

THIS PAGE INTENTIONALLY LEFT BLANK

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

Prepared by Environmental Policy and Community Impacts Analysis Section Bureau of Equity & Environmental Services Division of Transportation System Development Wisconsin Department of Transportation

NEPA requires the assessment of indirect effects of <u>all projects</u> under CEQ regulations. **All EIS documents require a detailed indirect effects analysis.** However, not all, non-EIS environmental reviews for transportation projects will warrant a *detailed analysis* of indirect effects. This pre-screening guidance will assist the Study Team in determining whether a more detailed analysis is necessary in order to comply with NEPA requirements. Refer to the complete indirect effects analysis guidance document and FDM (chapter 25-5-17) for further information.

This pre-screening worksheet may be helpful in scoping for the analysis. If the Study Team is uncertain what level of analysis the project will need, do not make an assumption that the project doesn't require the analysis. Contact the Environmental Policy and Community Impacts Section staff and the regional environmental coordinator for more assistance.

The factors listed below are not in any order of importance. Each EA and ER project needs to be examined individually to understand whether a particular factor or combination factors requires detailed analysis for indirect effects.

#### **Factors to Consider**

- 1. Project Design Concepts and Scope
- 2. Project Purpose and Need
- 3. Project Type (Categorical Exclusions, etc.)
- 4. Facility Function (Current and Planned-principal arterial, rural arterial, etc.)
- 5. Project Location
- 6. Improved Travel Times to an Area
- 7. Local Land Use and Planning Considerations
- 8. Population and Demographic Considerations
- 9. Rate of Urbanization
- 10. Public Concerns

# 1. Project Design Concepts and Scope

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

- ✓ Additional thru travel lanes (expansion)—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%

✓ 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 show 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						LUTTE		
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		· · · · · · · · · · · · · · · · · · ·
Possible munect Effect	Supports Effect	Discourages Effect
Safety and access improvements may slightly accelerate pace of planned development.	Development is planned around cities and villages.	Most town land is planned or zoned for agricultural preservation.  Farmland preservation plan is in place in most areas currently used for agriculture.
Location of planned development may be altered to correspond with intersection	Sewer and water is available in cities and villages.	Conservation easements are currently in place in some areas on either side of highway.
improvements (e.g., traffic signals or roundabouts).	·····agoo.	Very limited urban services are available a the intersection of US 51 and County B (east). There are no urban services at the US 51/County B/AB intersection.
Potential slight acceleration of loss of farmland as development		Wetlands are protected by state and federal regulations.
occurs. Potential wetland impacts		There is potential to install stormwater facilities to offset increases in volume.
associated with new development.  Potential slight increases		State comprehensive planning law encourages more carefully planned, phased, and orderly development.
in nonpoint source pollution as a result of increases in impervious surface area and traffic.		Community sensitive design techniques will be used in final design and construction of highway improvements to the extent possible.
Potential for slightly altered community character of cities, villages, and towns.		the extent possible.

# 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:

- 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.
- 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	s 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
potent	tial for indirect effects.

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX G PUBLIC INVOLVEMENT (PRE-2014) THIS PAGE INTENTIONALLY LEFT BLANK

# 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.
- 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).

- Alternative B and the Stoughton Bypass were dismissed due to a federal fiscal constraint requirement.
- 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.
- 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.

- 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.
- 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.
- Alternative B and the Stoughton Bypass were dismissed due to a federal fiscal constraint requirement.

THIS PAGE INTENTIONALLY LEFT BLANK



THIS PAGE INTENTIONALLY LEFT BLANK

# 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	<u>Email</u>	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	<u>Email</u>	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	<u>Letter</u>	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	<u>Email</u>	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	<mark>H-79</mark>
Dane County-Parks Division	Letter	November 28, 2011	H-81
Dane County-Parks Division	Email	October 28	H-82
		November 4, 2015	
Dane County-Parks Division	Email	November 11, 2019	<mark>H-85</mark>
Dane County-Land & Water Resources Department	<u>Email</u>	April 9, 2021	H-88
Township of Dunkirk	Letter	July 28, 2009	<mark>H-89</mark>
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	H-93
		and October 5, 2015	
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	<u>Email</u>	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	H-114
·		September 9, 2015	
City of Stoughton	Resolution	October 22 and 28,	H-118
· •		2019	
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

Other	Document Type	Date	Page Number
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	Letter	October 10, 2012	H-136
Bay View Heights and Schneider Drive			
Stoughton Area Emergency Medical Services	Letter	February 21, 2013	H-138
Bay View Heights and Schneider Drive		·	
The Concerned Citizens	Letter	September 3, 2013	H-139
Lake Kegonsa Sanitary District	<u>Email</u>	January 8 and	H-141
		January 22, 2021	

Invitations to Participate in Environmental Review Process	Document Type	Date	Page Number
Tribe Invitation to August 25, 2011 Agency Meeting and Mailing List	Letter and List	August 15, 2011	<mark>H-14</mark> 7

Section 4(f) Correspondence and Documentation	Document Type	Date	Page Number
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	<u>Letter</u>	May 14, 2021	H-183
Groundswell Conservancy	<u>Letter</u>	May 19, 2021	H-185

Native American Tribes	Document Type	Date	Page Number
Phase II Investigation and Ho-Chunk Response	Email	May 12, 2011	<mark>H-189</mark>
Tribe Project Update	Letter	September 16, 2013	<mark>H-190</mark>
Tribe Project Update	Letter	July 22, 2015	<mark>H-192</mark>
Tribe Project Update	Letter	August 14, 2019	<mark>H-195</mark>
Ho-Chunk Nation	Letter	August 14, 2019	<mark>H-197</mark>
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	<u>Email</u>	January 8, 2021	H-204



THIS PAGE INTENTIONALLY LEFT BLANK

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

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

1

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

#### [EXTERNAL EMAIL]: Verify sender before opening links or attachments.

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.armv.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: <a href="mailto:usace\_requests\_wi@usace.army.mil">usace\_requests\_wi@usace.army.mil</a>. 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: <a href="http://www.mvp.usace.army.mil/Missions/Regulatory.aspx">http://www.mvp.usace.army.mil/Missions/Regulatory.aspx</a>

From: Berens, Jeff - DOT < 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>

**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

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>

**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 contract 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 >

Sent: Monday, January 04, 2021 3:55 PM

To: DOT DTSD US 51 Stoughton to McFarland EA

<<u>DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov</u>>; Berens, Jeff - DOT

<<u>Jeff.Berens@dot.wi.gov</u>>

**Cc:** Bacher-Gresock, Bethaney <<u>Bethaney.Bacher-Gresock@dot.gov</u>>; Brown, Joel R - DOT <<u>Joel.Brown@dot.wi.gov</u>>; Grimes, Jennifer - DOT <<u>Jennifer.Grimes@dot.wi.gov</u>>; Lamers, Brandon - DOT <<u>Brandon.Lamers@dot.wi.gov</u>>; Hoelker, Michael - DOT <<u>Michael.Hoelker@dot.wi.gov</u>>; Theisen, Steven R - DOT <<u>Steven.Theisen@dot.wi.gov</u>>

**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:

- 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.



