally at the north end of the Tower Road relocation and where the USH 51/CTH "B" (east) intersection is relocated. Diagonal severances take up more land than severances running parallel to a field edge. In addition, a diagonal severance will more significantly affect a farmer's cropping pattern, the path followed when working that field. Farmers may find such remnant parcels too inefficient to farm profitably.

**Figure 4. Remnants Left by a Roadway Passing through the Middle of a 40-Acre Field**



### ***Drainage***

Proper field drainage is vital to a successful farm operation. Roadway construction can disrupt improvements such as drainage tiles, grassed waterways, drainage ditches, and culvert pipes, which regulate the drainage of farm fields. If drainage is impaired, water can settle in fields and cause substantial damage, such as harming or killing crops and other vegetation, concentrating mineral salts, flooding farm buildings, or causing hoof rot and other diseases that affect livestock. In addition, where salt is used on road surfaces, runoff water can increase the content of salt in nearby soils.

Section 88.87 of the *Wisconsin Statutes* requires highways to be built with adequate ditches, culverts, and other facilities to prevent obstruction of drainage, protect property owners from damage to lands caused by unreasonable diversion or retention of surface water, and maintain, as nearly as possible, the original drainage flow patterns. Refer to Appendix IV for the statutes pertaining to drainage rights. Landowners whose property is damaged by improper construction or maintenance of highways and highway drainage structures may file a claim with WisDOT within three years after the damage occurs.

The very northern end of the proposed project passes through the Blooming Grove Drainage District where USH 51 intersects the Madison Beltline (USH 12&18). WisDOT will need to work with the Dane County Drainage Board to ensure that highway construction does not interfere with the operation of this district.



### ***Obliterated Roadway***

Where the intersection of CTH “B” (east) and USH 51 is relocated further west, portions of the existing USH 51 roadway will be obliterated. A portion of the existing Tower Road will also be obliterated where its intersection with USH 51 will be relocated. WisDOT has indicated that portions of the obliterated roadway right-of-way may be made available to the adjacent landowners.

According to WisDOT’s *Standard Specifications for Highway and Structure Construction*, when an old roadbed is obliterated, surfacing material shall be removed and disposed of, and ditches shall be filled in. The area will then be graded to a contour that will merge with the adjoining contour. After rough grading is completed, these areas shall be covered with topsoil, harrowed, smoothed, fertilized, and seeded in accordance with WisDOT guidelines. Topsoil is usually spread to a depth of four inches.

The agricultural value of any obliterated roadway depends on the use and quality of adjoining land and on the depth and quality of the restored area’s subsoils and topsoil. Soils beneath the obliterated roadway have been significantly compacted by roadway traffic. This may adversely affect plant growth for several years until plowing and the natural freezing and thawing process have loosened the compacted soil.

### ***Access***

WisDOT has indicated that there has been a design change to the access for R & R Farms in the town of Dunn due to concerns expressed by the owner. WisDOT originally proposed that the access for R and R Farm on USH 51 would only be right-in/right-out and Robert Nelson was concerned that this would affect his farming operation. WisDOT is now proposing to relocate the access approximately 275 feet to the south to line up across from the US51/Colladay Point Road intersection. This would allow Mr. Nelson to have full access to his property. In order to construct the new driveway WisDOT anticipates acquiring 0.4 of an acre of temporary easement from the R and R Farm (in addition to the 0.6 acres of right-of-way needed for the USH 51 improvements).

### ***Fencing***

Compensation for fencing within the acquisition site will be included in the appraisal. If fencing or other improvements are damaged outside of the right-of-way, the owner will receive damages, or the fence will be restored, repaired, or replaced to a condition similar or equal to that existing before the damage was done.

### **Appraisal Process**

Before negotiations begin, WisDOT will provide an appraisal of the affected property to the landowners. An appraisal is an estimate of fair market value. This will be the basis for their



compensation offer. The amount of compensation is based on the appraisal(s) and is established during the negotiation process between WisDOT and the individual landowner.

Landowners have the right to obtain their own appraisal of their property and will be compensated for the cost of this appraisal if the following conditions are met:

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

WisDOT is required by law to provide landowners with information about their rights in this process before the negotiation begins.

## **5. Recommendations**

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

1. WisDOT should consult with Gene Allen to see if a change in the proposal to reroute Tower Road could be changed to minimize the loss of cropland for Mr. Allen.
2. After land is acquired and before it is needed for roadway construction, WisDOT should allow current farm operators to continue farming the acquired farmland as long as there is sufficient growing season for crops to mature and be harvested.
3. WisDOT should consult with landowners on the location of any new or relocated access points to ensure that they are constructed in safe and efficient locations. They should also be constructed with adequate width and grade for agricultural use. DATCP supports WisDOT's efforts to work with the owner of R and R Farm to provide access that will meet the owner's needs.
4. To address potential drainage problems that may occur as a result of the project, project officials should discuss design and construction plans with the Dane County land conservationist during the design process for this project.
5. The county land conservationist should also be consulted to ensure that construction proceeds in a manner that minimizes crop damage, soil compaction, and soil erosion on adjacent farmland.
6. Landowners and operators should be given advanced notice of acquisition and construction schedules so that farm activities can be adjusted accordingly. To the extent feasible, the timing of the acquisition and construction should be coordinated with the landowners and operators to minimize crop damage and disruption of farm operations.

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## Appendix I: Agricultural Impact Statements

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

*The following Wisconsin Statute provides information on the purpose and role of the AIS.*

### **Section 32.035 of the Wisconsin Statutes describes the Agricultural impact statement:**

**(1) DEFINITIONS.** In this section:

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

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

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

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

**(4) IMPACT STATEMENT.**

(a) *When an impact statement is required:* The department shall prepare an agricultural impact statement for each project, except a project under Ch. 81 or a project located entirely within



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

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

1. A list of the acreage and description of all land lost to agricultural production and all other land with reduced productive capacity, whether or not the land is taken.
2. The department's analyses, conclusions, and recommendations concerning the agricultural impact of the project.

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

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

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

- (a) The governor's office.
- (b) The senate and assembly committees on agriculture and transportation.
- (c) All local and regional units of government that have jurisdiction over the area affected by the project. The department shall request that each unit post the statement at the place normally used for public notice.
- (d) Local and regional news media in the area affected.
- (e) Public libraries in the area affected.
- (f) Any individual, group, club, or committee that has demonstrated an interest and has requested receipt of such information.
- (g) The condemnor.

## Appendix II: Eminent Domain

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

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

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

*DATCP recommends that farmland owners concerned about eminent domain powers and the acquisition of land should consult these texts for further information. For a complete description of the eminent domain law, please see Wisconsin Statutes Chapter 30.*

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

(6) In the case of a partial taking of property other than an easement, the compensation to be paid by the condemnor shall be the greater of either the fair market value of the property taken as of the date of evaluation or the sum determined by deducting from the fair market value of the whole property immediately before the date of evaluation, the fair market value of the remainder immediately after the date of evaluation, assuming the completion of the public improvement and



giving effect, without allowance of offset for general benefits, and without restriction because of enumeration but without duplication, to the following items of loss or damage to the property where shown to exist:

- (a) Loss of land including improvements and fixtures actually taken.
- (b) Deprivation or restriction of existing right of access to highway from abutting land, provided that nothing herein shall operate to restrict the power of the state or any of its subdivisions or any municipality to deprive or restrict such access without compensation under any duly authorized exercise of the police power.
- (c) Loss of air rights.
- (d) Loss of a legal nonconforming use.
- (e) Damages resulting from actual severance of land including damages resulting from severance of improvements or fixtures and proximity damage to improvements remaining on condemnee's land. In determining severance damages under this paragraph, the condemnor may consider damages that may arise during construction of the public improvement, including damages from noise, dirt, temporary interference with vehicular or pedestrian access to the property and limitations on use of the property. The condemnor may also consider costs of extra travel made necessary by the public improvement based on the increased distance after construction of the public improvement necessary to reach any point on the property from any other point on the property.
- (f) Damages to property abutting on a highway right-of-way due to change of grade where accompanied by a taking of land.
- (g) Cost of fencing reasonably necessary to separate land taken from remainder of condemnee's land, less the amount allowed for fencing taken under par. (a), but no such damage shall be allowed where the public improvement includes fencing of right of way without cost to abutting lands.

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

**(4) BUSINESS OR FARM REPLACEMENT PAYMENT.**

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



not exceed the amount the owner displaced person is eligible to receive under this paragraph. The additional payment under this paragraph shall include the following amounts:

1. The amount, if any, which when added to the acquisition cost of the property, other than any dwelling on the property, equals the reasonable cost of a comparable replacement business or farm operation for the acquired property, as determined by the condemnor.
2. The amount, if any, which will compensate such owner displaced person for any increased interest and other debt service costs which such person is required to pay for financing the acquisitions of any replacement property, if the property acquired was encumbered by a bona fide mortgage or land contract which was a valid lien on the property for at least one year prior to the initiation of negotiations for its acquisition. The amount under this subdivision shall be determined according to rules promulgated by the department of commerce.
3. Reasonable expenses incurred by the displaced person for evidence of title, recording fees and other closing costs incident to the purchase of the replacement property, but not including prepaid expenses.

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

1. The amount, not to exceed \$30,000, which is necessary to lease or rent a comparable replacement business or farm operation for a period of 4 years. The payment shall be computed by determining the average monthly rent paid for the property from which the person was displaced for the 12 months prior to the initiation of negotiations or, if displacement is not a direct result of acquisition, such other event as determined by the department of commerce and the monthly rent of a comparable replacement business or farm operation and multiply the difference by 48; or
2. If the tenant displaced person elects to purchase a comparable replacement business or farm operation, the amount determined under subd. 1 plus expenses under par. (a) 3.

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

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

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



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

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

- (a) Determine the cost of any relocation payments and services or the methods that are going to be used to determine such costs.
  - (b) Assist owners of displaced business concerns and farm operations in obtaining and becoming established in suitable business locations or replacement farms.
  - (c) Assist displaced owners or renters in the location of comparable dwellings.
  - (d) Supply information concerning programs of federal, state, and local governments which offer assistance to displaced persons and business concerns.
  - (e) Assist in minimizing hardships to displaced persons in adjusting to relocation.
  - (f) Secure, to the greatest extent practicable, the coordination of relocation activities with other project activities and other planned or proposed governmental actions in the community or nearby areas that may affect the implementation of the relocation program.
  - (g) Determine the approximate number of persons, farms, or businesses that will be displaced and the availability of decent, safe and sanitary replacement housing.
  - (h) Assure that, within a reasonable time prior to displacement, there will be available, to the extent that may reasonably be accomplished, housing meeting the standards established by the department of commerce for decent, safe and sanitary dwellings. The housing, so far as practicable, shall be in areas not generally less desirable in regard to public utilities, public and commercial facilities and at rents or prices within the financial means of the families and individuals displaced and equal in number to the number of such displaced families or individuals and reasonably accessible to their places of employment.
  - (i) Assure that a person shall not be required to move from a dwelling unless the person has had a reasonable opportunity to relocate to a comparable dwelling.
- (3) (a) Subsection (1) does not apply to any of the following activities engaged in by a condemnor:
- 1. Obtaining an appraisal of property.
  - 2. Obtaining an option to purchase property, regardless of whether the option specifies the purchase price, if the property is not part of a program or project receiving federal financial assistance.



## Appendix III: Access

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

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

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

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

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

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

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

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

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

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

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



## Appendix IV: Drainage

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

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

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

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

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

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

(c) If a city, village, town, county, or railroad company or the department of transportation constructs and maintains a highway or railroad grade not in accordance with par. (a), any property owner damaged by the highway or railroad grade may, within 3 years after the alleged damage occurred, file a claim with the appropriate governmental agency or railroad company. The claim shall consist of a sworn statement of the alleged faulty construction and a description, sufficient to determine the location of the lands, of the lands alleged to have been damaged by flooding or water-soaking. Within 90 days after the filing of that claim, the governmental



agency or railroad company shall either correct the cause of the water damage, acquire rights to use the land for drainage or overflow purposes, or deny the claim. If the agency or company denies the claim or fails to take any action within 90 days after the filing of the claim, the property owner may bring an action in inverse condemnation under ch. 32 or sue for such other relief, other than damages, as may be just and equitable.

**WisDOT specification 205.3.3 further describes its policies concerning drainage:**

- (1) During construction, maintain roadway, ditches, and channels in a well-drained condition at all times by keeping the excavation areas and embankments sloped to the approximate section of the ultimate earth grade. Perform blading or leveling operations when placing embankments and during the process of excavation except if the excavation is in ledge rock or areas where leveling is not practical or necessary. If it is necessary in the prosecution of the work to interrupt existing surface drainage, sewers, or under drainage, provide temporary drainage until completing permanent drainage work.
- (2) If storing salvaged topsoil on the right-of-way during construction operations, stockpile it to preclude interference with or obstruction of surface drainage.
- (3) Seal subgrade surfaces as specified for subgrade intermediate consolidation and trimming in 207.3.9.
- (4) Preserve, protect, and maintain all existing tile drains, sewers, and other subsurface drains, or parts thereof, that the engineer judges should continue in service without change. Repair, at no expense to the department, all damage to these facilities resulting from negligence or carelessness of the contractor's operations.

## **Appendix V: NRCS Soil Farmland Classification**

### **Prime Farmland**

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

### **Unique Farmland**

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

### **Additional Farmland of Statewide Importance**

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

### **Additional Farmland of Local Importance**

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



## Appendix VI: Soil Capability Classes

### Land suited to Cultivation and Other Uses:

**Class I** soils have few limitations that restrict their use.

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

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

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

### Land Limited in Use-Generally Not Suited to Cultivation

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

**Class VI** soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland, or wildlife food and cover.

**Class VII** soils have severe limitations that make them unsuited to cultivation and that restrict their use largely to grazing, woodland, or wildlife.

**Class VII** soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to grazing, woodland, or wildlife.

**Class VIII** soils and landforms have limitations that preclude their use for commercial plant production.

### Soil Capability Subclasses

A subclass is a group of capability units within a class which has the dominant soil or climatic limitations for agricultural use. Capability Class I has no subclasses. There are four subclasses, designated by letter symbols and defined as follows:

- e** Erosion susceptibility is the dominant problem or hazard. Both erosion susceptibility and past erosion damage are major soil factors for placement in this subclass.
- s** Soil limitations within the rooting zone, such as shallowness of rooting zones, stones, low moisture-holding capacity, low fertility that is difficult to correct, and salinity or sodium, are dominant.
- w** Excess water is the dominant hazard or limitation. Poor soil drainage, wetness, high water table, and overflow are the criteria for placing soils in this subclass.
- c** Climate (temperature or lack of moisture) is the only major hazard or limitation.



## Appendix VII: Mailing List

GOVERNOR SCOTT WALKER 115 E CAPITOL	SEN TERRY MOULTON AGRICULTURE COMMITTEE 310 S CAPITOL
SEN JERRY PETROWSKI TRANSPORTATION COMMITTEE 123 S CAPITOL	REP LEE NERISON AGRICULTURE COMMITTEE 310 N CAPITOL
REP KEITH RIPP TRANSPORTATION COMMITTEE 223 N CAPITOL	RESOURCES FOR LIBRARIES (15) DOCUMENT DEPOSITORY PROGRAM 2109 SOUTH STOUGHTON ROAD
WisDOT CENTRAL OFFICE FILES HILL FARMS	WisDOT LIBRARY ROOM 100A 4802 SHEBOYGAN AVE
STATE DOCUMENTS SECTION THE LIBRARY OF CONGRESS 10 FIRST ST S E WASHINGTON DC 20540-0001	LRC DOCUMENTS DEPT UW-STEVENS POINT 900 RESERVE ST STEVENS POINT WI 54481-1985
JEFF BERENS WisDOT SW REGION 2101 WRIGHT ST MADISON WI 53704-2583	DVORAK INVESTMENTS II LLC 1081 EAGLE CT EDGERTON WI 53534
EDWARD J KRAMPER 3694 DYRESON RD MCFARLAND WI 53558	GENE R ALLEN 4020 E TOWER RD MCFARLAND WI 53558
LINNERUD FARMS LTD PARTNERSHIP 2948 COUNTY ROAD B STOUGHTON WI 53589	ARTHUR B SVEUM 1200 NYGAARD ST STOUGHTON WI 53589
CURRENT RESIDENT 2278 DYRESON RD MCFARLAND WI 53558	DANA SPERLOEN 1867 US HIGHWAY 51 STOUGHTON WI 53589
ELAINE ALTEMUS POSSIN 406 PROSPECT AVE BEAVER DAM WI 53916	HERRO FAMILY TRUST MARY STUART 2 E MIFFLIN ST STE 600 MADISON WI 53703
JANE CLIESS 2660 US HIGHWAY 51 MCFARLAND WI 53558	LYNN L SQUIRE 2013 WHENONA DR MADISON WI 53711-4842

LYNN M HULL 3208 AALSETH LN STOUGHTON WI 53589	MOE FAMILY FARMS LLC 1680 WILLIAMS DR STOUGHTON WI 53589
NORBY CREDIT SHELTER TRUST 935 OCEAN DR FAIRVIEW TX 75069	TIEDEMAN FAMILY REV FAMILY TR 810 WERNER WATERTOWN WI 53098
SCOTT MCDONELL DANE COUNTY CLERK 210 MLK JR BLVD. MADISON WI 53703-3342	BOB VENSKE ALBION TOWN CHAIR 170 HILLSIDE RD EDGERTON WI 53534
JULIE HANEWALL ALBION TOWN CLERK 620 ALBION RD EDGERTON WI 53534	NORMAN MONSEN DUNKIRK TOWN CHAIR 662 STATE HIGHWAY 138 SOUTH STOUGHTON WI 53589
MELANIE HUCHTHAUSEN DUNKIRK TOWN CLERK 654 COUNTY ROAD N STOUGHTON WI 53589	JEANETTE WALKER RUTLAND TOWN CHAIR 838 CENTER RD STOUGHTON WI 53589
DAWN GEORGE RUTLAND TOWN CLERK 4177 OLD STAGE RD BROOKLYN WI 53521	EDMOND P MINIHAN DUNN TOWN CHAIR 4156 COUNTY ROAD B MCFARLAND WI 53558
CATHY HASSLINGER DUNN TOWN CLERK 4156 COUNTY ROAD B MCFARLAND WI 53558	AMY CALLIS DANE COUNTY CONSERVATIONIST 5201 FEN OAK DR RM 208 MADISON WI 53718-8827
HEIDI JOHNSON DANE COUNTY UWEX 5201 FEN OAK DR RM 138 Madison WI 53718	MADISON PUBLIC LIBRARY 201 W MIFFLIN ST MADISON WI 53703-2597
PUBLIC LIBRARY 5920 MILWAUKEE ST MCFARLAND WI 53558-8962	STOUGHTON PUBLIC LIBRARY 304 S 4 <sup>TH</sup> ST STOUGHTON WI 53589-2101
MADISON NEWSPAPERS INC 1901 FISH HATCHERY RD MADISON WI 53713	MCFARLAND COMMUNITY LIFE 6041 MONONA DR MONONA WI 53716
STOUGHTON COURIER HUB 301 W MAIN ST PO BOX 577 STOUGHTON WI 53589	SCOTT RINGELSTETTER DANE CO DRAINAGE BOARD CHAIR 2361 COUNTY HIGHWAY V SUN PRAIRIE WI 53590

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State of Wisconsin  
Department of Agriculture,  
Trade & Consumer Protection



*For additional copies, contact:*

DATCP  
Agricultural Impact Program  
P.O. Box 8911  
Madison, WI 53708-8911

608/224-4646  
Fax: 608/224-4615

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## SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation  
DT1635 6/2014

**SHPO**

For instructions, see [FDM Chapter 26](#).