H-11

Project ID 5845-06-03

#### 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

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

Scott Walker, Governor Cathy Stepp, Secretary Lloyd L. Eagan, Regional Director Telephone 608-275-3266 FAX 608-275-3338 TTY Access via relay - 711



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 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

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

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

Scott Walker, Governor Cathy Stepp, Secretary Mark Aquino, Regional Director Telephone 608-275-3266 FAX 608-275-3338



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 if 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 Township5 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.

*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.

*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: <a href="http://www.wisconsinforestry.org/files/invasiveBMPs/TransportationRoW-BMPs.pdf">http://www.wisconsinforestry.org/files/invasiveBMPs/TransportationRoW-BMPs.pdf</a>.

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: <a href="http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection\_protocols.pdf">http://dnr.wi.gov/topic/fishing/documents/vhs/disinfection\_protocols.pdf</a>.

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) <a href="http://docs.legis.wisconsin.gov/code/admin\_code/nr/400/429.pdf">http://docs.legis.wisconsin.gov/code/admin\_code/nr/400/429.pdf</a>.

Burning permits are available through the local DNR ranger or fire warden, however other local burning permits maybe 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: <a href="http://dnr.wi.gov/topic/Demo/Asbestos.html">http://dnr.wi.gov/topic/Demo/Asbestos.html</a> 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:

- 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: <a href="http://dnr.wi.gov/topic/foresthealth/oakwilt.html">http://dnr.wi.gov/topic/foresthealth/oakwilt.html</a>.
- 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 on 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: <a href="http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf">http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf</a>

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.

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> Wednesday, September 30, 2015 6:08 AM Sent:

To: Hellermann, Luke

Petersen, Joan; Kobryn, Jennifer; Berens, Jeff - DOT; Grimes, Jennifer - DOT Cc:

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

#### We are committed to service excellence.

Visit our survey at <a href="http://dnr.wi.gov/customersurvey">http://dnr.wi.gov/customersurvey</a> to evaluate how I did.

#### Eric Heggelund Phone: 608-275-3301

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

1

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

#### We are committed to service excellence.

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

Eric Heggelund Phone: 608-275-3301

Eric.heggelund@wisconsin.gov

From: 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)

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.

2

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

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

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; <a href="mailto:luke.hellermann@strand.com">luke.hellermann@strand.com</a>; Petersen, Joan

<<u>Joan.Petersen@strand.com</u>> (<u>Joan.Petersen@strand.com</u>)

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

#### We are committed to service excellence.

Visit our survey at <a href="http://dnr.wi.gov/customersurvey">http://dnr.wi.gov/customersurvey</a> to evaluate how I did.

#### 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

<< OLE Object: Picture (Device Independent Bitmap) >> dnr.wi.gov << OLE Object: Picture (Device Independent Bitmap) >> </ OLE Object: Picture (Device Indepe

4

#### Hellermann, Luke

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 < <u>Joel.Brown@dot.wi.gov</u>>

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

Echinaea pallida Pale Purple Coneflower

Emydoidea blandingii Blanding's Turtle

Let me know if you need anything else.

Eric

#### We are committed to service excellence.

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

#### Eric Heggelund

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



1

From: Heggelund, Eric P - DNR

Sent: Friday, January 22, 2016 10:25 AM

To: Brown, Joel R - DOT < <u>Joel.Brown@dot.wi.gov</u>>

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 <a href="http://dnr.wi.gov/customersurvey">http://dnr.wi.gov/customersurvey</a> to evaluate how I did.

#### Eric Heggelund

Phone: 608-275-3301

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

State of Wisconsin DEPARTMENT OF NATURAL RESOURCES 3911 Fish Hatchery Road Fitchburg, WI 53711

Tony Evers, Governor Preston D. Cole, Secretary

Telephone 608-266-2621 Toll Free 1-888-936-7463 TTY Access via relay - 711



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 if 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, <u>DNR must have final 4(f) approval from the Federal Highways Administration before we may send</u> 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 nepetiodes, Camissia scilloides, and Echinae 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 (nonnesting 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: <a href="http://www.wisconsinforestry.org/files/invasiveBMPs/TransportationRoW-BMPs.pdf">http://www.wisconsinforestry.org/files/invasiveBMPs/TransportationRoW-BMPs.pdf</a>.

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.

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) <a href="http://docs.legis.wisconsin.gov/code/admin\_code/nr/400/429.pdf">http://docs.legis.wisconsin.gov/code/admin\_code/nr/400/429.pdf</a>.

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: <a href="https://dnr.wi.gov/topic/Sectors/Transportation.html">https://dnr.wi.gov/topic/Sectors/Transportation.html</a>.
- 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: <a href="http://dnr.wi.gov/topic/Demo/Asbestos.html">http://dnr.wi.gov/topic/Demo/Asbestos.html</a> 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: <a href="http://dnr.wi.gov/topic/foresthealth/oakwilt.html">http://dnr.wi.gov/topic/foresthealth/oakwilt.html</a>.
- 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 on inch in diameter, or ash nursery stock (DATCP statute 21).
  - o 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: <a href="http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf">http://datcpservices.wisconsin.gov/eab/articleassets/Recommendations%20to%20reduce%20the%20spread%20of%20EAB.pdf</a>

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.

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

#### [EXTERNAL EMAIL]: Verify sender before opening links or attachments.

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 <a href="http://dnr.wi.gov/customersurvey">http://dnr.wi.gov/customersurvey</a> 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



From: Berens, Jeff - DOT < 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>

**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

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>

**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 contract 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>

Sent: Monday, January 04, 2021 3:55 PM

To: DOT DTSD US 51 Stoughton to McFarland EA

<<u>DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov</u>>; Berens, Jeff - DOT

<Jeff.Berens@dot.wi.gov>

Cc: Bacher-Gresock, Bethaney <<u>Bethaney.Bacher-Gresock@dot.gov</u>>; Brown, Joel R - DOT <<u>Joel.Brown@dot.wi.gov</u>>; Grimes, Jennifer - DOT <<u>Jennifer.Grimes@dot.wi.gov</u>>; Lamers, Brandon - DOT <<u>Brandon.Lamers@dot.wi.gov</u>>; Hoelker, Michael - DOT <<u>Michael.Hoelker@dot.wi.gov</u>>; Theisen, Steven R - DOT <<u>Steven.Theisen@dot.wi.gov</u>>

**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

# ON PROTECTION

#### UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

# REGION 5 OFFICE OF SCIENCE, ECOSYSTEMS, AND COMMUNITIES 77 WEST JACKSON BOULEVARD CHICAGO, IL 60604-3590

JUL 1 8 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:

- 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.
- 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 gates 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 2 6 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:

- <u>No Build:</u> Normal roadway maintenance and currently programmed resurfacing projects only.
- <u>Alternative A:</u> 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."
- <u>Alternative B:</u> 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.
- <u>Alternative H:</u> 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:
  - o 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 reseeding, 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.

<sup>&</sup>lt;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

#### 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 CO2-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.

<sup>&</sup>lt;sup>2</sup> https://ceq.doe.gov/initiatives/nepa/ghg-guidance

<sup>3</sup> http://www.globalchange.gov/

<sup>&</sup>lt;sup>4</sup> 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 <a href="mailto:sedlacek.michael@epa.gov">sedlacek.michael@epa.gov</a>.

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:

- <u>No-Build Alternative.</u> Continued maintenance will occur on the existing roadways, but no reconstruction, replacement, or expansion activities will occur;
- <u>Alternative A (Low Build)</u>. 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;
  - o 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.

- <u>Alternative B (4-Lane Expansion).</u> Alternative B has six main components that would include the following:
  - o 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;
  - o 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.
- <u>Alternative H (Hybrid).</u> 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;
  - o 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;
  - o 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, and comments for project scoping. 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>&</sup>lt;sup>1</sup> See EPA letter dated January 27, 2012

<sup>&</sup>lt;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 <a href="mailto:sedlacek.michael@epa.gov">sedlacek.michael@epa.gov</a> if you have any questions or concerns.

Sincerely,

KENNETH 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.

FEB 2 0 2006

#### 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,

Monda & Holey
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

U.S.
FISH & WILDLIFE
SERVICE

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 (<u>darin\_simpkins@fws.gov</u>; 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

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

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>

**Sent:** Tuesday, September 10, 2019 3:20 PM **To:** Berens, Jeff - DOT < <u>Jeff.Berens@dot.wi.gov</u>>

 $\textbf{Cc:} \ Lamers, Brandon - DOT < \underline{Brandon.Lamers@dot.wi.gov}; Grimes, Jennifer - DOT < \underline{Jennifer.Grimes@dot.wi.gov}; Brown, Joel R - DOT < \underline{Joel.Brown@dot.wi.gov}; Holt, Daniel < \underline{daniel.holt@dot.gov}; Chidister, Ian (FHWA) < \underline{ian.chidister@dot.gov}; Bacher-Gresock, Bethaney < \underline{Bethaney.Bacher-Gresock@dot.gov}; Forlenza, Mary (FHWA) < \underline{mary.forlenza@dot.gov}; Blankenship,$ 

Tracey < 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 he sitate 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

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>

Cc: Martindale, Gary(FHWA) < Gary. Martindale@dot.gov >; Lamers, Brandon - DOT < Brandon. Lamers@dot.wi.gov >; Grimes,

Jennifer - DOT < Jennifer. Grimes@dot.wi.gov>; Brown, Joel R - DOT < Joel. Brown@dot.wi.gov>; Petersen, Joan

<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

2



## State of Wisconsin Governor Scott Walker

# 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

Olice Halpin

(608)244-4646

Alice.Halpin@wi.gov

DATCP ID: #4096

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

#### We are committed to service excellence.

Visit our survey at <a href="http://datcp.wi.gov/customersurvey">http://datcp.wi.gov/customersurvey</a> to evaluate how I did.

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

<<u>DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov</u>>; Berens, Jeff - DOT

<<u>Jeff.Berens@dot.wi.gov</u>>

Cc: Bacher-Gresock, Bethaney <<u>Bethaney.Bacher-Gresock@dot.gov</u>>; Brown, Joel R - DOT

<<u>Joel.Brown@dot.wi.gov</u>>; Grimes, Jennifer - DOT <<u>Jennifer.Grimes@dot.wi.gov</u>>; 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

#### **United States Department of Agriculture**



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.

Jeremy Ziegler, Area Resource Soil Scientist

Phone: 920-386-9999 Ex 122

Helping People Help the Land

An Equal Opportunity Provider and Employer

# **FARMLAND CONVERSION IMPACT RATING**

PART 1 (To be completed by Federal Agency)		Date of Land Evaluation Request     7   25			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	Federal Agency Involved     Federal Highway Administration			, .				
5. Proposed Land Use Highway Improvements	6. County and State Dane County, WI			7. Type of Project: Corridor X Other				
PART II (To be completed by NRCS)		1. Date Request Received by NRCS			2. Person Completing the NRCS parts of this form  Jeseny Ziegek			
Does the site or corridor contain prime, unique ,statew     (If no, the FPPA does not apply - Do not complete add	ride or local important f	armland?	Yes 🛭	ľ No □	4. Acres Irrigated	12	age Farm Size	
6. Major Crop(s)	7. Farmable Land	7. Farmable Land in Government Jurisdiction			8. Amount of Farmland As Defined in FPPA Acres: 5/6989 % 65.2%			
9. Name of Land Evaluation System Used		10. Name of Local Site Assessment System			11. Date Land Evaluation Returned by NRCS			
PART III (To be completed by Federal Agency)	a man and a second seco	A (M. 10.00)		20 to 100 to	Alternative Site Rating			
				Alt. A	Alt. B			
A. Total Acres To Be Converted Directly				6	238			
B. Total Acres To Be Converted Indirectly, Or To Receive	ve Services			0	0			
C. Total Acres in Site				6	238			
PART IV (To be completed by NRCS) Land Evaluation	n Information			And the Control of the			Total	
A. Total Acres Prime and Unique Farmland				6	230			
B. Total Acres Statewide and Local Important Farmland		rights properties Togeth Angel		6.	238		A Part of the second	
C. Percentage of Farmland in County or Local Govt. Uni	t to be Converted		5.57	000000 116	,0m46		A grammat group of the s	
D. Percentage of Farmland in Govt. Jurisdiction with Sar	me or Higher Relative \	/alue		50%	5/%		AND RECEIVED	
PART V (To be completed by NRCS) Land Evaluation Relative Value of Farmland to be Serviced or Conve		Points)		45	85			
PART VI (To be completed by Federal Agency) Corn Assessment Criteria (These criteria are explained in		Max. F Corrido Other						
Area in Nonurban Use		15	15	14	14	<b>-</b>		
Perimeter in Nonurban Use		10	10	9	9			
Percent of Site Being Farmed		20	20	20	20			
Protection Provided by State and Local Governm	ent	20	20	20	20			
Distance from Urban Built-up area	Manager 1997	0	15	NA	NA			
Distance to Urban Support Services		0	15	NA	NA			
Size of Present Farm Unit Compared to Average	)	10	10	0	0			
Creation of Non-Farmable Farmland		25	10	7	18			
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			
TOTAL CORRIDOR OR SITE ASSESSMENT POIN			60	125	136			
PART VII (To be completed by Federal Agency)		_						
Relative Value of Farmland (from Part V above)		1	00					
Total Corridor or Site Assessment (From Part VI above assessment)	re or a local site			125	136			
TOTAL POINTS (Total of above 2 lines)		2	60					
PART VIII (To be completed by Federal Agency after	final alternative is ch	osen)						
Corridor or Site Selected:		2. Date of Select		etion:	3. Was A Local Site Assessment Used? Yes □ No □		sed?	
4. Reason For Selection:		•			•			
Signature of person completing the Federal Agency part	s of this form:			,	DATE			
William In the White form AD 1000 CO. C. C. C.	- last to the train			/a.a:1/a.d	ata a biral			
Wisconsin substitute form AD-1006 6-9-97 Completi	on instructions: http://w	/ww.wi.nrcs	s.usda.go	ov/soil/prime/prin	otes.html			