### I. PROJECT INFORMATION

☒ Amended Submittal (include new information only)

Project ID 5845-06-03 (previous ID 5845-06-02)	Highway – Street US 51	County Dane
Project Termini I-39/90 to US 12/18 (Madison South Beltline)		Region – Office SW Region-Madison
Regional Project Engineer – Project Manager Jeff Berens		(Area Code) Telephone Number (608) 245-2656
Consultant Project Engineer – Project Manager Joan Petersen - Strand Associates, Inc.		(Area Code) Telephone Number (608) 251-4843
Archaeological Consultant Commonwealth Heritage Group, Inc.		(Area Code) Telephone Number (414) 446-4121
Architecture/History Consultant Commonwealth Heritage Group, Inc.		(Area Code) Telephone Number (414) 446-4121
Date of Need		SHSW Number 06-0048 / DA
Return a Signed Copy of This Form to Jeff Berens, jeff.berens@dot.wi.gov		

### II. PROJECT DESCRIPTION

Project Length 17.7 miles	Land to be Acquired: Fee Simple Approximately 70 acres	Land to be Acquired: Easement Approximately 10 acres			
Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	33-125	33-400	Terrace Width	0-5	0-8.5
Shoulder	6-10	8-10	Sidewalk Width	5	5
Slope Intercept	varies	varies	Number of Lanes	2-4	2-4
Edge of Pavement	12-24	12-50	Grade Separated Crossing Siggelkow Road	1	1
Back of Curb Line	22-42	22-50	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other – List:	N/A	N/A	Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that Depict "Maximum" Impacts.	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Tree Topping and/or Grubbing	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

**Brief Narrative Project Description:** Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

See Continuation Sheet.

☒ Add continuation sheet, if needed.



**SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION (continued)**

Wisconsin Department of Transportation DT1635

**III. CONSULTATION**

How has notification of the project been provided to:

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Property Owners                   | <input checked="" type="checkbox"/> Historical Societies/Organizations | <input checked="" type="checkbox"/> Native American Tribes                       |
| <input checked="" type="checkbox"/> Public Information Meeting Notice | <input checked="" type="checkbox"/> Public Information Meeting Notice  | <input checked="" type="checkbox"/> Public Info. Mtg. Notice                     |
| <input checked="" type="checkbox"/> Letter - Required for Archaeology | <input type="checkbox"/> Letter  | <input checked="" type="checkbox"/> Letter                                       |
| <input type="checkbox"/> Telephone Call                               | <input type="checkbox"/> Telephone Call                                | <input type="checkbox"/> Telephone Call  |
| <input type="checkbox"/> Other:                                       | <input checked="" type="checkbox"/> Other: email                       | <input checked="" type="checkbox"/> Other: BTS-CR discussion w/ Bill Quackenbush |

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

**IV. AREA OF POTENTIAL EFFECTS - APE****ARCHAEOLOGY:** Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.**HISTORY:** Describe the area of potential effects for buildings/structures.

Properties that may be directly or indirectly affected by Alternative H, the preferred alternative.

**V. PHASE I - ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED****ARCHAEOLOGY**

- ☒ Archaeological survey is needed
- ☐ Archaeological survey is not needed
- ☐ Screening list (date)
- ☐ Burial site in project area, Wis. Stat. 157.70 applies

**HISTORY**

- ☒ Architecture/History survey is needed
- ☐ Architecture/History survey is not needed
- ☐ Screening list (date)
- ☐ No structures or buildings of any kind within APE
- ☐ Non-Survey History Documentation attached

**VI. SURVEY COMPLETED****ARCHAEOLOGY**

- ☒ NO additional archaeological sites(s) identified - ASFR attached
- ☐ NO potentially eligible site(s) in project area - Phase I Report attached
- ☐ Potentially eligible site(s) identified - Phase I Report attached
- ☐ Avoided through redesign
- ☐ Phase II conducted - go to VII (Evaluation)
- ☐ Phase I Report - Cemetery/cataloged burial documentation

**HISTORY**

- ☒ NO additional buildings/structures identified - Report attached
- ☐ Potentially eligible buildings/structures identified in the APE - Report attached
- ☐ Avoided through redesign
- ☐ Previously listed/eligible property identified in the APE - Report attached

**VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED**

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


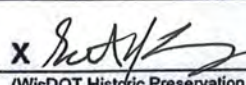
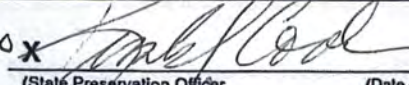

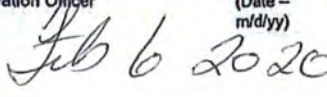
**VIII. COMMITMENTS/SPECIAL PROVISIONS - must be included with special provisions language**

- ☐ Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction.

**IX. PROJECT DECISION**

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

**X. SIGNATURES**

X  11/20/19 (Regional Project Manager Signature) (Date - m/d/yy)	X  1-21-2020 (WisDOT Historic Preservation Officer Signature) (Date - m/d/yy)	X  (State Preservation Officer Signature) (Date - m/d/yy)
X  11/18/19 (Consultant Project Manager Signature) (Date - m/d/yy)		



# SECTION 106 REVIEW Continuation Sheet

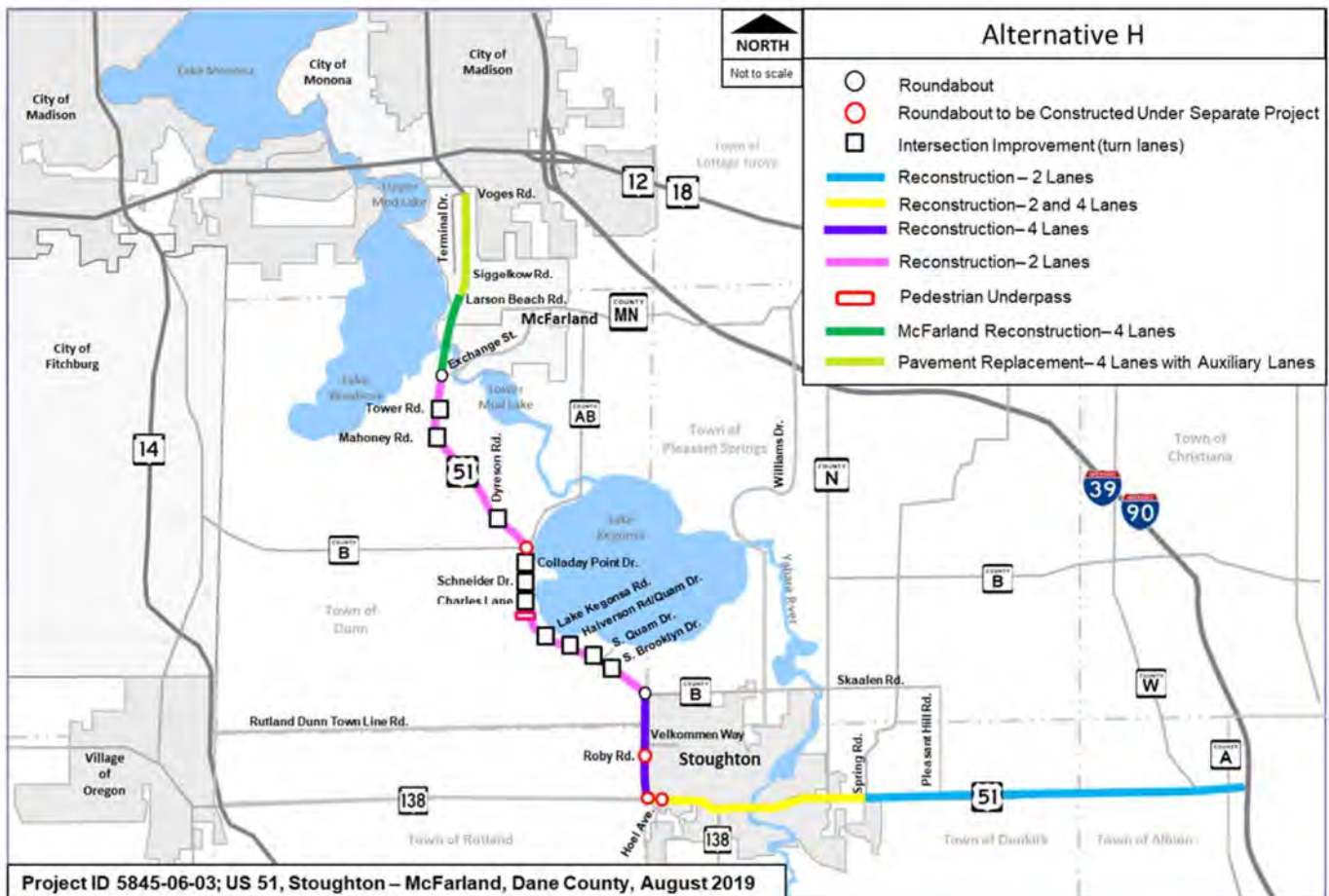
## WisDOT Project ID 5845-06-03 US 51, I-39/90 to US 12/18 (Madison South Beltline) Dane County

### Narrative Project Description

The US 51 Corridor Study is an ongoing study to evaluate alternatives for an 18.6-mile section of US 51 in southeastern Dane County that will improve safety and congestion and address the needs of pedestrians and bicyclists. The project was initiated under WisDOT Project ID 5845-06-02 and a Draft Environmental Impact Statement (DEIS) was completed at the end of 2013, but it was not published. Due to fiscal constraints and a number of other factors the project is currently being processed under WisDOT ID 5845-06-03 and an Environmental Assessment (EA) is being prepared.

Following the Public Involvement Meeting in August 2015, Alternative H was identified by WisDOT as the preferred alternative. Alternative H is a "hybrid" of the previously investigated Alternatives A and B. It provides for a four-lane roadway between WIS 138 (west) and County B (East) on the west side of Stoughton, but does not increase the number of lanes elsewhere. Specifically, Alternative H includes the following improvements:

- Reconstruction of two-lane US 51 east of Stoughton
- Reconstruction of existing US 51 through downtown Stoughton
- Urban four-lane reconstruction of US 51 on the west side of Stoughton
- Reconstruction of rural two-lane US 51 between Stoughton and McFarland with intersection improvements
- Urban four-lane reconstruction in McFarland
- Pavement replacement between Larson Beach Road and Terminal Drive/Voges Road in McFarland, Siggelkow Road interchange ramp improvements and addition of auxiliary lanes north of Siggelkow Road



Overview of Alternative H



The Section 106 process for the US 51 Corridor Study resulted in the identification of the following historic properties that may be affected by the project:

- Maple Grove School (AHI #26663)
- East Side Historic District (Stoughton)
- Depot Hill Historic District (Stoughton)
- Main Street Historic District (Stoughton)
- Southwest Side Historic District (Stoughton)
- Northwest Side Historic District (Stoughton)
- Olson-Hemsing Farmstead (AHI #158301, et al.)
- C.M. Colladay Burial Site (BDA-0359)
- Barber Campsite Archaeological Site (DA-0107)
- Bird Effigy Burial Site (BDA-0339)
- Babcock Park Archaeological Site (DA-1429)

Following consultation, it was determined, with SHPO concurrence, that there would only be adverse effects to Barber Campsite. A draft Memorandum of Agreement (MOA) was prepared to take into account the effect of the project on the historic property. The MOA was never finalized. In the spring of 2016 the US 51 Draft EA and public hearing were postponed due to statewide priorities and funding limitations.

In the spring of 2019, WisDOT reinitiated the US 51 Corridor Study and the study team is updating the corridor design as needed, assessing the impacts for the preferred alternative (Alternative H), and updating information needed to complete the EA.

2019 design updates include the following:

- Bicycle accommodations have changed in the design of Alternative H. Previously proposed on-street bicycle accommodations and multiuse path elements were reviewed due to changes in state law (Wis. Stat. 32.015), and those that would require right-of-way acquisition will no longer be included. In addition, on-street bicycle accommodations in portions of Stoughton and along the urban section in McFarland and the multiuse paths on the west side of Stoughton and from County B (east) to Skyline Drive also are no longer part of Alternative H.
- The proposed roundabouts at Hoel Avenue, WIS 138 (west), Roby Road, and County B/AB have logical termini and independent utility and will be designed as stand-alone projects. As such, they are no longer included in Alternative H. These separate projects will have their own environmental documentation and will be compatible with the improvements proposed in Alternative H.
- The location of the proposed roundabout at County B (east) has been shifted east, closer to the existing alignment of US 51 and resulting in less impact.
- In Stoughton, a left-turn lane will now be incorporated for northbound 4<sup>th</sup> Street at its intersection with US 51/Main Street. The lane reconfiguration will occur within the existing curb-to-curb footprint, but will require the removal of three on-street parking stalls on the east side of 4<sup>th</sup> Street.
- Also in Stoughton, bicyclists will be routed off of US 51 to the north on Van Buren Street for two blocks and then west on Jackson Street back to US 51. This on-street bicycle routing will utilize signage only and therefore will have no effects to the Northwest Side Historic District.

The following reports are included in this submittal for WisDOT Project ID 5845-06-03:

- Archaeological survey report documenting areas where additional survey was needed based on current design. No new sites were identified.
- Architecture/History survey report providing updates to the previous surveys for the US 51 Corridor Study. No new properties were identified to survey.
- A memo regarding the design change noted above in Stoughton and its effects to the National Register-listed Main Street Historic District.

In addition, historical societies/organizations and Native American tribes were re-notified.

A PIM was held in Stoughton on September 26, 2019 to update the public on the proposed design changes listed above and the project's current status and schedule. Consultation will be resumed in the fall of 2019 with the SHPO, previous MOA signatories, and other interested parties to finalize the MOA. Copies of the final Documentation for Consultation and draft MOA are included in this submittal for reference.



**MEMORANDUM OF AGREEMENT**  
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND THE WISCONSIN STATE  
HISTORIC PRESERVATION OFFICE (SHPO)  
Prepared pursuant to 36 CFR 800.6(c)

Regarding  
WISCONSIN DEPARTMENT OF TRANSPORTATION PROJECT I.D. 5845-06-03  
WHS #: 06-0048/DA  
US 51, I-39/90 to US 12/18, Improvements  
Dane County

**Whereas**, the Federal Highway Administration (FHWA) has been requested to participate in the *US 51 Improvements Project* (Project), in the City of Stoughton, Village of McFarland, and Towns of Albion, Dunkirk, Rutland, Pleasant Springs, and Dunn, Dane County, Wisconsin; and

**Whereas**, the FHWA is the lead agency on this project with responsibility for completing the requirements of Section 106 of the National Historic Preservation Act (NHPA); and

**Whereas**, the FHWA has established the Project's Area of Potential Effects (APE) in accordance with 36 CFR 800.16(d), to include properties that may be directly or indirectly affected by Alternative H, the preferred alternative (shown on Attachment #1);

**Whereas**, the FHWA pursuant to 36 CFR 800.4(c), has determined that the Maple Grove School (School District #4), East Side Historic District, Depot Hill Historic District, Main Street Historic District, Southwest Side Historic District, Northwest Side Historic District, Olson Hemsing Farmstead, 47DA0105 (BDA-0359) C.M. Colladay I, 47DA0107 Barber Campsite, 47DA0480 (BDA-0339) Bird Effigy, and 47DA1429 Babcock Park are eligible for inclusion in the National Register of Historic Places (National Register); and

**Whereas**, the FHWA has determined that the undertaking will have an adverse effect on 47DA0107 Barber Campsite; and

**Whereas**, the FHWA has consulted with the Wisconsin State Historic Preservation Office (SHPO) in accordance with Section 106 of the National Historic Preservation Act, 54 U.S.C. § 300101 (NHPA), and its implementing regulations (36 CFR Part 800) to resolve the adverse effect of the project on historic properties; and; and

**Whereas**, the FHWA intends to use the provisions of the Memorandum of Agreement (MOA) to address application requirements of Section 110(b) of the NHPA, 54 U.S.C. 306103; and

**Whereas**, the Wisconsin Department of Transportation (WisDOT) participated in the consultation and has been invited to concur with this MOA; and

**Whereas**, the U.S. Army Corps of Engineers (USACE) may be requested to issue a Section 404 permit for the Project, participated in the consultation, and has elected to be a consulting party to this MOA; and

**Whereas**, the Ho-Chunk Nation, participated in the consultation and has been invited to concur in this MOA; and

**Whereas**, the Wisconsin Department of Natural Resources participated in the consultation and has been invited to consult in this MOA; and

**Whereas**, the Advisory Council on Historic Preservation (ACHP) has been notified, but has chosen not to participate in the consultation; and

**Whereas**, the Wisconsin SHPO has concurred with the December 2015 Data Recovery Plan titled: *"Data Recovery Plan for 47DA0107 (Barber Campsite), US 51, Dane County, Wisconsin"* (Attachment #2); and

**Whereas**, the consulting parties of this MOA concur with the *"Data Recovery Plan for 47DA0107 (Barber Campsite), US 51, Dane County, Wisconsin"* (Attachment #2); and

**Whereas**, human burial discoveries will be treated in accordance with Wisconsin Statute §157.70, and the Proposed Final Inadvertent Discovery Protocol (Attachment #3).