Project ID 5845-06-03 H-63 APPENDIX H

NRCS-CPA-106

(Rev. 1-91)

# FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		100000000000000000000000000000000000000	7/23/15 Sheet 1 of 1					
1. Name of Project US 51 EA, I-39/90 to US 12/18, I.D. 5845-06-03		3 5. Fede	3 5. Federal Agency Involved Federal Highway Administration					
2. Type of Project Highway Corridor			6. County and State Dane County, WI					
PART II (To be completed by NRCS)			Date Request Received by NRCS   2. Person Completing Form					
Does the corridor contain prime, un	ioue statewide or local in	montant farmlan	22	-			Irrigated Average	Farm Size
(If no, the FPPA does not apply - D		A CONTRACTOR OF THE PROPERTY O		YES NO	1		-	-
5. Major Crop(s)  Cash Grain  6. Farmable Land in Govern  Acres: 685927			Company of the contract of the			nt of Farmland As D s: 499,427		
8. Name Of Land Evaluation System	Used	9 Name of Lor	al Site Asse	% %	1.210		Land Evaluation Re	
L ESA	Daed	Name of Local Sile Assessment System     LFSA			10/8/15			turned by NACS
PART III (To be completed by Fo	ederal Agencyl		0001		ive Corri	dor For	Segment	
				Corridor A	Corridor B		Corridor C	Corridor D
A. Total Acres To Be Converted Dir				63	216-256		66	
B. Total Acres To Be Converted Ind	rectly, Or to Receive	Services		0	0		0	
C. Total Acres In Corridor				63	216-	256	66	
PART IV (To be completed by N	IRCS) Land Evaluati	ion Informatio	n					
A. Total Acres Prime And Unique F	armland			57	201		63	
B. Total Acres Statewide And Local	I Important Farmland			57	201		63	
C. Percentage Of Farmland in Cou	inty Or Local Govt. Uni	t To Be Convert	ed	.00005 %	. 0000870		100006 %	
D. Percentage Of Farmland in Govt	. Jurisdiction With Same	e Or Higher Rela	tive Value	10000/%	. 0000670		.00003%	-
PART V (To be completed by NRC value of Farmland to Be Serviced				72	8:	1	69	
PART VI (To be completed by Fed Assessment Criteria (These crite	deral Agency) Corrido	or	Maximum Points					
Area in Nonurban Use		7.70	15	14	14		14	
Perimeter in Nonurban Use			10	9	9		9	
Percent Of Corridor Being Fa	armed		20	20	20		20	
Protection Provided By State And Local Government			20	20	20		20	
Size of Present Farm Unit Compared To Average			10	0	0		0	
Creation Of Nonfarmable Farmland		25	7	18		7		
Availabilility Of Farm Support Services			5	5	5		5	
8. On-Farm Investments	00111000		20	18	18		18	
Effects Of Conversion On Farm Support Services		25	0	5		0		
Compatibility With Existing Agricultural Use			10	7	7	_	7	
TOTAL CORRIDOR ASSESSMENT POINTS			160	100	116		100	0
PART VII (To be completed by Fe	ederal Agency)						1	
Relative Value Of Farmland (From Part V)		100	0	0		0	0	
		l site			-		ili s	
Total Corridor Assessment (From Part VI above or a local site assessment)		160	100	116		100	0	
TOTAL POINTS (Total of above, 2 lines)		260	100	116		100	0	
1. Corridor Selected:	2. Total Acres of Farn Converted by Proje	and the property of the party o	3. Date Of	Selection:	4. Was	A Local S	ite Assessment Use	d?
Corridor C (Alternative H in the US 51 EA)	66		8/27/15		YES NO V			
TOTAL POINTS (Total of above  1. Corridor Selected:  Corridor C (Alternative H in the US 51 EA)  5. Reason For Selection:  Two alternatives meet the project's purpose and need	2. Total Acres of Farm Converted by Proje 66 fiscal constraint red and is the propose	ect.	260 100 3. Date Of Selection: 8/27/15		4. Was A Local Site Assessment Used?  YES NO Finative H). Alternative H best meets the		<b>0</b>	
Signature of Person Completing this		11.				DAT	9/2/15	
NOTE: Complete a form for e	ach segment with r	more than on	e Alternat	te 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	WisDOT	<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 123,000 vpd.
- 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.
  - o 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.
  - o 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.

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.

<sup>\*</sup>Note: Price wasn't a significant factor on ridership.

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)
  - o 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
  - o Ag Ditch #4
    - Located just south of interchange
  - Door Creek
    - Primarily on east side of interchange
  - o 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
  - o 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.
  - o 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
        - o from Stoughton Rd. to Southtowne Dr. to west
        - o 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
- O 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
- o 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:
  - o 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
- o 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
- o 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.
  - o 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	Alternative				
ISSUE	Α	В	Н		
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
- o 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.

Sincerely,

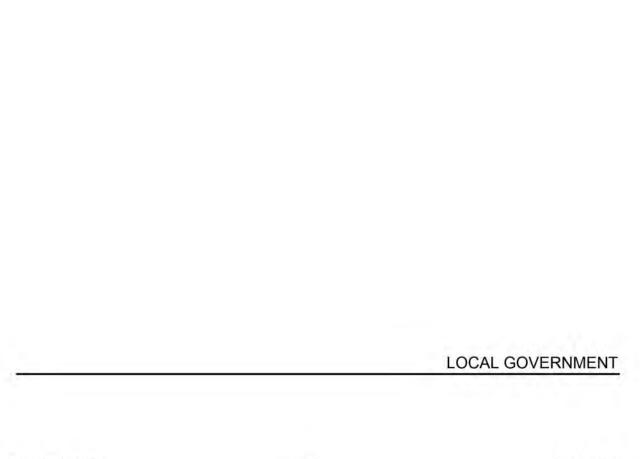
LaShavio Johnson

Historic Preservation Technician Office of Federal Agency Programs

Ra Shavio Johnson

Project ID 5845-06-03

THIS PAGE INTENTIONALLY LEFT BLANK



THIS PAGE INTENTIONALLY LEFT BLANK



# Dane County Land & Water Resources Department

Lakes & Watersheds • Land Acquisition • Land Conservation • Parks

Kevin F. Connors, Director

August 24th, 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

- 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



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

Project ID 5845-06-03 H-81 APPENDIX H

#### 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 < <u>Jeff.Berens@dot.wi.gov</u>>

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>

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

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,

2

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

3

 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>

**Sent:** Monday, November 11, 2019 3:14 PM **To:** Berens, Jeff - DOT < 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

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 < <u>James@countyofdane.com</u>>

Sent: Friday, November 08, 2019 1:40 PM

**To:** Berens, Jeff - DOT < <u>Jeff.Berens@dot.wi.gov</u>> **Cc:** 'Jim Hessling' < <u>Jim.Hessling@mcfarland.wi.us</u>>

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 < <u>James@countyofdane.com</u>>

**Sent:** Monday, November 04, 2019 11:35 AM **To:** Berens, Jeff - DOT < <u>Jeff.Berens@dot.wi.gov</u>>

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-lwrd.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.

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  $15^{\frac{1}{15}}$  day of August, 2011.

Edmond P. Minihan,

Edward Ministan

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 Septem her 2015.

Edmond P. Minihan,

Town Chairman

Attested:

Cathy Hasslinger,

Clerk Treasurer

From: <u>Erica Schmitz</u>
To: <u>Kobryn, Jennifer</u>

Cc: jeff.berens@dot.wi.gov; Petersen, Joan; Cathy Hasslinger; 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>

**Cc:** jeff.berens@dot.wi.gov; Petersen, Joan <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-desac. 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 <<u>Jeff.Berens@dot.wi.gov</u>>; Kobryn, Jennifer <<u>Jennifer.Kobryn@strand.com</u>>

Subject: RE: 5845-06-03 US 51 Stoughton to McFarland: PIM Comment Deadline

Hello Jeff and Jenifer,

Thanks for your patience on these last couple of items:

- 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 E-mail: 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.

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.

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 < <a href="mailto:Jeff.Berens@dot.wi.gov">Jeff.Berens@dot.wi.gov</a>>

Sent: Thursday, October 22, 2020 9:05 AM

To: Ben Kollenbroich <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>

**Sent:** Wednesday, October 21, 2020 2:46 PM **To:** Berens, Jeff - DOT < <u>Jeff.Berens@dot.wi.gov</u>>

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

Get Outlook for iOS

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.

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 <br/>
<br/>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

From: Ben Kollenbroich < bkollenbroich@town.dunn.wi.us >

Sent: Monday, April 12, 2021 5:20 AM

To: Berens, Jeff - DOT < <u>Jeff.Berens@dot.wi.gov</u>>
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 >

Sent: Saturday, April 10, 2021 9:04 AM

To: Ben Kollenbroich < 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 >

Date: Fri, Apr 9, 2021 at 2:28 PM

Subject: FW: Highway 51 Improvements

To: Tamara Knickmeier <tknickmeier@gmail.com>, David Silverberg <davidsilverberg@charter.net>,

George Keeler <georgekeeler@hotmail.com>, Woody Kneppreth <woodyp@fiamos.com>

From: Reimer, John

Sent: Friday, April 9, 2021 12:31 PM

To: Berens, Jeff - DOT (Jeff.Berens@dot.wi.gov) <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

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

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 <DOTDTSDUS51StoughtontoMcFarlandEA@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.

2

Sincerely,

Jeff Berens, P.E. Major Studies Project Manager WisDOT SW Region - Madison Office (608) 245-2656

#### Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more Click Here.



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 <a href="matt.schuenke@mcfarland.wi.us">matt.schuenke@mcfarland.wi.us</a> 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,

**Brad Czebotar** 

Village President

Brood Fer

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 Schwenke

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 I

ON 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

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.

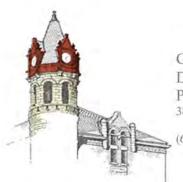
Sincerely,

CITY OF STOUGHTON

Yames 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

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

Director of Planning & Development

Enclosure

Cc: Mayor Donna Olson

Michael Hoelker (via email)

Jeff Gust (via email) Joan Peterson (via email)

#### City of Stoughton, 381 E Main Street, Stoughton WI 53589

#### 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:

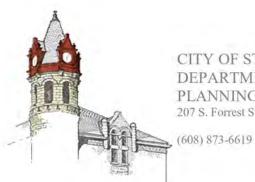
- Recommend Hoel Avenue/Silverado Drive should be improved with a traffic signal or roundabout to improve unacceptable operations for side street drivers and to improve pedestrian and bicycle safety at this intersection; and
- · Support the construction of a roundabout at Roby Road; and
- Support no 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  Mayoral Action: Accept		Vote
	9-8-15	
Donna Olson, Mayor	Date	
Donna Olson, Mayor  Council Action: \\-\O	Date	Vote

S:\MPS-Shared\Resolutions\USH51CorridorStudy-WithAdditionalItems.docx



# CITY OF STOUGHTON DEPARTMENT OF PLANNING & DEVELOPMENT 207 S. Forrest St., Stoughton, WI, 53589

, Stoughton, Wit 55567

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

Director of Planning & Development

Enclosure

cc: Mayor Tim Swadley (via email)

Joan Peterson (via email)

#### City of Stoughton, 207 S. Forrest Street, Stoughton WI 53589

#### 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 Vot	e 17-0
Mayoral Action: Accept	Veto	
Tim Swadley, Mayor	10/22/19 Date	_
Council Action:	Override Vot	е

S:\MPS-Shared\Resolutions\USH 51 Corridor Study-2019 Public Involvement Comments.docx

From: rjscheel@ci.stoughton.wi.us

To: Kobryn, Jennifer

Cc: Hellermann, Luke; jeff.berens@dot.wi.gov; Fisher, Mark; Petersen, Joan; JWeiss@stoughtonutilities.com

 Subject:
 RE: 5845-06-03; US 51 Corridor Study

 Date:
 Tuesday, November 19, 2019 5:30:45 PM

Attachments: image001.png

#### 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]

Sent: Tuesday, November 19, 2019 4:13 PM

To: Rodney J. Scheel <rjscheel@ci.stoughton.wi.us>

Cc: Hellermann, Luke <Luke.Hellermann@strand.com>; Berens, Jeff - DOT <jeff.berens@dot.wi.gov>;

Fisher, Mark < Mark. Fisher@strand.com>; Petersen, Joan < 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 | 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

#### [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 **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 <rischeel@ci.stoughton.wi.us>

Sent: Friday, January 29, 2021 7:09 AM

To: Berens, Jeff - DOT < 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



THIS PAGE INTENTIONALLY LEFT BLANK

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 altogeather 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 permmanent 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 definately not starter homes nor transitionary 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. Adaquate 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 trhe Beach Road area just to the east, been given sufficient consideration? Has such even been considered?

We believe that incomplete planning and lack of forsight 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

BavView 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 Dyreson 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 UWs 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 (608) 263-3043 FAX (608) 262-6801

- 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

Telephone: (608) 246-3800 Teletypewriter (TTY): (608) 246-5385 Facsimile (Fax): (608) 246-7996 E-mail: 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.

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 Dyreson 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 UniversityOctober 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 UWs 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.

 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,

Jeff Berens, P.E.

ell Berns



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, w.m.

William M. Elvey, P.É.