**Now, therefore** the FHWA and the Wisconsin SHPO agree that, upon execution of this MOA, and upon the FHWA's decision to proceed with the Project, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effect of the undertaking on historic properties.

## STIPULATIONS

The FHWA shall ensure that the following measures are carried out:

### **A. Archaeological Data Recovery Plan for Barber Campsite (47DA0107)**

1. WisDOT will ensure that the *"Data Recovery Plan for 47DA0107 (Barber Campsite), US 51, Dane County, Wisconsin"* (Attachment #2) is fully executed in order to obtain significant information from the site.
2. Prior to the start of data recovery field investigations, WisDOT and FHWA will offer interested Tribes an opportunity to meet with archaeologists and FHWA to discuss culturally sensitive issues.
3. Archeological reports will be completed within two (2) years of completion of the data recovery, which includes lab analysis. All reports will comply with contemporary professional standards and with the Department of Interior's Format Standards for Final Reports of Data Recovery (47 FR 5377-79). WisDOT or its agent will provide draft report(s) to MOA signatories for a 30-day review and comment period.
4. WisDOT will ensure that all notes, records, photographs, and archaeological materials determined to be on State, State subdivision, or privately-owned land will be curated in accordance with the Secretary of the Interior's Guidelines, 36 CFR 79, and in compliance with Wisconsin Statute §44.40.



## **B. Public Interpretation**

Public interpretation to be completed by WisDOT or its agent and consist of submission of an article to a scholarly journal regarding the Barber Campsite (47DA0107), the results of the data recovery field investigations, and mitigation of the Project's effects to the site. The article will be authored by a qualified cultural resource professional, or professionals, who participated in the field data recovery investigations and will be submitted within 12 months of completion of the Archaeological Reports.

## **C. Fencing of Sites Eligible for Listing in the NRHP**

Sites 47DA0105 (BDA-0359) C.M. Colladay I, 47DA0480 (BDA-0339) Bird Effigy, and 47DA1429 Babcock Park are considered eligible for the NRHP, or are being treated as eligible for the NRHP, but will not be affected by the Project. Given the proximity of the project activities to the sites, WisDOT will ensure that parts of the sites adjacent to the APE are protected during construction. During construction, ground disturbing activities in the vicinity of site 47DA1429 Babcock Park will also be monitored by a Qualified Archaeologist.

## **D. On-Site Archaeological Monitoring of Uncatalogued Burial Sites**

1. Within one year of the planned construction start date, WisDOT will obtain permission from the Wisconsin Historical Society (WHS) to construct within the boundaries of nine uncatalogued burial sites: 47DA0069 (BDA-0499) Railroad Burial, 47DA0070 (BDA-0500) Stoughton Mounds, 47DA0080 (BDA-0368) Bryngelson Group, 47DA0087 (BDA-0547) Holver Johnson Group, 47DA0105 (BDA-0359) C.M. Colladay I, 47DA0106 (BDA-0360) Thelma Barber, 47DA0480 (BDA-0339) Bird Effigy, 47DA0567 (BDA-0341) W.E. Colladay, and 47DA0727 (BDA-0528) Ole Quam Mound Group.
2. The on-site Project manager will notify the SHPO, WisDOT Environmental Process and Documents Section (EPDS), and interested Tribe(s) ten days prior to the start of construction for monitoring purposes.
3. During construction, all ground disturbing activities within the boundaries of uncatalogued burial sites: 47DA0069 (BDA-0499) Railroad Burial, 47DA0070 (BDA-0500) Stoughton Mounds, 47DA0080 (BDA-0368) Bryngelson Group, 47DA0087 (BDA-0547) Holver Johnson Group, 47DA0105 (BDA-0359) C.M. Colladay I, 47DA0106 (BDA-0360) Thelma Barber, 47DA0480 (BDA-0339) Bird Effigy, 47DA0567 (BDA-0341) W.E. Colladay, and 47DA0727 (BDA-0528) Ole Quam Mound Group, will be monitored by a Qualified Archaeologist under Wisconsin Statute § 157.70 and associated administrative rules (Chapter HS 2).
4. If requested, a tribal representative will be allowed to monitor ground-disturbing activities. To ensure human safety, this activity shall be coordinated with the on-site Project manager.
5. Upon discovery of a human burial(s), the archaeologist will inform the on-site Project manager to stop construction activities in the immediate area and to establish a 15-foot protective barrier around the discovery.

*Note: The archaeologist is responsible for defining the proper location for the temporary protective barrier. The protective barrier will remain in place until § 157.70 authorization is received.*



## **E. Post-Review Discoveries**

Protective steps will be taken to safeguard archaeological site(s) and/or human remains after working hours. Measures will include one or more of the following: fencing, signage, temporary backfilling of active excavation area(s) to conceal the location, and/or notification of local authorities to include the area in their patrol.

### **1. Burial-related discoveries**

- a. The on-site construction Project manager will immediately stop construction activities and protect the site area if any human remains are encountered. The treatment of burial-related discoveries will comply with provisions contained in Wisconsin State Statute §157.70 and the the Proposed Final Inadvertent Discovery Protocol Attachment #3).
- b. The on-site construction Project manager will immediately notify WisDOT Cultural Resources Team (CRT) and WisDOT CRT will immediately notify the WHS, and then FHWA, consulting tribes, and interested consulting parties of the discovery(ies). Consultation is required with the Ho-Chunk Nation Tribal Historic Preservation Office, and any traditional advisor the Tribe sees fit to appoint, regarding human remains prior to their removal from the discovery site.
- c. In the event the human remains are found out of context (e.g., in the excavation screen, or a back-dirt pile associated with excavation, or construction), WisDOT will consult with SHPO and interested THPOS. The remains must be secured and remain on site until consultation and a treatment plan is completed.

### **2. Other post-review (non-burial-related) discoveries**

- a. The on-site construction Project manager will immediately stop construction activities and protect the area of the discovery.
- b. The on-site Project manager will immediately notify WisDOT CRT. A qualified cultural resource professional will be consulted to determine the significance of the discovery. WisDOT CRT will notify FHWA, the SHPO, and MOA signatories of the discovery.
- c. Through an expedited consultation pursuant to 36 CFR 800.13(b), FHWA and WisDOT will consult with MOA signatories to determine an appropriate treatment to resolve Project impacts. The area will remain protected until authorization to proceed is received.

## **F. Archaeological Survey**

Archaeological surveys are to be conducted for borrow sites, batch plants, waste sites, and staging areas to be used for this Project. Results of these surveys will be provided to SHPO and signatories. If significant discovery of non-burial archaeological properties are discovered, Section 106 procedures pursuant to 36 CFR 800 will be followed or another area will be obtained for borrow, batch plants, waste sites, and/or staging areas. If burials are discovered during survey, WisDOT CRT will immediately be notified and WisDOT CRT will immediately notify the WHS, FHWA, consulting tribes, and interested signatories of the discovery(ies) and the burial-site location will be eliminated from construction-related activities.



## **G. Administrative Stipulations:**

1. WisDOT will ensure that contracts pertaining to construction access and intersection improvements on US 51 between I-39/90 and US 12/18 (Project ID 5845-06-03/WHs#06-0048/DA), in the Towns of Albion, Dunkirk, Rutland, Pleasant Springs, and Dunn, Dane County, Wisconsin contains language describing the potential delays to the contractor due to potential discoveries (archaeological and or burial).
2. WisDOT will ensure that summary reports are provided to the signatories of this MOA annually (January) until the Archaeological Report for data recovery is completed.
3. WisDOT will provide property owner information for 47DA0105 (BDA-0359) C.M. Colladay I, 47DA0480 (BDA-0339) Bird Effigy, and 47DA0107 Barber Campsite to The Ho-Chunk Nation following execution of this MOA.
4. WisDOT will ensure that all historic preservation work carried out pursuant to the agreement is carried out by or under the supervision of a person or persons meeting at a minimum the Secretary of the Interior's Professional Qualifications Standards as published in 36 CFR Part 61. The Data Recovery Plan and Public Interpretation Plan will be carried out by individuals qualified in the fields of archaeology, anthropology, or closely related field.

## **H. DISPUTE RESOLUTION**

1. Should any signatory to this MOA, per 36 CFR 800.6(c)(1) and (2), object in writing at any time (prior to termination) to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. The objection must specify how the actions or manner of implementation is counter to the goals, objectives, or specific stipulation of this MOA. If the FHWA determines that such objection cannot be resolved, the FHWA will:
  - a. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide the FHWA with its advice on the resolution of the objection within 30 days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.
  - b. If the ACHP does not provide its advice regarding the dispute within the 30-day period, the FHWA may make a final decision on the dispute and proceed accordingly. Prior to proceeding, the FHWA shall notify the parties to this MOA of its decision regarding the dispute.
  - c. It is the FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute.

## **I. AMENDMENTS**

Any signatory to this agreement may propose to the FHWA that the agreement be amended. Whereupon the FHWA shall consult with the other signatory parties [including invited signatories per 36 CFR 800.6(c)] to this agreement to consider such an amendment. 36 CFR 800.6(c) shall govern the execution of any such amendment.

## **J. TERMINATION**

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment as stated in CFR 800.6(c)(8). If within thirty (30) days an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

## **K. SUNSET CLAUSE**

This agreement shall be null and void if all terms are not carried out within ten (10) years from the date of its execution, unless the signatories agree in writing to an extension for carrying out its terms as stated in CFR 800.6(c)(5). Execution of this MOA by the FHWA and the Wisconsin SHPO, and implementation of its terms, evidences that the FHWA has complied with Section 106 on the US 51, I-39/90 to US 12/18, Improvements and its effects on historic properties and that the FHWA has taken into account the effects of the project on historic properties.



Signatories:

**Federal Highway Administration**

By: BjBacher-Gresock  BETHANEY L BACHER-GRESOCK  
2020.07.27 16:13:33 -05'00'  
Date: \_\_\_\_\_

Bethaney Bacher-Gresock, Environmental Protection Specialist

Signatories:

**Wisconsin State Historic Preservation Office**

By: 

Date: 7/24/2020

Daina Penkiunas, State Historic Preservation Officer

Invited Signatories:

**St. Paul District, US Army Corps of Engineers**

By:  \_\_\_\_\_

Date: 9 June, 2020

Rebecca Graser, Section Chief, Regulatory Branch



Invited Signatories:

**Wisconsin Department of Transportation**


DocuSigned by:  
  
By: \_\_\_\_\_  
5F484D7106924F8...

10 June 2020  
Date: \_\_\_\_\_

Scott Lawry, Director, Bureau of Technical Services

Invited Signatories:

**Wisconsin Department of Natural Resources**

By:  \_\_\_\_\_

Date: 4/20/2020

Richard Kubicek, DNR Archaeologist

Concurring Parties:

**Ho-Chunk Nation**

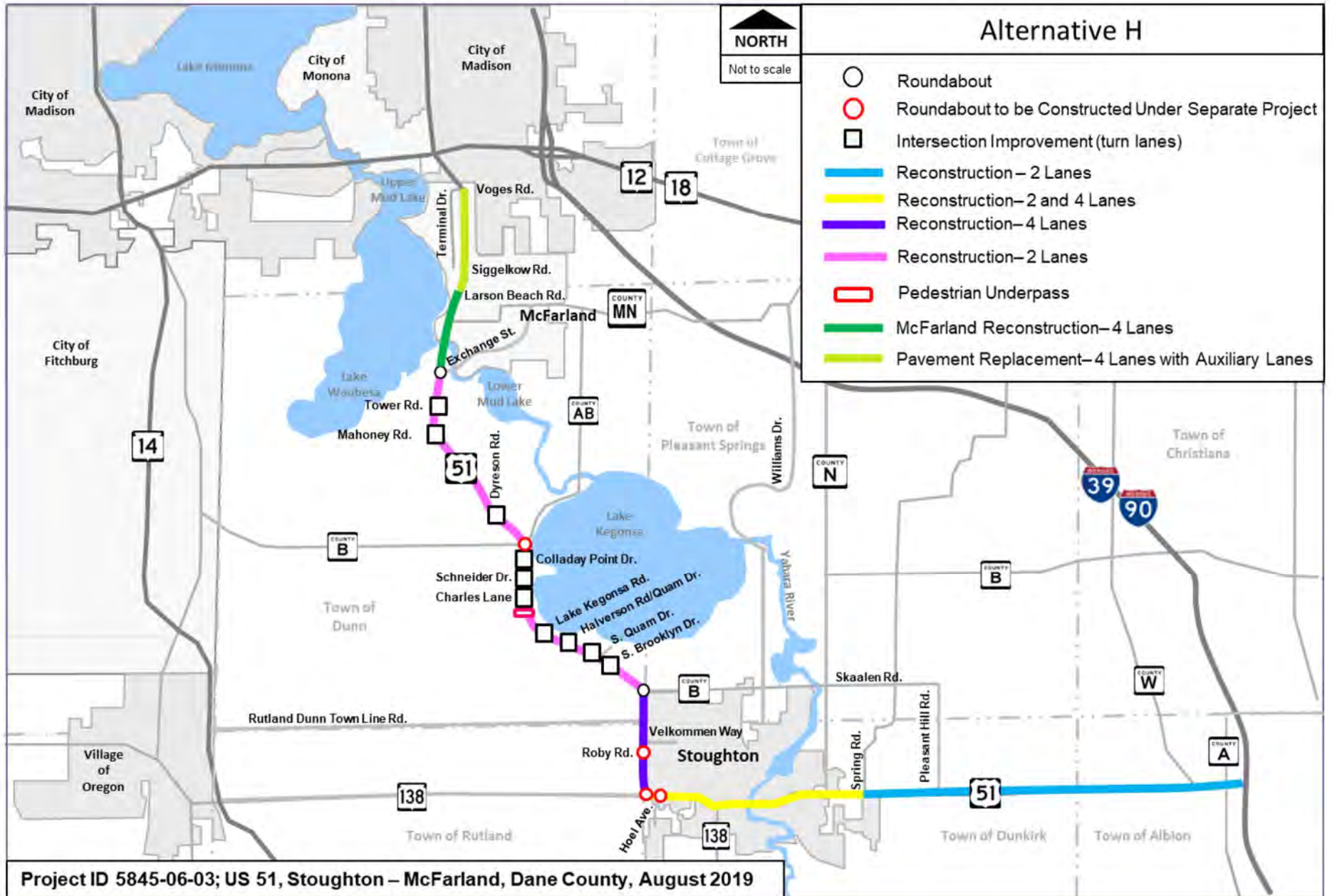
By: William Quackenbush

Date: 04/21/2020

William Quackenbush, Ho-Chunk Nation, Tribal Historic Preservation Officer



# Attachment #1: Overview of Alternative H (Preferred Alternative)





Helping to Ensure the Future of the Past

# DATA RECOVERY PLAN FOR 47DA0107 (BARBER CAMPSITE), US 51, DANE COUNTY, WISCONSIN

By Seth A. Schneider, Ph. D.



University of Wisconsin-Milwaukee Cultural Resource Management



Archaeological Research Laboratory



### Attachment #3: Inadvertent Discovery Protocol

#### I) Human remains are inadvertently disturbed

#### II) Human Remains Identified as Native American

A) WHS shall contact Tribe(s) and WITRC within 24 hours of Identification (II above). Contacted Tribes shall be determined from NAGPRA Tribal Area of Interest Maps/other information.

[Special Caveat: Timing is a critical factor for closing inadvertently discovered graves, or for removing burials from graves. Any information related to timing shall be transmitted to Tribe(s) and/or WITRC, when WHS becomes aware of specifics. Such special-timing requirements may affect the respective notice provisions of this protocol.]

**[\*\*\*Special Note: WHS has need for Current Contact information for appropriate Tribe and WITRC representatives (including one alternate contact).] \***

B) Tribe(s) and/or WITRC shall respond with information on: handling of remains; desire to observe or monitor; specific project contact person(s) w/contact information; other within 24 hours. [This Tribe/WITRC information is hereinafter referred to as "Treatment."]

1) If human remains and objects related to the burial are removed (through disturbance) from the grave, and Tribe(s) and/or WITRC transmit Treatment request, then WHS notifies parties to put in place Treatment plan.

2) If remains are left in grave, then no further involvement, unless Tribe(s) and/or WITRC transmit request for Treatment at grave site. Then, if such Grave-site treatment is requested, WHS shall notify all parties to put in place Treatment plan.

[NOTE: all subsequent contact with Tribe(s) and/or WITRC shall be made according to project-specific information as conveyed in "B" above; or, in the absence of such project specific information, pursuant to existing contact information of "A" above.]

C) If human remains and objects related to the burial must be excavated, then a Contract for such activity must be negotiated.

1) WHS shall contact Tribe(s) and/or WITRC of removal requirement.

2) Tribe(s) and/or WITRC, if desired, shall provide additional Treatment provisions for excavation and temporary curation of human remains and objects related to the burial.

[NOTE: WHS shall advise Tribe(s) and/or WITRC of decision to excavate human remains and objects related to the burial within 24 hours of notice of such decision. Tribe(s) and/or WITRC shall respond with Treatment request within 24 hours of such notice. In any event, all information exchange must take place prior to finalizing excavation Contract]

III) Disposition of human remains and objects related to the burial shall be undertaken pursuant to existing statutory and administrative code provisions.



# SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation  
DT1635 11/2006

SHPO

For instructions, see FDM Chapter 26

## I. PROJECT INFORMATION

Project ID 5845-06-02 Section 106 Submittal No. 1	Highway - Street US 51	County Dane
Project Termini I-39/90 to US 12/18 (Madison South Beltline)	RECEIVED NOV 06 2013 DIV HIST PRES	Region - Office SW Region-Madison
Regional Project Engineer - Project Manager Jeff Berens		Area Code - Telephone Number 608-245-2656
Consultant Project Engineer - Project Manager Joan Petersen, Strand Associates, Inc.		Area Code - Telephone Number 608-251-4843
Archaeological Consultant Great Lakes Archaeological Research Center, Inc.		Area Code - Telephone Number 414-481-2093
Architecture/History Consultant Great Lakes Archaeological Research Center, Inc.		Area Code - Telephone Number 414-481-2093
Date of Need 11/25/13		SHSW # 06-0048/DA pg 1/2
Return a signed copy of this form to:		

## II. PROJECT DESCRIPTION

Project Length Alternative A and B: 18.8 miles	Land to be Acquired: Fee Simple 288 to 314 acres	Land to be Acquired: Easement 6 to 7 acres
--	---	---

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	60 - 75	60 - 130	Terrace Width	0 - 5	0 - 8.5
Shoulder	6 - 10	6 - 10	Sidewalk Width	0 - 5	5 - 10
Slope Intercept	varies	varies	Number of Lanes	2 to 4	4
Edge of Pavement	12 - 24	42 - 62	Grade Separated Crossing	0	1
Back of Curb Line	0 - 26.5	42 - 49	Vision Triangle acres	NA	NA
Realignment	NA	600 to CL	Temporary Bypass acres	NA	NA
Other - List:	NA	NA	Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that depict "maximum" impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree topping and/or grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Brief Narrative Project Description - Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements.

Attachment 1 provides: a description of the US 51 Study Corridor and discussion of alternatives development. A set of GIS maps showing the alignments and areas surveyed or not surveyed is provided in the Phase I Archaeological reports prepared by Great Lakes Archaeological Research Center, Inc. (GLARC). Phase II reports by GLARC for 6 archaeological sites are also attached. One additional Phase II, at a site where access was denied, is planned during the design phase.

Three AHSF Reports and nine DOEs are included with this submittal. AHSF Report #1 was completed in 2011. AHSF Report #2 covers additional survey areas through Stoughton and from Larson Beach Road to Voges Road in McFarland and includes farmstead methodology following the current (2013) standards. AHSF Report #3 incorporate portions of AHSF Report #1 that are within the APE for Alternatives A and B, with the exception of those areas covered under AHSF Report #2 (see above). Farmstead methodology follows the current (2013) standards.

☒ Add continuation sheet, if needed.



### III. CONSULTATION

How has notification of the project been provided to:

- ☒ Property Owners  
☒ Public Information Meeting Notice  
☒ Letter - Required for Archaeology  
☐ Telephone Call  
☒ Other: Meetings and several sets (8) of notifications letters.

- ☒ Historical Societies/Organizations  
☒ Public Information Meeting Notice  
☒ Letter  
☐ Telephone Call  
☒ Other: PIMs were held in 2006, 2009, 2011, and 2012. A Public Hearing (2014) is scheduled.

- ☒ Native American Tribes  
☒ Public Info. Mtg. Notice  
☒ Letter  
☐ Telephone Call  
☒ Other: No interest. Sent Project Initiation Letter, PIM notices, invite to 2011 Agency meeting, e-mail to Ho-Chunk Nation, and status update 9/13.

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

### IV. AREA OF POTENTIAL EFFECTS - APE

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

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

The APE runs along segments of US 51, WIS 138, County B and N, and some off alignment segments where improvements are being considered. Properties adjacent to these routes were surveyed.

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### V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

#### ARCHAEOLOGY

- ☒ Archaeological survey is needed
- ☐ Archaeological survey is not needed - Provide justification  
☐ Screening list (date).

#### HISTORY

- ☒ Architecture/History survey is needed
- ☐ Architecture/History survey is not needed  
☐ No structures or buildings of any kind within APE  
☐ Screening list (date).

DIV HIST PRES

### VI. SURVEY COMPLETED

#### ARCHAEOLOGY

- ☐ NO archaeological sites(s) identified - ASFR attached  
☐ NO potentially eligible site(s) in project area - Phase I Report attached  
☒ Potentially eligible site(s) identified-Phase I Report attached  
☒ Avoided through redesign  
☒ Phase II conducted - go to VII (Evaluation).  
☒ Phase I Report attached - Cemetery/cataloged burial documentation

#### HISTORY

- ☐ NO buildings/structures identified - A/HSF attached  
☒ Potentially eligible buildings/structures identified in the APE - A/HSF attached  
☒ Potentially eligible buildings/structures avoided - documentation attached

### VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

- ☐ No arch site(s) eligible for NRHP - Phase II Report attached  
☒ Arch site(s) eligible for NRHP - Phase II Report attached  
☐ Site(s) eligible for NRHP - DOE attached

- ☐ No buildings/structure(s) eligible for NRHP - DOE attached  
☒ Building/structure(s) eligible for NRHP - DOE attached

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

See Attachment 2 for a list of commitments.

### IX. PROJECT DECISION

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

06-0048/0A

pg 2/2

  
(Regional Project Manager)


10/1/13  
(Date)

  
(Consultant Project Manager)

10/1/13  
(Date)

  
(WIDOT Historic Preservation Officer)

11/5/13  
(Date)

  
(State Historic Preservation Officer)

Feb 5 2014  
(Date)

Wisconsin Historical Society  
Determination of Eligibility Form

(Revised May 2013)

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DEC 23 2013

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WisDOT Project ID #: 5845-06-02

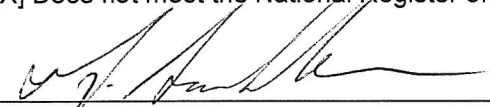
WHS #: 06-0048/DA

Property Name(s): Olson-Hemsing Farmstead  
Address/Location: 2471 USH 51  
City & County: Town of Dunn, Dane County Zip Code: 53558  
Town: 6N Range: 10E Section: 15  
Date of Construction: c.1905, c.1925, c.1950, c.1965, c.1970

WisDOT Certification

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

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

  
for Rebecca Burkel, WisDOT Historic Preservation Officer

12/20/13  
Date

State Historic Preservation Office

In my opinion, the property:

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

  
Jim Draeger, State Historic Preservation Officer

1/2/14  
Date

Comments (FOR AGENCY USE ONLY):

*Excellent context - only disagree with the conclusion. This farm is a good and intact example of a large-scale 20th Century farmstead.*

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



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Wisconsin Historical Society  
Determination of Eligibility Form

DIV HIST PRES

(DOE 2006)

Agency #: 5845-06-02

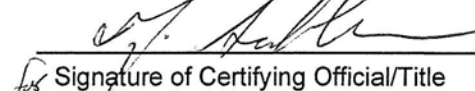
WHS #: 06-0048/DA

Property Name(s): Martin Luther Children's Home  
Address/Location: 1648 CTH N  
City & County: Town of Pleasant Springs, Dane County Zip Code: 53589  
Town: 6N Range: 11E Section: 33

Date of Construction: 1921, 1927, 1935


**Certification:**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility x meets    does not meet the National Register of Historic Places criteria.

 11/5/13  
Signature of Certifying Official/Title Date  
WISDOT HISTORIC PRESERVATION OFFICER

State or Federal Agency and Bureau

In my opinion, the property X meets    does not meet the National Register criteria.

 12/19/13  
Signature of Commenting Official/Title Date

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

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(DOE 2006)

Wisconsin Historical Society DIV HIST PRES  
Determination of Eligibility Form

Agency #: 5845-06-02

WHS #: 06-0048/DA

Property Name(s): Samuel S. Howland House

Address/Location: 3807 STH 138


City & County: Township of Rutland, Dane County Zip Code: 53589

Town: 5N Range: 10E Section: 10

Date of Construction: 1855

**Certification:**

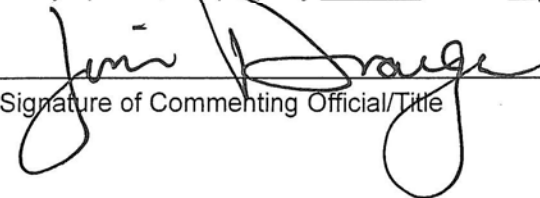
As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility \_\_\_ meets \_\_\_ does not meet the National Register of Historic Places criteria.

 11/5/13  
Signature of Certifying Official/Title Date

WISDOT HISTORIC PRESERVATION OFFICER

State or Federal Agency and Bureau

In my opinion, the property ~~meets~~ ☒ does not meet the National Register criteria.

 11/14/13  
Signature of Commenting Official/Title Date

Division of Historic Preservation

Wisconsin Historical Society

816 State Street

Madison, WI 53706

*Not eligible due to lack of individual significance.*

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DIV HIST PRES

(DOE 2006)

Wisconsin Historical Society  
Determination of Eligibility Form

Agency #: 5845-06-02

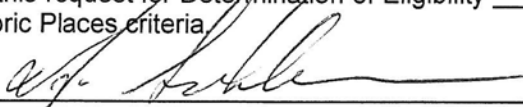
WHS #: 06-0048/DA

Property Name(s): N/A  
Address/Location: 4359 STH 138  
City & County: Township of Rutland, Dane County Zip Code: 53575  
Town: 5N Range: 10E Section: 8

Date of Construction: c.1915

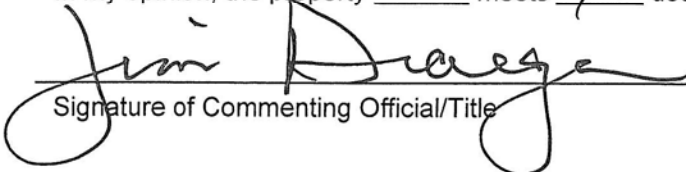
**Certification:**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility \_\_\_ meets x does not meet the National Register of Historic Places criteria.

  
Signature of Certifying Official/Title WISDOT HISTORIC PRESERVATION OFFICER Date 11/5/13

State or Federal Agency and Bureau

In my opinion, the property \_\_\_ meets X does not meet the National Register criteria.

  
Signature of Commenting Official/Title Date 11/14/13

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



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NOV 06 2013

Wisconsin Historical Society  
Determination of Eligibility Form

DIV HIST PRES (Revised May 2013)

WisDOT Project ID #: 5845-06-02

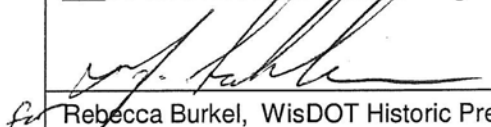
WHS #: 06-0048/DA

Property Name(s): Austinson-Asbjornson-Holte Farmstead  
Address/Location: 1494 Pleasant Hill Rd  
City & County: Town of Dunkirk, Dane County Zip Code: 53589  
Town: 5N Range: 11E Section: 2  
Date of Construction: c. 1860, c. 1890, c. 1900, c. 1920, c. 1940

WisDOT Certification

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

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

  
Rebecca Burkel, WisDOT Historic Preservation Officer

11/5/13

Date

State Historic Preservation Office

In my opinion, the property:

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

  
Jim Draeger, State Historic Preservation Officer

11/14/13

Date

Comments (FOR AGENCY USE ONLY):

*House does not retain sufficient integrity.*

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

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(DOE March 2011)

Wisconsin Historical Society  
Determination of Eligibility Form

DIV HIST PRES

WisDOT Project ID #: 5845-06-02

WHS #: 06-0048/0A

Property Name(s): Thorson Farmstead  
Address/Location: 1540 Pleasant Hill Rd.  
City & County: Town of Dunkirk, Dane County Zip Code: 53589  
Town: 5N Range: 11E Section: 2  
Date of Construction: 1848, c.1870, 1902

## WisDOT Certification

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

☒ Meets the National Register of Historic Places criteria.

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

  
Rebecca Burkel, WisDOT Historic Preservation Officer

Date 11/5/13

## State Historic Preservation Office

In my opinion, the property:

☐ Meets the National Register of Historic Places criteria.

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

  
Michael E. Stevens, State Historic Preservation Officer

Date 11/14/13

Comments (FOR AGENCY USE ONLY):

*Lack of significance and integrity.*

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

Wisconsin Historical Society  
Determination of Eligibility Form

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DIV HIST PRES

(DOE 2006)

Agency #: 5845-06-02

WHS #: 06-0048/OA

Property Name(s): Kegonsa School  
Address/Location: 2370 CTH N  
City & County: Township of Pleasant Springs, Dane County Zip Code: 53589  
Town: 6N Range: 11E Section: 21

Date of Construction: 1873

**Certification:**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility x meets        does not meet the National Register of Historic Places criteria.

*[Signature]* 11/5/13  
for Signature of Certifying Official/Title Date

State or Federal Agency and Bureau

In my opinion, the property        meets        does not meet the National Register criteria.

Signature of Commenting Official/Title Date

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

*need information on interiors.  
Should the project be redesigned to  
affect this portion of County Highway N,  
we will need to assess the integrity of  
the interior.*



Wisconsin Historical Society  
Determination of Eligibility Form

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NOV 06 2013  
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(DOE 2006)

Agency #: 5845-06-02

WHS #: 06-0048/0A

Property Name(s): William Atkinson House  
Address/Location: 3001 CTH B  
City & County: Township of Pleasant Springs, Dane County Zip Code: 53589  
Town: 6N Range: 11E Section: 31

Date of Construction: 1887

**Certification:**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility x meets \_\_\_\_\_ does not meet the National Register of Historic Places criteria.

*[Signature]*  
Signature of Certifying Official/Title

WISDOT HISTORIC PRESERVATION OFFICER

*11/5/13*  
Date

State or Federal Agency and Bureau

In my opinion, the property X meets \_\_\_\_\_ does not meet the National Register criteria.

*[Signature]*  
Signature of Commenting Official/Title

*12/3/13*  
Date

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

*A case could also be made  
for Criterion B with  
additional  
research.*

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Wisconsin Historical Society  
Determination of Eligibility Form

(DOE 2006)

Agency #: 5845-06-02

WHS #: 06-0048/DA

Property Name(s): Quale Farmstead  
Address/Location: 1497 Spring Road  
City & County: Town of Dunkirk, Dane County Zip Code: 53589  
Town: 6N Range: 11E Section: 3

Date of Construction: 1875, c.1915, c.1940

**Certification:**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility x meets    does not meet the National Register of Historic Places criteria.

*[Signature]* 11/5/13  
Signature of Certifying Official/Title Date

WISDOT HISTORIC PRESERVATION OFFICER

State or Federal Agency and Bureau

In my opinion, the property    meets X does not meet the National Register criteria.

*[Signature]* 11/20/13  
Signature of Commenting Official/Title Date

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

*The house has lost too much integrity.*

Wisconsin Historical Society  
Determination of Eligibility Form

RECEIVED  
NOV 06 2013  
DIV HIST PRES

(DOE 2006)

Agency #: 5845-06-02

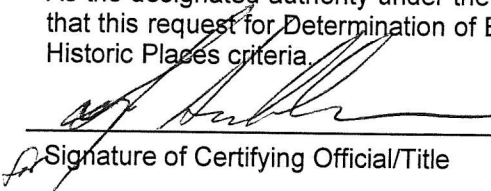
WHS #: 06-0048/0A

Property Name(s): N/A  
Address/Location: 1330 Sunrise Road  
City & County: Town of Rutland, Dane County Zip Code: 53575  
Town: 5N Range: 10E Section: 4

Date of Construction: c.1960

**Certification:**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for Determination of Eligibility x meets    does not meet the National Register of Historic Places criteria.

  
Signature of Certifying Official/Title

11/5/13  
Date

State or Federal Agency and Bureau

In my opinion, the property    meets    does not meet the National Register criteria.

Signature of Commenting Official/Title

Date

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

*Interviews necessary to determine integrity. We know it's already lost its wood shake shingles.*

*Currently outside the preferred alternatives so we'll stamp draft and file. DOE will need revisions if area becomes part of project again.*





# SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation  
DT1635 6/2014

06-0048/DA  
**SHPO**  
**RECEIVED**  
OCT 28 2015

For instructions, see FDM Chapter 26.

## I. PROJECT INFORMATION

☒ Amended Submittal (include new information only)

Project ID 5845-06-03 <i>prev ID 5845-06-02</i>	Highway - Street US 51	County Dane	BY: _____
Project Termini I-39/90 to US 12/18 (Madison South Beltline)		Region - Office SW Region-Madison	
Regional Project Engineer - Project Manager Jeff Berens		(Area Code) Telephone Number 608-245-2656	
Consultant Project Engineer - Project Manager Joan Petersen, Strand Associates, Inc.		(Area Code) Telephone Number 608-251-4843	
Archaeological Consultant UW-Milwaukee, Cultural Resource Management Services		(Area Code) Telephone Number 414-229-3078	
Architecture/History Consultant UW-Milwaukee, Cultural Resource Management Services		(Area Code) Telephone Number 414-229-3078	
Date of Need 12/4/16		SHSW Number 06-0048/DA	
Return a Signed Copy of This Form to Jeff Berens, jeff.berens@dot.wi.gov			

## II. PROJECT DESCRIPTION

Project Length 18.6 miles	Land to be Acquired: Fee Simple ~ 107 acres	Land to be Acquired: Easement ~ 3 acres
------------------------------	--	--

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	33-125	33-400	Terrace Width	0-5	0-8.5
Shoulder	6-10	8-10	Sidewalk Width	5	5-10
Slope Intercept	varies	varies	Number of Lanes	2-4	2-4
Edge of Pavement	12-24	12-65	Grade Separated Crossing	1	1
Back of Curb Line	18-45	18-45	Vision Triangle acres	NA	NA
Realignment	NA	NA	Temporary Bypass acres	NA	NA
Other - List:	NA	NA	Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Attach Map(s) that Depict "Maximum" Impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree Topping and/or Grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

**Brief Narrative Project Description:** Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements. For amendments (e.g. design refinements, scope changes, etc) description should only include new/added project actions and materials.

Attachment 1 provides: a description of the US 51 Corridor Study and the proposed action. Archaeological sites and historic structures are shown on attached Figures 1 and 2 and commitments and site status are summarized in the attached tables. The attached report by UW-Milwaukee, Cultural Resource Management Services (UWM-CRM), *Archaeological Investigations for the USH 51 Environmental Assessment, Dane County Wisconsin, September 2015*, provides maps that show the Alternative H alignment (proposed action), archaeological sites, and areas surveyed or not surveyed (Appendix A). Other appendices that are part of the report included ASI Updates, Wisconsin Historical Society Correspondence, the signed Section 106 Form for the US 51 EIS project (ID 5845-06-02), and the ARI Form.

The DOE for site 47DA0105 is attached. AHSF Reports and several DOEs for the project were submitted in October 2013 with the Section 106 Submittal for the US 51 EIS project, ID 5845-06-02. Farmstead methodology followed the current (2013) standards.

☒ Add continuation sheet, if needed.



**SECTION 106 REVIEW ARCHAEOLOGICAL/HISTORICAL INFORMATION** (continued)

Wisconsin Department of Transportation DT1635

**III. CONSULTATION**

How has notification of the project been provided to:

☒ Property Owners☒ Public Information Meeting Notice☒ Letter - Required for Archaeology☐ Telephone Call☒ Other: Meetings and several sets of notifications letters.☒ Historical Societies/Organizations☒ Public Information Meeting Notice☒ Letter☐ Telephone Call☒ Other: PIMs were held in 2006, 2009, 2011, 2012, and 2015. A Public Hearing will occur in Spring 2016.☒ Native American Tribes☒ Public Info. Mtg. Notice☒ Letter☐ Telephone Call☒ Other: No interest. Recent project update letter and newsletter sent in July 2015.

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

**IV. AREA OF POTENTIAL EFFECTS - APE****ARCHAEOLOGY:** Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.**HISTORY:** Describe the area of potential effects for buildings/structures.

The APE runs along US 51 from I-39/90 to Terminal Drive/Voges Road. Properties adjacent to the roadway were surveyed.

**V. PHASE I - ARCHAEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED****ARCHAEOLOGY**☒ Archaeological survey is needed☐ Archaeological survey is not needed☐ Screening list (date)☐ Burial site in project area, Wis. Stat. 157.70 applies**HISTORY**☐ Architecture/History survey is needed☒ Architecture/History survey is not needed - see attached, covered by previous submittals☐ Screening list (date)☐ No structures or buildings of any kind within APE☐ Non-Survey History Documentation attached**VI. SURVEY COMPLETED****ARCHAEOLOGY**☐ NO archaeological sites(s) identified - ASFR attached☐ NO potentially eligible site(s) in project area - Phase I Report attached☒ Potentially eligible site(s) identified-Phase I Report attached☒ Avoided through redesign☒ Phase II conducted - go to VII (Evaluation)☒ Phase I Report - Cemetery/cataloged burial documentation**HISTORY**☐ NO buildings/structures identified - Report attached☒ Potentially eligible buildings/structures identified in the APE - Report attached☐ Avoided through redesign☒ Previously listed/eligible property identified in the APE - Report attached**VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED**☐ No arch site(s) eligible for NRHP - Phase II Report attached☒ Arch site(s) eligible for NRHP - Phase II Report attached☒ Site(s) eligible for NRHP - DOE attached☐ No buildings/structure(s) eligible for NRHP - DOE attached☒ Building/structure(s) eligible for NRHP - DOE attached**VIII. COMMITMENTS/SPECIAL PROVISIONS - must be included with special provisions language**☒ Per Wis. Stat. 157.70 obtain burial authorization from WHS one year prior to construction.

See Attachment 2 for a list of commitments.

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

X  10/12/15  
 (Regional Project Manager Signature) (Date - m/d/yy)

X  10/21/15  
 (WisDOT Historic Preservation Officer Signature) (Date - m/d/yy)

X  11-30-2015  
 (State Preservation Officer Signature) (Date - m/d/yy)

X  10/12/15  
 (Consultant Project Manager Signature) (Date - m/d/yy)

**Attachment 2 to Section 106 Form**

**US 51 EA (I.D. 5845-06-03)  
Section 106 Submittal  
Commitments (October 2015)**

	<b>Sites</b>	<b>Commitments</b>
Historic	<ul style="list-style-type: none"> <li>1 historic structure, 5 historic districts, and 1 historic farmstead were identified along Alternative H.</li> <li>Map ID 1: AHI #26663 Maple Grove School</li> <li>Map ID 2-6: Stoughton Historic Districts – each district has several extant properties.</li> <li>Map ID 7: the Olson-Hensing Farmstead has several extant properties.</li> <li></li> </ul>	<p>With the current design, these historic sites and historic districts will be avoided.</p> <p>If the design changes and these sites cannot be avoided, the effects of the undertaking will be assessed.</p>
Archaeology	<p>3 recommended or determined eligible archaeological sites and burial sites (Wis.Stats. 157.70 sites)</p> <ul style="list-style-type: none"> <li>47DA0105 (BDA0359) C.M. Colladay I</li> <li>47DA0480 Bird Effigy</li> <li>47DA0727 (BDA0528) Ole Quam Mound</li> </ul>	<p>These 3 sites will be avoided by the current design. If the design changes and the sites cannot be avoided, the effects of the undertaking will be assessed. Permission to construct within a non-catalogued burial site must be obtained from the Wisconsin Historical Society prior to construction.</p> <p>During construction in close proximity to these 3 sites, archaeological monitoring is recommended. It is also recommended that sites 47DA0105 and 47DA0727 be fenced during construction.</p> <p>Site 47DA0727 is unevaluated. A Phase II was recommended at the site but access was denied by the property owner.</p>
	<p>2 recommended or determined eligible sites:</p> <ul style="list-style-type: none"> <li>47DA0107 Barber Campsite between Charles Lane and Schneider Drive</li> <li>47DA1429 Babcock Park Site at Babcock Park in McFarland</li> </ul>	<p>Site 47DA0107 will not be avoided, resulting in an Adverse Effect. Mitigation measures should be developed during construction to address this impact to the site.</p> <p>Site 47DA1429 will be avoided by the current design. If the design changes and the site cannot be avoided, the effects of the undertaking will be assessed. It is recommended that this site be fenced during construction and that archaeological monitoring be conducted during construction in close proximity to this site.</p>
	<p>6 ineligible non-catalogued burial sites (Wis. Statute. 157.70 sites)</p> <ul style="list-style-type: none"> <li>47DA0069 (BDA0499) Railroad Burial</li> <li>47DA0070 (BDA0500) Stoughton Mounds</li> <li>47DA0080 (BDA0080) Bryngelson Group</li> <li>47DA0087 (BDA0547) Holver Johnson Group</li> <li>47DA0106 (BDA360) Thelma Barber</li> <li>47DA0567 (BDA0341) W.E. Colladay</li> </ul>	<p>Archaeological monitoring will be conducted during construction in close proximity to these sites.</p> <p>Permission to construct within a non-catalogued burial site must be obtained from the Wisconsin Historical Society prior to construction.</p>

The historic properties are shown on Figure 1 (Archaeological and Historic Sites) and Figure 2 (Historic District Overview Map) of the Section 106 Submittal.



United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: C. M. Colladay 1

Other names/site number: 47DA0105

Name of related multiple property listing:

N/A

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OCT 28 2015

BY: \_\_\_\_\_

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: 2181 US 51

City or town: Stoughton State: Wisconsin County: Dane

Not For Publication: ☒

Vicinity: ☐

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this    nomination   X   request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property   X   meets    does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

   national   X   statewide   X   local

Applicable National Register Criteria:

   A    B    C   X   D

Ann M. Hols  
Signature of certifying official/Title:

10/27/15  
Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property   X   meets    does not meet the National Register criteria.

Jim Dargatzis  
Signature of commenting official:

10/25/15  
Date

Title :

Wisconsin Historical Society  
State or Federal agency/bureau  
or Tribal Government

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## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Green Bay Ecological Services Field Office  
2661 Scott Tower Drive  
New Franken, WI 54229-9565  
Phone: (920) 866-1717 Fax: (920) 866-1710



In Reply Refer To:

October 19, 2020

Consultation Code: 03E17000-2016-SLI-0178

Event Code: 03E17000-2021-E-00288

Project Name: WisDOT Project 5845-06-03 US 51 Stoughton - McFarland Study

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

### To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project "may affect" listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height (e.g., communication towers)**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List



# Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Green Bay Ecological Services Field Office**

2661 Scott Tower Drive

New Franken, WI 54229-9565

(920) 866-1717

## Project Summary

Consultation Code: 03E17000-2016-SLI-0178

Event Code: 03E17000-2021-E-00288

Project Name: WisDOT Project 5845-06-03 US 51 Stoughton - McFarland Study

Project Type: TRANSPORTATION

Project Description: This project is located along US 51 in Dane County Wisconsin between I-39/90 and US12/18. The corridor passes through the city of Stoughton and village of McFarland. The project would consist of reconstruction of existing US 51, pavement replacement in some areas, and intersection improvements.

### Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/42.97875389518207N89.29639646116357W>



Counties: Dane, WI

## Endangered Species Act Species

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

### Mammals

NAME	STATUS
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

### Birds

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/758">https://ecos.fws.gov/ecp/species/758</a>	Experimental Population, Non- Essential

### Insects

NAME	STATUS
Rusty Patched Bumble Bee <i>Bombus affinis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9383">https://ecos.fws.gov/ecp/species/9383</a>	Endangered



## Flowering Plants

NAME	STATUS
Eastern Prairie Fringed Orchid <i>Platanthera leucophaea</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/601">https://ecos.fws.gov/ecp/species/601</a>	Threatened
Mead's Milkweed <i>Asclepias meadii</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/8204">https://ecos.fws.gov/ecp/species/8204</a>	Threatened
Prairie Bush-clover <i>Lespedeza leptostachya</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/4458">https://ecos.fws.gov/ecp/species/4458</a>	Threatened

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Green Bay Ecological Services Field Office  
2661 Scott Tower Drive  
New Franken, WI 54229-9565  
Phone: (920) 866-1717 Fax: (920) 866-1710



In Reply Refer To:

June 26, 2019

Consultation Code: 03E17000-2016-I-0178

Event Code: 03E17000-2019-E-03226

Project Name: WisDOT Project 5845-06-03 US 51 Stoughton - McFarland Study

Subject: Concurrence verification letter for the 'WisDOT Project 5845-06-03 US 51 Stoughton - McFarland Study' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the **WisDOT Project 5845-06-03 US 51 Stoughton - McFarland Study** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

**For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities:** If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Eastern Prairie Fringed Orchid, *Platanthera leucophaea* (Threatened)
- Mead's Milkweed, *Asclepias meadii* (Threatened)
- Prairie Bush-clover, *Lespedeza leptostachya* (Threatened)
- Rusty Patched Bumble Bee, *Bombus affinis* (Endangered)
- Whooping Crane, *Grus americana* (Experimental Population, Non-Essential)



## **Project Description**

The following project name and description was collected in IPaC as part of the endangered species review process.

### **Name**

WisDOT Project 5845-06-03 US 51 Stoughton - McFarland Study

### **Description**

This project is located along US 51 in Dane County Wisconsin between I-39/90 and US12/18. The corridor passes through the city of Stoughton and village of McFarland. The project would consist of reconstruction of existing US 51, pavement replacement in some areas, and intersection improvements.

# Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

[1] See [Indiana bat species profile](#)

**Automatically answered**

*No*

2. Is the project within the range of the Northern long-eared bat<sup>[1]</sup>?

[1] See [Northern long-eared bat species profile](#)

**Automatically answered**

*Yes*

3. Which Federal Agency is the lead for the action?

*A) Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction<sup>[1]</sup> activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

*No*

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces<sup>[1]</sup>?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

*No*

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum<sup>[1]</sup>?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

*No*

7. Is the project located **within** a karst area?

*No*

8. Is there *any* suitable<sup>[1]</sup> summer habitat for Indiana Bat or NLEB **within** the project action area<sup>[2]</sup>? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

*Yes*

9. Will the project remove *any* suitable summer habitat<sup>[1]</sup> and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

*Yes*

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

*No*



11. Have presence/probable absence (P/A) summer surveys<sup>[1][2]</sup> been conducted<sup>[3][4]</sup> **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

*No*

12. Does the project include activities **within documented NLEB habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

*Yes*

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

*B) During the inactive season*

15. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?  
*Yes*
16. Will the tree removal alter *any* **documented** Indiana bat or NLEB roosts and/or alter any surrounding summer habitat **within** 0.25 mile of a documented roost?  
*No*
17. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?  
*No*
18. Are *all* trees that are being removed clearly demarcated?  
*Yes*
19. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?  
*No*
20. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?  
*No*
21. Does the project include slash pile burning?  
*No*
22. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?  
*No*
23. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)  
*No*
24. Will the project involve the use of **temporary** lighting *during* the active season?  
*No*
25. Will the project install new or replace existing **permanent** lighting?  
*No*



26. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

*No*

27. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage, rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

*Yes*

28. Will the project raise the road profile **above the tree canopy**?

*No*

29. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO*

30. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

**Automatically answered**

*Yes, because the tree removal/trimming that occurs outside of the active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost*

31. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

*Yes*



32. **Tree Removal AMM 1**

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal<sup>[1]</sup> in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

*Yes*

33. **Tree Removal AMM 2**

Can *all* tree removal activities be restricted to when Northern long-eared bats are not likely to be present (e.g., the inactive season)<sup>[1]</sup>?

[1] Coordinate with the local Service Field Office for appropriate dates.

**Automatically answered**

*Yes*

34. **Tree Removal AMM 3**

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

*Yes*

35. **Tree Removal AMM 4**

Can the project avoid cutting down/removal of *all* (1) **documented**<sup>[1]</sup> Indiana bat or NLEB roosts<sup>[2]</sup> (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

*Yes*

36. **Lighting AMM 1**

Will *all* **temporary** lighting used during the removal of suitable habitat and/or the removal/trimming of trees within suitable habitat be directed away from suitable habitat during the active season?

*Yes*

## Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

*Yes*

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

*N/A*

3. How many acres<sup>[1]</sup> of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

*11*

## Avoidance And Minimization Measures (AMMs)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

### GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

### LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

### TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

#### TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

#### TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

#### TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.



## **Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat**

This key was last updated in IPaC on March 16, 2018. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

#### Ecological Services

Minnesota – Wisconsin Field Office

4101 American Boulevard East

Bloomington, Minnesota 55425-1665

Phone: (952) 252-0092 Fax: (952) 646-2873



January 30, 2020

Jennifer Grimes  
Environmental Coordinator  
Mega Team Projects & Planning Major Studies  
WisDOT Southwest Region – Edgerton  
111 Interstate Blvd, Edgerton, WI 53534

RE: WisDOT Project #5845-06-03

TAILS: 03E17000-2016-SLI-0178

Dear Ms. Grimes

The U.S. Fish and Wildlife Service (Service) is responding to your request dated November 13, 2019 to verify that the US 51, Stoughton - McFarland, Dane County [WisDOT #5845-06-03] (the Project) may rely on the December 15, 2016, Programmatic Biological Opinion (BO) for federally funded or approved transportation projects that may affect the federally listed threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). We received your request and the associated LAA Consistency Letter on November 13, 2019.

This letter provides the Service's response as to whether the Federal Highways Administration may rely on the BO to comply with Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) for the Project's effects to the NLEB. This letter also responds to your request for Service concurrence that the Project may affect, but is not likely to adversely affect (NLAA) ESA-listed species and/or designated critical habitats other than the NLEB.

The Federal Highways Administration has determined that the Project is *may affect – not likely to adversely affect* the NLEB. The Federal Highways Administration has also determined that the Project *may affect – not likely to adversely affect* the rusty patched bumble bee (*Bombus affinis*, RPBB).

The Service concurs with the *may affect – not likely to adversely affect* determination for NLEB, because WisDOT has completed the determination key available through IPAC for concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB). Following completion of the determination key, WisDOT on behalf of FHWA has made a *may affect – not likely to adversely affect* determination for the NLEB. Per IPAC, no known hibernacula or roost trees occur within the project area, the timing of tree clearing is during NLEB inactive season, and the clearing is immediately adjacent to the roadway. The project action area is also within the mapped high potential zone for rusty patched bumble bee. Construction in these areas will generally consist of grading for the expansion of the roadway footprint to accommodate intersection improvements such as turn lanes and medians and for highway access changes. Post construction, the disturbed areas will be paved or seeded and returned to a similar condition. Impacts to RPBB habitat is minimized because the majority of the project impacts within the HPZ are along the existing highway corridor and within or adjacent to areas



that are mowed or farmed. The proposed action is in close project proximity to WisDOT's World Dairy Center Wetland Mitigation Bank Site. The bank site provides approximately 200 acres of undisturbed habitat within 1.5 to 5.3 miles of the project limits within the HPZ. The mitigation site includes restored wet meadow, riparian and scrub shrub habitat. The US 51 interchange at I-39/90 is currently being restored with native trees, shrubs and seeding as a part of the I-39/90 Corridor Expansion Project. Therefore, we believe that impacts to RPBB would be insignificant or discountable. This concurrence concludes your ESA Section 7 responsibilities relative to NLEB and RPBB for this Project, subject to the Reinitiation Notice below.

#### Conclusion

The Service has reviewed the effects of the proposed Project, which includes the Federal Highways Administration's commitment to implement any applicable mitigation measures as indicated on the LAA Consistency Letter. We confirm that the proposed Project's effects are consistent with those analyzed in the BO. The Service has determined that project is consistent with the conservation measures and scope of the program analyzed in the BO are not likely to jeopardize the continued existence of the NLEB. In coordination with your agency and the other sponsoring Federal Transportation Agencies, the Service will reevaluate this conclusion annually in light of any new pertinent information under the adaptive management provisions of the BO.

#### Reporting Dead or Injured Bats

The Federal Highways Administration, its State/Local cooperators, and any contractors must take care when handling dead or injured NLEBs, or any other federally listed species that are found at the Project site to preserve biological material in the best possible condition and to protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by this BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any endangered or threatened species must promptly notify this Service office.