Associate Vice Chancellor

Elven

Cc: D. Rose

G. Brown

T. Alexander



# STOUGHTON AREA **EMERGENCY MEDICAL SERVICE**



Non-Emergency 873-6500

381 East Main Street Stoughton, Wisconsin 53589 **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** 

Mayor Donna Olson Cc:

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

2021-01 MCFariand Section Forcemain Location; pur

From: Berens, Jeff - DOT

Sent: Monday, January 25, 2021 7:13 AM

To: Cindy Lehr <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

From: Cindy Lehr < info@kegonsasanitarydistrict.com>

Sent: Friday, January 22, 2021 11:44 AM

To: Berens, Jeff - DOT < 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

From: Berens, Jeff - DOT < Jeff.Berens@dot.wi.gov>

Sent: Friday, January 15, 2021 13:56

To: Lehr, Cindy - MUN < info@kegonsasanitaryDistrict.com >

Cc: 'Vieth, Eric' < <a href="mailto:Eric.Vieth@strand.com">Eric.Vieth@strand.com</a>; 'Constant, Andrew' < <a href="mailto:Andrew.Constant@strand.com">Andrew.Constant@strand.com</a>>

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-or-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

From: Cindy Lehr <info@kegonsasanitarydistrict.com>

Sent: Friday, January 08, 2021 10:18 AM

To: Berens, Jeff - DOT < Jeff. Berens@dot.wi.gov>

Cc: 'Vieth, Eric' < <a href="mailto:Eric.Vieth@strand.com">Eric.Vieth@strand.com</a>; 'Constant, Andrew' < <a href="mailto:Andrew.Constant@strand.com">Andrew.Constant@strand.com</a>>

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 THIS PAGE INTENTIONALLY LEFT BLANK



THIS PAGE INTENTIONALLY LEFT BLANK

Scott Walker, Governor Mark Gottlieb, P.E., Secretary

Internet: www.dot.wisconsin.gov

Telephone: 608-246-3800 Facsimile (FAX): 608-246-7996 E-mail: 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 (<a href="mailto:craig.pringle@dot.wi.gov">craig.pringle@dot.wi.gov</a>). 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 (<a href="mailto:luke.hellerman@strand.com">luke.hellerman@strand.com</a>) 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

Tom Koprowski, WisDOT SW

Rodney Scheel, City of Stoughton Amanda Cushman, DNR Joan Petersen, Strand Luke Hellermann, Strand Chris James, Dane County Parks

Erica Schmitz, Town of Dunn

Mike Sedlacek, EPA

Craig Pringle, WisDOT Project Manager

Bethaney Bacher-Gresock, FHWA

Russ Anderson, DNR Cathy Bleser, DNR Shar TeBeest, WisDOT Mike Rupiper, CARPC Mike Slavney, Vandewalle Janet Nodorft, WisDOT

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	715 588-332
Wichael Allen, Sr.	Executive Director	Creat Lakes Inter-Tribal Council	2939 Highway 47 N.	/ 13 360-332
			Lac du Flambeau, WI 54538	
Edith Leoso, THPO		Bad River Band of Lake Superior Chippewa Indians PO Box 39		
		of WI	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	
giiwegiizhigookway Martin, THP	20	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	88385 Pike Road, Highway 13	
		of WI	Bayfield, WI 54814	
Jonathan Buffalo, NAGPRA		Sac and Fox Nation of Mississippi in Iowa	349 Meswaki Road, Tama, IA 52339-9626	
Representative				1,
Jane Nioce		Sac and Fox Nation of Missouri in Kansas and Nebraska	305 North Main, Reserve, KS 66434	

THIS PAGE INTENTIONALLY LEFT BLANK



THIS PAGE INTENTIONALLY LEFT BLANK



## Dane County Land & Water Resources Department

Lakes & Watersheds • Land Acquisition • Land Conservation • Parks

Kevin F. Connors, Director

August 24th, 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

- 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

Telephone: (608) 246-3800
Teletypewriter (TTY): (608) 246-5385
Facsimile (Fax): (608) 246-7996
E-mail: 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.

 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.

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.

Include relocation/recalibration of USGS station.

WisDOT is willing to relocate/recalibrate the USGS station.

Provide connector path from proposed 51 path to parking lot/existing park path.

WisDOT is willing to provide this path connection.

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.
- 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.
- 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.
- 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.
- 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

### Hellermann, Luke

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: 4(f) Grant Documentation for Babcock Park and Lower Mud Lake Fishery

FW: Exhibit E ADR-001; FW: ADR-001 Kramper property; FW: RBF-968 Dane County

ousley, Cheryl - DNR

esday, November 29, 2011 12:41 PM

hman, 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

ushman, Amanda A - DNR esday, November 22, 2011 4:40 PM es, 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!



Environmental Analysis and Review Specialist South Central Region Wisconsin Department of Natural Resources

ph(m):phor(608) 275-3485

(a) fax: (608) 275-3338

(E) 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

(26) phone: (608) 267-7683 (27) fax: (608) 267-0496

( ) e-mail: Mary.Teves@wisconsin.gov

Visit my Bureau's web pages by starting at <a href="http://dnr.wi.gov/org/caer/cfa/cfindex.html">http://dnr.wi.gov/org/caer/cfa/cfindex.html</a>

ousley, Cheryl - DNR esday, November 22, 2011 04:15 PM Ins, Bethany A - DNR; Teves, Mary R - DNR nman, 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

ousley, Cheryl - DNR ursday, October 06, 2011 1:59 PM ins, Bethany A - DNR

FW: 4(f) Grant Documentation for Babcock Park and Lower Mud Lake Fishery

2

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.



Environmental Analysis and Review Specialist South Central Region

Wisconsin Department of Natural Resources

(a) phone: (608) 275-3485

(a) fax: (608) 275-3338

( e-mail: Amanda.Cushman@Wisconsin.gov

#### State of Wisconsin Department of Natural Resources Box 7921 Madison, WI 53707-7921

Sponsor

### DMR COPY

Project Number

RECREATION AIDS GRANT AGREEMENT OR PROJECT FUNDING AGREEMENT Form 8700-65 Rev. 9-89

Dane County		RBF-968
Project Title	***************************************	
Dane County Locks Rehabilitati	ion	·
Period Covered by This Agreement		Name of Program
December 5, 2003 Through Jur	ne 30, 2005	Recreational Boating Facilities
Project Scope and Description of Pro	oject	
of an anticipated 3 phases in th	e full rehabilitation process. F	k, LaFollette Park and Babcock Park. The project is the first Phase 1 includes engineering and architectural services, e repairs, tainter and lockgate replacement, ADA upgrades,
	a .	
PROJECT COSTS:		The following documents are hereby incorporated into and made part of this agreement:
Total Cost	\$600,000.00	1. Chapter NR 7, Wisconsin Administrative Code
Fund Support	60%	2. Application Dated 07/03/2003
State Aid		
Amount	\$360,000.00	
Sponsor Share	\$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.
- 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. Status, 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.

STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES FOR THE SECRETARY

Kathryn A. Curther, Director Bureau of Community Financial Assistance

(Date)

3

Project ID 5845-06-03

H-165

APPENDIX H

Project ID 5845-06-03

APPENDIX H

For use with Grant Application Form 8700-191

Sheet of	Project Applicant:		Prepared By:			LEAVE BL	ANK - DN	RUSE ON	Υ_	
1 1	Dane County		Gaylord	Plumer		Project Numbe	r			
County	Project Name:				<del>,,,,,</del>	1				
Dane	Renovate Locks and Da	ms				INFORMATION PROGRESS				
DEVELOPMENT PROJECT ITEMS List by individual item or break down by Use Areas (See Item List On Back Of This Form)  Babcock Park Locks		Indicate Contract (C) Force Acct. (F) Donaled(D)	Quantity and Unit of Measure	Component Costs	Estimated Total Item Cost		Date - Bill roent Com			
		Contract			200,000		an Jaceu			
							,			
LaFollette Pa	urk Locks	Contract:			200,000			<u> </u>	· · · · · · · · · · · · · · · · · · ·	
	_							·		
Tenney Park L	ocks	Contract	<u> </u>		200,000	<del>  -   -</del>	-			
			¥	,						
	1								v	
,										
	The state of the s									
-							<u> </u>	<del>  -</del>		
				TOTAL	600,000		OTAL			

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.