#### Reinitiation Notice

This letter concludes consultation for the Project, which qualifies for inclusion in the BO issued to the Federal Transportation Agencies. To maintain this inclusion, a reinitiation of this Project-level consultation is required where the Federal Highways Administration's discretionary involvement or control over the Project has been retained (or is authorized by law) and if:

1. new information reveals that the Project may affect listed species or critical habitat in a manner or to an extent not considered in the BO;
2. the Project is subsequently modified in a manner that causes an effect to listed species or designated critical habitat not considered in the BO; or
3. a new species is listed or critical habitat designated that the Project may affect.

We appreciate your continued efforts to ensure that this Project is fully consistent with all applicable provisions of the BO. Contact Darin Simpkins ([darin\\_simpkins@fws.gov](mailto:darin_simpkins@fws.gov); 920-866-1739) if you have any questions regarding our response or if you need additional information.

Sincerely,

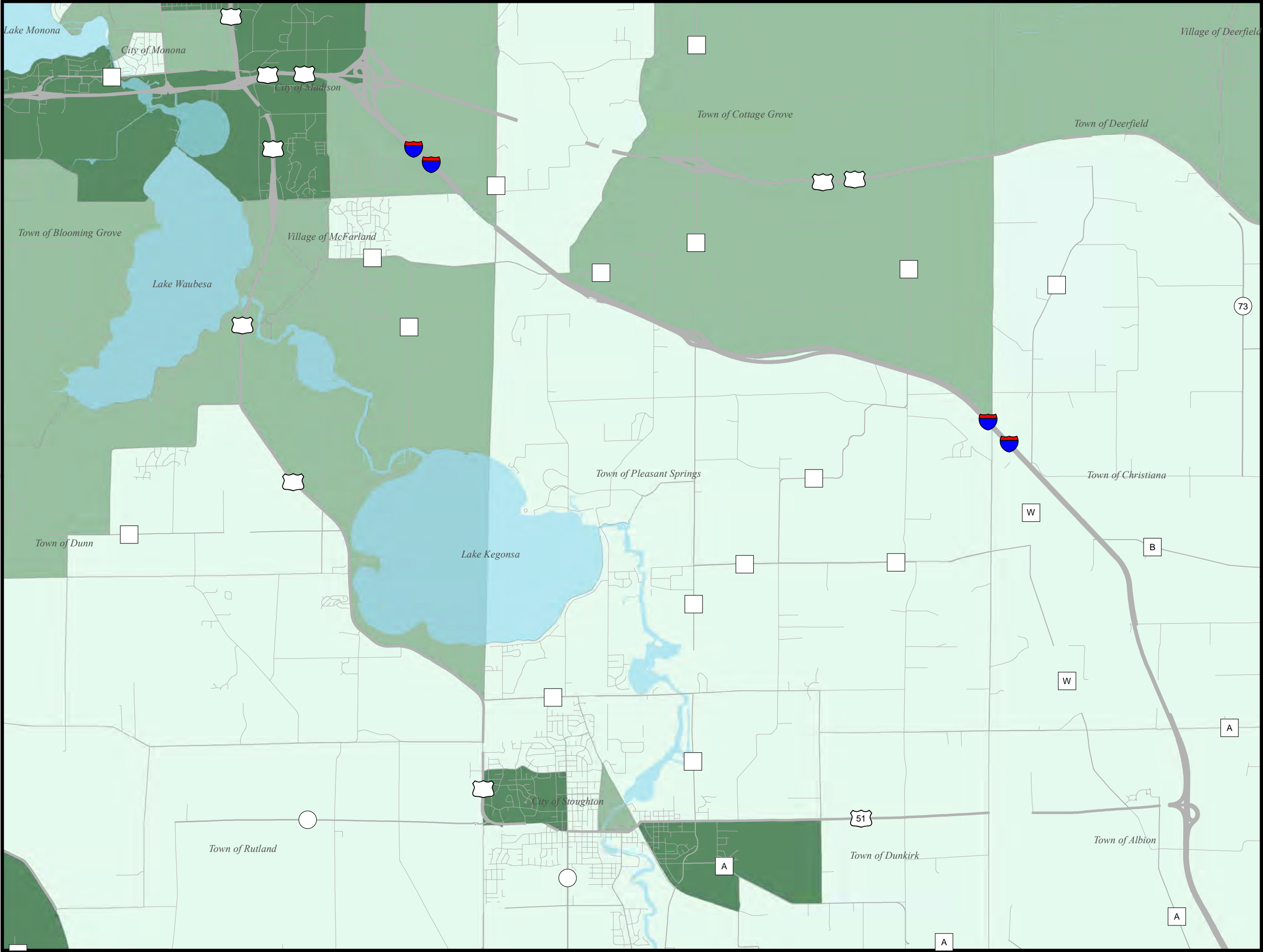
Shauna Marquardt  
Assistant Field Supervisor



**APPENDIX M**  
**LOW INCOME AND MINORITY POPULATION DATA**

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**ALTERNATIVE H**

**AFRICAN AMERICAN  
POPULATION  
PERCENTAGE  
(BY 2013-2017 CENSUS  
BLOCK GROUP)**

**Legend**

**African American  
Percentage**

- 0% - 1%
- 1.1% - 5.7%
- > 5.7%

Note: The percentage of the population that is African American in Dane County is 5.7%

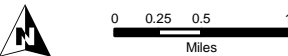
Sources: US Census Bureau, 2013-2017 American Community Survey 5-Year Estimates and Dane County Land Information Office

**US 51 EA  
PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18  
(MADISON SOUTH  
BELTLINE)**

**WISCONSIN DEPARTMENT  
OF TRANSPORTATION**

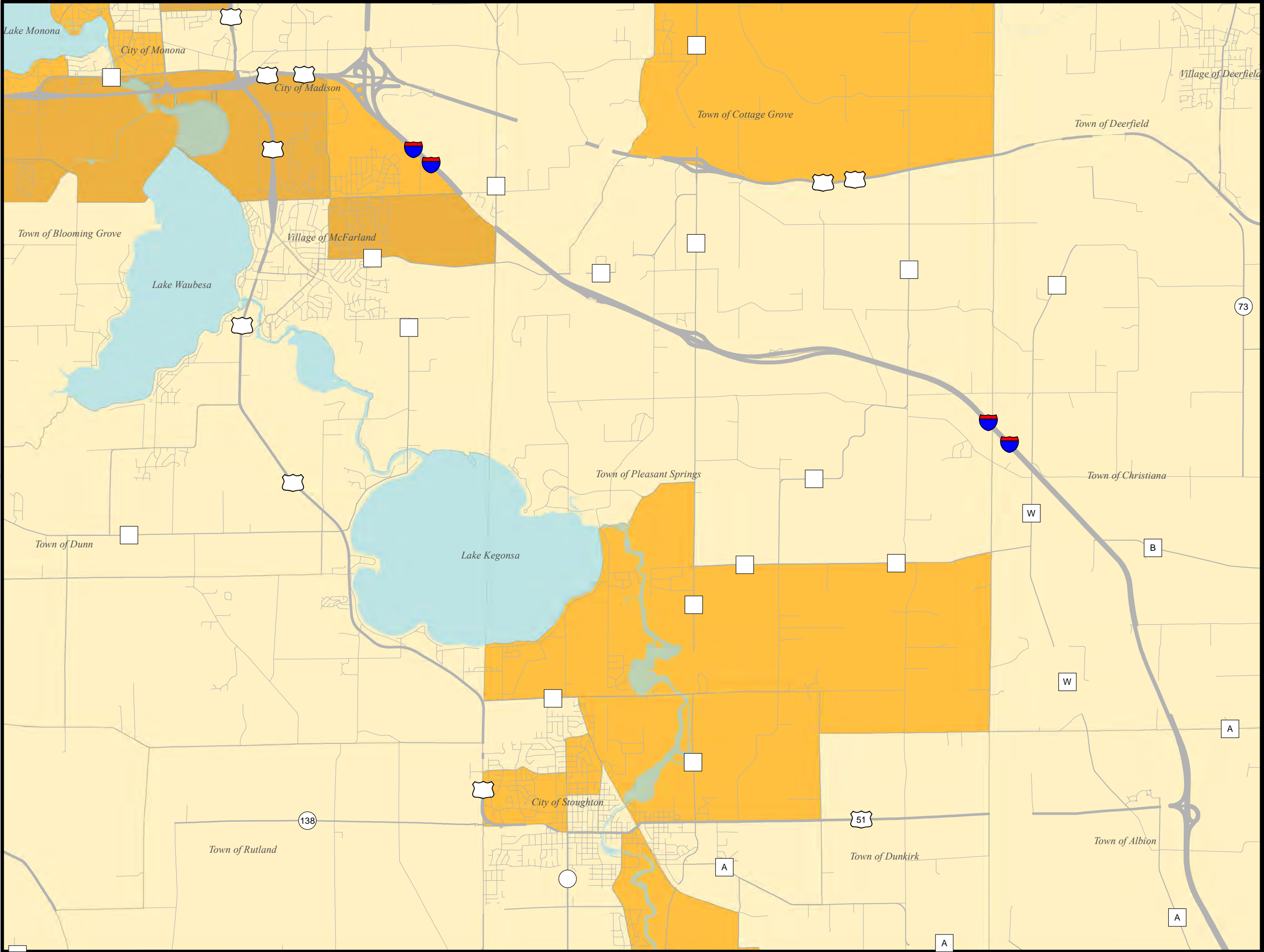
**DANE COUNTY,  
WISCONSIN**



Sheet 1



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**ALTERNATIVE H**

**ASIAN POPULATION  
PERCENTAGE  
(BY 2013-2017 CENSUS  
BLOCK GROUP)**

**Legend**

**Asian Population  
Percentage**

- 0% - 1%
- 1.1% - 5.1%
- > 5.1%

Note: The percentage of the population that is Asian in Dane County is 5.7%

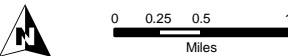
Sources: US Census Bureau, 2013-2017 American Community Survey 5-Year Estimates and Dane County Land Information Office

**US 51 EA  
PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18  
(MADISON SOUTH  
BELTLINE)**

**WISCONSIN DEPARTMENT  
OF TRANSPORTATION**

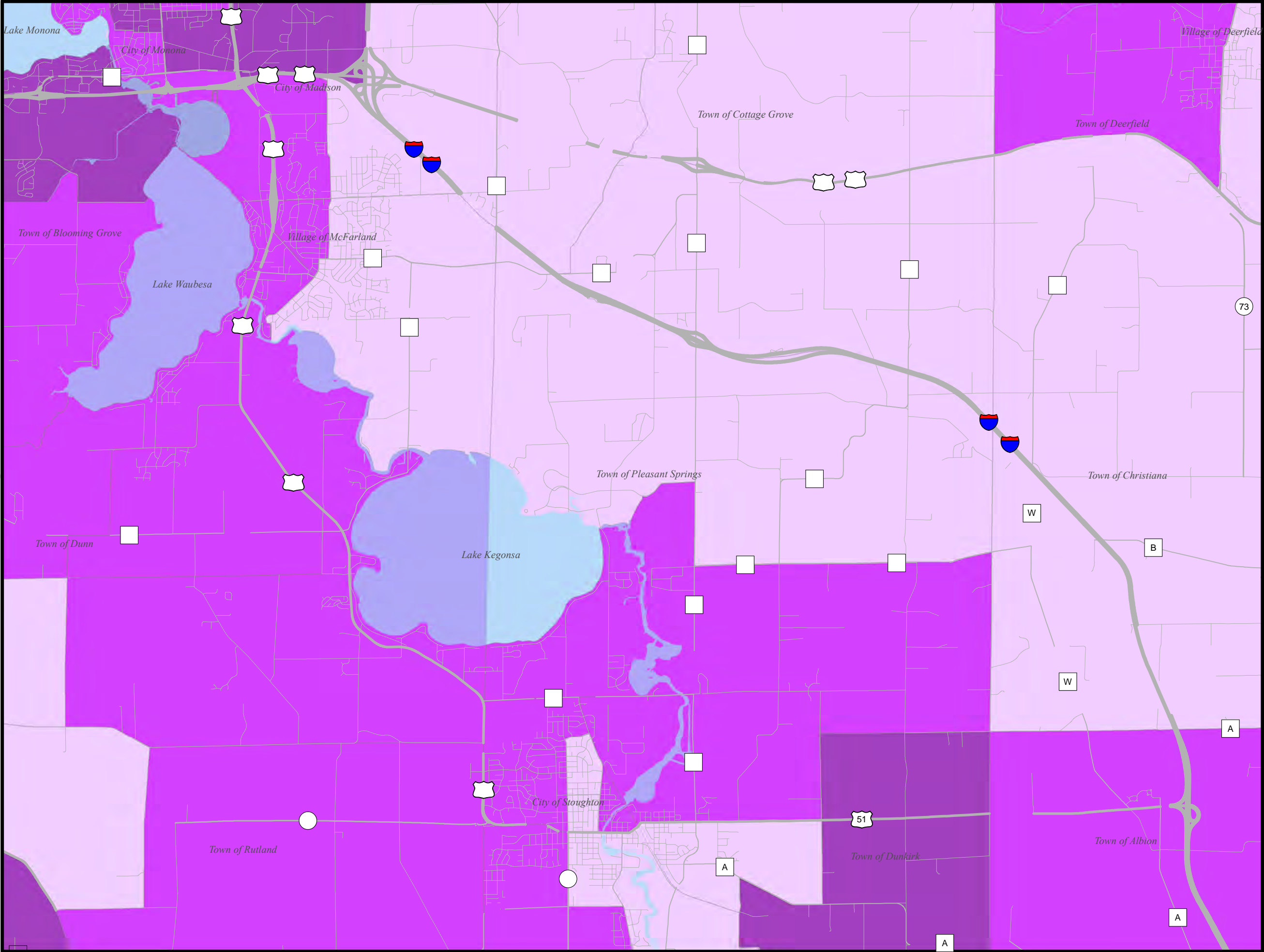
**DANE COUNTY,  
WISCONSIN**



Sheet 1

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**ALTERNATIVE H**

**HISPANIC OR LATINO  
POPULATION  
PERCENTAGE  
(BY 2013-2017 CENSUS  
BLOCK GROUP)**

**Legend**

**Hispanic or Latino  
Percentage**

- 0% - 1%
- 1.1% - 6.3%
- > 6.3%

Note: The percentage of the population that is Hispanic or Latino in Dane County is 6.3%

Sources: US Census Bureau, 2013-2017 American Community Survey 5-Year Estimates and Dane County Land Information Office

**US 51 EA  
PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18  
(MADISON SOUTH  
BELTLINE)**

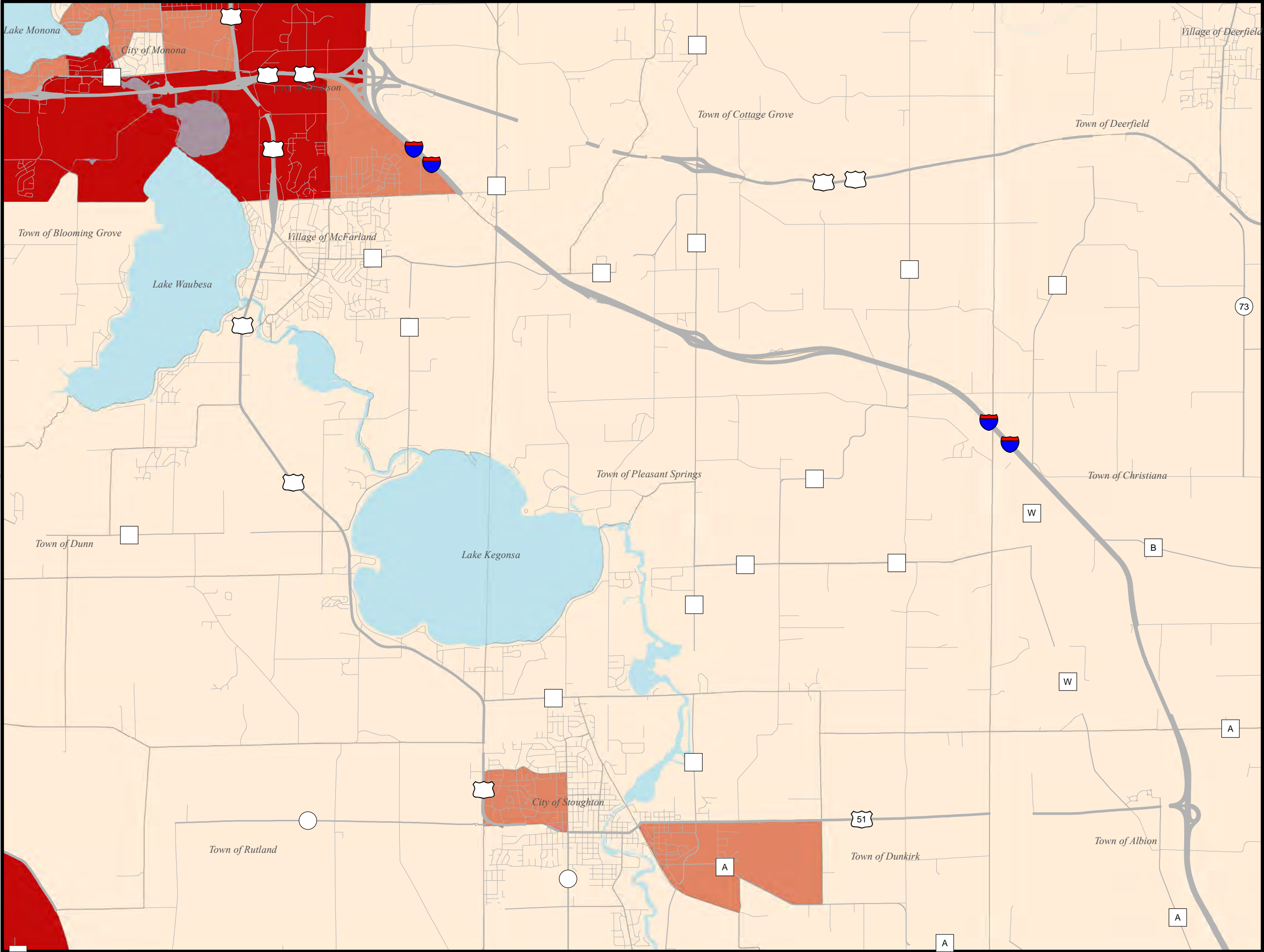
**WISCONSIN DEPARTMENT  
OF TRANSPORTATION**

**DANE COUNTY,  
WISCONSIN**



**Sheet 1**

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**ALTERNATIVE H**

**NON-WHITE OR HISPANIC  
POPULATION  
PERCENTAGE  
(BY 2013-2017 CENSUS  
BLOCK GROUP)**

**Legend**

**Percent Non-White or  
Hispanic**

- 0.0% - 10.0%
- 10.1% - 19.8%
- > 19.8%

Note: The percentage of the  
population that is non-white or  
hispanic in Dane County is 19.8%

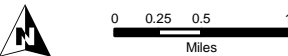
Sources: US Census Bureau, 2013-2017  
American Community Survey 5-Year  
Estimates and Dane County Land  
Information Office

**US 51 EA  
PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18  
(MADISON SOUTH  
BELTLINE)**

**WISCONSIN DEPARTMENT  
OF TRANSPORTATION**

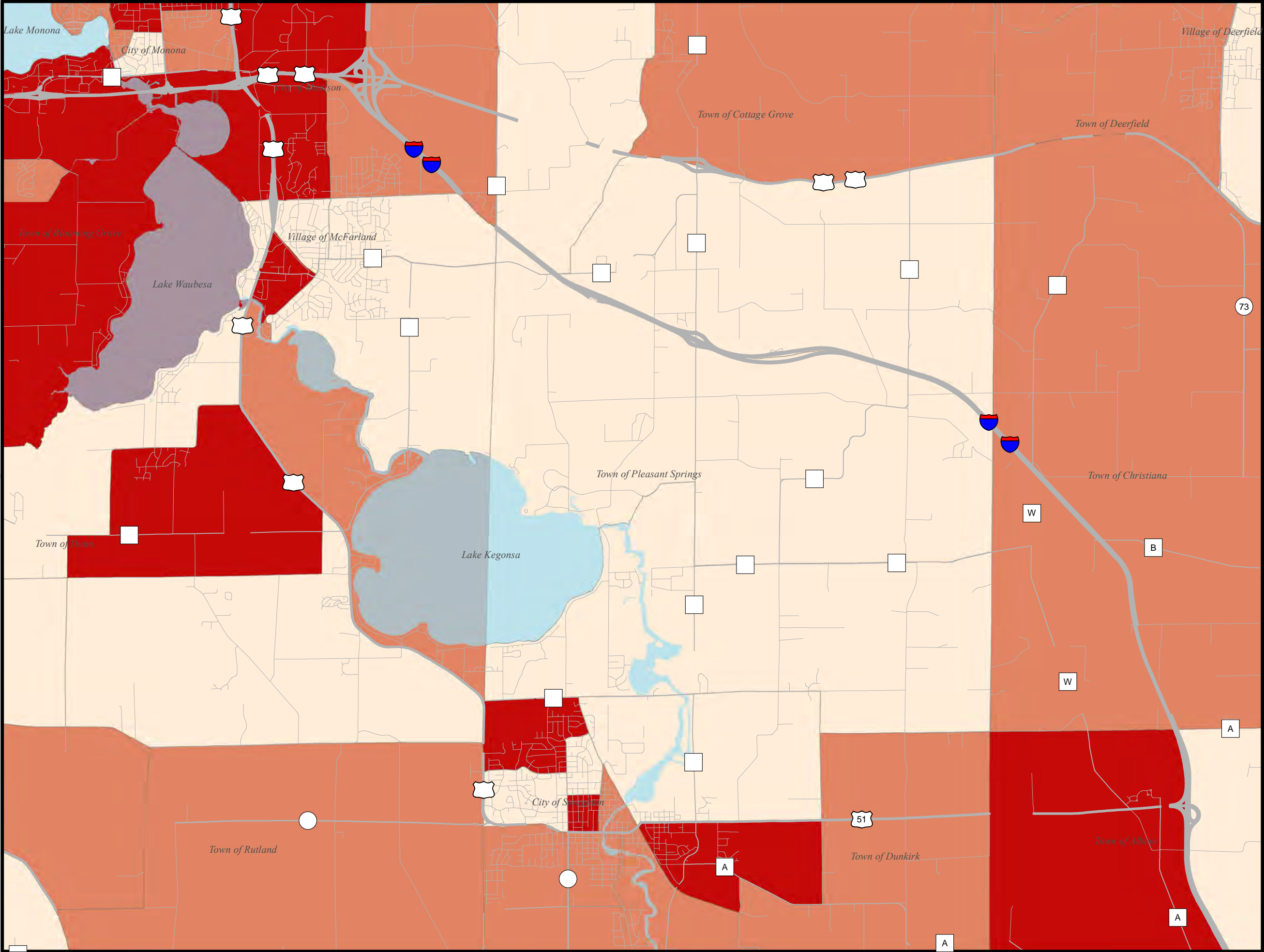
**DANE COUNTY,  
WISCONSIN**



Sheet 1



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**ALTERNATIVE H**

**POVERTY LEVEL  
(BY 2013-2017 CENSUS  
BLOCK GROUP)**

**Legend**

**Percentage of Families  
Below the Poverty Level**

- 0% - 1%
- 1% - 5.9%
- > 5.9%

Note: The percentage of families below the poverty level in Dane County is 5.9%

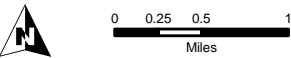
Sources: US Census Bureau, 2013-2017 American Community Survey 5-Year Estimates and Dane County Land Information Office

**US 51 EA  
PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18  
(MADISON SOUTH  
BELTLINE)**

**WISCONSIN DEPARTMENT  
OF TRANSPORTATION**

**DANE COUNTY,  
WISCONSIN**



Sheet 1

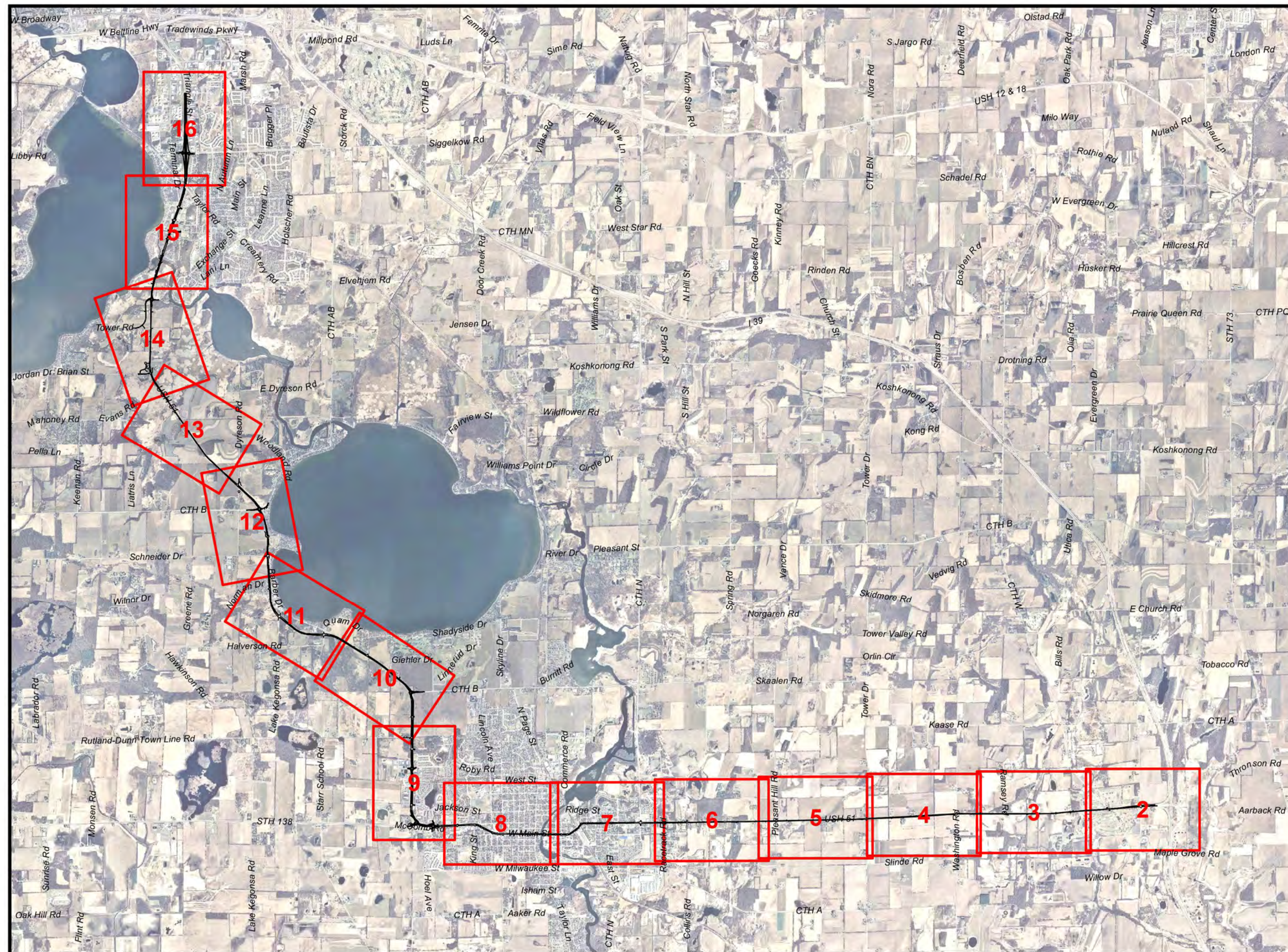
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## Wetland Delineation

### Legend

Proposed Pavement

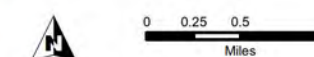
US 51 Environmental Assessment  
Alternative H Shown for Reference

**US 51**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18  
(MADISON SOUTH  
BELTLINE)**

WISCONSIN DEPARTMENT  
OF TRANSPORTATION

**DANE COUNTY,  
WISCONSIN**



# Cover Sheet



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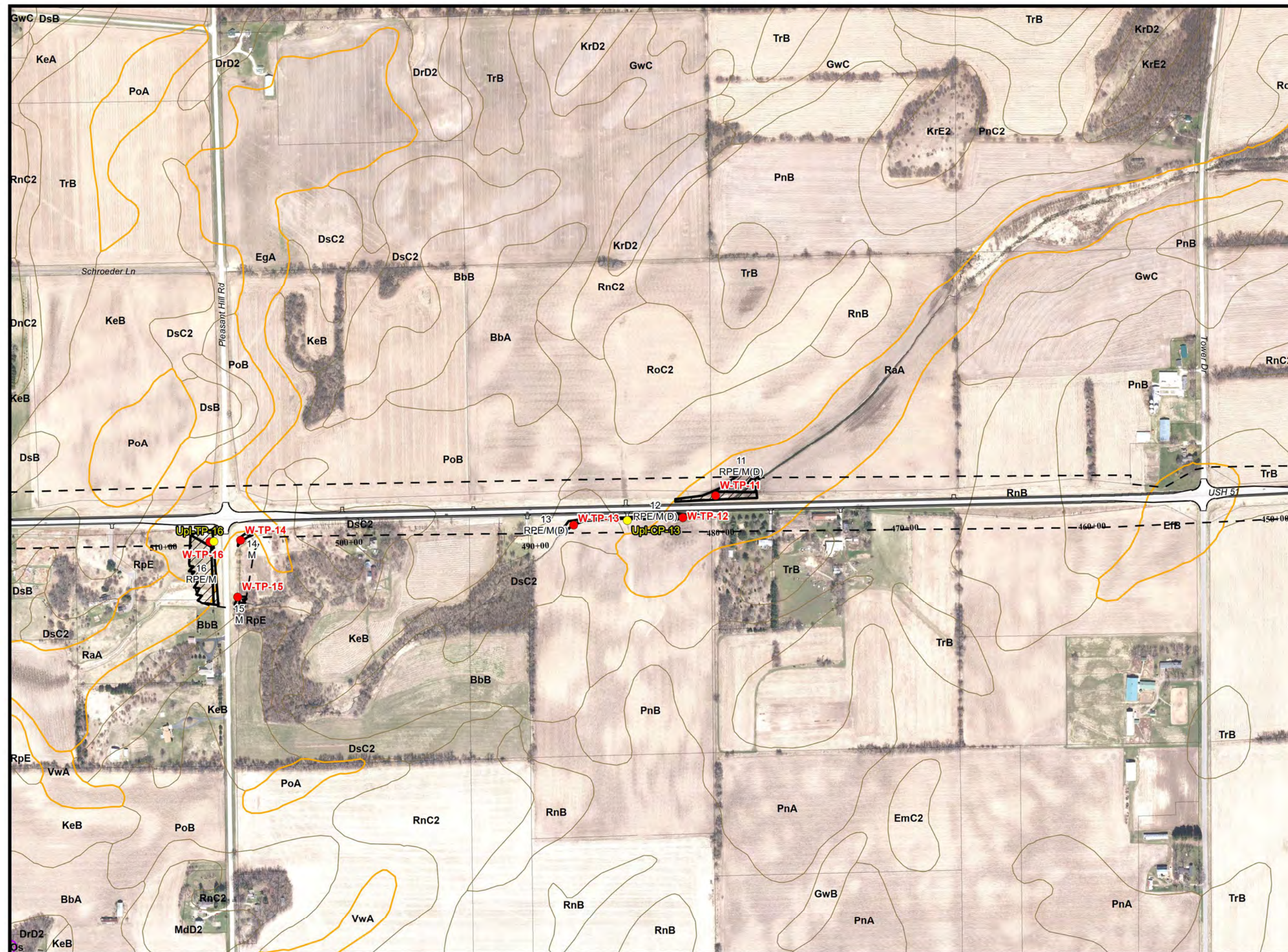






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## Wetland Delineation

### Legend

- Non-Wetland Review
  - Upl-TP = Upland Test Pit
  - Upl-CP = Upland Confirmation Pit
- Wetland Review
  - W-TP = Wetland Test Pit
  - W-CP = Wetland Confirmation Pit
- Wetland Review Corridor
- Delineated Wetlands (2013)
- Limits of Wetlands Not Defined
- Wetland Number

### Hydric Soils

- Somewhat poorly drained soils
- Poorly drained soils
- Very poorly drained soils

### Wetland Classes

- Deep Marsh / Shallow Marsh (DM/SM)
- Wet and Sedge Meadows, Wet Prairie, Vernal Pools, Fens / Degraded Emergent Riparian Wetland (M/RPE)
- Wooded Swamp (WS or RPF (With Waterways))
- Shrub Swamp (SS)
- Open Water (AB)
- Road

US 51 Environmental Assessment  
Alternative H Shown for Reference

Sources: Base Data -  
Dane County Land Information Office,  
Wetlands - WDNR

**US 51**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH**  
**BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**



0 125 250 500  
Feet

**Sheet 5**



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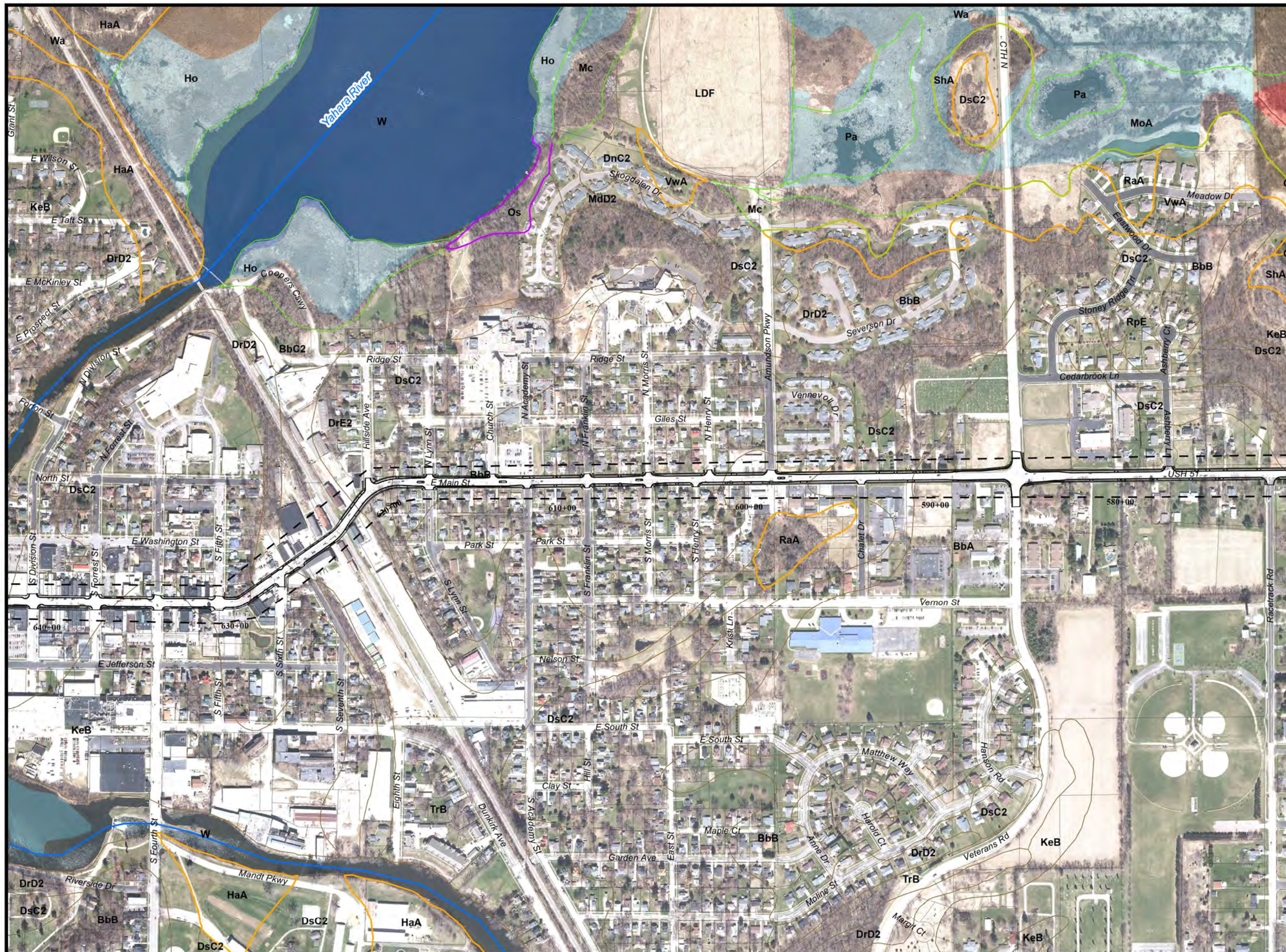