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) 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

1

(☎) 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:

<u>Babcock Park</u> 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?

<u>Viking Park</u> 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.

2

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

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,

4

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 Strand Associates, Inc.® 910 West Wingra Drive Madison, Wisconsin 53715 Phone: (608) 251-4843 www.strand.com

5

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

# State of Wisconsin Department of Natural Resources Form 8700

REIMBURSEMENT CLAIM - Recreation Aid Project Form 8700-11 Rev. 10-91

INSTRUCTIONS: (Please see the reverse side)

				note a	LEAVE BLANK-	ONR USE ONLY		
Mail Check To:		Project Number		Date Recorded				
			FMH-19	rgs arth	or charge a sale	No.		
DANE COUNTY	1111111	Project Sponsor and			Bur. CA Mgt. Init	ials		
4318 ROBERTS		DANE COUNTY-E	BABCOCK	PARK				
MADISON, WI	33111	Claim Number		-	Bur. FN Initials			
Federal Employer I (LAWCON Only)	D Mumbel C	O101111 110111001		A STATE OF THE PARTY OF THE PAR	ž			
					Date of Voucher			
County DANE		Advance Pa	rtial X	Final	To with sollars			
DANE		Fynen	ditures			This Claim		
Classific	ation	This Claim	Submitted	to Date	Amendment	This Claim		
ACQUISITION -I	and Acquisition	\$	\$	and and a	\$	\$		
- F	Relocation		1242 1245	Blok 1	ge sa e ve per			
DEVELOPMENT	Architect/Engineer Fees	e la managara se	il a	TOTAL CO	British San			
-(	Construction	\$227,175		1 2 1	20 1-20			
	Equipment Purchase	83	Ligaters	er er	SERSONAL A			
MAINTENANCE					A-Bango -			
						**************************************		
MISCELLANEOUS (Specify)	5							
1. Total Expendi	tures	\$227,175						
A. Approved P	roject Amount		2					
B. Cost Overrus								
C. Additional A	Aid Amt. Requested		7		7 3			
2. Grantee Share								
3. Grant Share	RBF-225(60%	\$136,305						
	FMH-19 (40%	THE RESERVE OF THE PARTY OF THE						
based on actua	I navments of recor	he best of my know rd and are in accor which has not been	dance with	the terr	its of the project at	xpenditures are nd the reimbursemen		
Signature of Au	thorized Official			Date S	oumles 8	1993		
Printed or Typed	Name of Authoriz			Title	ark Director	1		
Office Phone 246 389	Но	me Phone 873 8534				En		

# DANE COUNTY PARKS BABCOCK PARK ACCESS RENOVATION

BILLING SUMMARY NOVEMBER 8, 1993

Bablock 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

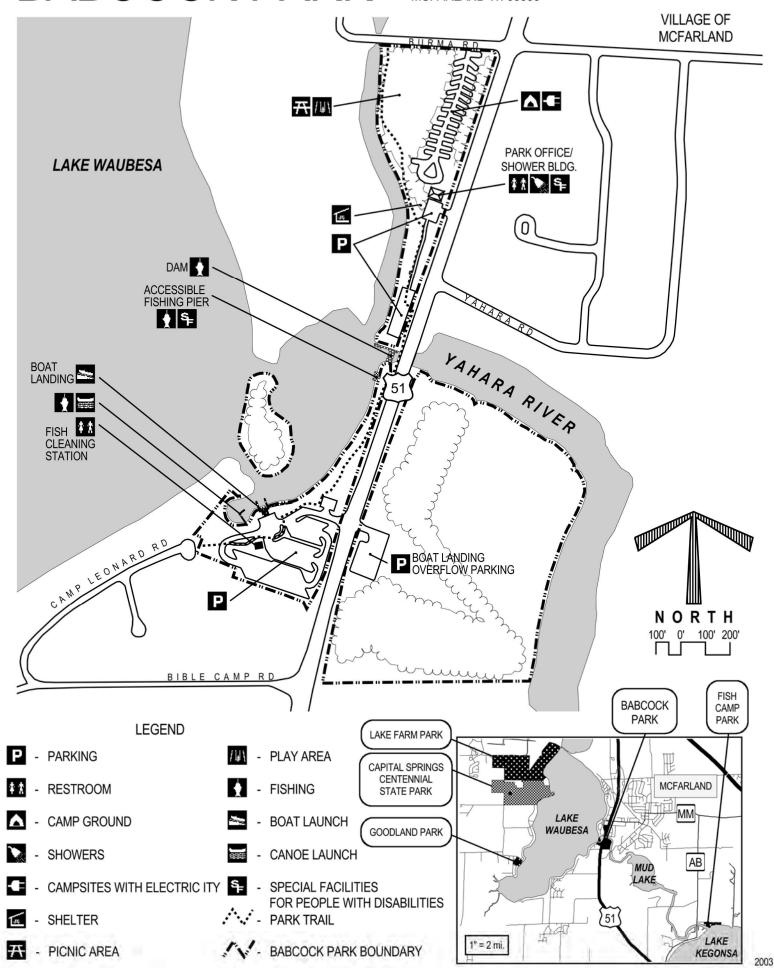
WASTE TIRE GRANT - \$ 50,000 /

DATE COUNTY SHARE - \$74,322

3H 6/7/9

# BABCOCK PARK

4214 US HIGHWAY 51 MCFARLAND WI 53558



# State of Wisconsin Department of Natural Resources Box 7921 Madison, Wisconsin 53704

## RECREATION AIDS GRANT AGREEMENT OR PROJECT FUNDING AGREEMENT Form 8700-65 Rev. 4-88

Sponsor	Project Number
Dane County	RBF-225
	The state of the s
Project Title	A STATE OF THE STA
Period Covered by This Agreement	Name of Program
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.

roject Cost:		The following documents are hereby incorporated into and made part of this agreement:							
Total Cost	\$ <u>227,175</u>	1. Chapter NR 7, Wisconsin Administrative Code							
Fund Support	_60%	2. Recreation Aids Application							
State Aid Amount	\$136,305	3							
Sponsor Share	\$90,870								

 The date of modernia Department of Matalan Medical Separtmenty and the openior matalany agree	to periorin una agreement in
accordance with the (Name of Program) Recreational Boating Facilities application, terms, promises, conditions, plans, specifications, estimates, procedures, maps and assurar part hereof.	and with the project proposal, nces attached hereto and made a

- 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.
- 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 employes or agents. The Sponsor is an Independent Contractor for all purposes, not an employe or agent of the Department. The Department further agrees that it will exercise no control over the selection and dismissal of the Sponsor's employes 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, employes 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 employes, 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.