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# Wetland Delineation

## Legend

- Non-Wetland Review
  - Upl-TP = Upland Test Pit
  - Upl-CP = Upland Confirmation Pit
- Wetland Review
  - W-TP = Wetland Test Pit
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- Delineated Wetlands (2013)
- Limits of Wetlands Not Defined
- Wetland Number

## Hydric Soils

- Somewhat poorly drained soils
- Poorly drained soils
- Very poorly drained soils

## Wetland Classes

- Deep Marsh / Shallow Marsh (DM/SM)
- Wet and Sedge Meadows, Wet Prairie, Vernal Pools, Fens / Degraded Emergent Riparian Wetland (M/RPE)
- Wooded Swamp (WS or RPF (With Waterways))
- Shrub Swamp (SS)
- Open Water (AB)
- Road

US 51 Environmental Assessment  
Alternative H Shown for Reference

Sources: Base Data -  
Dane County Land Information Office,  
Wetlands - WDNR

**US 51**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH**  
**BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**



0 125 250 500  
Feet

Sheet 7



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# Wetland Delineation

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**US 51**  
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**I-39/90 TO US 12/18**  
**(MADISON SOUTH**  
**BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**



0 125 250 500  
Feet

Sheet 8



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## Wetland Delineation

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- Shrub Swamp (SS)
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- Road

US 51 Environmental Assessment  
Alternative H Shown for Reference

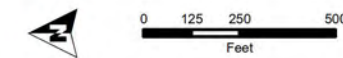
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Wetlands - WDNR

**US 51**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH**  
**BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**



Sheet 9



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**US 51**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH**  
**BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**



**Sheet 10**



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### Wetland Delineation

#### Legend

Non-Wetland Review

Upl-TP = Upland Test Pit

Upl-CP = Upland Confirmation Pit

Wetland Review

W-TP = Wetland Test Pit

W-CP = Wetland Confirmation Pit

Wetland Review Corridor

Delineated Wetlands (2013)

Limits of Wetlands Not Defined

1

Wetland Number

#### Hydric Soils

Somewhat poorly drained soils

Poorly drained soils

Very poorly drained soils

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Deep Marsh / Shallow Marsh (DM/SM)

Wet and Sedge Meadows, Wet Prairie, Vernal Pools, Fens / Degraded Emergent Riparian Wetland (M/RPE)

Wooded Swamp (WS or RPF (With Waterways))

Shrub Swamp (SS)

Open Water (AB)

Road

US 51 Environmental Assessment  
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Wetlands - WDNR

US 51

PROJECT ID 5845-06-03

I-39/90 TO US 12/18

(MADISON SOUTH BELTLINE)

WISCONSIN DEPARTMENT OF TRANSPORTATION

DANE COUNTY, WISCONSIN

0 125 250 500

Feet

Sheet 13

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Time: 10:35:07 AM

Project ID 5845-06-03

N-25

APPENDIX N



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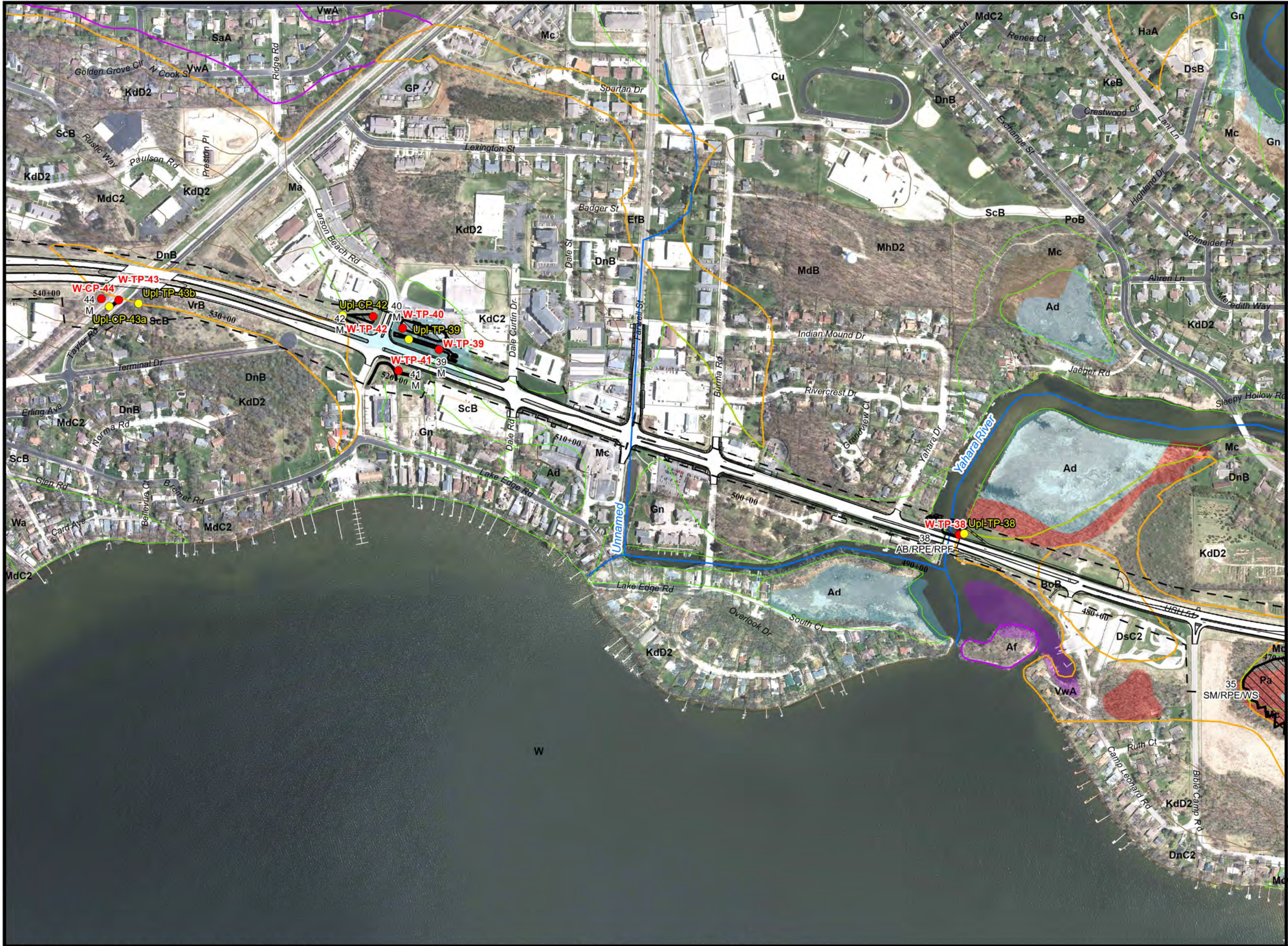






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**US 51**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH**  
**BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**



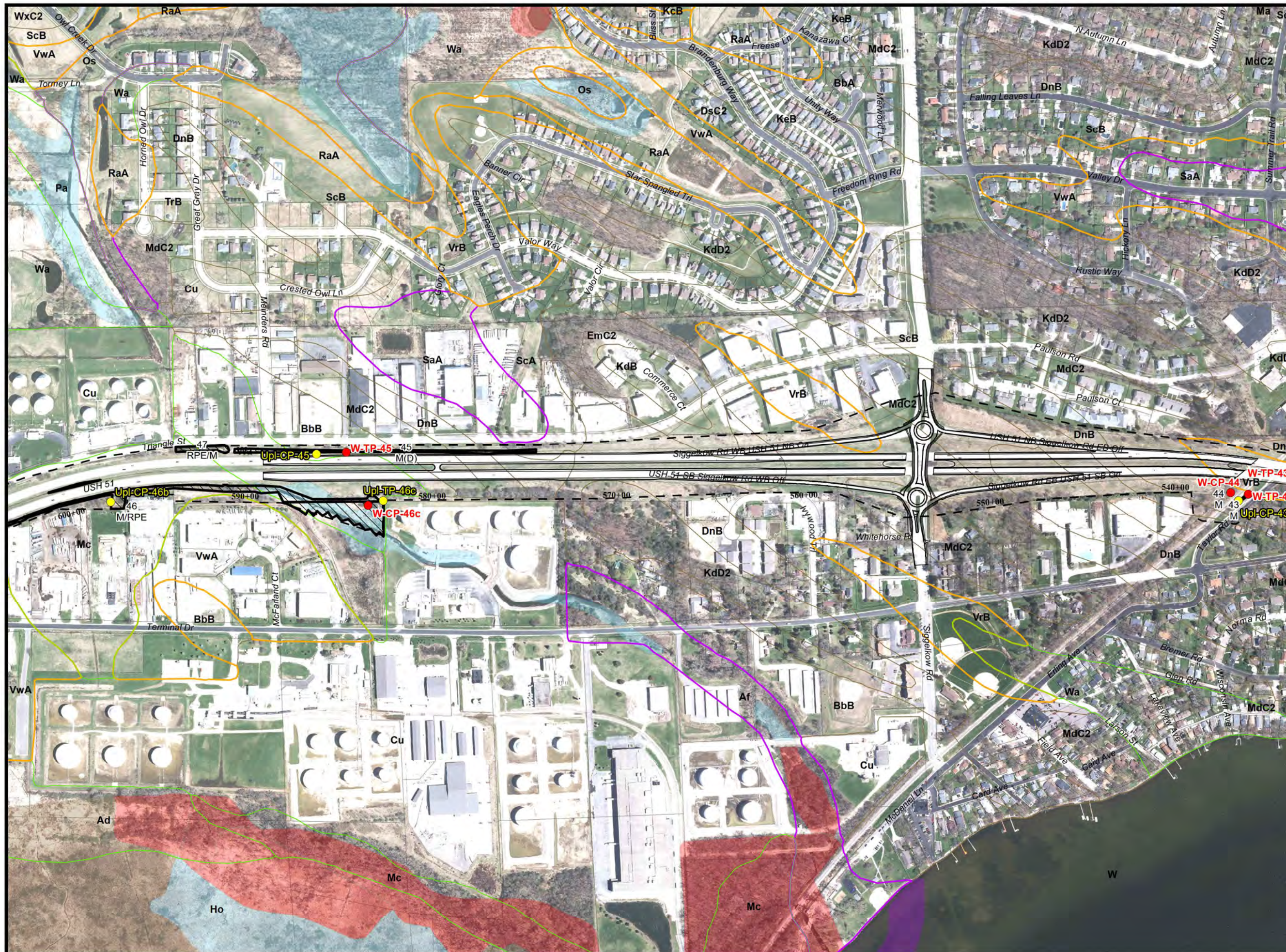
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Feet

Sheet 15



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US 51 Environmental Assessment  
Alternative H Shown for Reference

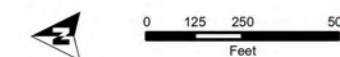
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Dane County Land Information Office,  
Wetlands - WDNR

**US 51**  
**PROJECT ID 5845-06-03**

**I-39/90 TO US 12/18**  
**(MADISON SOUTH**  
**BELTLINE)**

**WISCONSIN DEPARTMENT**  
**OF TRANSPORTATION**

**DANE COUNTY,**  
**WISCONSIN**



Sheet 16



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**APPENDIX O**  
**NOISE RECEPTOR LOCATION MAPS**

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PROJECT NO:5845-06-03

HWY:US 51

COUNTY:DANE COUNTY

NOISE RECEPTOR MAPS

SHEET 1

E

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PLOT NAME :

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WISDOT/CADDs SHEET 42

Project ID 5845-06-03

O-1

APPENDIX O





PROJECT NO: 5845-06-03

HWY: US 51

COUNTY: DANE COUNTY

NOISE RECEPTOR MAPS

SHEET 2

E

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PLOT BY : \_username\_

PLOT NAME :

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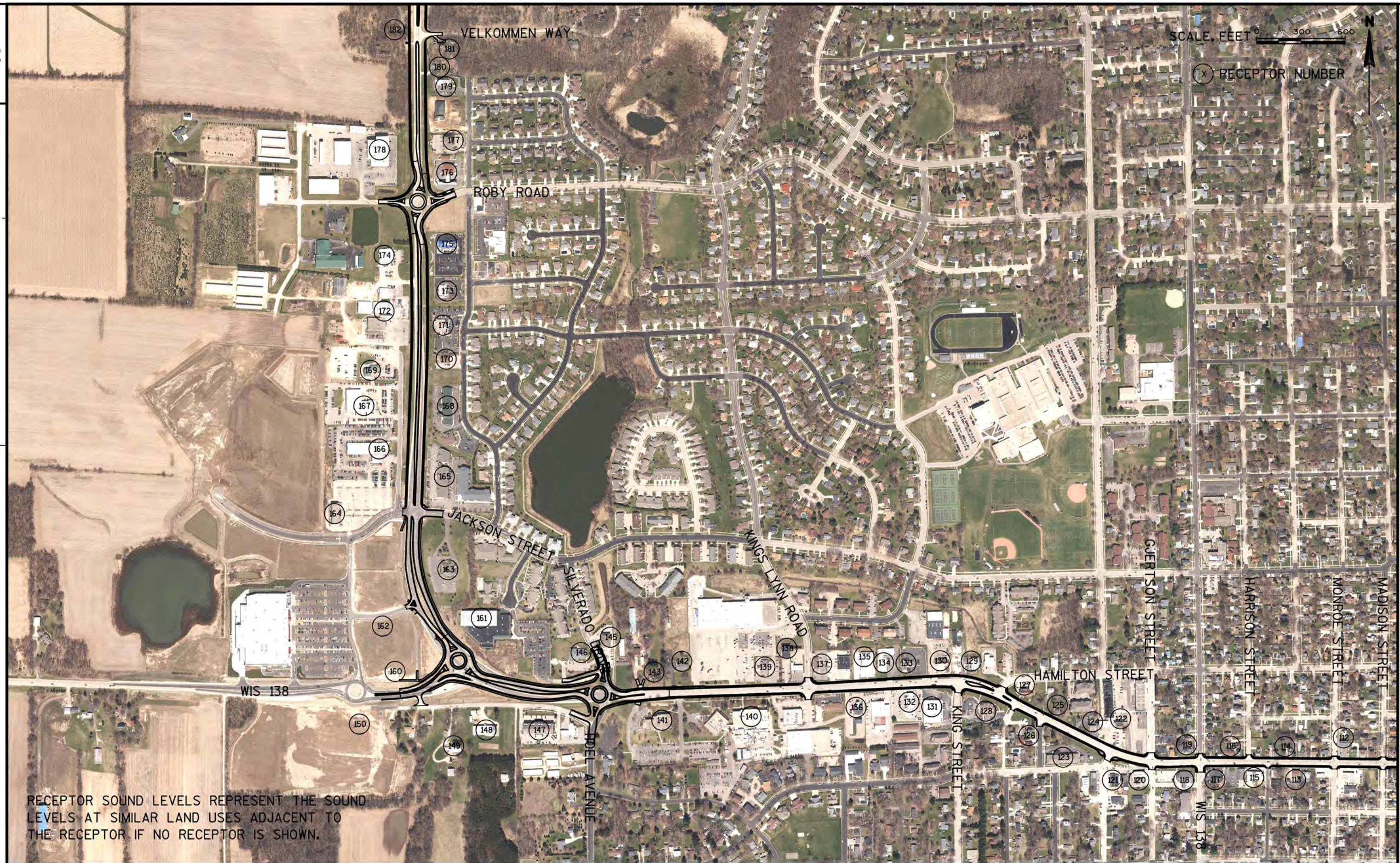
WISDOT/CADDs SHEET 42

Project ID 5845-06-03

O-2

APPENDIX O





RECEPTOR SOUND LEVELS REPRESENT THE SOUND LEVELS AT SIMILAR LAND USES ADJACENT TO THE RECEPTOR IF NO RECEPTOR IS SHOWN.













PROJECT NO: 5845-06-03

HWY: US 51

COUNTY: DANE COUNTY

NOISE RECEPTOR MAPS

SHEET 6

E

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WISDOT/CADDs SHEET 42





2

2

SCALE, FEET 0 20 40

(X) RECEPTOR NUMBER

US 51

BURMA ROAD

POTENTIAL SCREENING WALL

BABCOCK PARK CAMPSITE AREA



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## **Agricultural Operations Survey Results Summary**

The US 51 study team conducted an agricultural operations survey for the ongoing corridor study for US 51 between Stoughton and McFarland.

The survey results produced a greater understanding of the agricultural operations that are along the corridor. The survey helped in identifying road use for farm equipment, connections to US 51, as well as aiding in the important decision-making process regarding current study alternatives.

This survey was designed to gather information about current ownership patterns, road use, access, and crossing points along US 51 and County Highway B (Stoughton Bypass).

- In conducting the survey, 39 of the 127 surveys sent out were returned resulting in a 30.7 percent rate of return.
- After the data collection phase, an inventory chart was created of existing environmental, social, and transportation-related conditions. The chart shows the amount the respondents leased or rented as 1,448.5 acres and a total of 3,463.5 acres that are owned.
- Of the 39 returned surveys, 11 respondents indicated their agricultural operation was divided by US 51 or other roads, resulting in 32.4 percent.
- Those who cross US 51 for farm activities, 12 responses were recorded, equating to 79 percent of the trips.
- Out of 33 responses, 36.4 percent indicated US 51 as the main access to their operation.
- For those who travel on US 51 for farm activities, 13 responses were recorded, equating to 47.2 percent of the trips.
- Those who use vehicles daily to access their main operations: trucks equated to approximately 61 times per day, equipment roughly 41 times per day, and other vehicles roughly 48 times per day.
- The total percentage of trips to access fields with agricultural equipment for both crossing and traveling on US 51 were the highest percentages out of the three categories given in the survey.

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