Park Director
(Title)
May 10, 1992
(Date)

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES
FOR THE SECRETARY

Craig L. Karr, Director Bureau of Community Assistance

5-6-9~

OF WISCONSIN ST F NATURAL RESOURCES DEPARTMEN BOX 7921 MADISON, WISCONSIN 53707

RECREATION AID PROJECT COST ESTIMATE WORKSHEET FORM 8700-14 REV. 2-80

INSTRUCTIONS: SEE REVERSE SIDE.

MADISON, WISCON	INSTRUCTIONS:	SEE REVERSE SIDE	Ξ.			LEAVE BLANK – DNR USE ONL			
SHEET OF	PROJECT SPONSOR AND NAME  Dane County Park Commission -	Babcock Parl	k Boat Laur	nch		PROJECT NUMBER			
COUNTY	PREPARED BY Jim Mueller			April 4, 1992		PROGRESS INFORMATION INSP. DATE-BILLING #			
DEVELOPMENT ITEM		INDICATE CONTRACT (C) FORCE ACCT.	QUANTITY AND UNIT OF MEAS.	COMPONENT COSTS	ESTIMATED TOTAL ITEM COST	PERCENT COMPLETED			
Launch Ramps		С	4	\$5875	\$23,500				
Car-Trailer Pa	rking Lot	С	77	\$1660	\$127,820				
Parking Lot Ex	pansion (brushing & clearing)	F	240 Hrs	\$12.00	\$ 2,880				
Single Car Par	king Bays	С	11	\$500	\$ 5,500				
Dredging		С	1700 C.Y	\$3.00	\$ 5,100				
Tie-up Pier		F	50 L.F.	\$100	\$ 5,000				
Toilet and Fis	h Cleaning Facility Renovation	С	400 S.F.	\$50	\$20,000				
Asphalt Walkwa	у	С	1110 Feet	\$8.00	\$ 8,800				
Accessible Fis	hing Piers	F	3	\$1000	\$ 3,000				
Landscaping &	Sitework	F			\$ 7,650				
Planning & Eng	ineering	F		10% of Tota	\$20,925				
				TOTAL	\$230,175	TOTAL			



### 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. Section4(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.

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

3

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

Tony Evers, Governor Preston D. Cole, Secretary Telephone 608-266-2621 Toll Free 1-888-936-7463 TTY Access via relay - 711



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:

dnr.wi.gov

wisconsin.gov

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.

Sincerely,

Eric Heggelund

Eric Heggelund

Environmental Analysis & Review Specialist

cc: Joel Brown, WisDOT

Pam Foster Felt, DNR Jim Welsh, Groundswell



#### Conservation where you live

303 S. Paterson St., Suite 6 | Madison WI 53703 608.258.9797 | www.groundswellwisconsin.org

FORMERLY KNOWN AS NATURAL HERITAGE LAND TRUST

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,

Jim Welsh

Executive Director

Ju Wes

Z:\Stewardship\Projects\Lower Mud Lake\Brost\Stewardship\DOT Taking\Brost Addition Response to DOT.docx



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.

1



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

Internet: www.dot.wisconsin.gov

Telephone: (608) 246-3800 Teletypewriter (TTY): (608) 246-5385 Facsimile (Fax): (608) 246-7996 E-mail: 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.



Page 2
September 16, 2013
Project ID 5845-06-02
US 51 Corridor Study
I-39/90 to US12/18 (Madison South Beltline
Dane County, Wisconsin

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. Thank you for your cooperation and interest in this project.

Sincerely,

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

Telephone: (608) 246-3800 Teletypewriter (TTY): (608) 246-5385 Facsimile (Fax): (608) 246-7996 E-mail: 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 and 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.®

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:

- 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.
- 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.

Sincerely,

Jeff Berens

Jeff Berens, P.E. Project Manager

cc: 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:

- 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.
- 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.

Sincerely,

Jeff Berens

Jeff Berens, P.E. Project Manager

cc: 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

		etters 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
Company Bureau of Indian Affairs	Mr.	Timothy	Guyah			(612) 713-4400 or (612) 725- 4500	5600 West American Boulevard	Suite 500		Bloomington	MN	55437	https://www.bia.gov/regional-offices/midwest
Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Ms.	Edith	Leoso	THPO	thpo@badriver-nsn.gov	(715) 682-7123 Ext. 1662		P.O. Box 39		Odanah	WI	54861	http://www.badriver-nsn.gov/
Forest County Potawatomi Community of Wisconsin	Mr.	Michael	LaRonge	ТНРО	michael.laronge@fcpotawatomi-nsn.gov	(715) 478-7354	Tribal Office	5320 Wensaut Lane, P.O. Box 340		Crandon	WI	54520	http://www.fcpotawatomi.com/
Lac Vieux Desert Band of Lake Superior Chippewa Indians	Ms.	Daisy	McGeshick	THPO	daisy.mcgeshick@lvdtribal.com	(906) 358-0137	Ketegitigaanig Ojibwe Nation	P.O. Box 249		Watersmeet	МІ	49969	http://www.lvdtribal.com/
Prairie Band Potawatomi Nation	Ms.	Hattie	Mitchell	THPO				16281 Q Road		Mayetta	KS	66509	http://www.pbpindiantribe.com/
Prairie Island Indian Community	Mr.	Noah	White	THPO	noah.white@piic.org	(651) 385-4175	11	5636 Sturgeon Lake Road		Welch	MN	55089	http://www.prairieisland.org/
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Mr.	Marvin	DeFoe	THPO	marvin.defoe@redcliff-nsn.gov	(715) 779-3700 Ext. 4244	Red Cliff Band of Lake Superior Chippewa Indians	88385 Pike Road, Highway 13		Bayfield	WI	54814	www.redcliff-nsn.gov
ac and Fox Nation of Missouri n Kansas and Nebraska	Mr.	Gary	Bahr	4.50		= = 1	1	305 North Main		Reserve	KS	66434	http://www.sacandfoxks.com/
ac and Fox Nation of Oklahoma	Ms.	Sandra	Massey	Historic Preservation Officer	smassey@sacandfoxnation-nsn.gov	(918) 968-3526 Ext. 1070		920883 South Hwy 99 Bldg A, RR 2, Box 246		Stroud	ок	74079	http://www.sacandfoxnation-nsn.gov/
iac and Fox of the Mississippi in owa	Mr.	Jonathan	Buffalo	NAGPRA Representative	M Es	(641) 484-3185		349 Meskwaki Road		Tama	IA	52339	http://www.meskwaki.org/

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

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

1

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>

Sent: Thursday, October 22, 2020 2:04 PM

To: DOT DL THPOs < DOTDLTHPOs@dot.wi.gov >; Marlon E. WhiteEagle < 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 < <u>Joel.Brown@dot.wi.gov</u>>; Grimes, Jennifer - DOT < <u>Jennifer.Grimes@dot.wi.gov</u>>; DOT DTSD US 51 Stoughton to McFarland EA < <u>DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov</u>>

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: <a href="https://wisconsindot.gov/Pages/projects/by-region/sw/5139901218/reports.aspx">https://wisconsindot.gov/Pages/projects/by-region/sw/5139901218/reports.aspx</a>

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 THIS PAGE INTENTIONALLY LEFT BLANK